

West Seattle and Ballard Link Extensions

*West Seattle/ Duwamish
Community Advisory Group
3/8/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Duwamish/West Seattle
- City of Seattle: Draft EIS Review
- Next steps and next meeting

Why we're here today

- Learn more about the results in the Draft EIS, informed by CAG members questions and discussion in February
- Engage on the City of Seattle's review of the Draft EIS, including potential key trade-offs and to inform their eventual comments on the Draft EIS

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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 reference 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

View Options ▾

View



SPEAKER



Mute



Stop Video



1

Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript



More

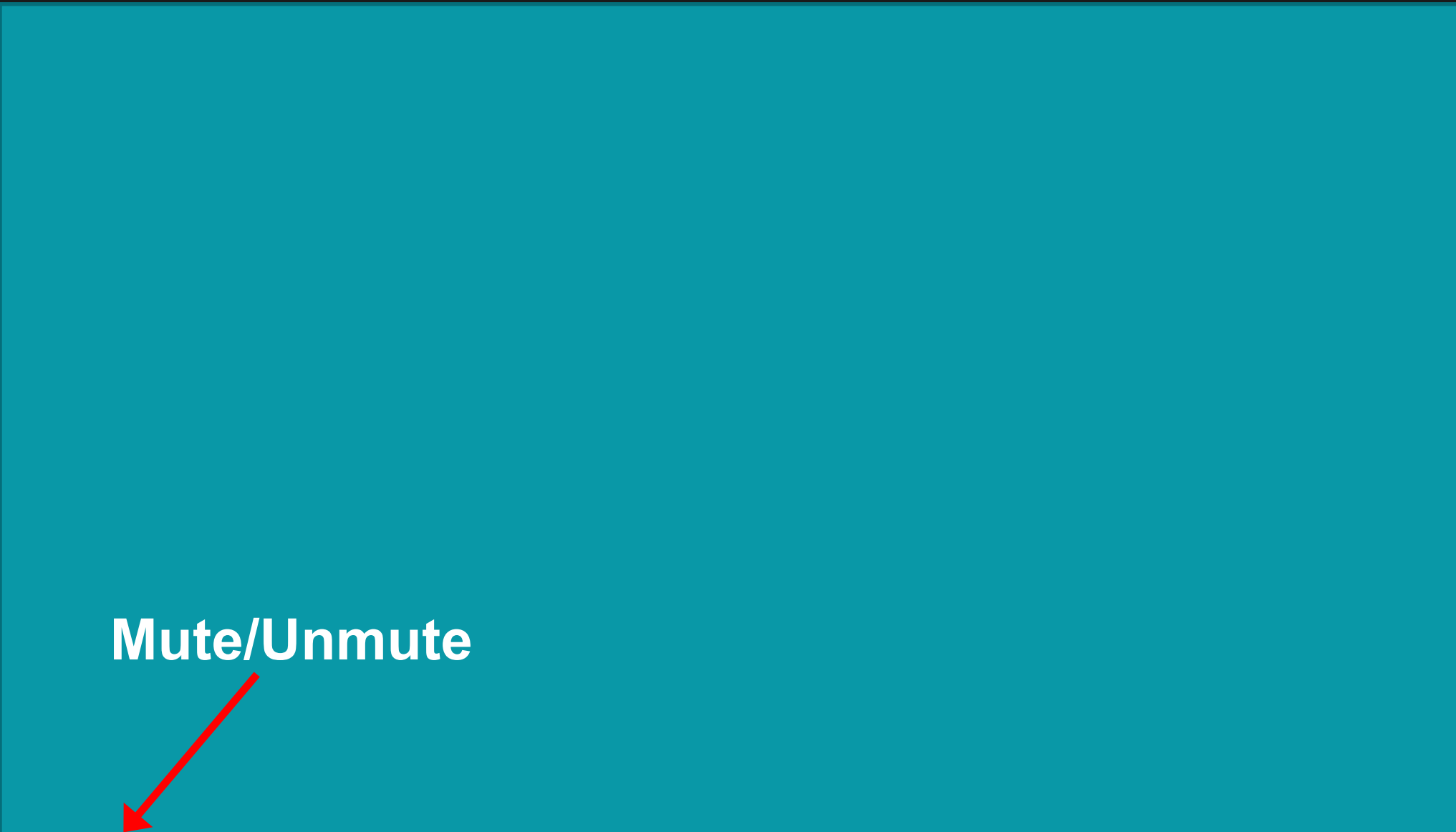
Leave



You are viewing Chris Johnstone's screen


View Options ▾


View





Mute/Unmute






Unmute



Stop Video


 1
Participants



Polls


Chat

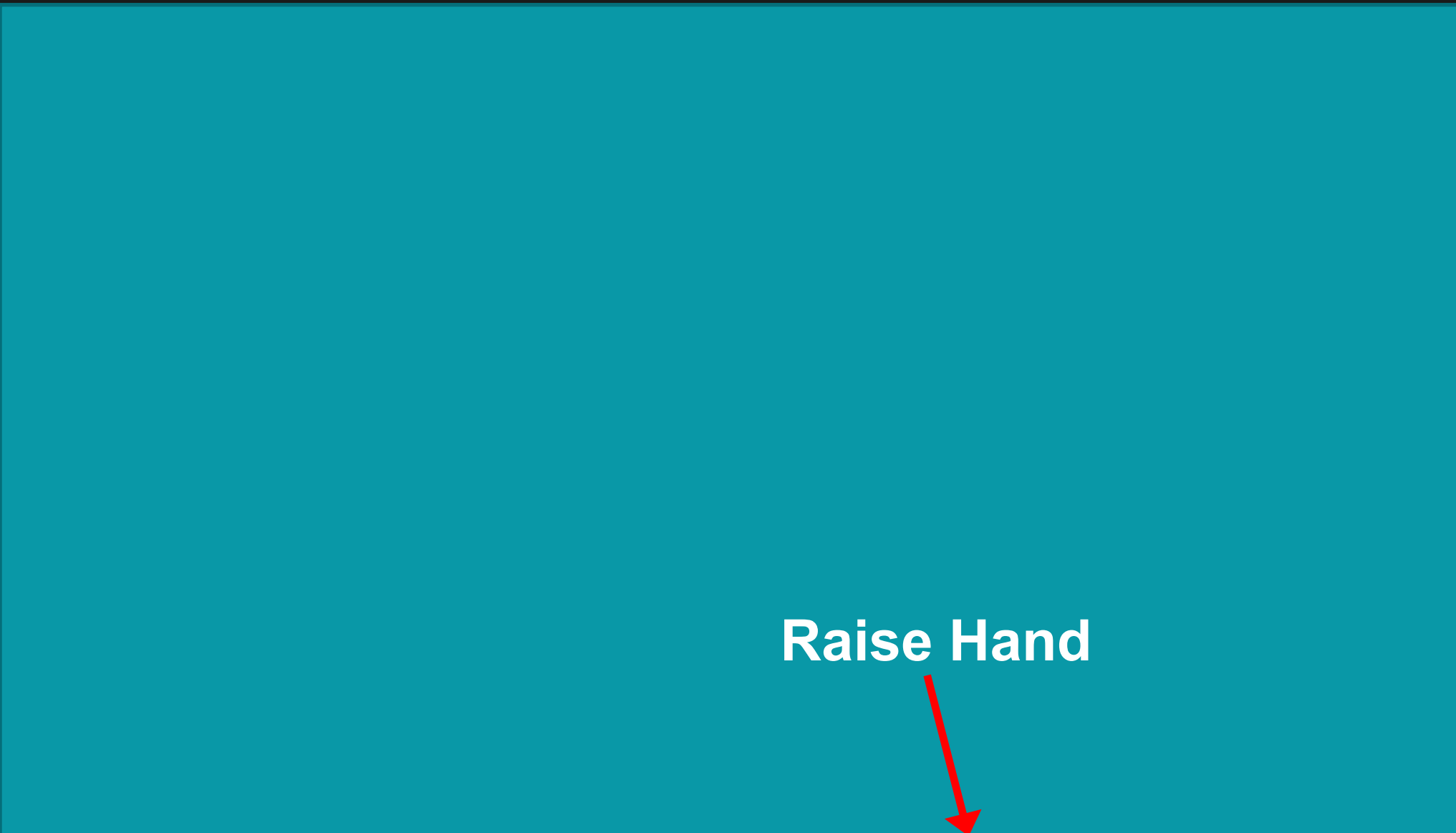

Share Screen


Raise Hand


Live Transcript


More

Leave



Raise Hand

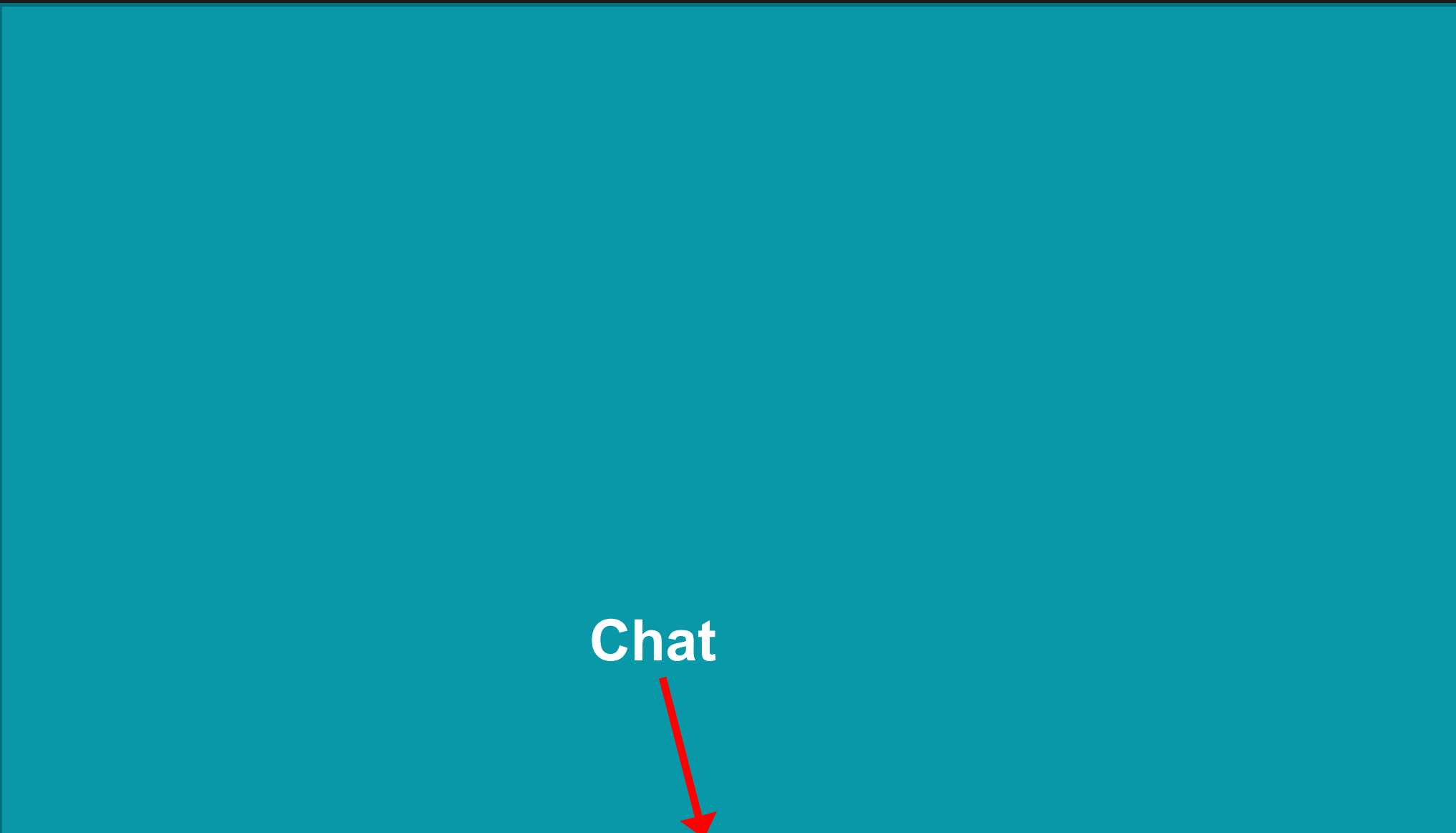




You are viewing Chris Johnstone's screen


View Options ▾


View





Chat






Mute



Stop Video


 1
Participants



Polls


Chat


Share Screen


Raise Hand


Live Transcript


More

Leave



Closed Caption

Introductions

Please share briefly:

- 1) Your name and pronouns
- 2) Days are getting longer – how do you plan to use the extra daylight?

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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

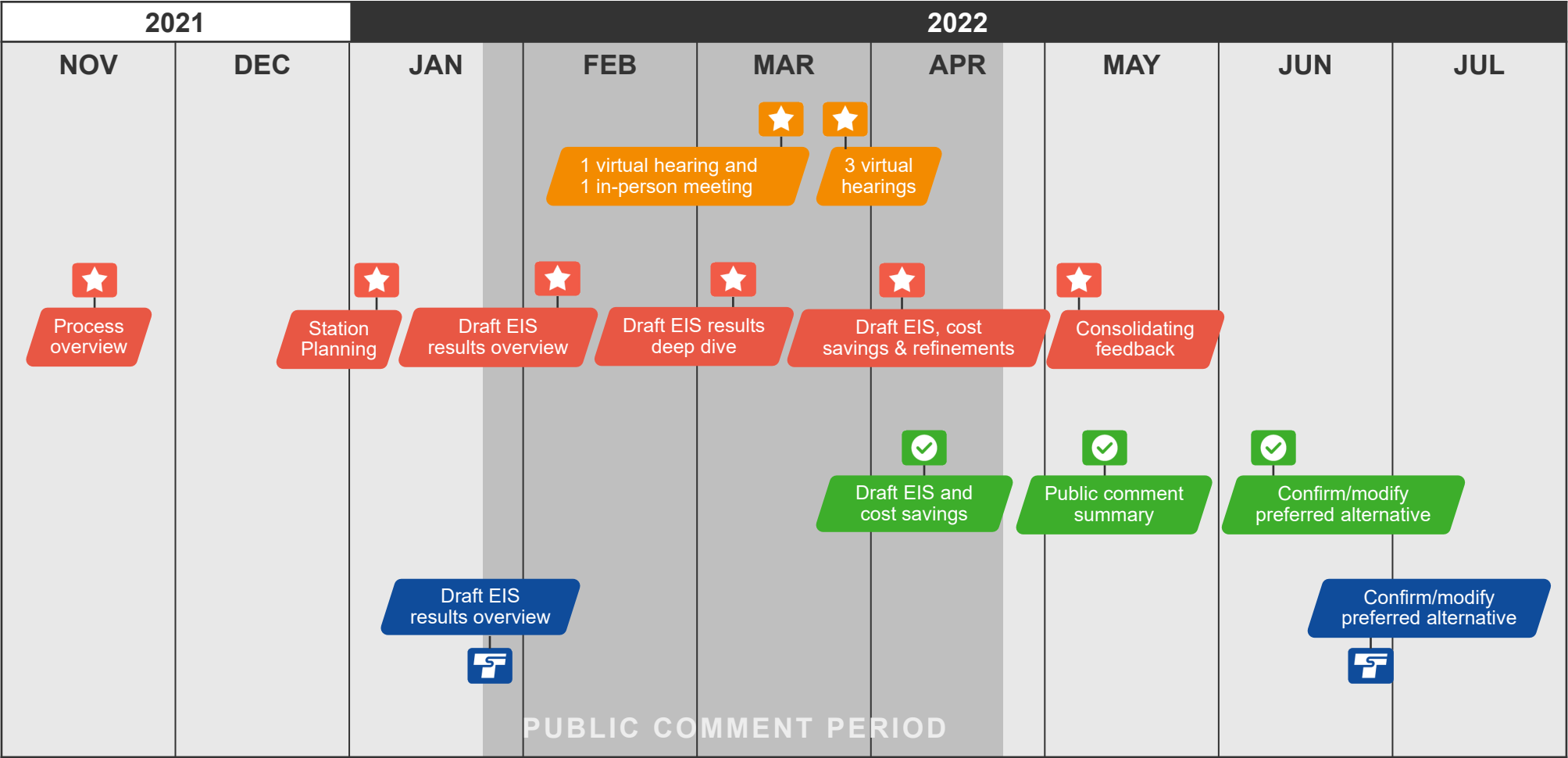
Federal Record of Decision

PUBLIC INVOLVEMENT

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

-  Draft EIS Public Meetings
-  Community Advisory Groups
-  Sound Transit System Expansion Committee
-  Sound Transit Board



External Engagement Snapshot (1/28-2/28)



409 Draft EIS comments



1 mailer

Sent to more than
130,000 addresses



1 online
open house

engaging more than
5,246 online visitors



21 community briefings



14 property owner webinars
and meetings



4 Community Advisory Group meetings



Ads featured on **15** unique radio, digital
and print publications



12 posts on social media platforms,
with 100K+ impressions



3 office hour sessions



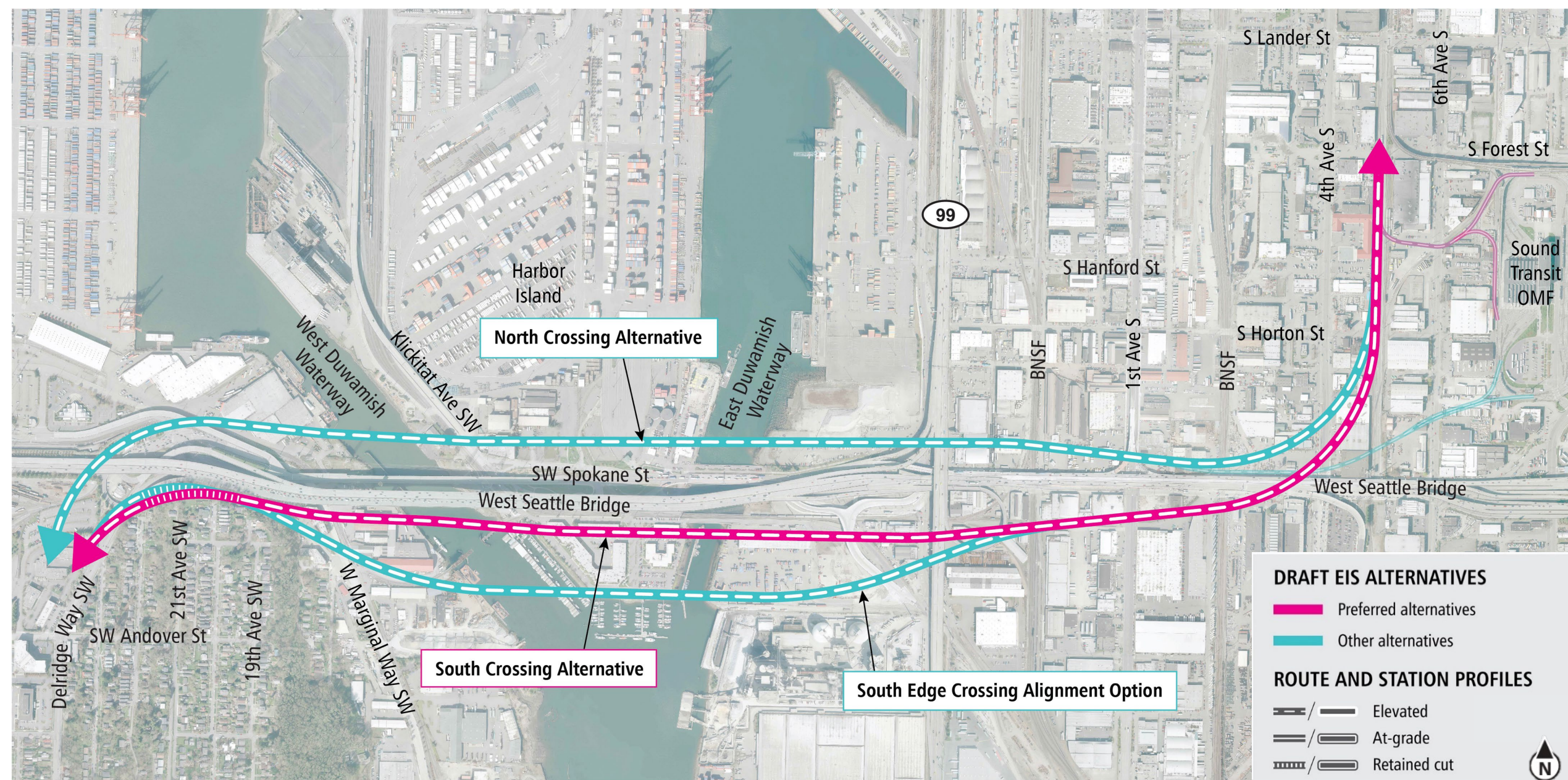
2 email
updates engaging more than
70,905 subscribers




800 posters delivered along
the corridor



10 Community
liaisons engaging more than
100 businesses



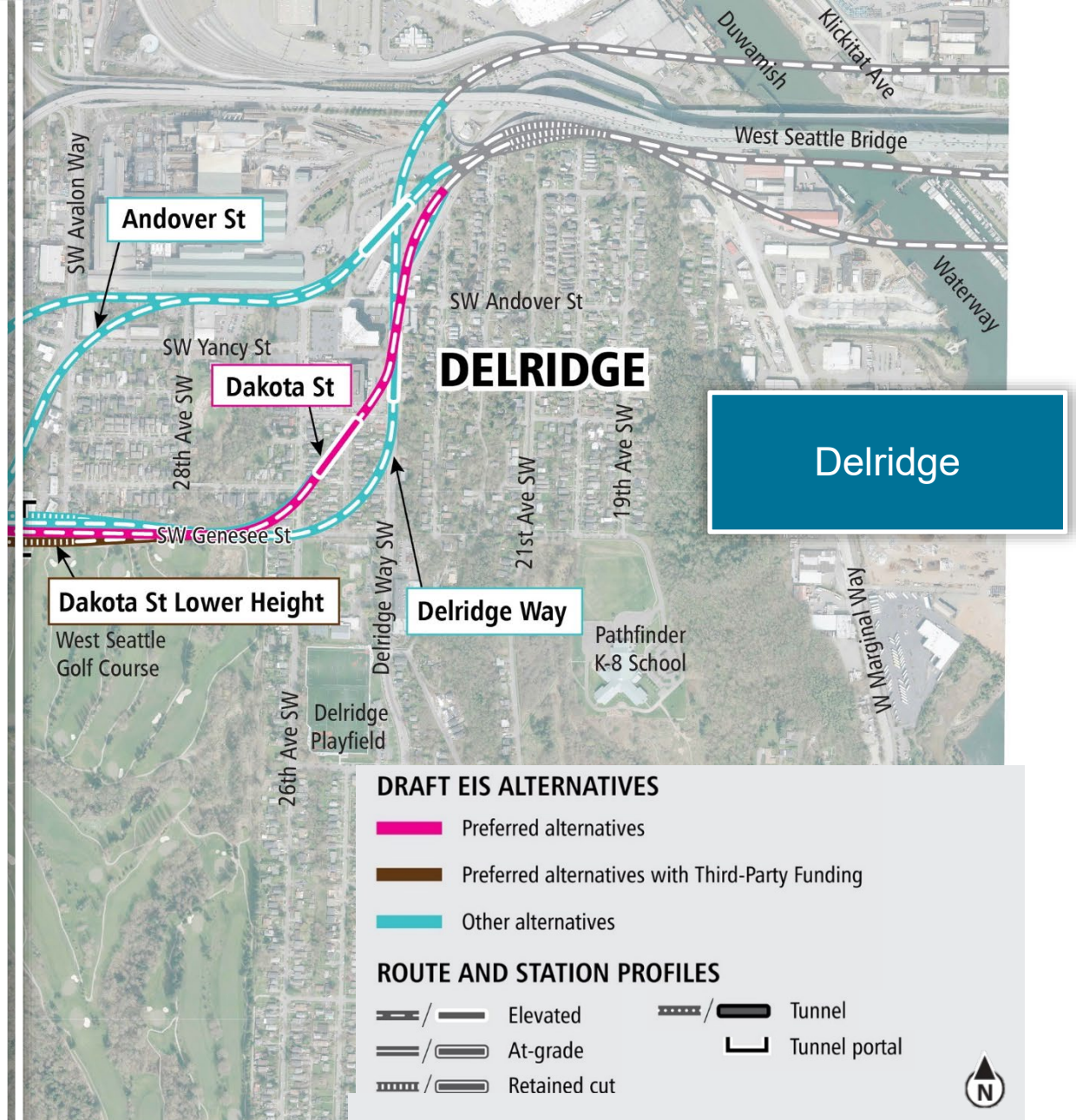
	South Crossing Alternative	South Edge Crossing Alignment Option	North Crossing Alternative
Project cost (2019\$ in billions) 	\$1.2B	\$1.3B	\$1.5B
Residential displacements 	26 units	26 units	none
Business displacements 	36	29	38
Maritime Business displacements 	3	5	10
Park effects (permanent) 	1.5 acres	1.9 acres	none
Other considerations 	Pigeon Point constructability BNSF bridge constructability	Pigeon Point constructability In-water columns necessary Marinas	Port of Seattle T-5 & T-18 T-25 restoration site Fire Station 14 effects






The above information is for illustration only. Please refer to DEIS for further detail.

Performance

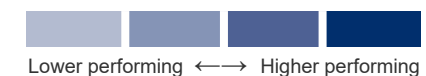


Lower performing ←→ Higher performing



	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
Project cost (2019\$ in billions) 	\$1.6B	\$2.0B	\$2.1B	\$2.2B	\$1.9B	\$1.6B	\$1.5B
Residential displacements 	607 units	551 units	364 units	321 units	410 units	201 units	487 units
Business displacements 	32	77	31	60	34	35	34
Park effects (permanent) 	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.5 acres	none	none
Other considerations 	Taller guideway/ Delridge Station	Taller guideway/ Delridge Station	Lower guideway/ Delridge Station	Lower guideway/ Delridge Station	Taller guideway/ Delridge Station	Lower guideway/ Avalon Station	Taller guideway/ Delridge Station
	Social service provider	Social service provider	Tunnel Avalon and Alaska Jct. stations Social service provider	Tunnel Avalon and Alaska Jct. stations Social service provider	Tunnel Alaska Jct. station Social service provider	Guideway follows West Seattle Bridge Delridge Station further north Tunnel Alaska Jct. Station	Guideway follows Avalon Way SW Delridge Station further north
The above information is for illustration only. Please refer to DEIS for further detail.							

Performance



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Deep dive topics

- Delridge Way Station Alternatives
- Racial Equity Toolkit: Bus and rail integration; Equitable Transit Oriented Development (E-TOD); Potential Displacements
- Visual Effects

Delridge Way Station Alternatives

Elevated Fauntleroy Way Station

Delridge Way Station

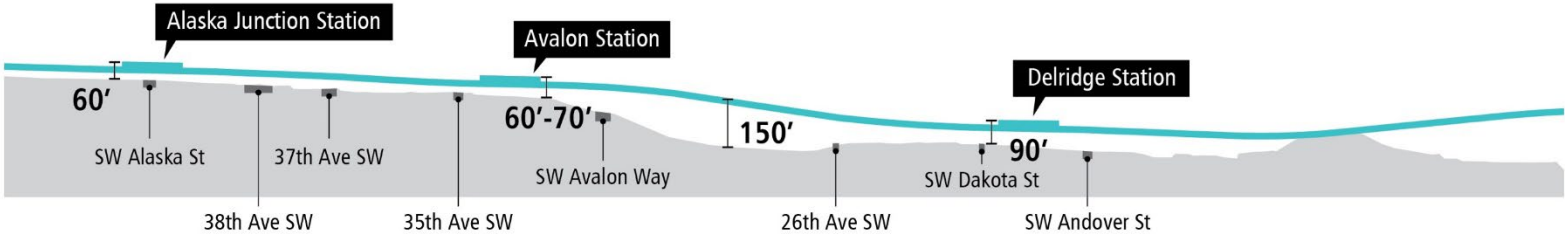
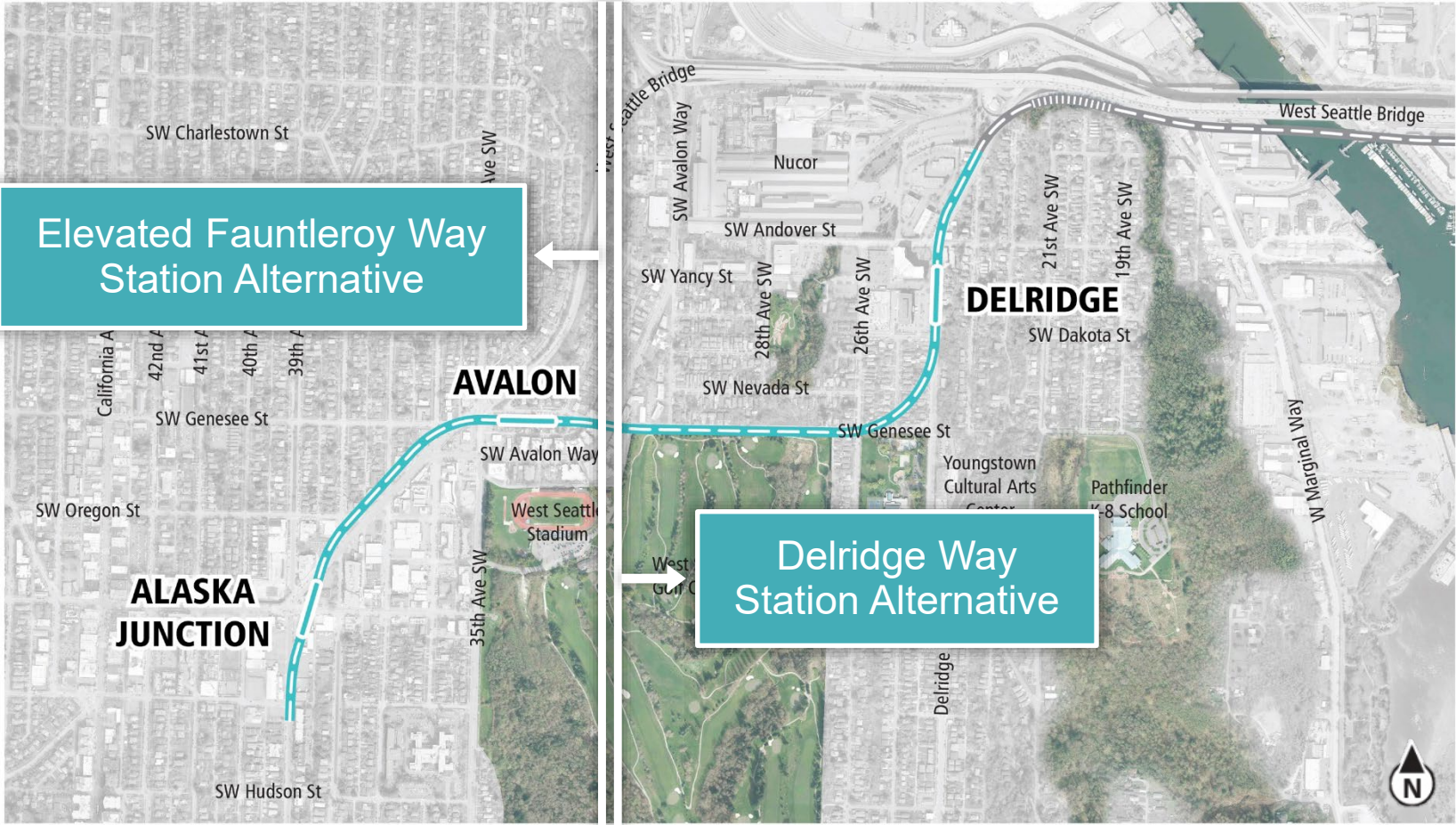
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ / ▬ Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Delridge Way Station

Project cost
(2019\$ in billions) **\$1.5B**

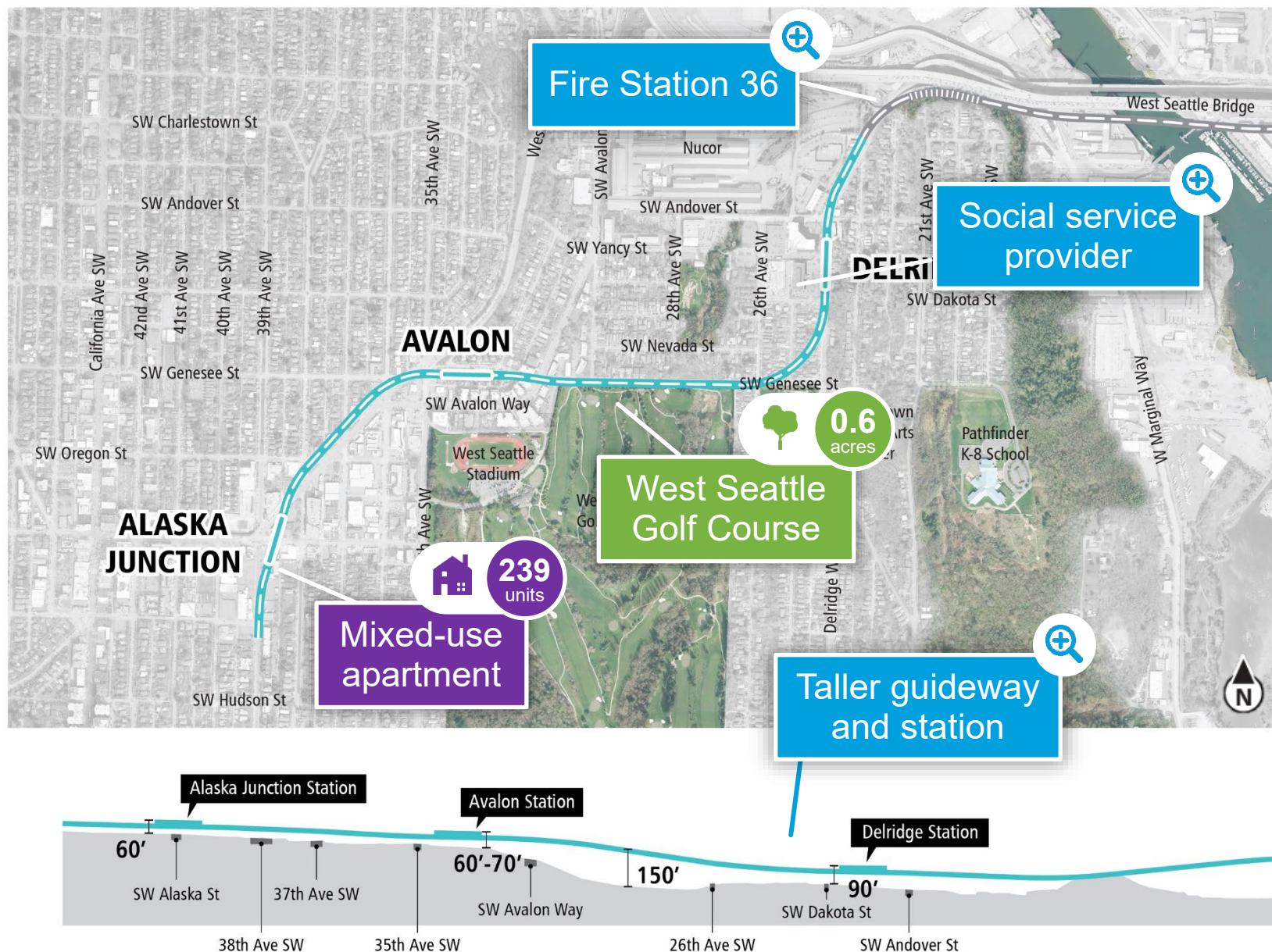
Residential
displacements **586 units**

Business
displacements **32**

Park effects
(permanent) **0.7 acres**

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.



Tunnel 41st Ave Station Delridge Way Station Lower Height Alternative

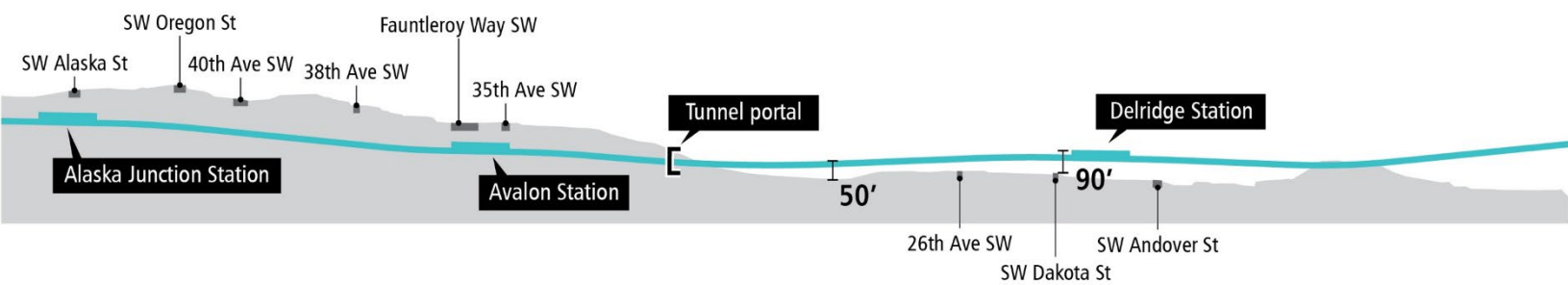
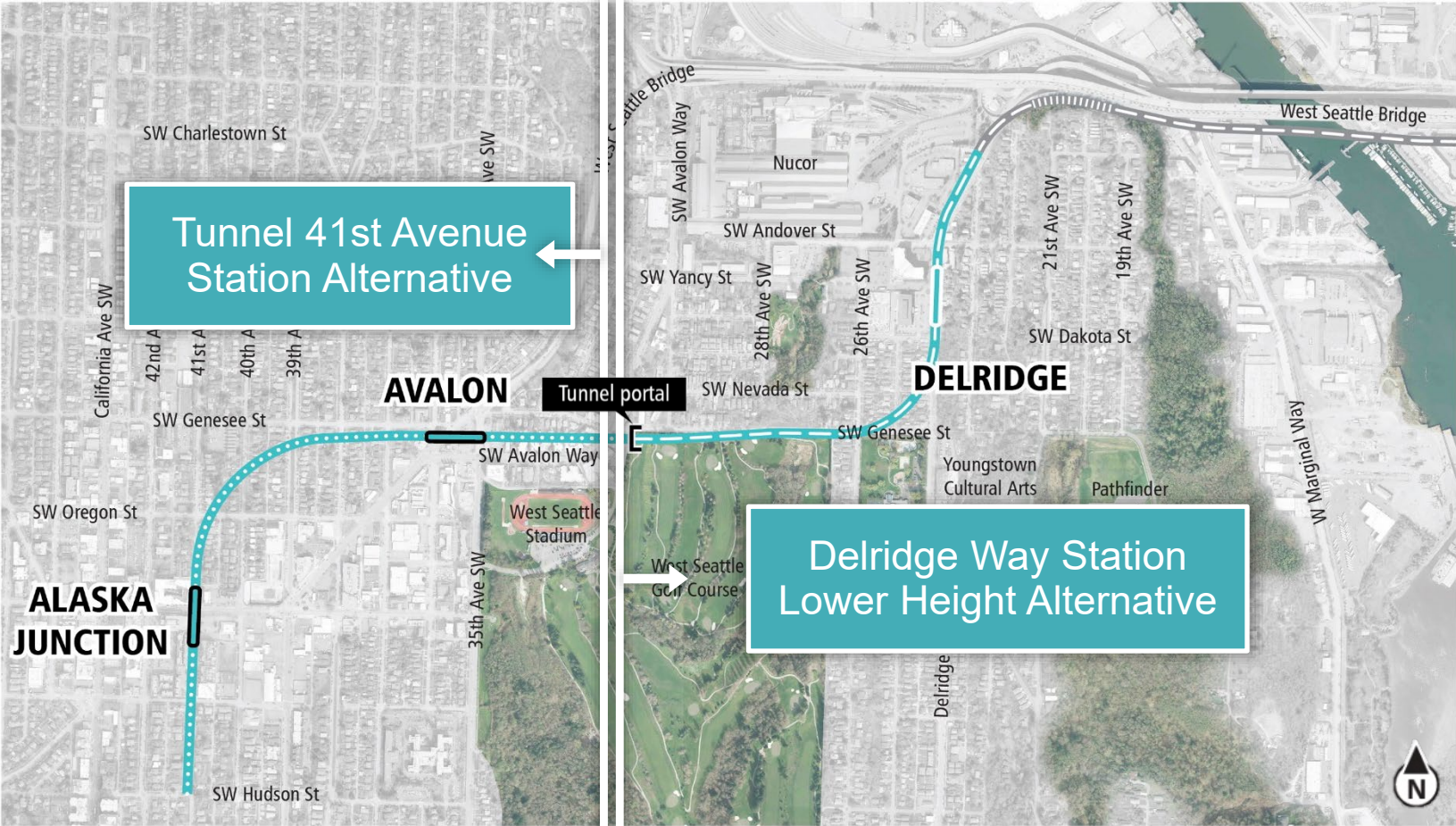
DRAFT EIS ALTERNATIVES

- Preferred alternatives
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ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut
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Tunnel 41st Ave Station
Delridge Way Station
Lower Height Alternative

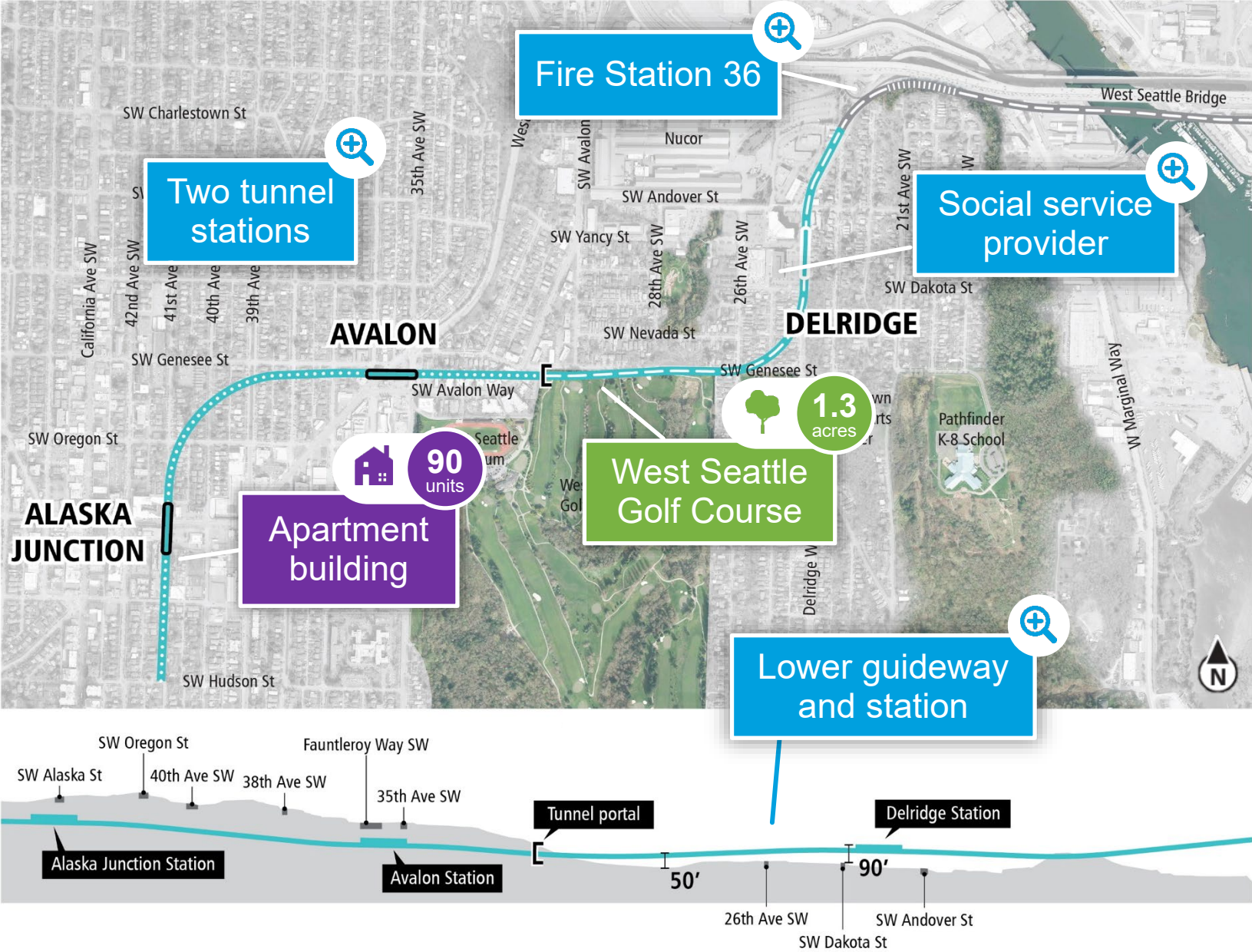
Project cost
(2019\$ in billions) **\$2.1B**

Residential
displacements **341 units**






Business
displacements **31**

Park effects
(permanent) **1.3 acres**

Other considerations



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	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Elevated Fauntleroy Delridge Way	Tunnel 41st Delridge Way Lower Height
Project cost (2019\$ in billions) 	\$1.6B	\$2.0B	\$2.1B	\$2.2B	\$1.5B	\$2.1B
Residential displacements 	607 units	551 units	364 units	321 units	586 units	341 units
Business displacements 	32	77	31	60	32	31
Park effects (permanent) 	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.7 acres	1.3 acres
Other considerations 	Taller guideway/ Delridge Station Social service provider	Taller guideway/ Delridge Station Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jnct. stations Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jnct. stations Social service provider	Taller guideway/ Delridge Station Social service provider Fire Station 36	Lower guideway/ Delridge Station Social Servicer Provider Fire Station 36

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Performance



Lower performing ←→ Higher performing

Racial Equity Toolkit

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.

RET Report: Environmental Review Phase

- Released as a Draft, will be updated based on comments received on the Draft EIS
- Delridge Station RET Outcomes:
 - An excellent transfer experience including **bus and rail integration** and options for RET community-desired amenities provided at the station.
 - **Equitable transit-oriented development** serving the community.



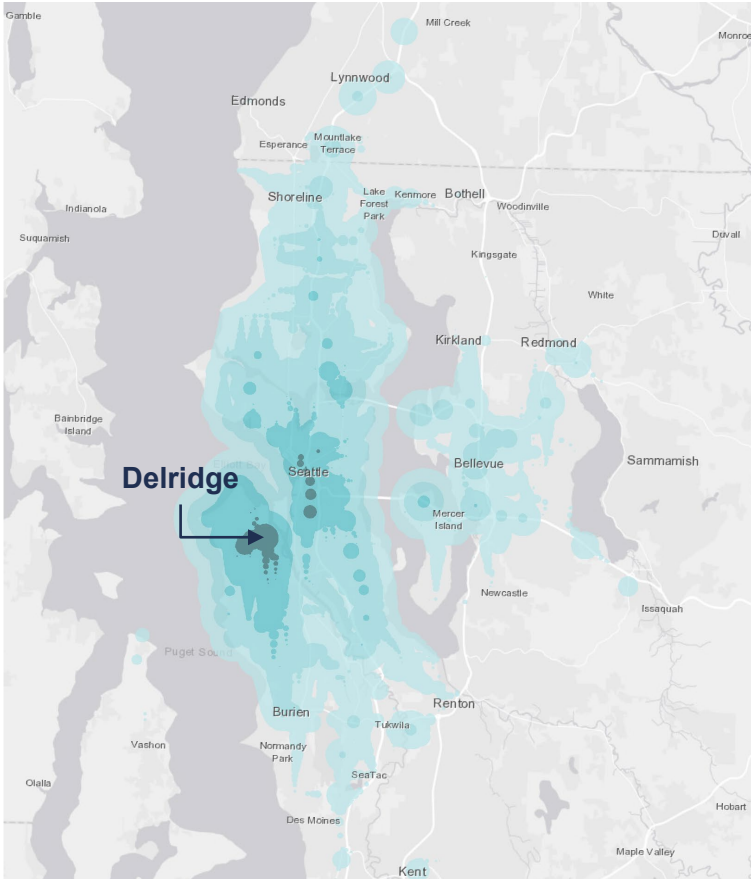
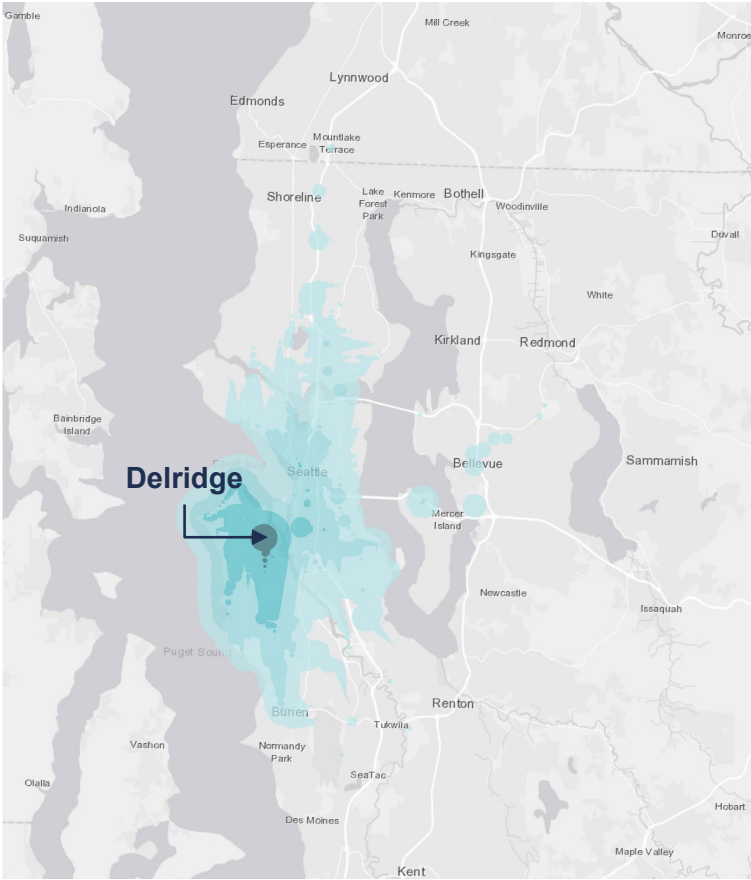
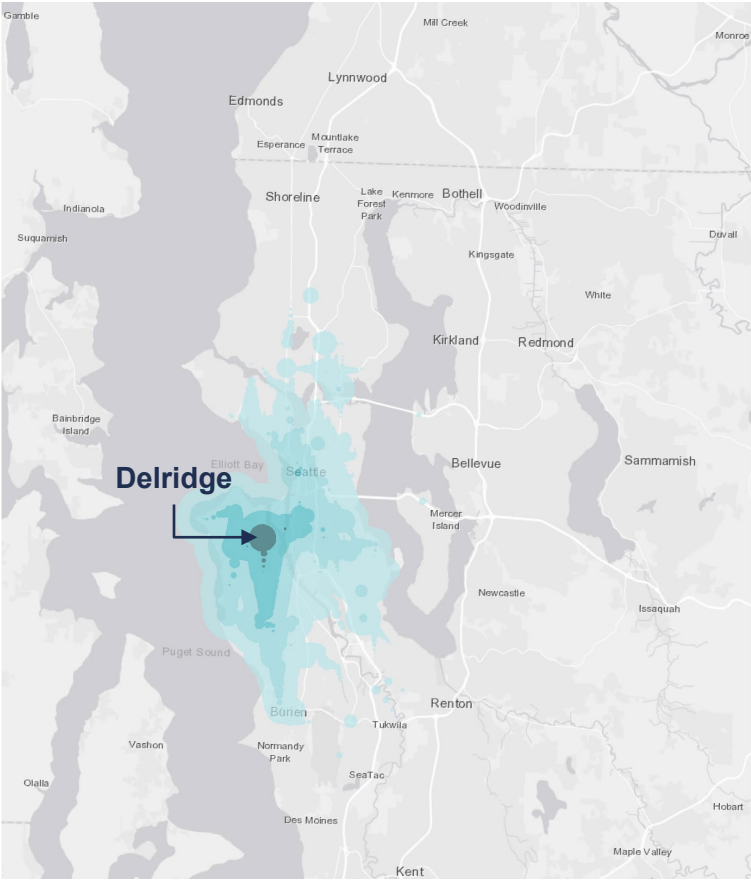
***Bus and Rail Integration,
E-TOD and Potential
Displacements***

Transit Travel Sheds – Delridge Station

Existing

2042 – Without WSBLE

2042 – With WSBLE



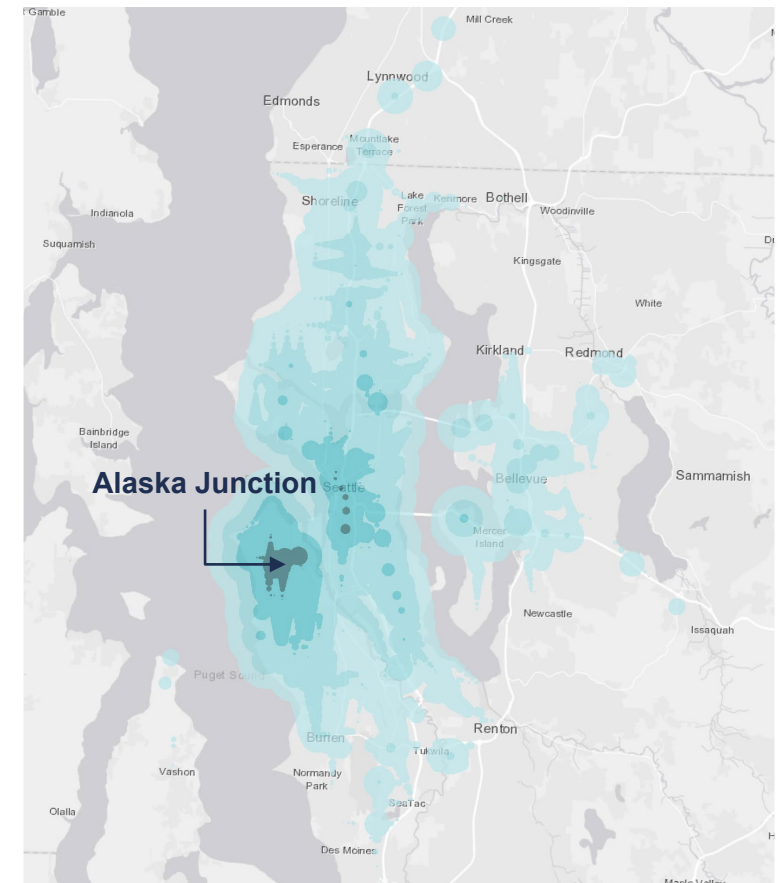
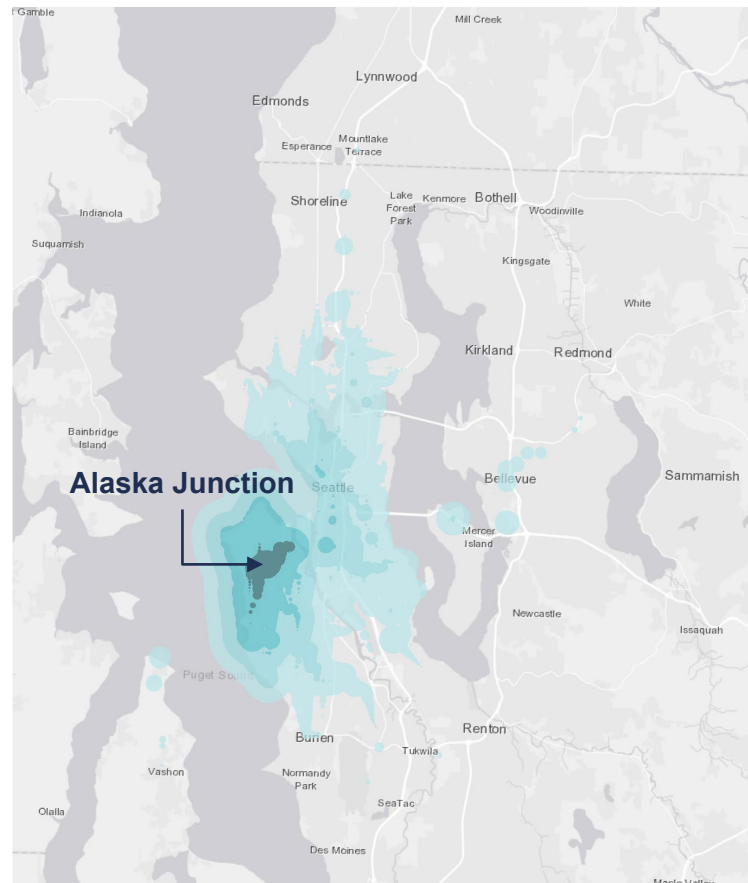
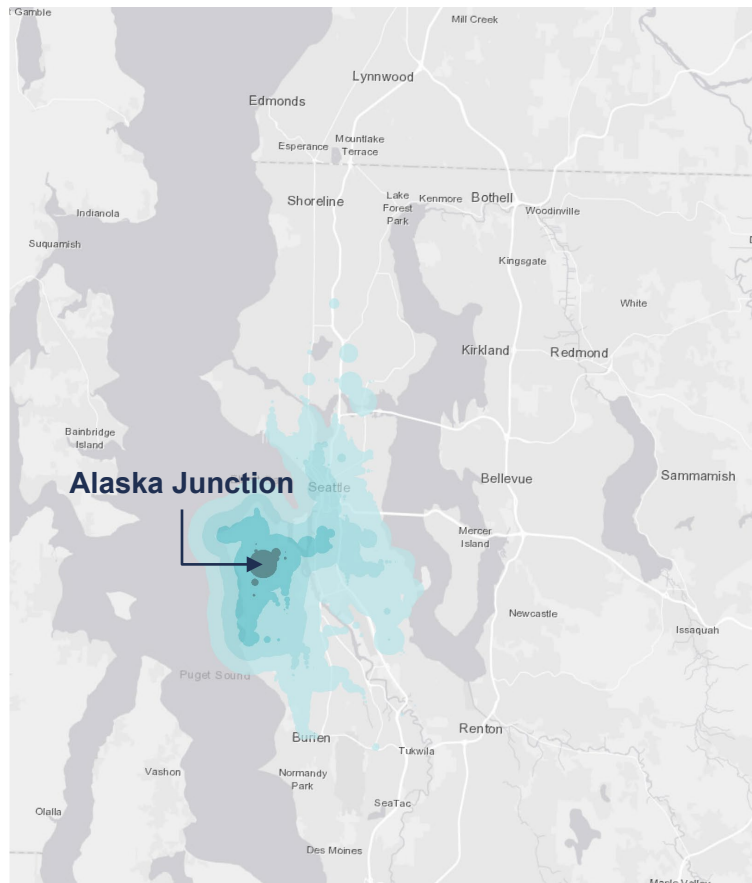
15 - minutes 30 - minutes 45 - minutes 60 - minutes

Transit Travel Sheds – Alaska Junction Station

Existing

2042 – Without WSBLE

2042 – With WSBLE



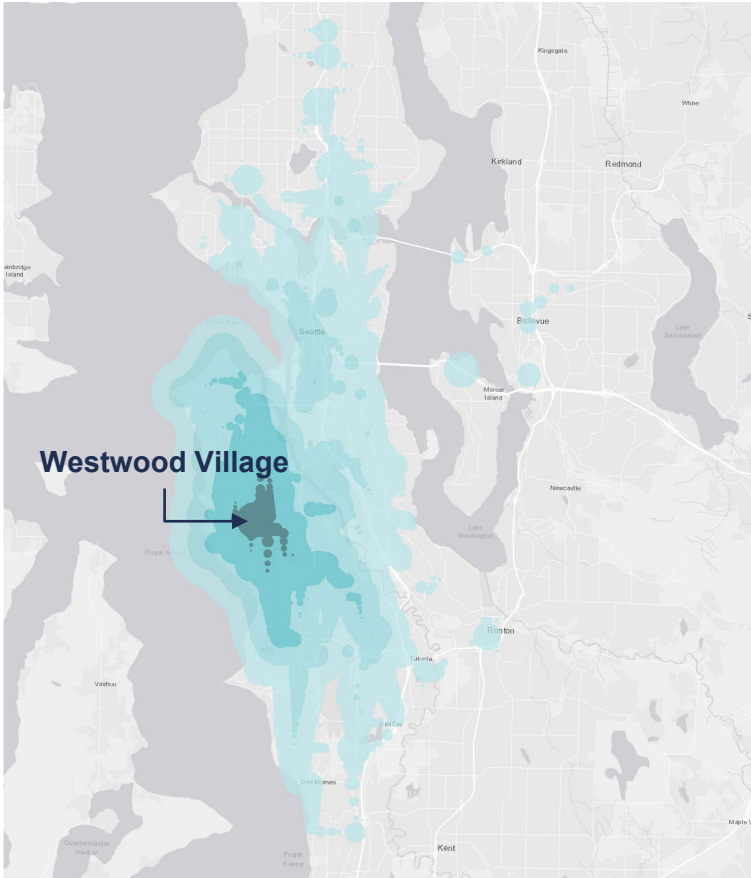
15 - minutes 30 - minutes 45 - minutes 60 - minutes

Transit Travel Sheds – Westwood Village

Existing

2042 – Without WSBLE

2042 – With WSBLE

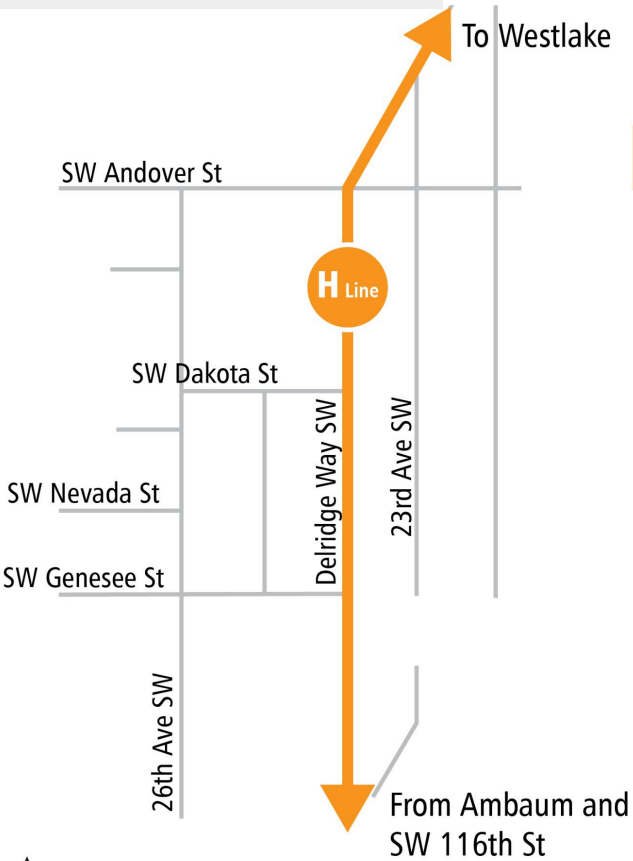


15 - minutes 30 - minutes 45 - minutes 60 - minutes

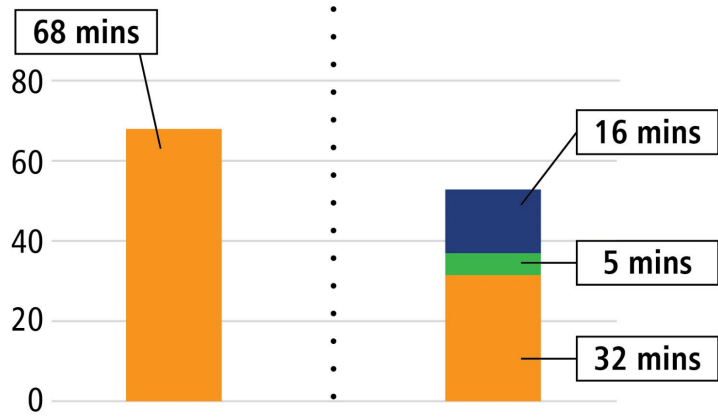
Delridge Way Station Alternatives

Elevated Delridge Way
Station (DEL-3)

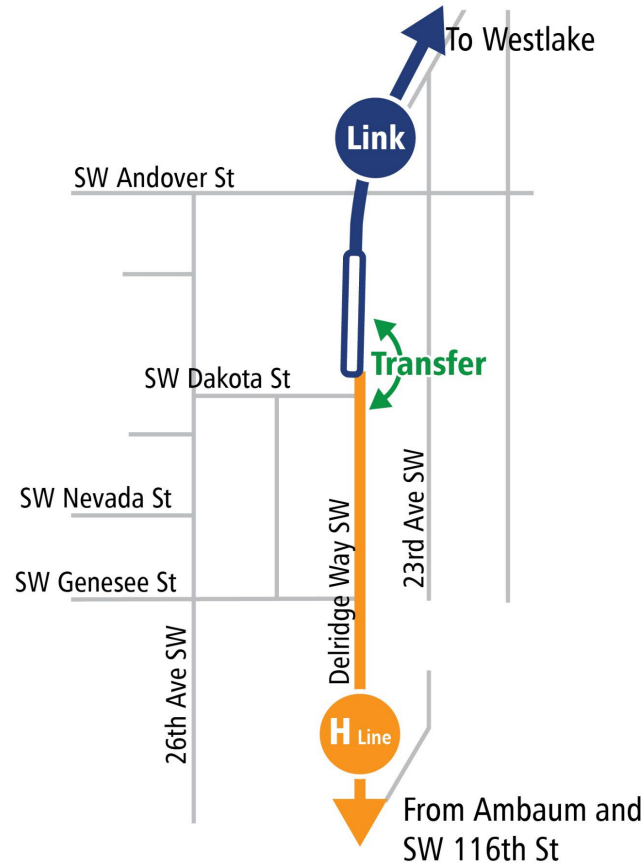
Elevated Delridge Way
Station Lower Height (DEL-4)



Without Link
Total Travel time
68 mins



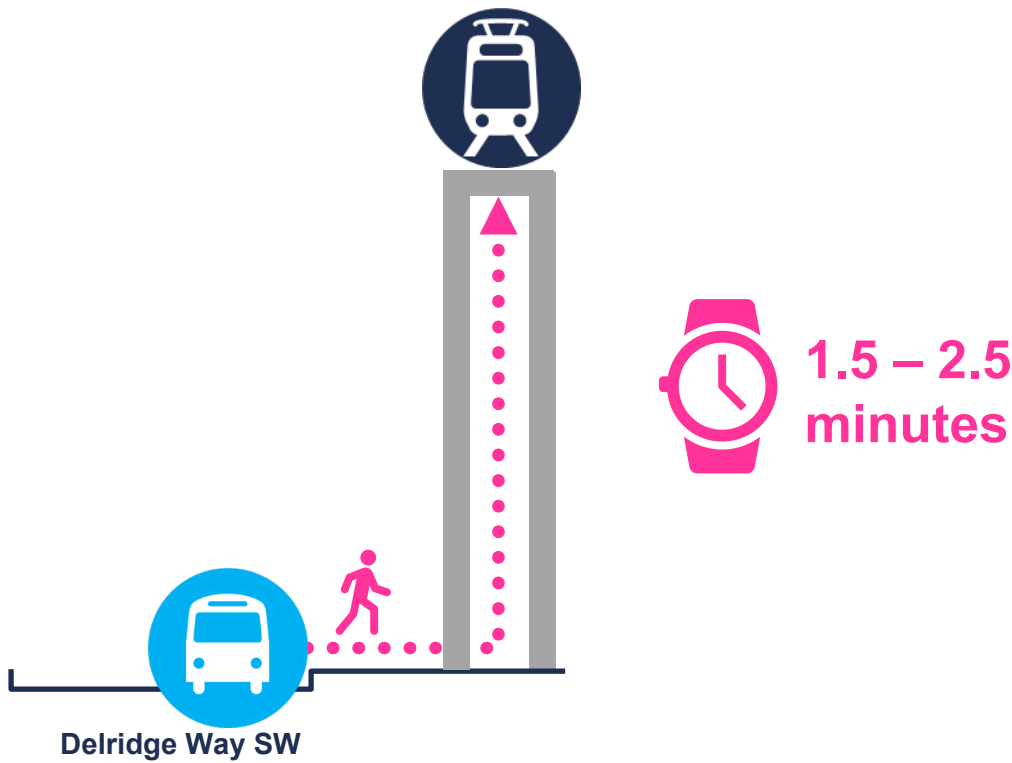
With Link
Total Travel time
53 mins



 Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.

Elevated Delridge Way
Station (DEL-3)

Elevated Delridge Way
Station Lower Height (DEL-4)



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



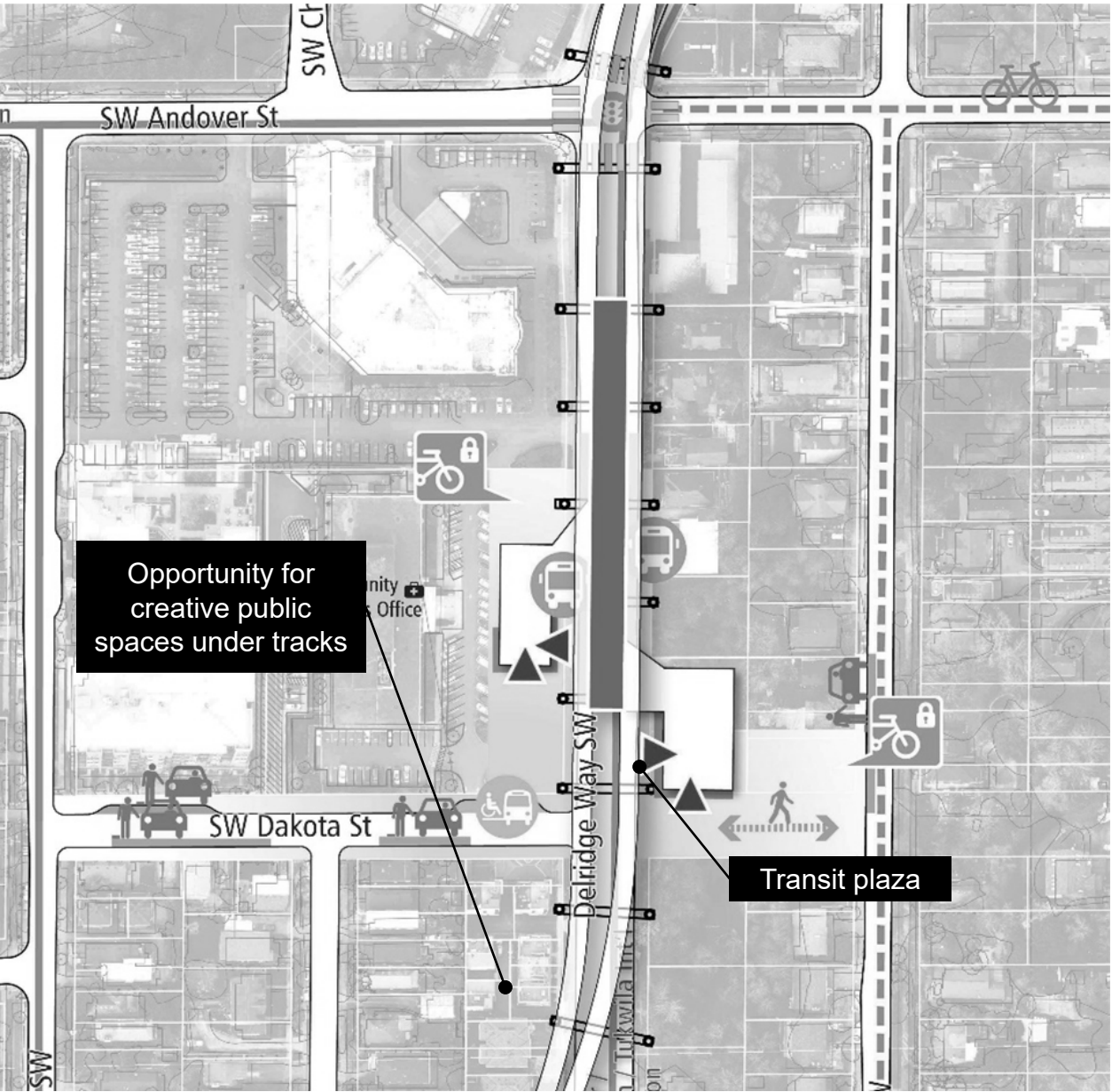
Elevated Delridge Way Station (DEL-3)

Elevated Delridge Way Station Lower Height (DEL-4)

Residential Displacements (residential units)	68
Business displacements	16
E-TOD Potential (residential units)	0
TOD Potential (office sqft)	0
TOD Potential (retail sqft)	0

* Displacements and TOD potential within Delridge Station Area

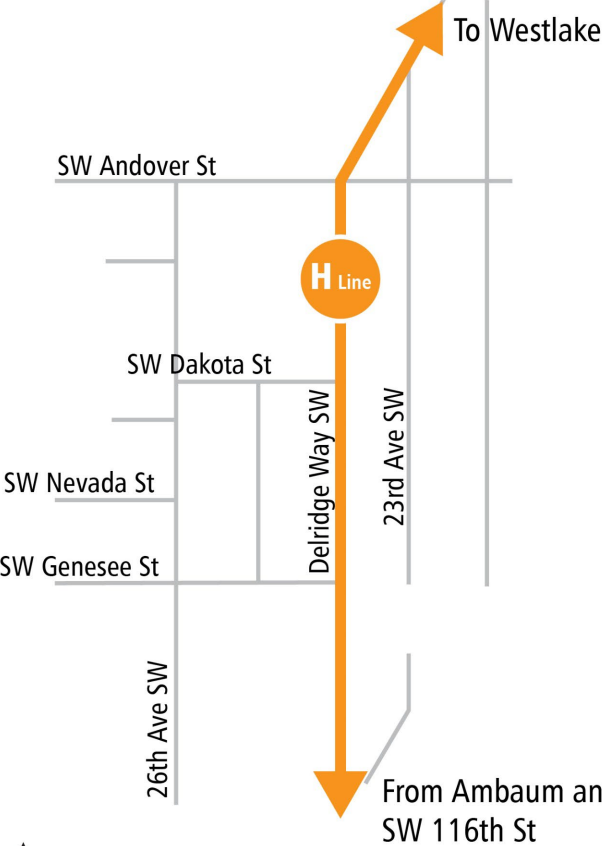
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.



Andover Street Station Alternatives

Elevated Andover Street
Station (DEL-5)

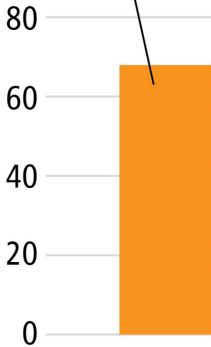
Elevated Andover Street
Station Lower Height (DEL-6)



Without Link

Total Travel time
68 mins

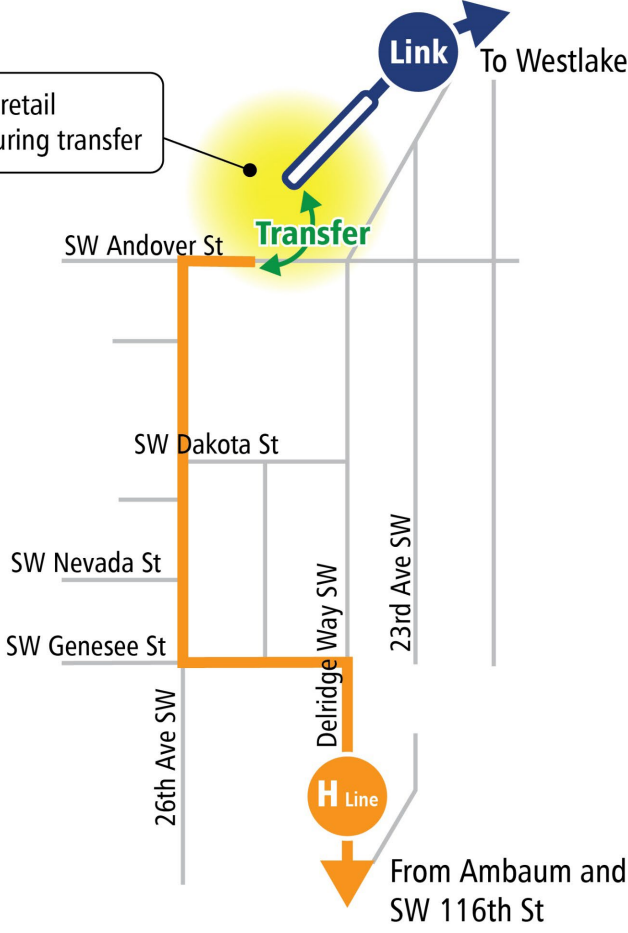
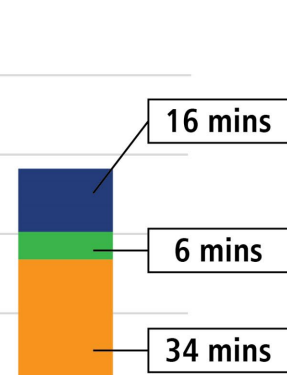
68 mins




With Link

Total Travel time
56 mins

TOD can offer retail opportunity during transfer



 Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.

Elevated Andover Street
Station (DEL-5)

Elevated Andover Street
Station Lower Height (DEL-6)



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



Elevated Andover Street Station (DEL-5)

Elevated Andover Street Station Lower Height (DEL-6)

Residential Displacements (residential units)	0
Business displacements	19-20
E-TOD Potential (residential units)	160
TOD Potential (office sqft)	210,000
TOD Potential (retail sqft)	50,000

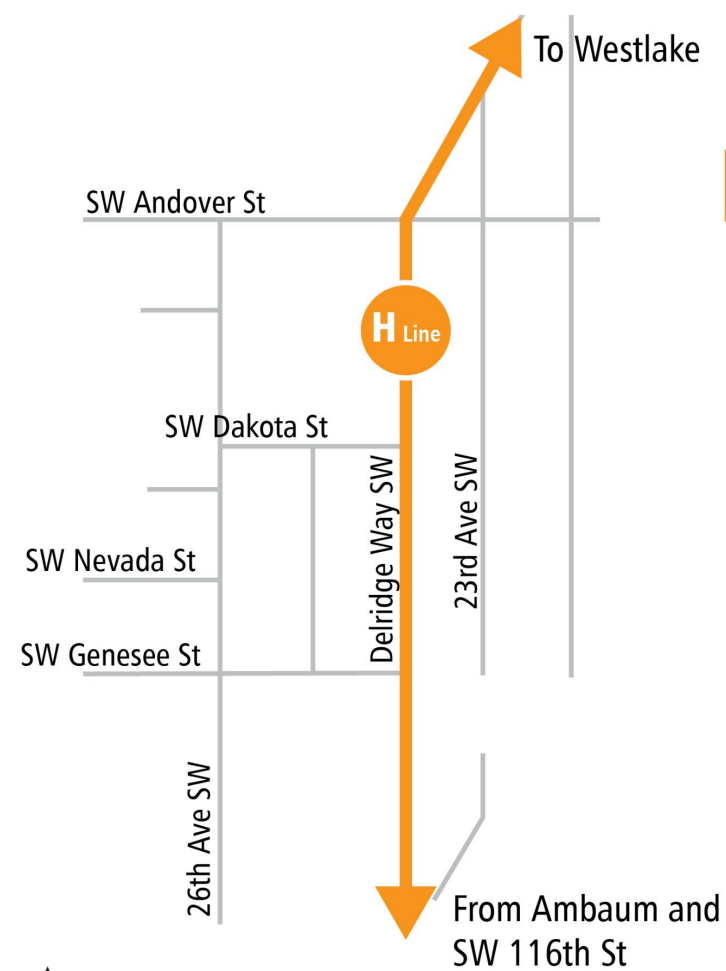
* Displacements and TOD potential within Delridge Station Area

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



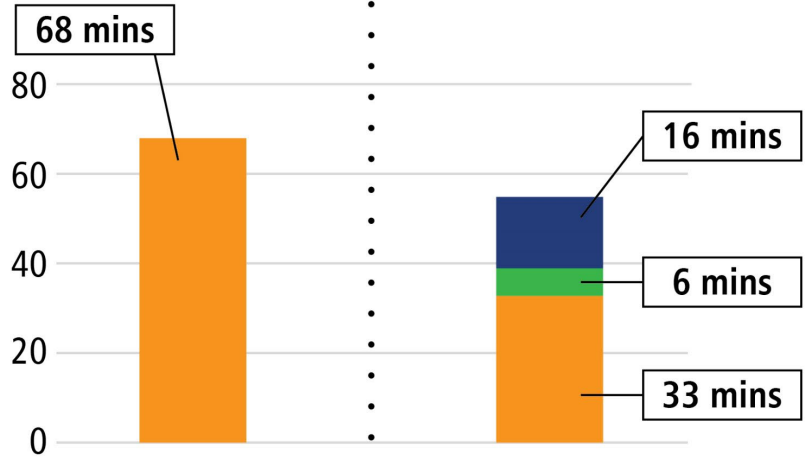
Dakota Street Station Alternatives

Elevated Dakota Street Station



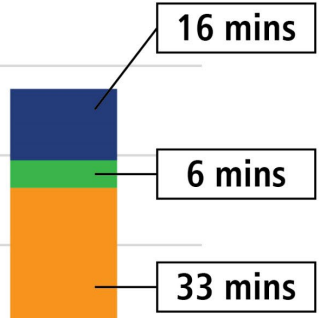
Without Link

Total Travel time
68 mins

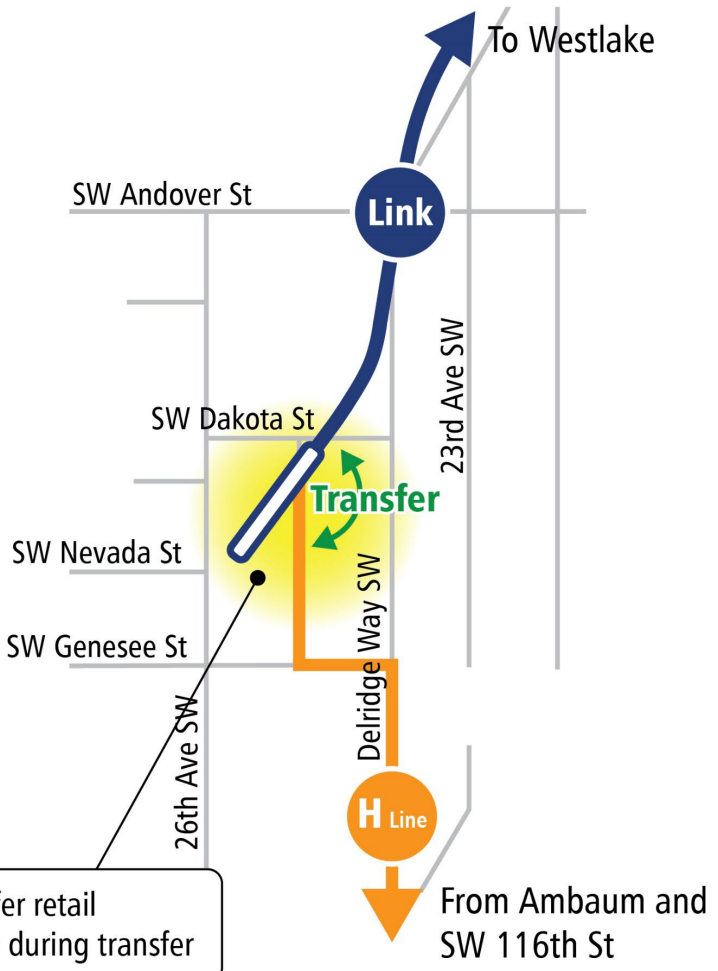


With Link

Total Travel time
55 mins

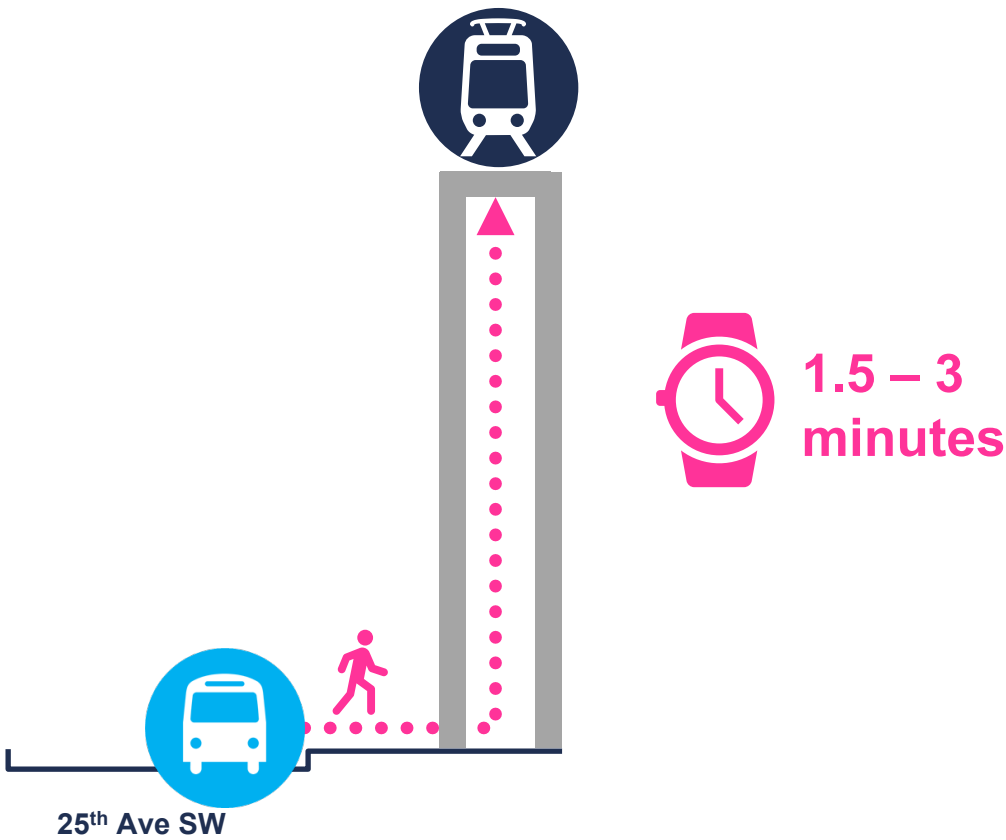


TOD can offer retail opportunity during transfer



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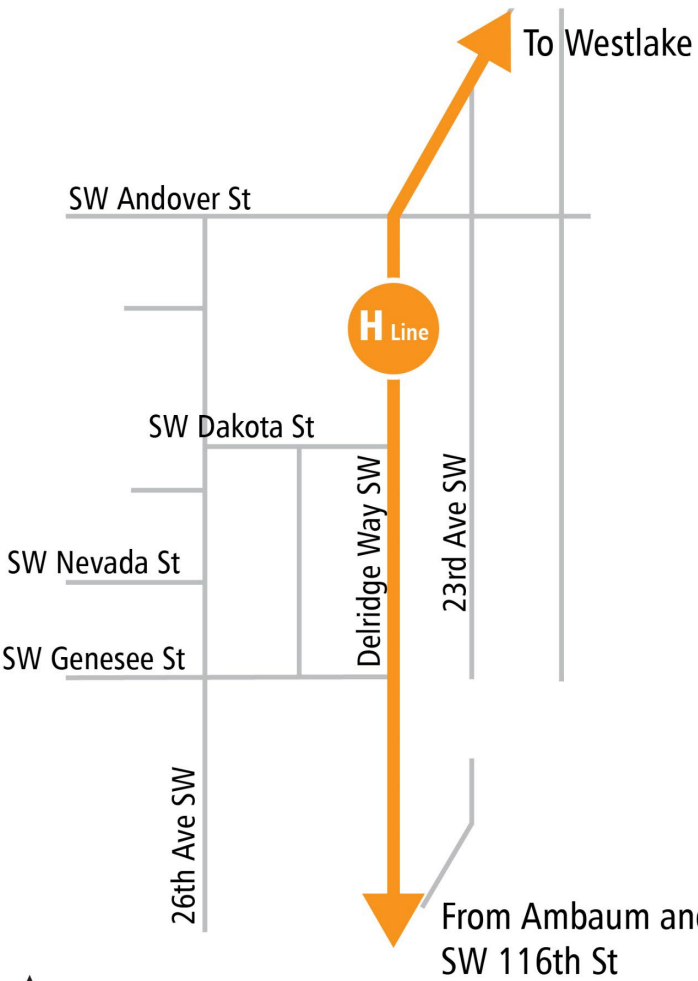
Elevated Dakota Street Station



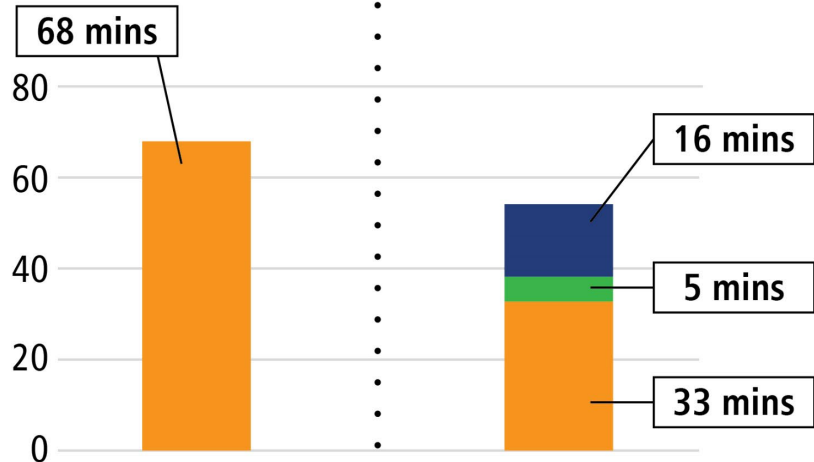
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



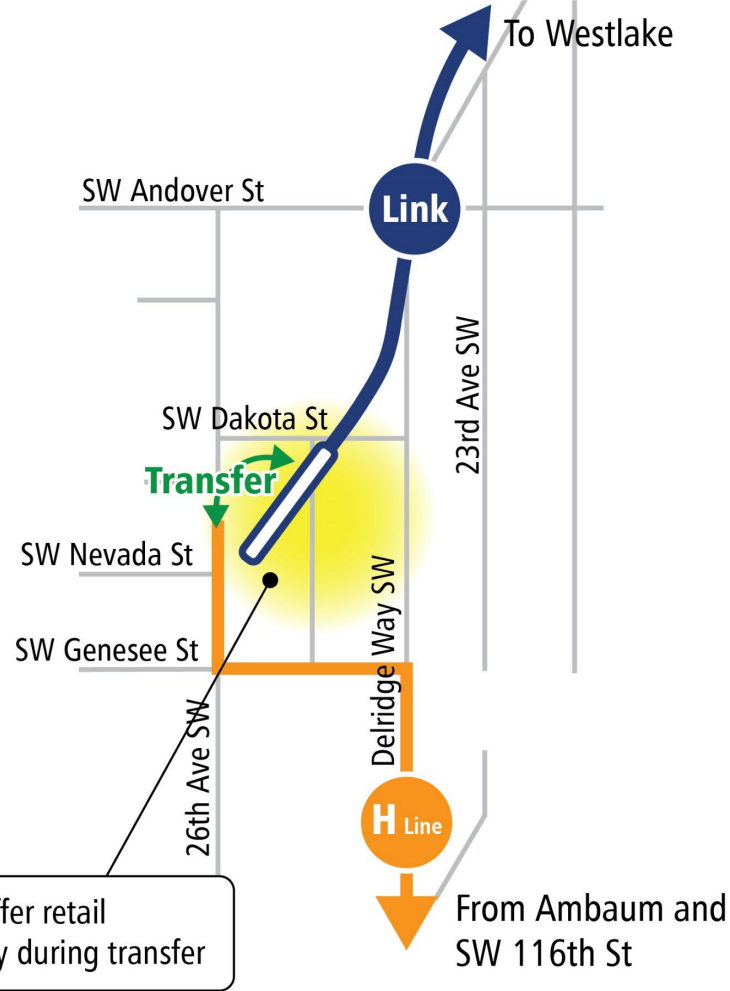
Elevated Dakota Street Station Lower Height



Without Link
Total Travel time
68 mins

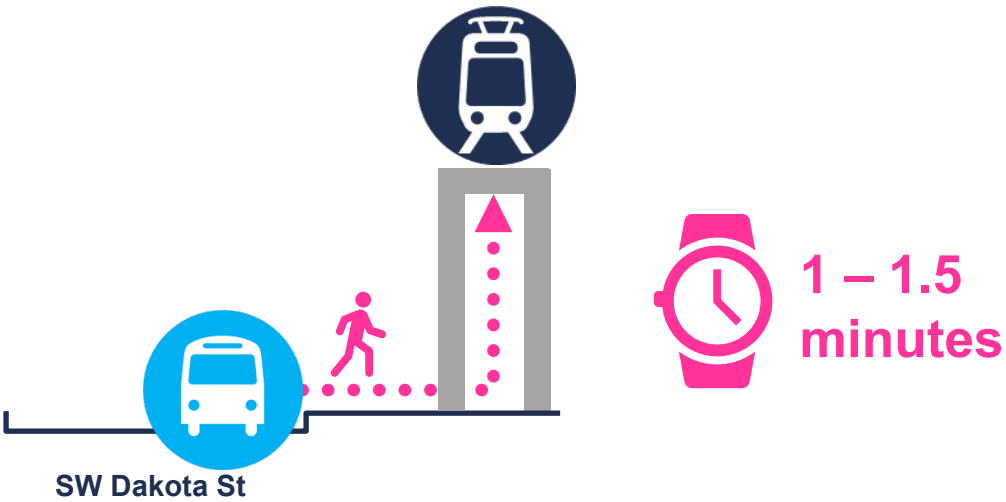


With Link
Total Travel time
54 mins



Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.

Elevated Dakota Street Station Lower Height



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



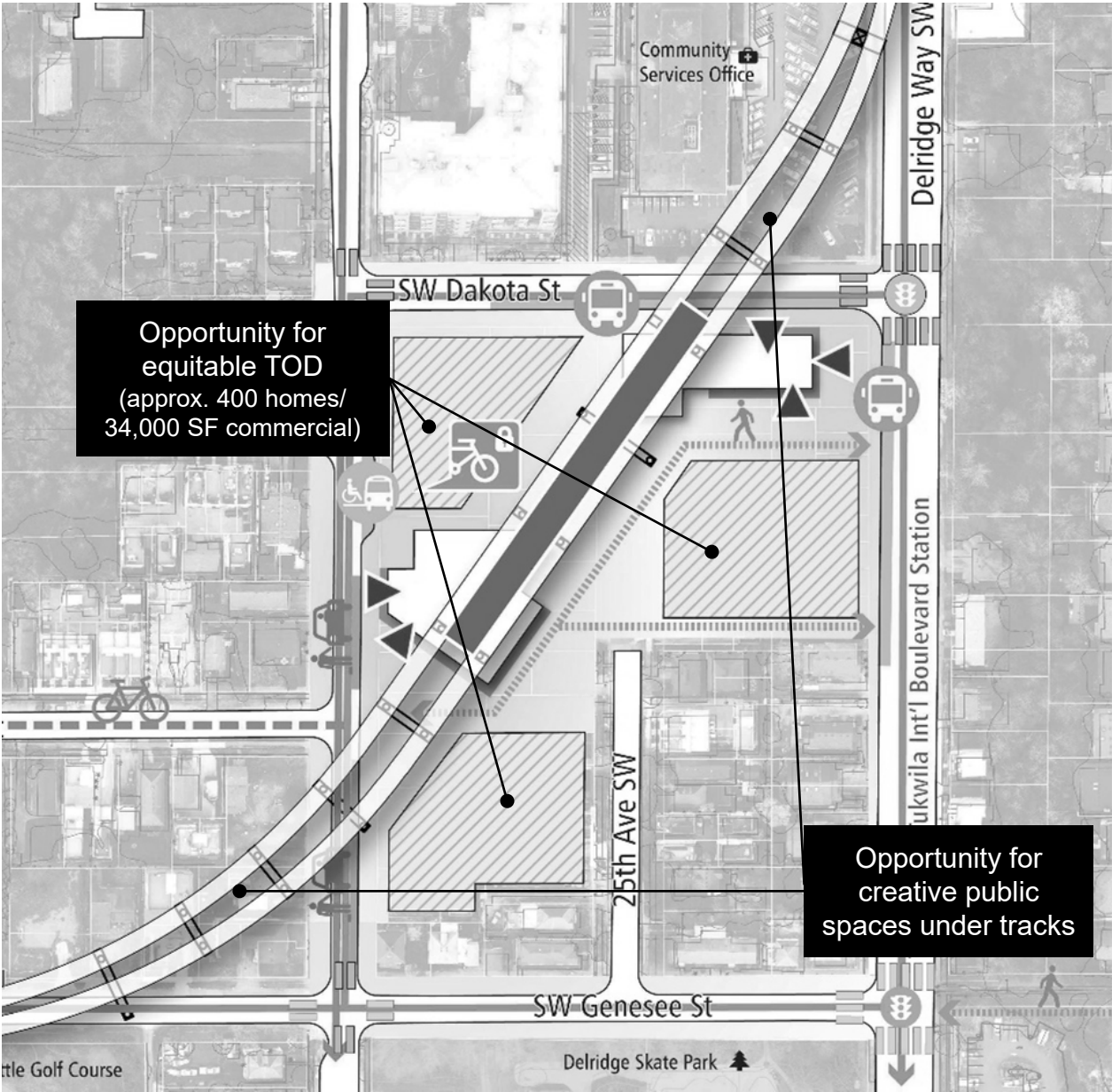
Elevated Dakota Street Station (DEL-1a)

Elevated Dakota Street Station Lower Height (DEL-2a)

Residential Displacements (residential units)	87-95
Business displacements	16
E-TOD Potential (residential units)	400
TOD Potential (office sqft)	0
TOD Potential (retail sqft)	34,000





* Displacements and TOD potential within Delridge Station Area

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



Elevated Dakota Street Station site plan show for illustrative purposes
Diagrams for illustration only.

***West Seattle Junction/
Delridge Segments***

	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
Residential displacements 	607 units	551 units	364 units	321 units	410 units	201 units	487 units
Business displacements 	32	77	31	60	34	35	34
E-TOD Potential (residential units) 	1,055 units	965 units	1,080 units	1,180 units	1,125 units	760 units	815 units
TOD Potential (commercial sqft) 	50,000 sqft	55,000 sqft	55,000 sqft	55,000 sqft	50,000 sqft	260,000 sqft	260,000 sqft







The above information is for illustration only. Please refer to DEIS for further detail.

Performance



Lower performing ←→ Higher performing

	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Elevated Fauntleroy Delridge Way	Tunnel 41st Delridge Way Lower Height
Residential displacements 	607 units	551 units	364 units	321 units	586 units	341 units
Business displacements 	32	77	31	60	32	31
E-TOD Potential (residential units) 	1,055 units	965 units	1,080 units	1,180 units	655	680
TOD Potential (commercial sqft) 	50,000 sqft	55,000 sqft	55,000 sqft	55,000 sqft	13,000	20,000



The above information is for illustration only. Please refer to DEIS for further detail.

Performance



Lower performing ←→ Higher performing

Visual Effects

Visual in the Draft EIS

Chapter 4, section 4.2.5

- Duwamish: 4.2.5.3.3
- Delridge: 4.2.5.3.4
- West Seattle Junction: 4.2.5.3.5

Appendix N.2 Visual and Aesthetics Technical Report

- 2.1: Duwamish
- 2.2: Delridge
- 2.3: West Seattle Junction

Visual in the Draft EIS

Key observation points/simulations

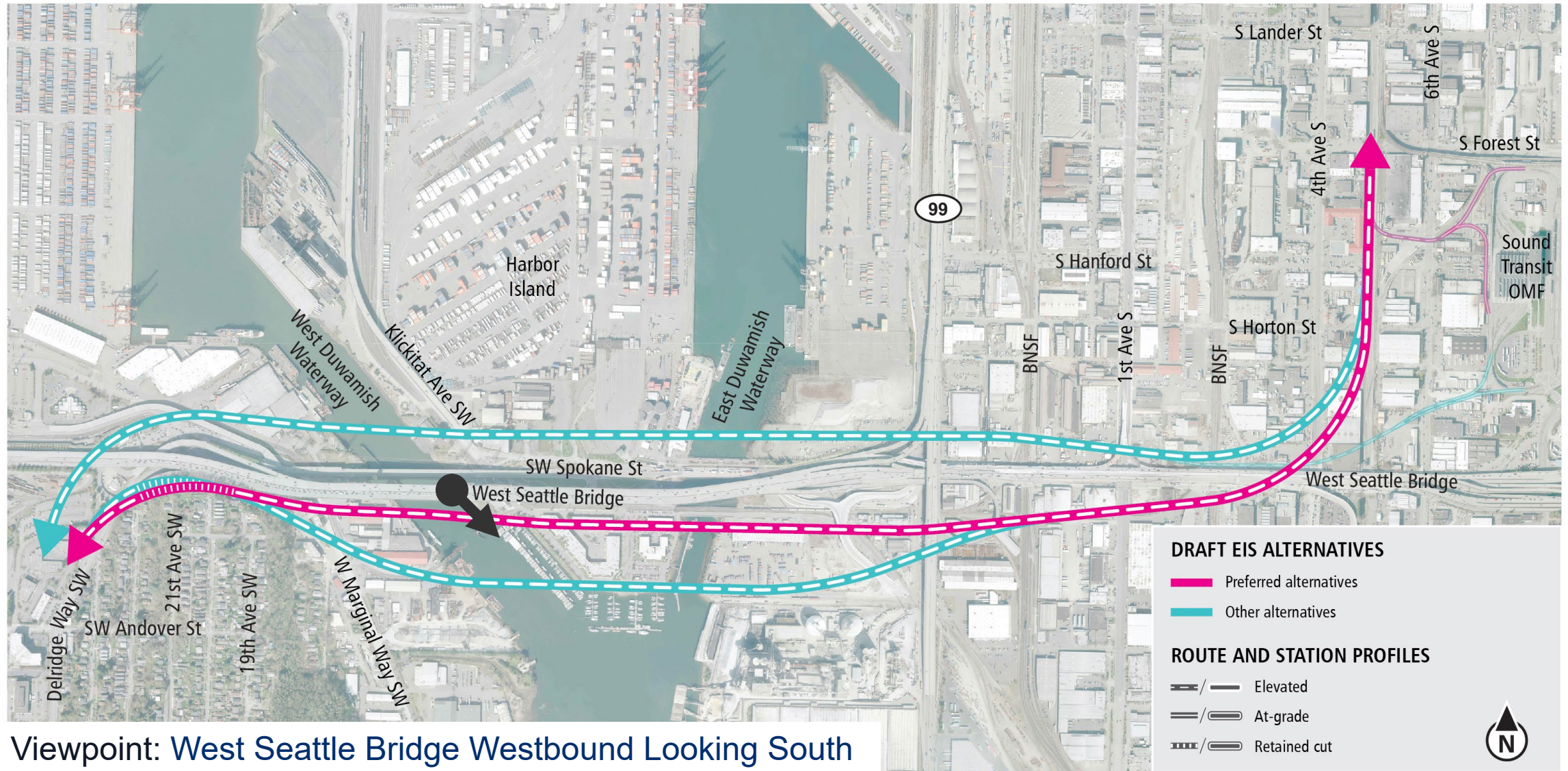
- The locations used for each simulation are called key observation points (KOPs). KOPs are used to depict current views toward a proposed project and how the views would change with the project.

Impact Assessment

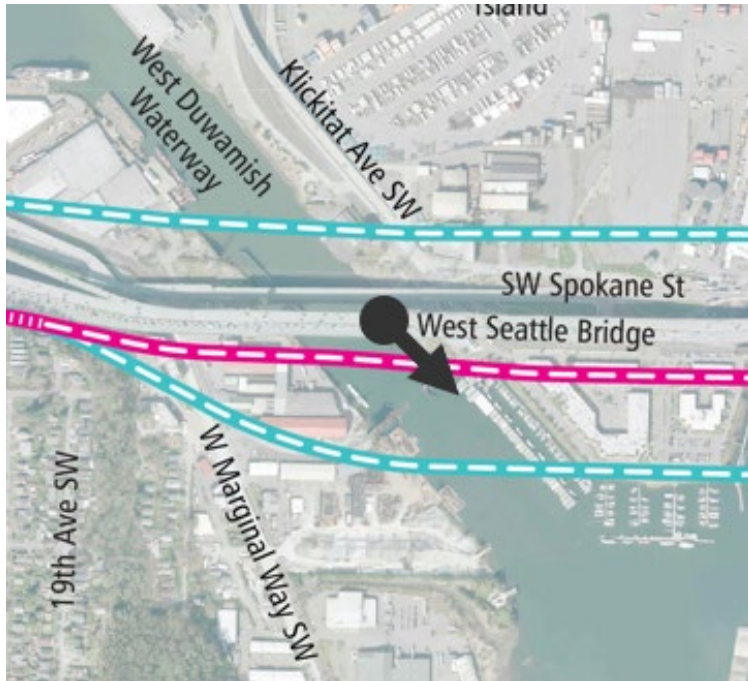
- Impact assessment is for the entire corridor, regardless of whether a simulation is prepared.

Examples:
Duwamish segment

Draft EIS alternatives Duwamish



Existing Condition



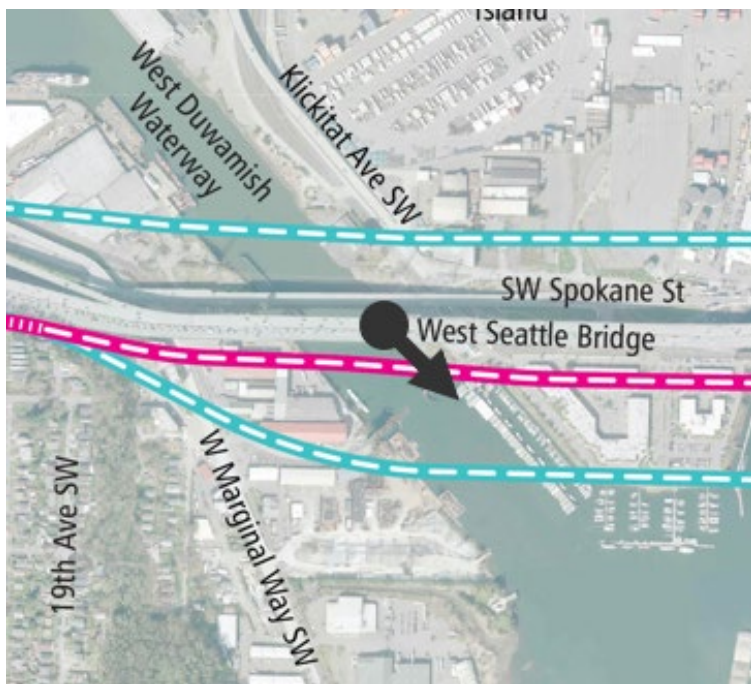
Viewpoint: West Seattle Bridge Westbound Looking South

South Crossing Alternative



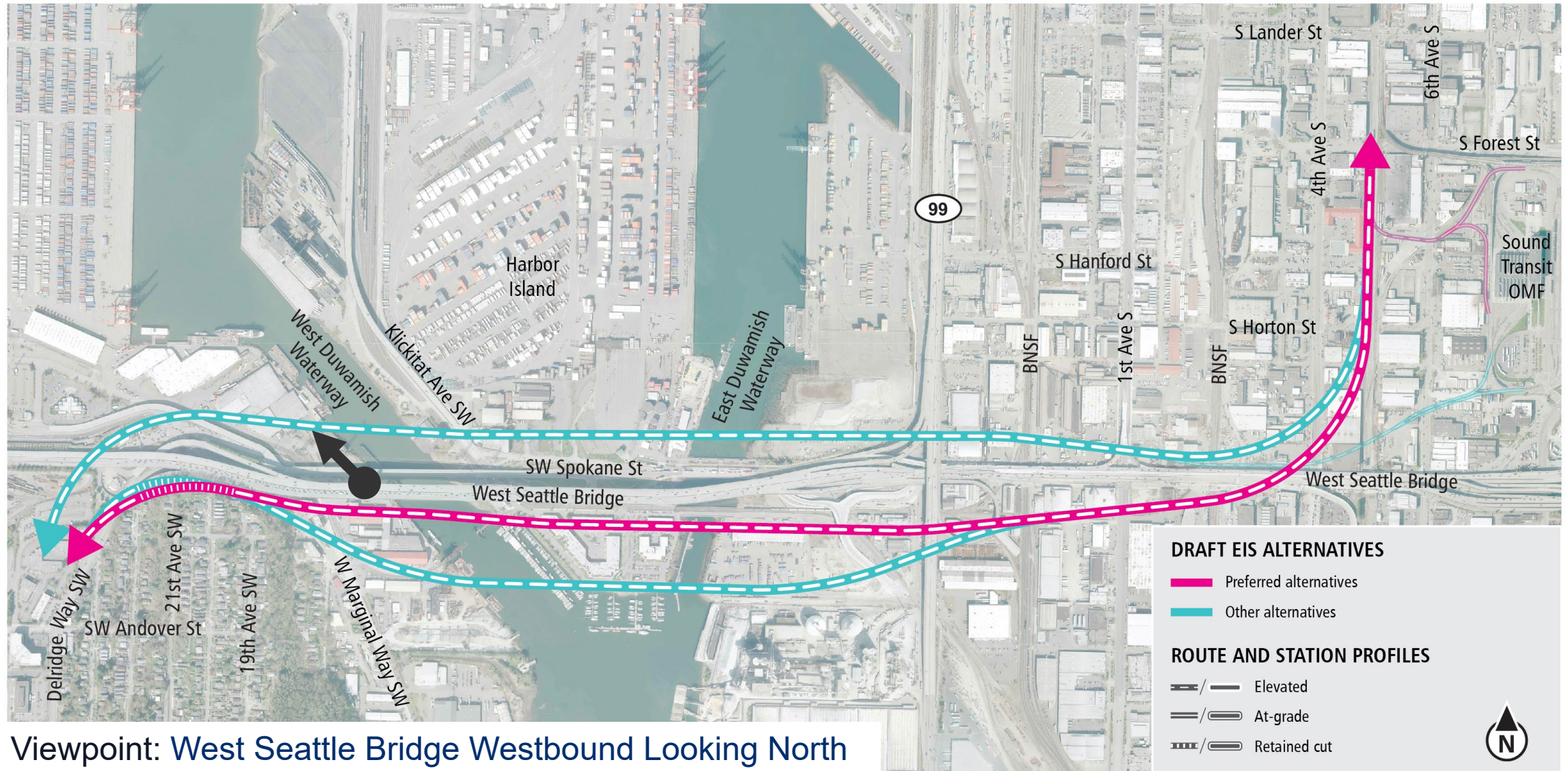
Viewpoint: West Seattle Bridge Westbound Looking South

South Edge Crossing Alignment Option



Viewpoint: West Seattle Bridge Westbound Looking South

Draft EIS alternatives Duwamish



Existing Condition



Viewpoint: West Seattle Bridge Westbound Looking North

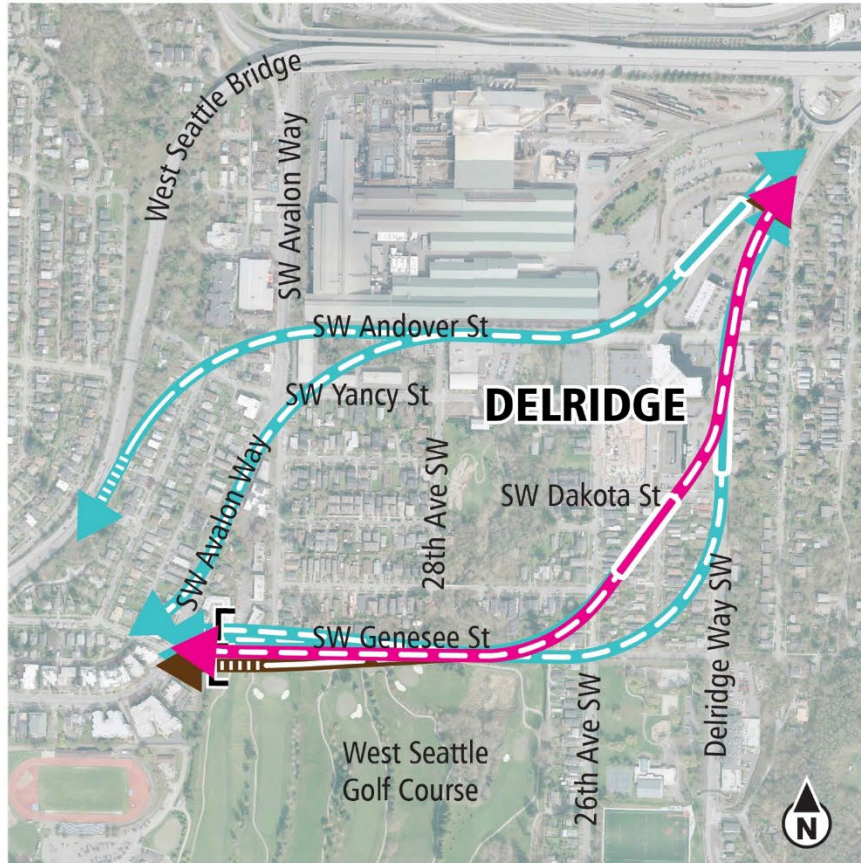
North Crossing Alignment Alternative






Viewpoint: West Seattle Bridge Westbound Looking North

Examples: Delridge segment


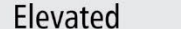



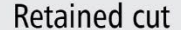



Draft EIS alternatives Delridge



DRAFT EIS ALTERNATIVES

-  Preferred alternatives
-  Preferred alternatives with Third-Party Funding
-  Other alternatives

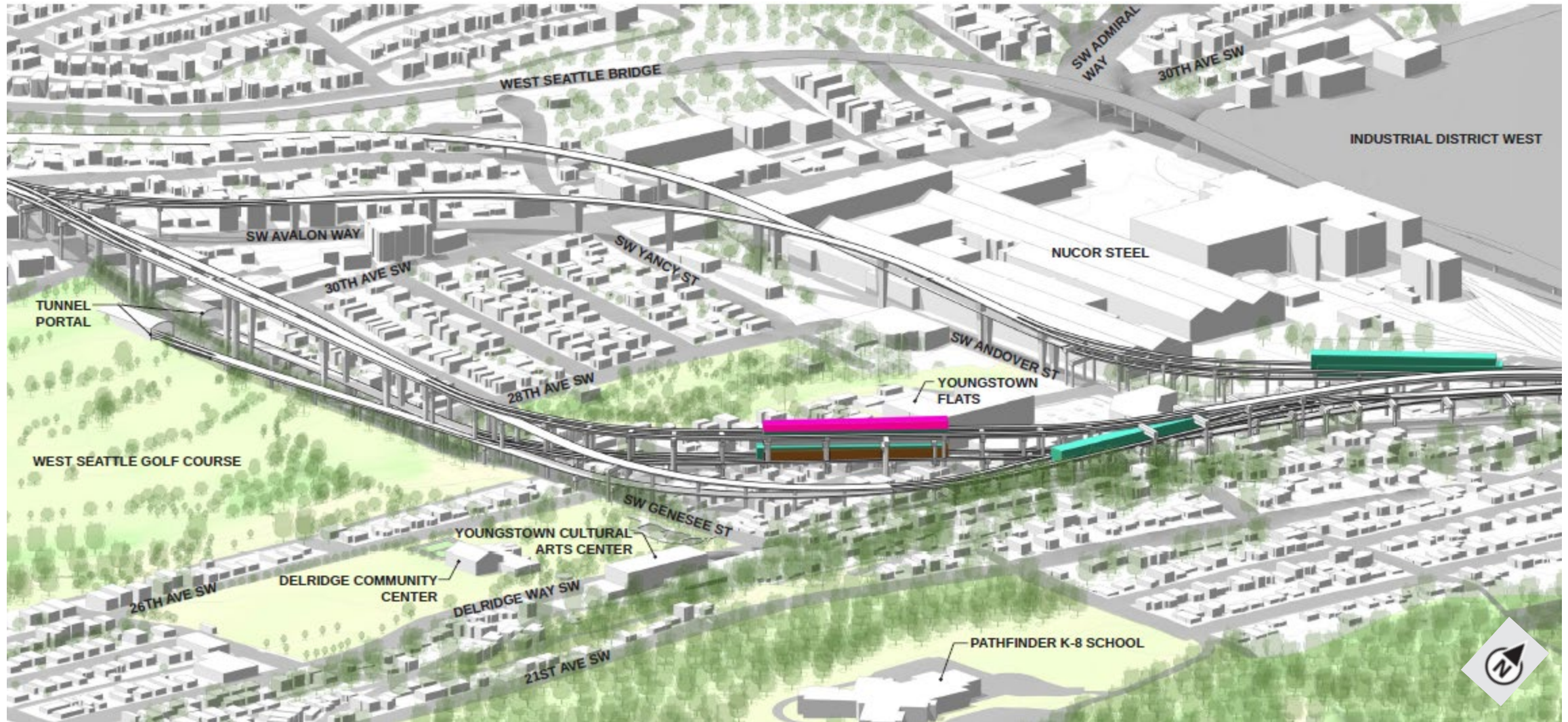
ROUTE AND STATION PROFILES

-  /  Elevated
-  /  At-grade
-  /  Retained cut
-  /  Tunnel
-  Tunnel portal

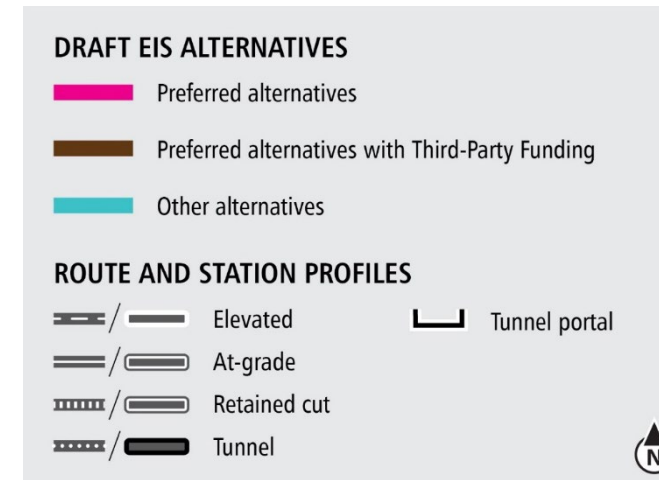
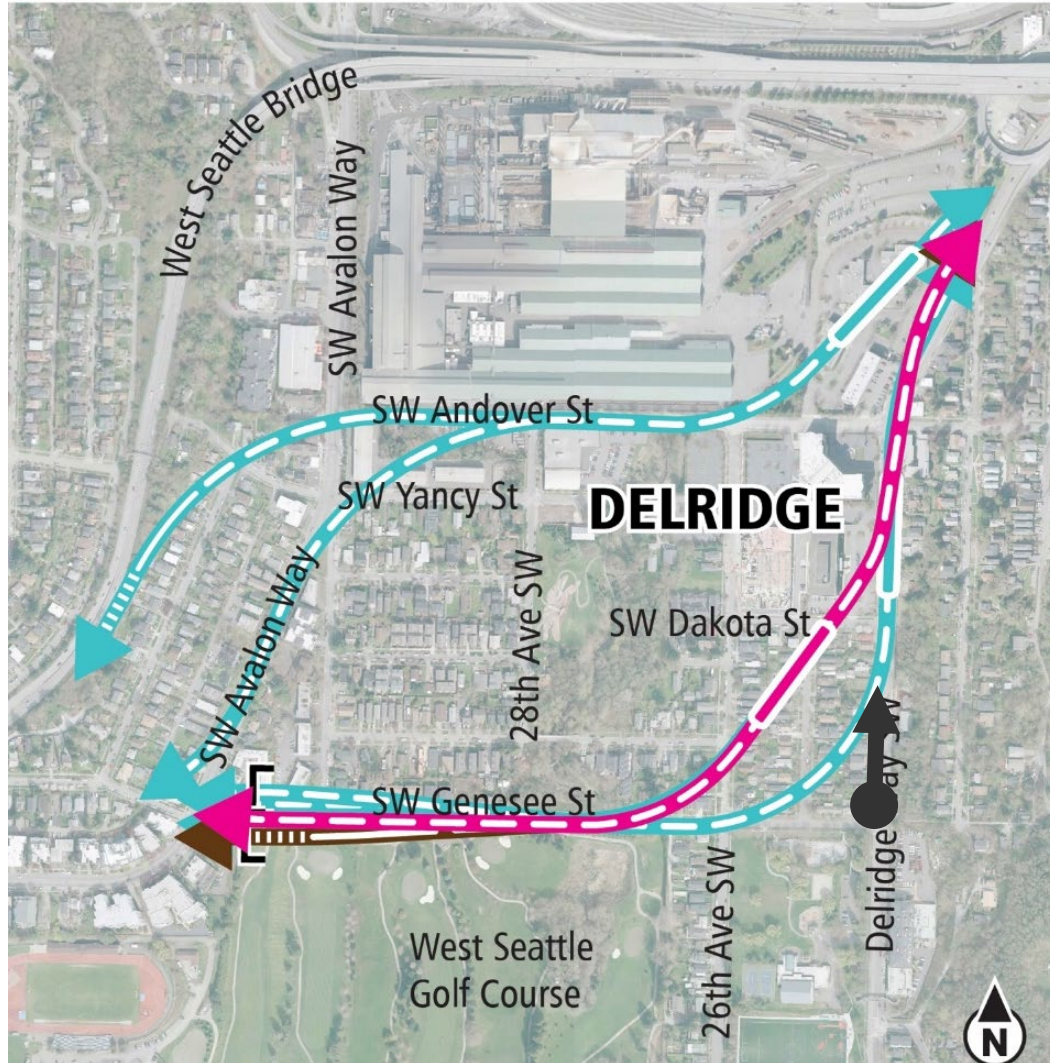


Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Delridge

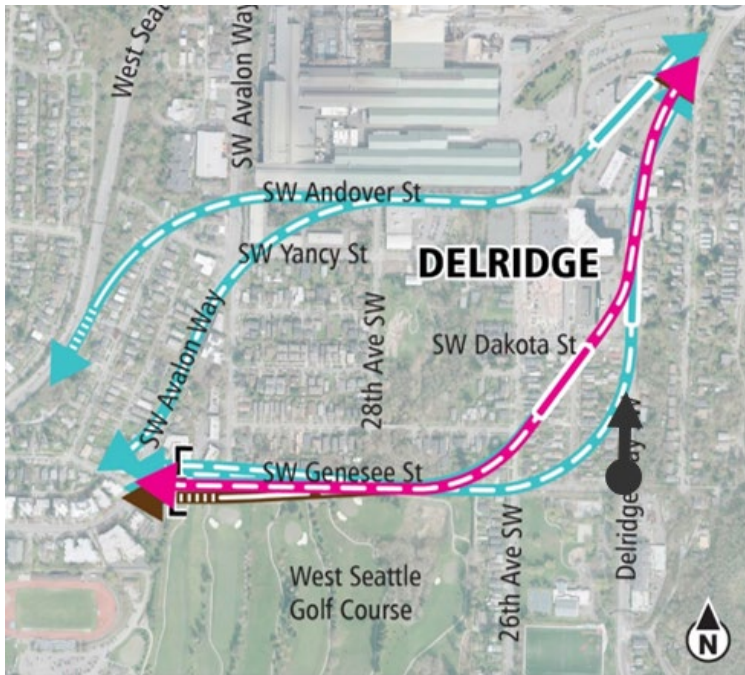


Draft EIS alternatives Delridge



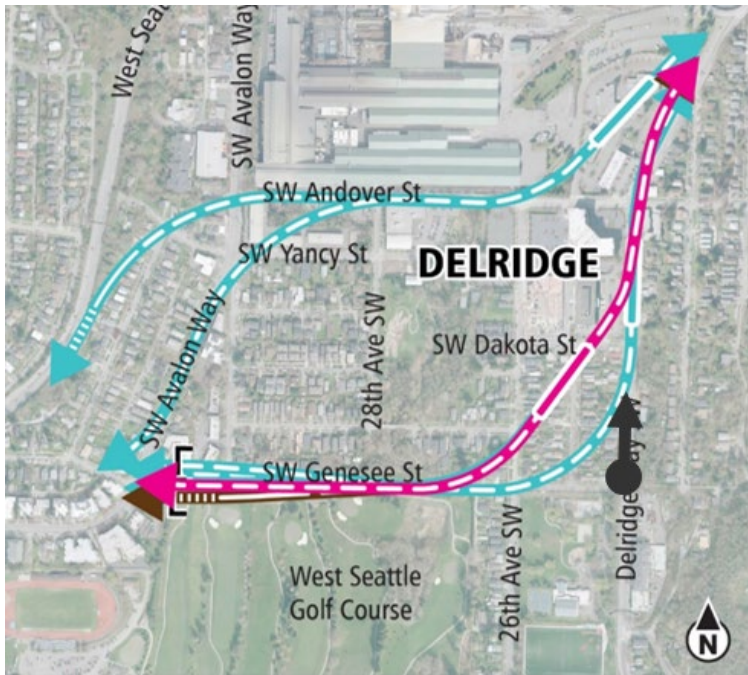
Viewpoint: Looking North along Delridge Way Southwest

Existing Condition



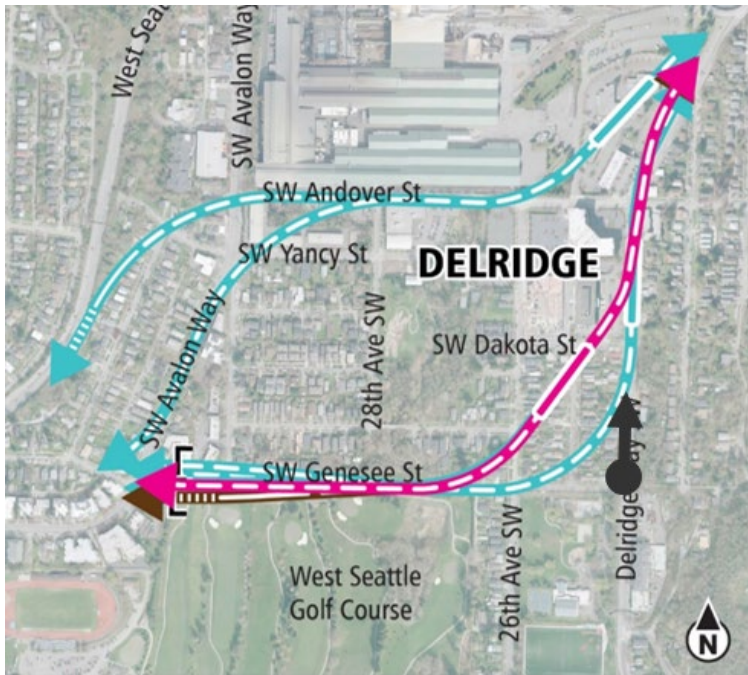
Viewpoint: Looking North along Delridge Way Southwest

Dakota Street Station Alternative



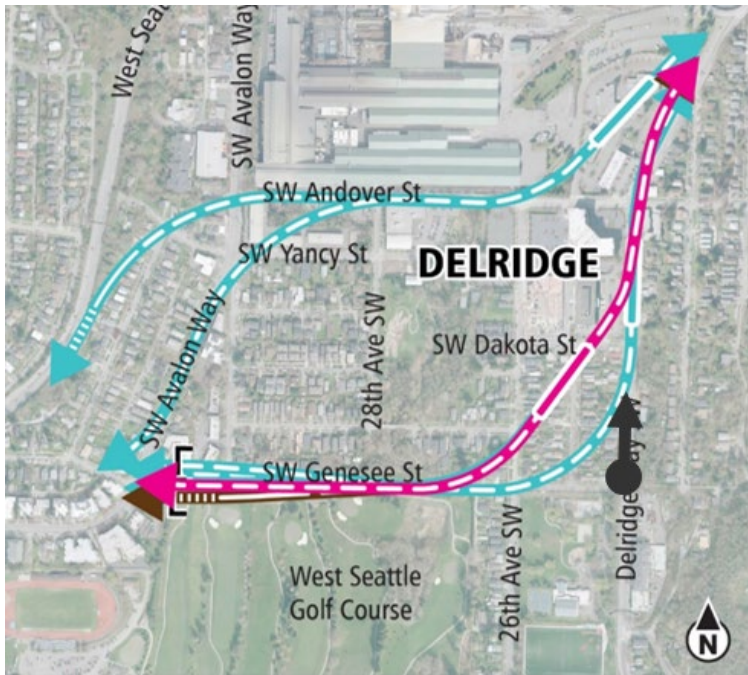
Viewpoint: Looking North along Delridge Way Southwest

Dakota Street Station Alternative North Alignment



Viewpoint: Looking North along Delridge Way Southwest

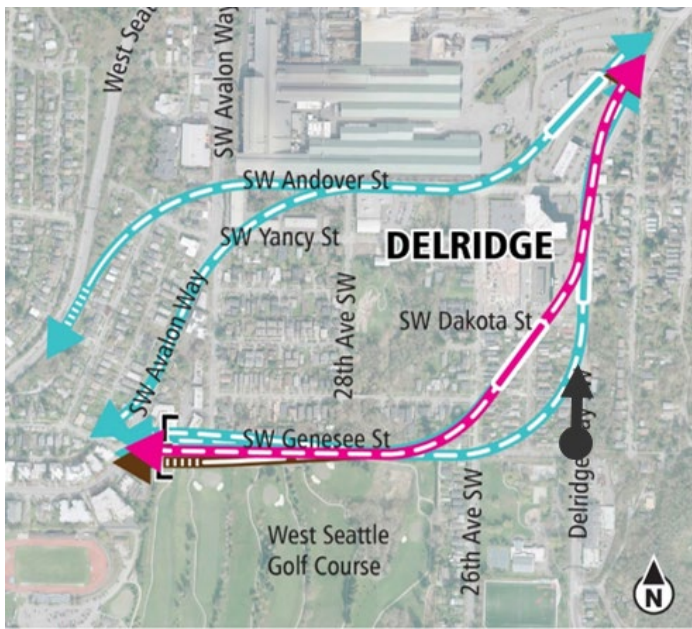
Dakota Street Station Lower Height Alternative



Viewpoint: Looking North along Delridge Way Southwest

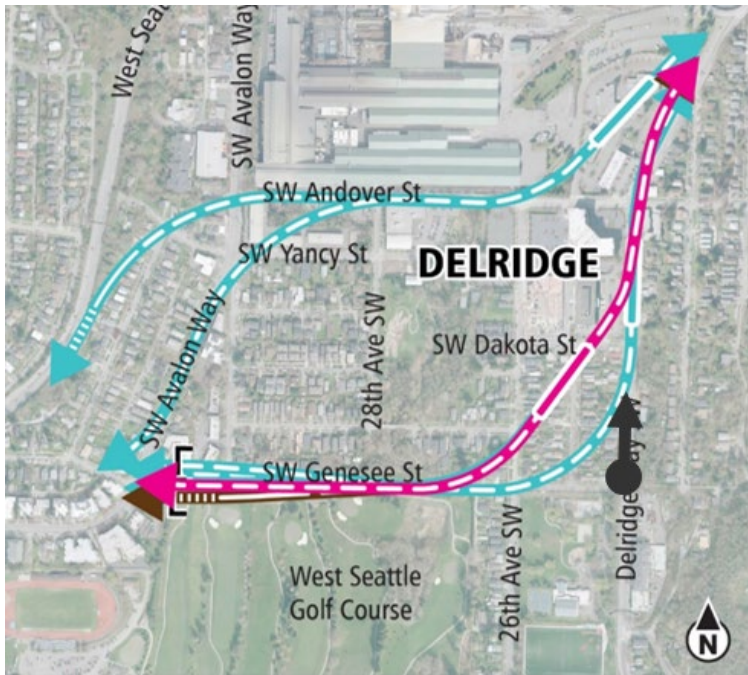
Delridge Way Station Alternative

Delridge Way Station Lower Height Alternative



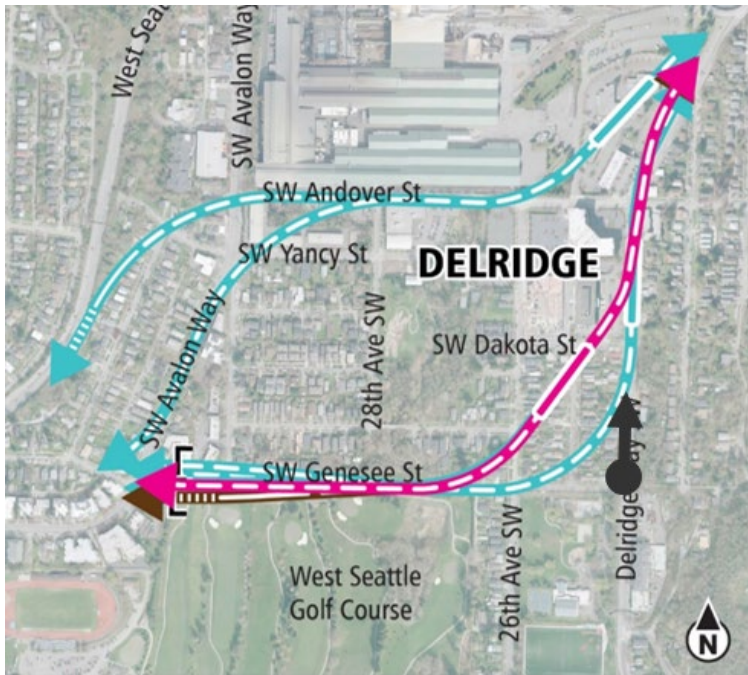
Viewpoint: Looking North along Delridge Way Southwest

Andover Street Station Alternative



Viewpoint: Looking North along Delridge Way Southwest

Andover Street Station Lower Height Alternative



Viewpoint: Looking North along Delridge Way Southwest

Discussion: Hearing from CAG members

***Reflections now that you
have more information?***

Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Duwamish/West Seattle
- ***City of Seattle: Draft EIS Review***
- Next steps and next meeting



West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | March 2022

February CAG Meetings: City Scope of WSBLE DEIS Review

Review for compliance and adequacy:

1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

Review for additional strategic questions for the City:

4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?



March CAG Meetings: Comparing the DEIS Alternatives

Key trade-offs between West Seattle segments alternatives:

- Duwamish Water Crossing: North v South
- Delridge: Andover v Delridge v Dakota
- Avalon/Alaska Junction: Tunnel v Elevated

Discussion questions:

- Are these the right considerations to compare the alternatives?
- What issues are of greatest importance?



DUWAMISH NORTH

DUWAMISH SOUTH

DUW-2: North Crossing

DUW-1a: South Crossing (Preferred)

DUW-1b: South Edge Crossing



DUWAMISH NORTH

OPPORTUNITIES

Avoids Pigeon Point steep slope and WS Greenbelt impacts

CONCERNS

Impacts to maritime businesses and transportation

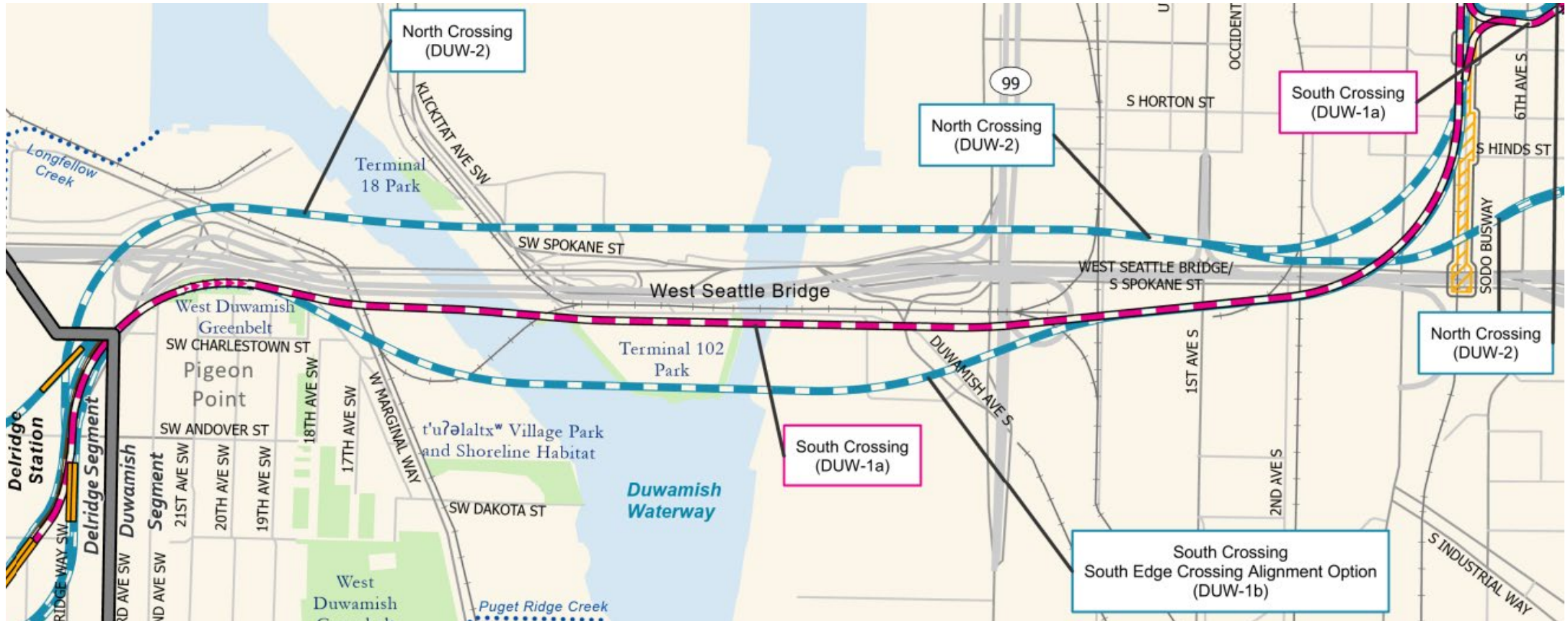
DUWAMISH SOUTH

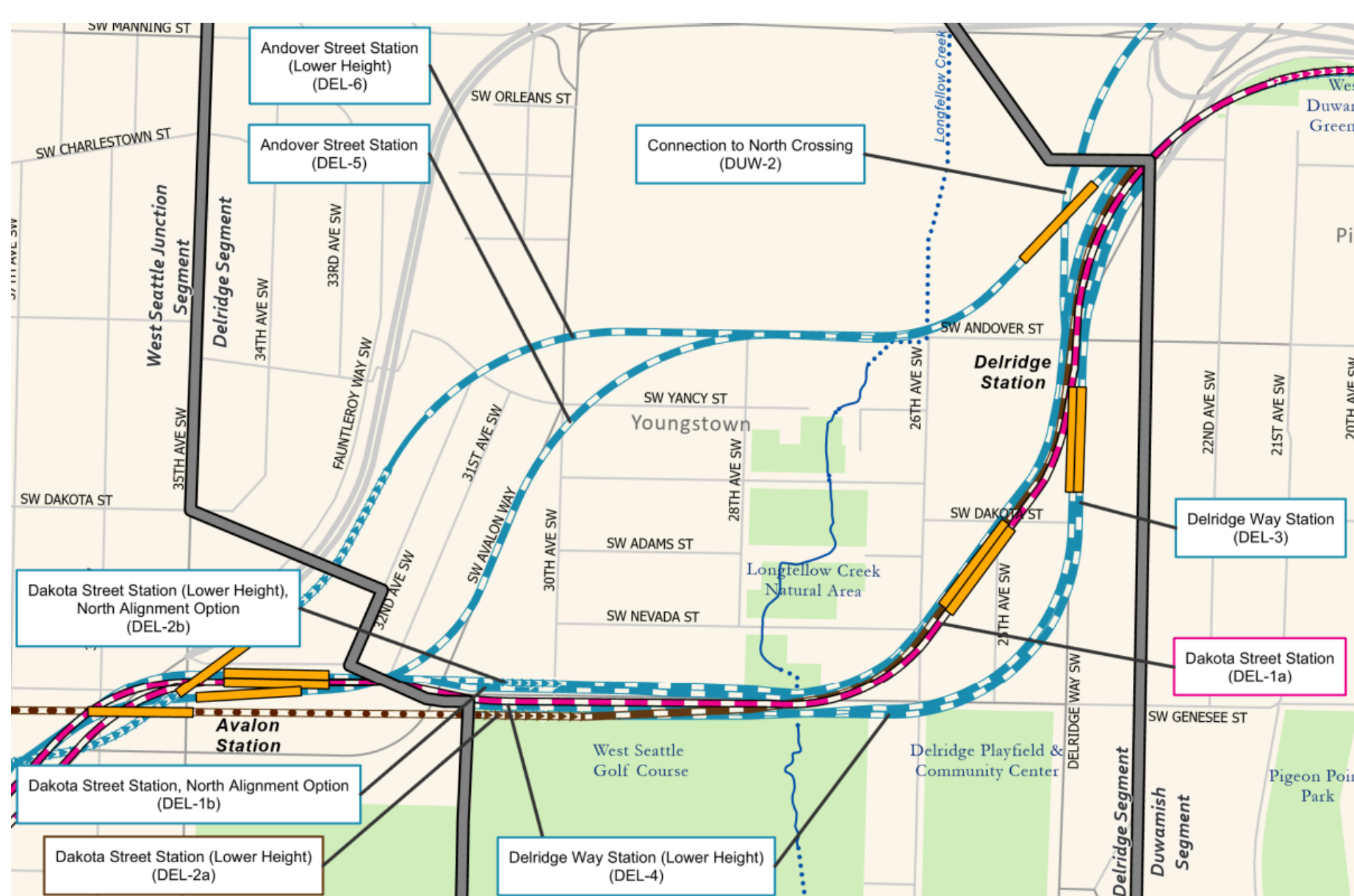
OPPORTUNITIES

Limits impacts to maritime businesses and transportation

CONCERNS

Impacts to Pigeon Point steep slope and WS Greenbelt





ANDOVER STREET

DEL-6: Andover Street (lower height, connects to tunnel)

DEL-5: Andover Street

DELRIERGE WAY

DEL-4: Delridge Way (lower height, connects to tunnel)

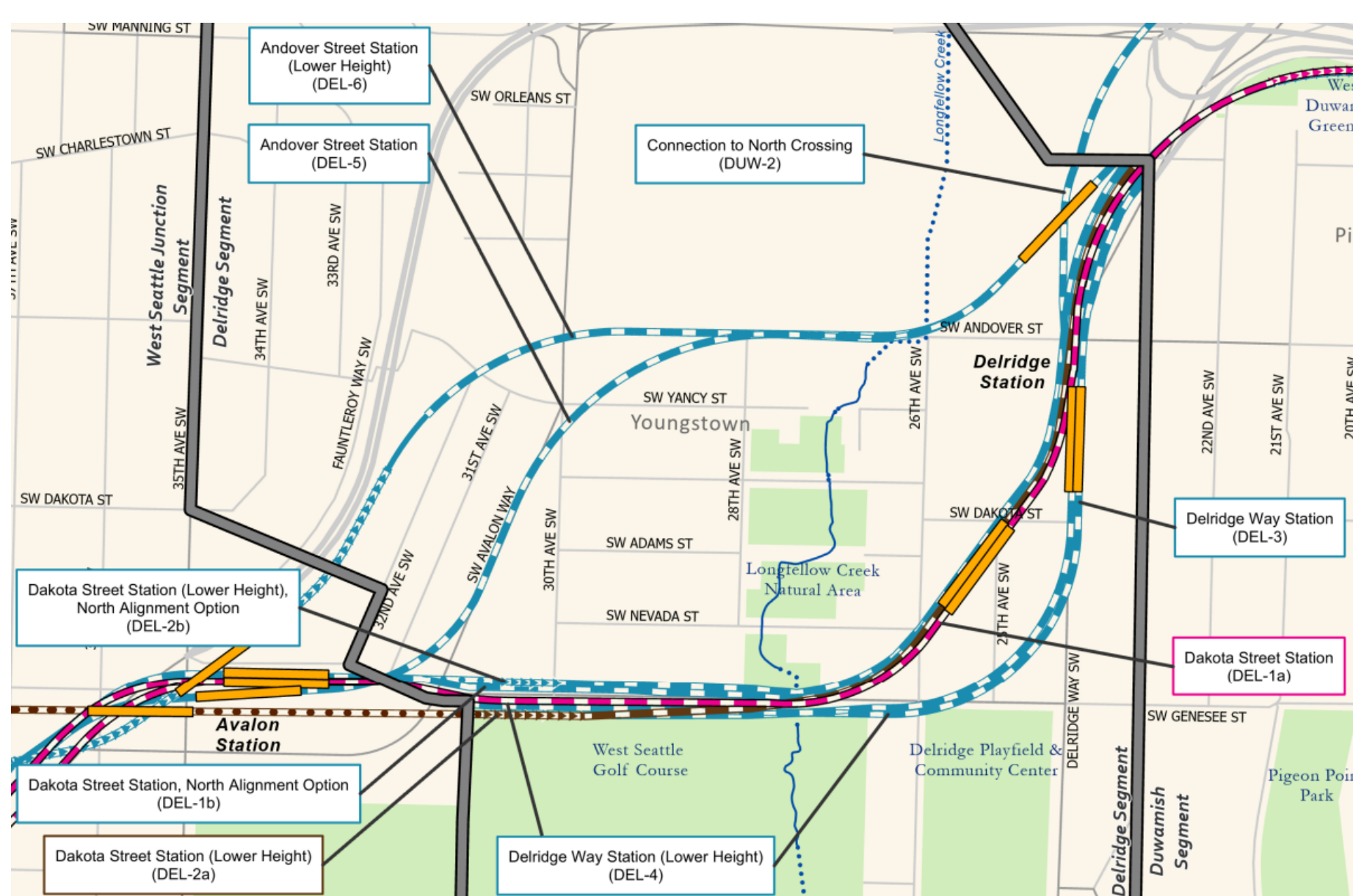
DEL-3: Delridge Way

DAKOTA STREET

DEL-2b: Dakota Street North (lower height, connects to tunnel)

DEL-2a: Dakota Street (lower height, connects to tunnel, Preferred)

DEL-1b: Dakota Street North
DEL-1a: Dakota Street (Pref)



ALL ALTERNATIVES

RET OUTCOMES

Optimize transit integration

Create opportunities for equitable TOD

CONCERNS

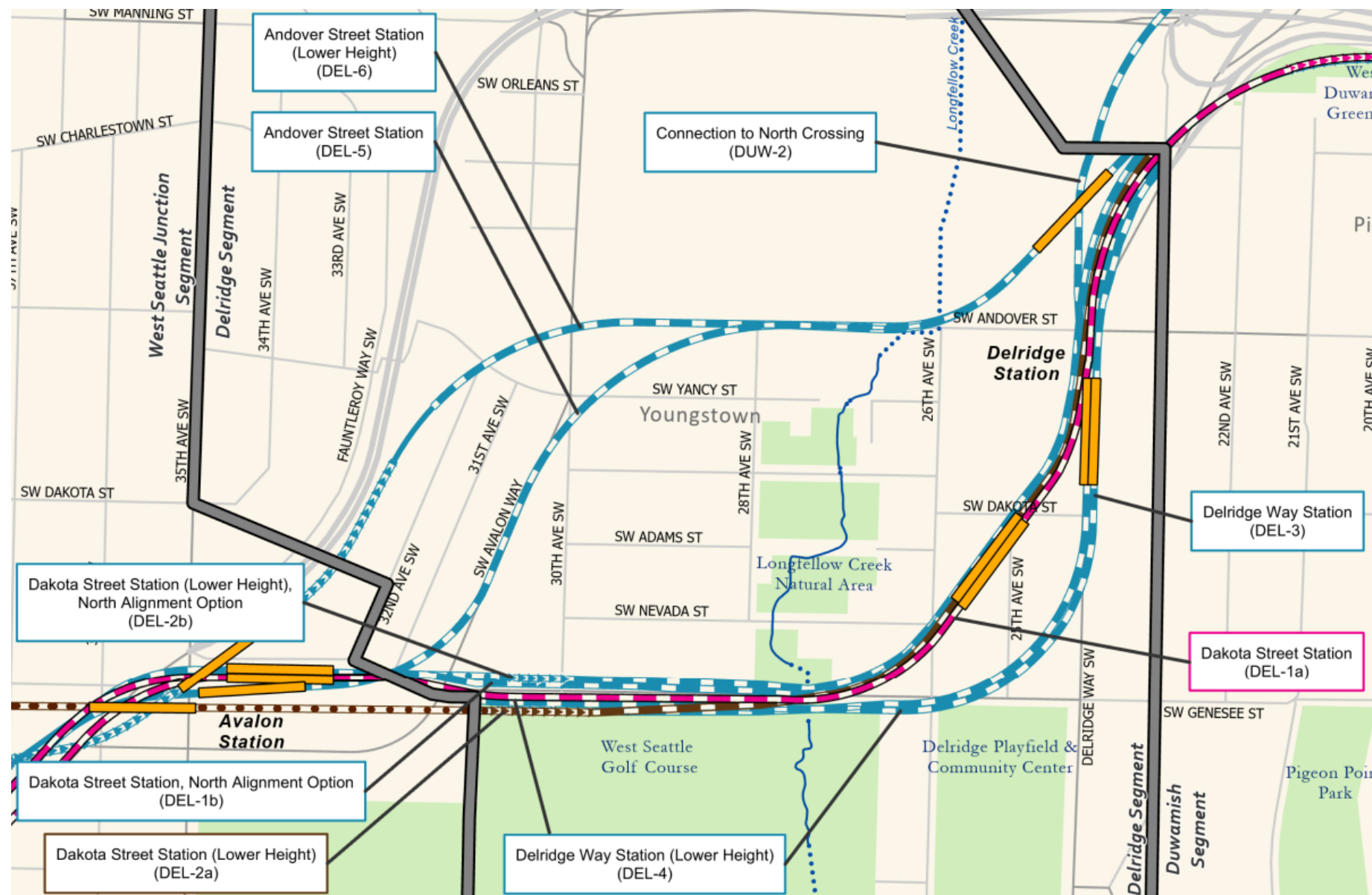
Need for additional engagement to understand community preference and advance RET outcomes

Optimize transit integration for communities further south

Minimize impacts and support restoration of Longfellow Creek

Avoid/minimize/mitigate noise and aesthetic effects of tall guideway over community





ANDOVER STREET

OPPORTUNITIES

Avoids tall guideway over Youngstown community

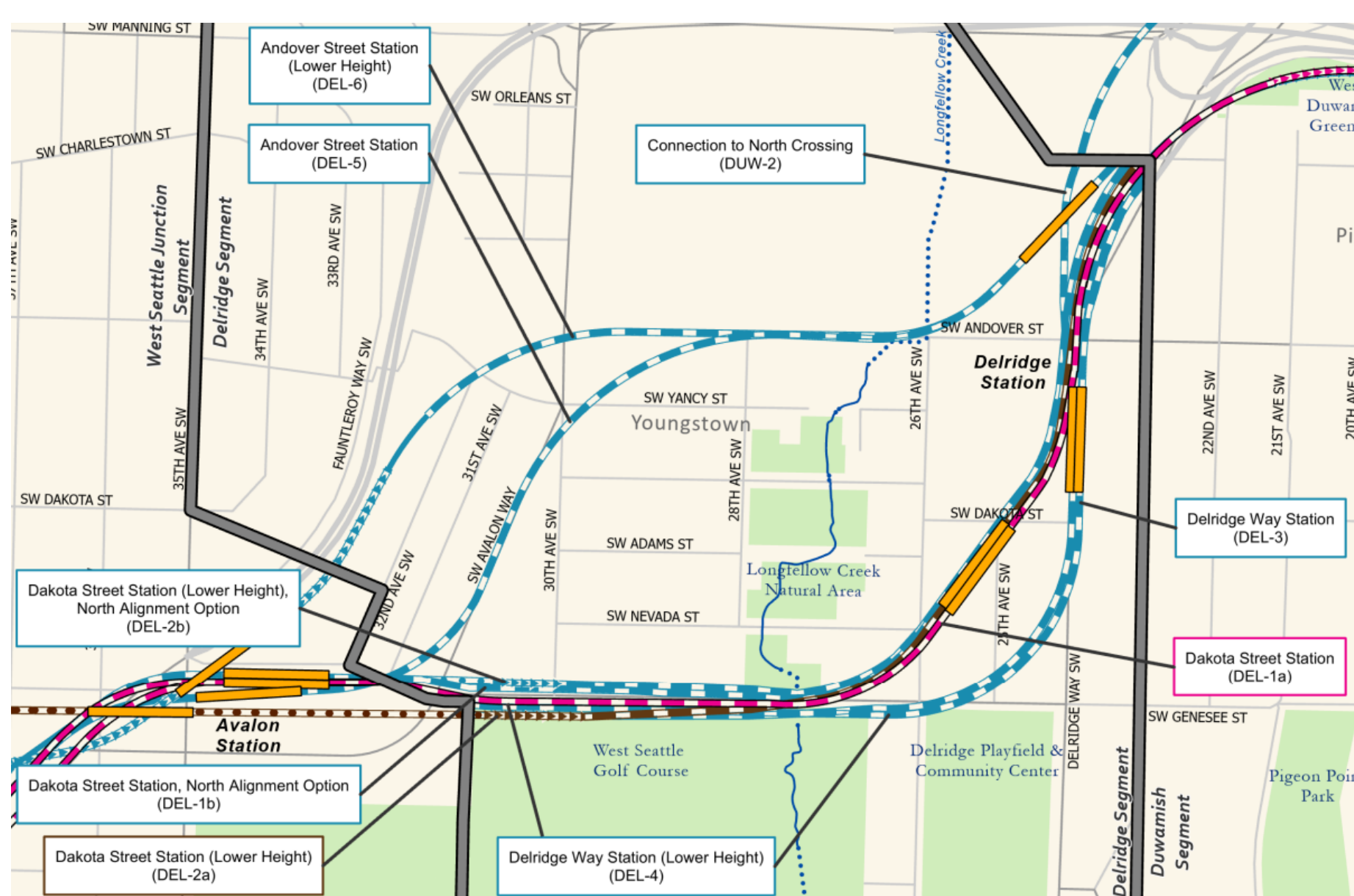
No additional cost for DEL-6 tunnel connection to WSJ-5 (medium tunnel) compared to elevated alternatives

CONCERNS

Nucor access and WS bridge makes this a vehicle-heavy area—challenge to make safe pedestrian environment

Furthest north of Delridge options—underscores need for good transit integration





DELDRIDGE WAY

OPPORTUNITIES

Good transit integration opportunity with access on both sides of Delridge Way

CONCERNS

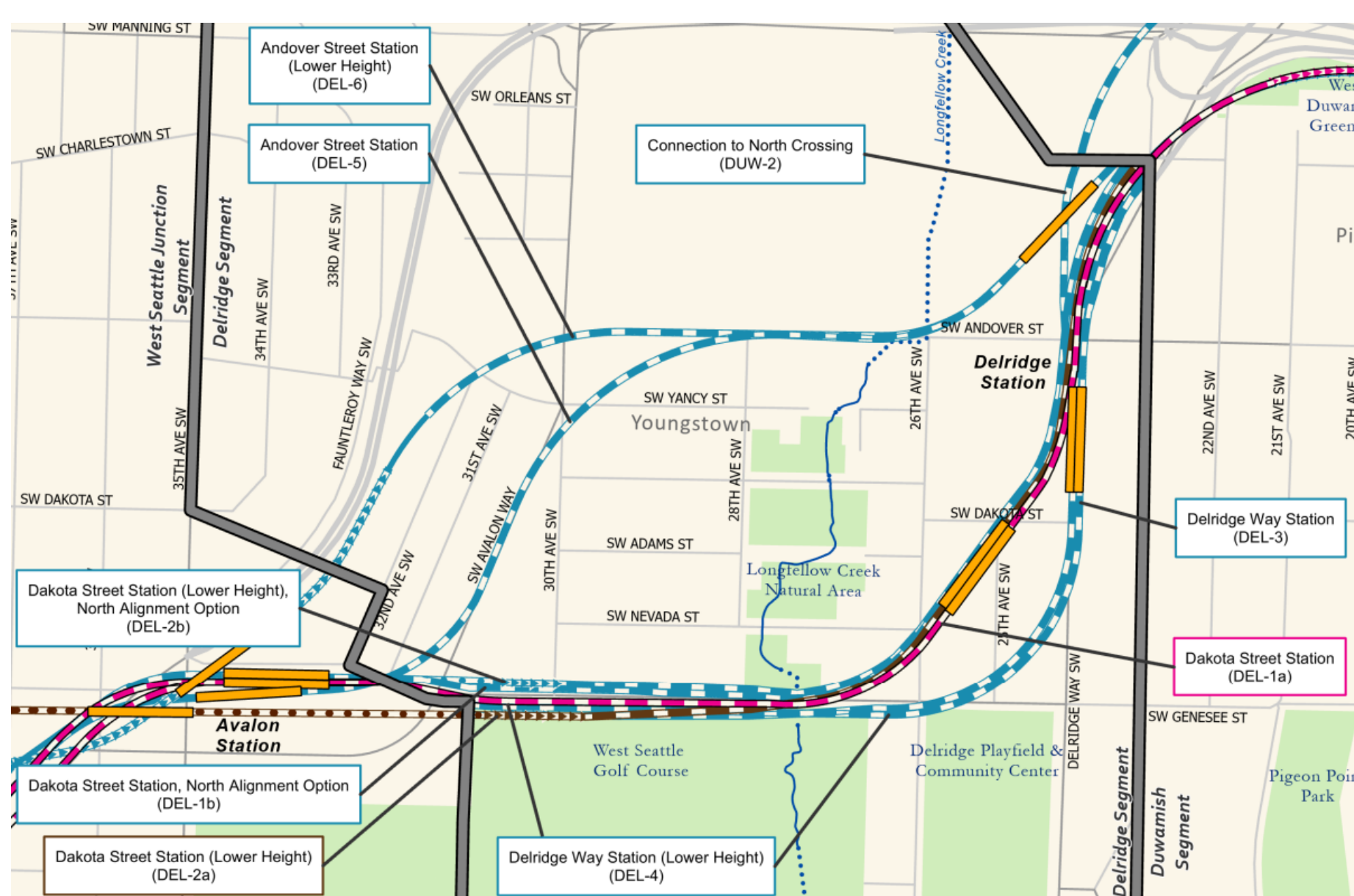
Transportation impacts of structures on Delridge Way

Displacement and relocation of businesses and residences

Impacts to Community Center and Golf Course

Additional costs of DEL-4 tunnel connections to WSJ segment over elevated option





DAKOTA STREET

OPPORTUNITIES

Good agency TOD opportunity—could address some community-identified needs

CONCERNS

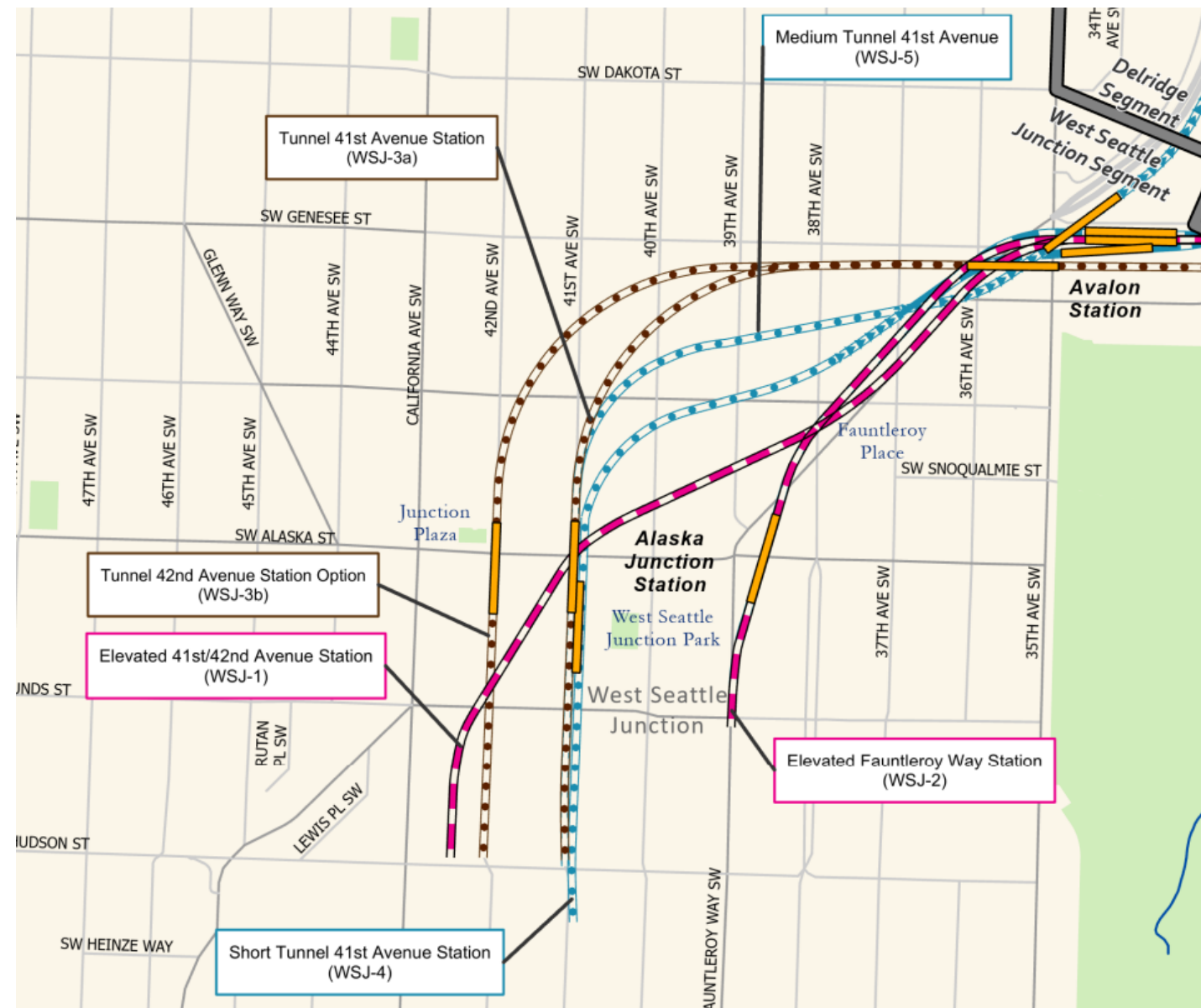
Displacement and relocation of businesses and residences

Transportation impacts of structures on Delridge Way

Impacts to Golf Course

Additional costs of DEL-2a and DEL-2b tunnel connection to WSJ segment over elevated option





ELEVATED ALTERNATIVES

- WSJ-1: 41st/42nd Avenue Station (Preferred)
- WSJ-2: Fauntleroy (Preferred)

TUNNEL ALTERNATIVES

- WSJ-3a: Tunnel to 41st Avenue (Long tunnel, Preferred)
- WSJ-3b: Tunnel to 42nd Avenue (Long tunnel, Preferred)
- WSJ-4: Tunnel to 41st Avenue (Short tunnel)
- WSJ-5: Tunnel to 41st Avenue (Medium tunnel)



ELEVATED ALTERNATIVES

OPPORTUNITIES

Cost savings over Short and Long tunnel alternatives

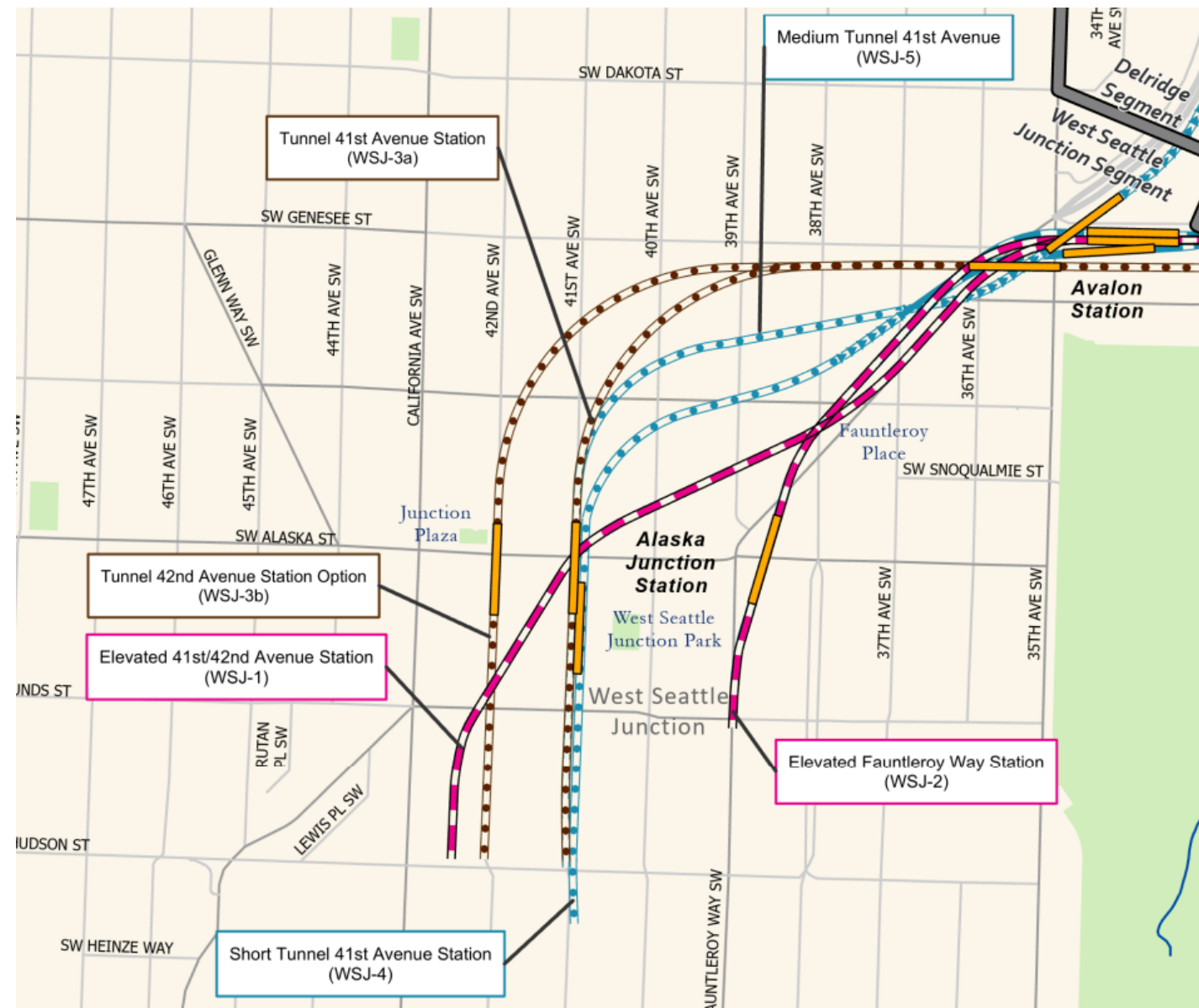
CONCERNS

Property acquisition and displacement of residences and businesses

Operational noise and aesthetic effects of elevated guideway

Impacts to mobility during construction

Impacts to transportation (lane reductions and sightline limitations) during operations



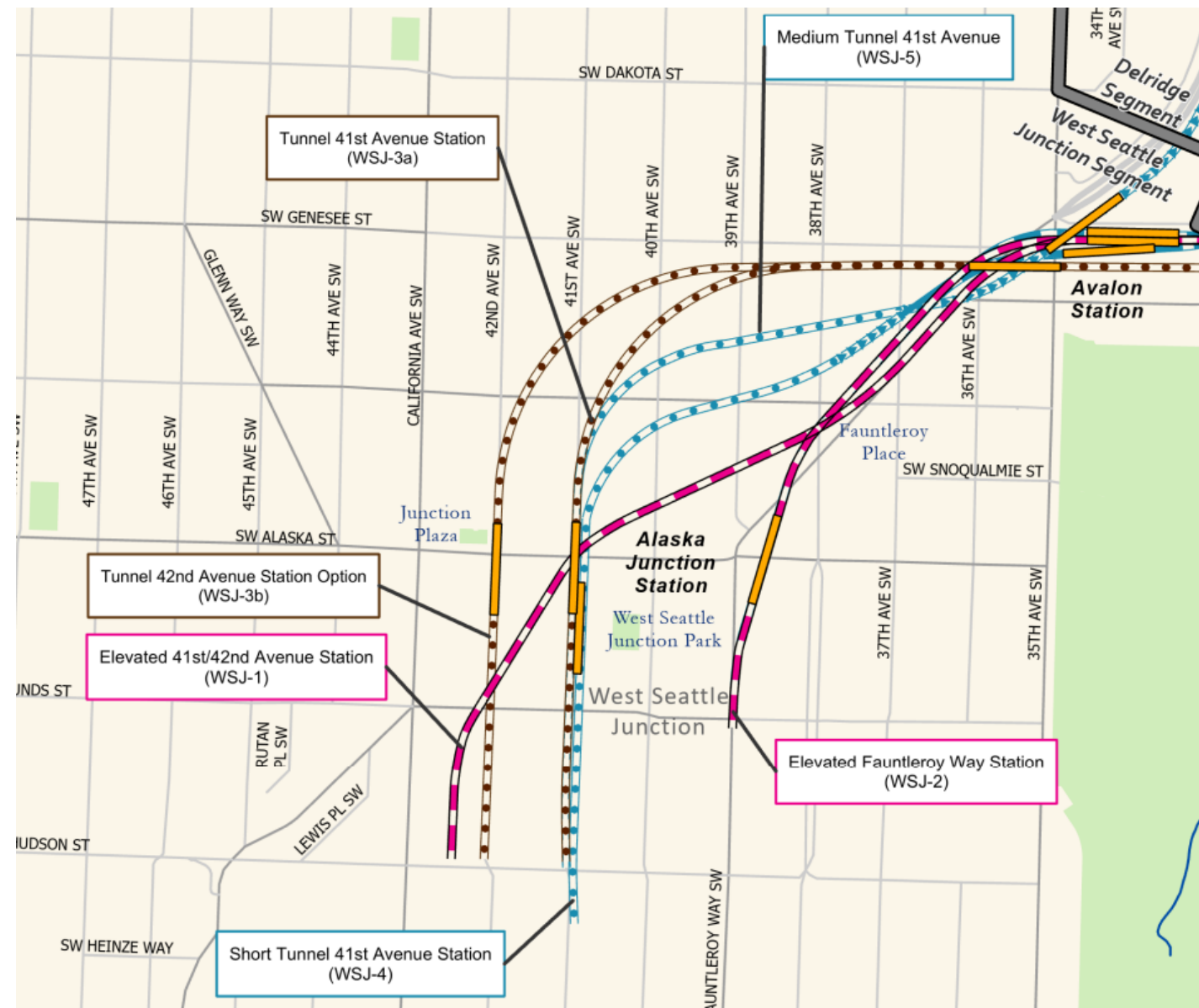
TUNNEL ALTERNATIVES

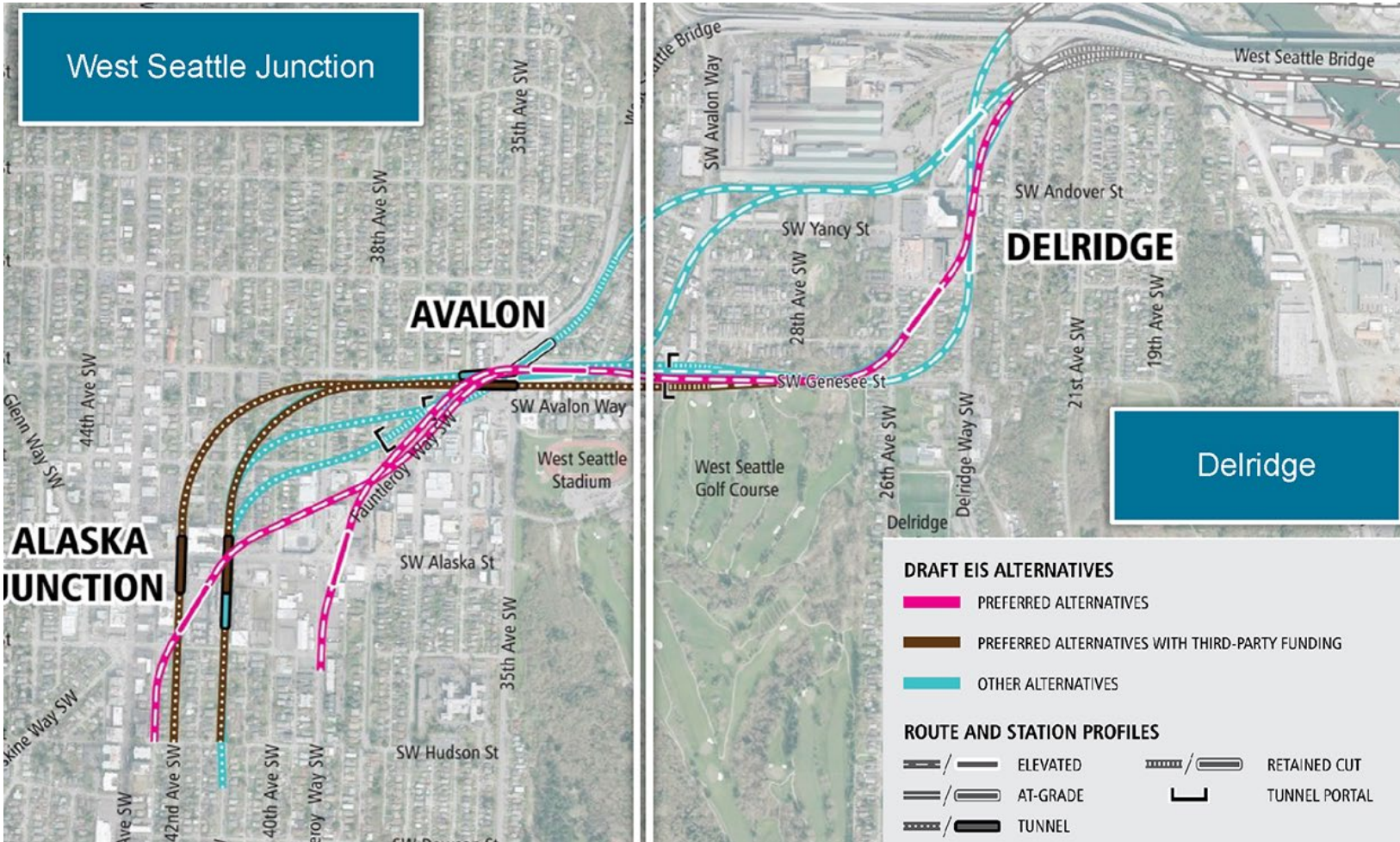
OPPORTUNITIES

- Avoids numerous adverse impacts of elevated alternatives
- TOD opportunity with WSJ-3b long tunnel to 42nd
- No additional cost for WSJ-5 Medium tunnel over elevated alternatives

CONCERNS

- Considerable additional cost for Long tunnel (WSJ-3a and WSJ-3b) and Short tunnel (WSJ-4) over the elevated alternatives
- Affordable WSJ-5 Medium tunnel only connects to Andover alternative at Delridge





DISCUSSION

Are these the right considerations to compare the alternatives?

What issues are of greatest importance?



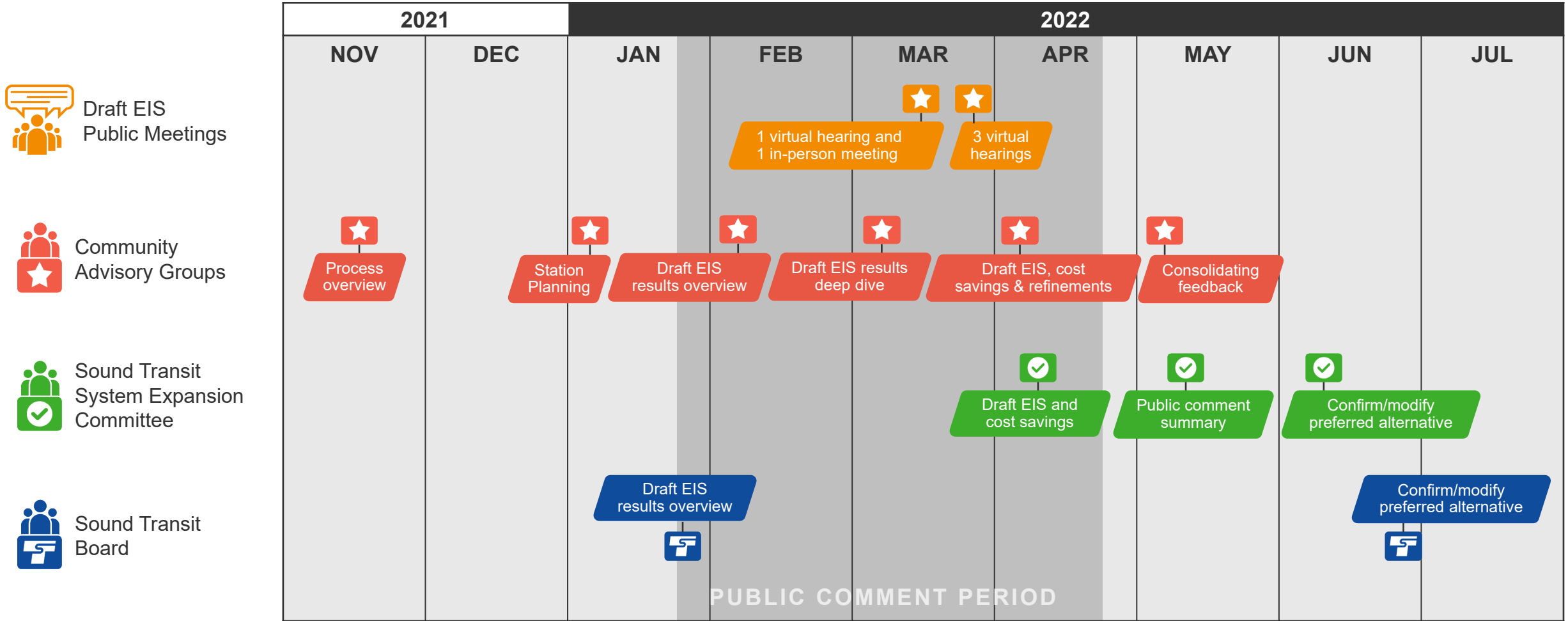
Additional questions please contact
Jessica Brand, *Neighborhoods*
Jessica.Brand@Seattle.gov

Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Duwamish/West Seattle
- City of Seattle: Draft EIS Review
- ***Next steps and next meeting***

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Upcoming Community Advisory Groups



CID/SODO Community Advisory Group

Draft EIS Deep Dive

Thursday, March 10, 2022 from 5pm to 7pm

Interbay/Ballard Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements

Tuesday, April 5, 2022, from 5pm to 7pm

Downtown Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements

Thursday, April 7, 2022 from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements

Tuesday, April 12, 2022 from 5pm to 7pm

Draft EIS Meetings



Online Public Meetings:

- Tues, Mar 15, 5:30-7:30pm (Interbay/Ballard segments)
- Tues, Mar 22, 5:30-7:30pm (Downtown segment)
- Thurs, Mar 24, 5:30-7:30pm (CID/SODO segments)
- Weds, Mar 30, 5:30-7:30pm (West Seattle/ Duwamish segments)



In-person drop-in event*:

- Thurs., March 17, 12pm – 7 PM, Union Station (Corridor-wide)

**The in-person event is subject to state and local guidelines regarding social distancing due to COVID-19. If the in-person event cannot be held due to COVID-19 concerns, a virtual event will be held in its place. Hours may differ if this becomes a virtual event.*

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



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