

# *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

View Options ▾

View



SPEAKER



Mute



Stop Video



1



Participants



Polls



Chat



Share Screen



Raise Hand



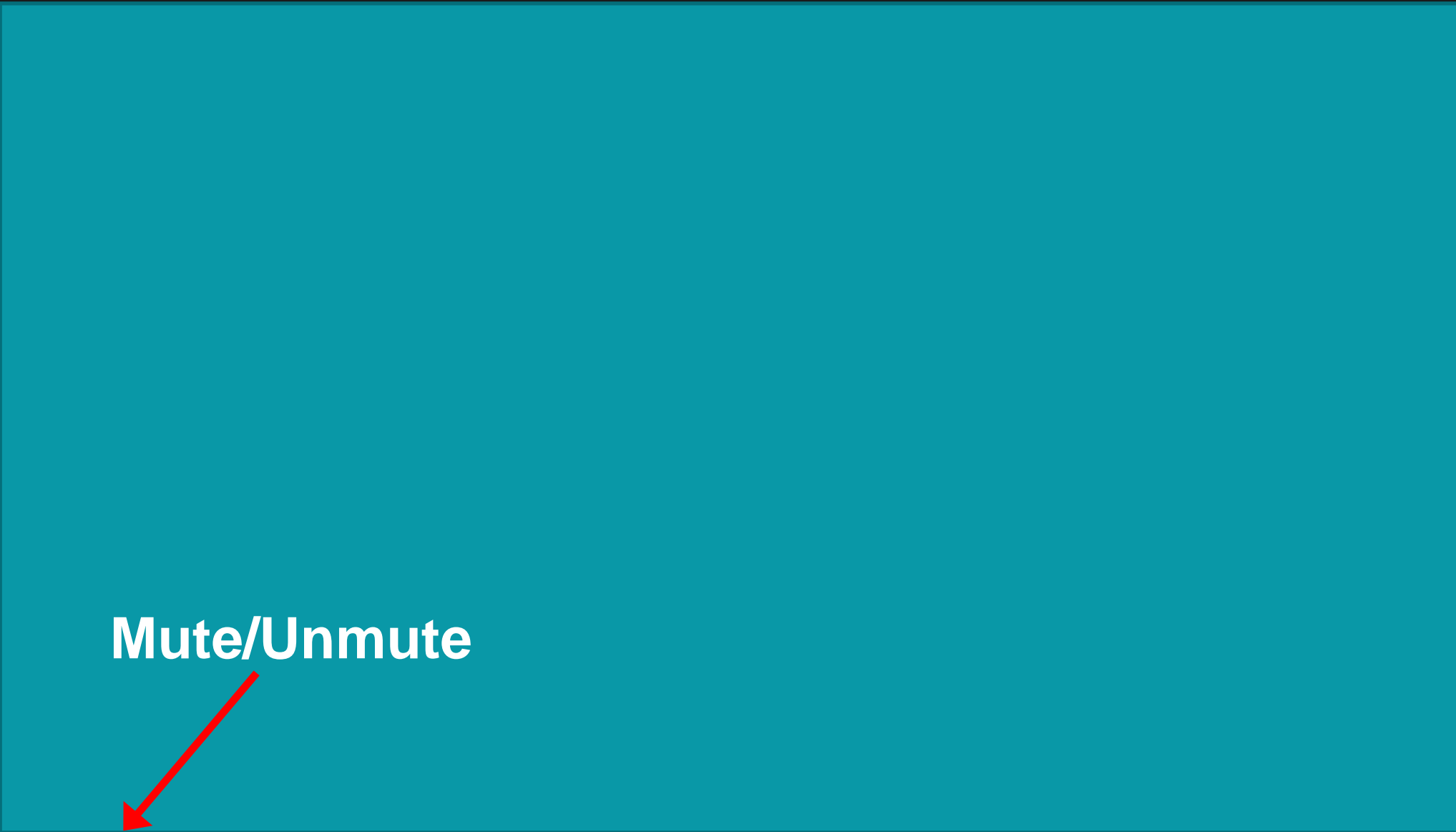
Live Transcript



More

Leave








SPEAKER


Mute/Unmute





  
Unmute


  
Stop Video


  
Participants 1


  
Polls

  
Chat

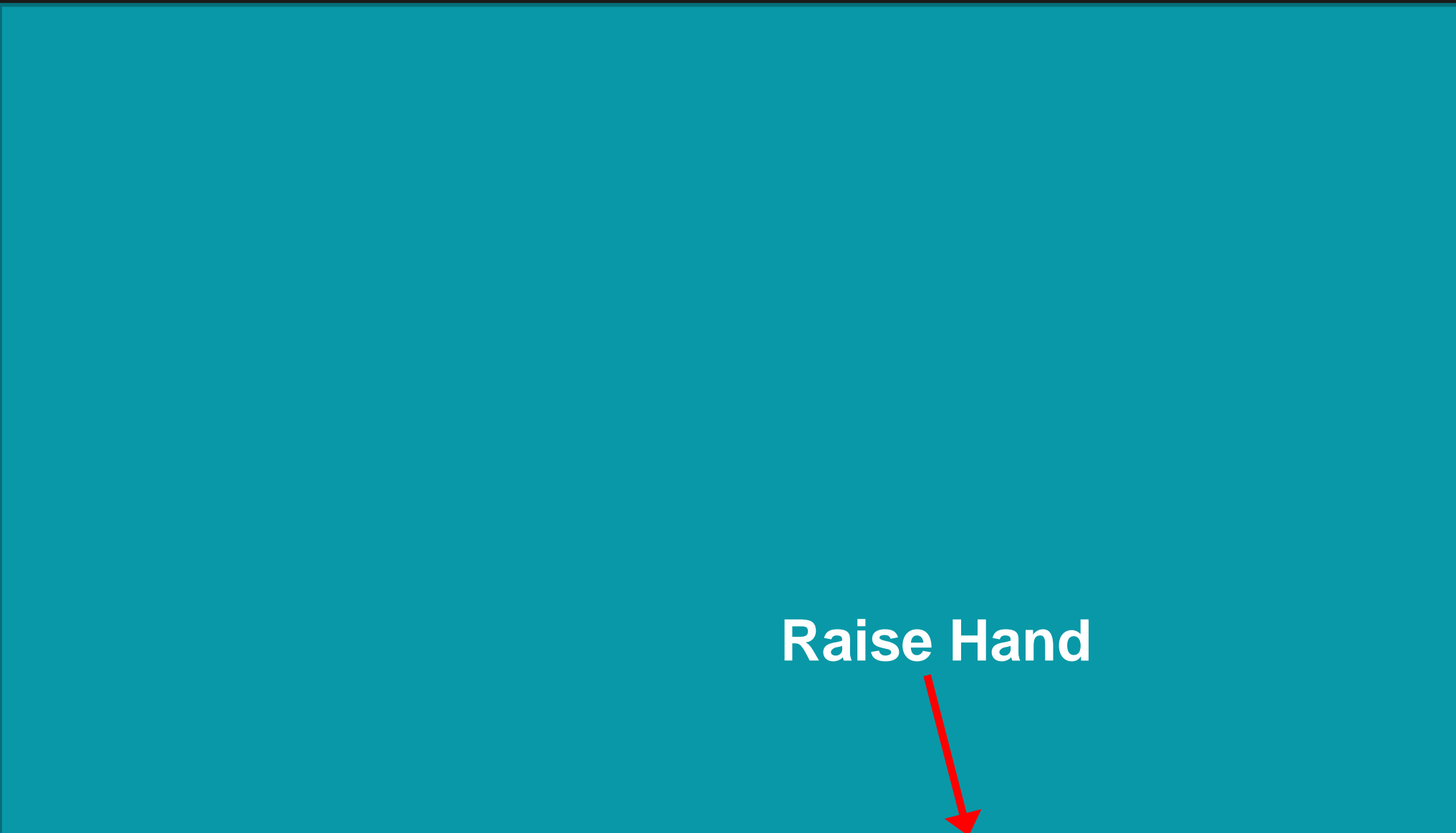
  
Share Screen

  
Raise Hand

  
Live Transcript

  
More

Leave



Raise Hand



Mute



Stop Video



1



Participants



Polls



Chat



Share Screen



Raise Hand

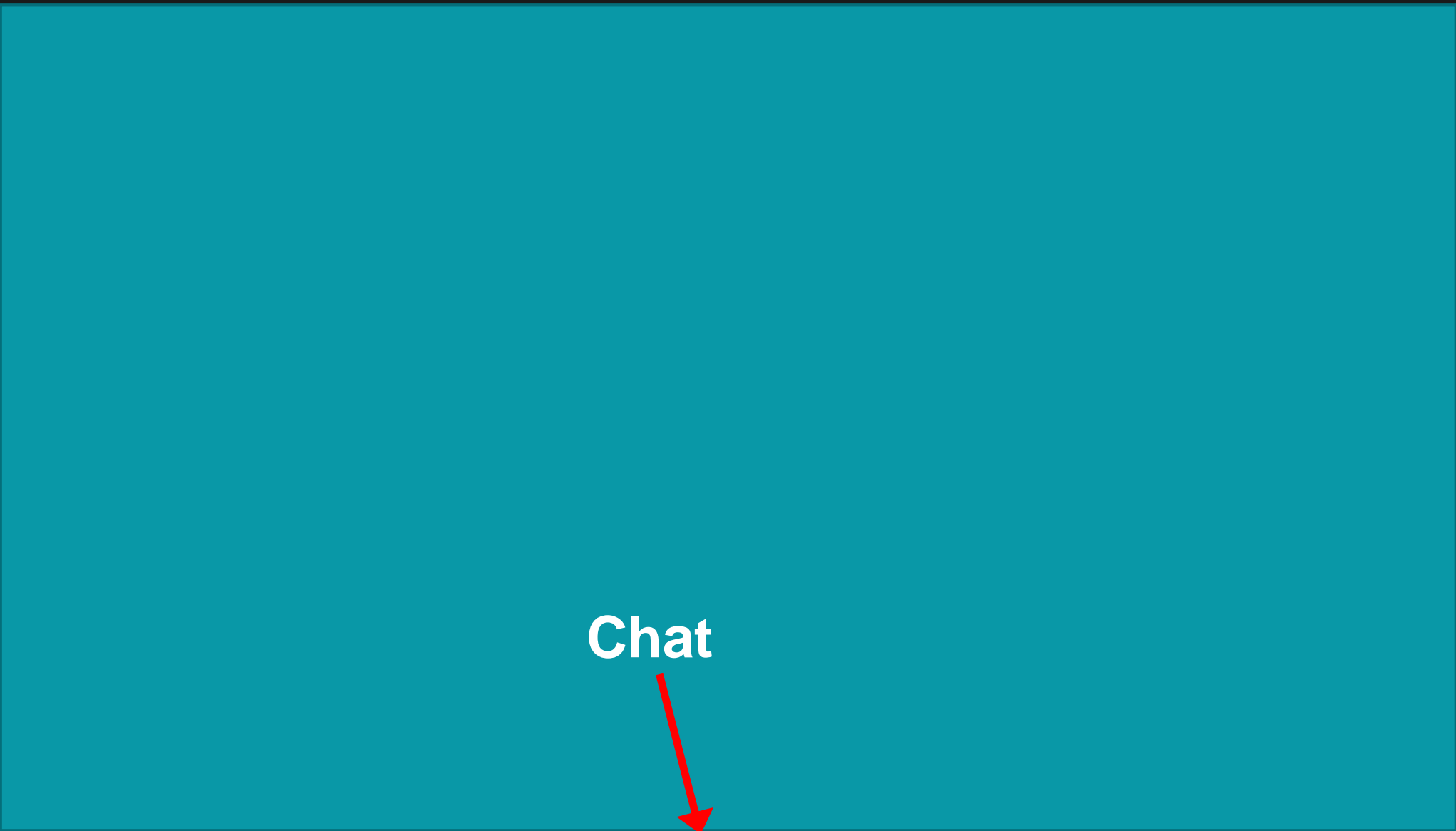


Live Transcript



More

Leave



Chat



Closed Caption



Mute Stop Video

Participants 1

Polls

Chat

Share Screen

Raise Hand

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Live Transcript

More

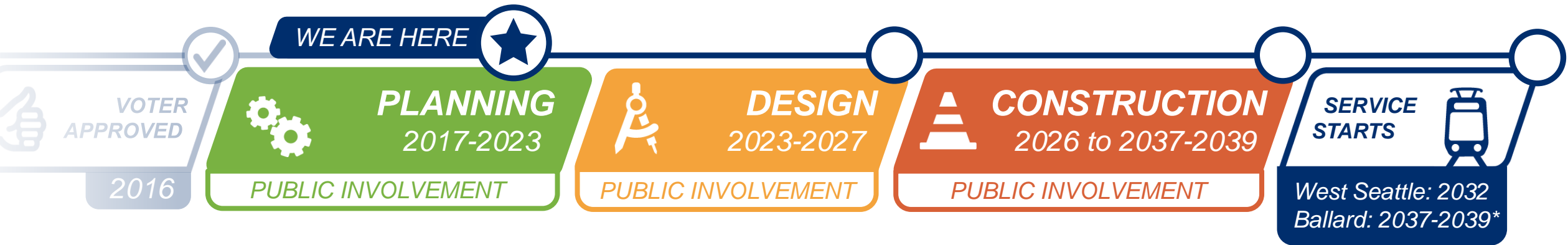
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# West Seattle and Ballard Link Extensions

## Project timeline







# 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

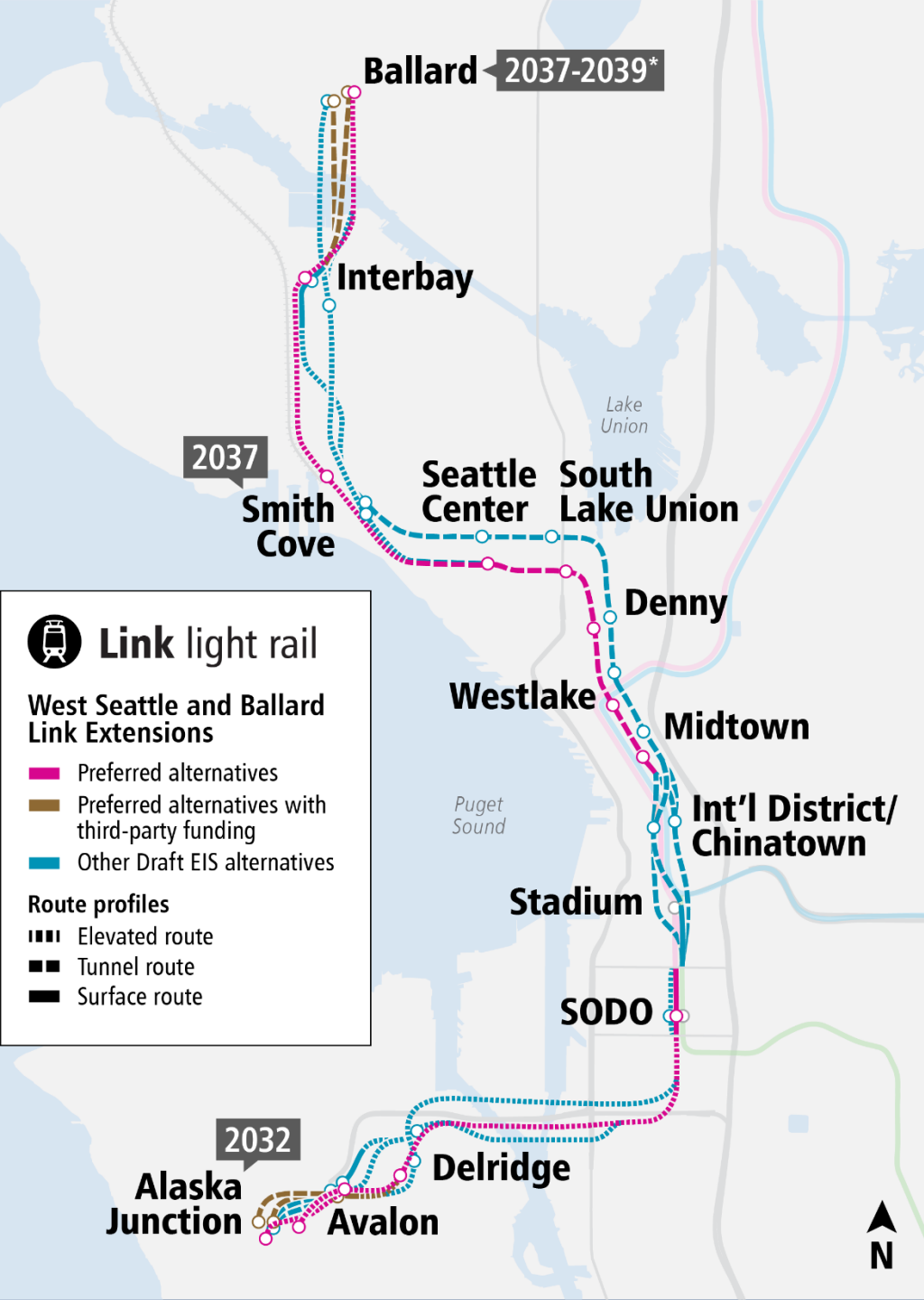
Board selects projects to be built

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.

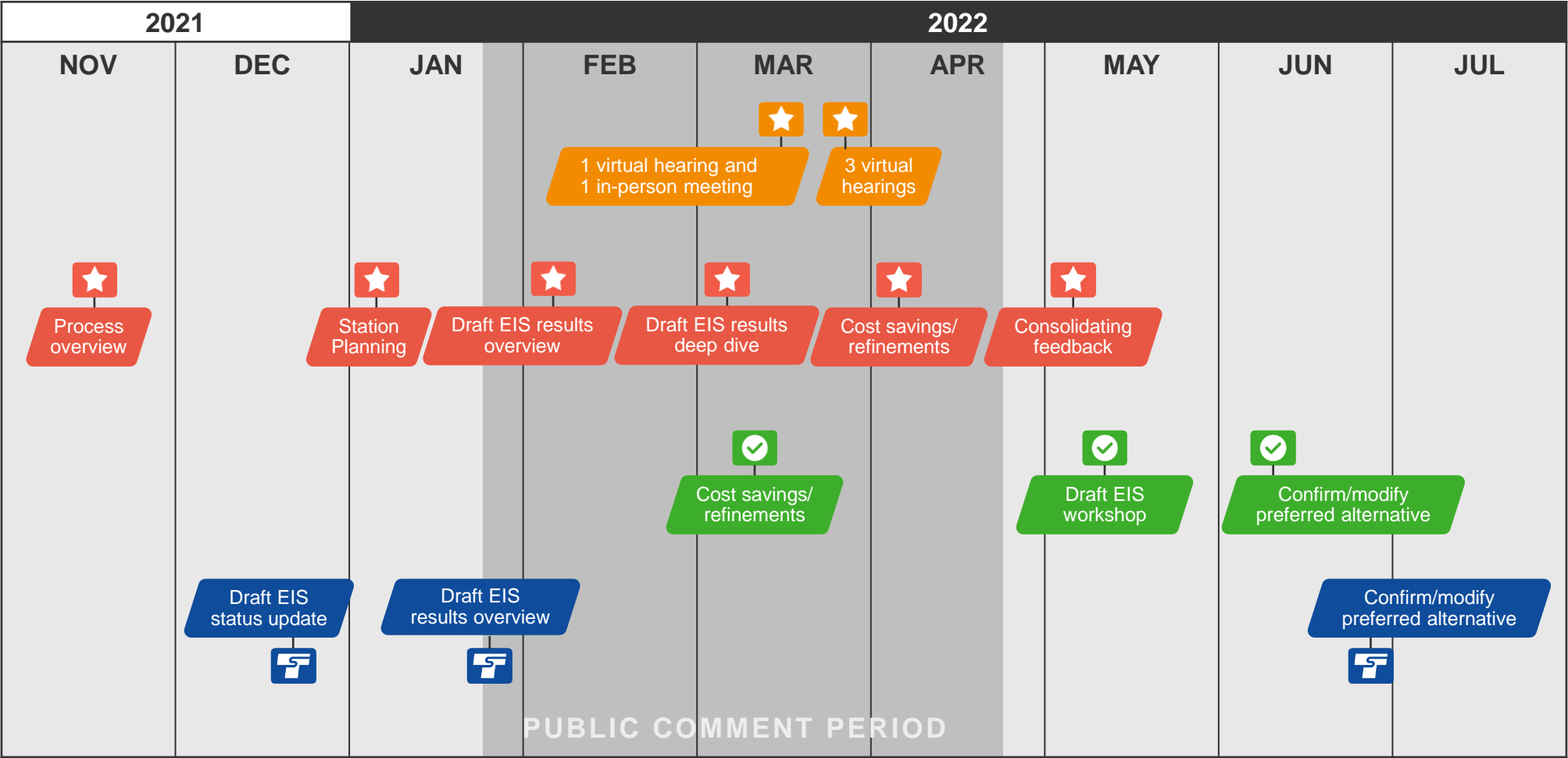
***Share feedback*** with the Sound Transit Board before they confirm or modify the preferred alternative.



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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



# *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

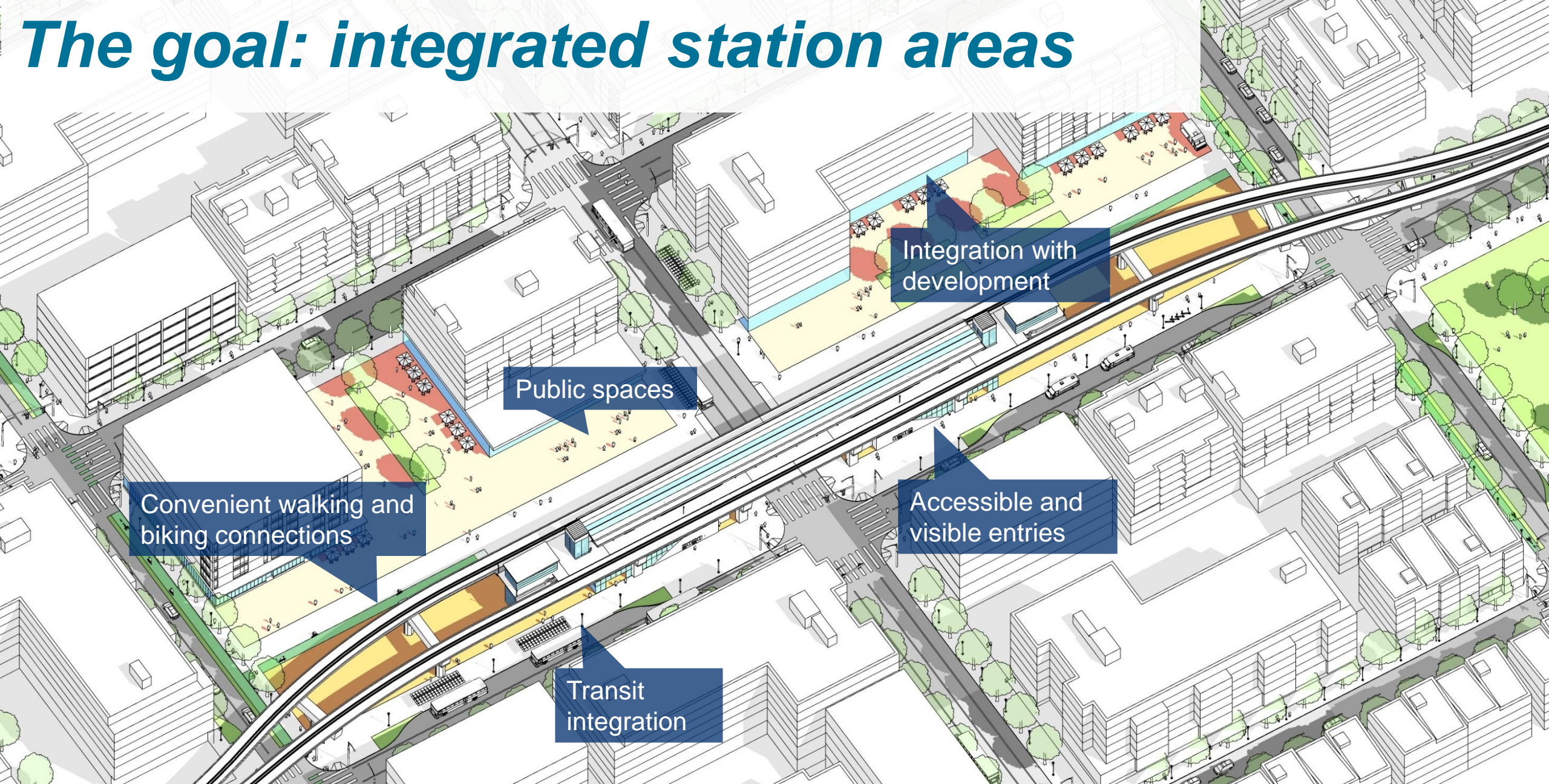
Steve Lewis

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# *The goal: integrated station areas*





# 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

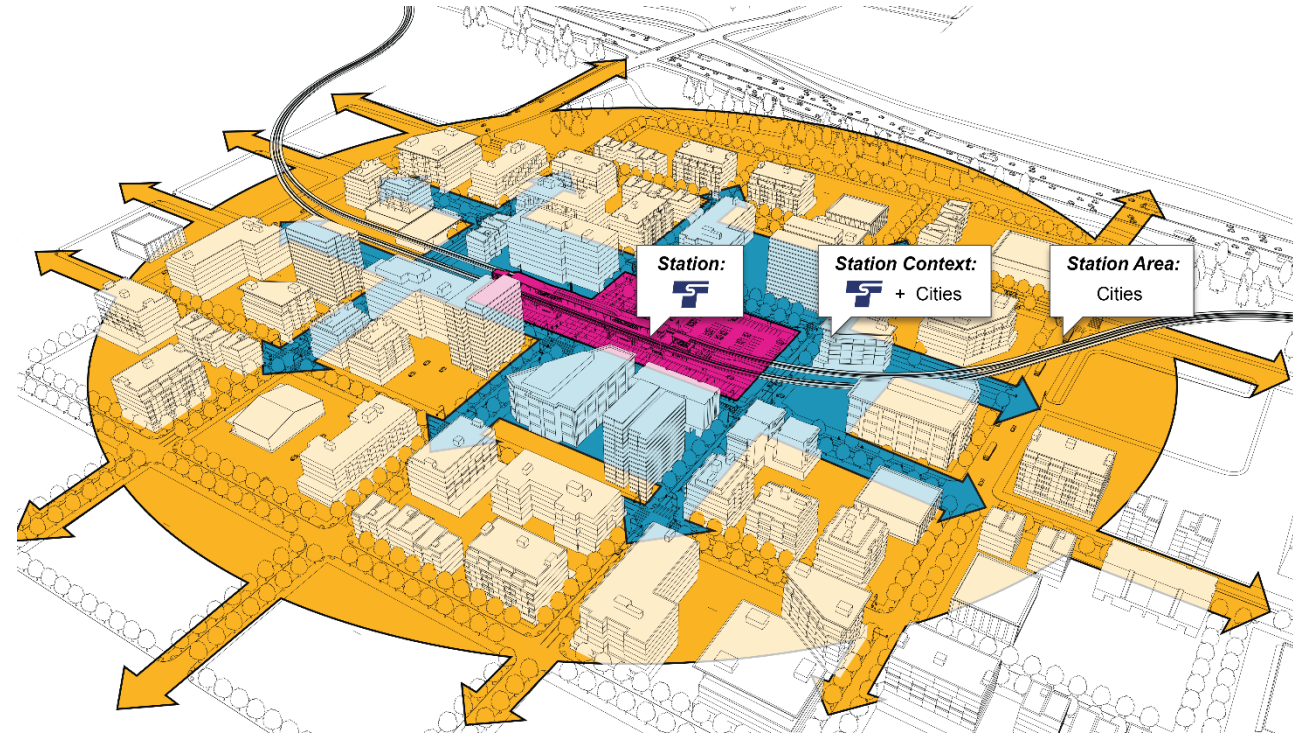


# ***Racial Equity Toolkit (RET): Outcomes***

- 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”

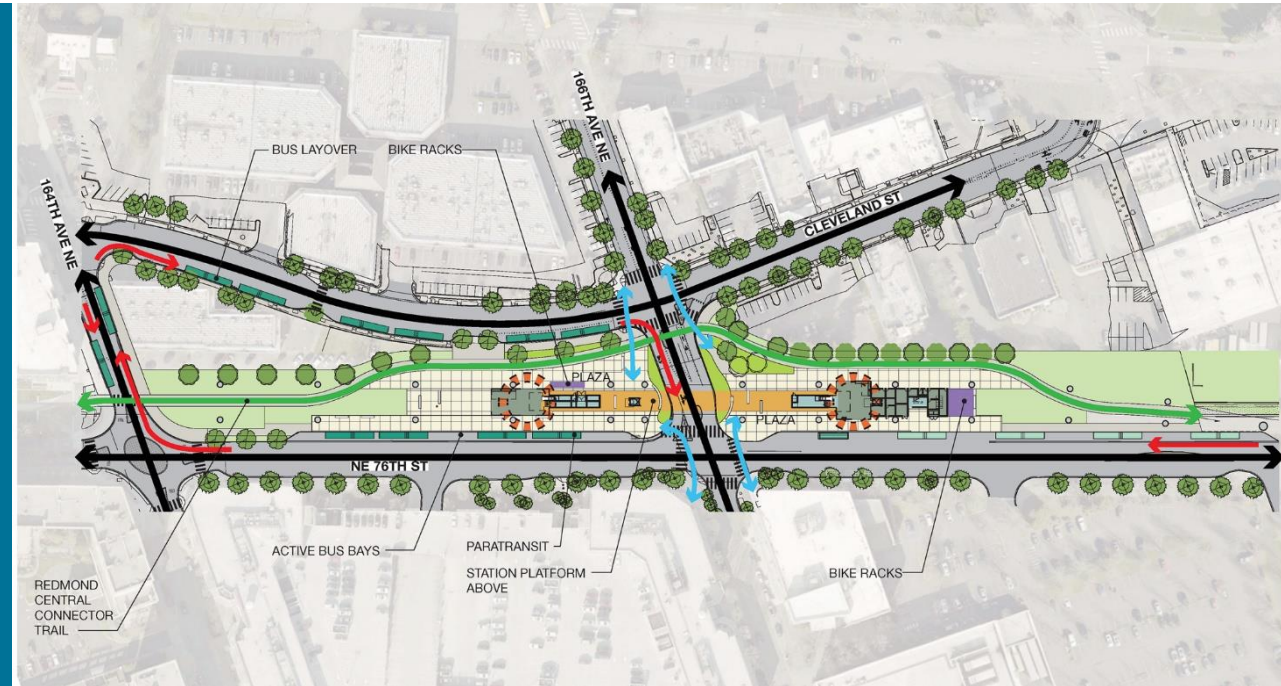
- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others' investments
- Work to align existing and planned investments in service of community priorities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



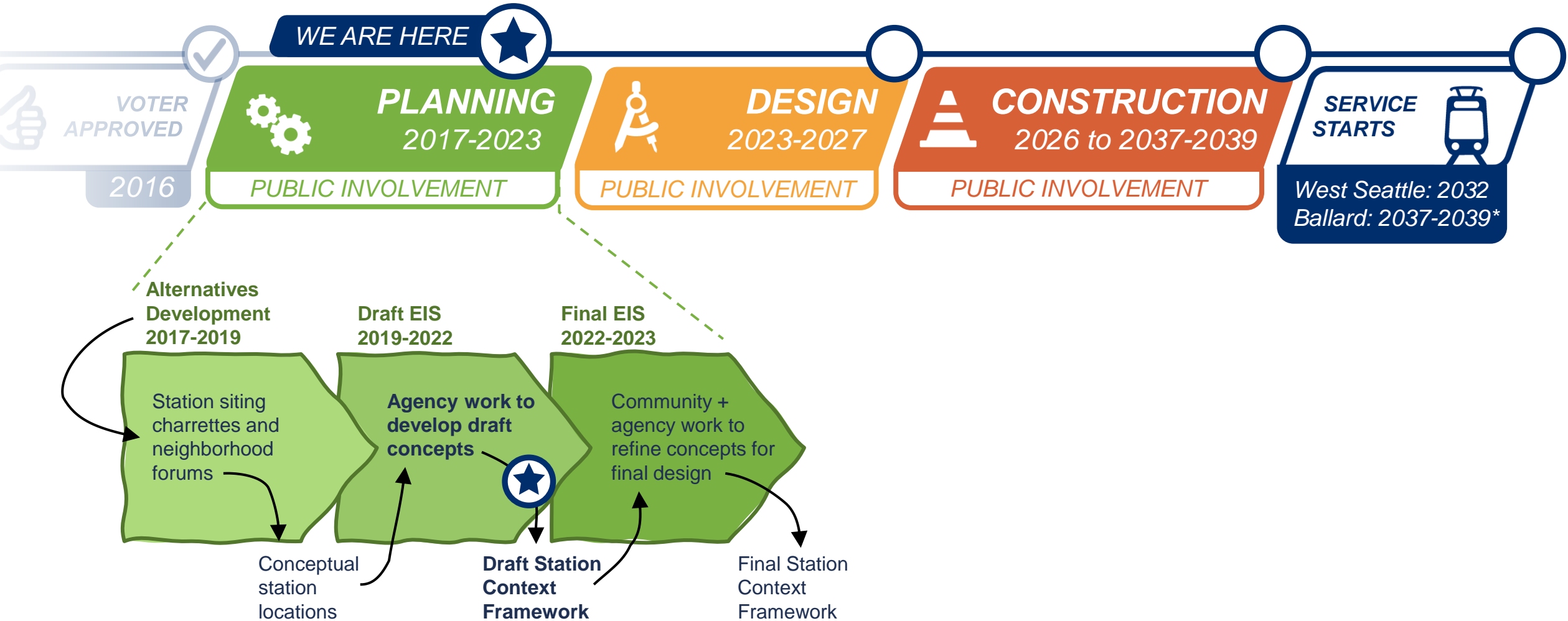


# Station Context Framework

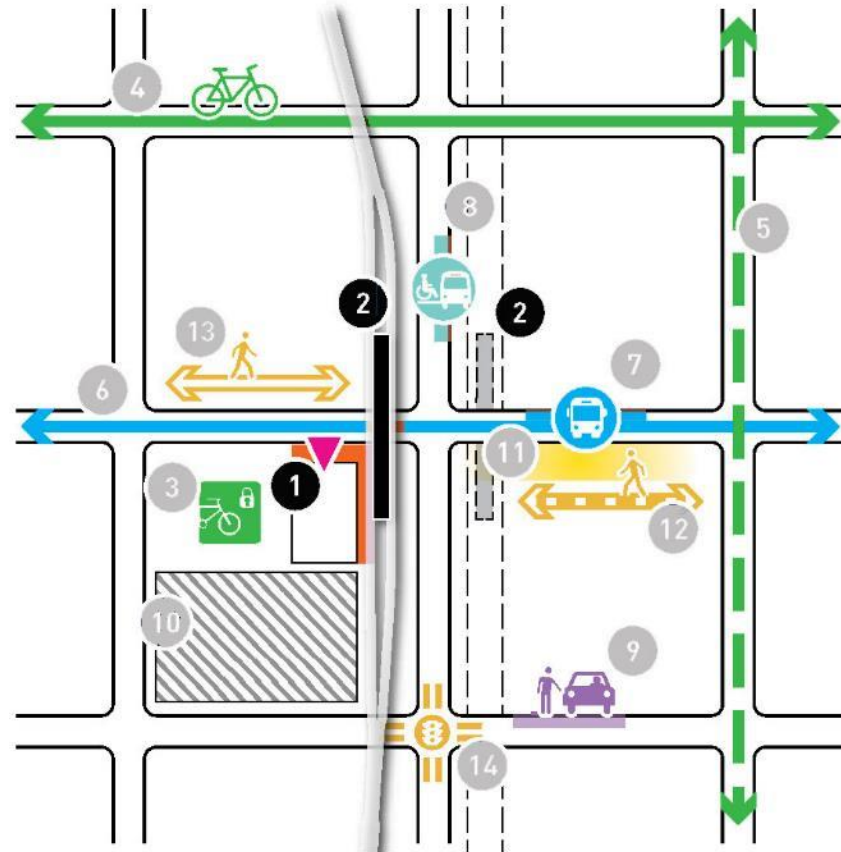
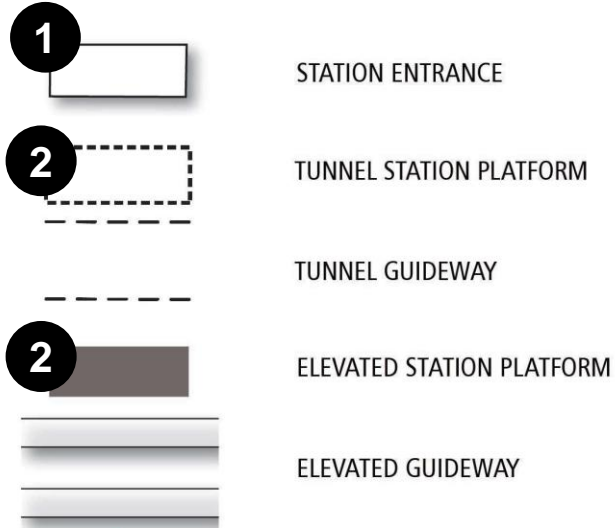
- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



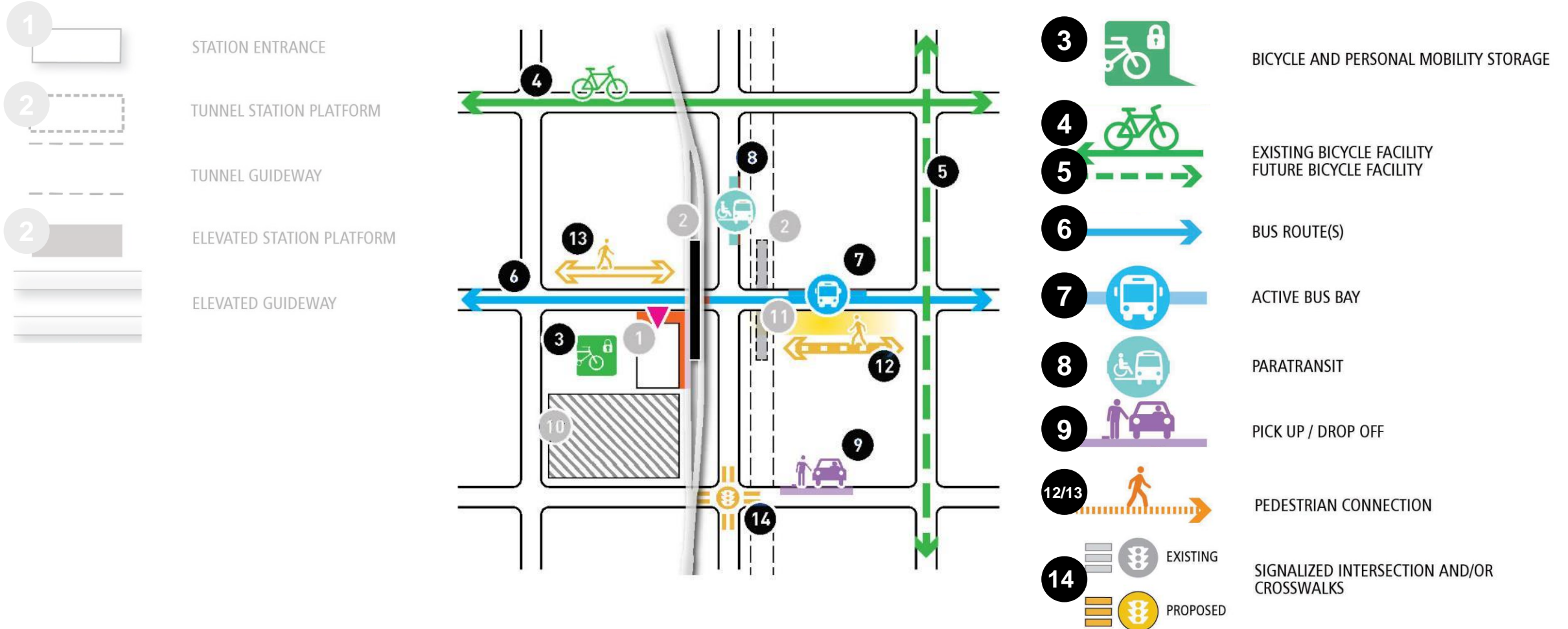
# How we got here (and what's next)



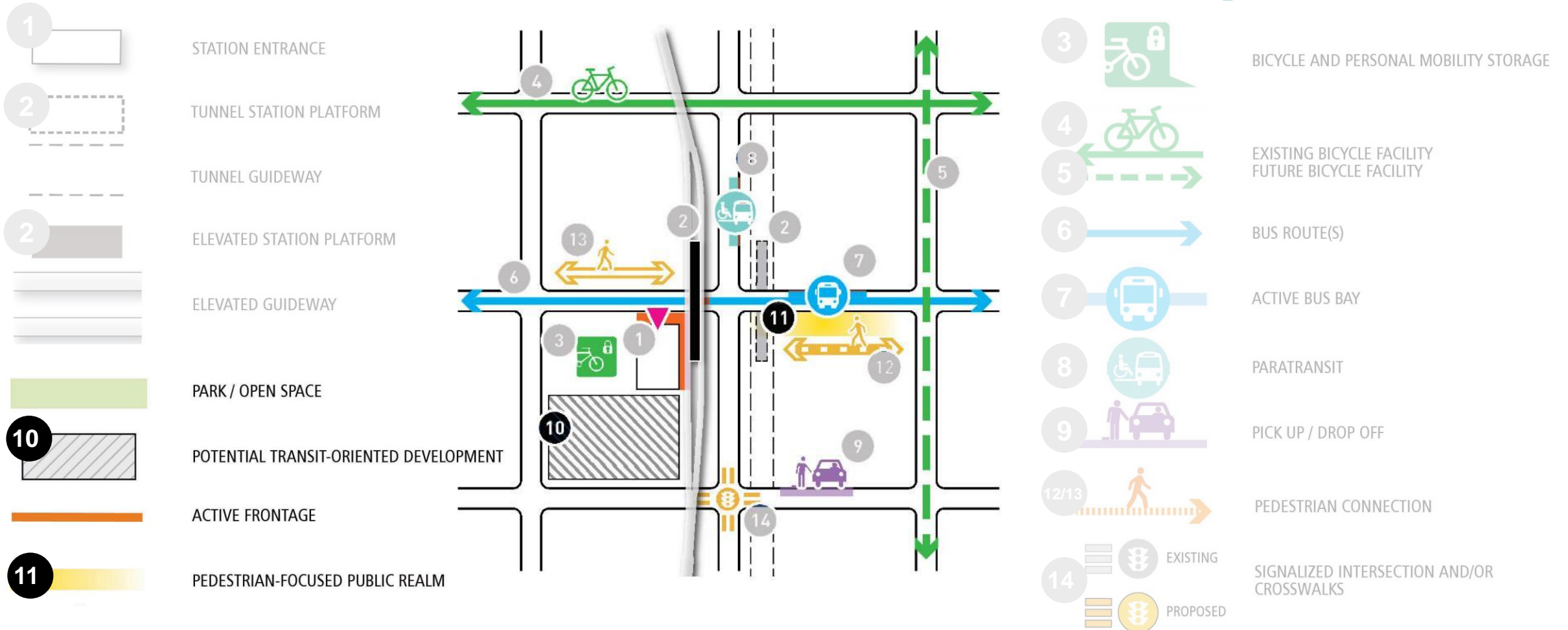
# Orientation to the station context plans



# Orientation to the station context plans



# Orientation to the station context plans





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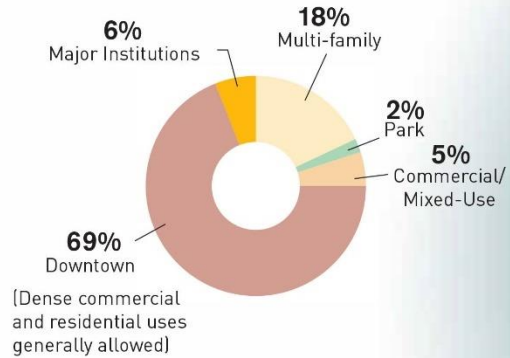


***Midtown Station***



- ***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***

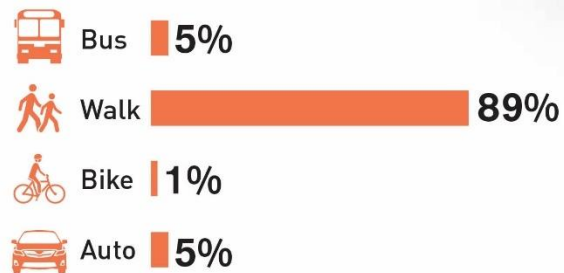
## Existing land use in the station area<sup>(1)</sup>



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



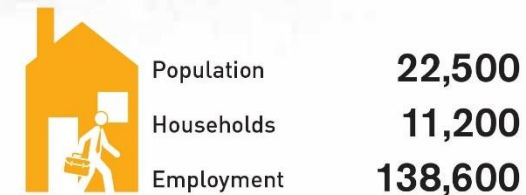
## How people will travel to the station<sup>(2)</sup>



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



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

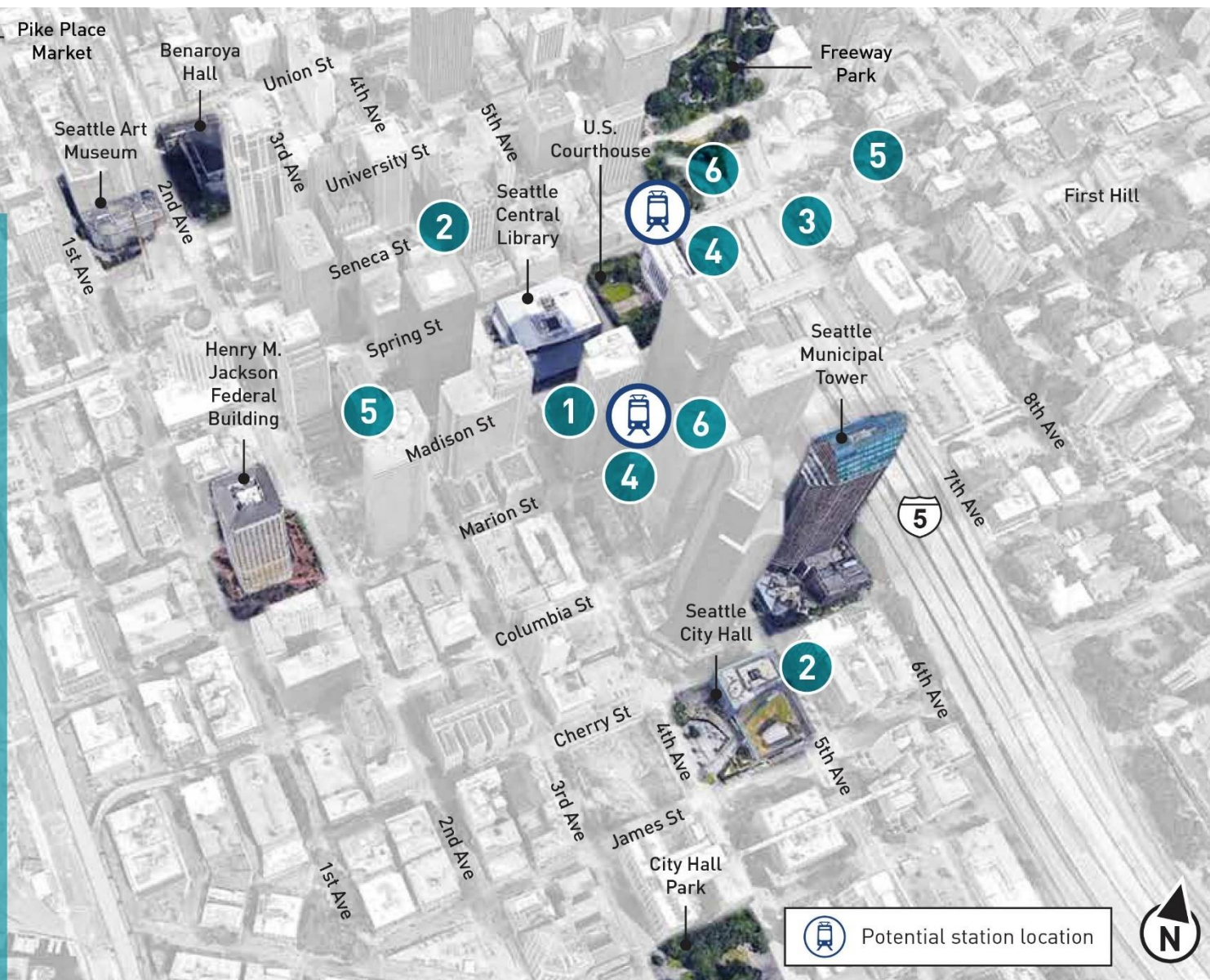




What  
we heard  
so far

## 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

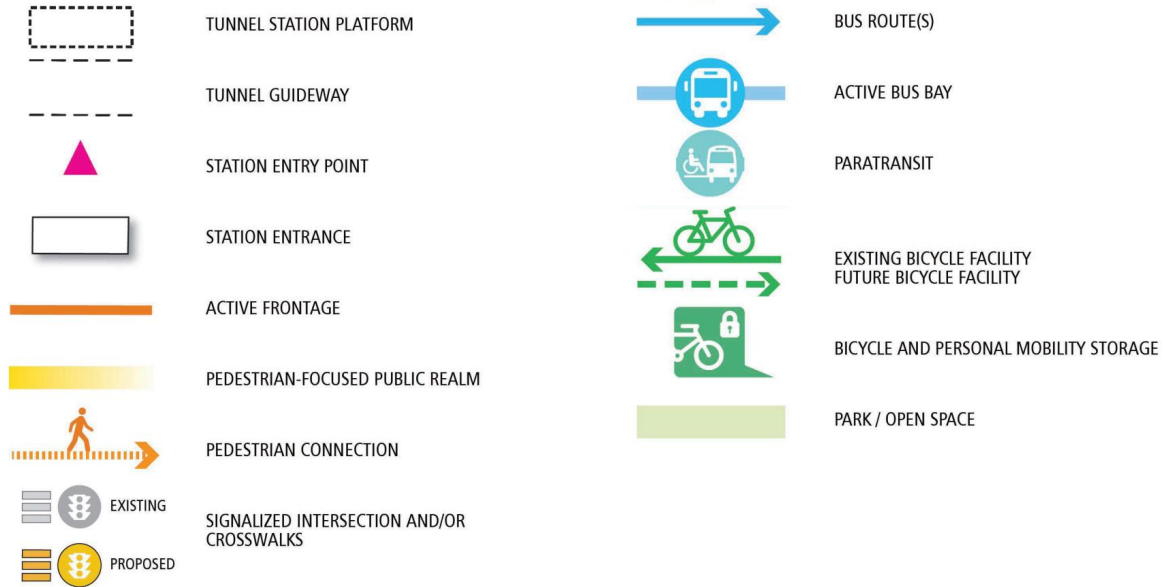


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

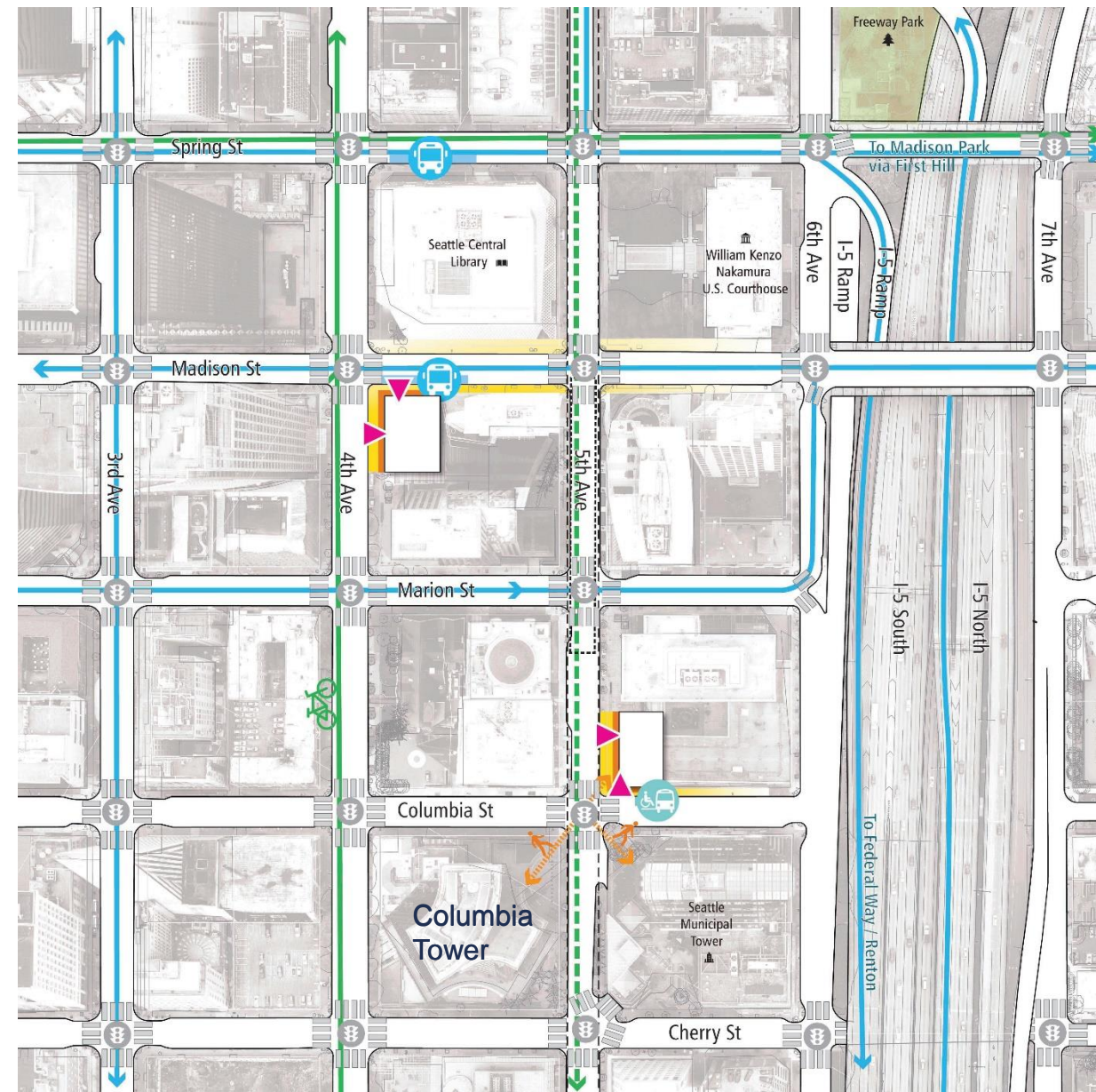
***Preferred alternative***



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

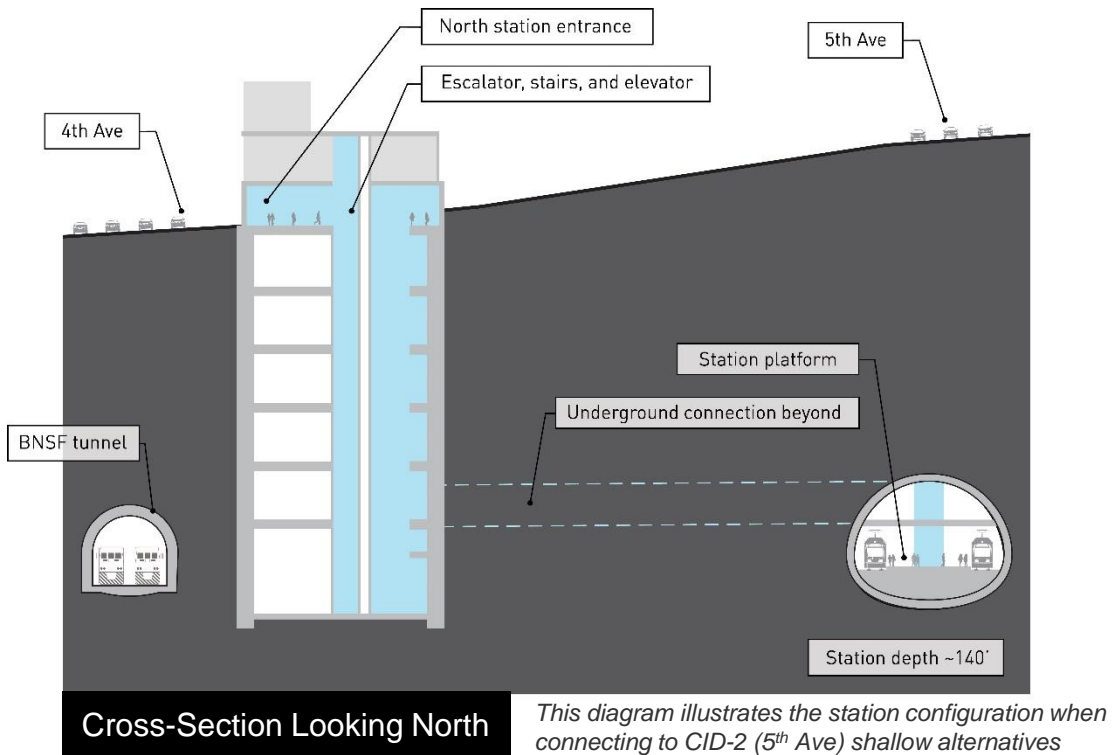


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

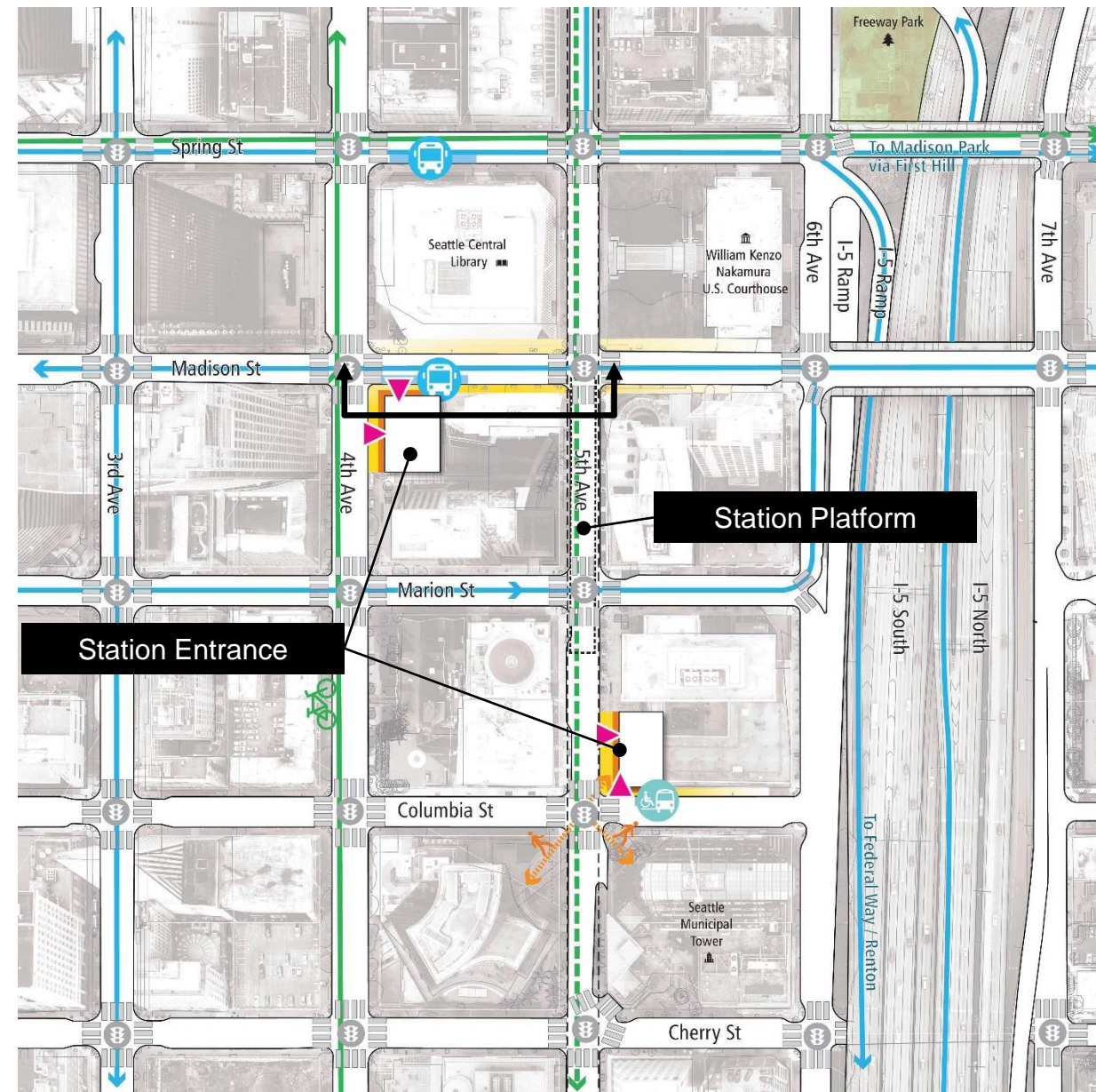




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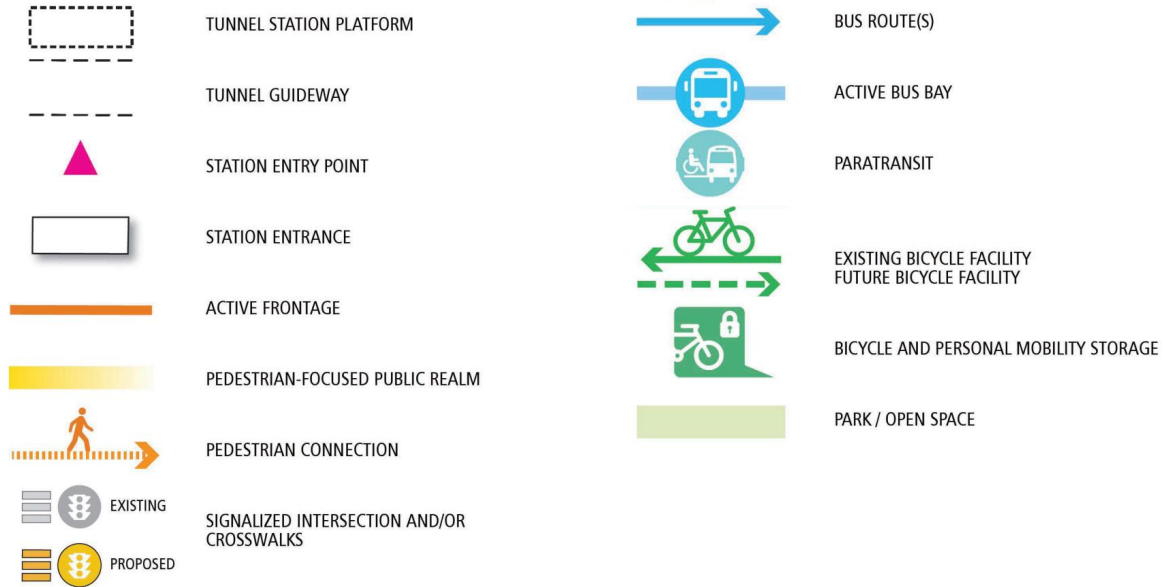


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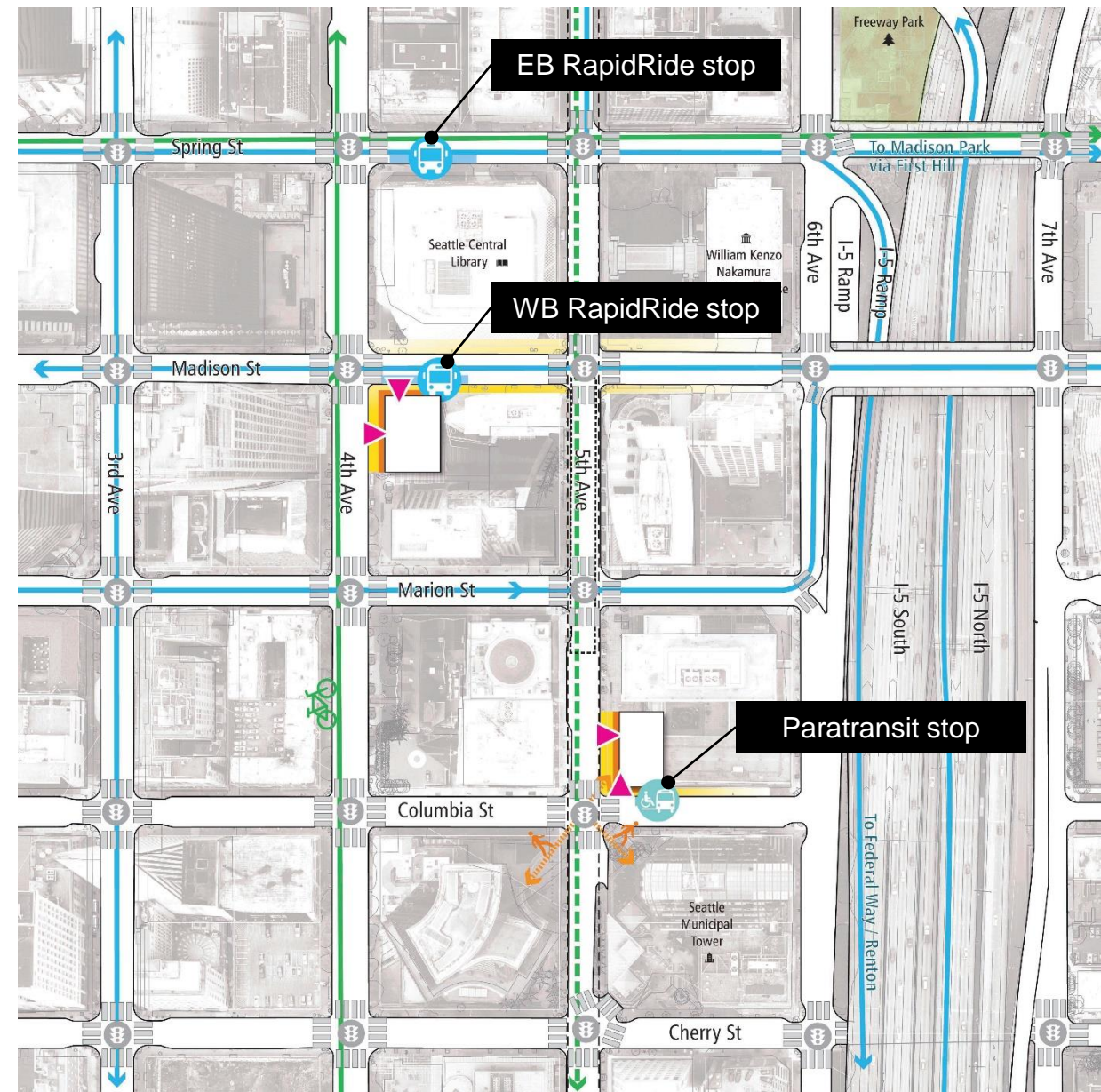




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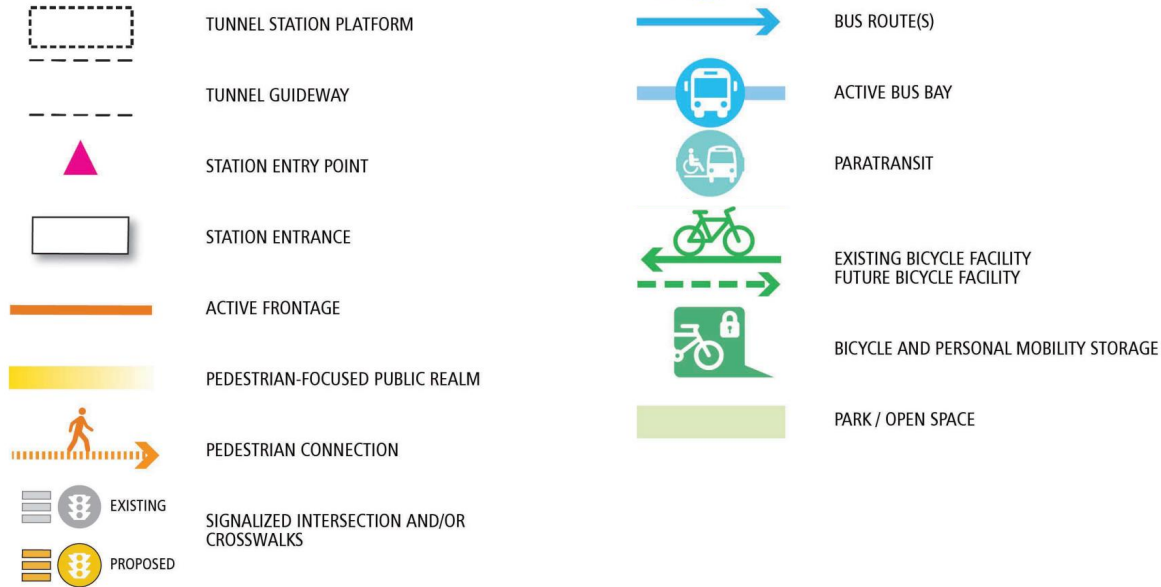


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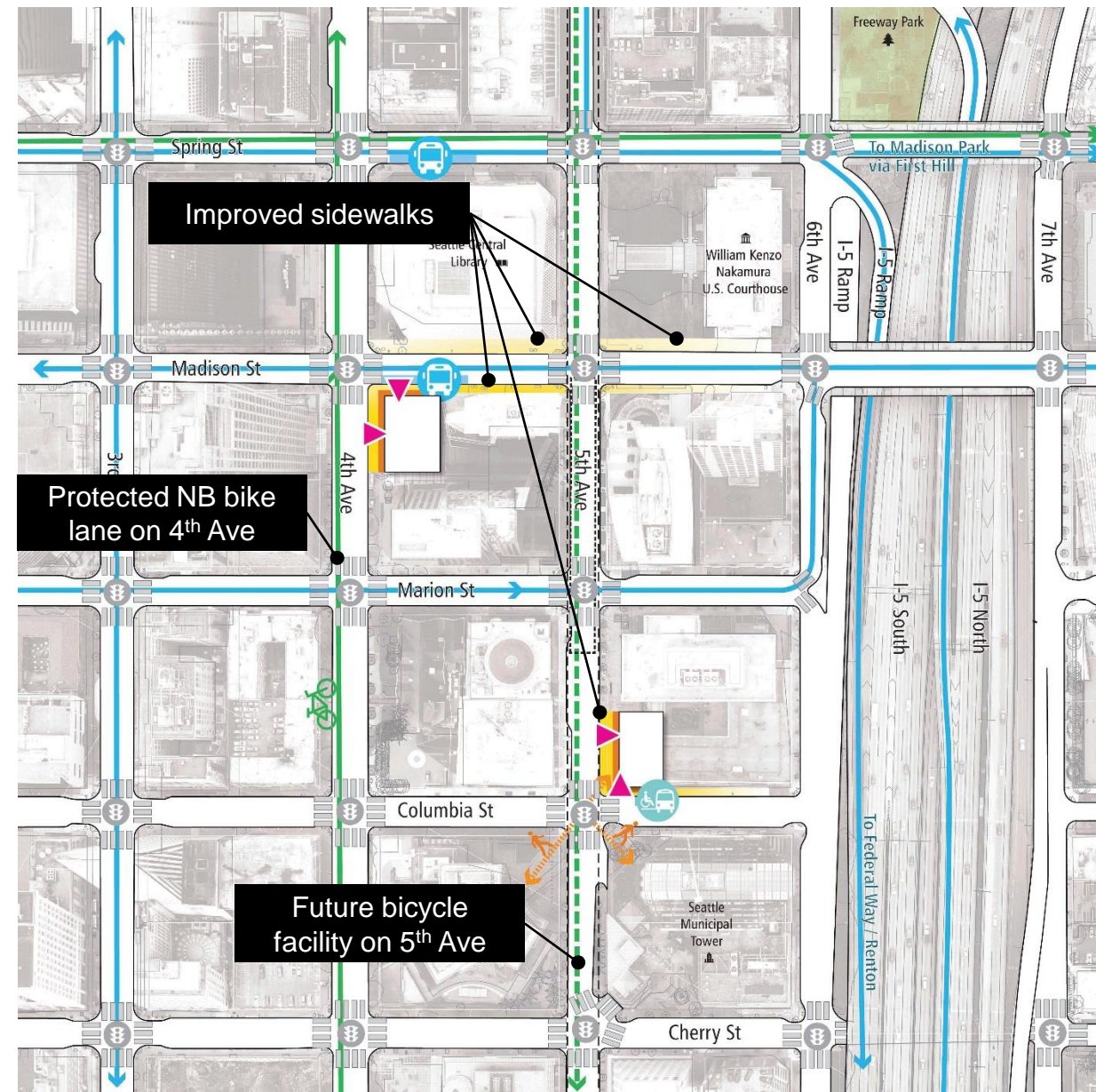




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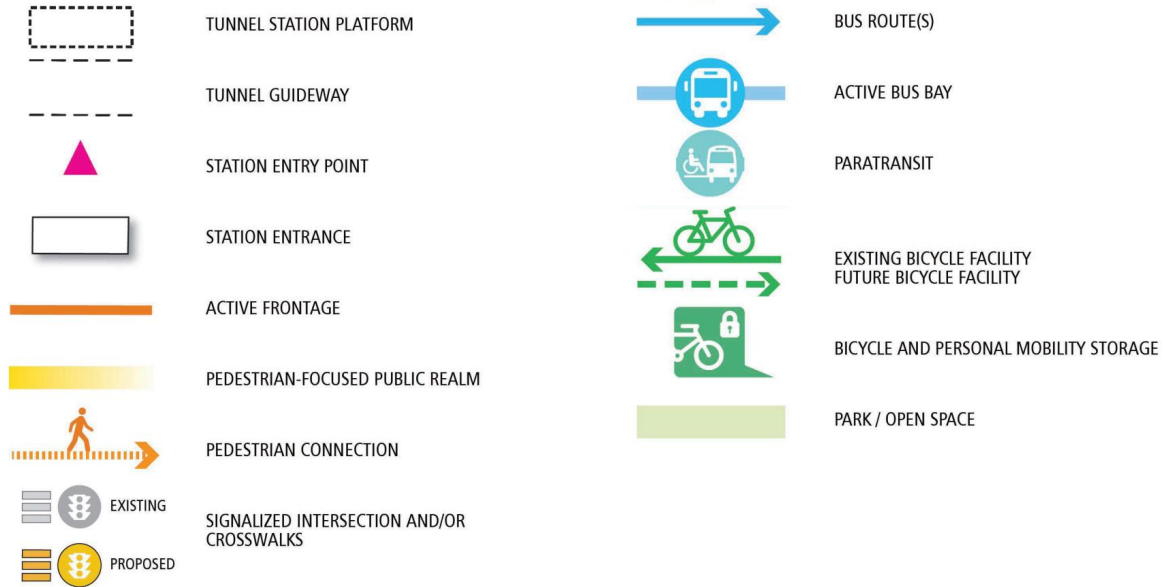


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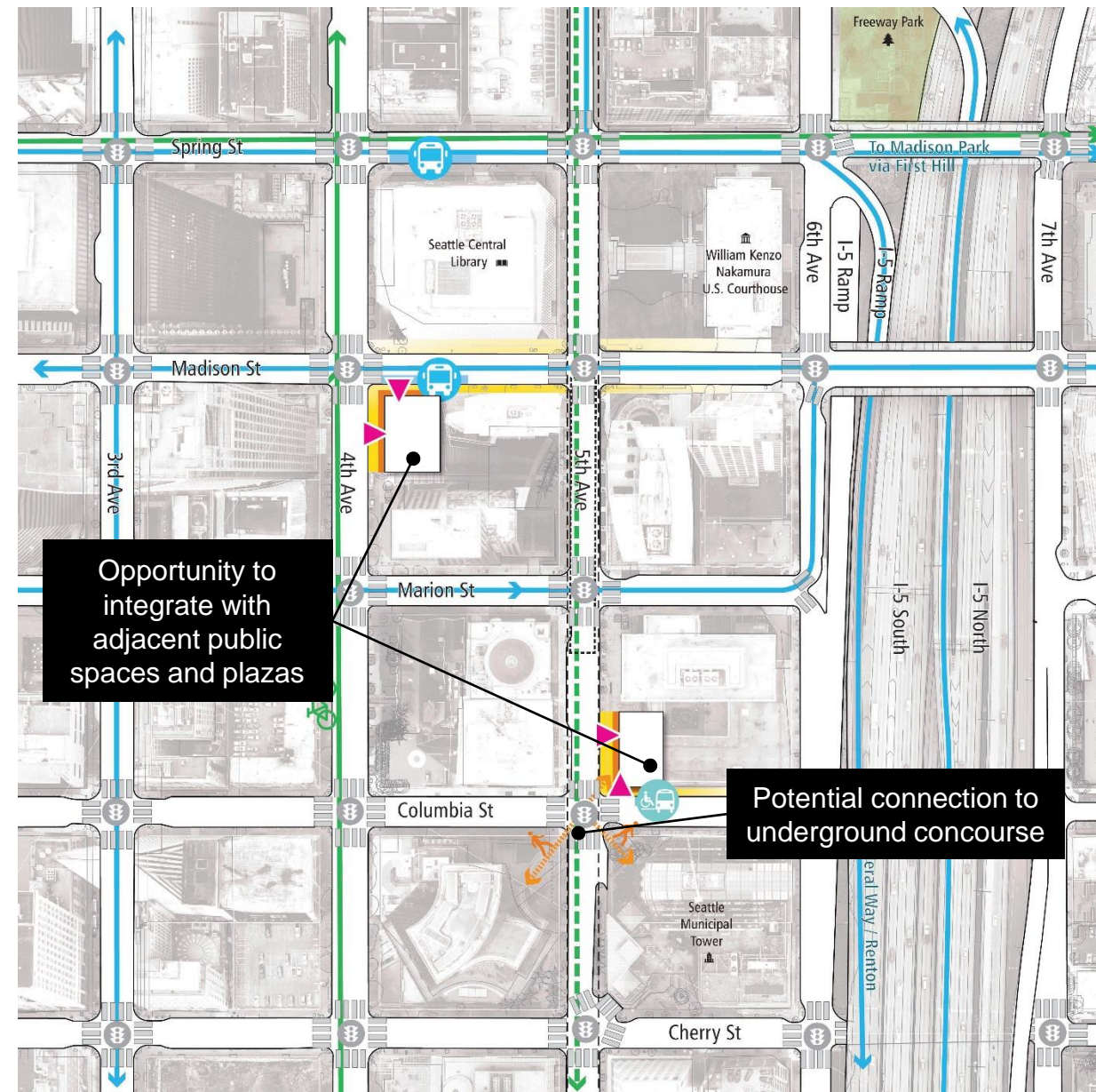




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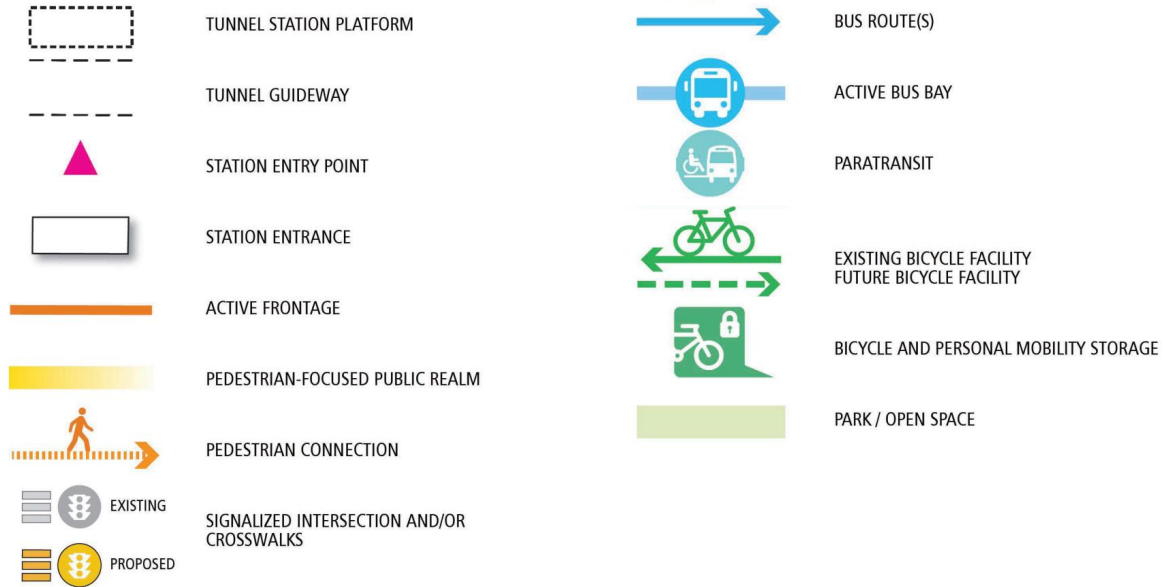
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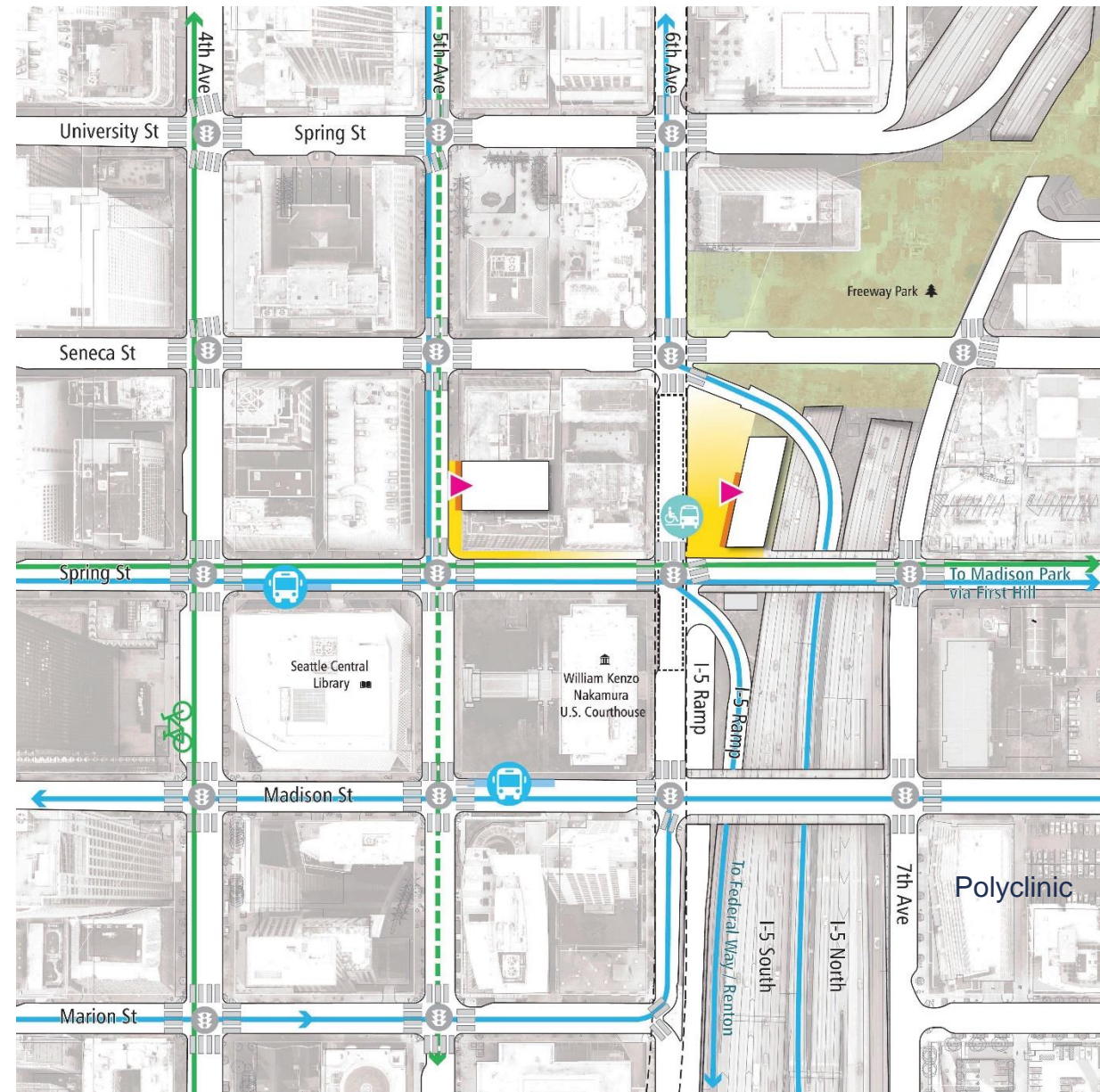
***Other Draft EIS alternative***



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

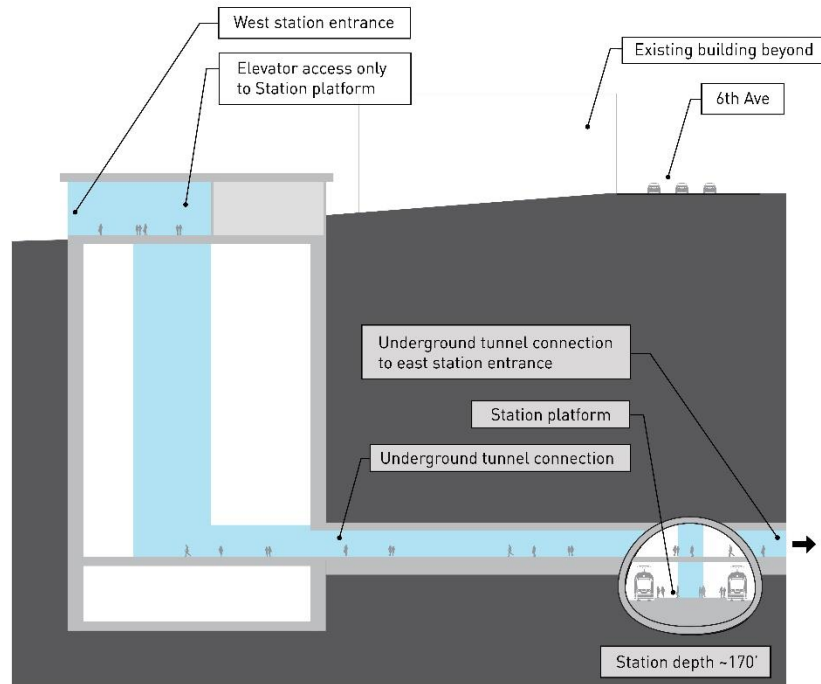


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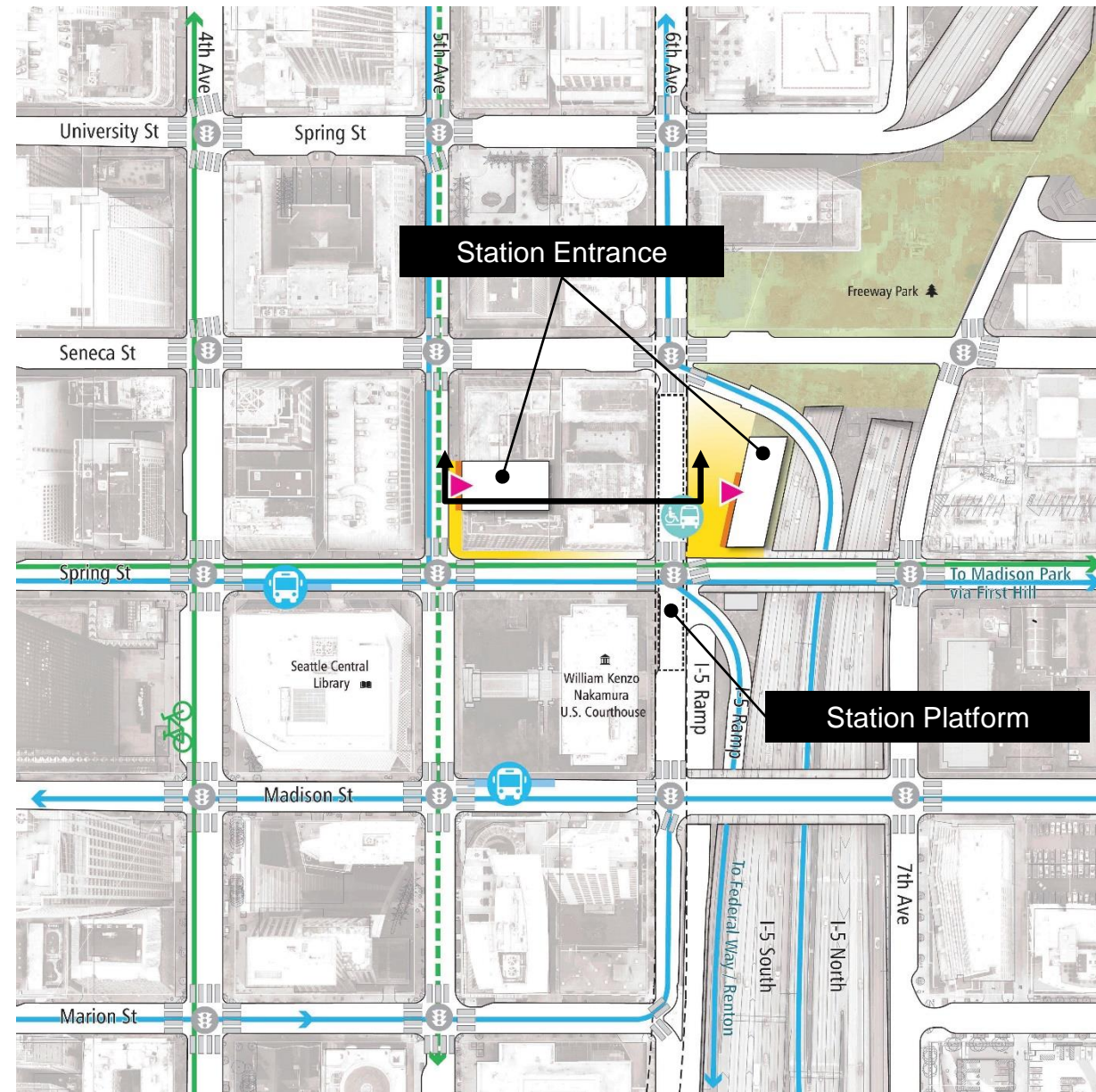
# Tunnel 6<sup>th</sup> Ave Station



Cross-Section Looking North

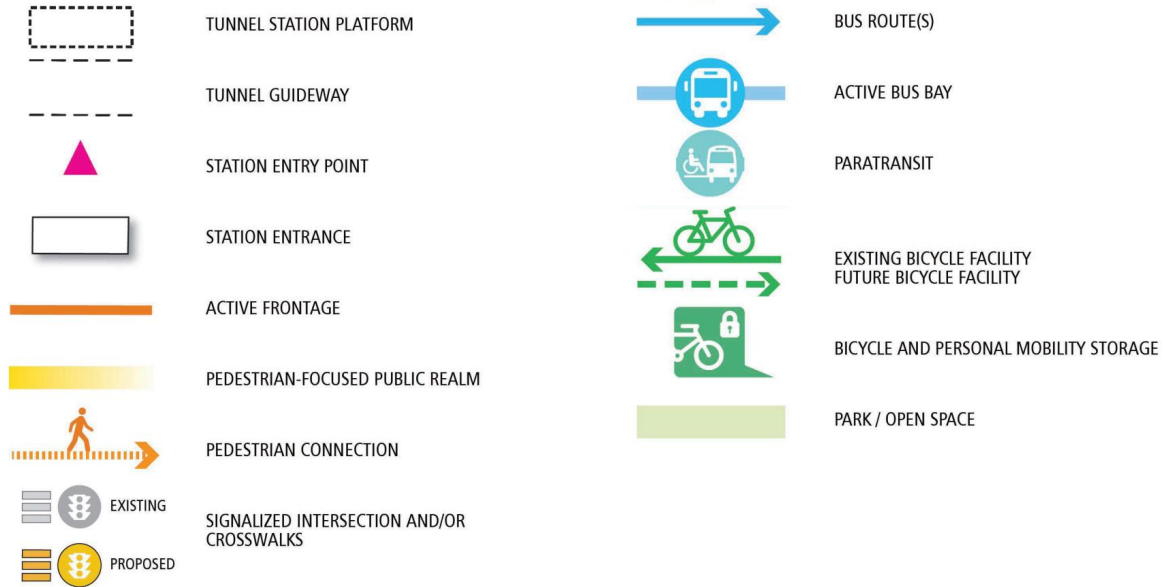
This diagram illustrates the station configuration when connecting to CID-2 (5<sup>th</sup> Ave) shallow alternatives

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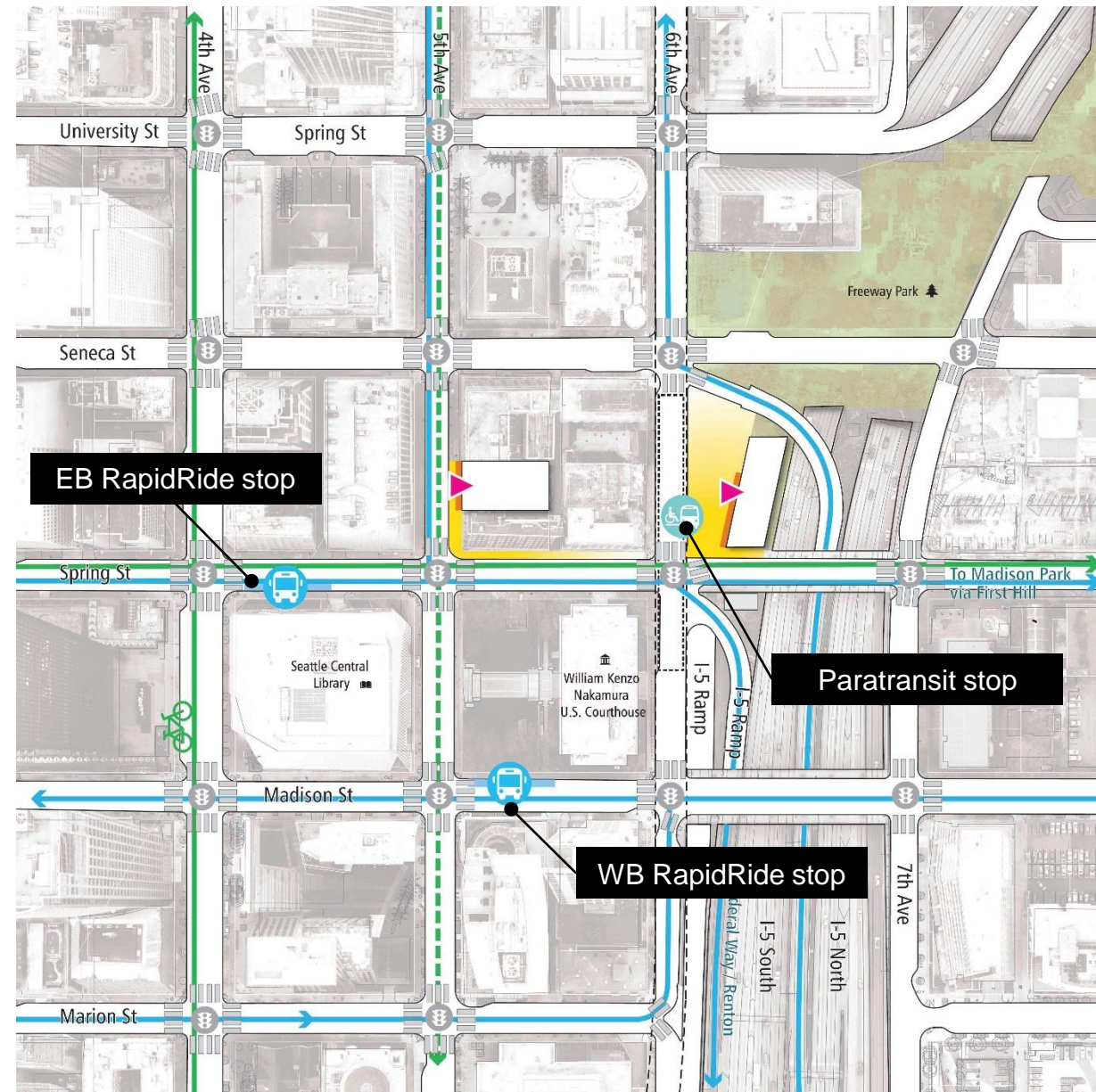




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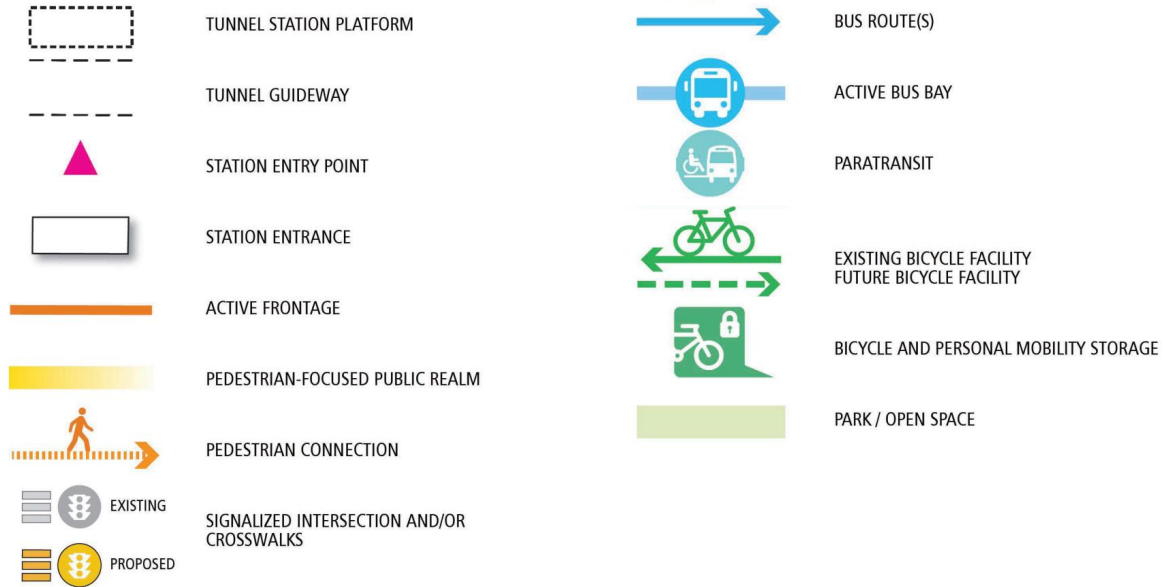


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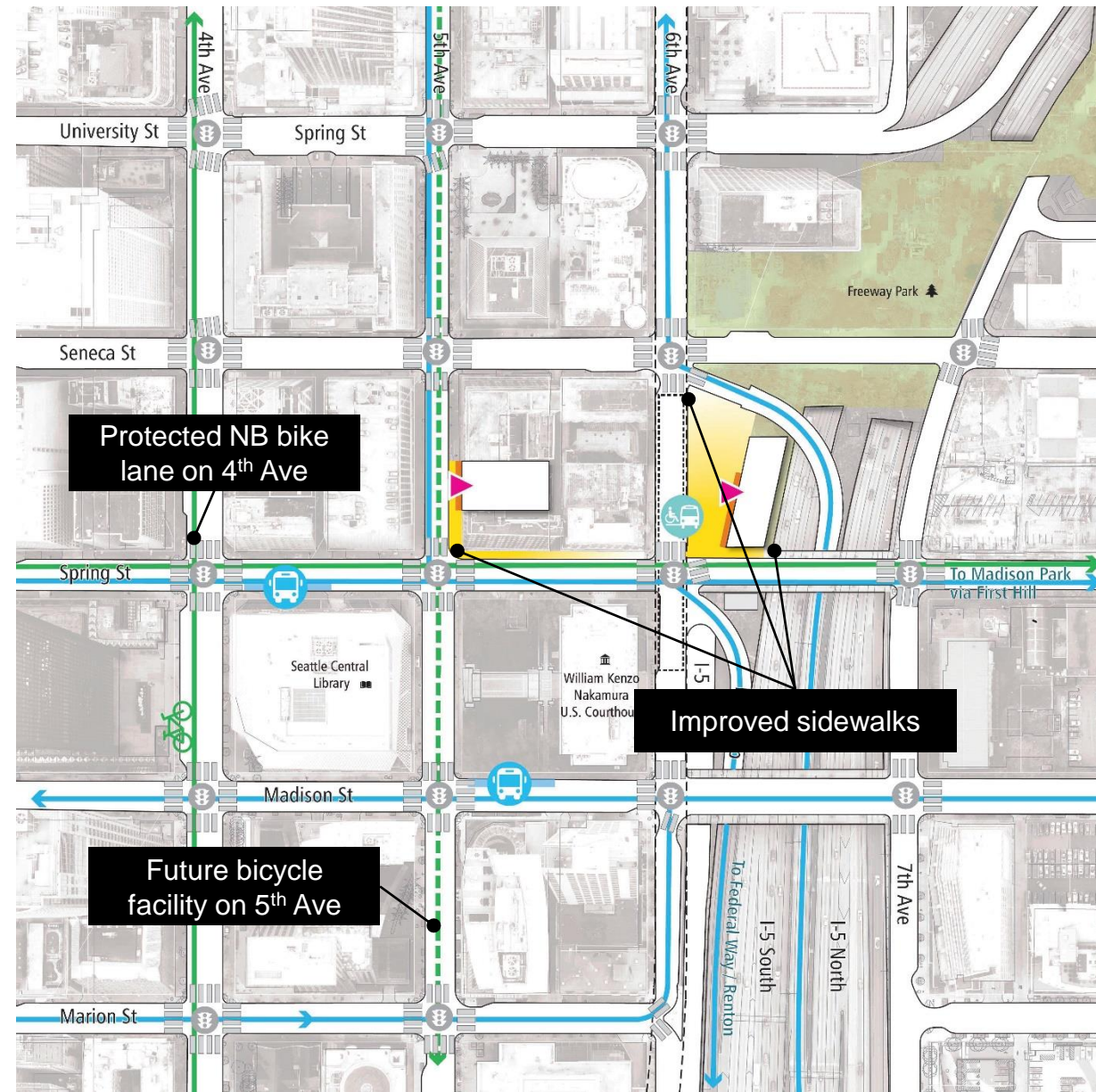




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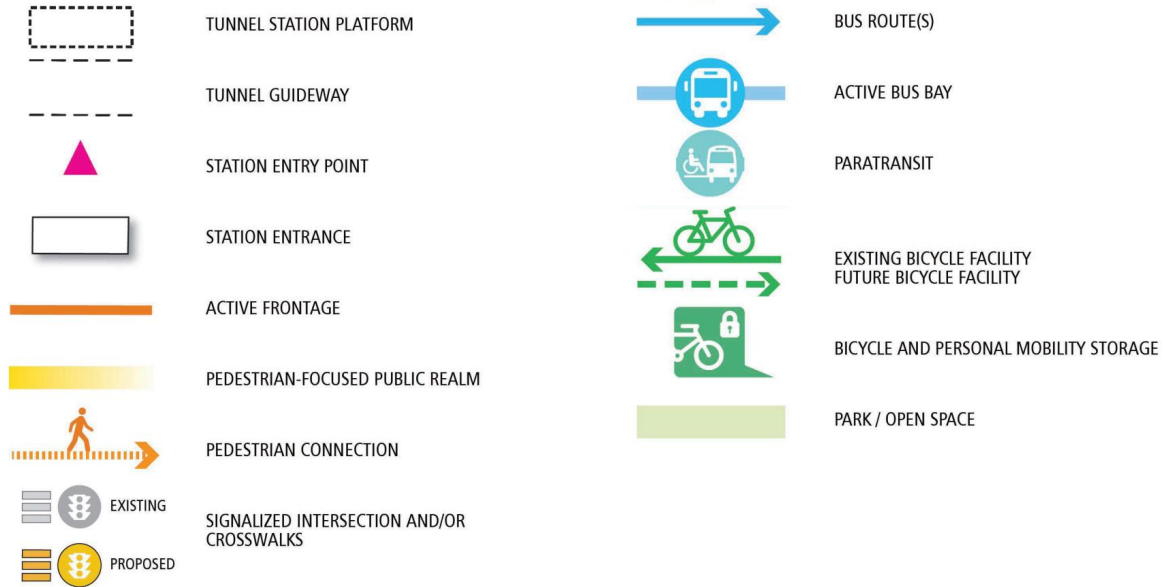


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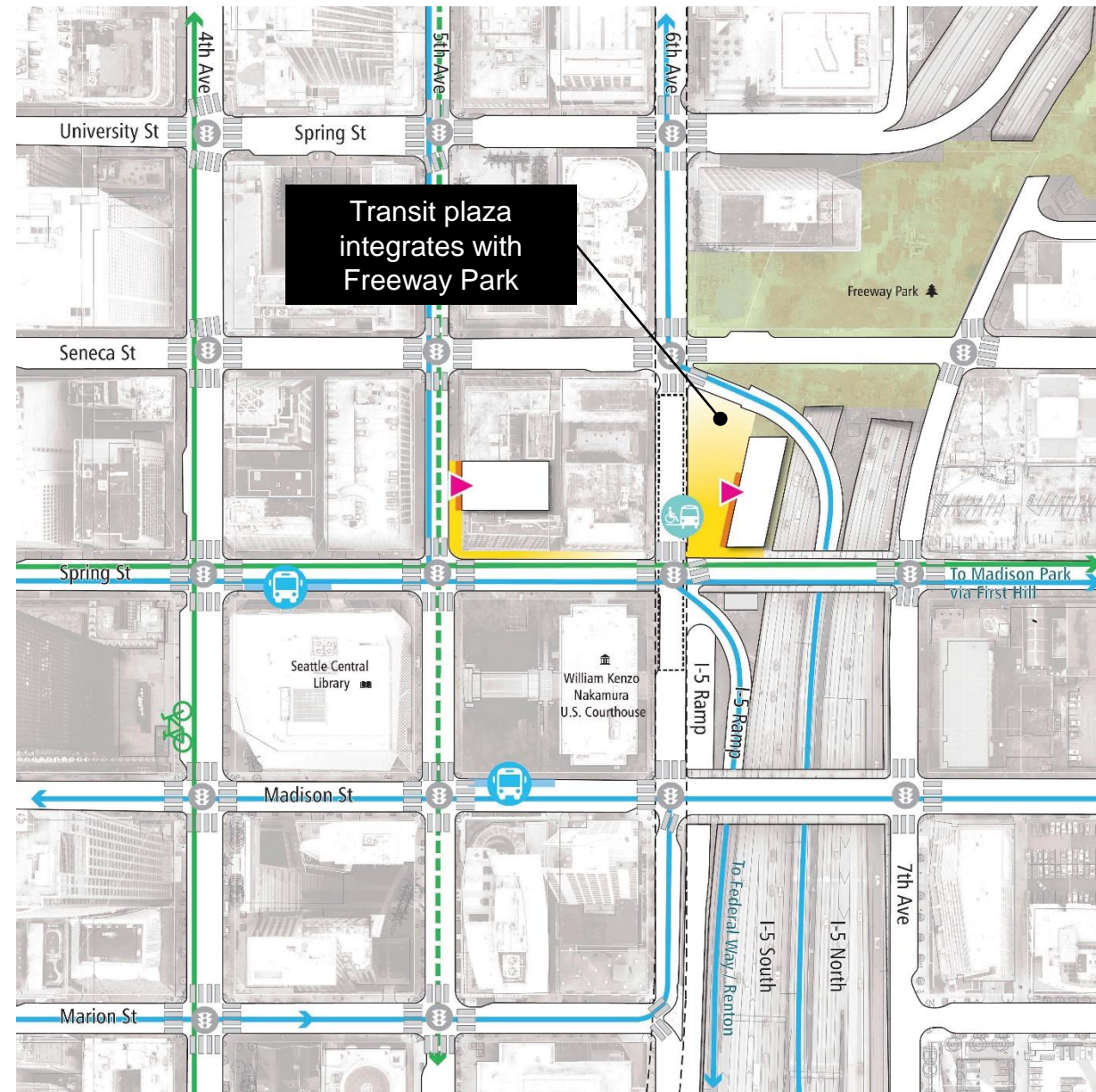




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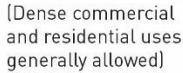


***Westlake Station***



- ***Enhance mobility and access for communities of color and low-income populations***
- ***Create opportunities for equitable development that includes expanding housing and community assets for communities of color***
- ***Create a sense of belonging for communities of color at all stations***

(1)



(2)



(2)



(3)



(1,4)

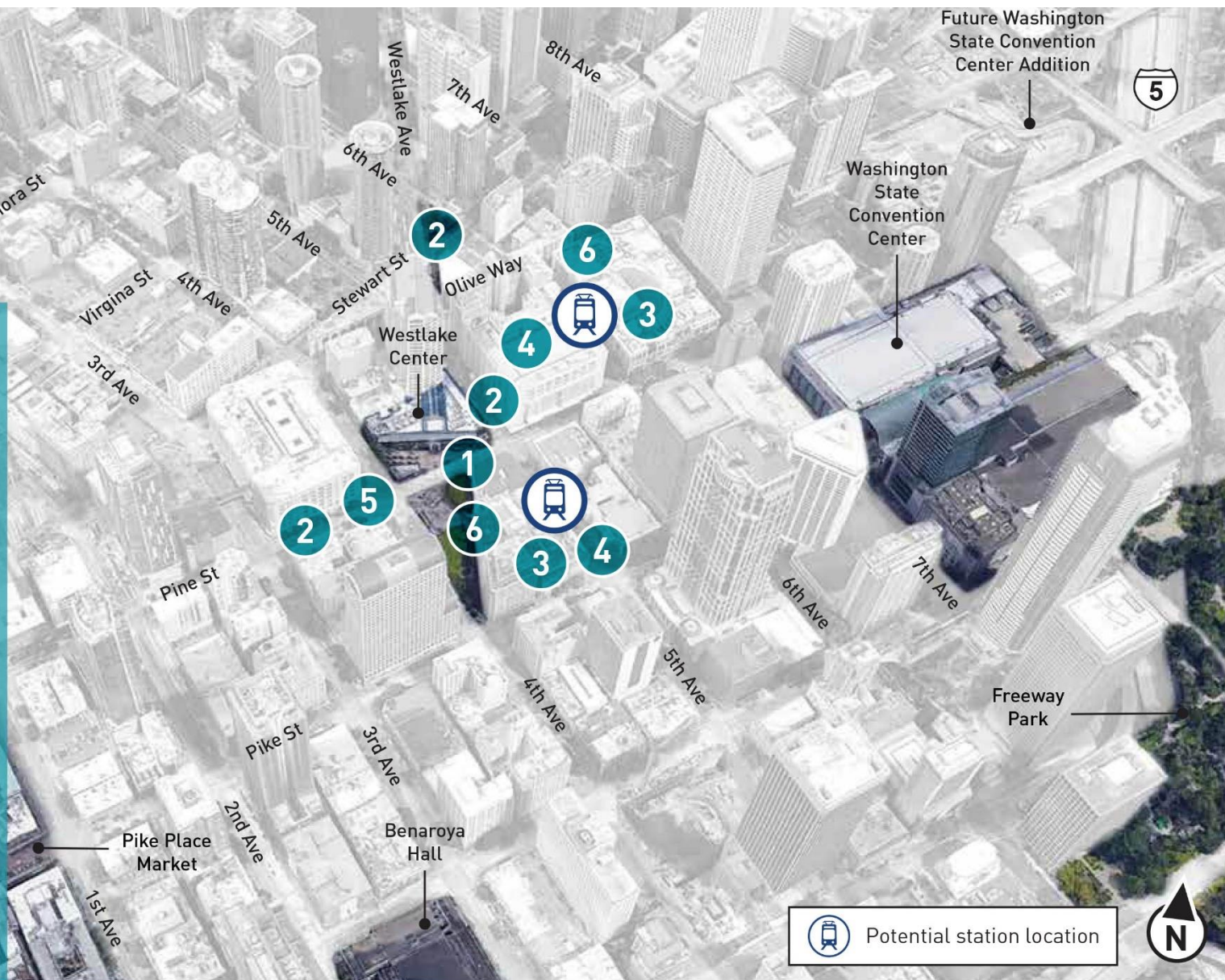




What  
we heard  
so far

## 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

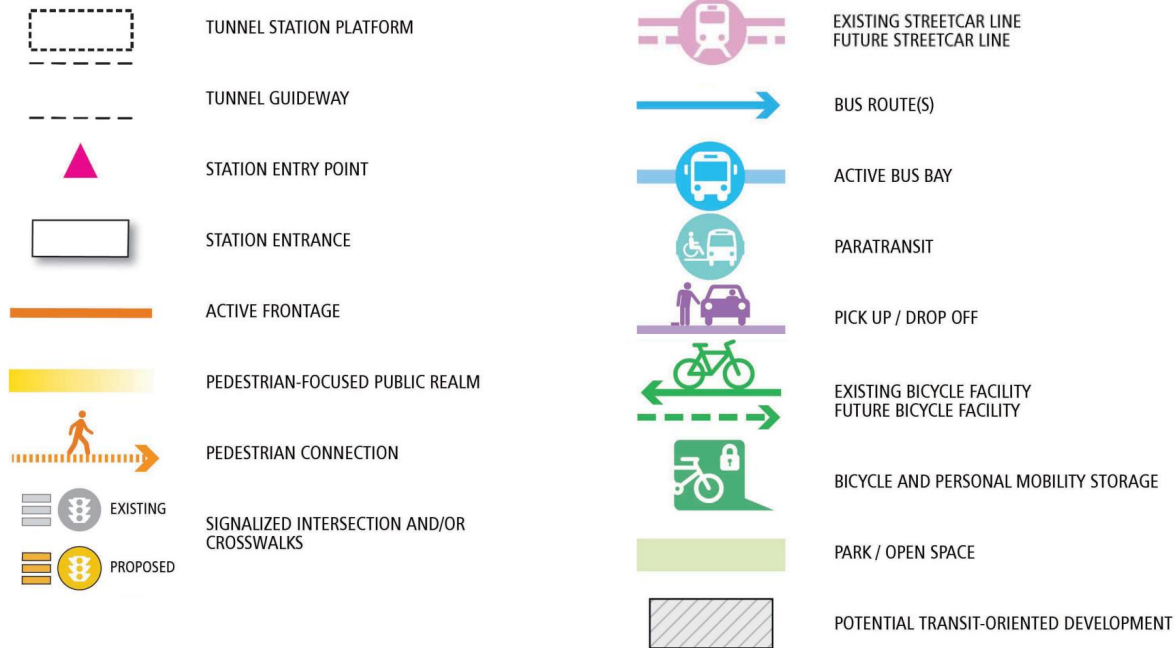


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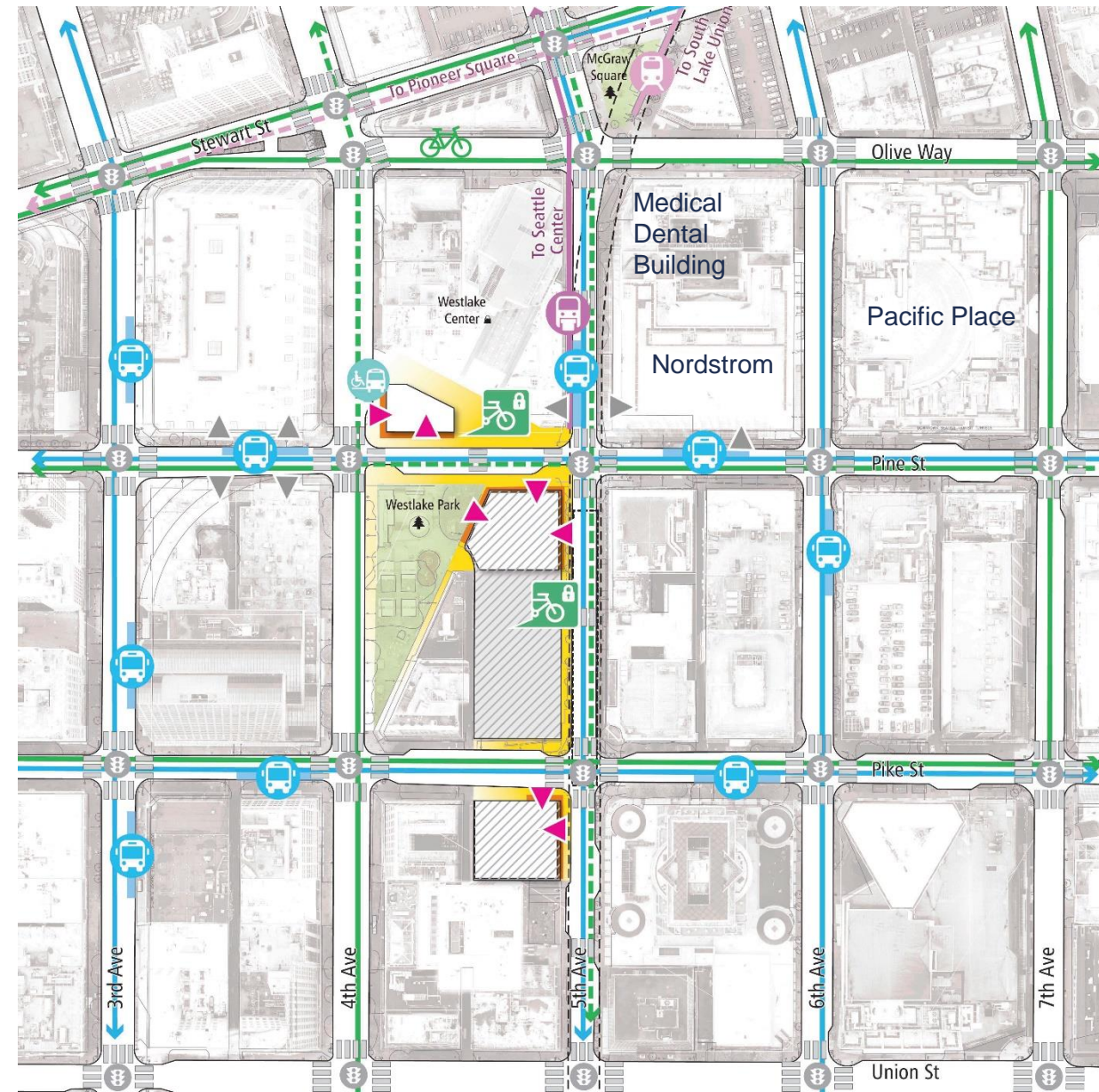
***Preferred alternative***



# Tunnel 5th Ave Station

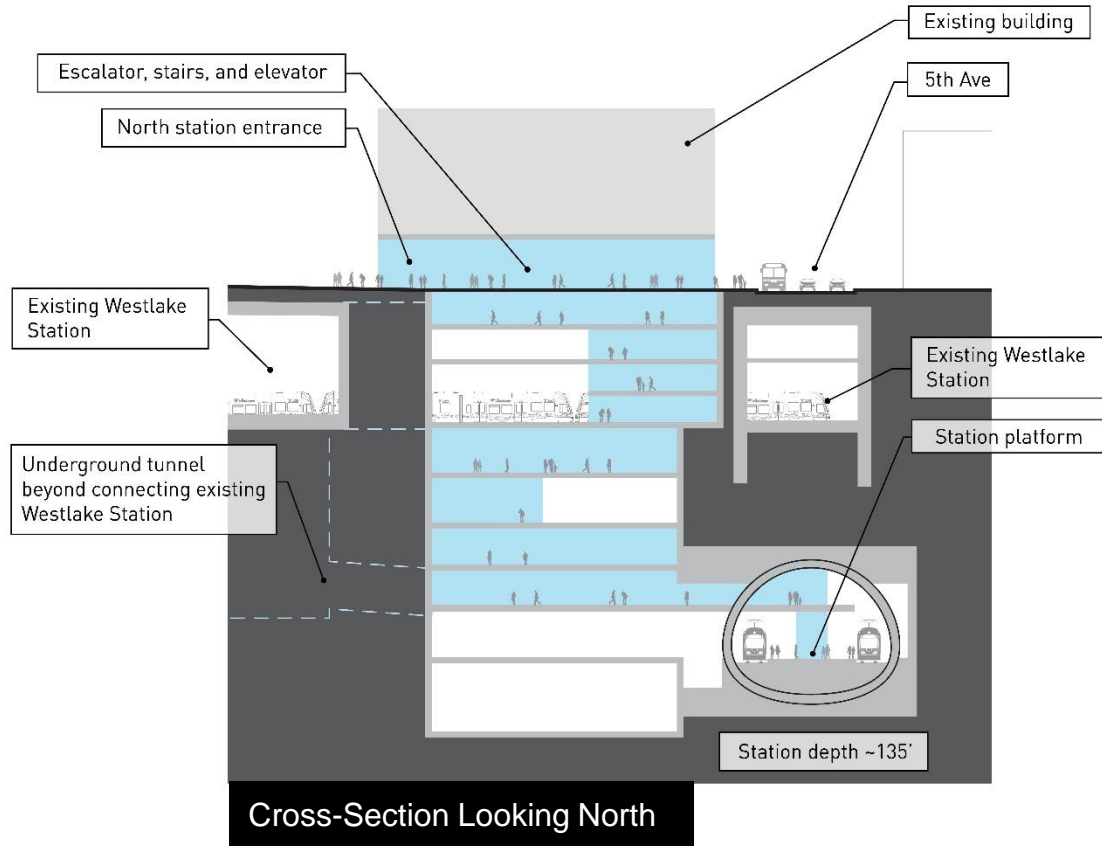


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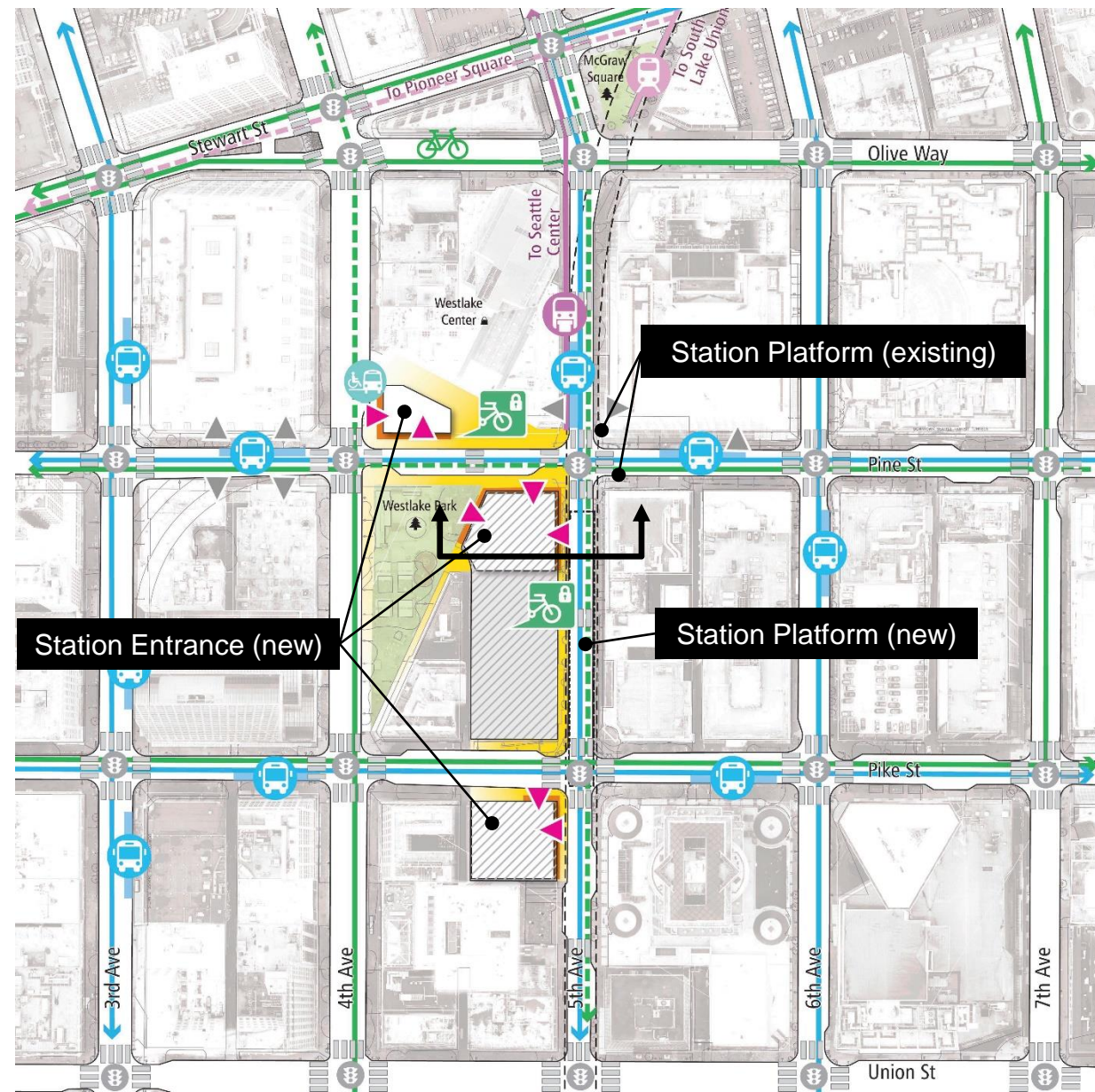




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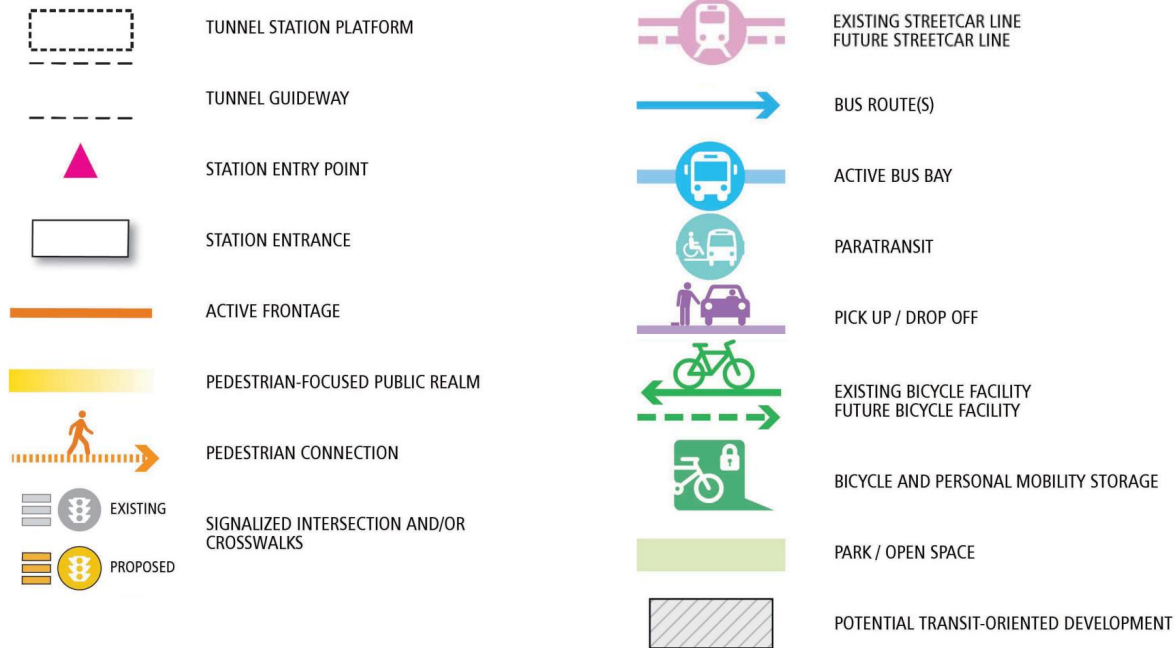


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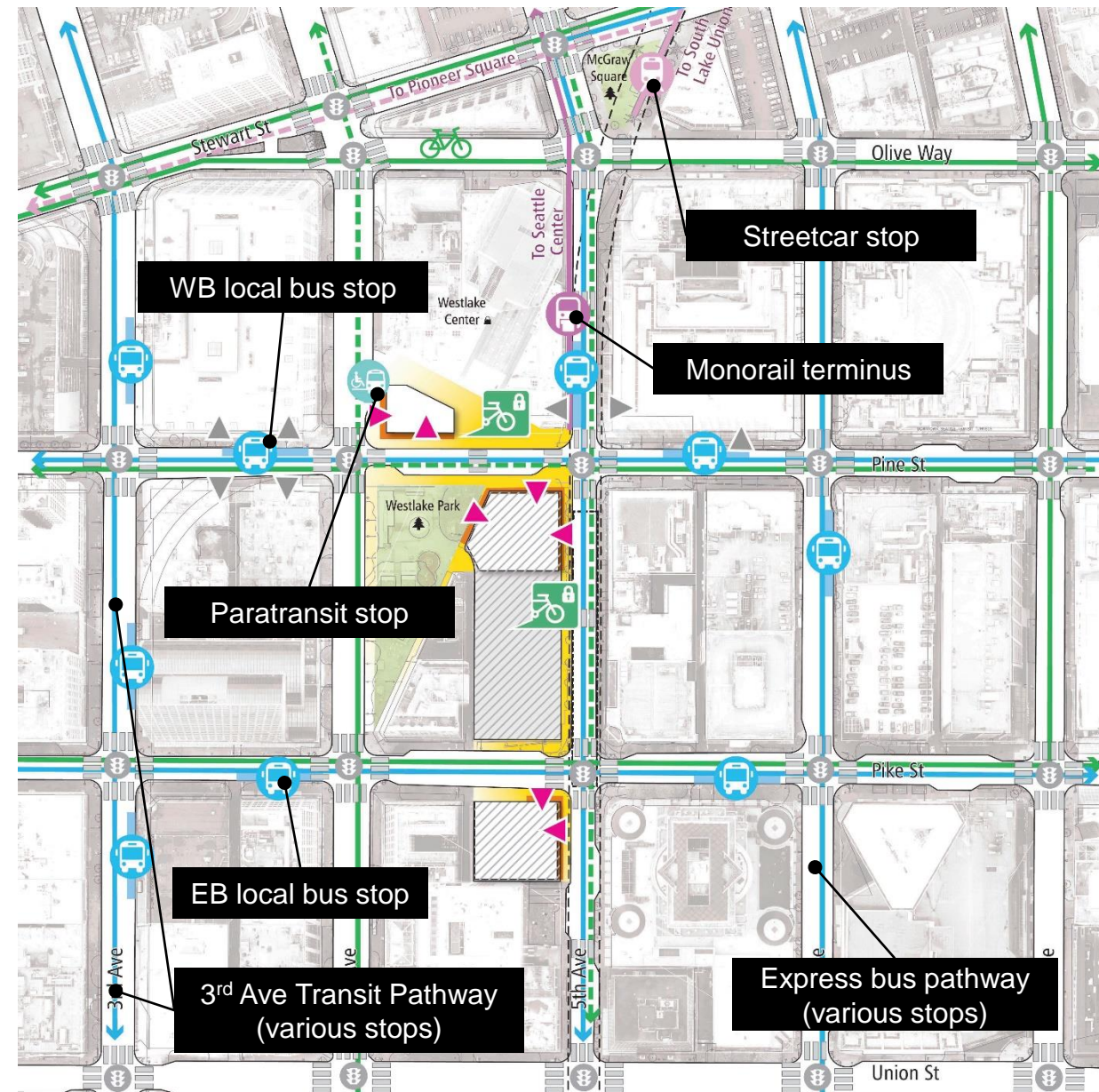




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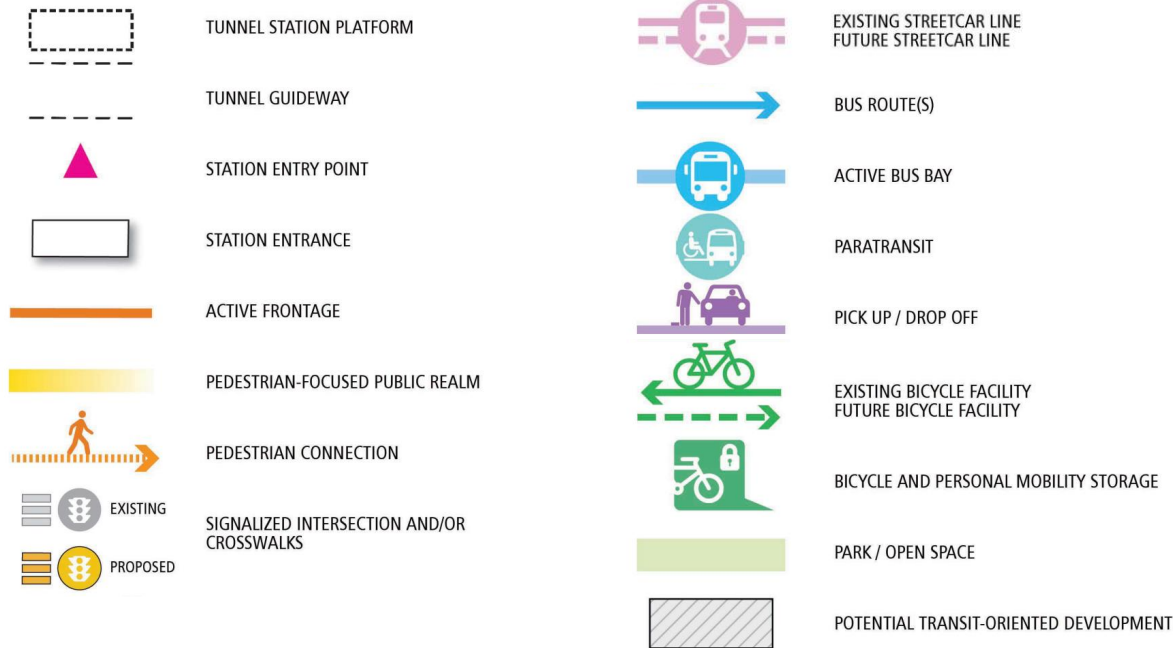


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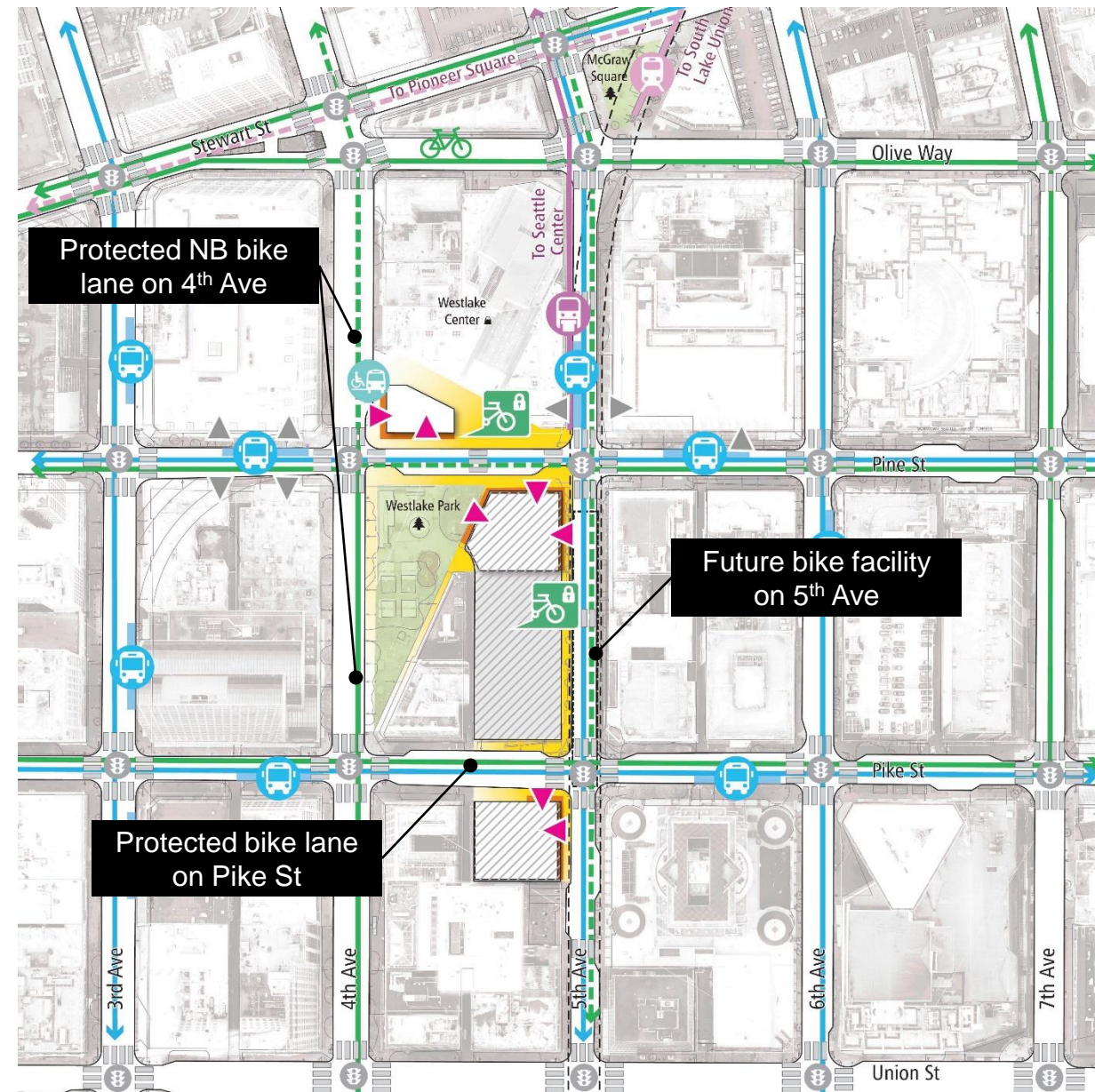




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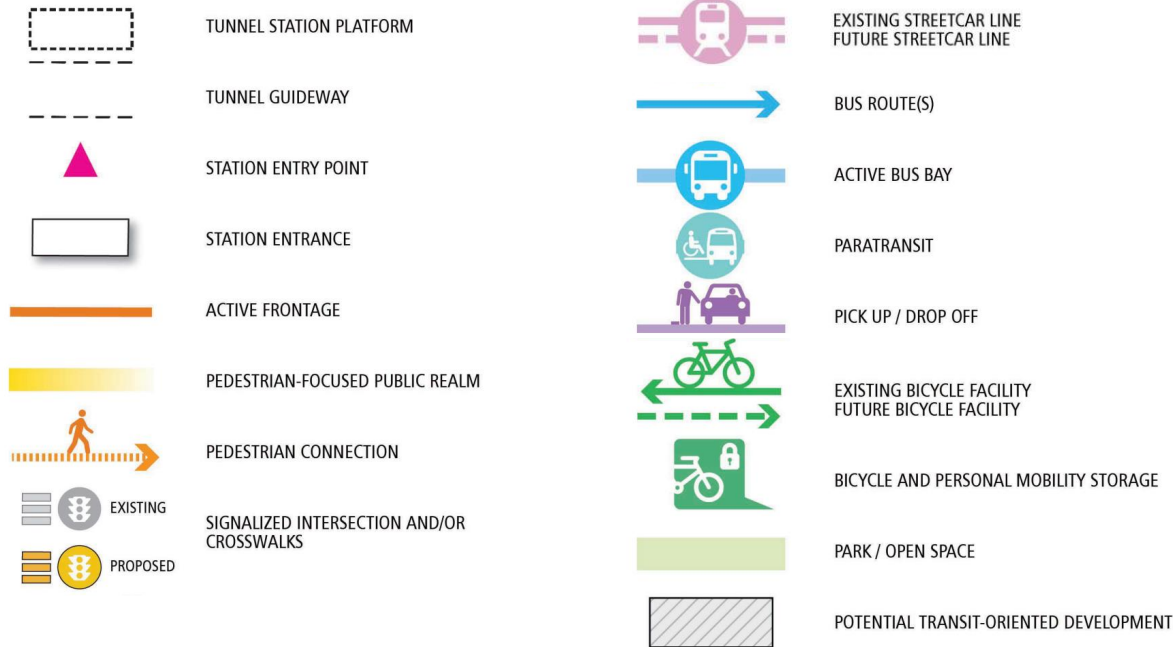


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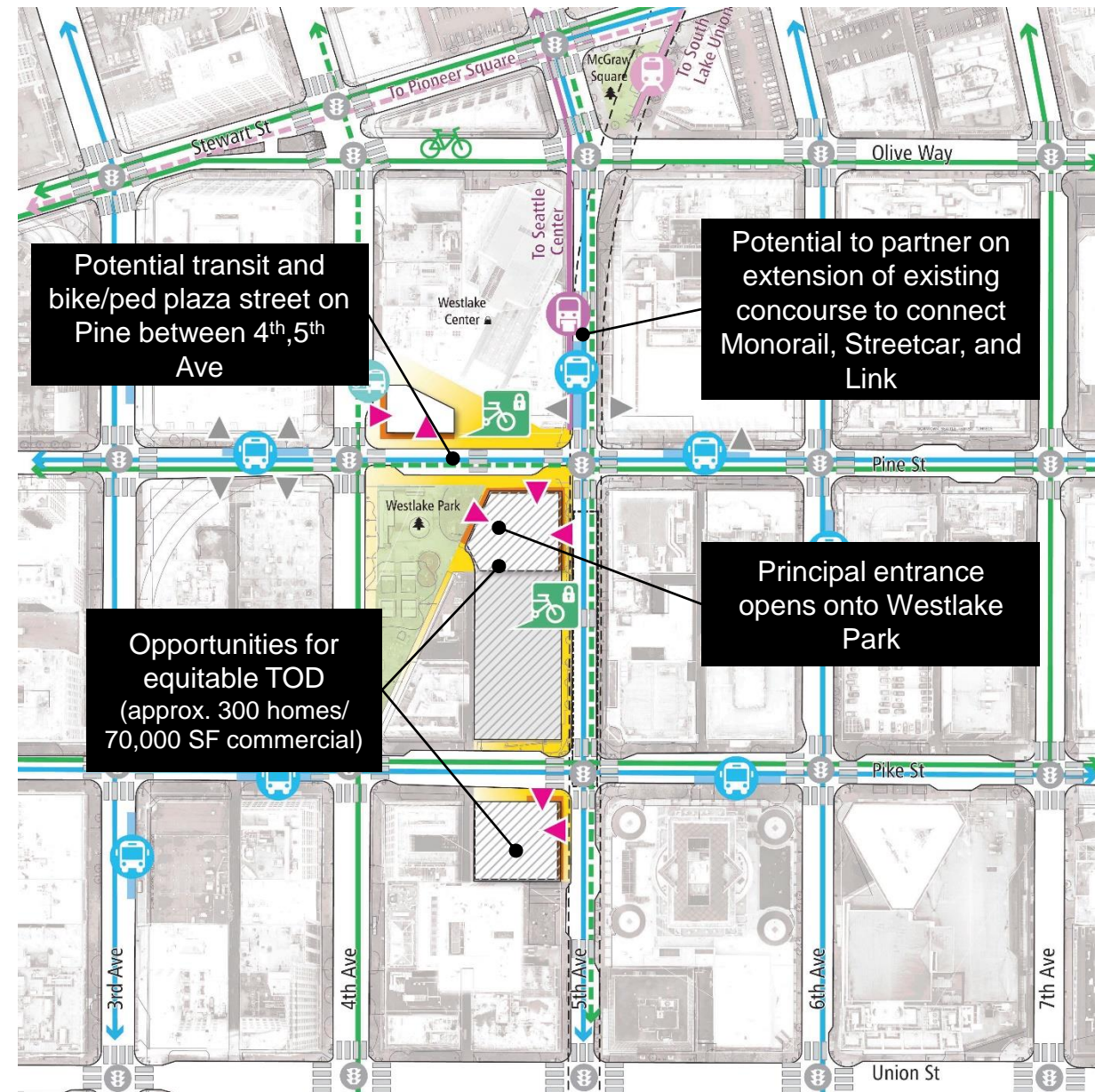




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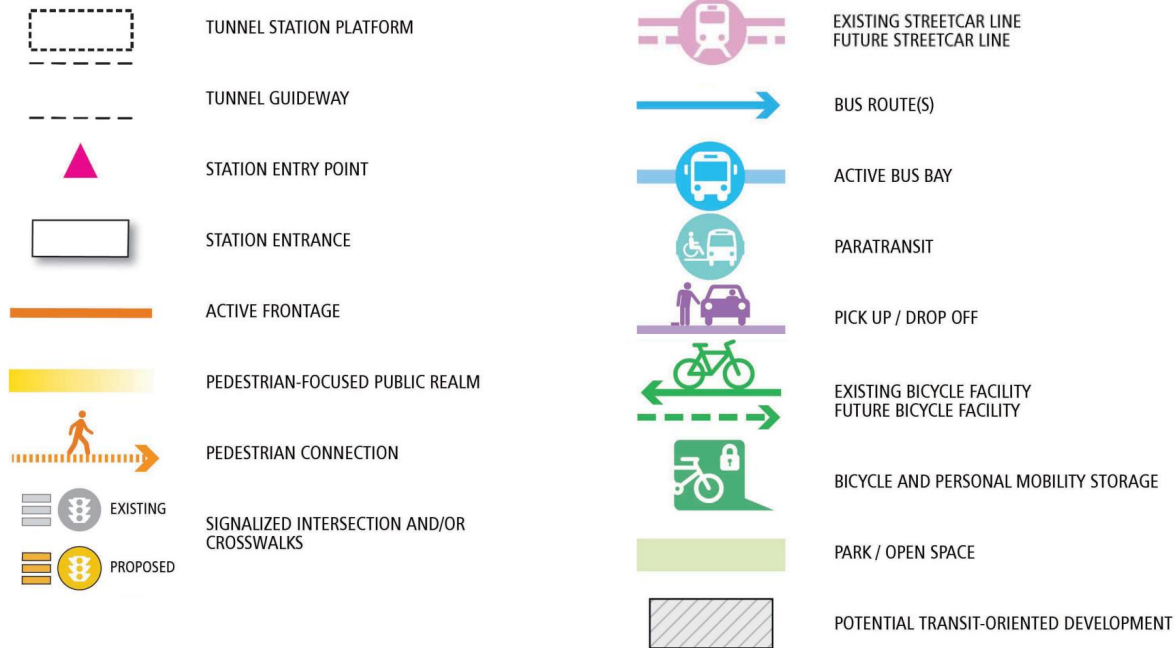
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***Other Draft EIS alternative***



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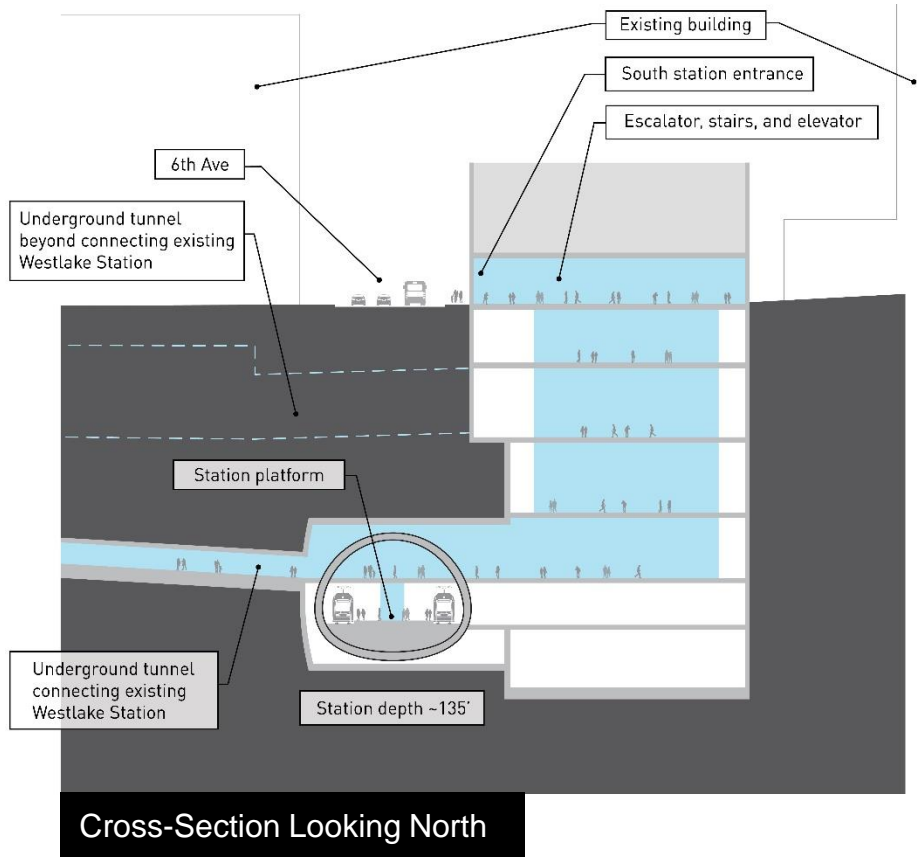


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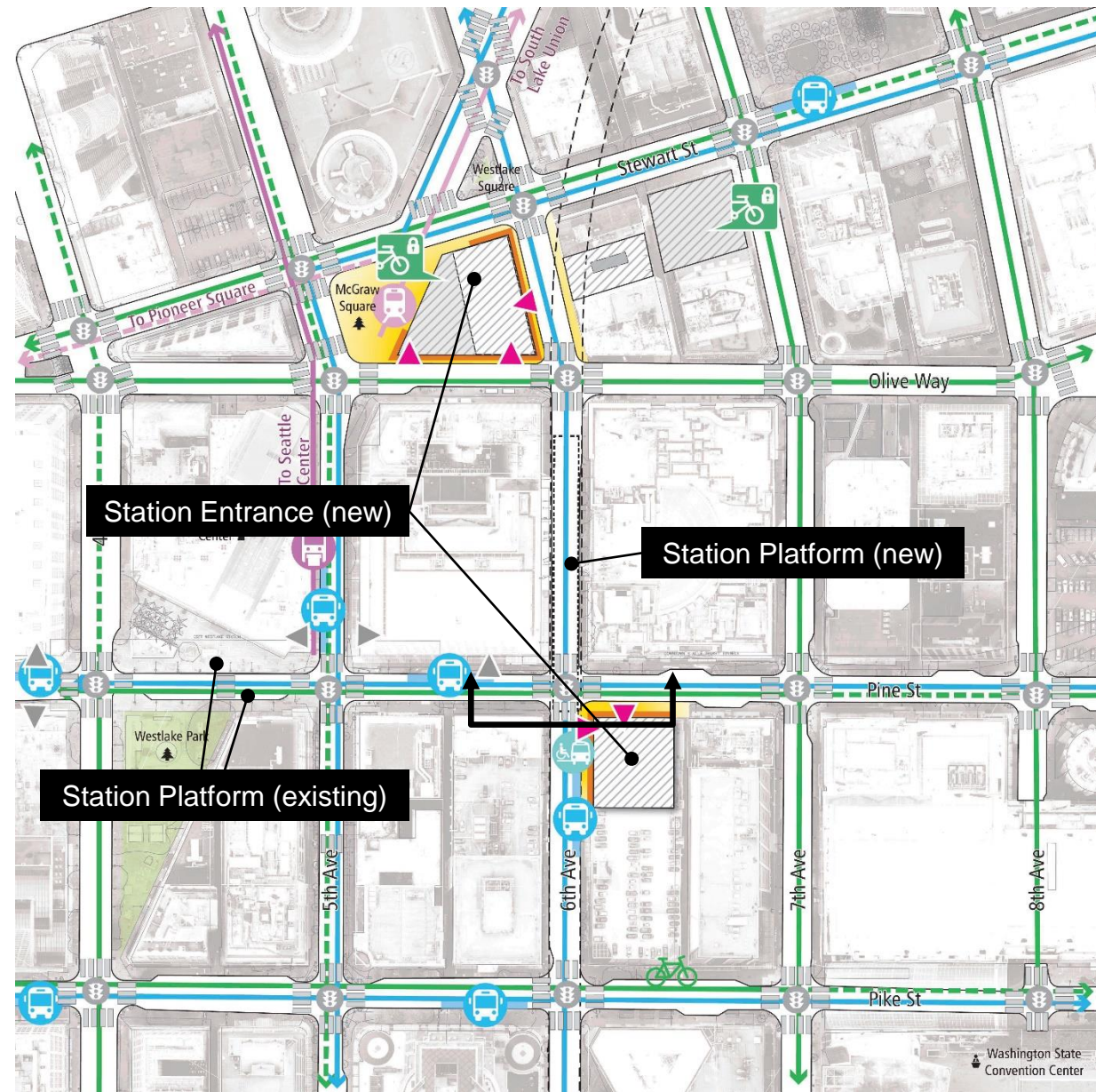




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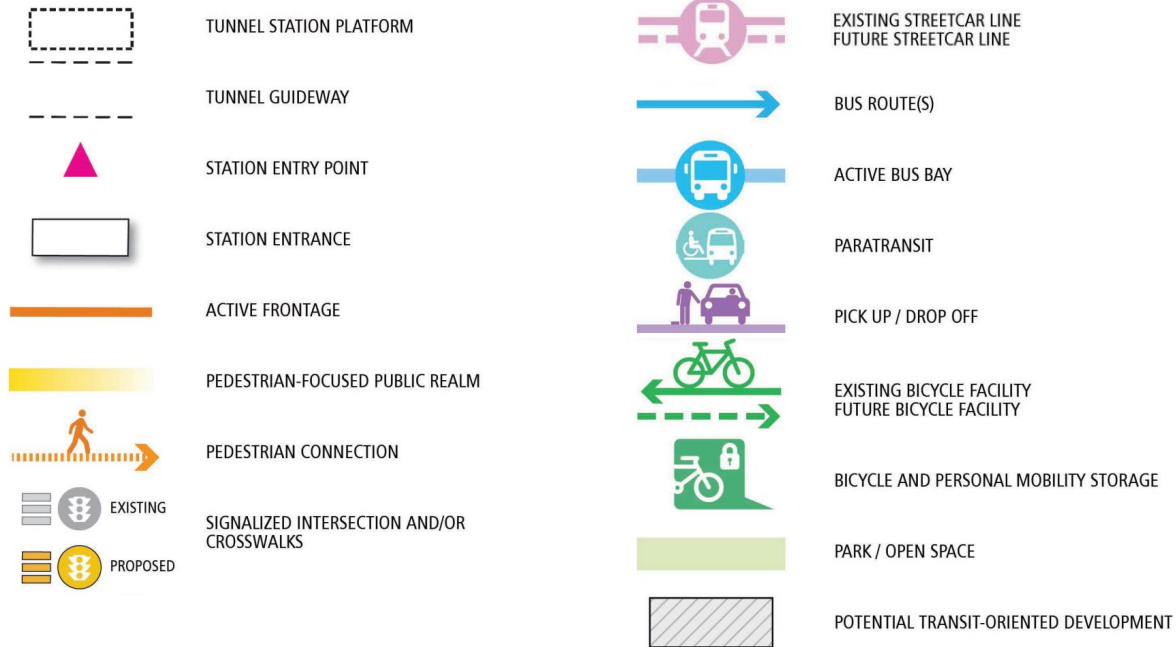


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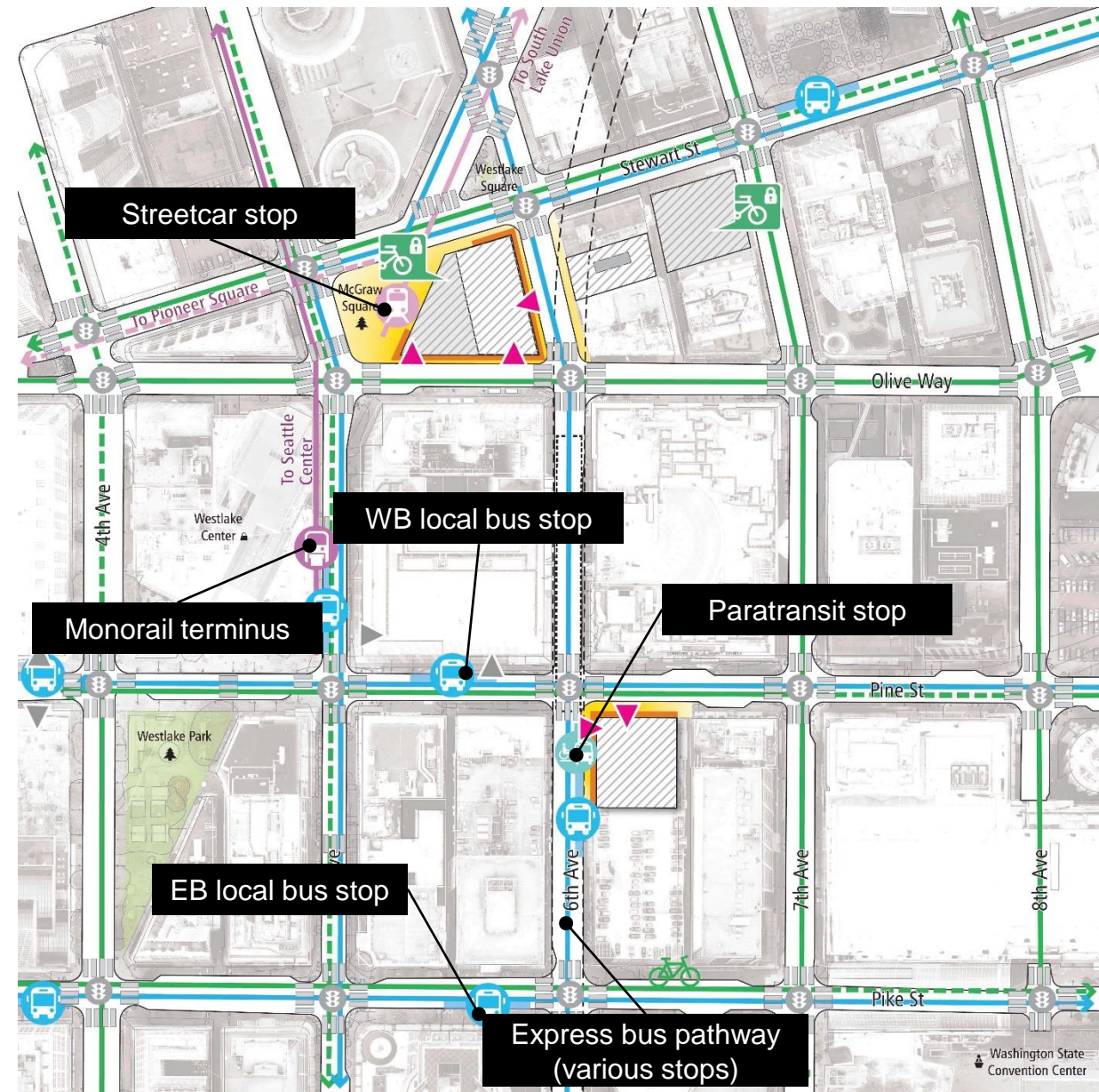




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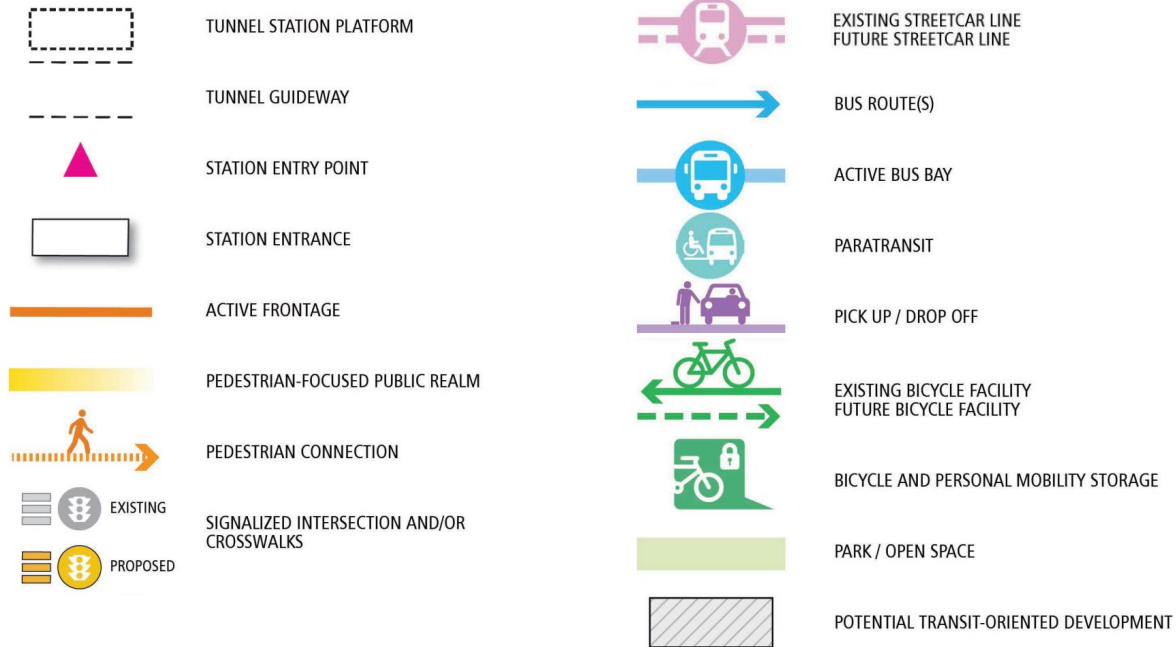


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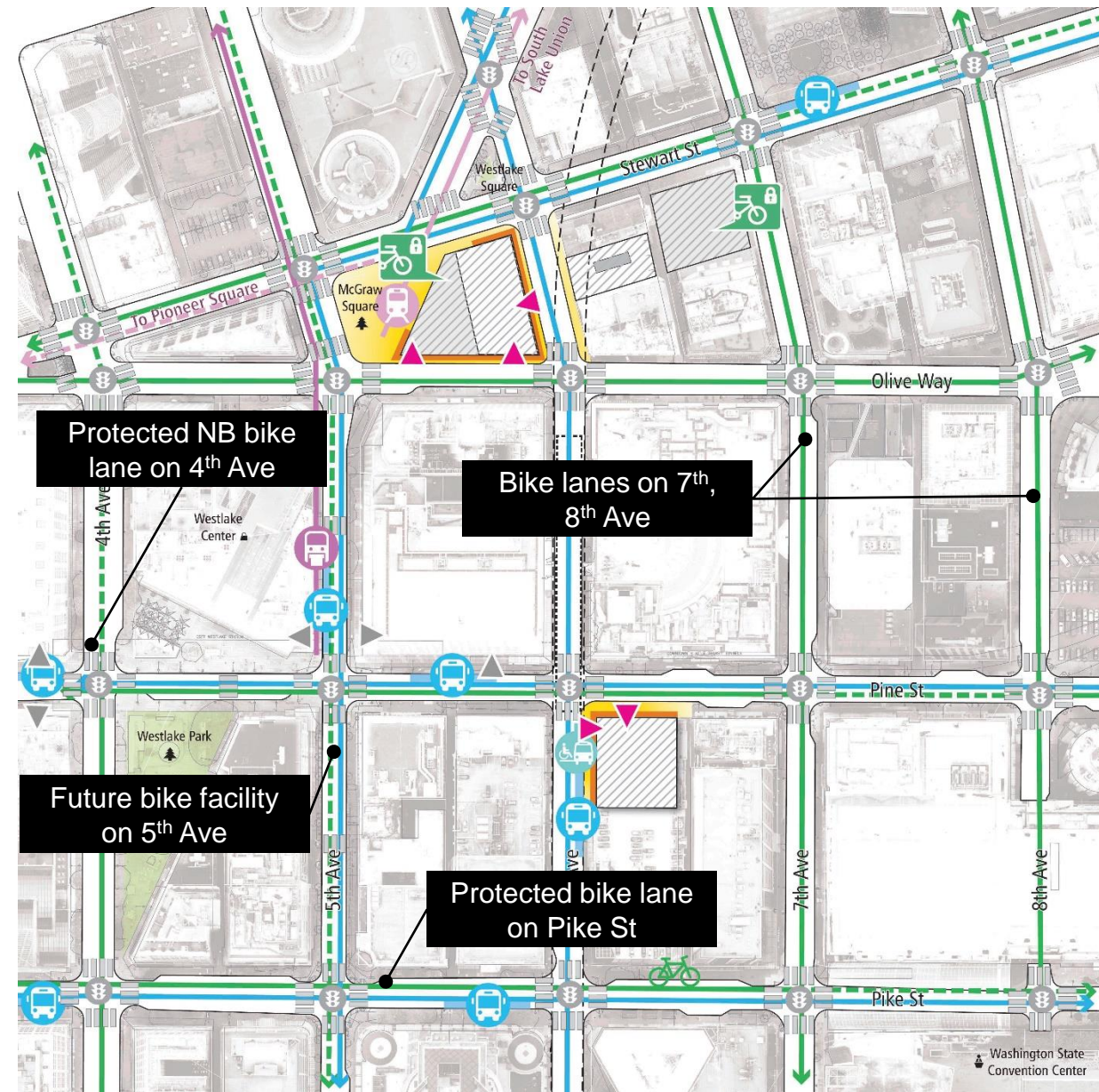




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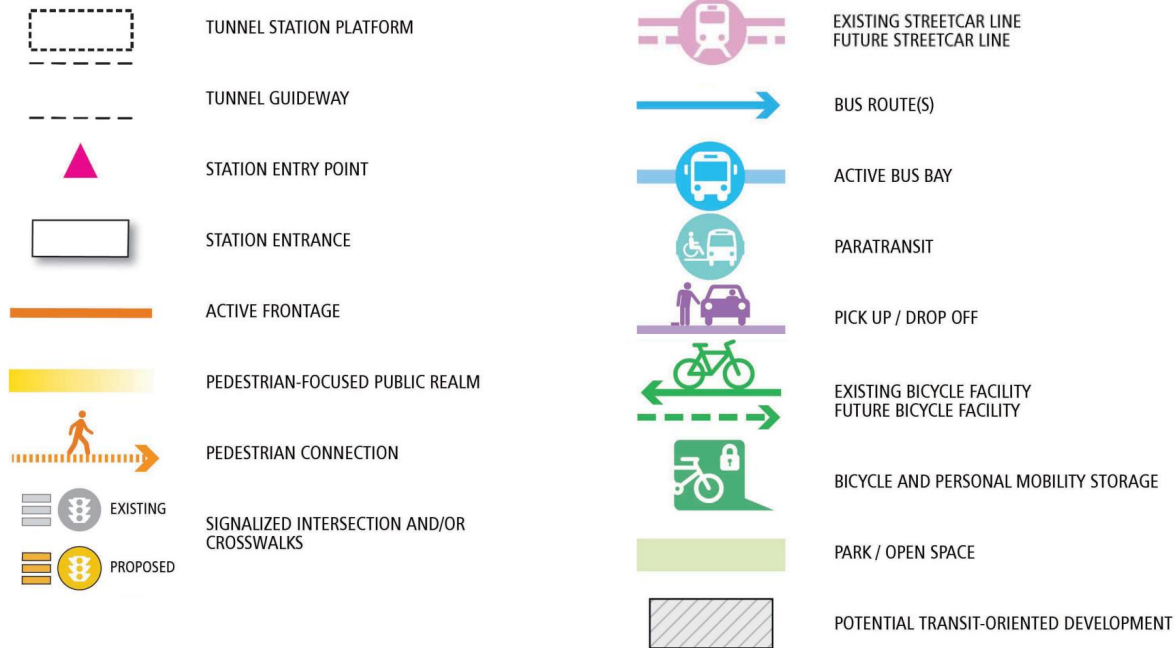


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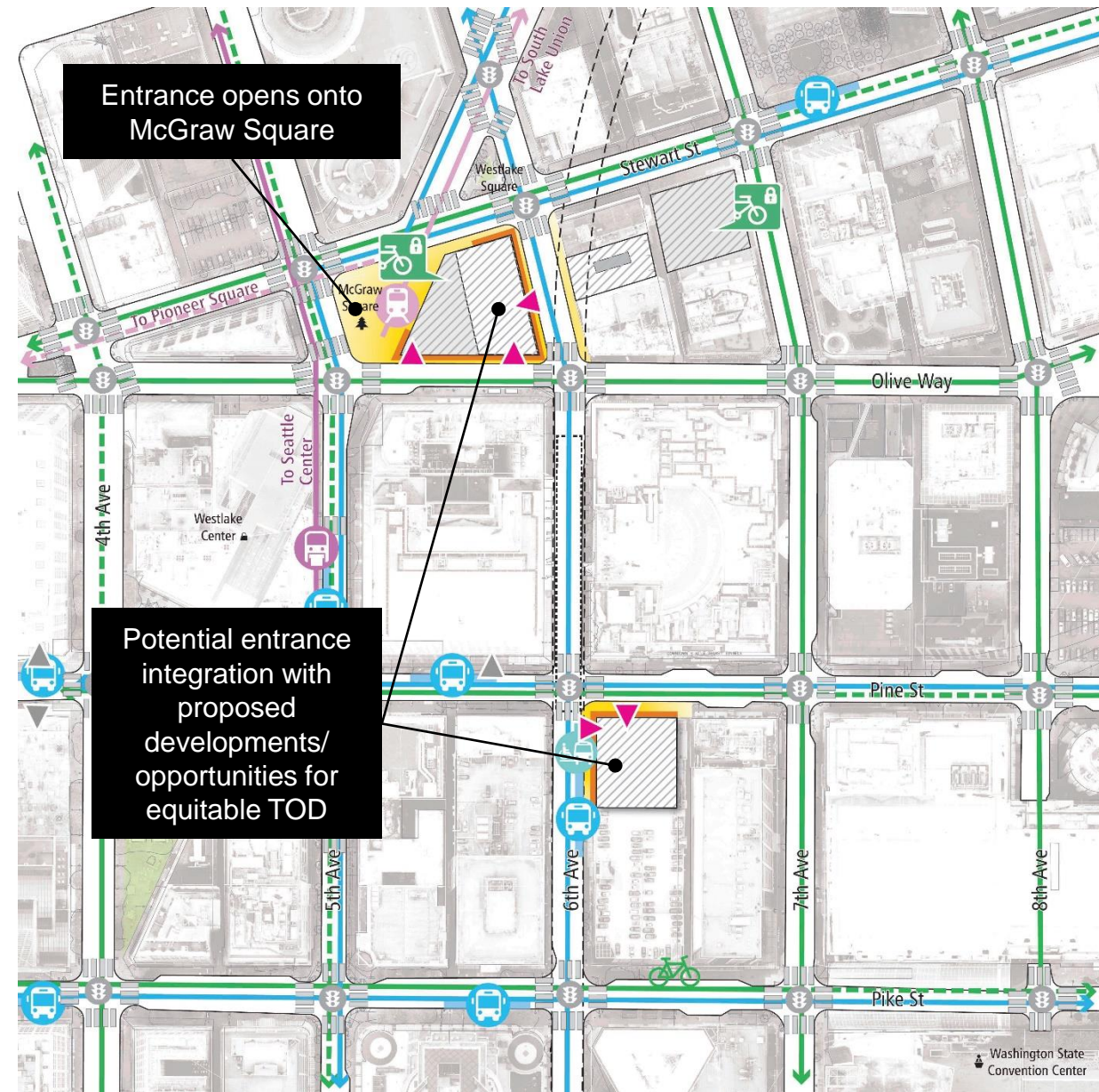




# Tunnel 6<sup>th</sup> Ave Station



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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***



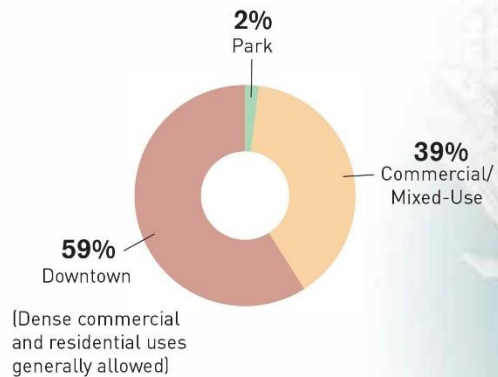
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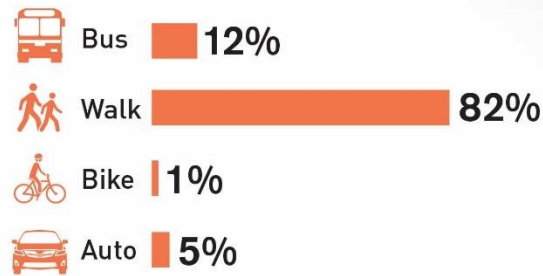
## Existing land use in the station area <sup>(1)</sup>



## 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>

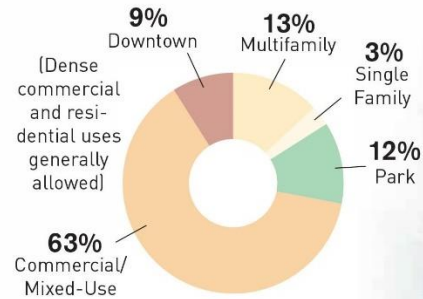


## Living and working in the station area <sup>(1,4)</sup>





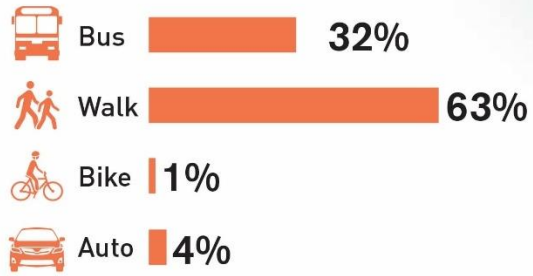
## Existing land use in the station area <sup>(1)</sup>



## 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



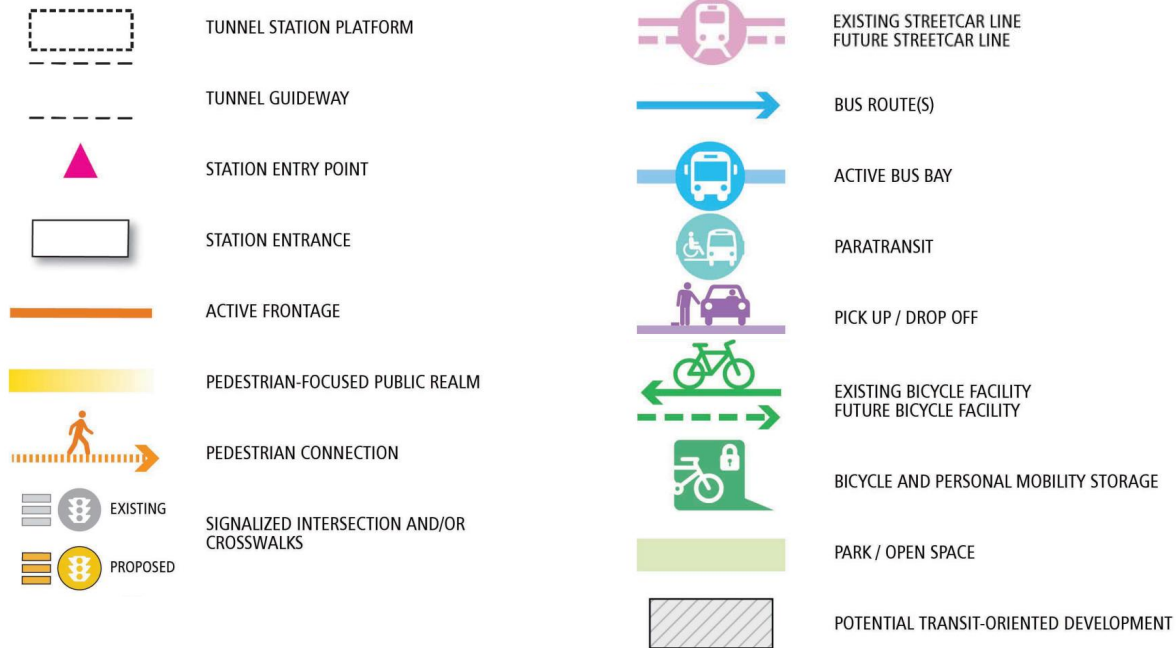
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



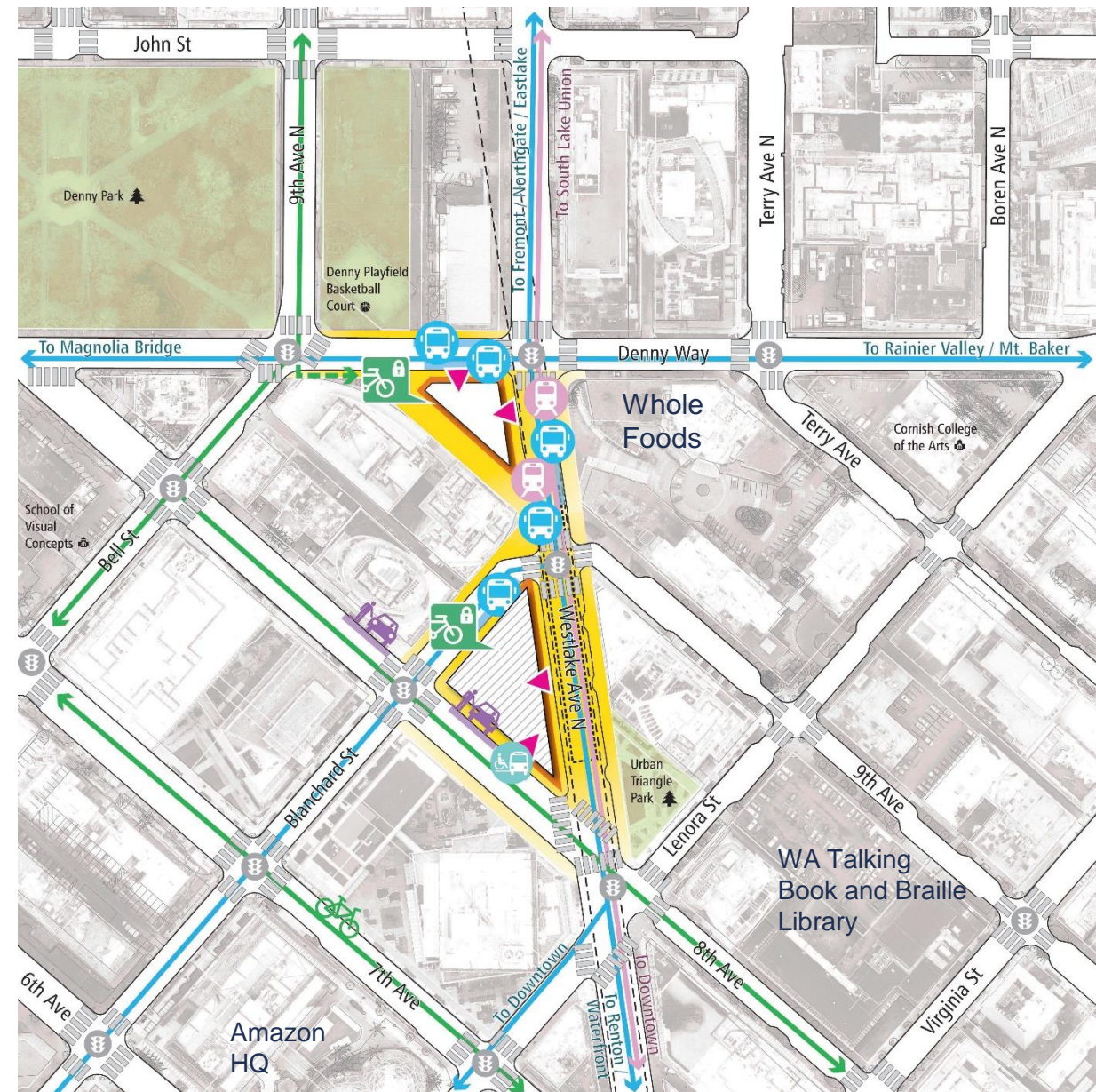
***Denny Station***

***Preferred alternative***

# Tunnel Westlake Ave Station

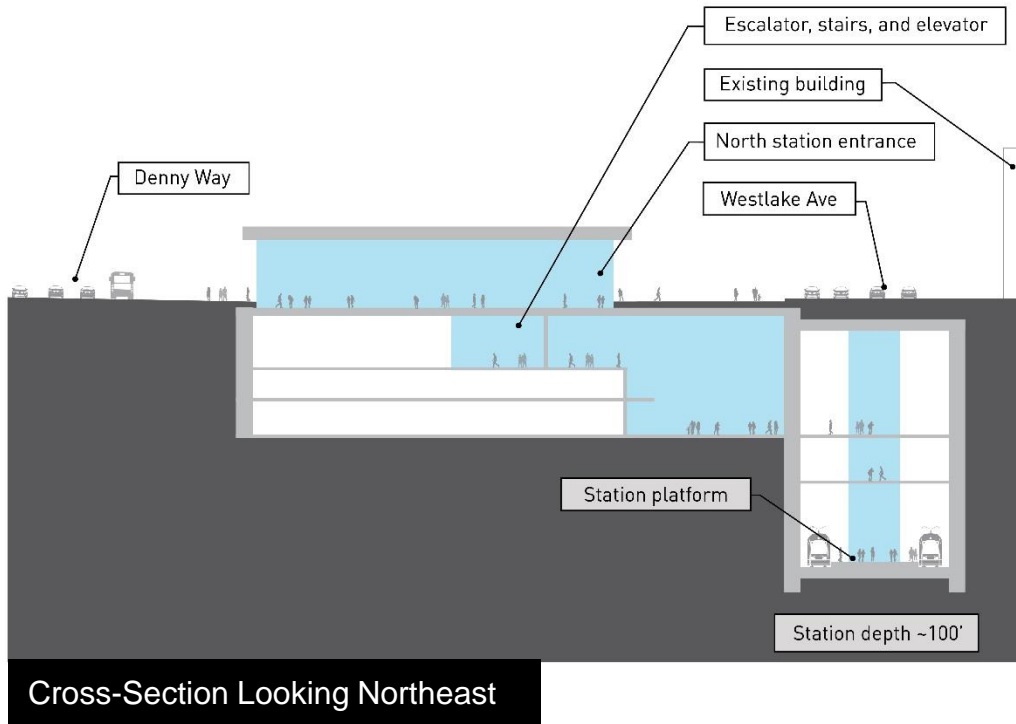


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

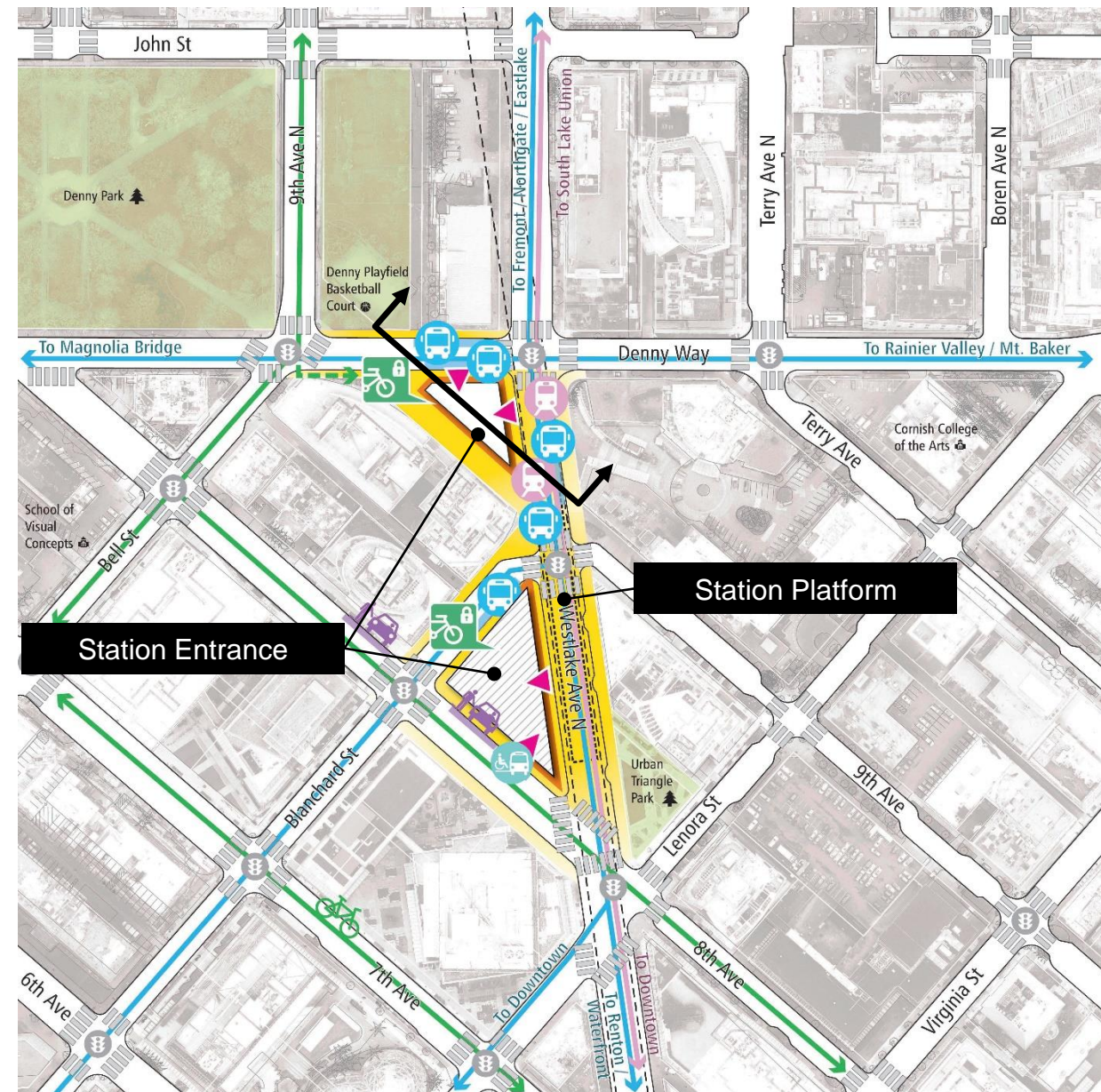




# Tunnel Westlake Ave Station

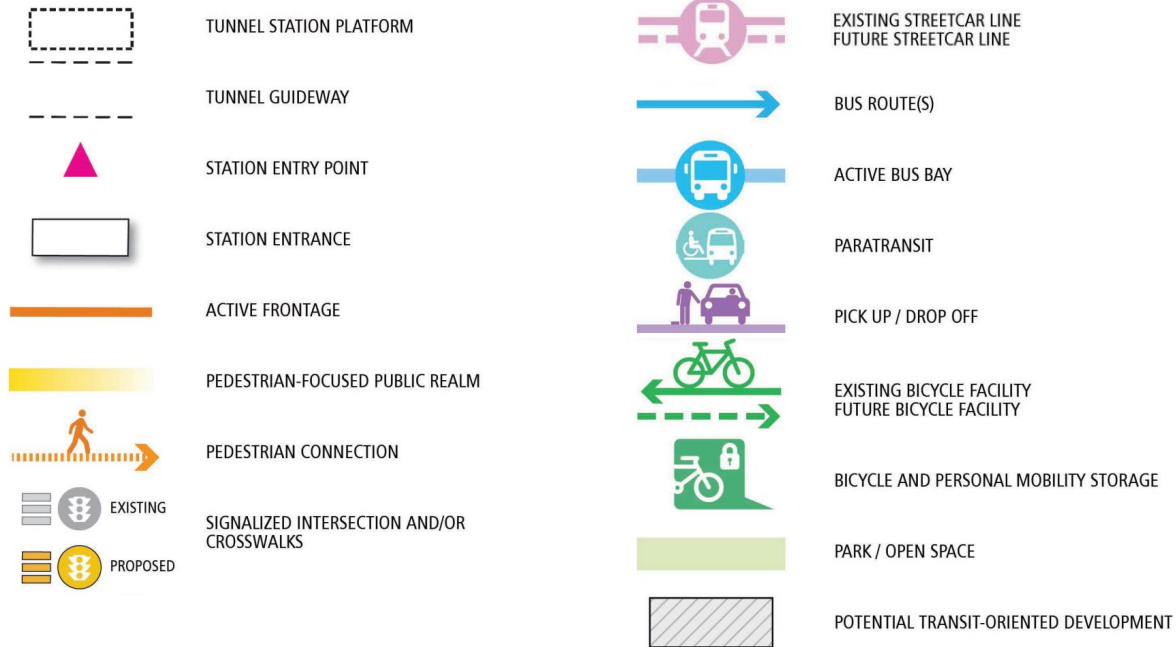


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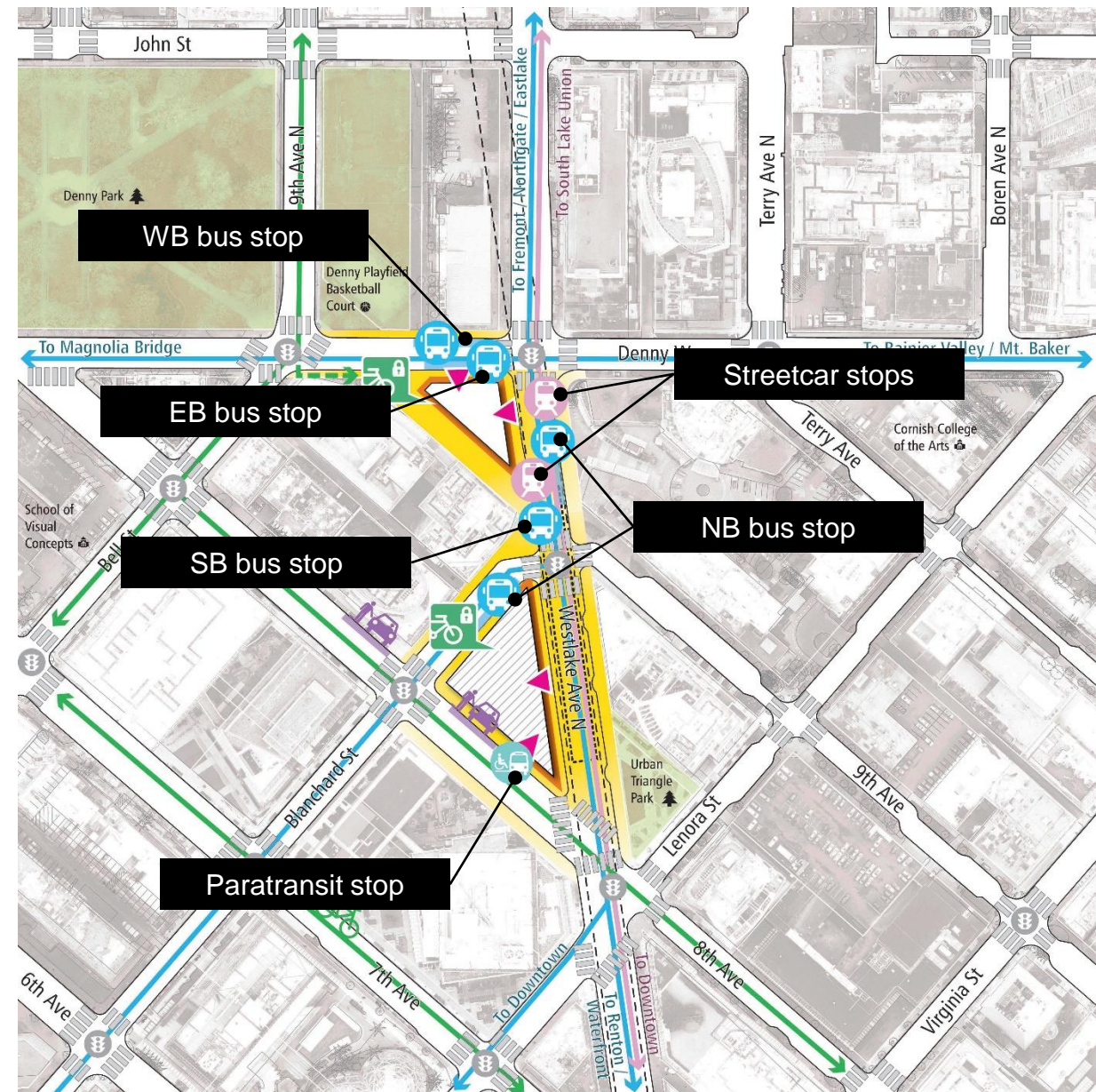




# Tunnel Westlake Ave Station

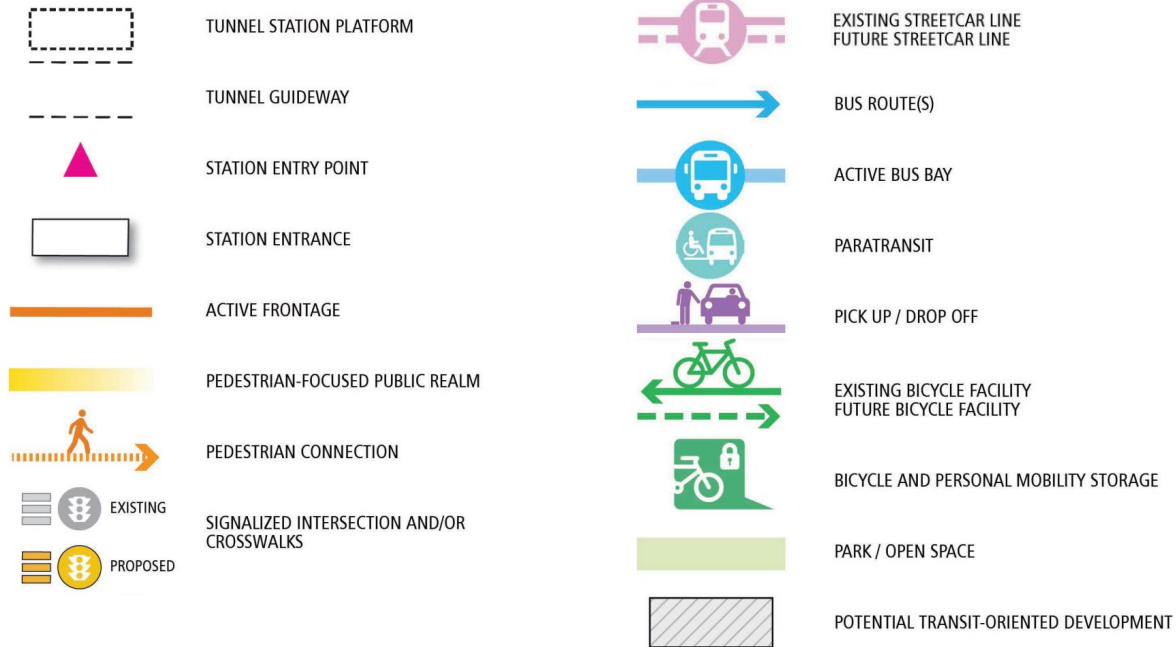


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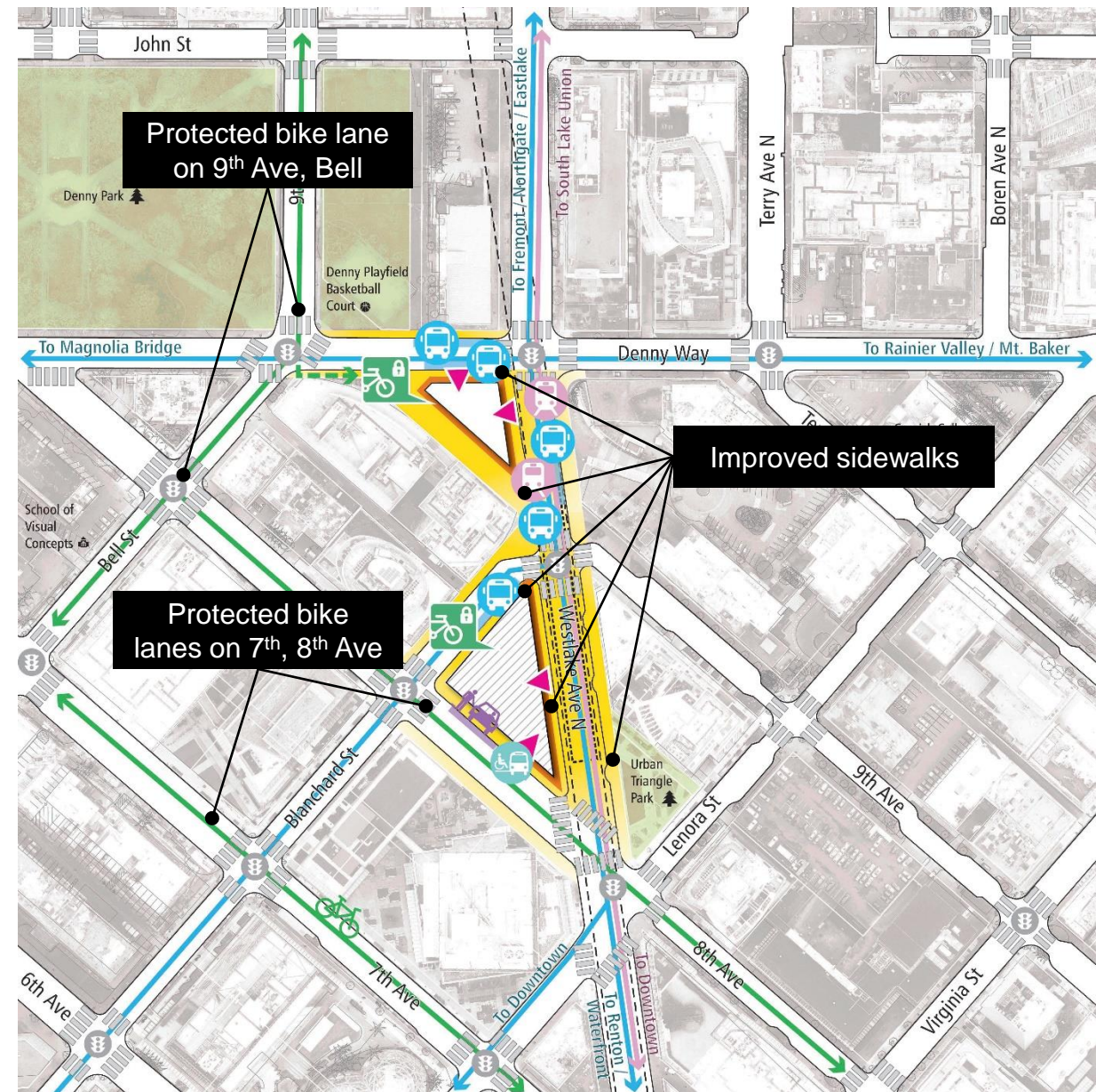




# Tunnel Westlake Ave Station

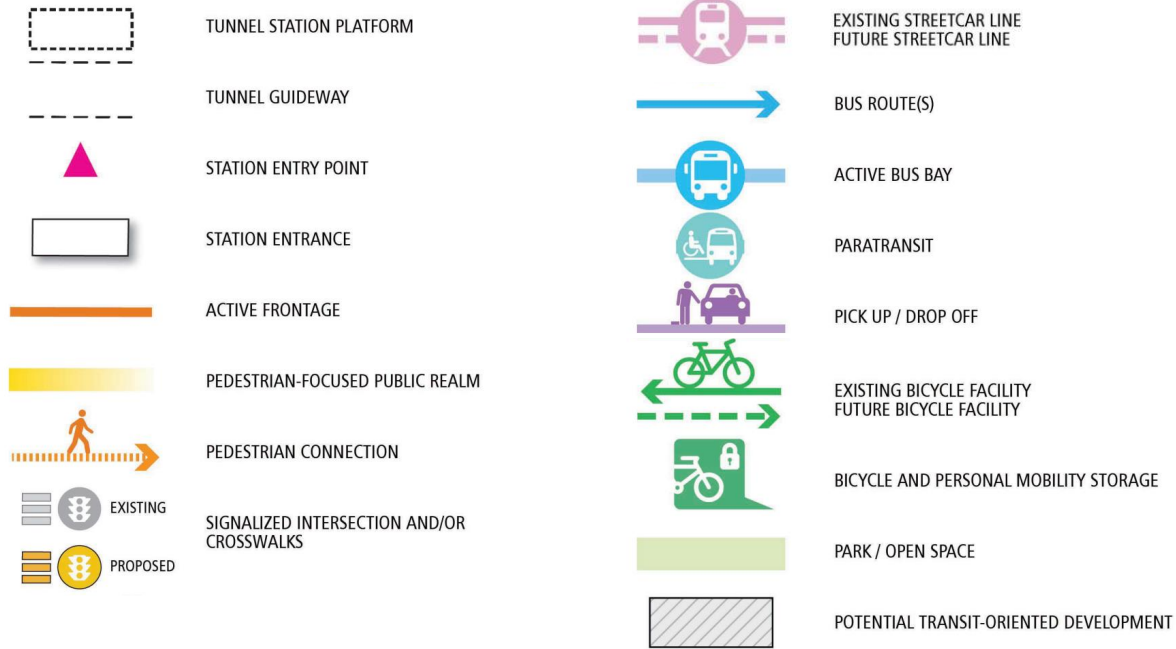


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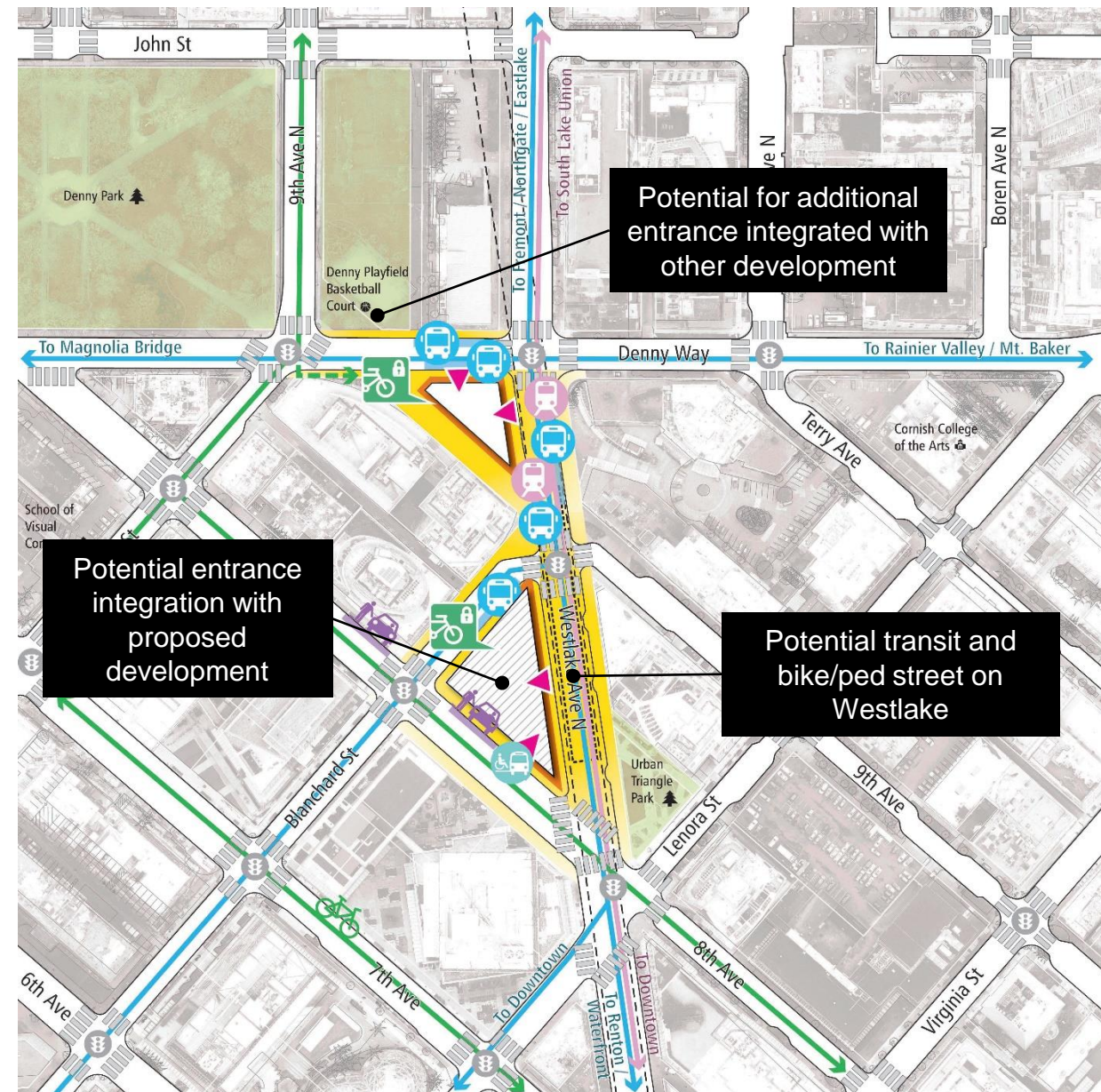




# Tunnel Westlake Ave Station



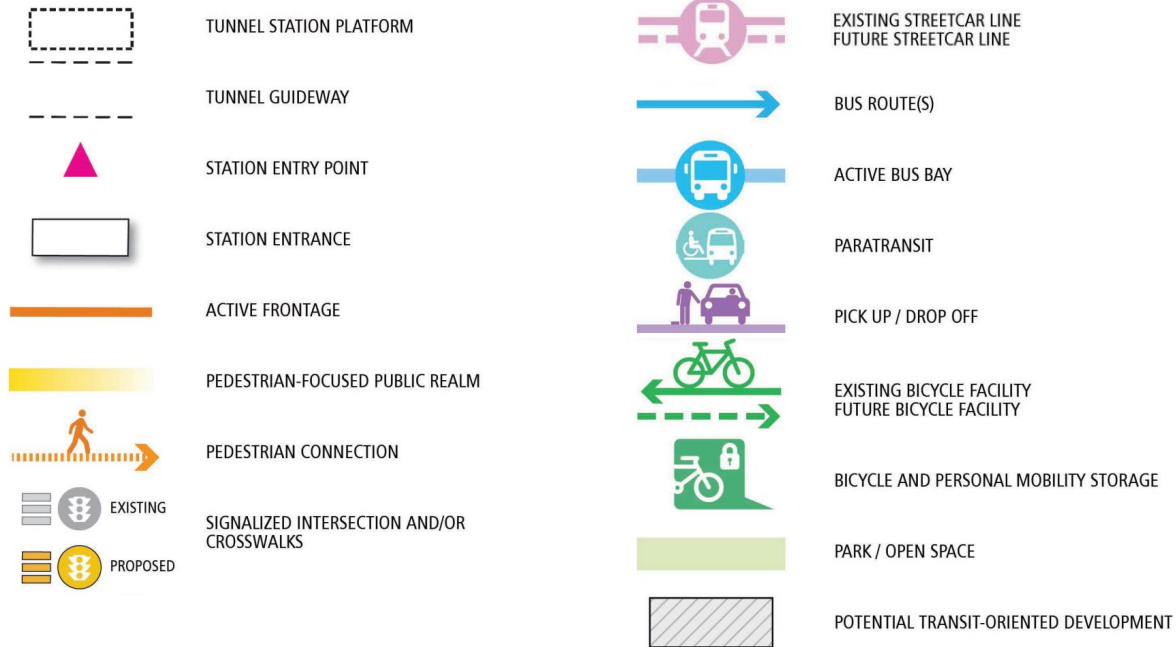
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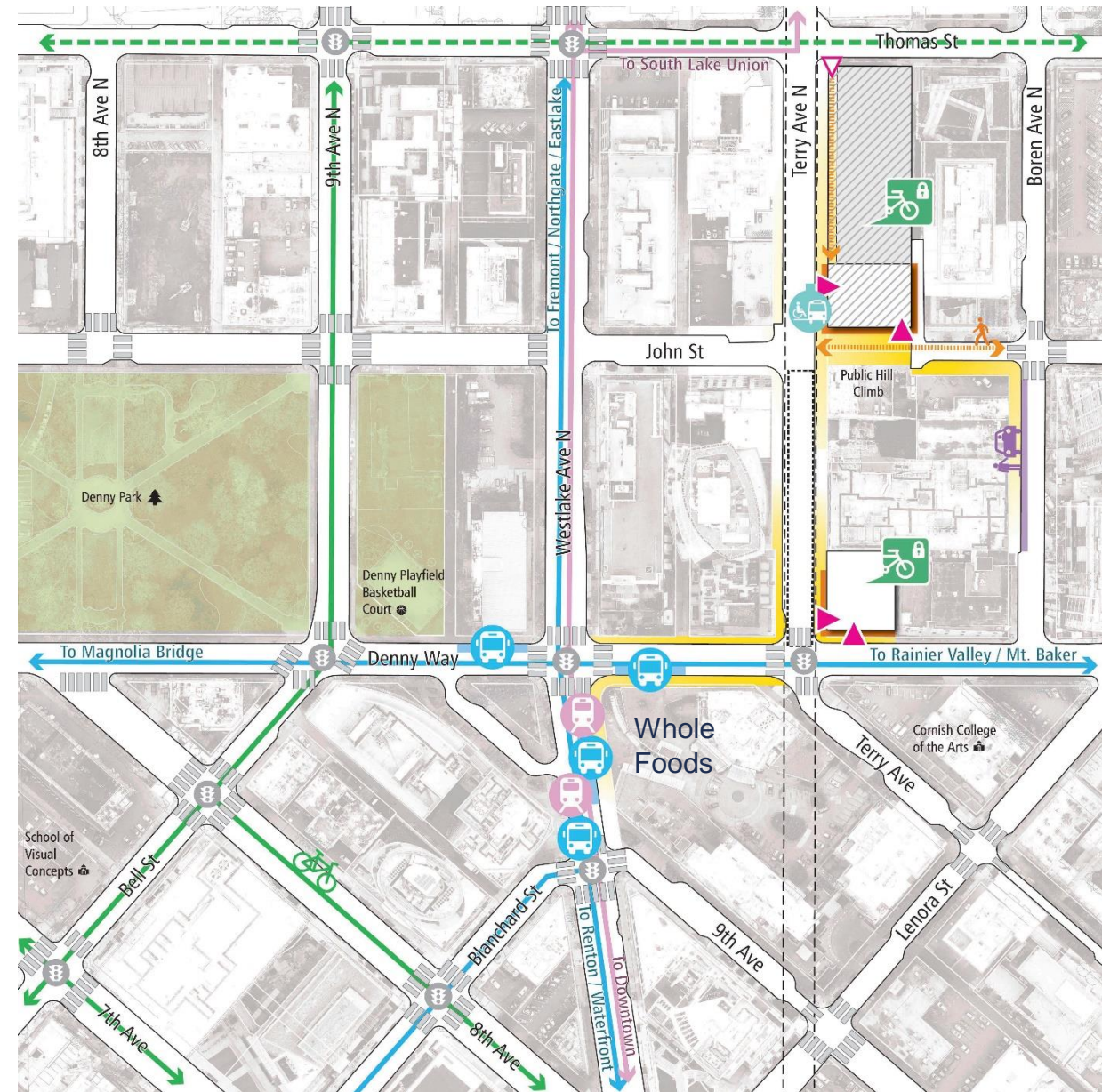
***Other Draft EIS alternative***



# Tunnel Terry Ave Station

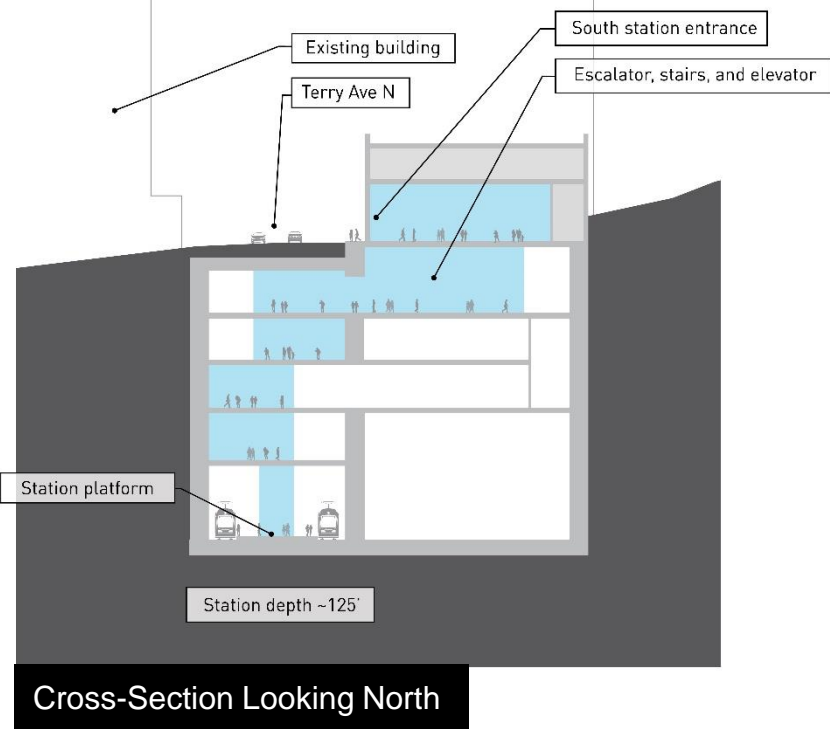


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Diagrams for illustration only.

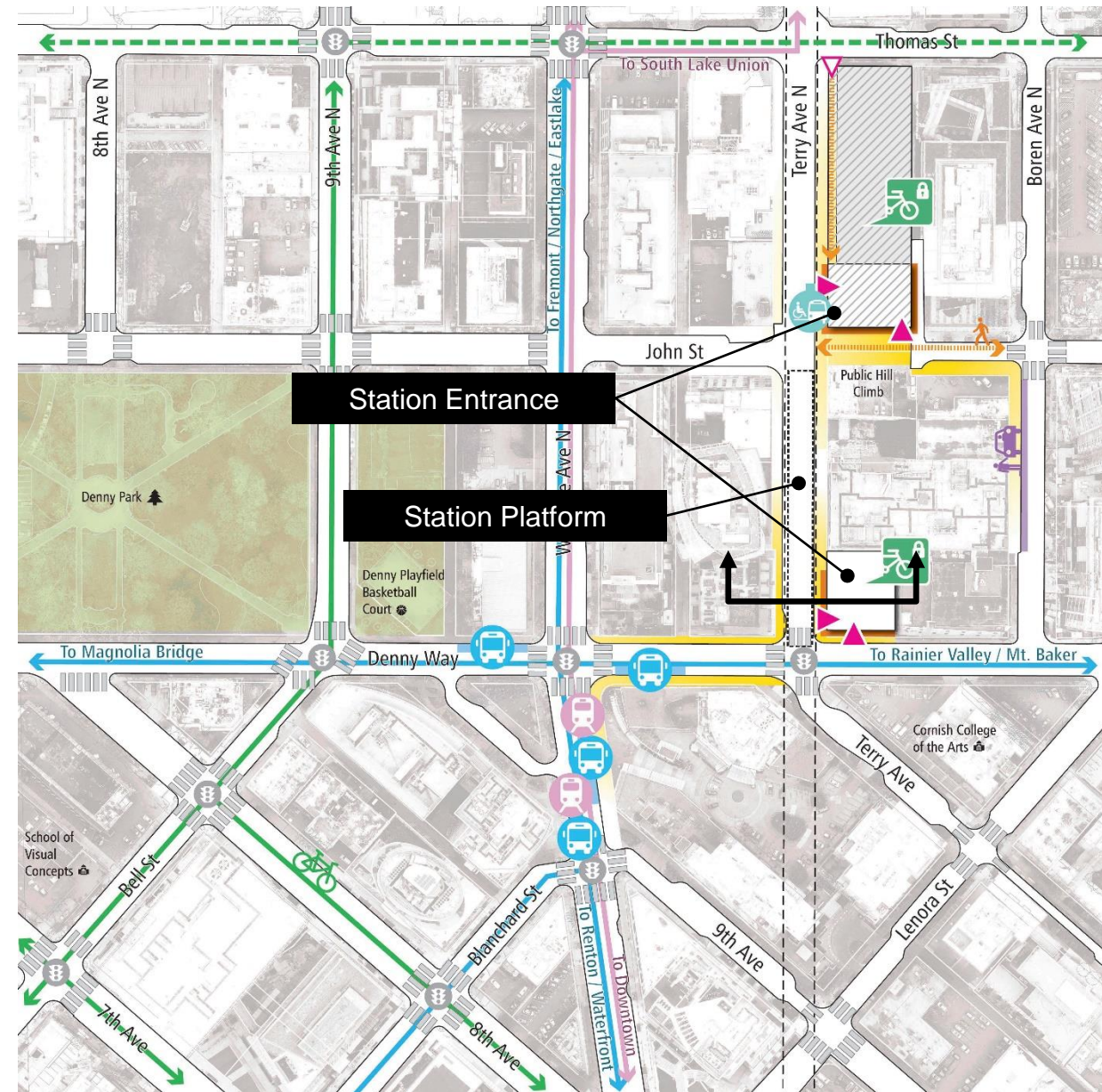




# Tunnel Terry Ave Station

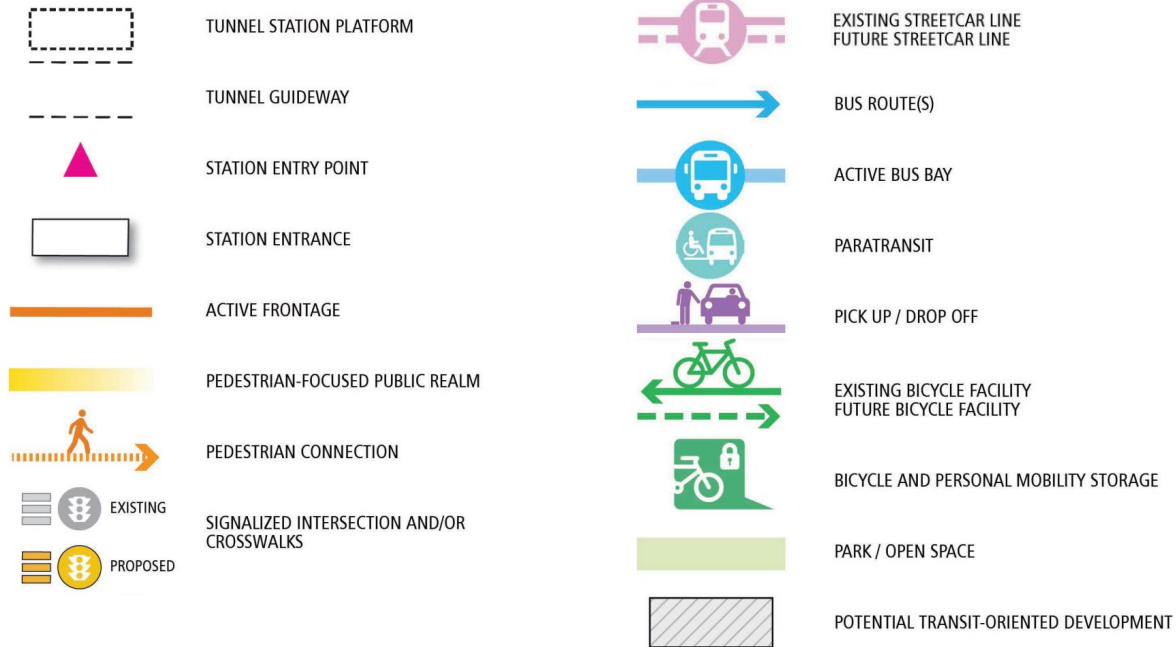


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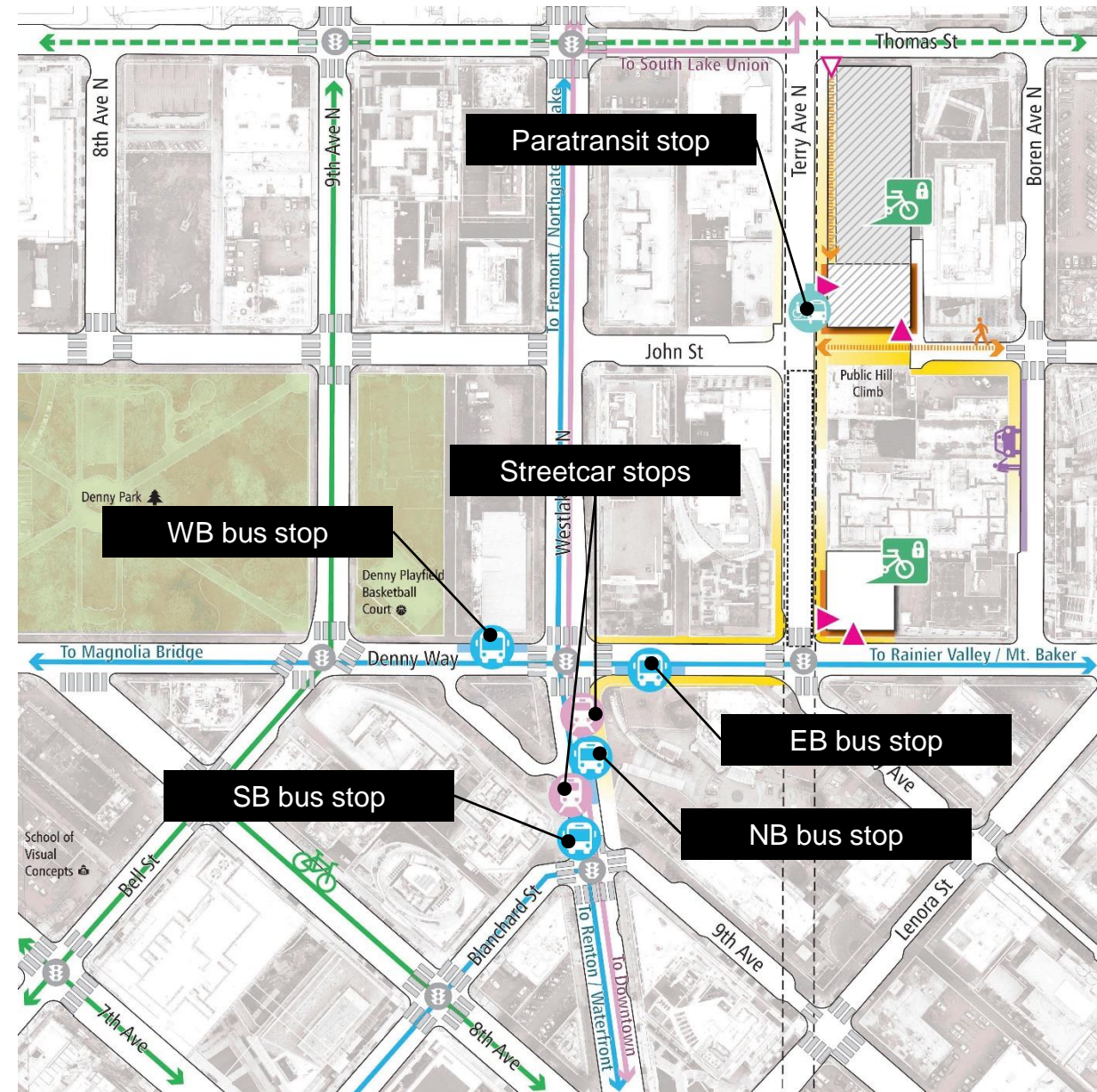




# Tunnel Terry Ave Station

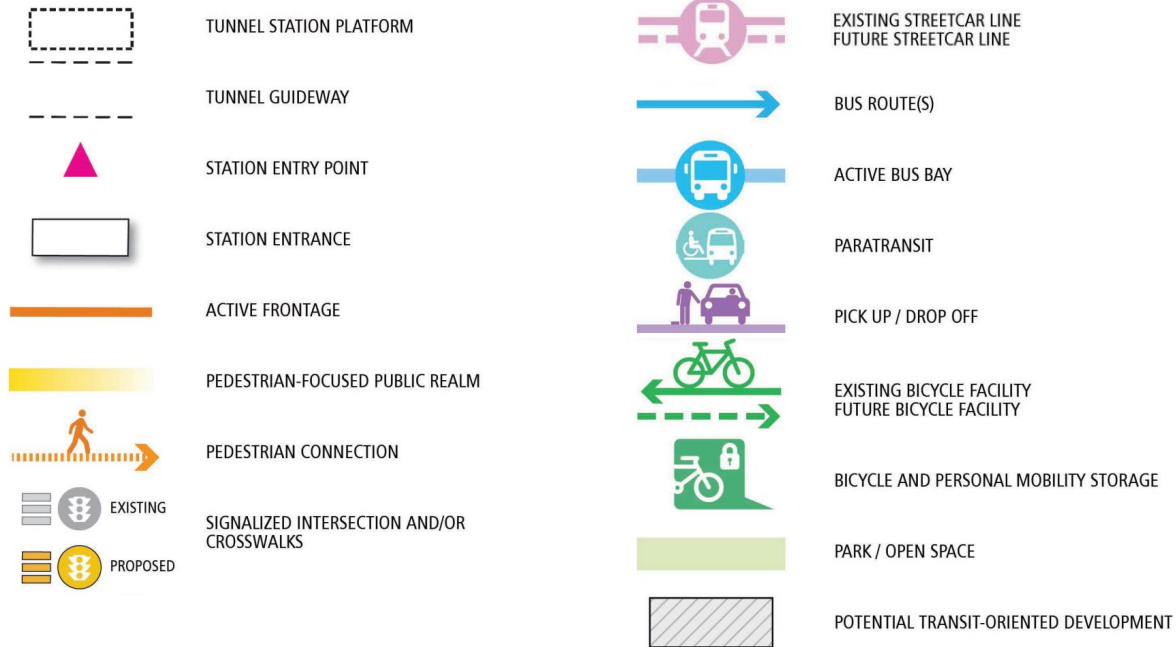


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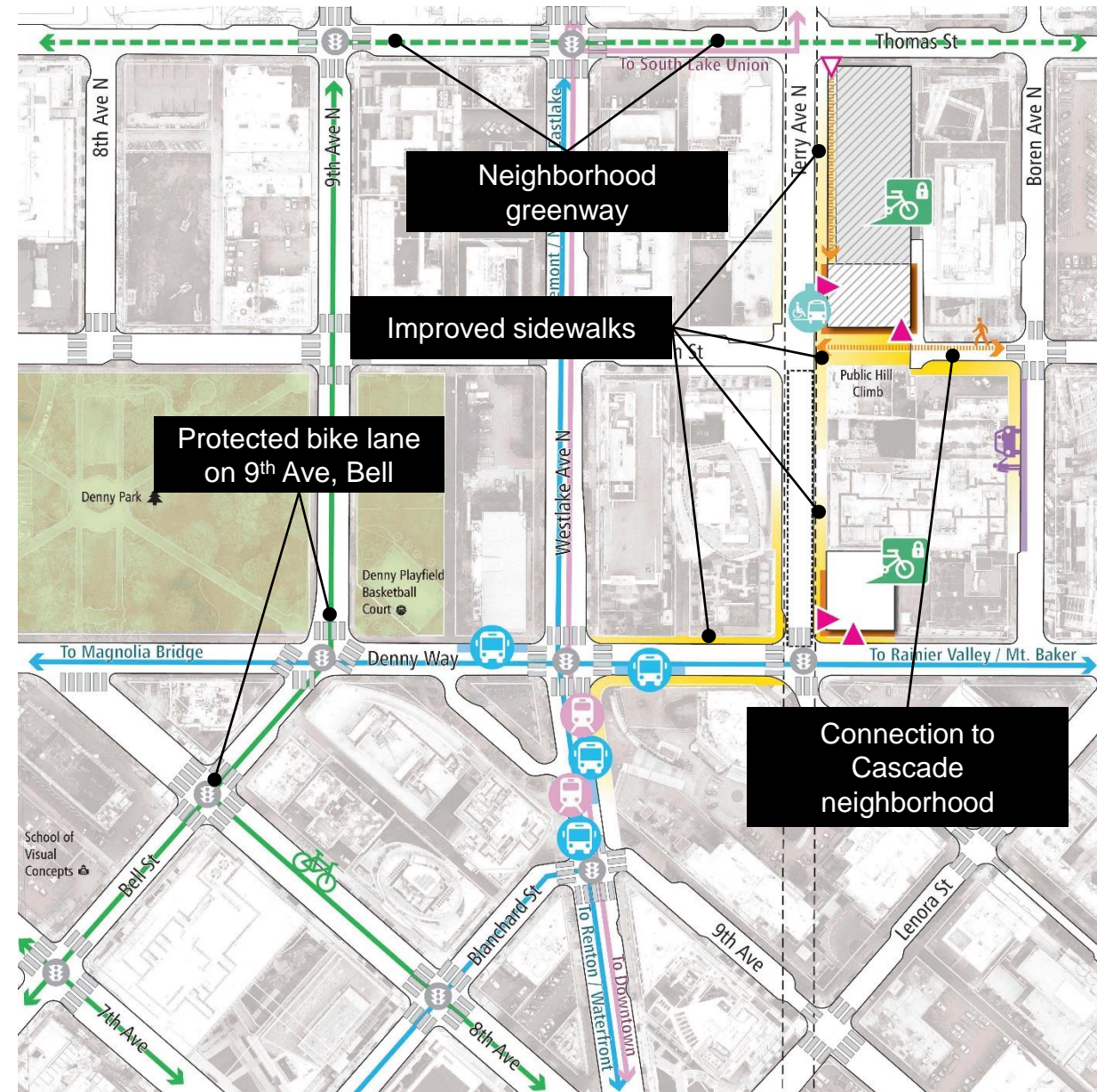




# Tunnel Terry Ave Station

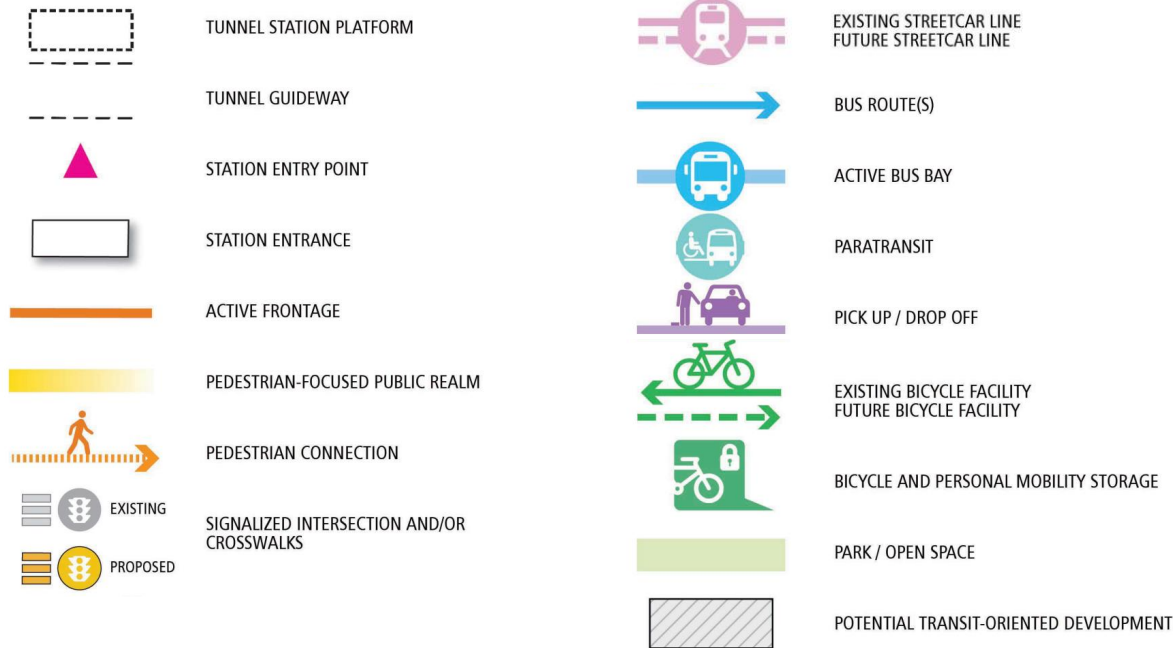


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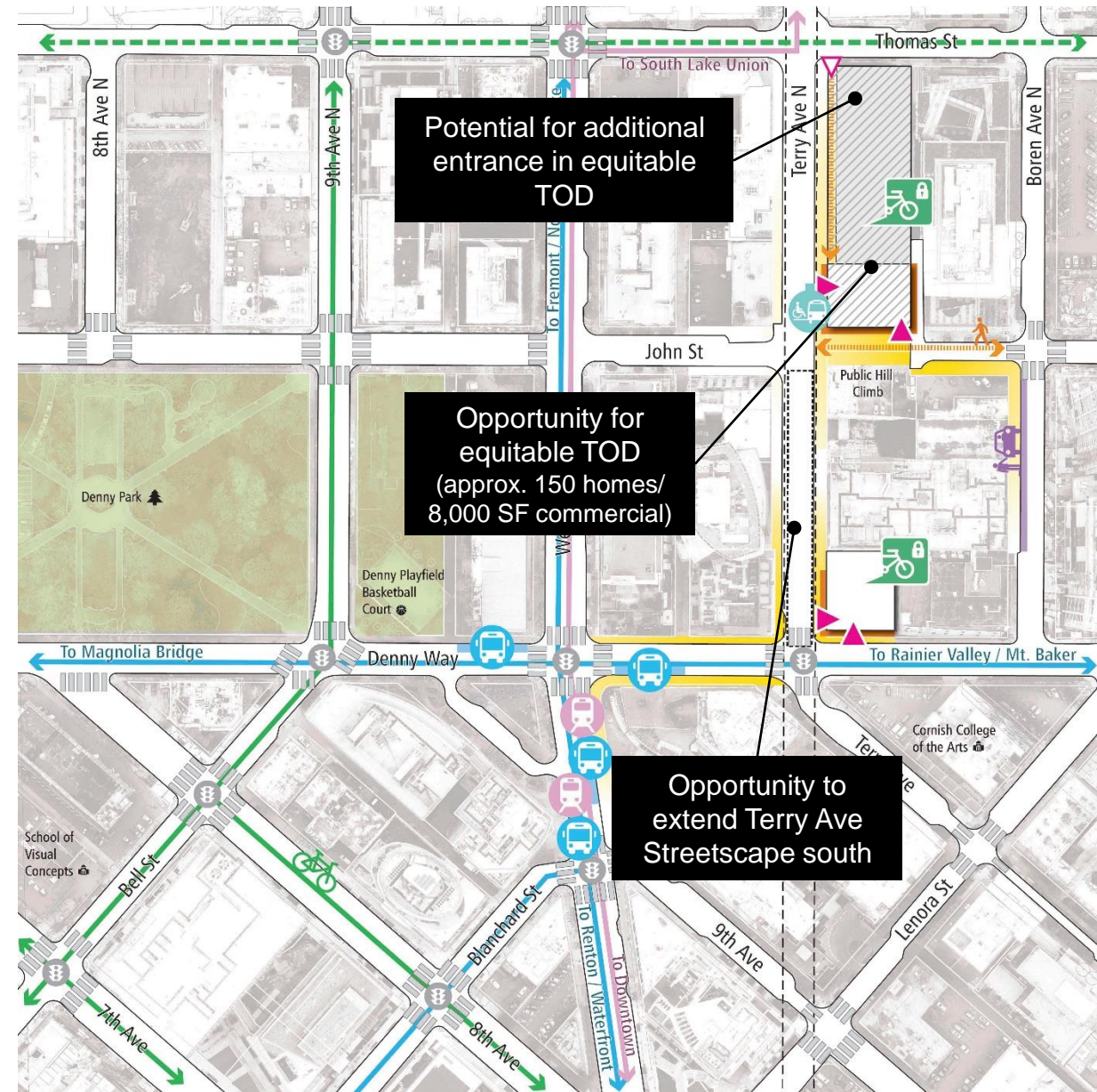




# Tunnel Terry Ave Station



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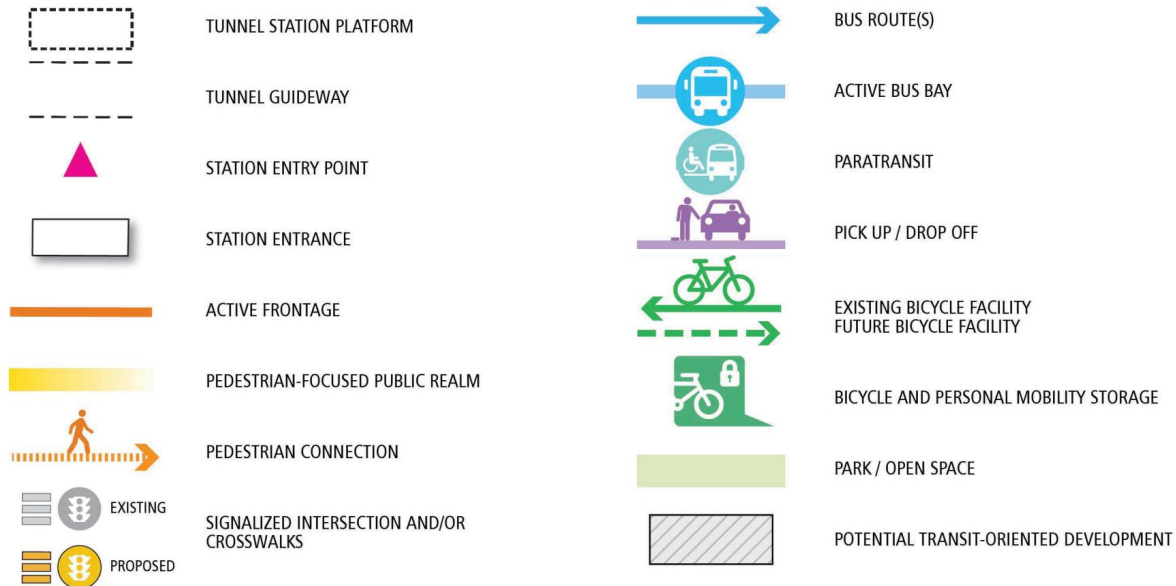


***South Lake Union Station***

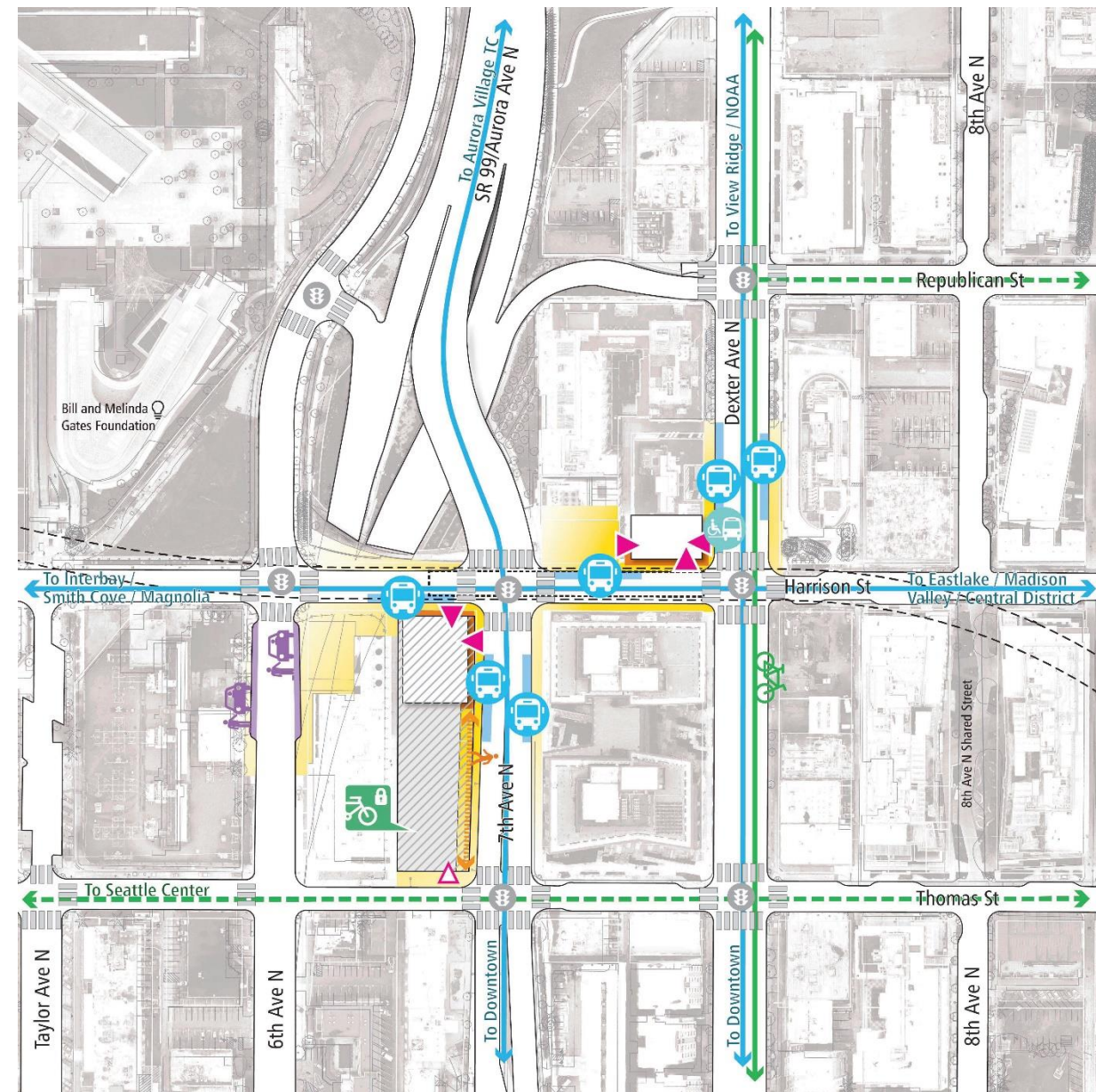
***Preferred alternative***



# Tunnel Harrison St Station

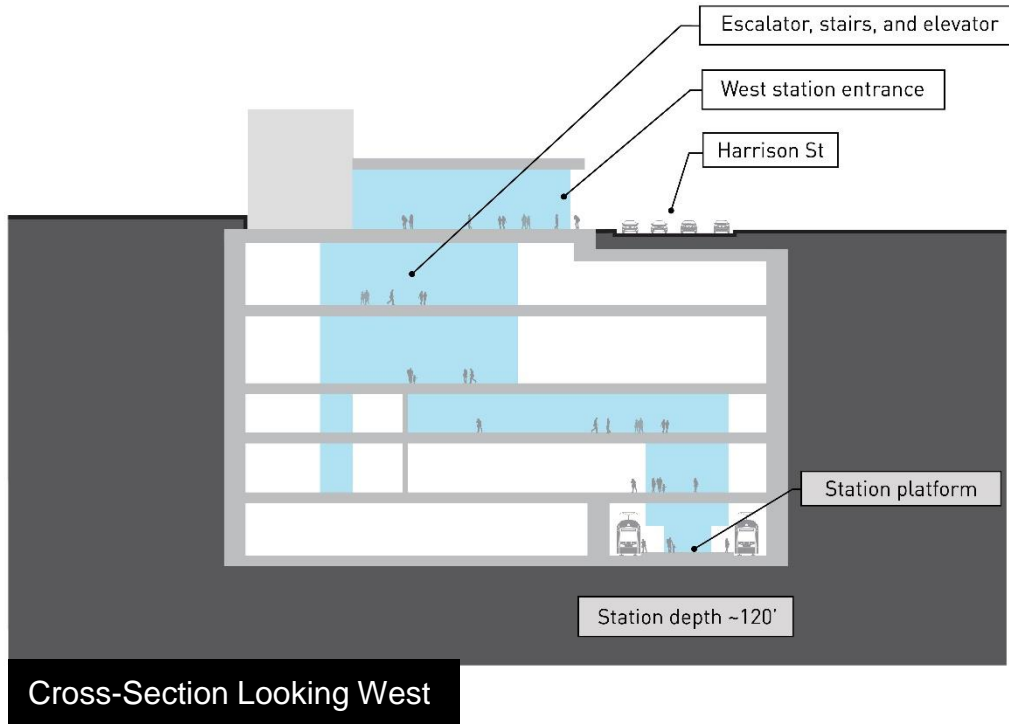


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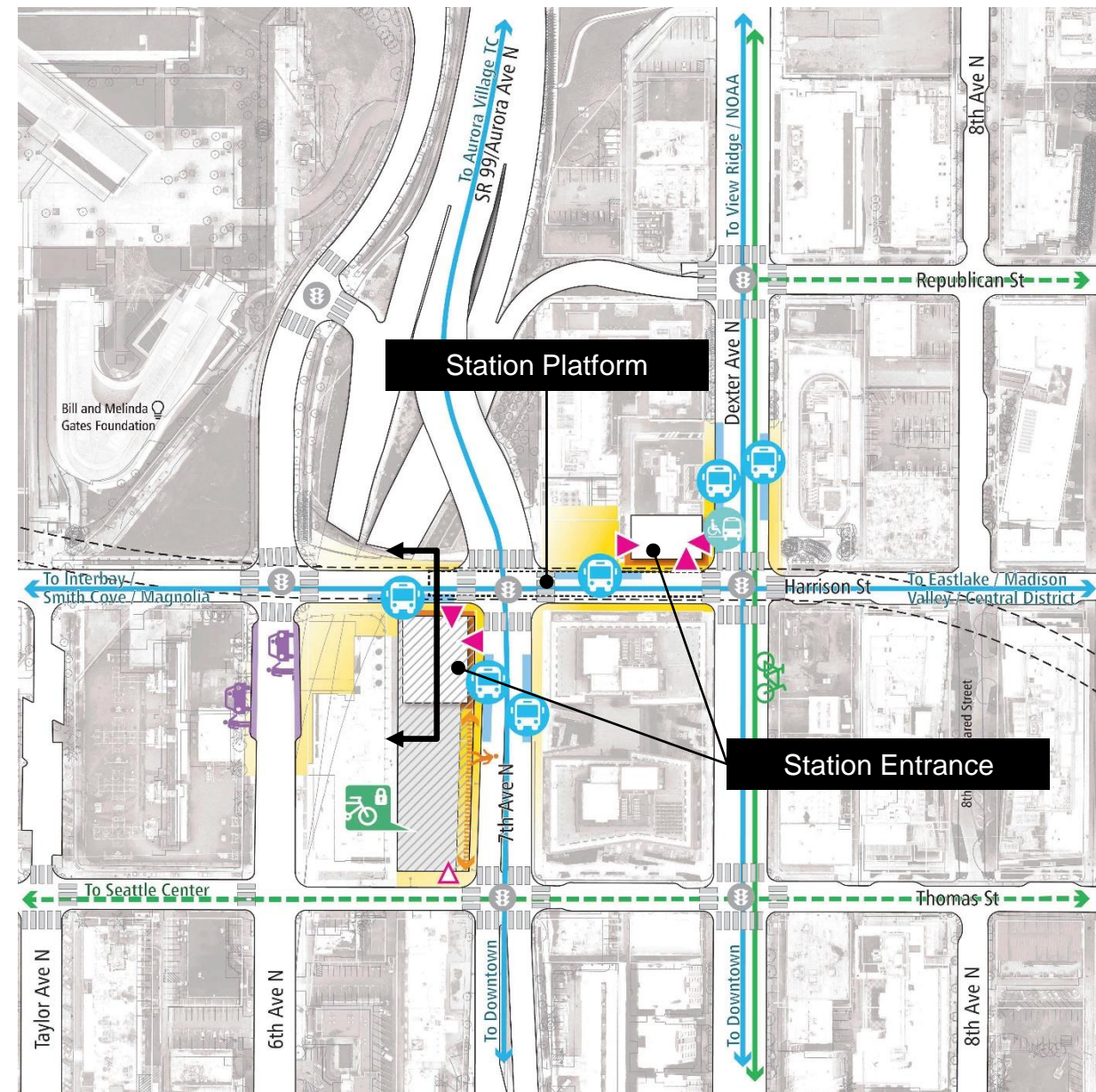




# Tunnel Harrison St Station

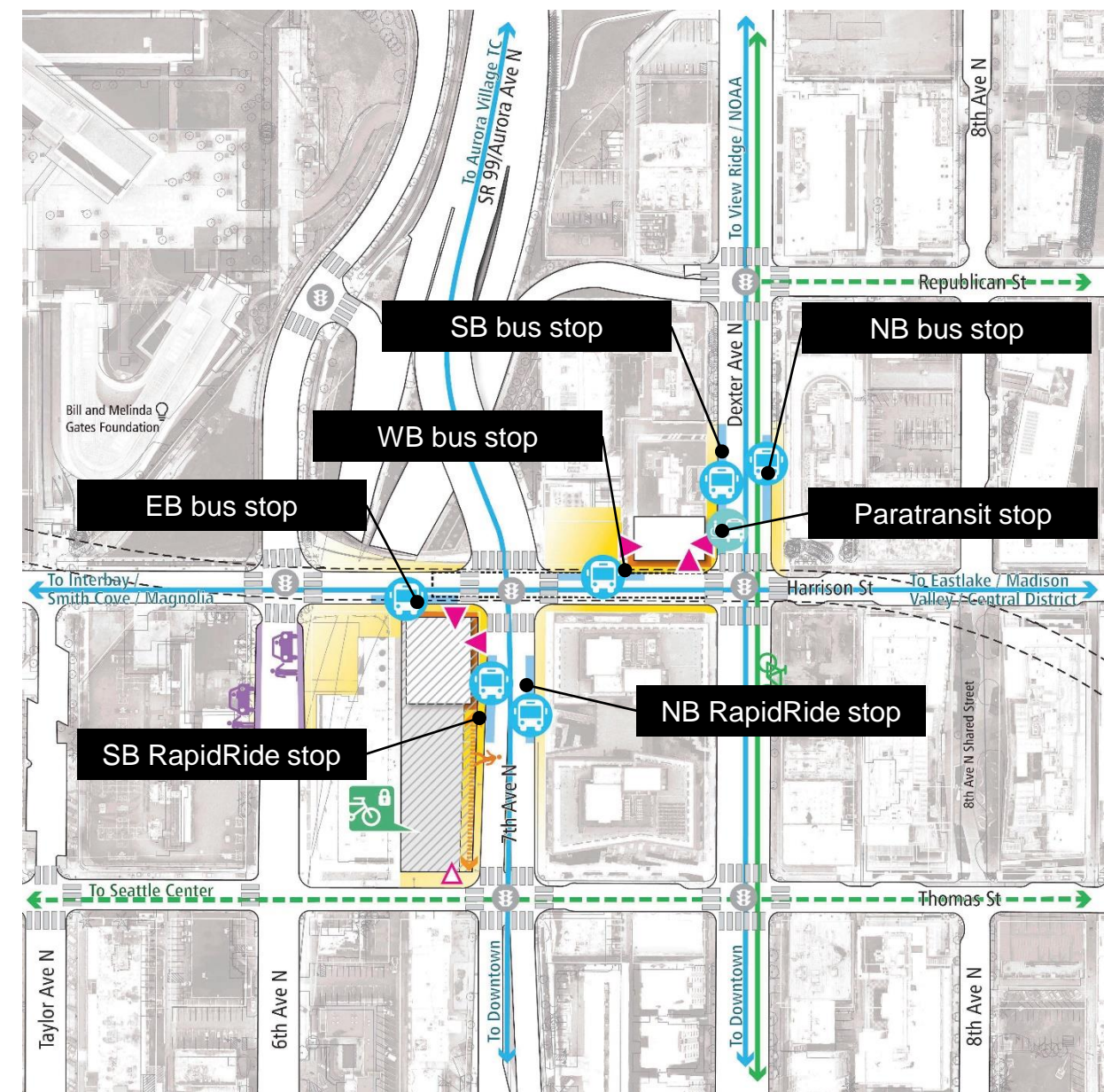
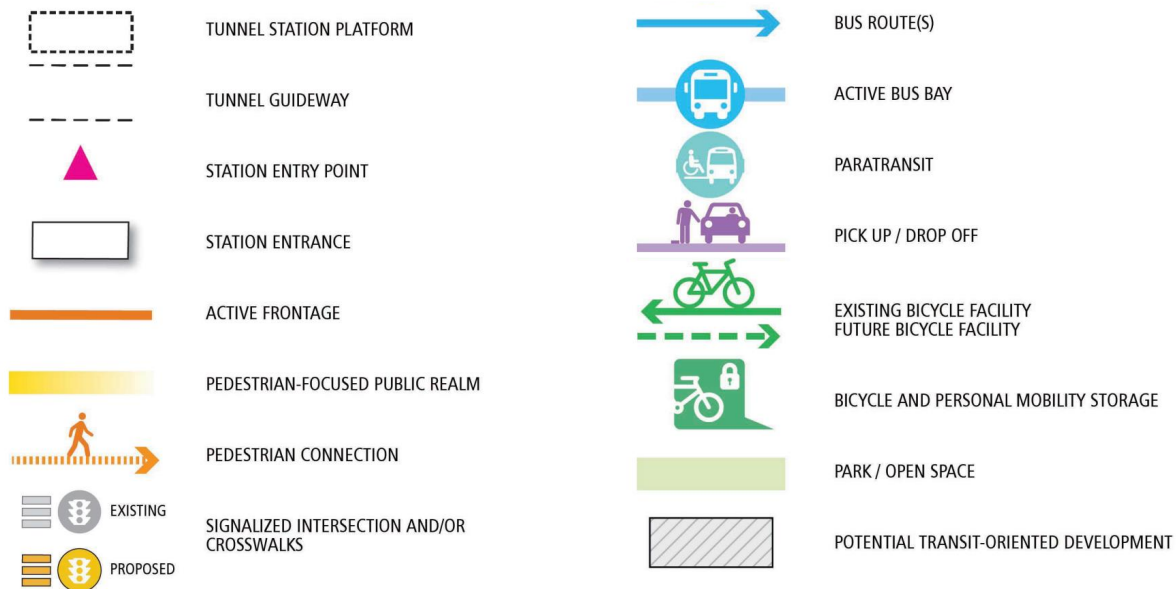


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# Tunnel Harrison St Station

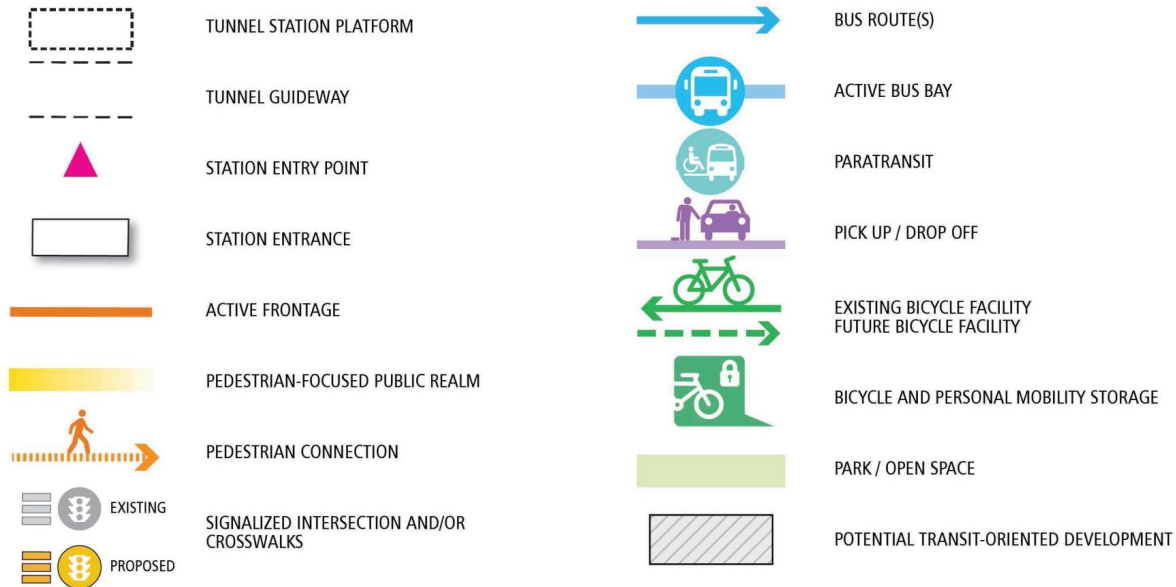


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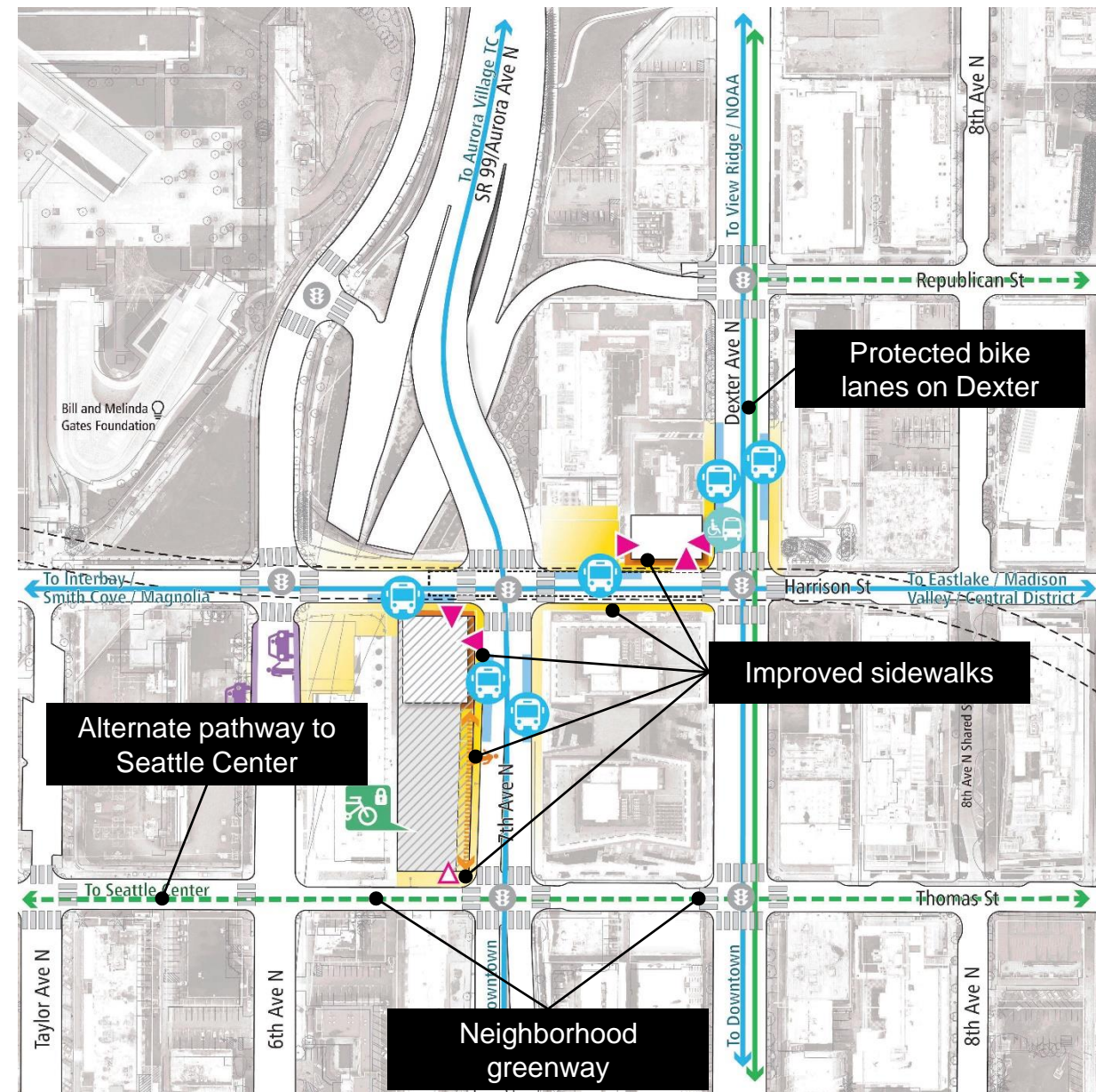




# Tunnel Harrison St Station

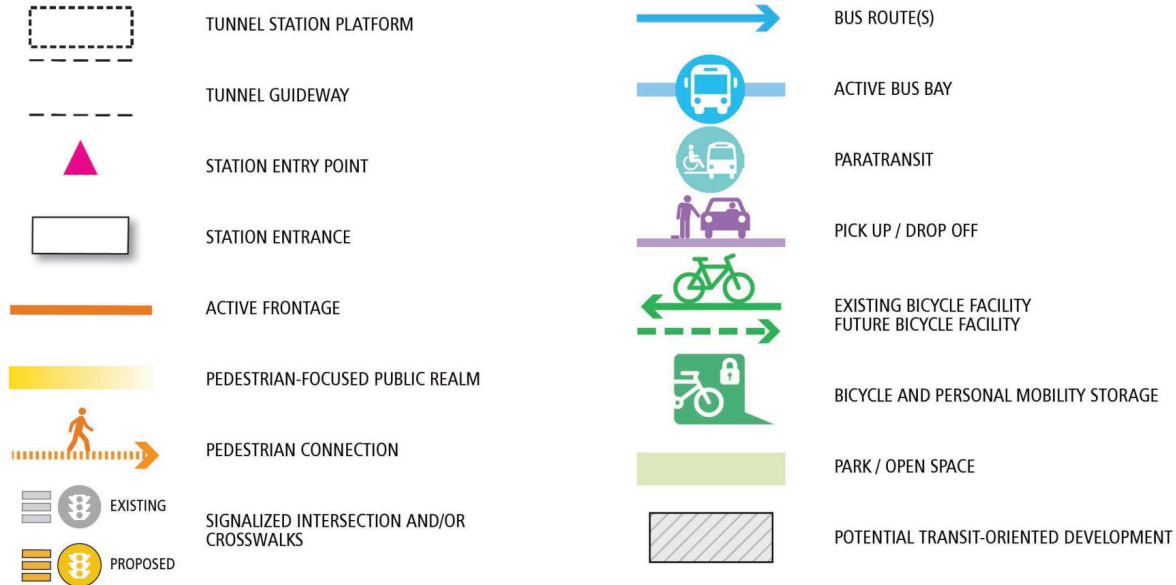


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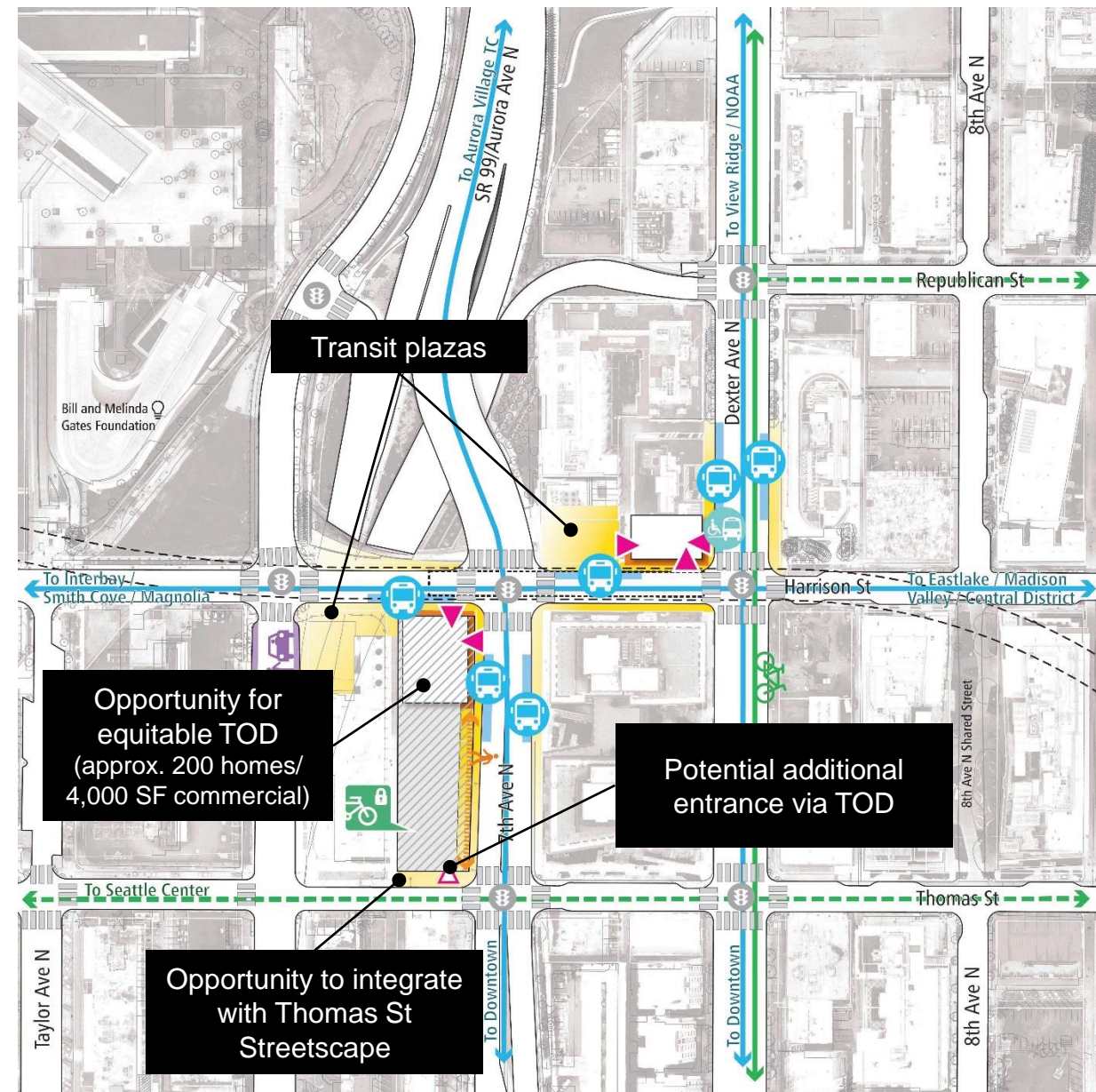




# Tunnel Harrison St Station



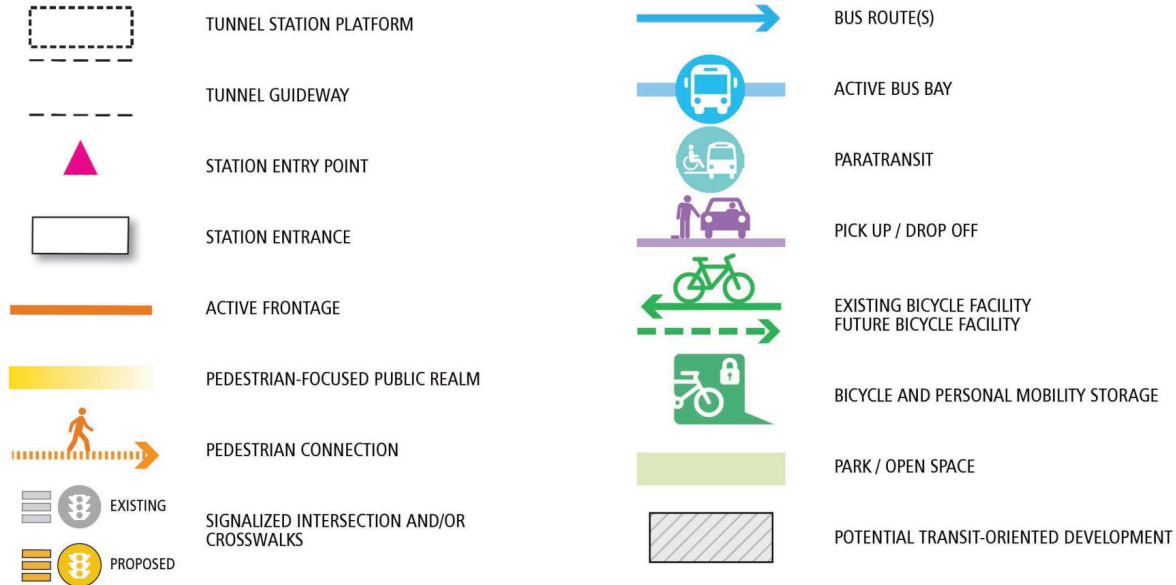
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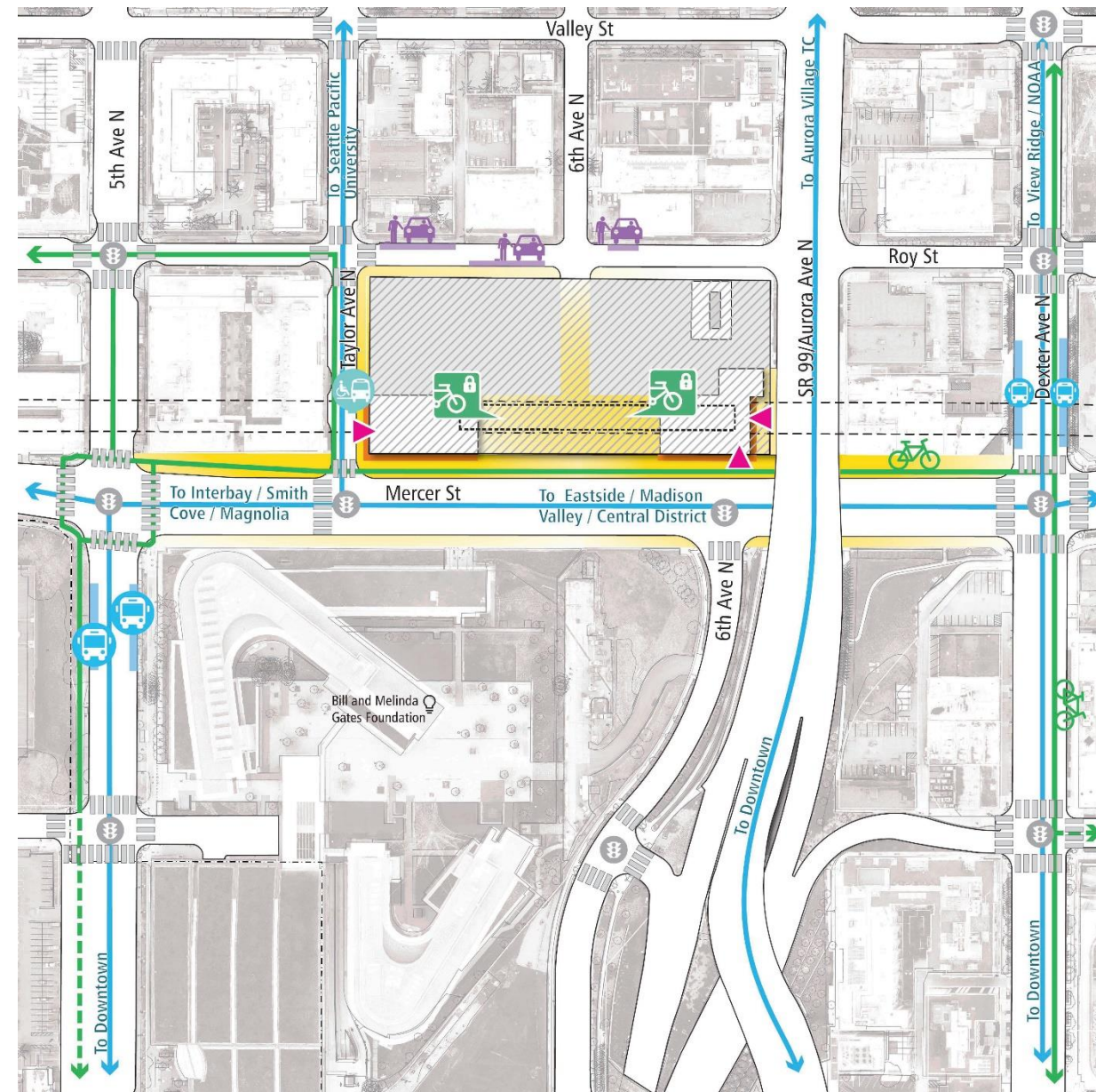
***Other Draft EIS alternative***



# Tunnel Mercer St Station

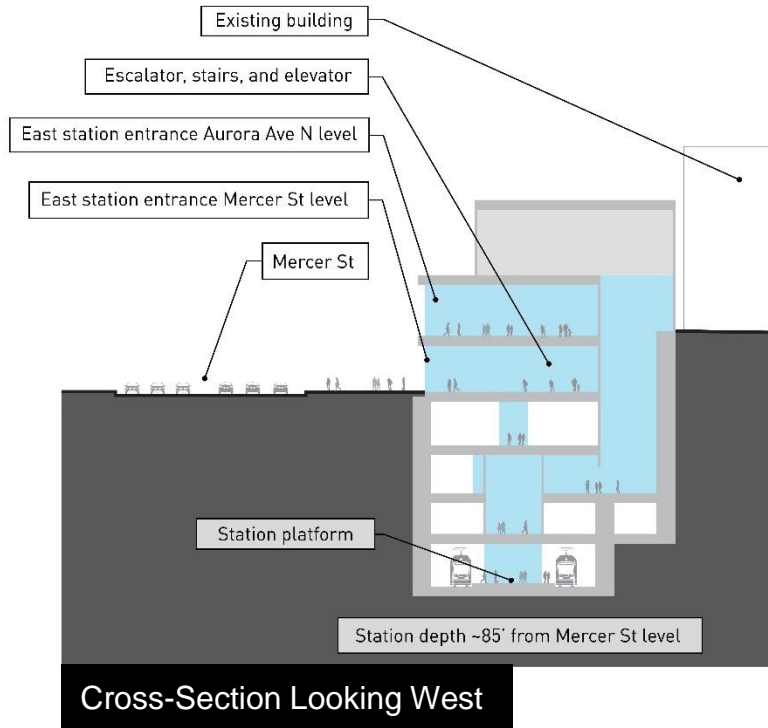


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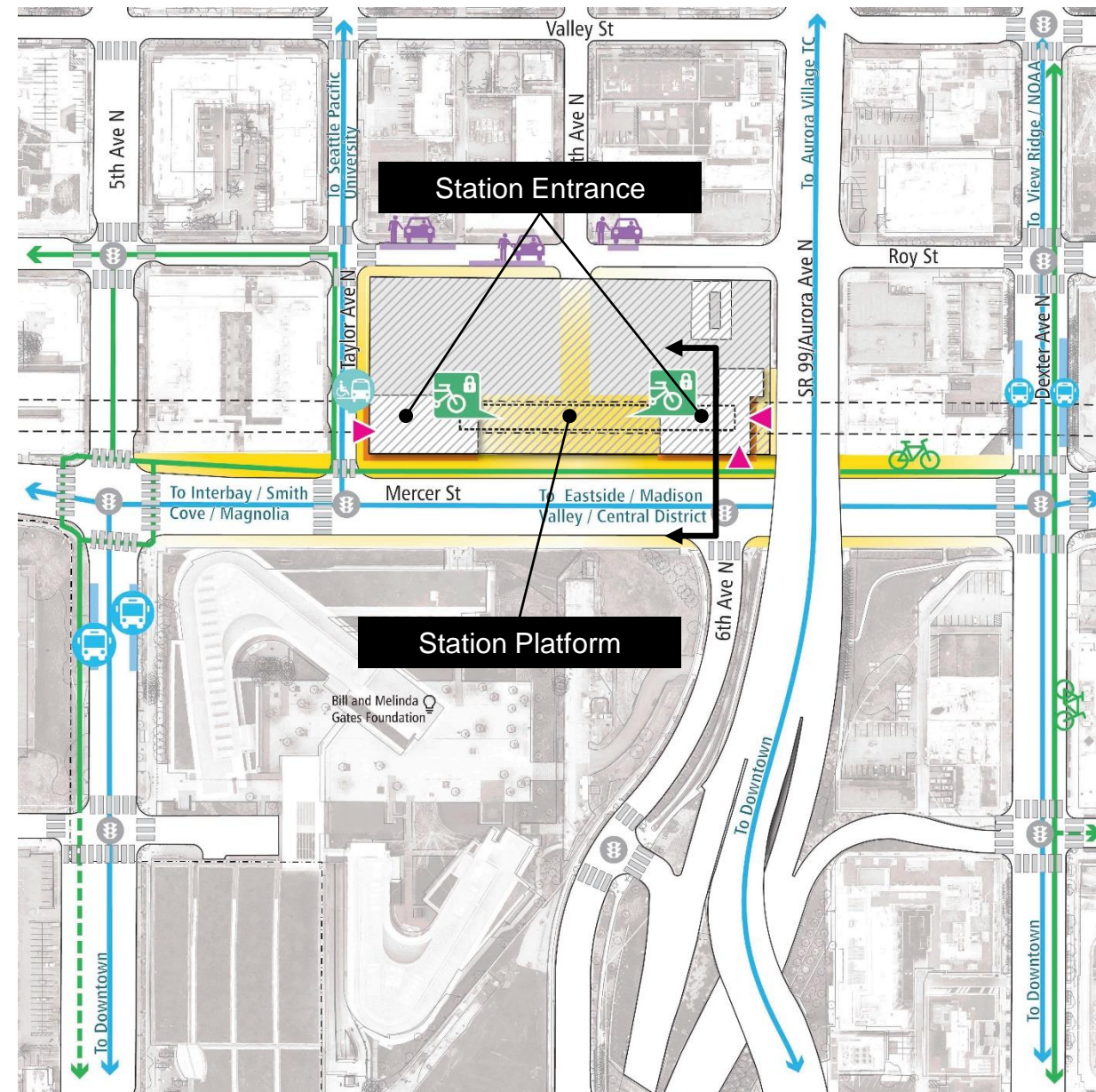




# Tunnel Mercer St Station

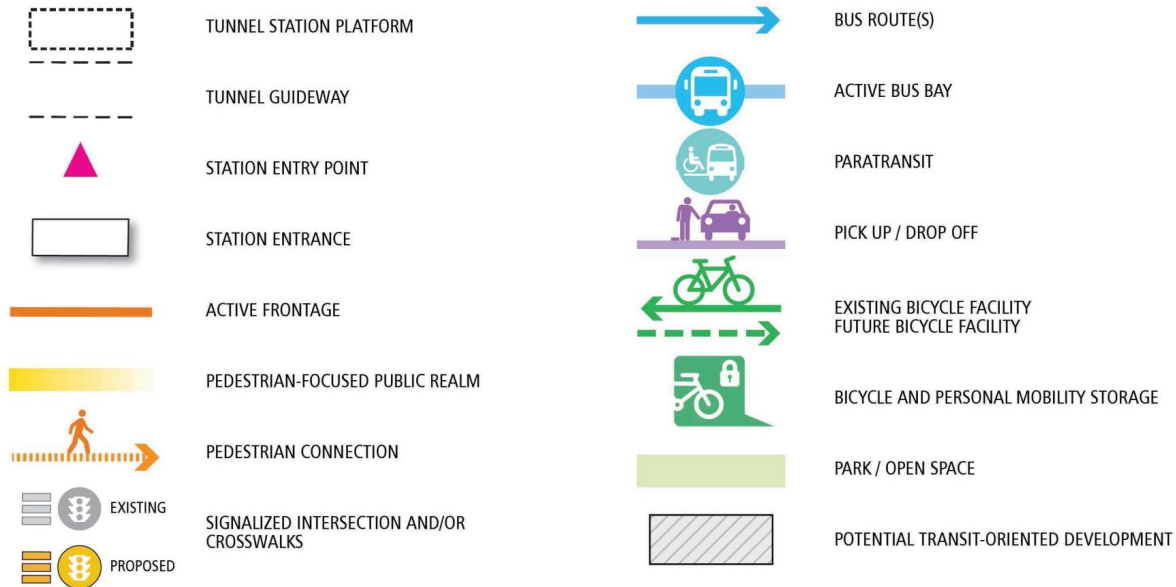


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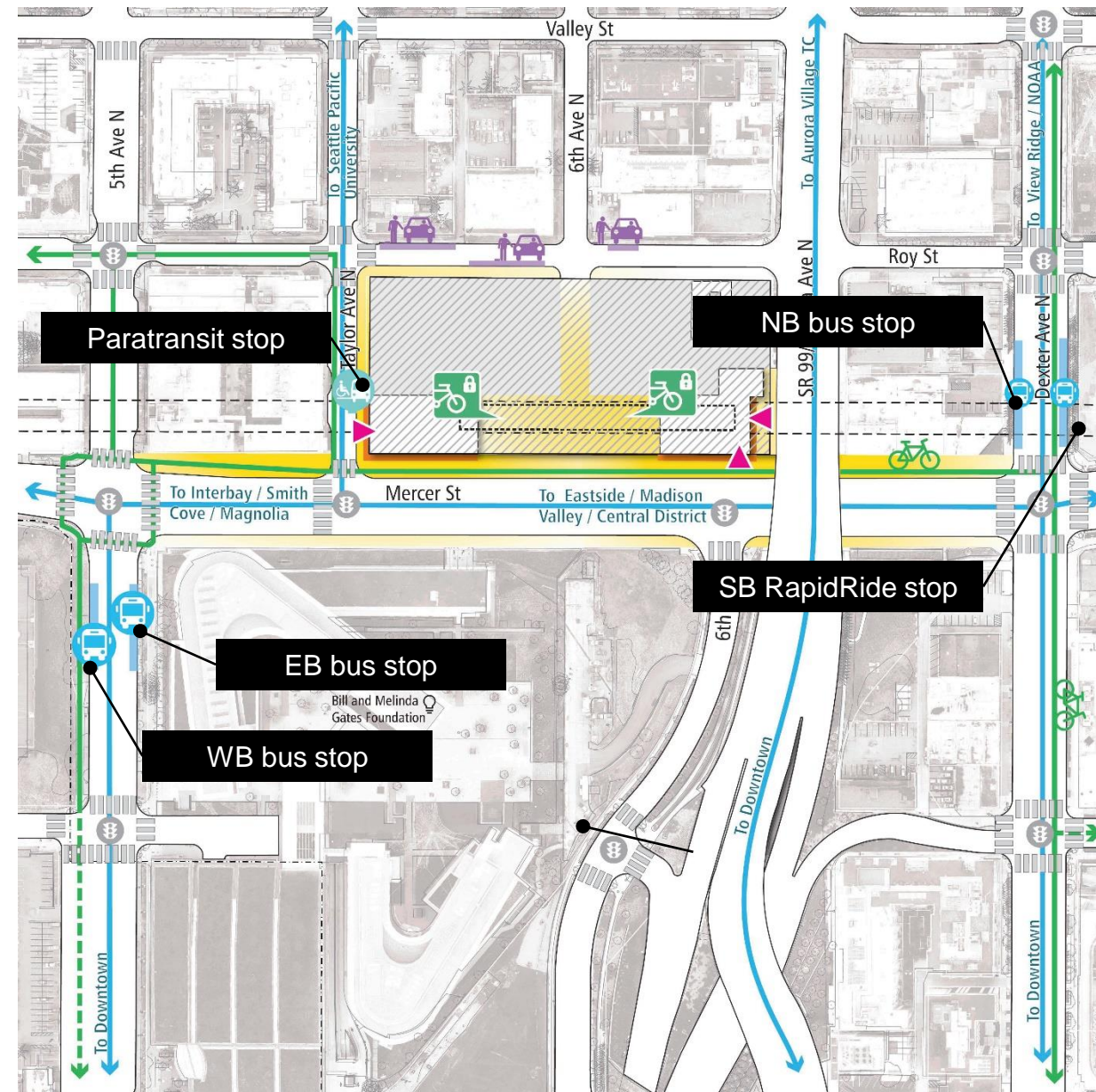




# Tunnel Mercer St Station

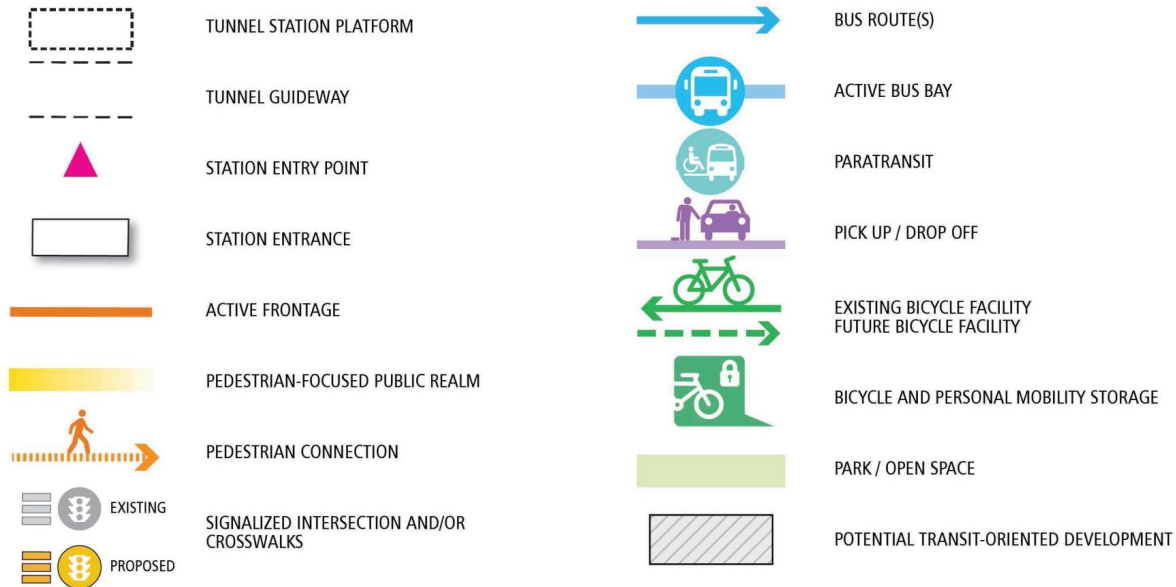


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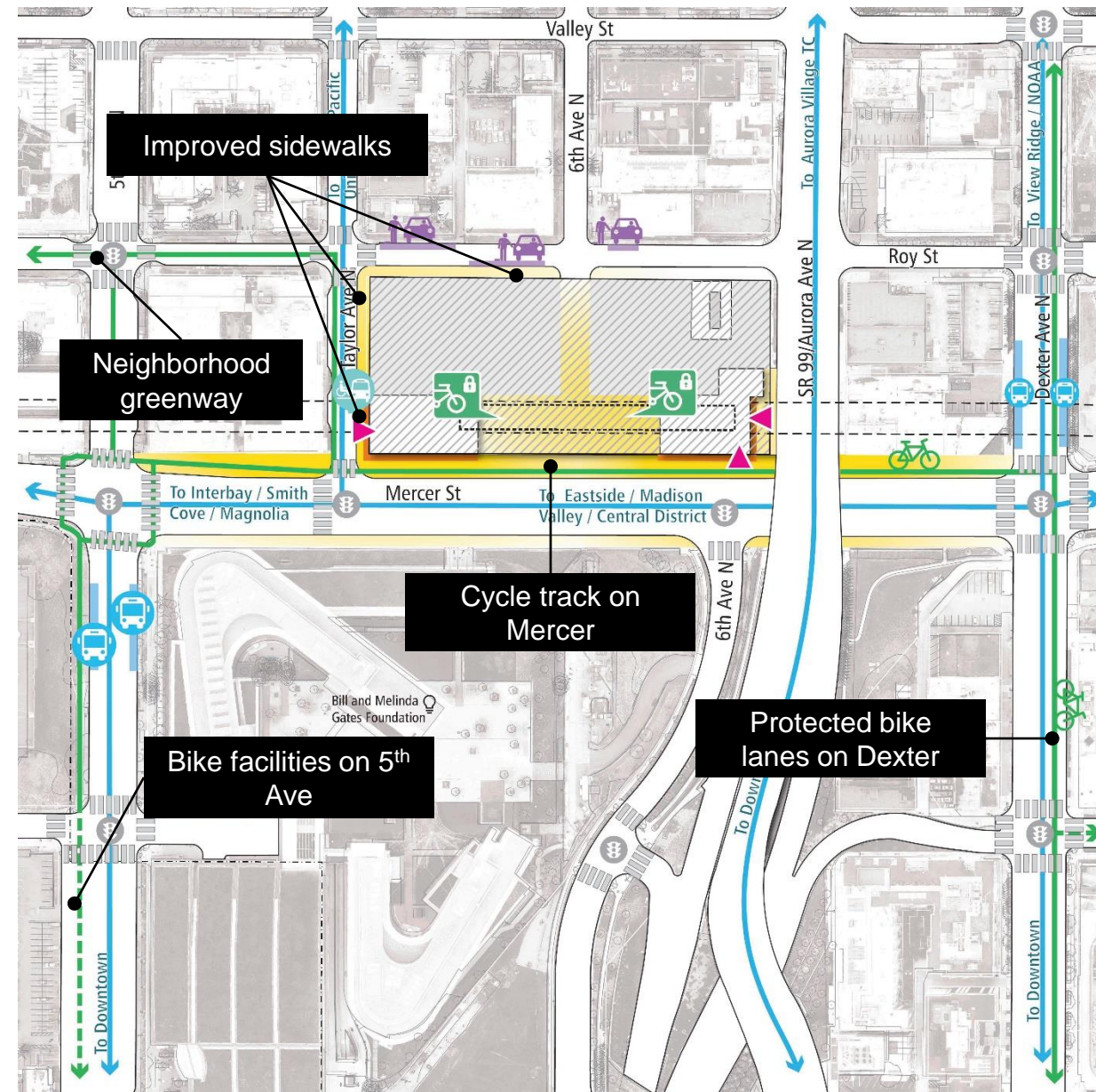




# Tunnel Mercer St Station

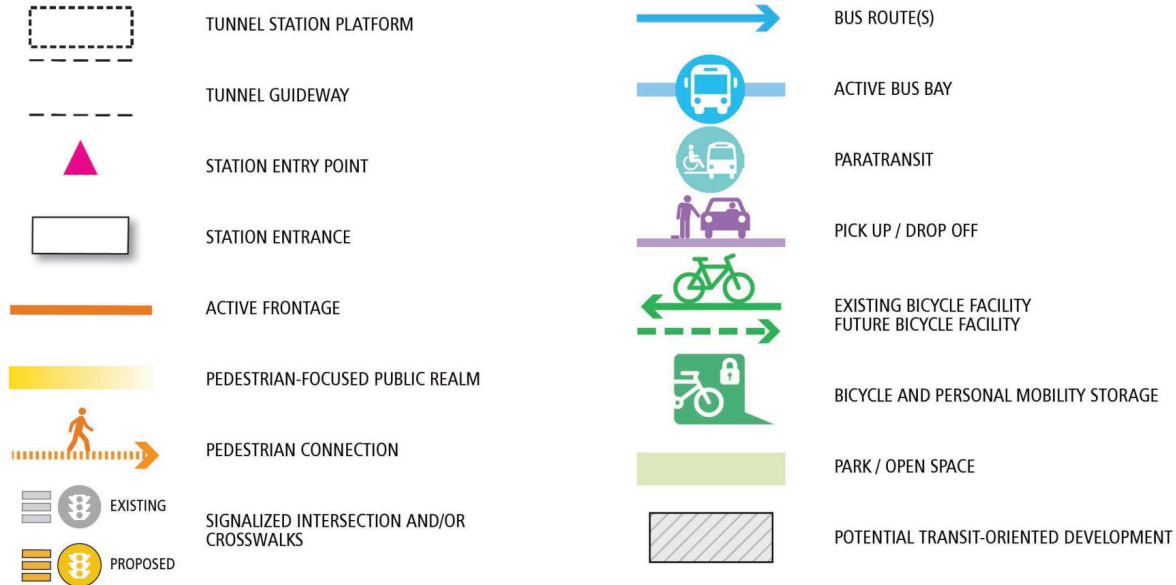


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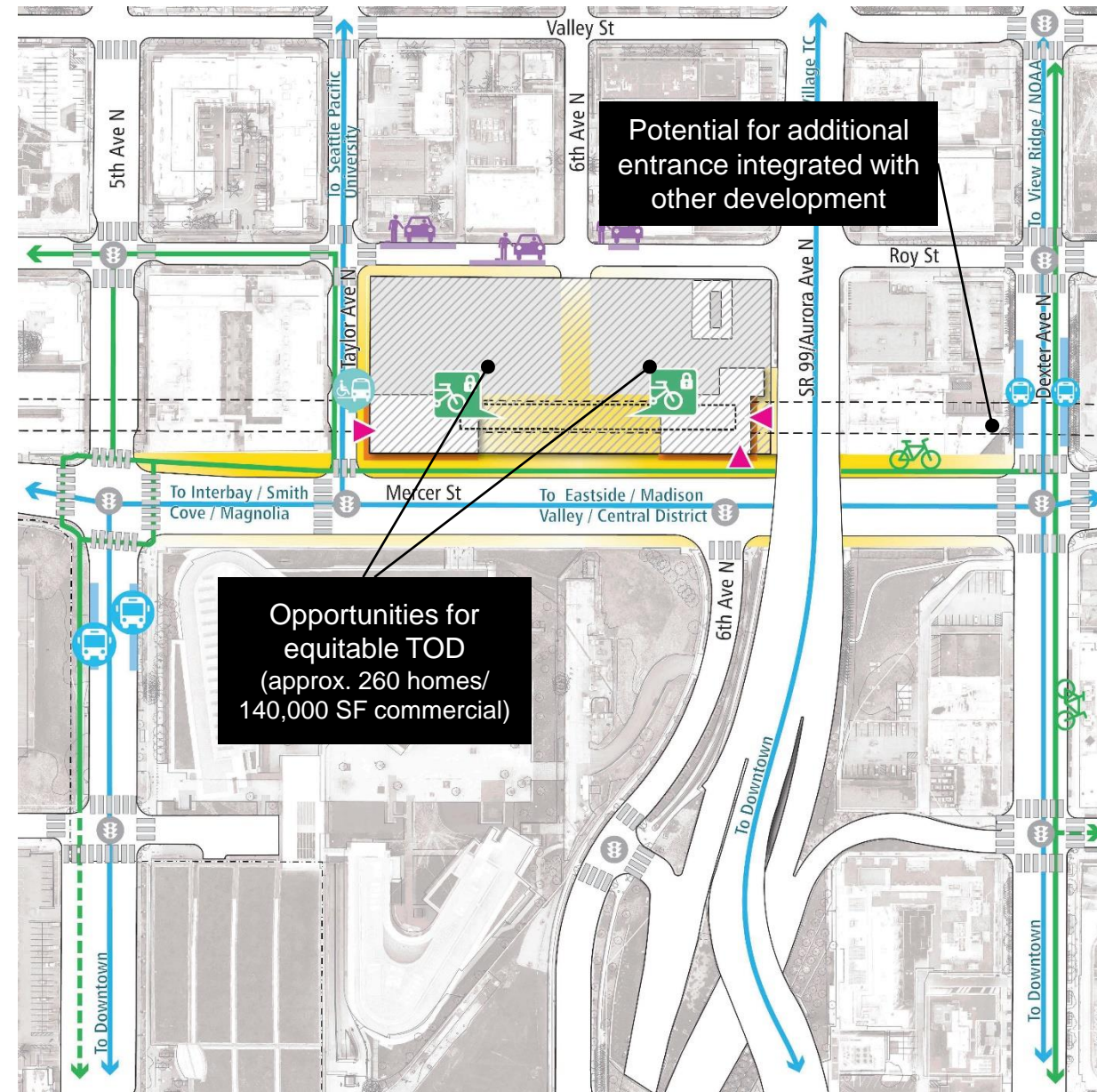




# Tunnel Mercer St Station



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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*

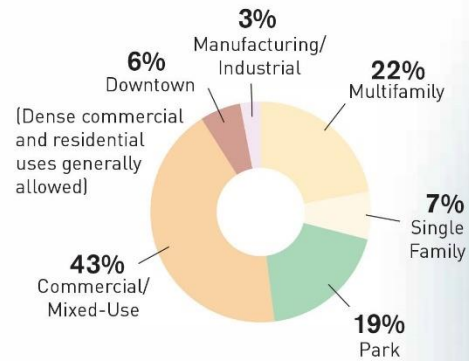
- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- ***Seattle Center Station***
- Next steps and next meeting





- ***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***

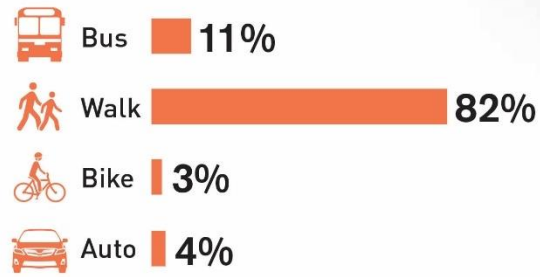
## Existing land use in the station area <sup>(1)</sup>



## 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

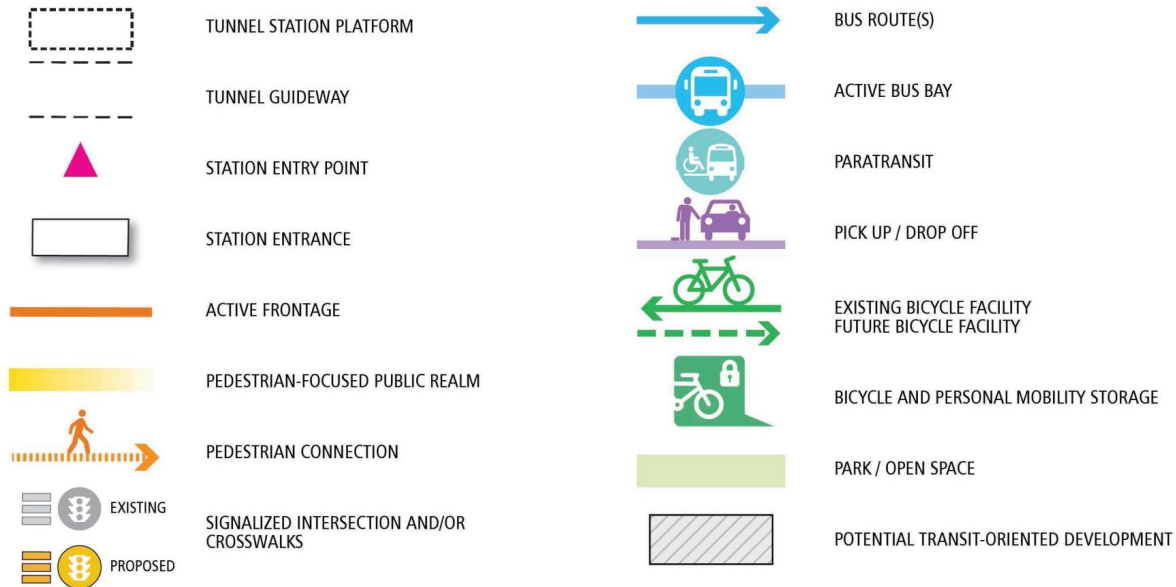


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

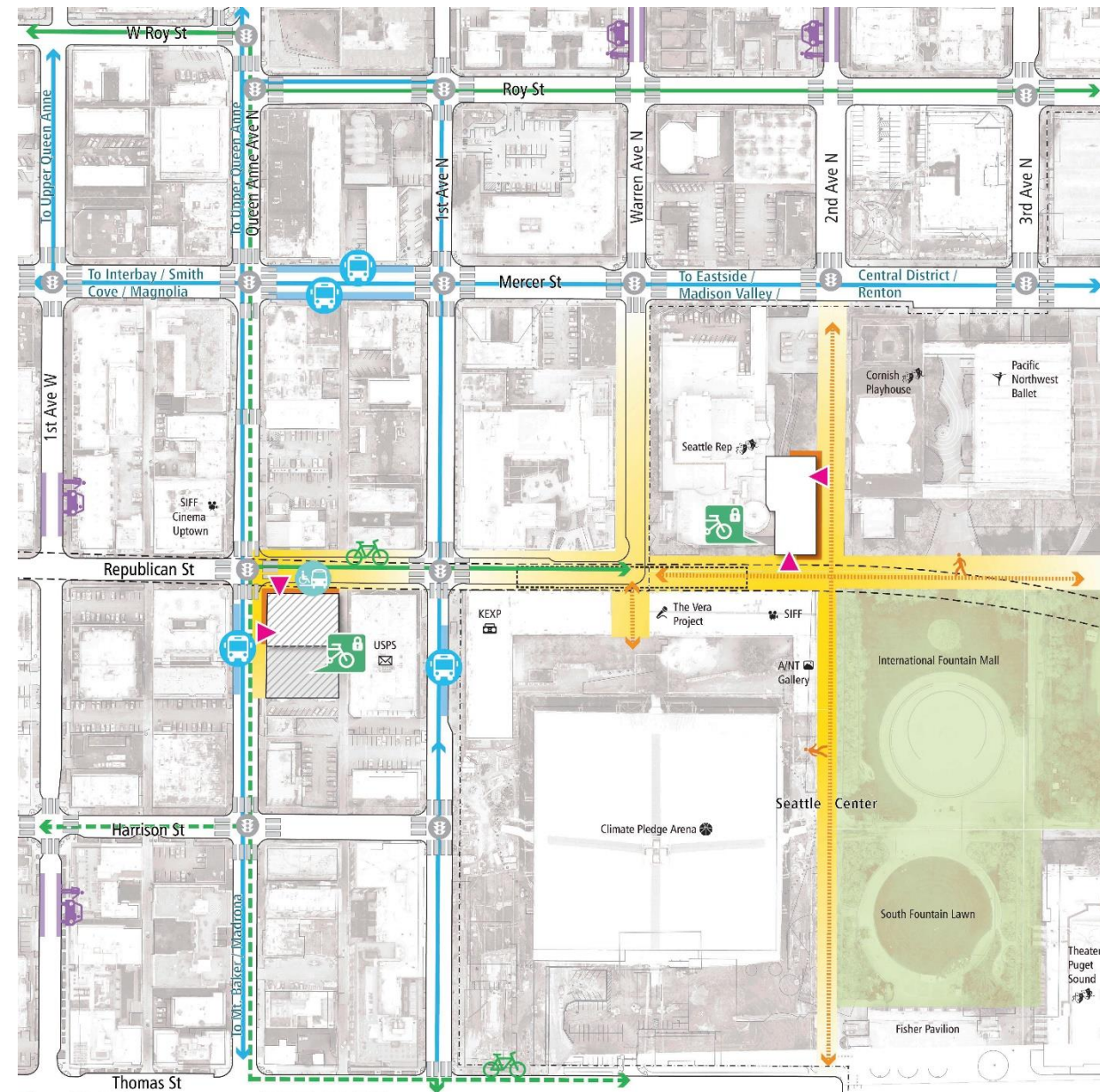
***Preferred alternative***



# Tunnel Republican St Station

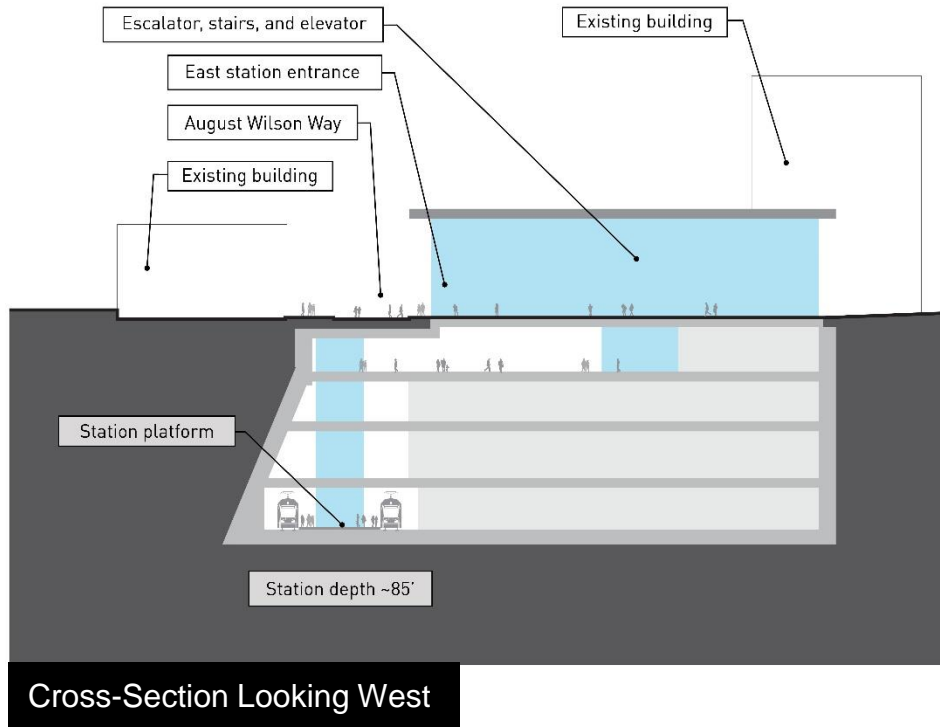


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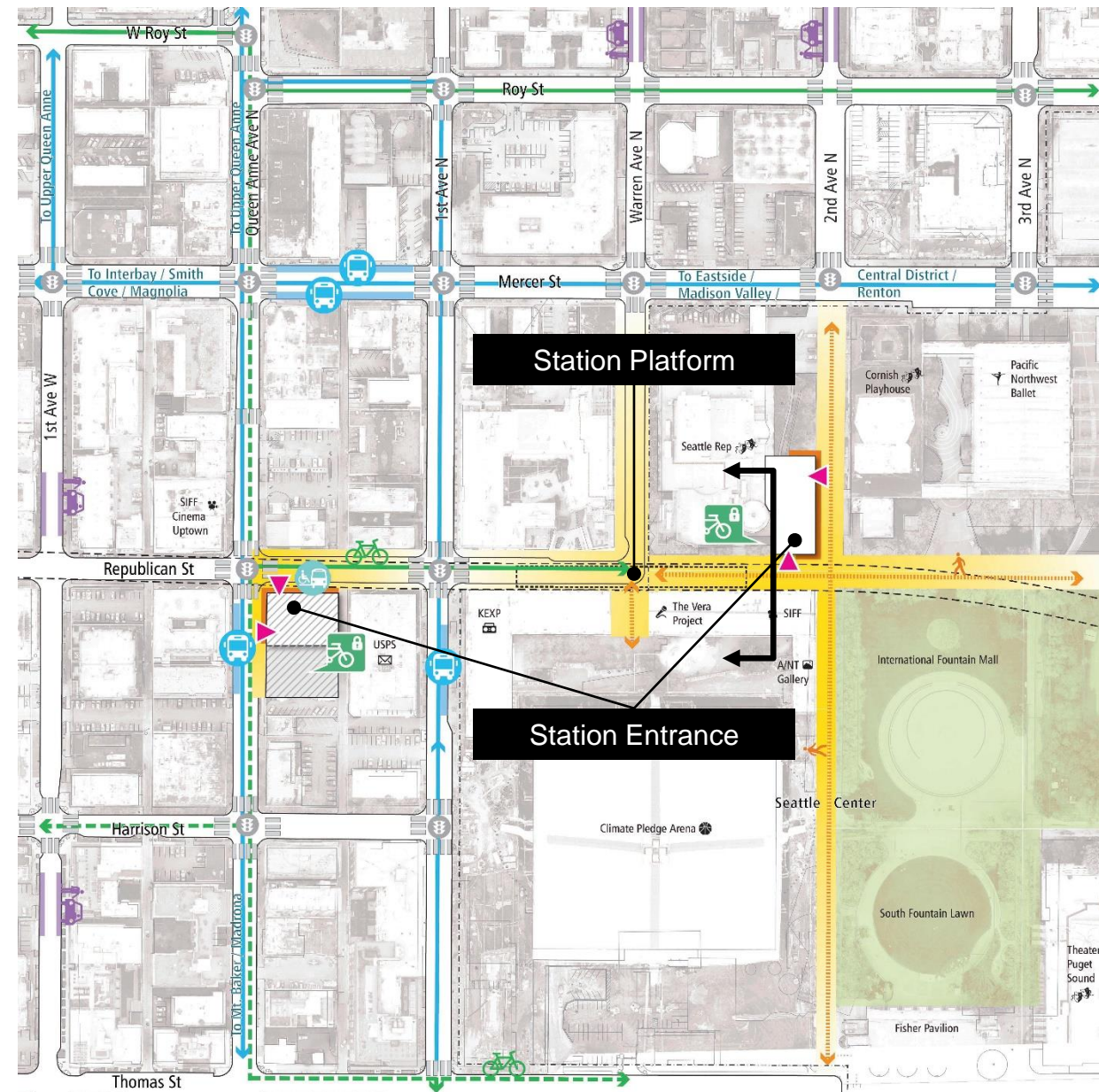




# Tunnel Republican St Station

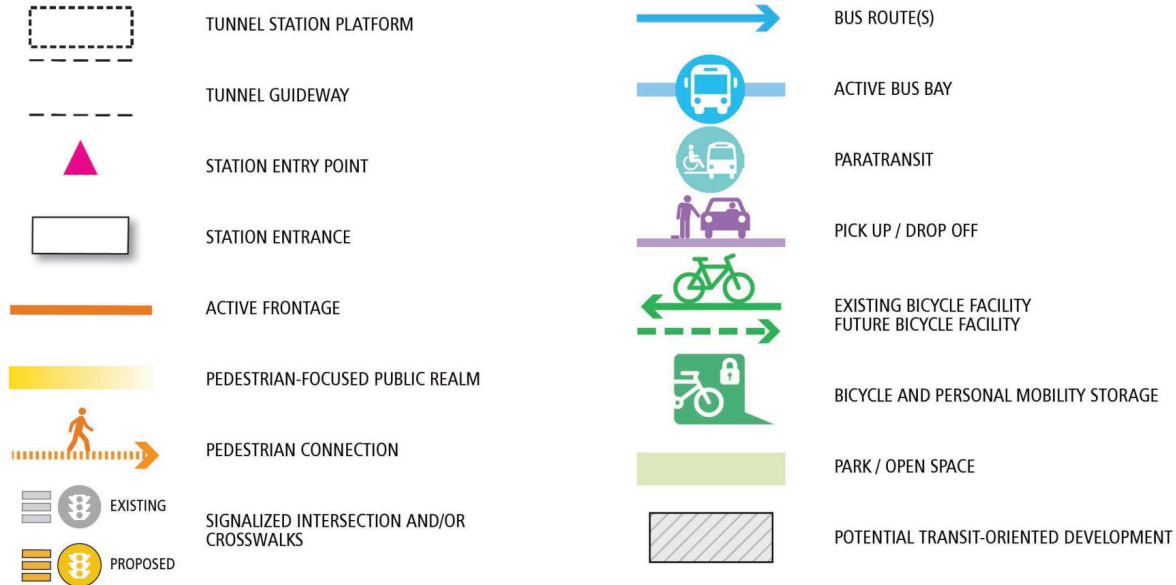


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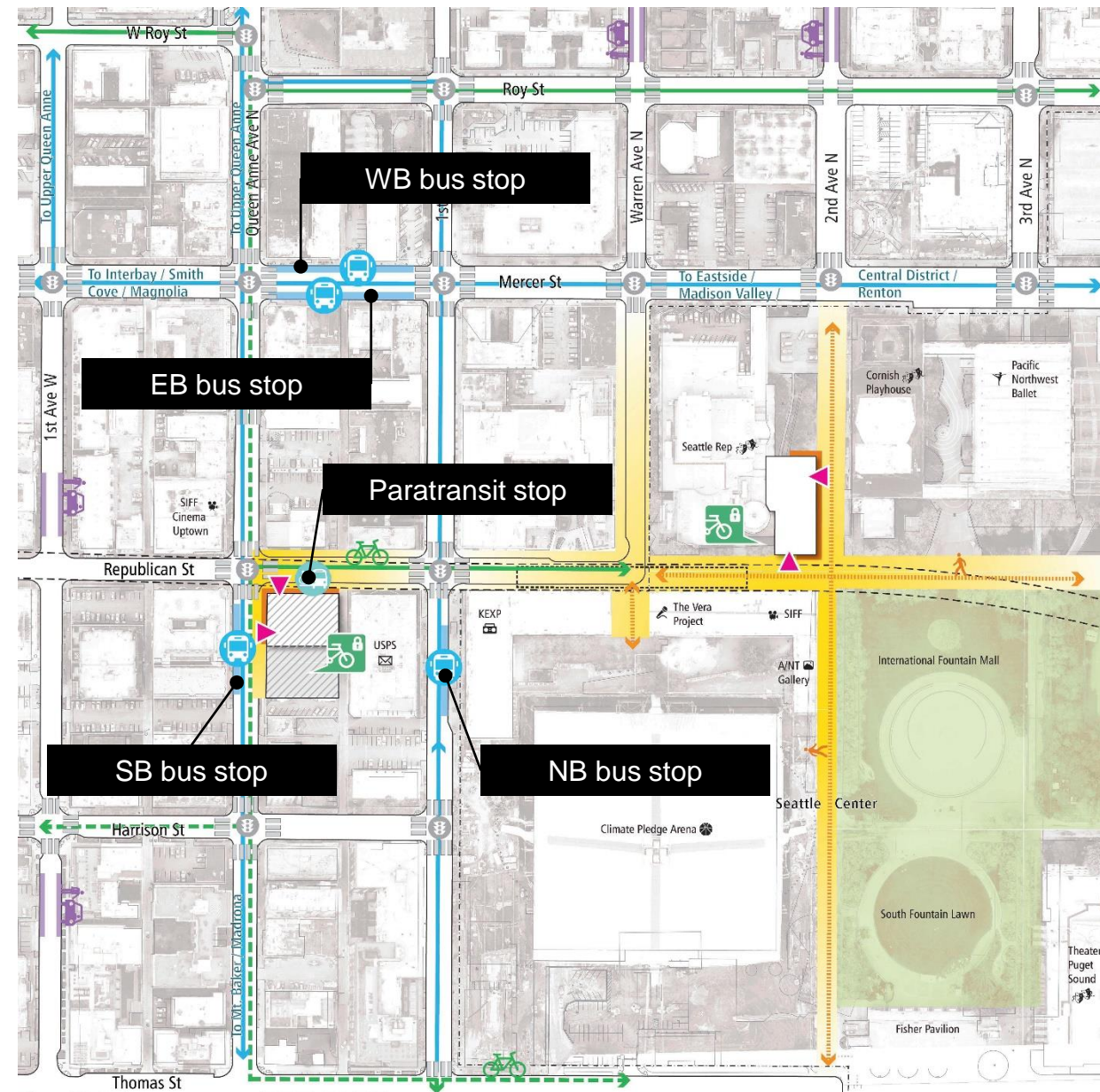




# Tunnel Republican St Station

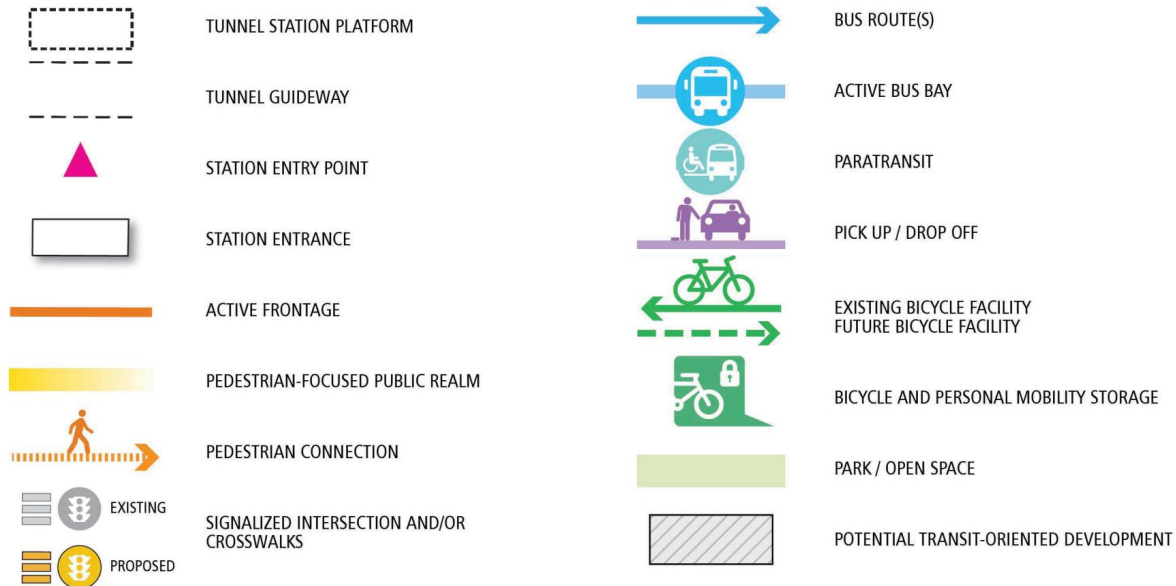


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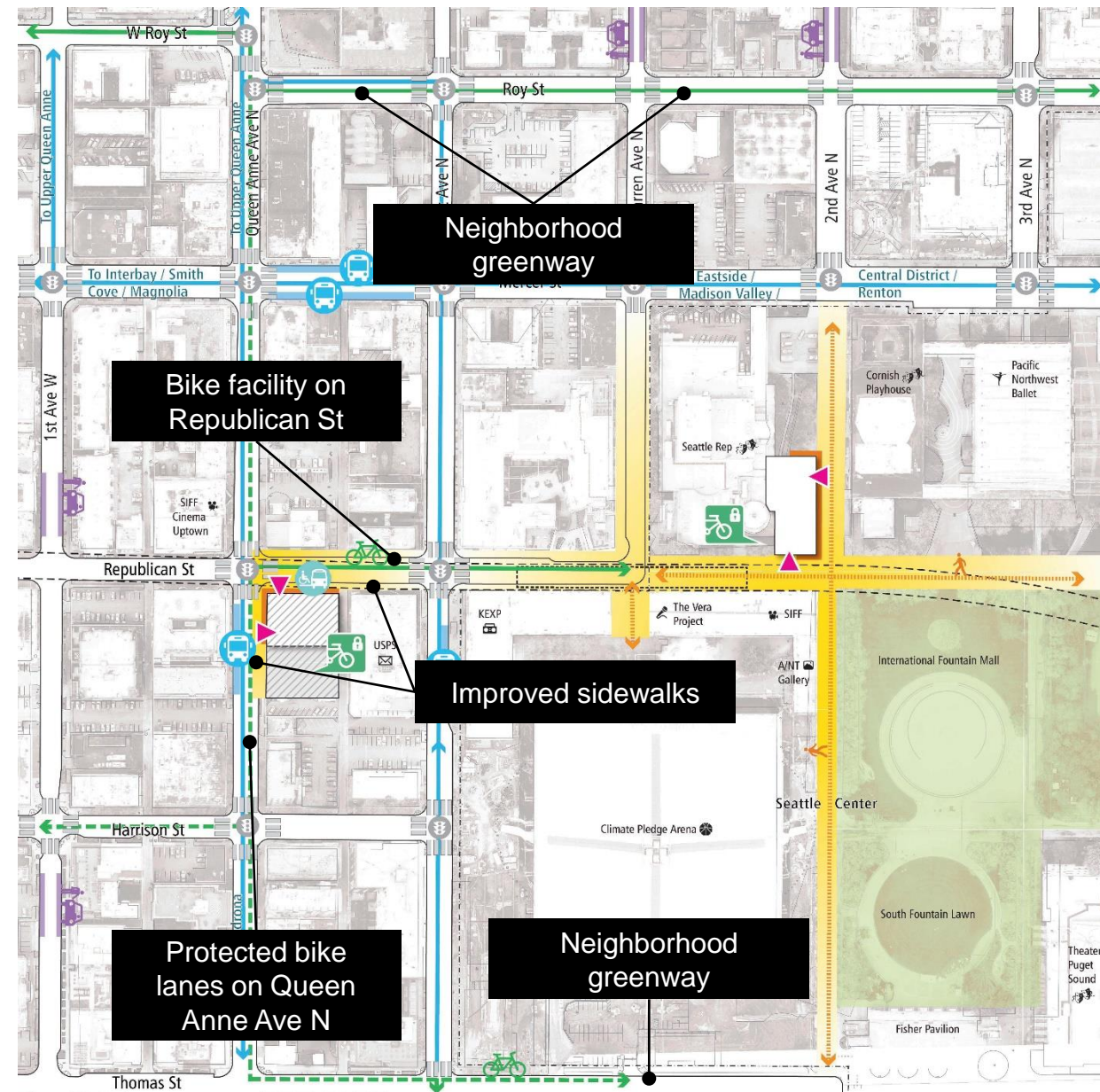




# Tunnel Republican St Station

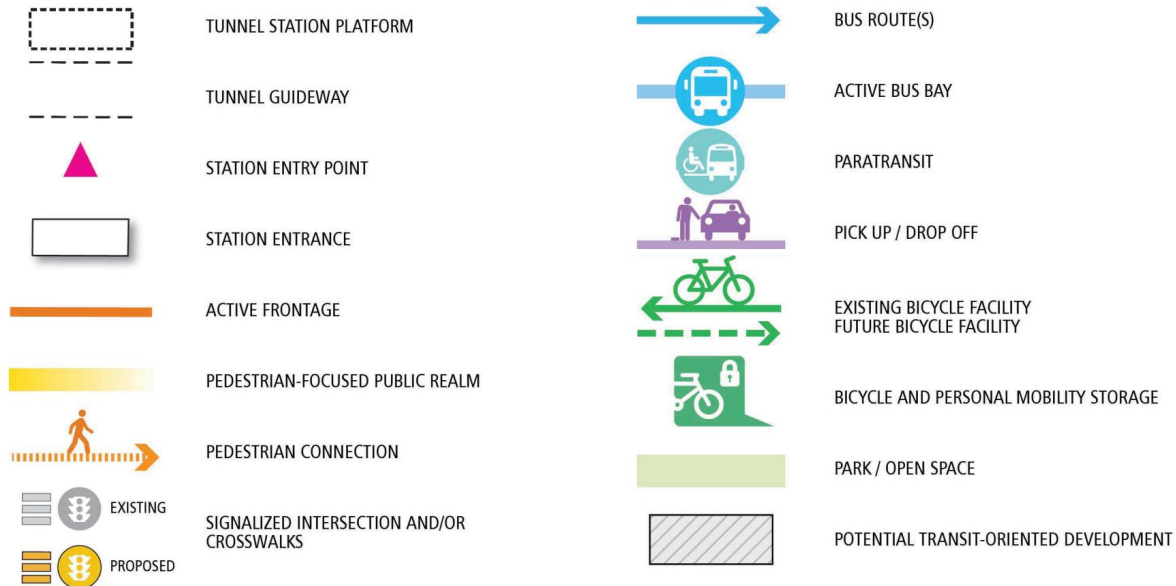


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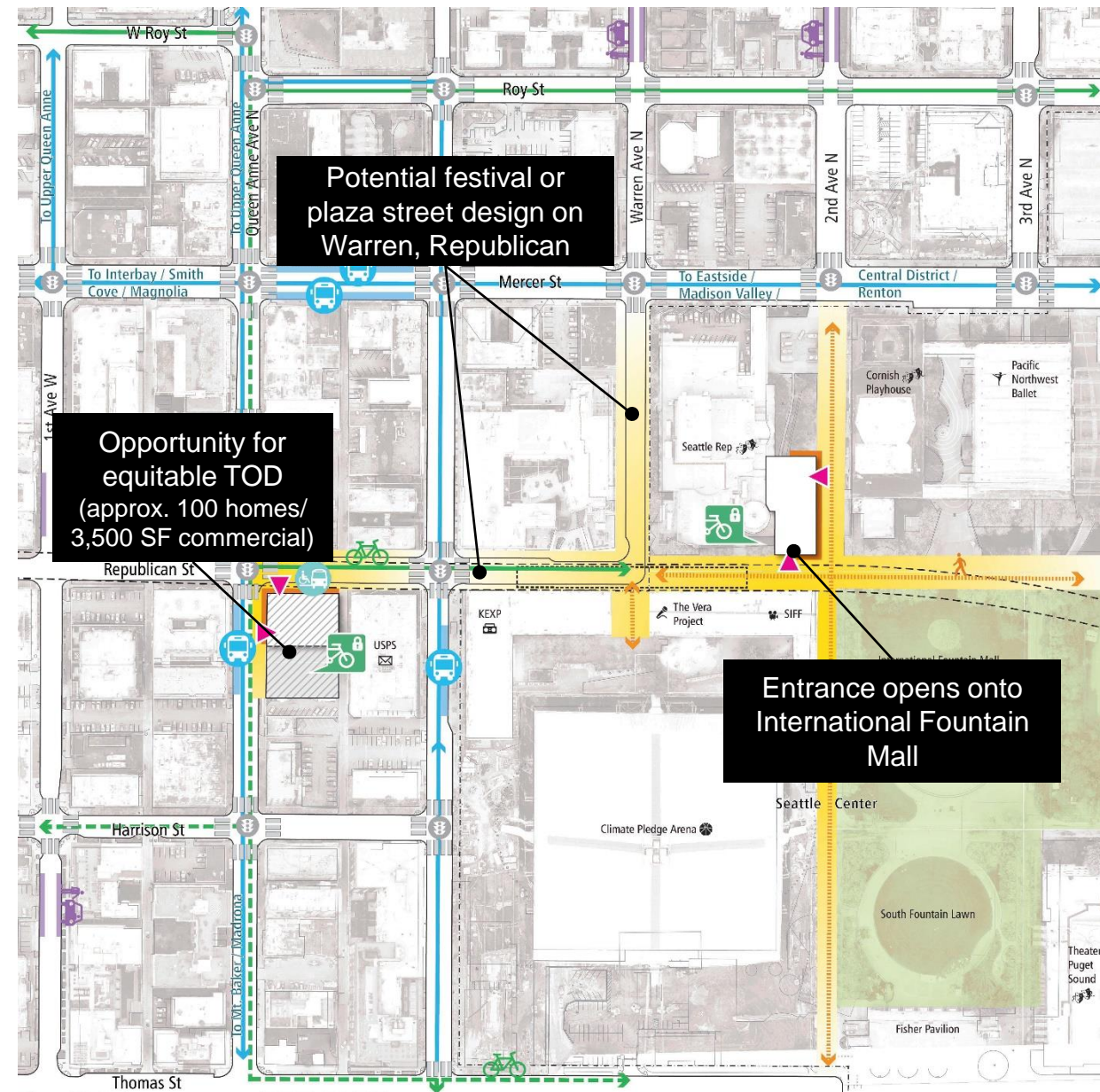




# Tunnel Republican St Station



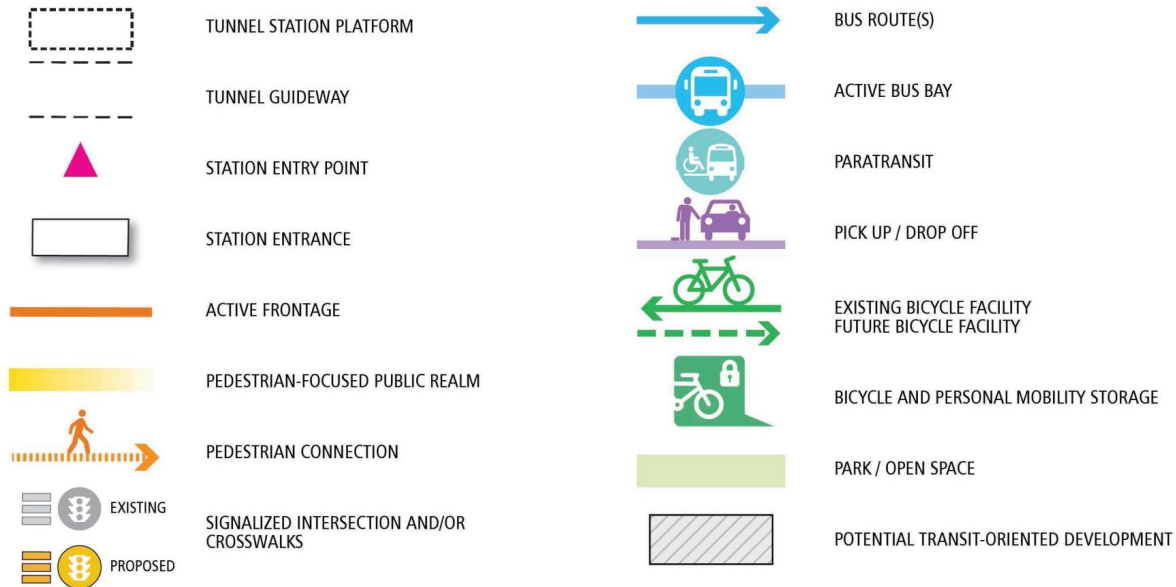
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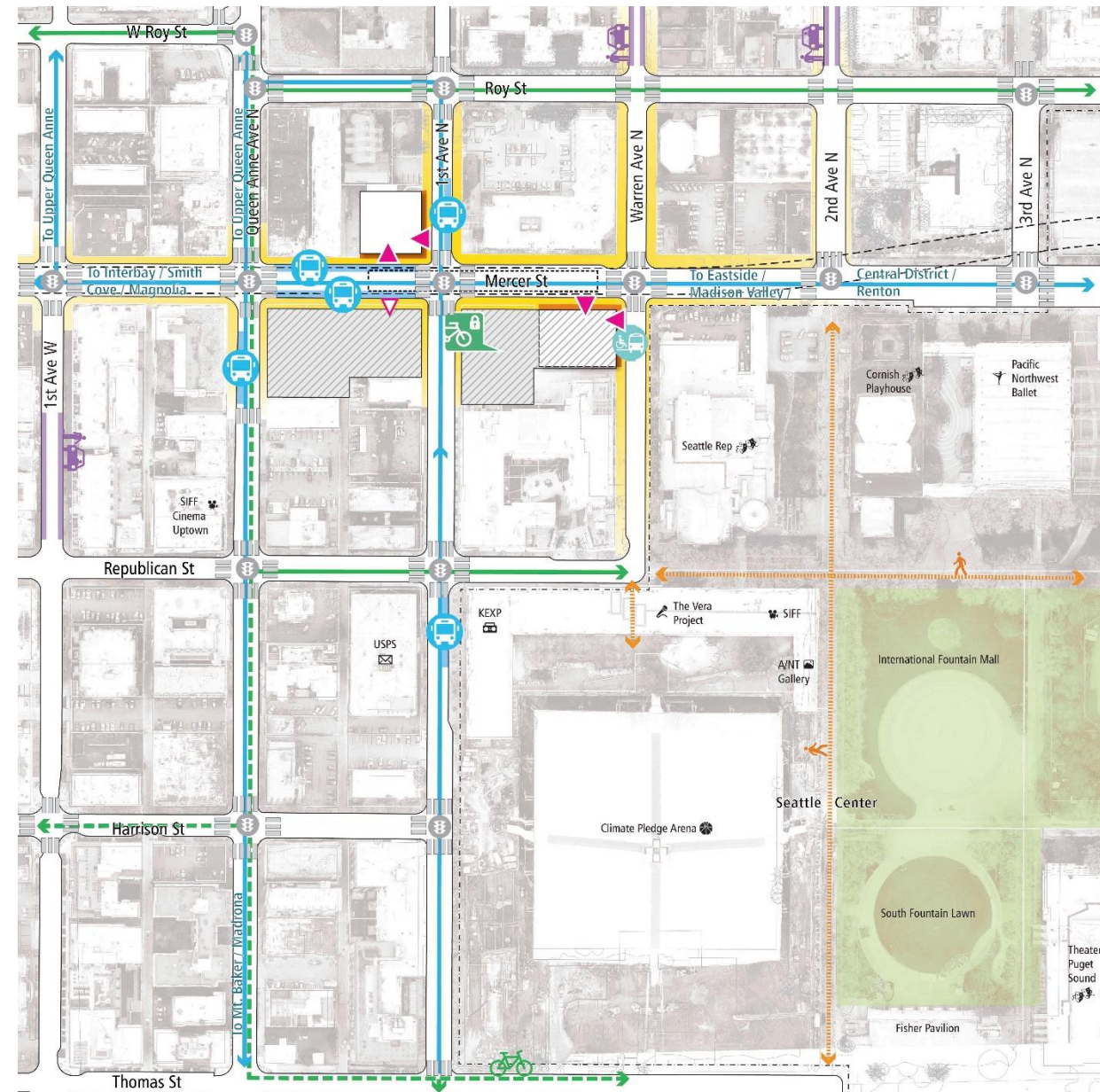
***Other Draft EIS alternative***



# Tunnel Mercer St Station

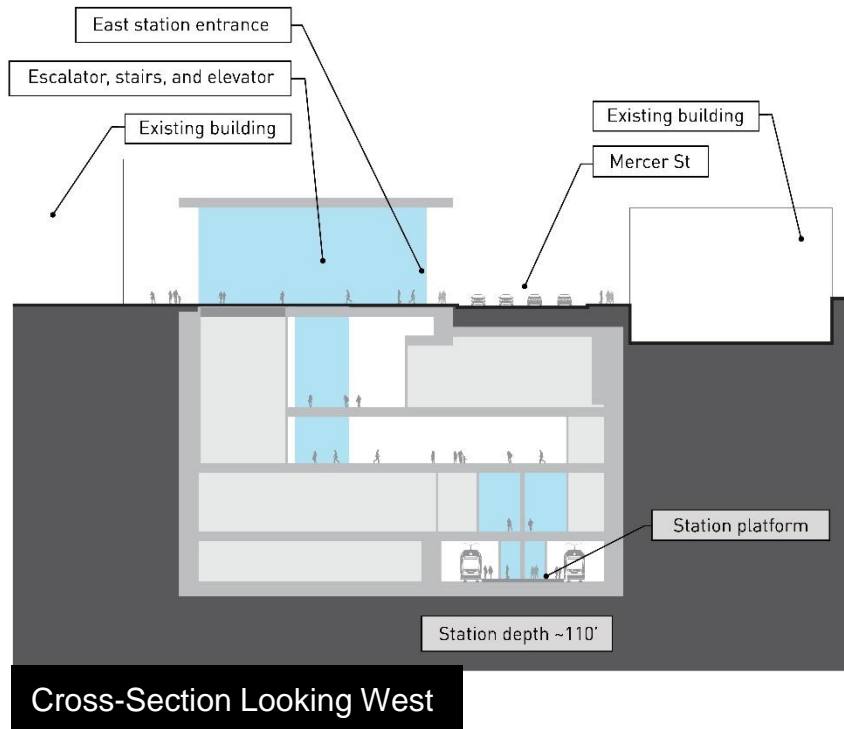


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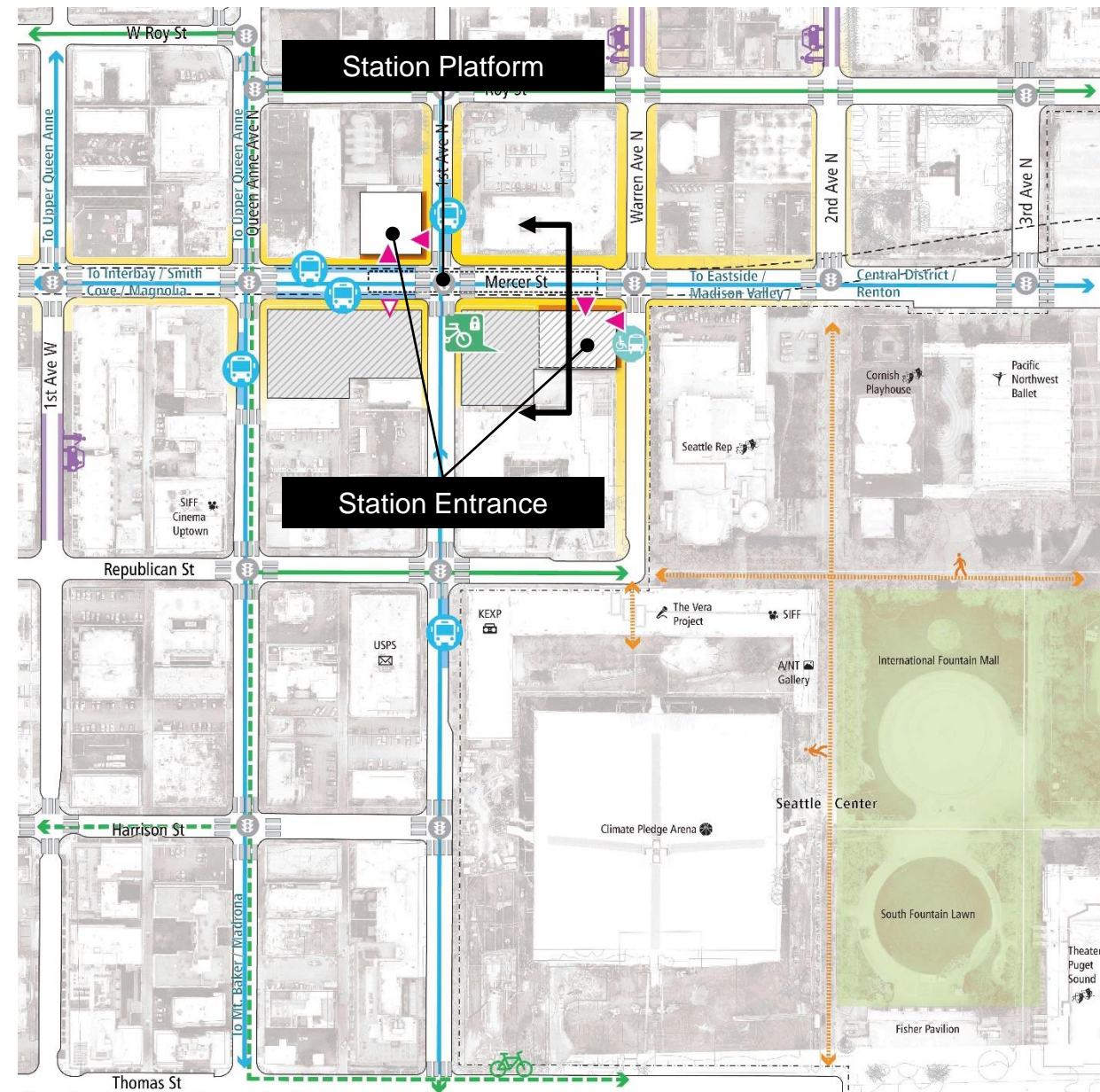




# Tunnel Mercer St Station

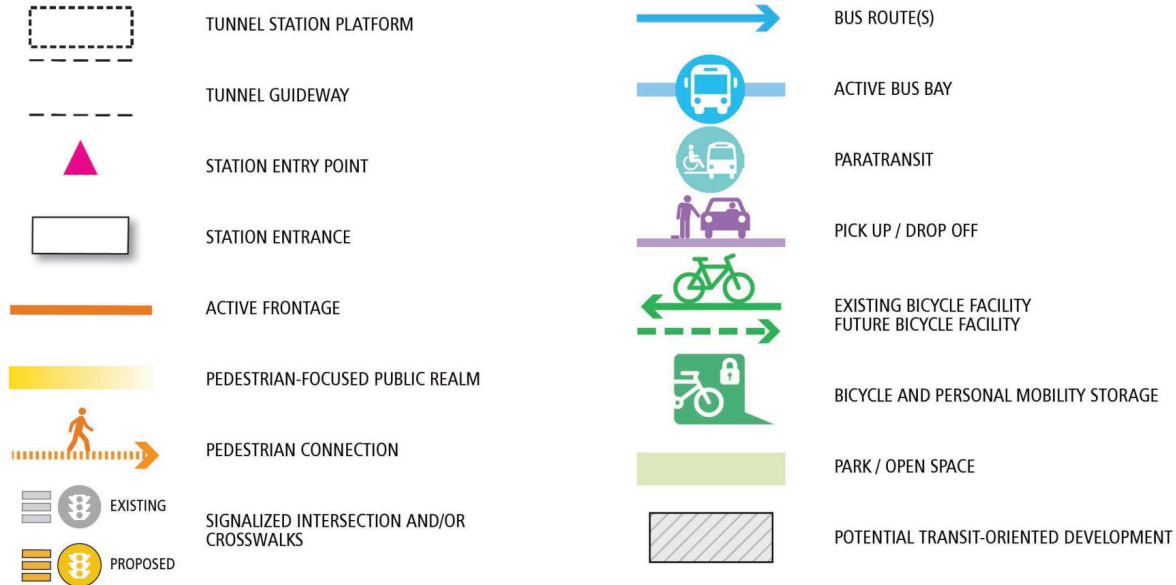


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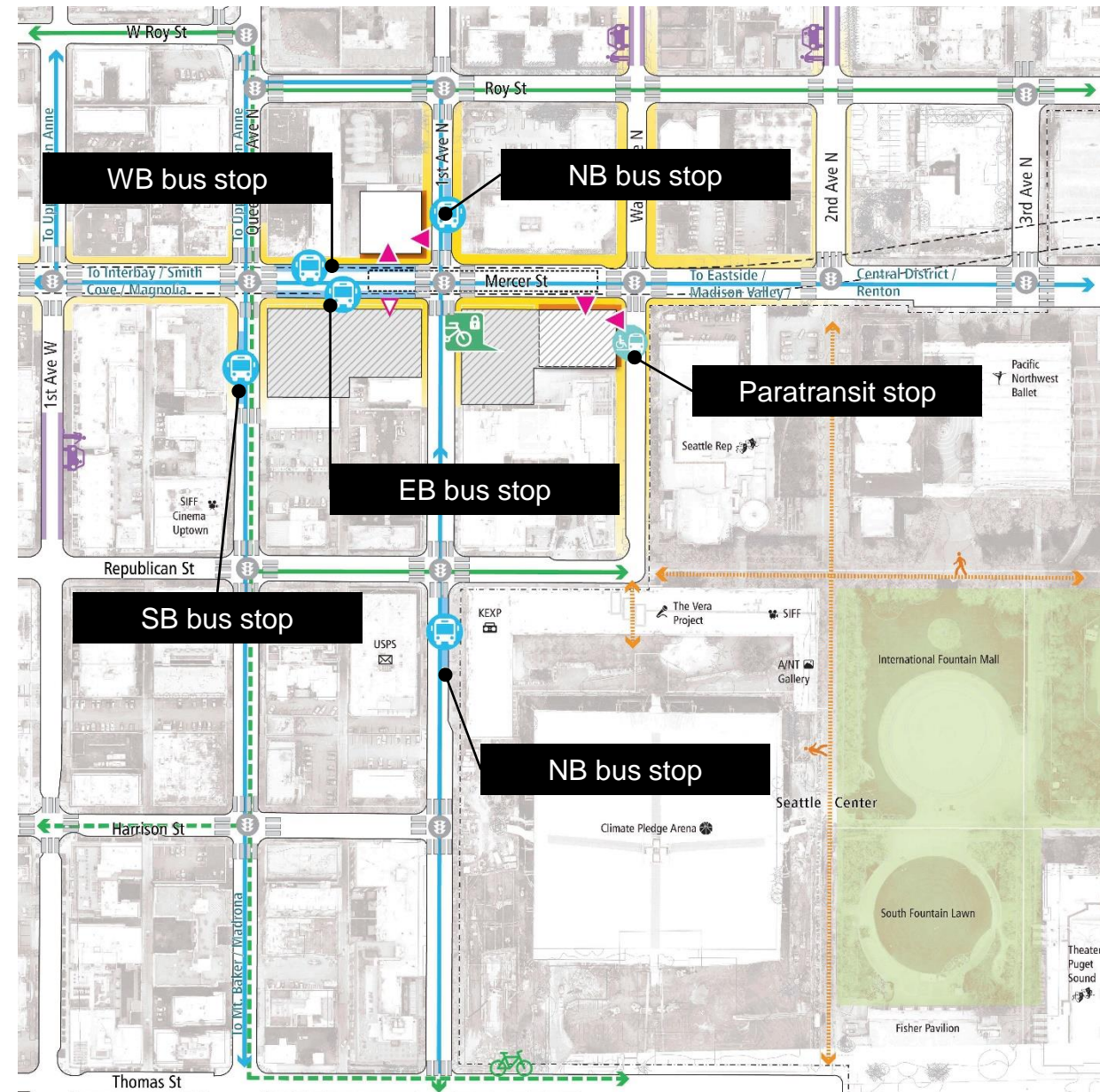




# Tunnel Mercer St Station

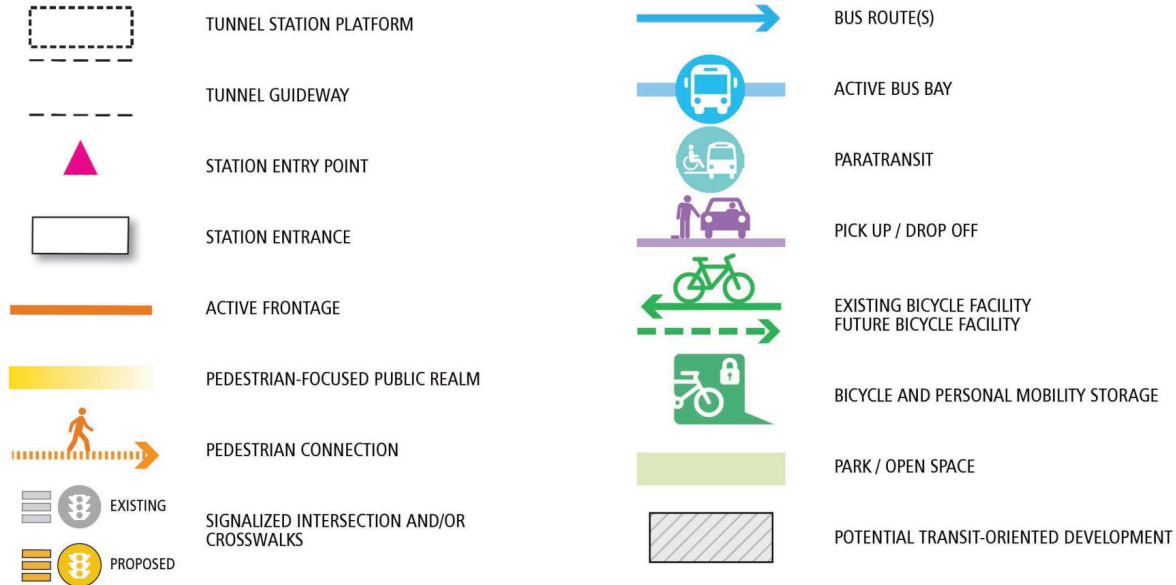


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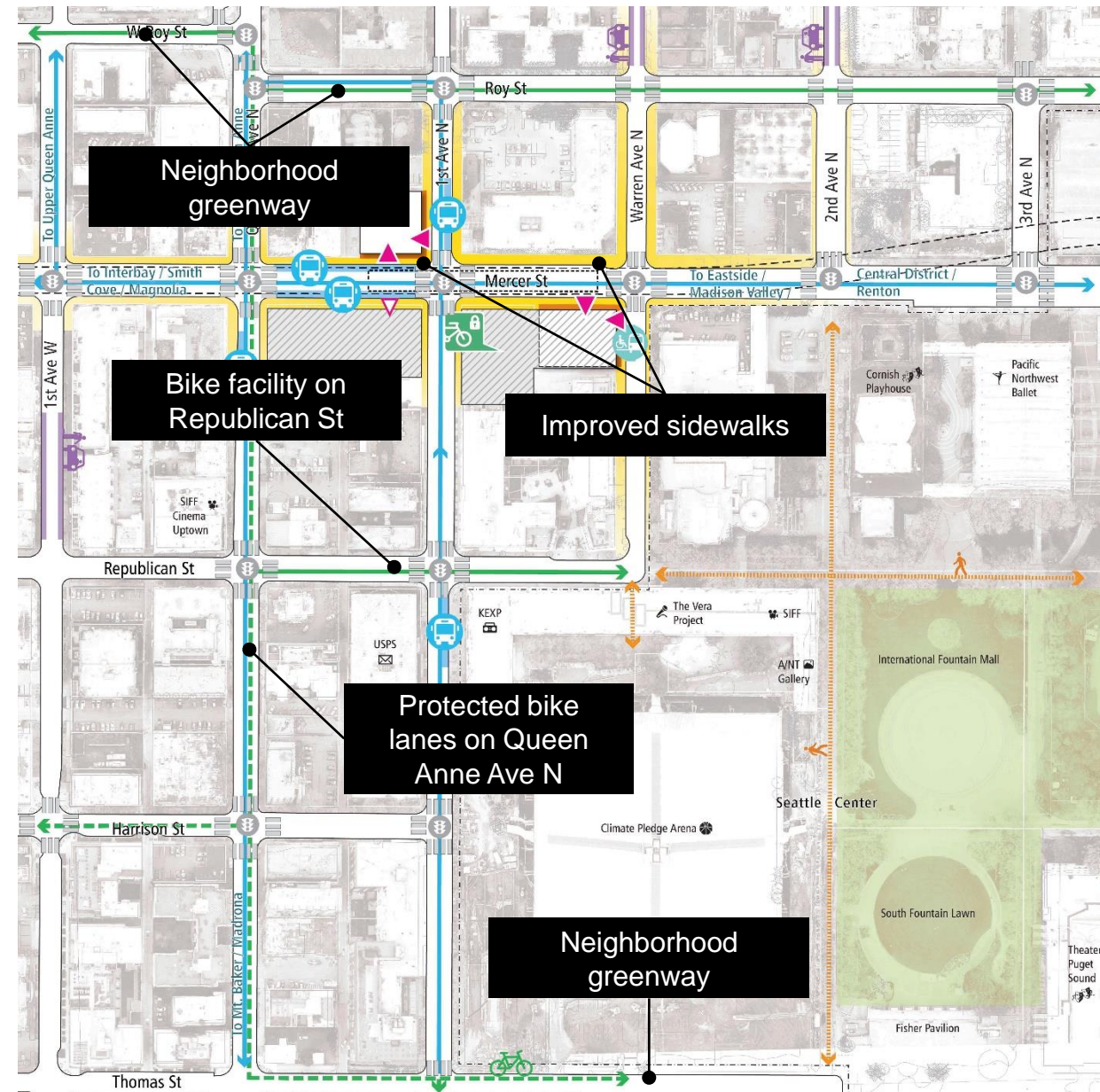




# Tunnel Mercer St Station

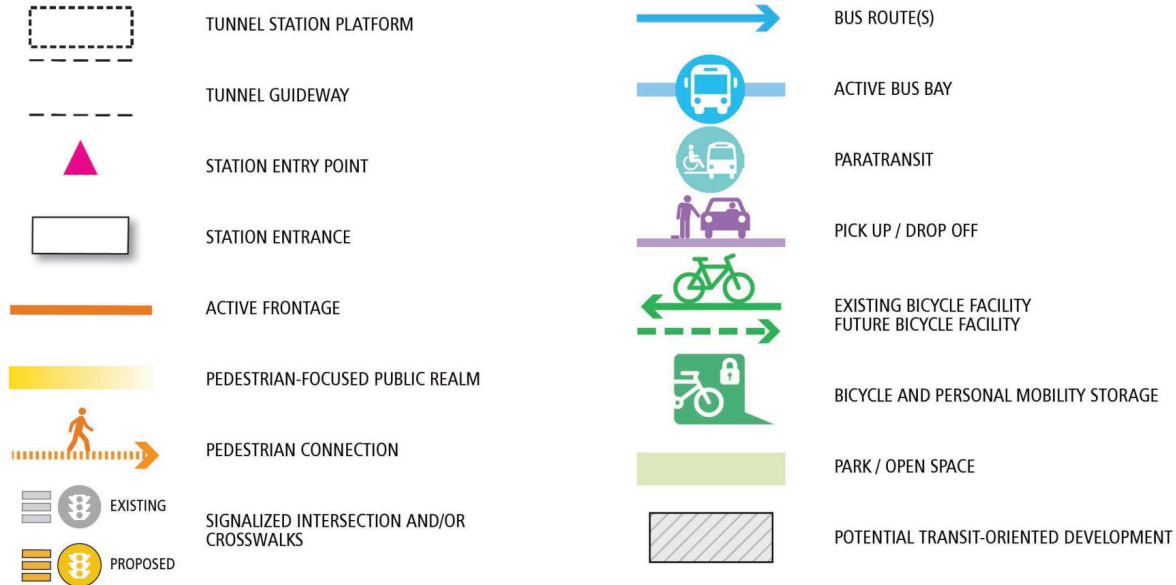


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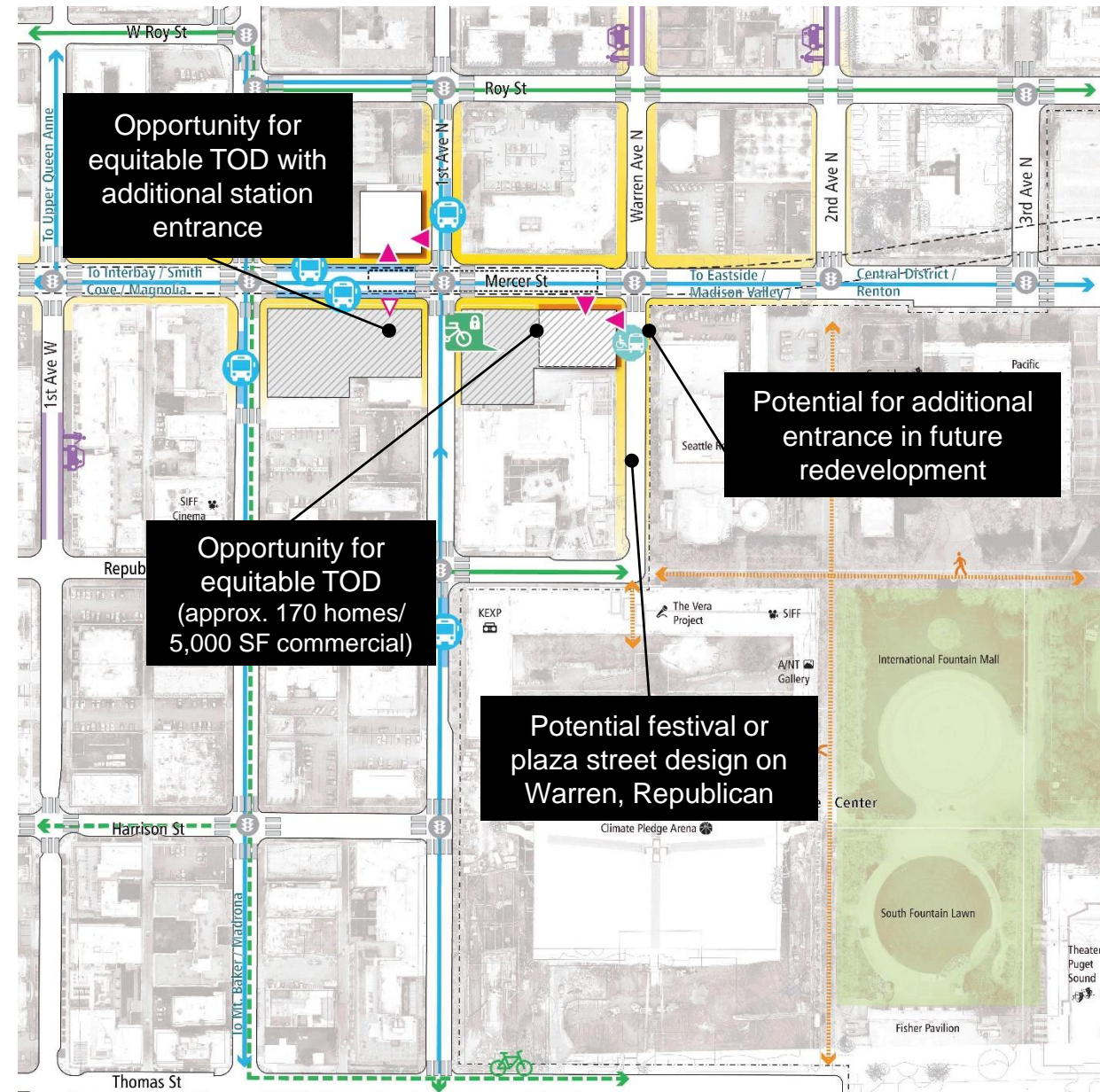




# Tunnel Mercer St Station



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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***

# *Upcoming engagement*



## *Publish Draft EIS*

➤ *Friday, January 28th*







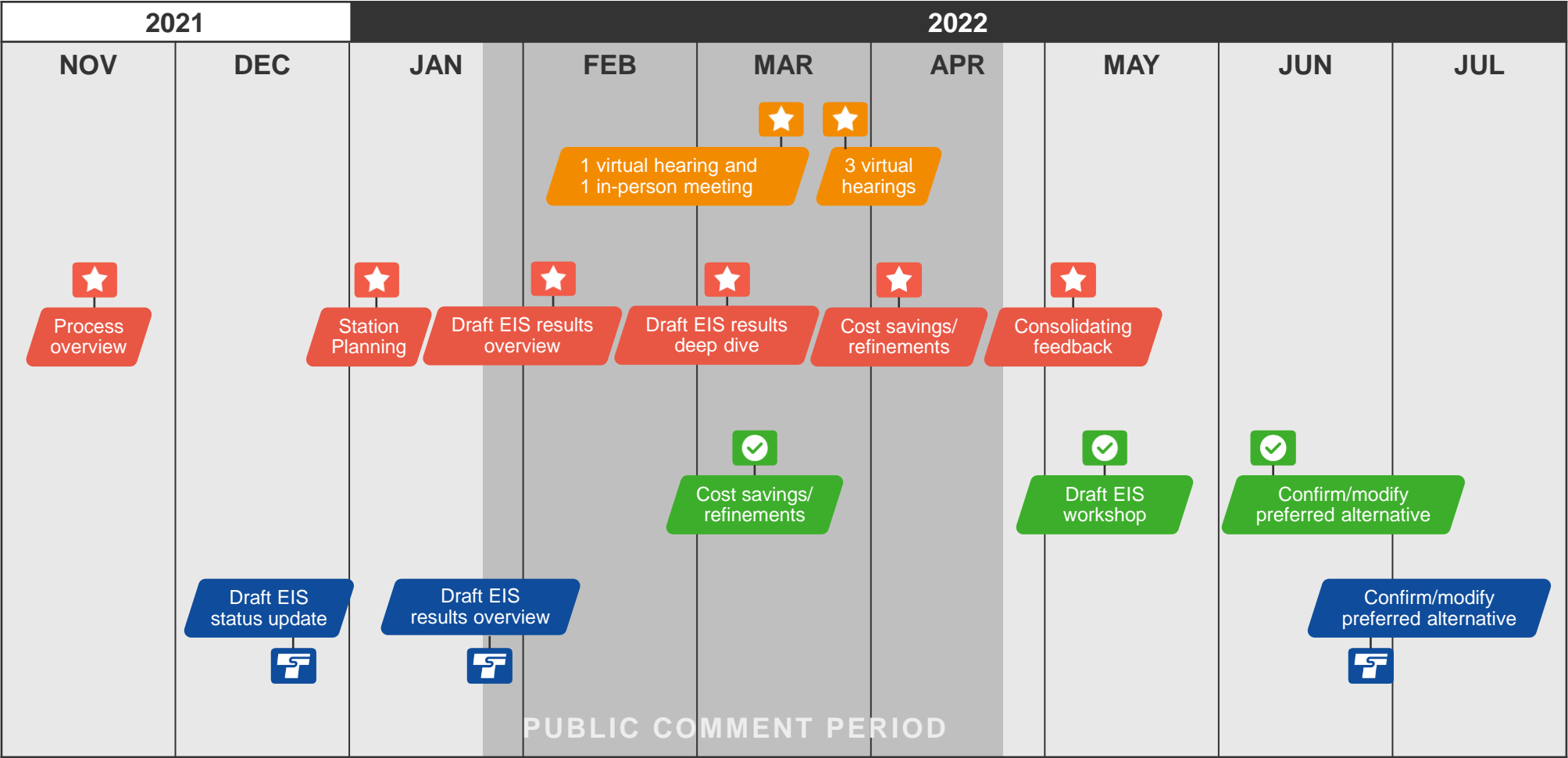
## *Collect public feedback*



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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



# 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***

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



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