

# *West Seattle and Ballard Link Extensions*

*Interbay/Ballard  
Community Advisory Group*

*January 5, 2022*



# *Agenda*

- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- Ballard 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 turn your camera on, 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





  
Mute


  
Stop Video


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Participants


  
Polls

  
Chat

  
Share Screen

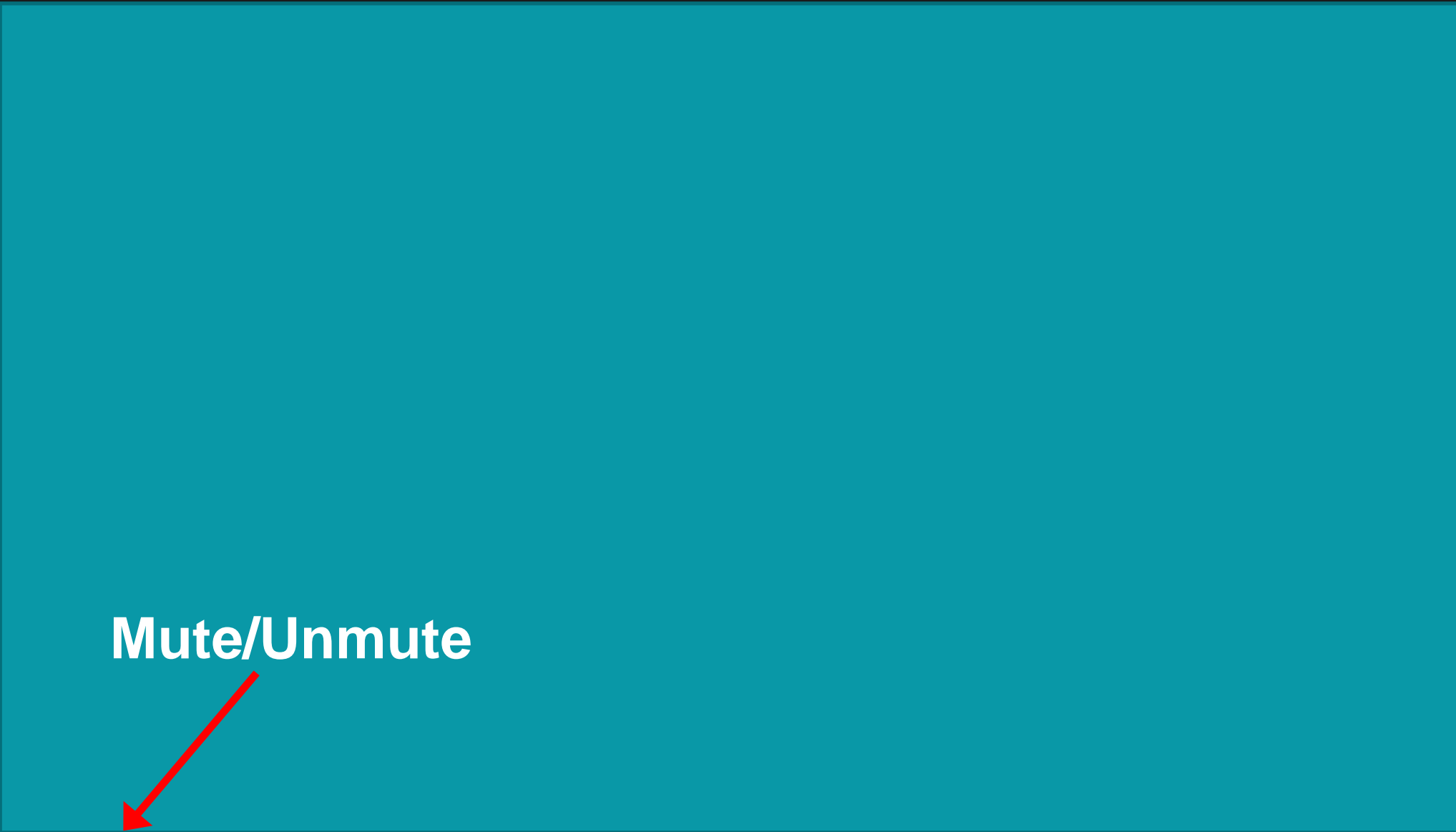
  
Raise Hand

  
Live Transcript

  
More

Leave








SPEAKER


Mute/Unmute





  
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
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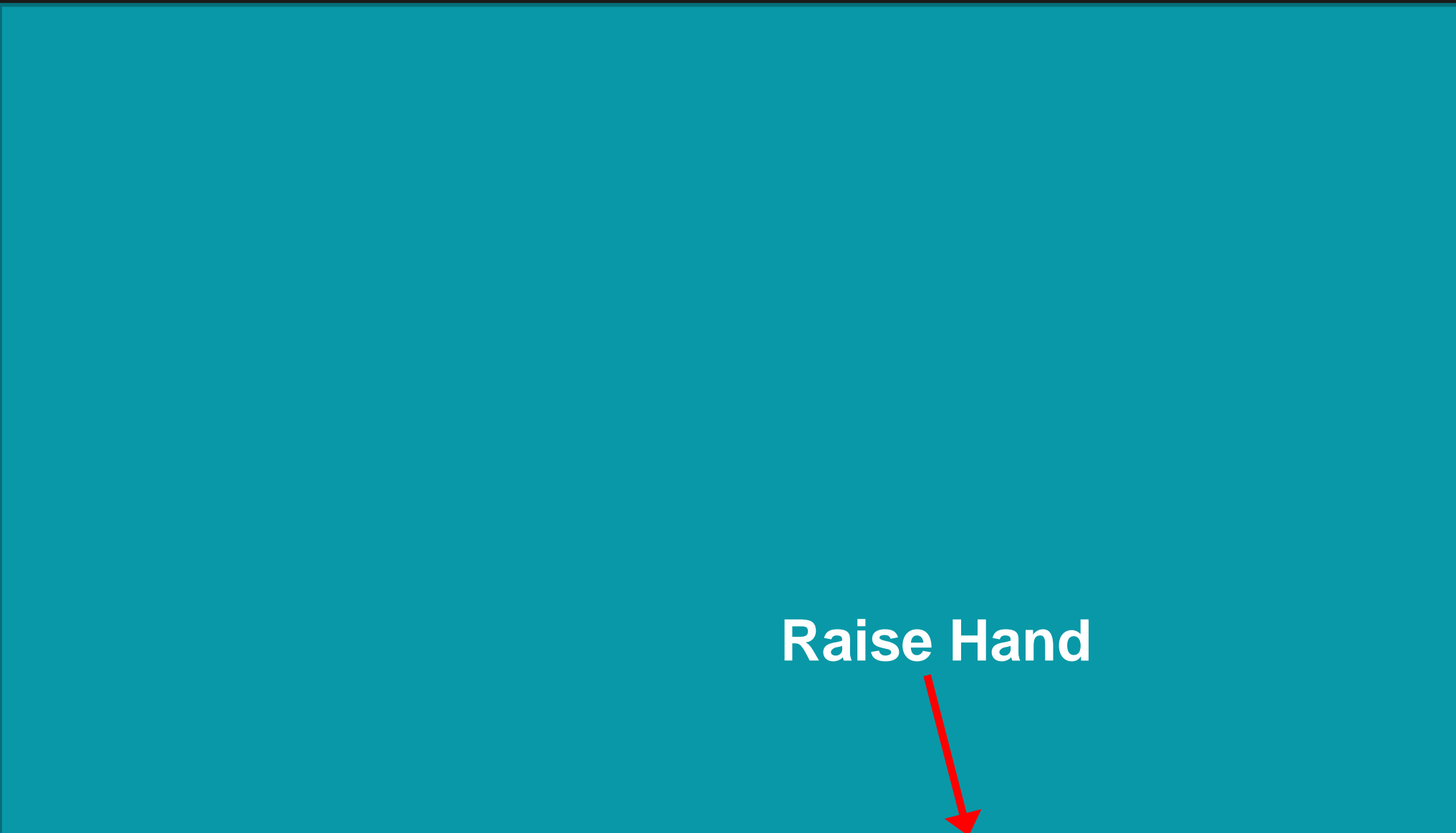
  
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Raise Hand



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Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript



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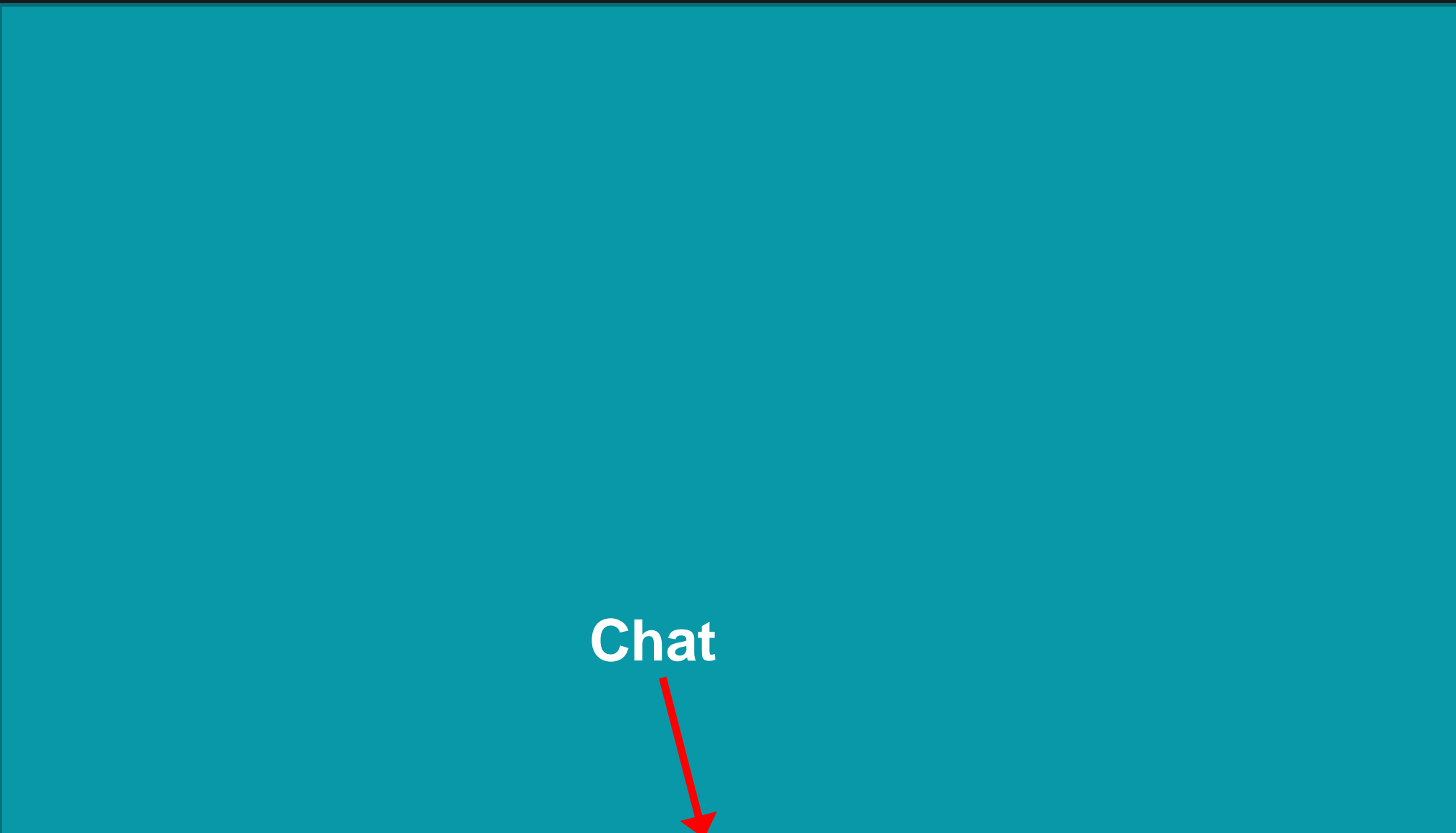
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
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Chat





  
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
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
  
Polls

  
Chat

  
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Raise Hand

  
Live Transcript

  
More

Leave

Closed Caption



Mute Stop Video

Participants 1

Polls

Chat

Share Screen

Raise Hand

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Live Transcript

More

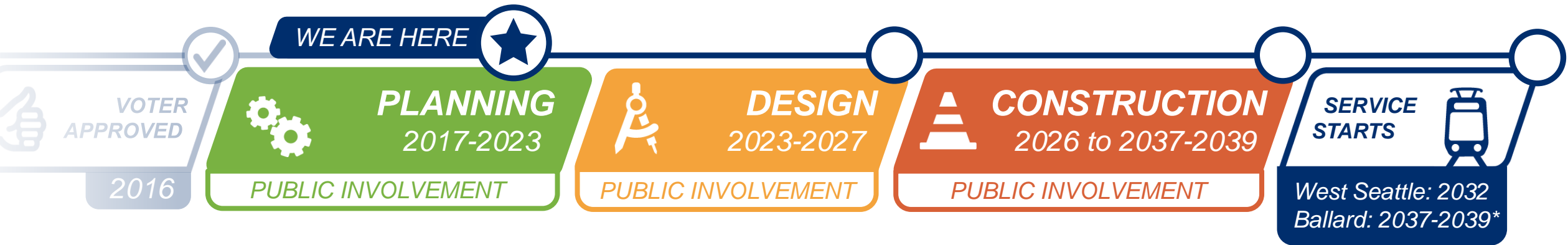
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# West Seattle and Ballard Link Extensions

## Project timeline







ST3  
APPROVED

2016



# PLANNING



DES

**2017–2019**

## Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



**2019–2023**

## Environmental review

### Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

### 2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

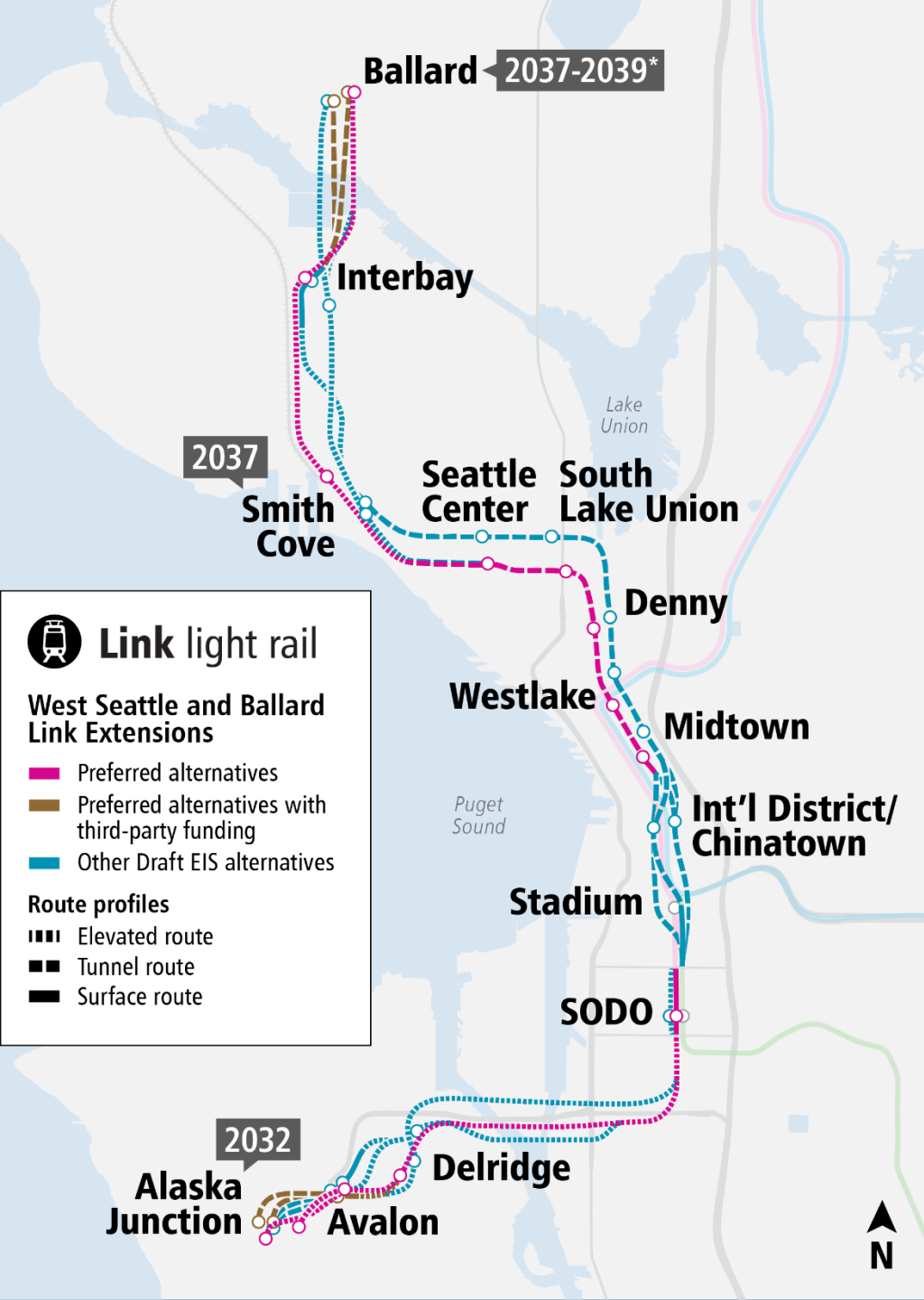
*PUBLIC INVOLVEMENT*

# Draft EIS alternatives

## What we're studying in this phase

-  Preferred Alternatives
-  Preferred Alternatives with Third-Party Funding
-  Other Draft EIS alternatives

\*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



# Community Advisory Groups

***Build understanding and common ground*** around key project decisions.





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

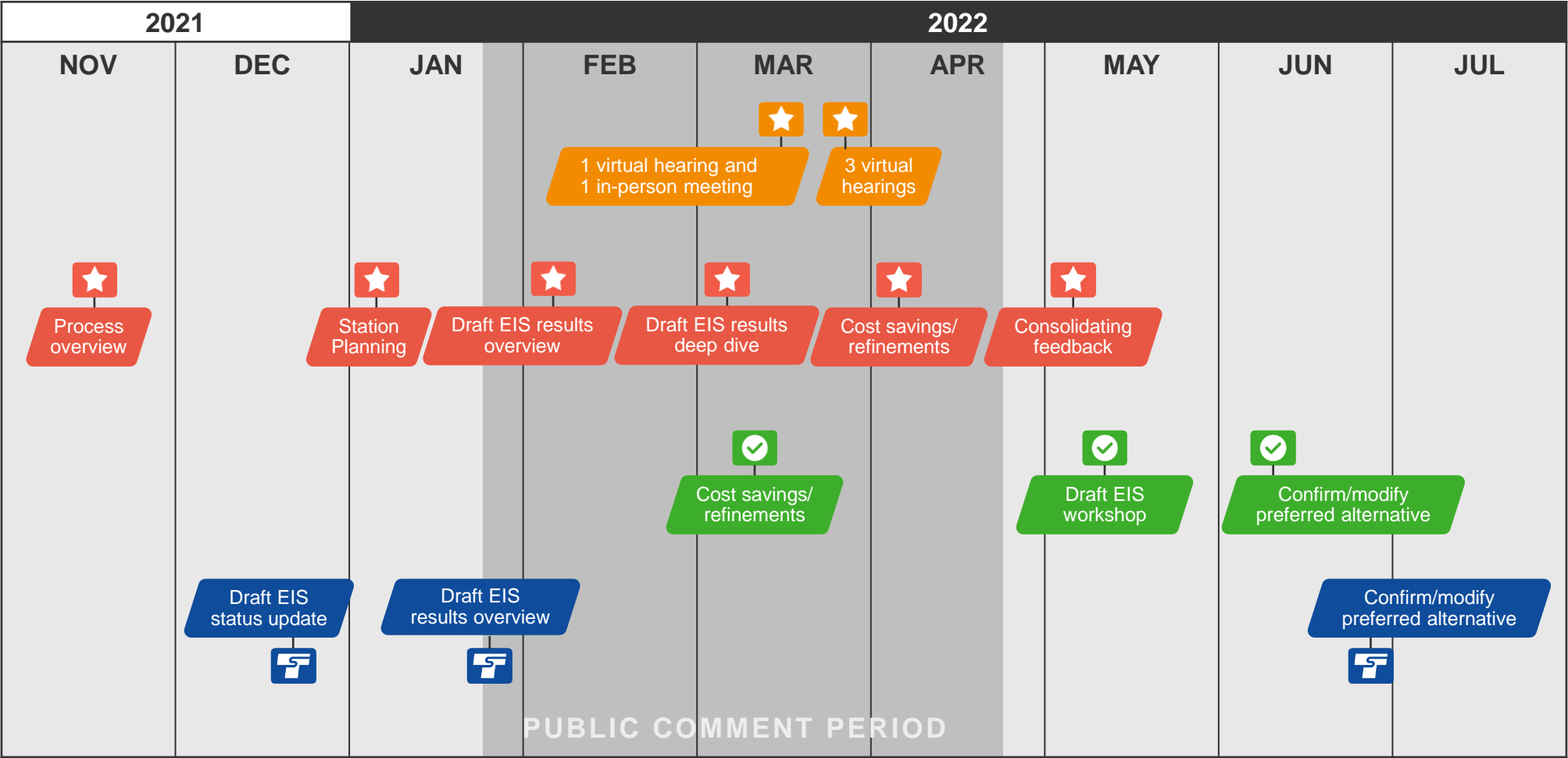
***Share feedback*** with the Sound Transit Board before they confirm or modify the preferred alternative.



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

-  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.



# ***Interbay/Ballard CAG members***

Chelsea Reinschmidt

Erick Cruz

G.H. "Hobie" Stebbins

Haley Keller

Hannah Tang

Janis Traven

Jason Bennett

Jennifer Chen

Jerry Wong

Larry Yok

Lorenzo Canales

Mike Stewart

Nathan Dickey

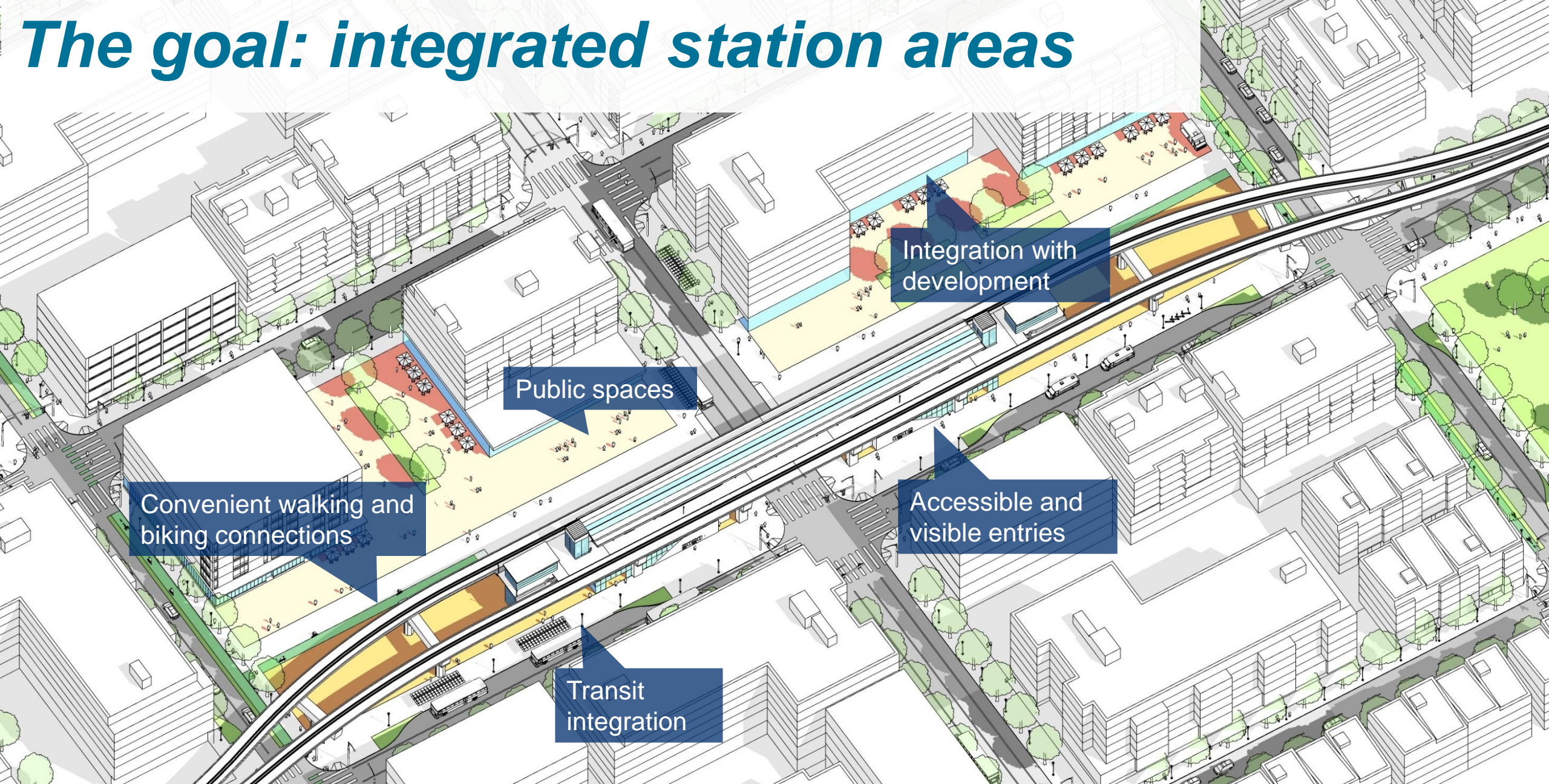
Warren Aakervik

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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

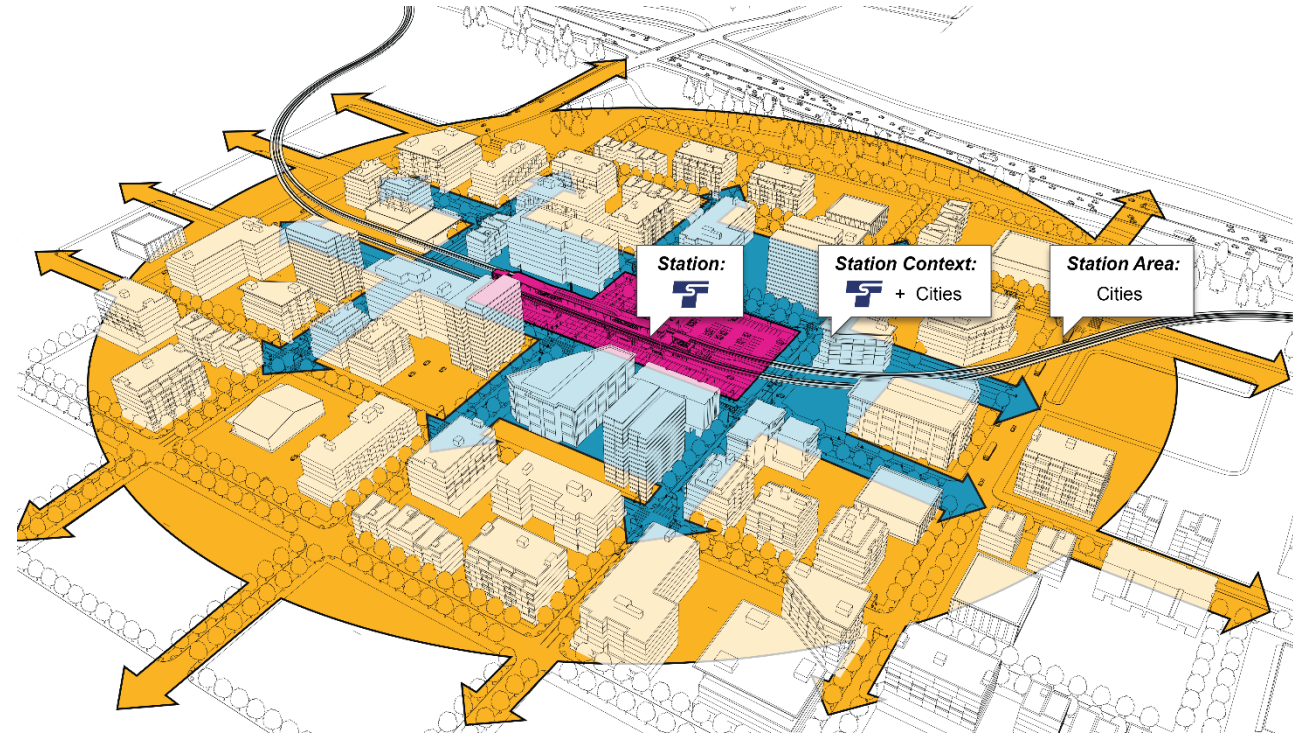


# ***Racial Equity Toolkit (RET): Outcomes***

- 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”

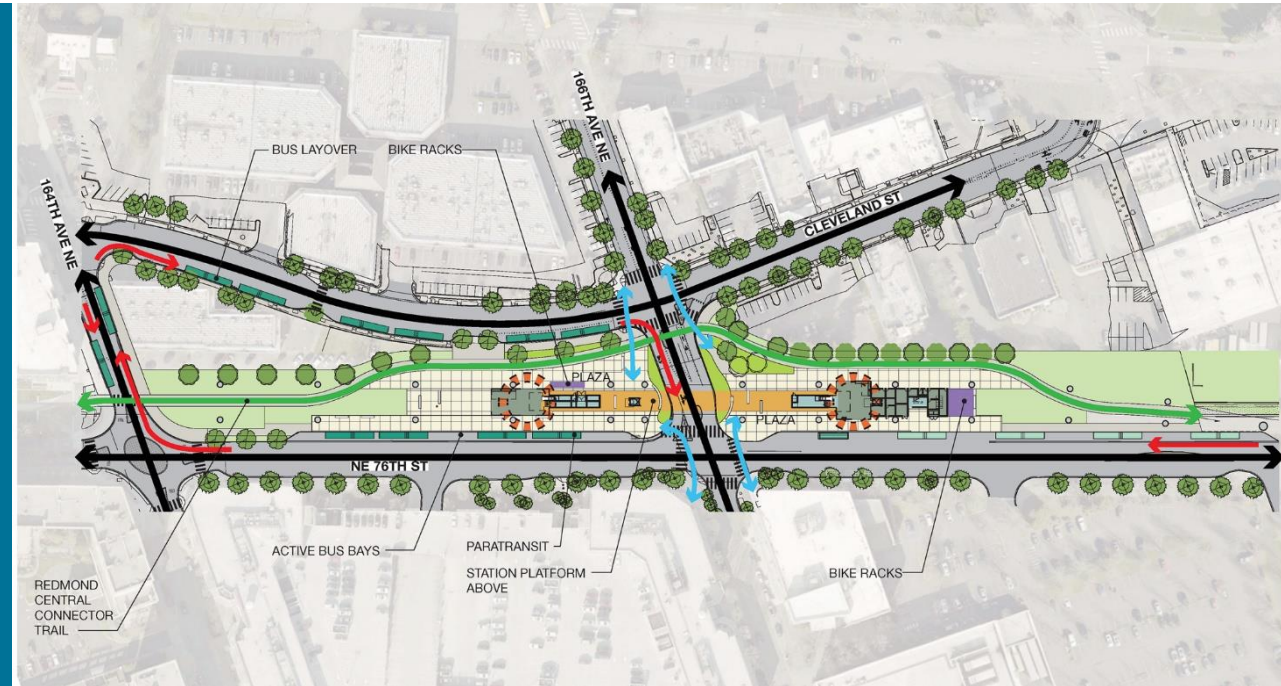
- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others' investments
- Work to align existing and planned investments in service of community priorities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



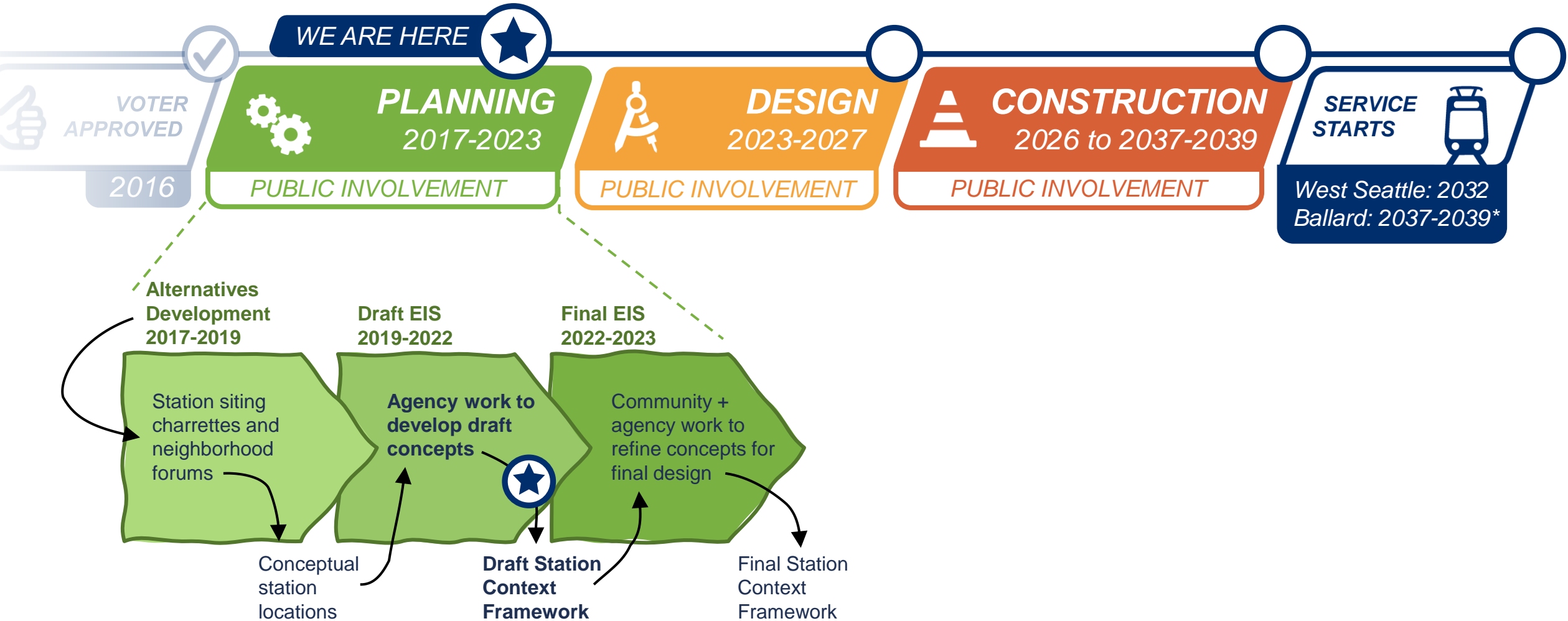


# Station Context Framework

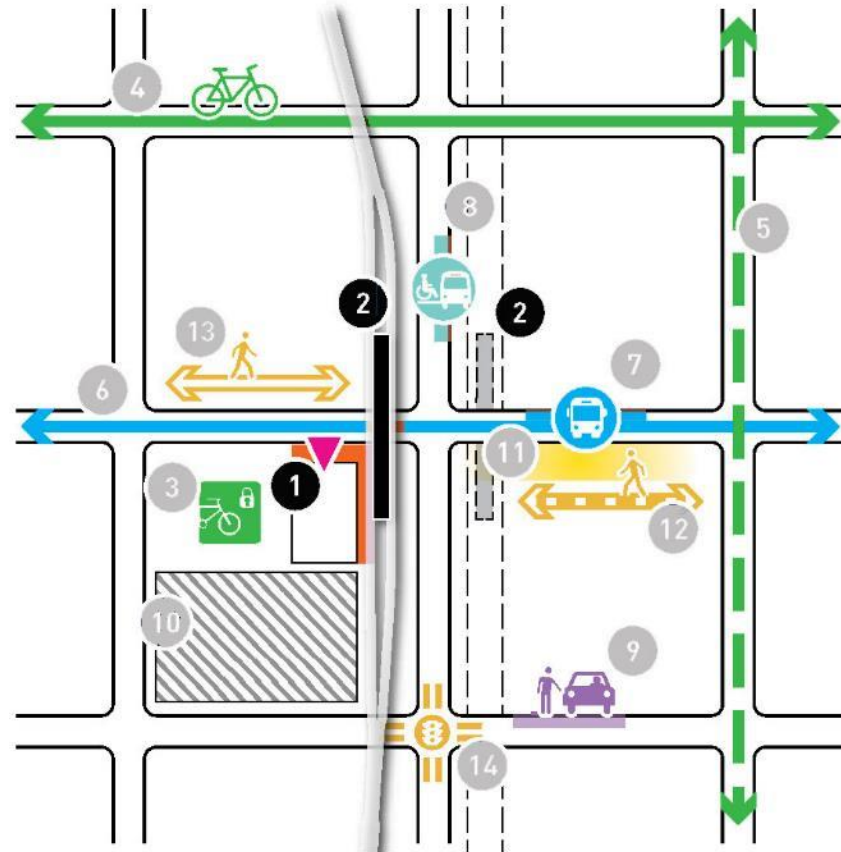
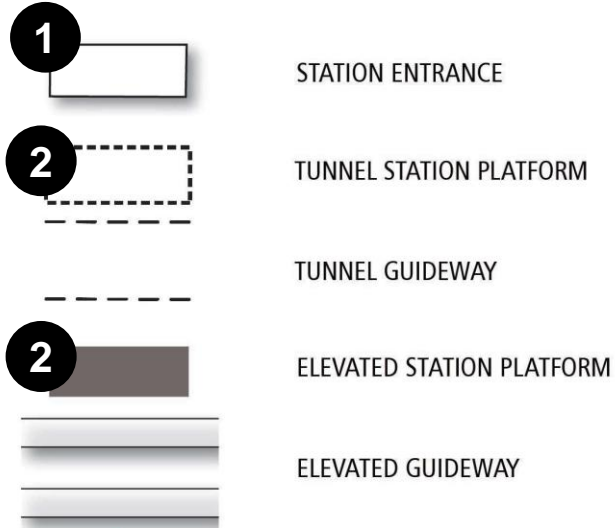
- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



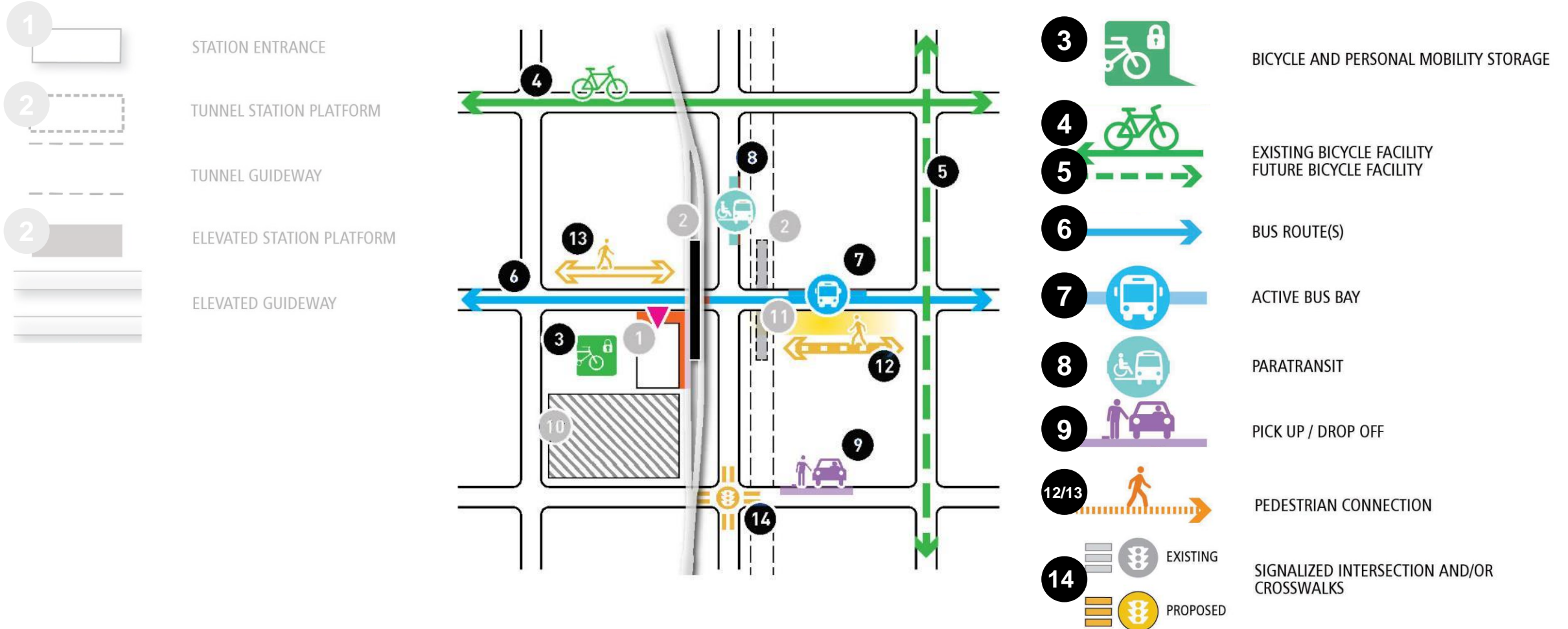
# How we got here (and what's next)



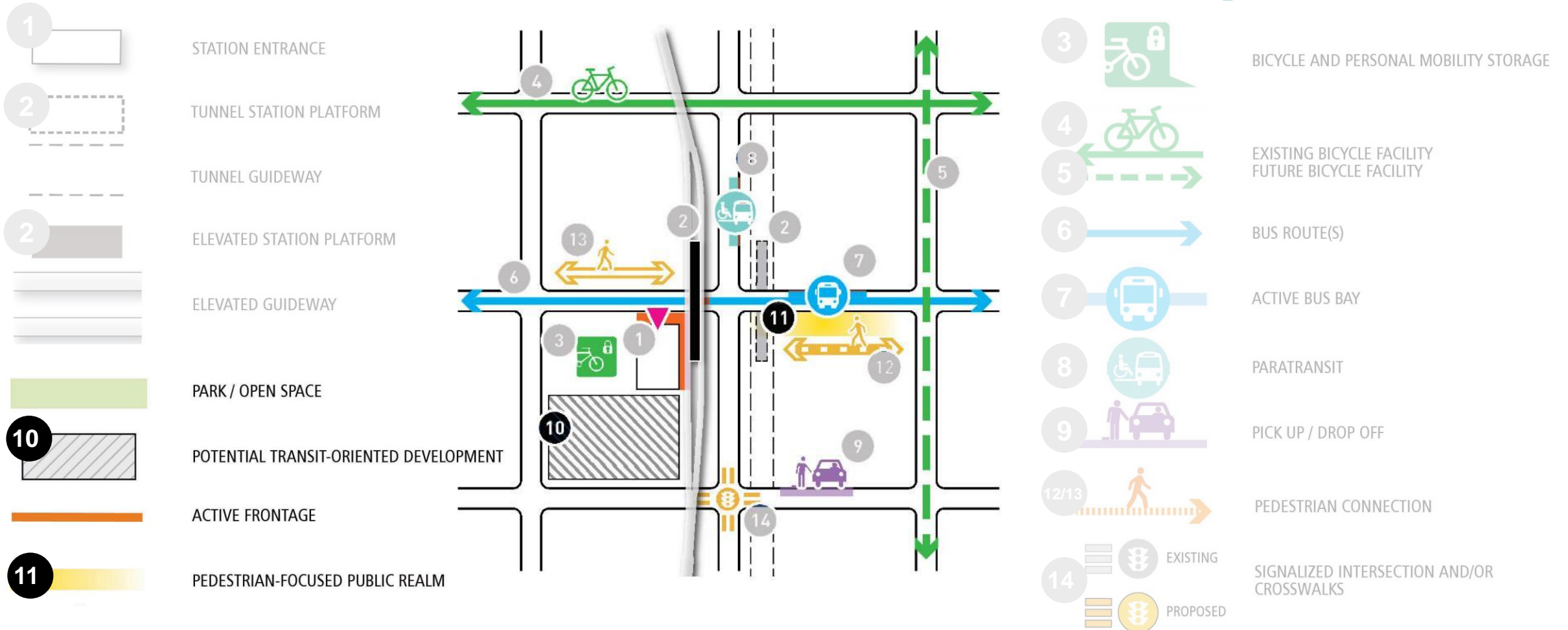
# Orientation to the station context plans



# Orientation to the station context plans



# Orientation to the station context plans





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#### DRAFT EIS ALTERNATIVES

- Preferred alternative
- Preferred alternatives with Third-Party Funding
- Other alternatives and design options

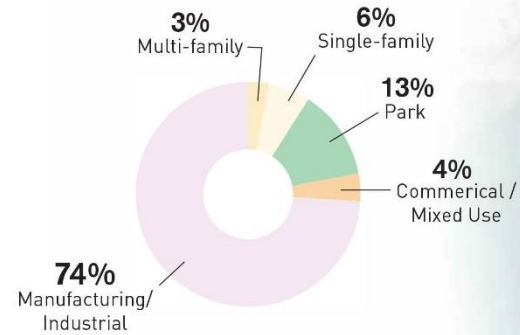
#### ROUTE AND STATION PROFILES

- / — Elevated
- / — At-grade
- / --- Tunnel
- ┌ Tunnel portal



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

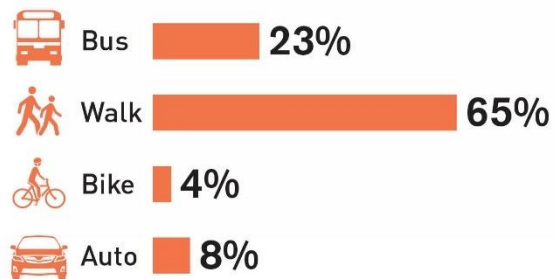
## Existing land use in the station area <sup>(1)</sup>



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



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



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



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





What we heard so far

## NEIGHBORHOOD FEEDBACK

- 1 Integrate station with the surrounding neighborhood and with multiple modes of transportation
- 2 Interest in additional development/attractions in the neighborhood
- 3 Improve connections to and between public spaces and to the waterfront
- 4 Improve and enhance Elliott Bay Trail connection
- 5 Enhance connection to/from Queen Anne neighborhood
- 6 Design new Magnolia Bridge to support connectivity and development
- 7 Provide safe and convenient connection across Elliott Ave and BNSF tracks
- 8 Capitalize on publicly-owned land to draw more jobs and people to the area

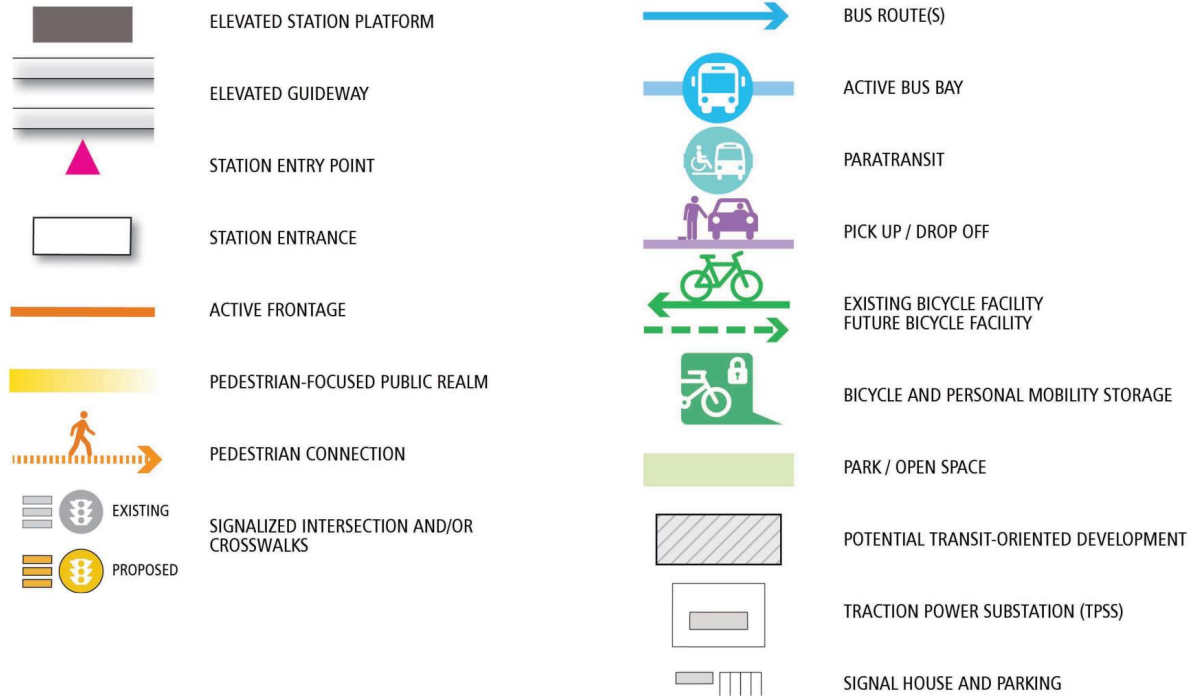


Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

***Preferred alternative***



# Elevated Galer St Station

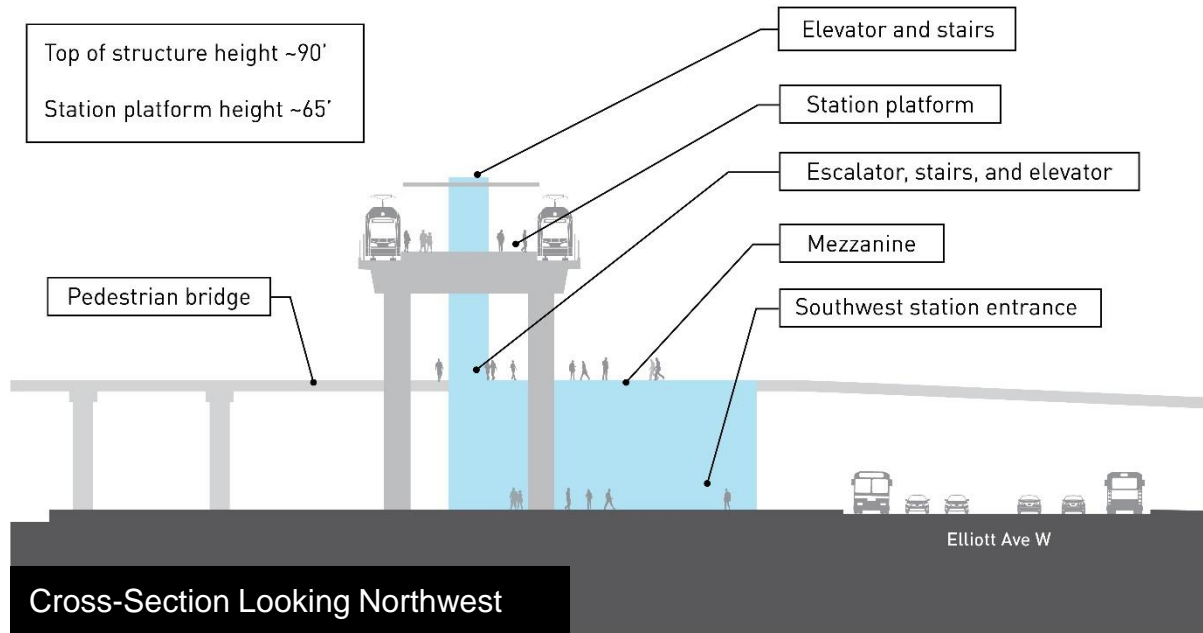


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

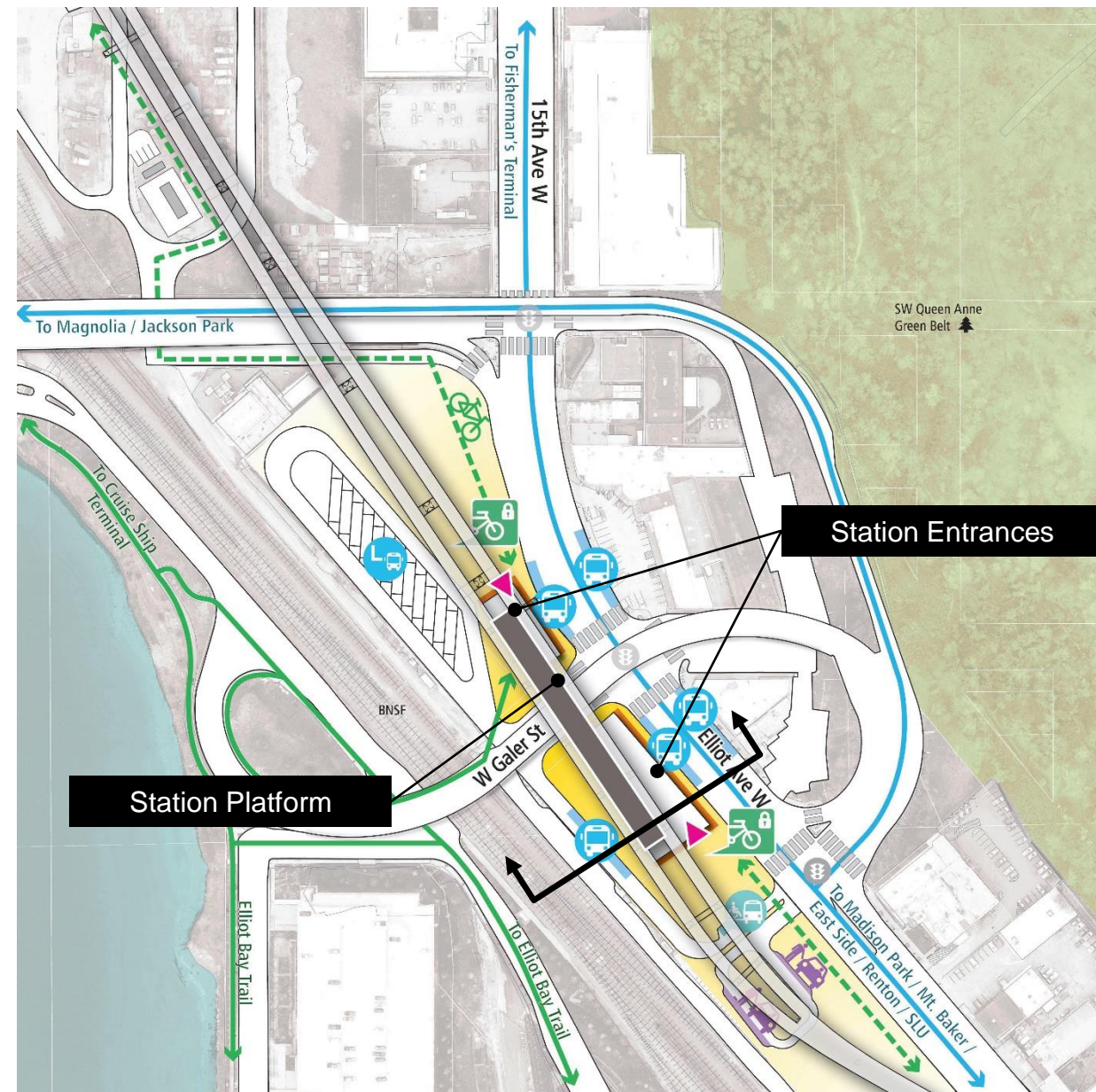




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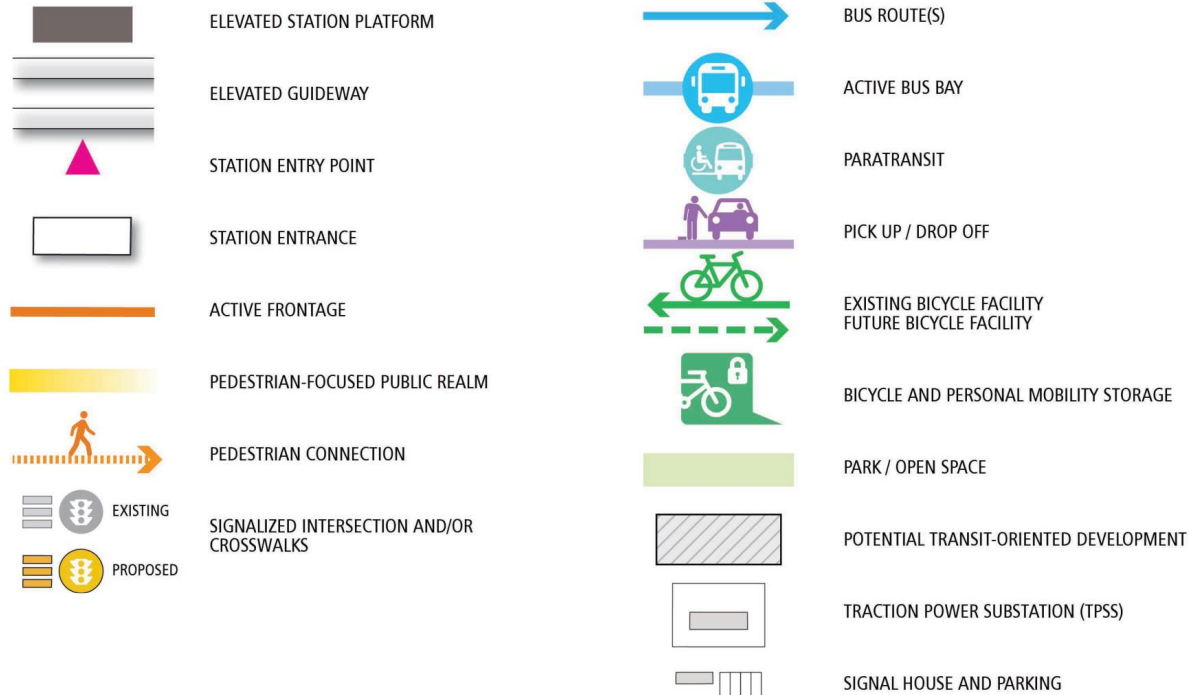


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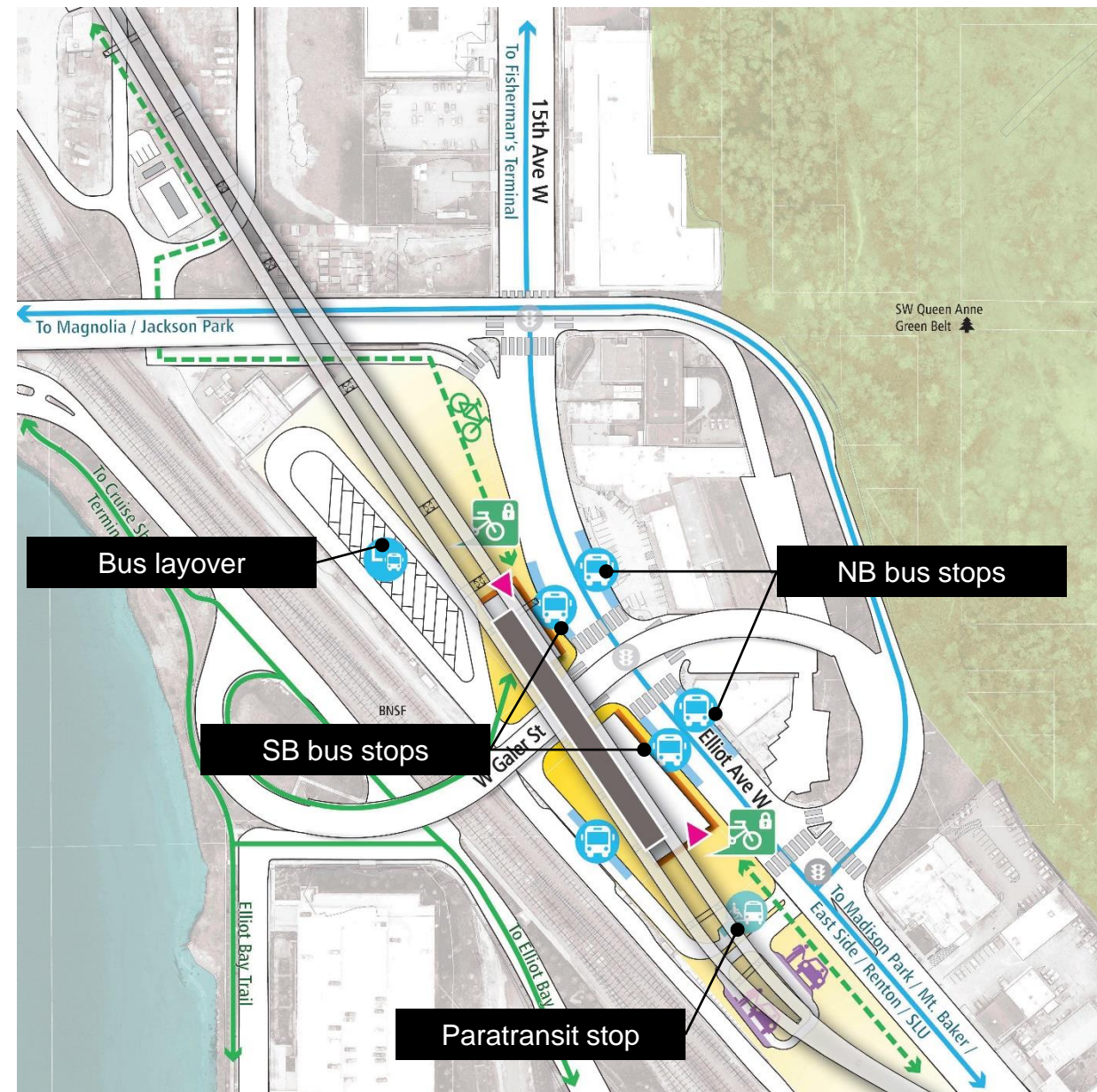




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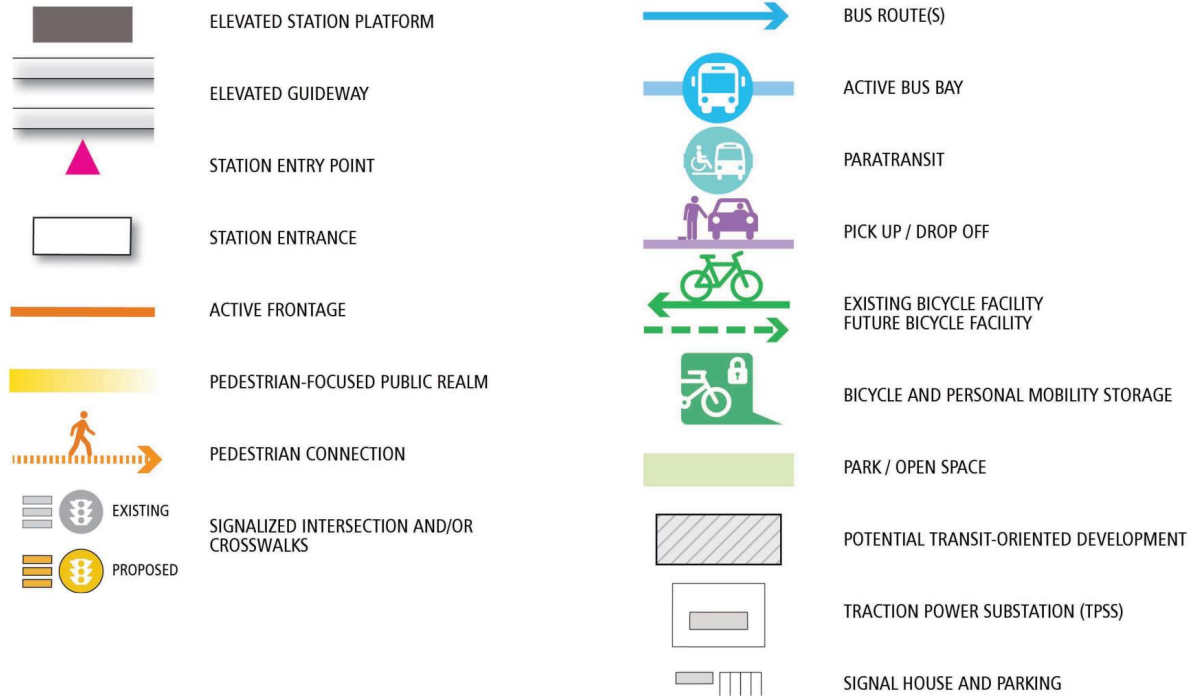


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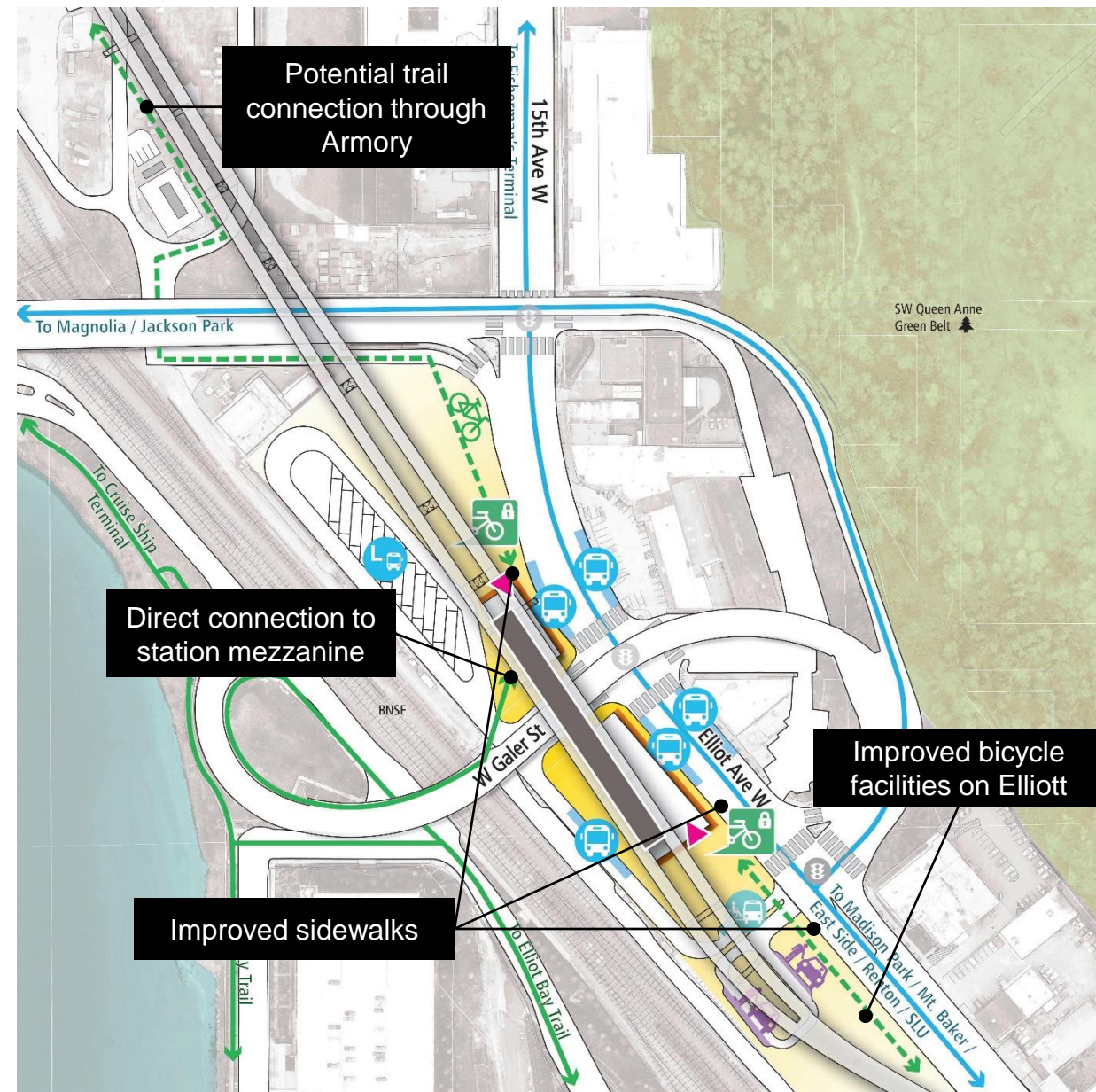




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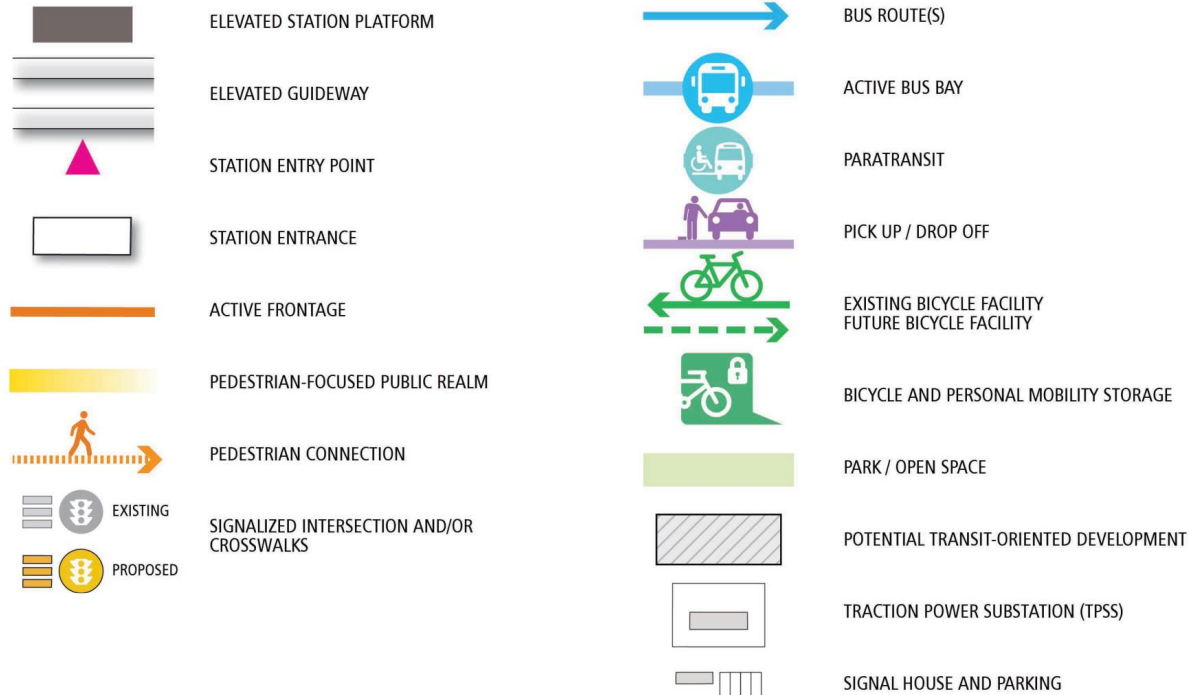


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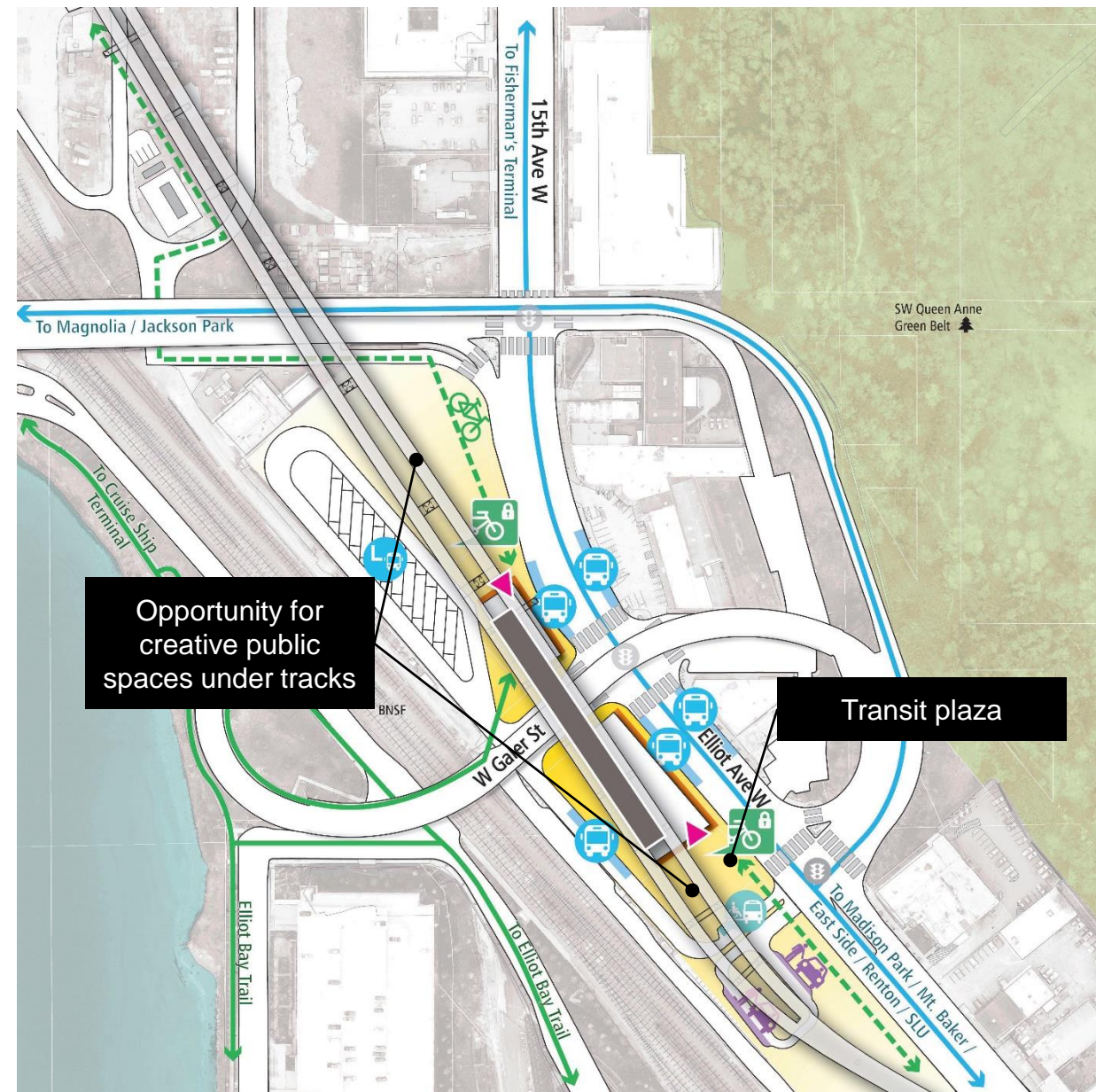




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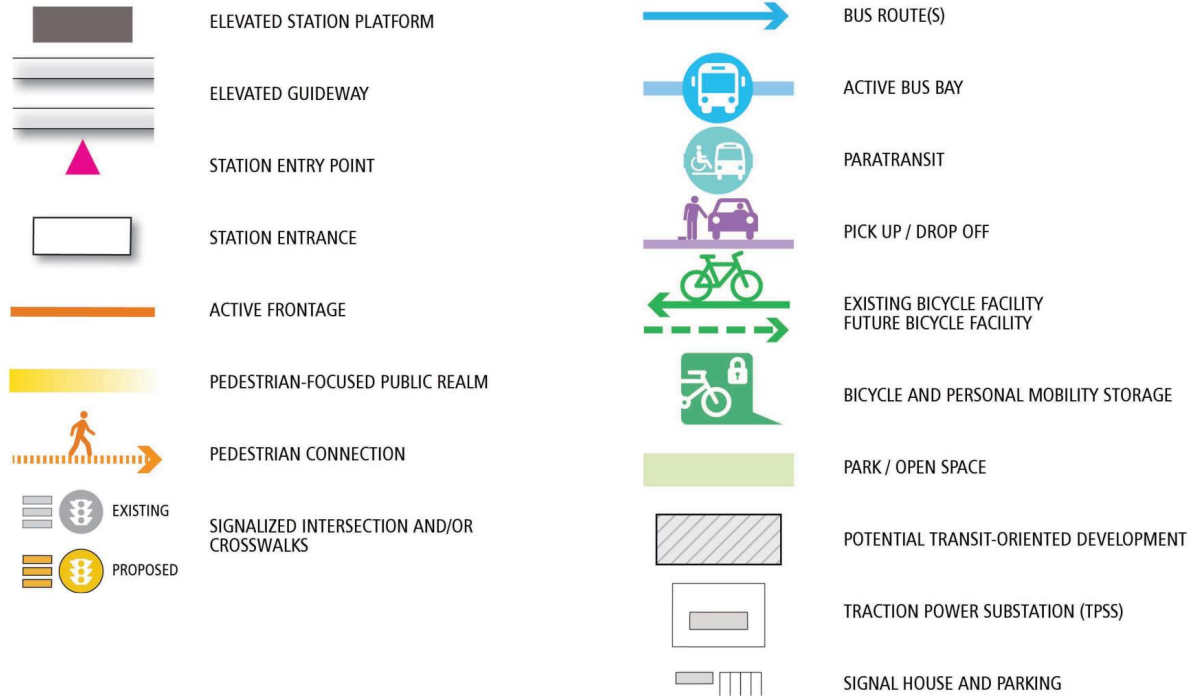
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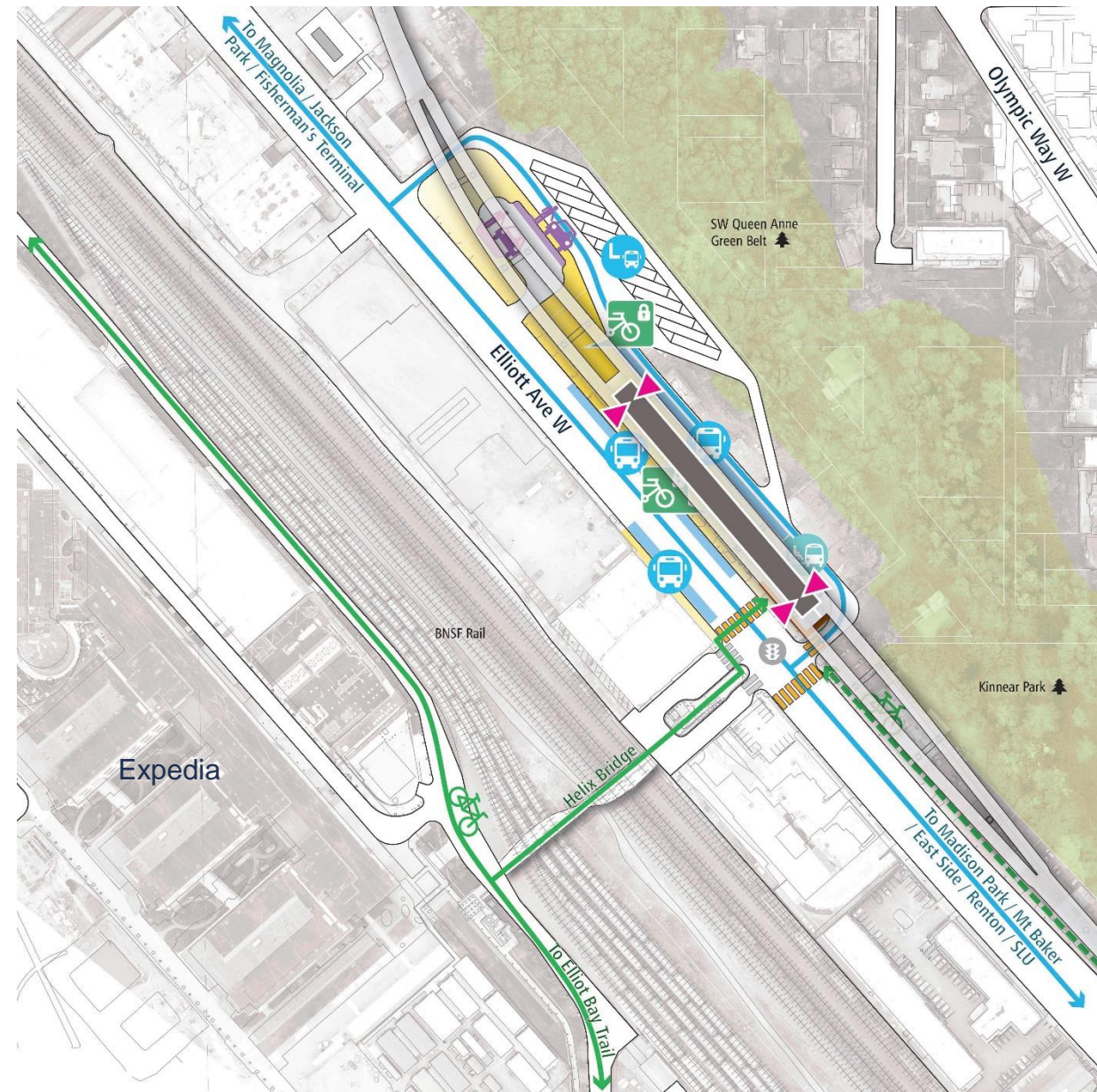
# *Other Draft EIS alternatives*



# Elevated Prospect St Station

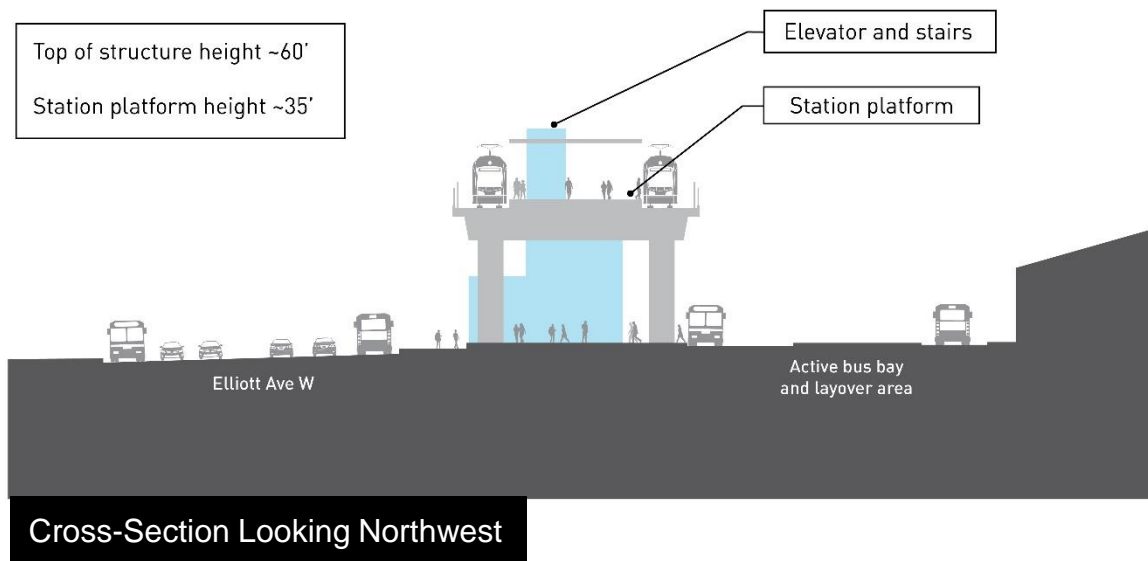


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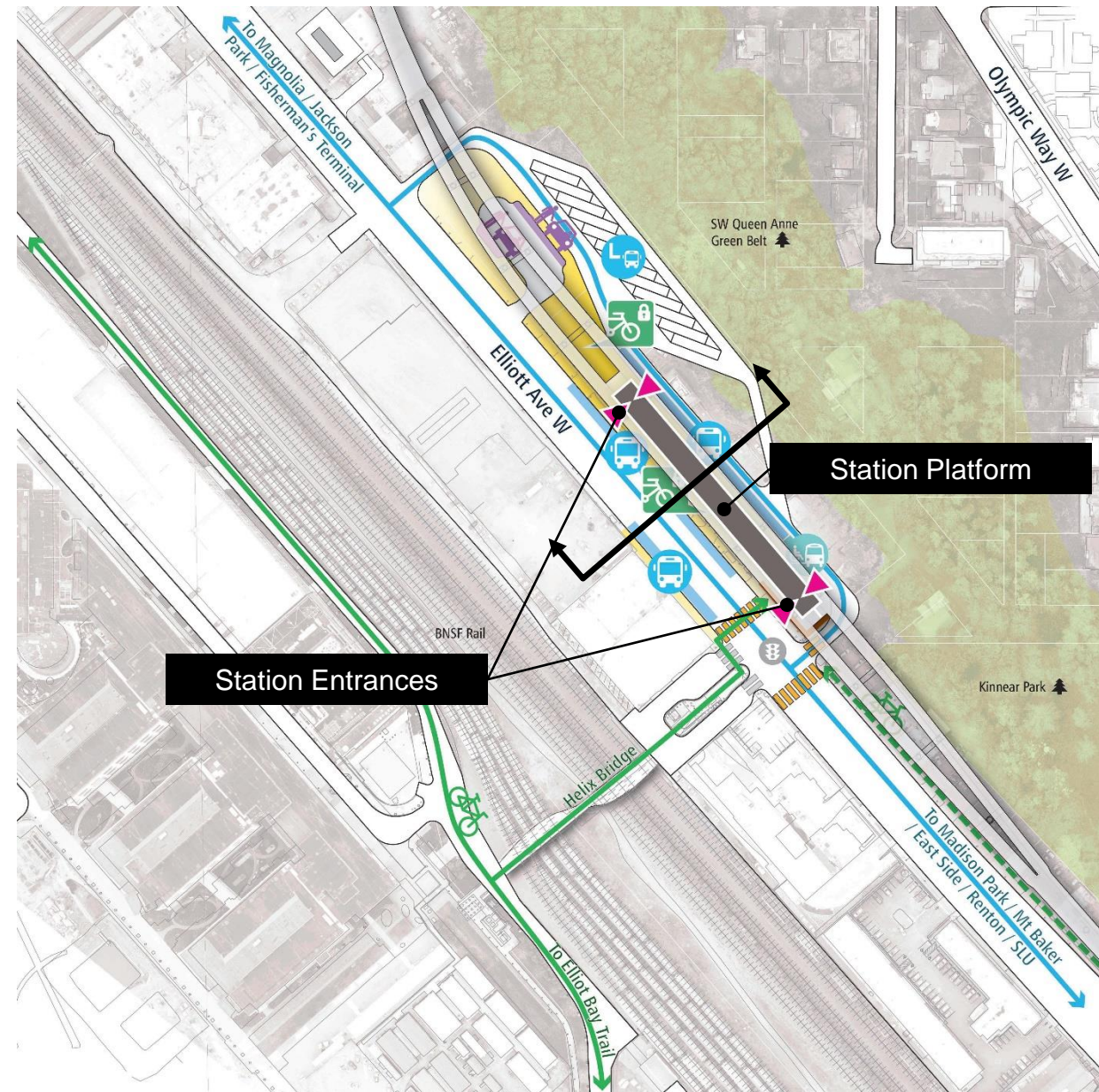




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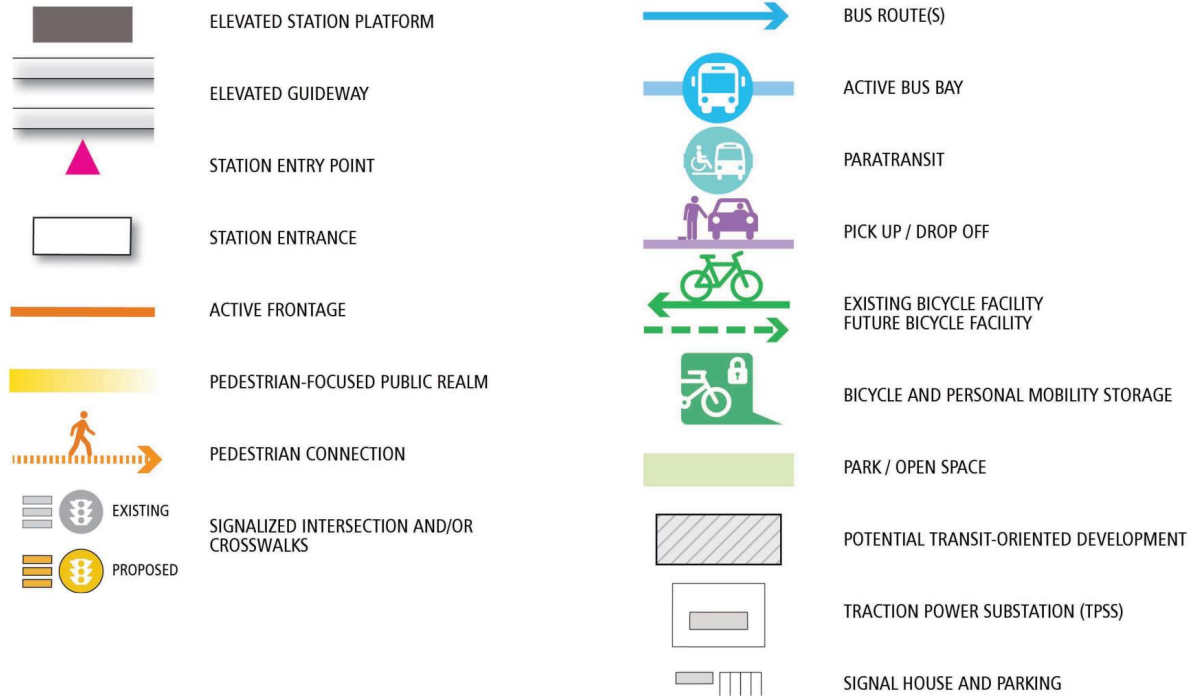


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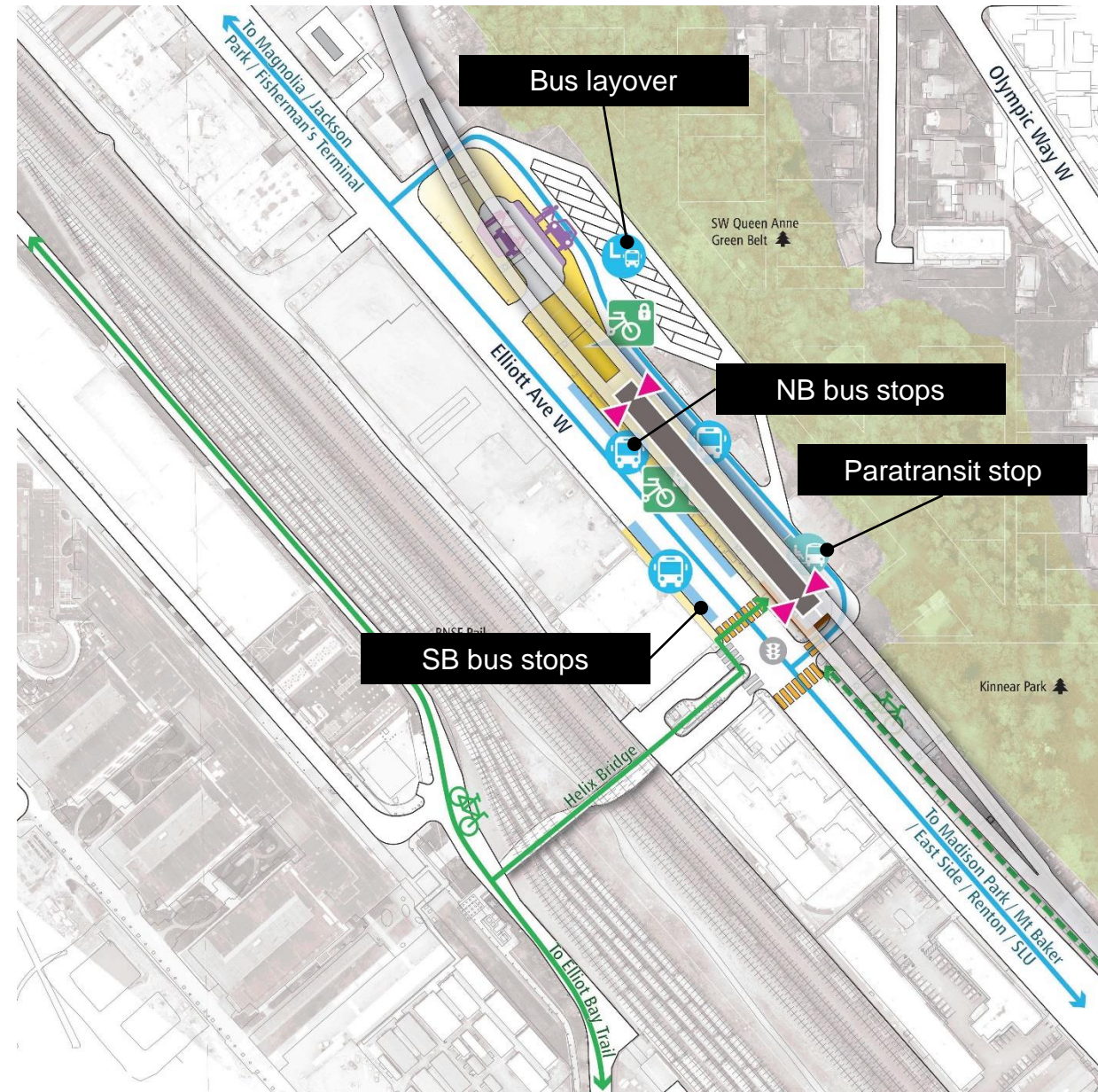




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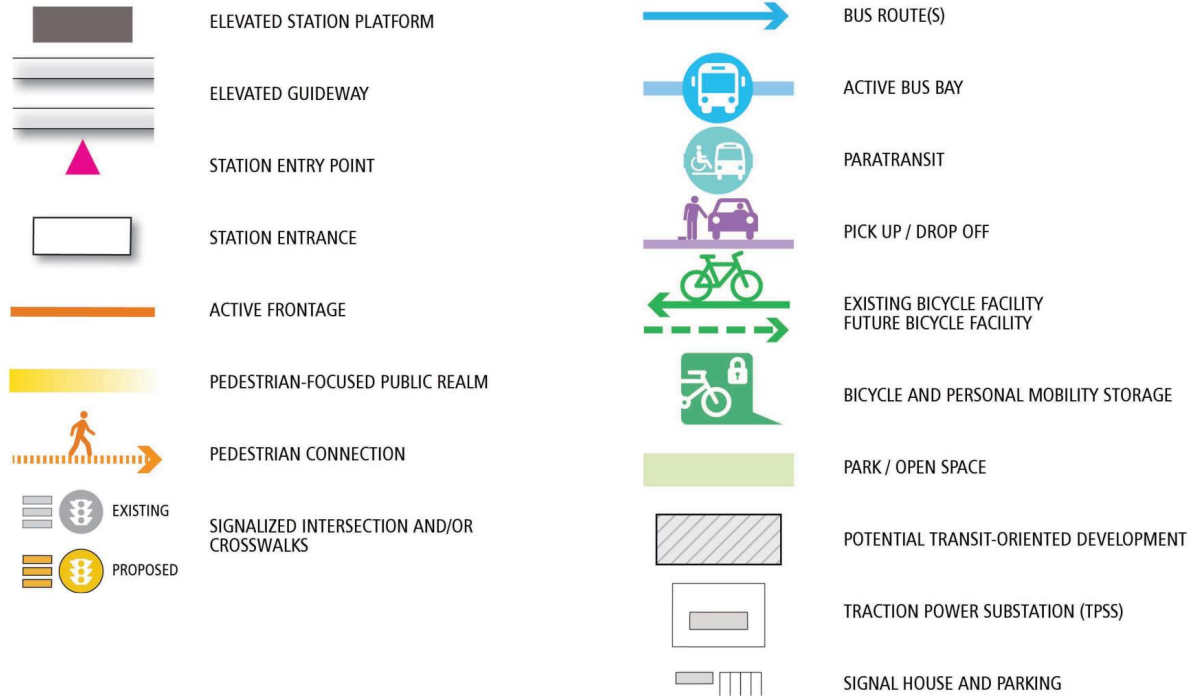


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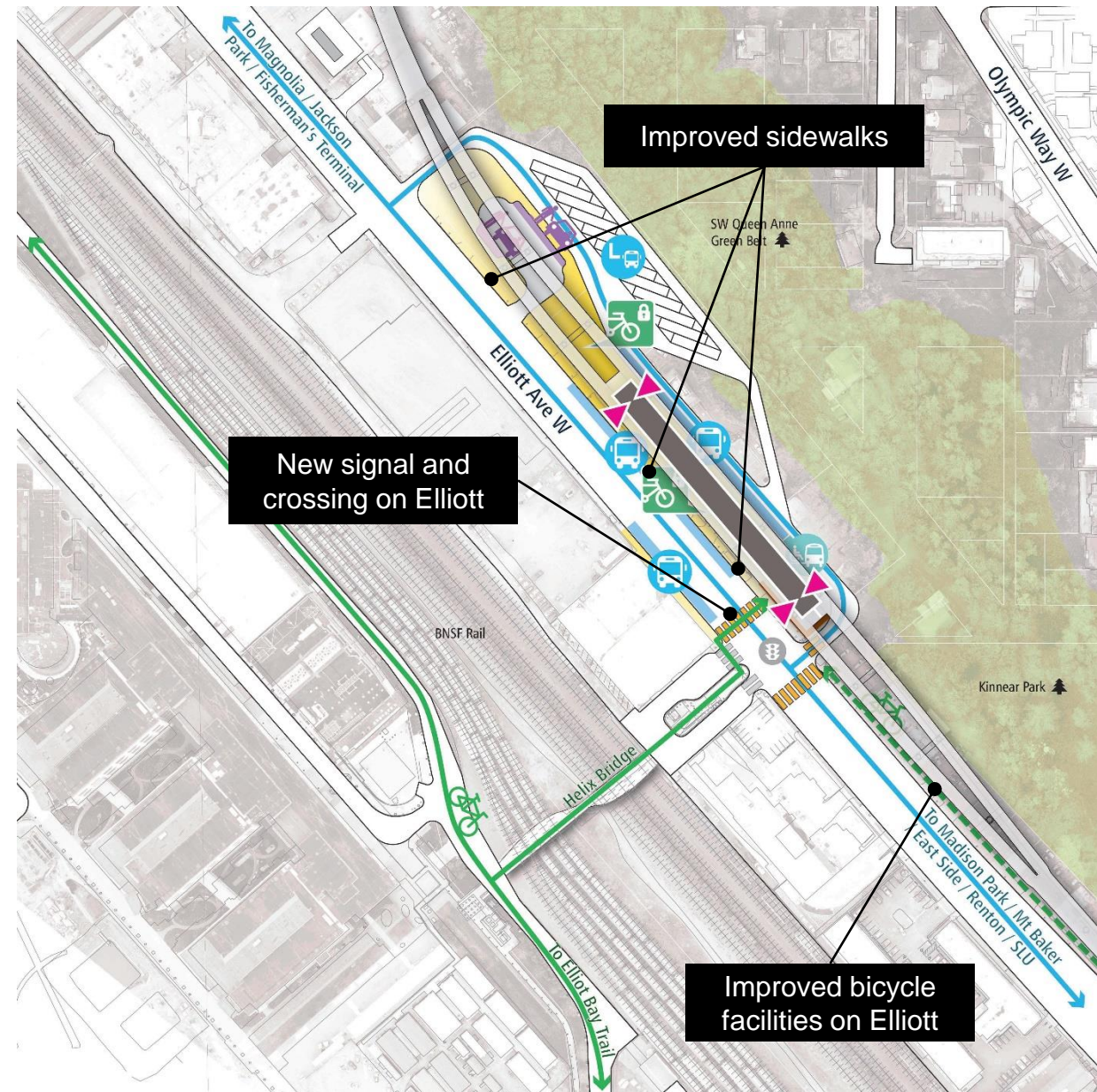




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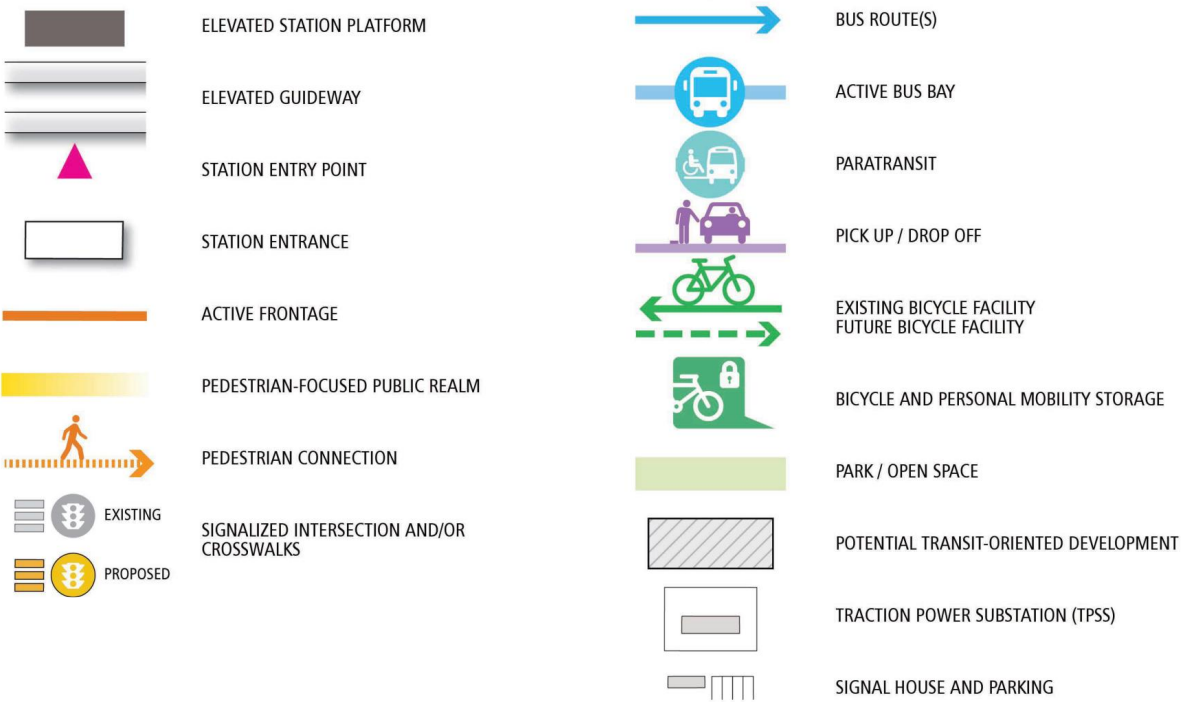


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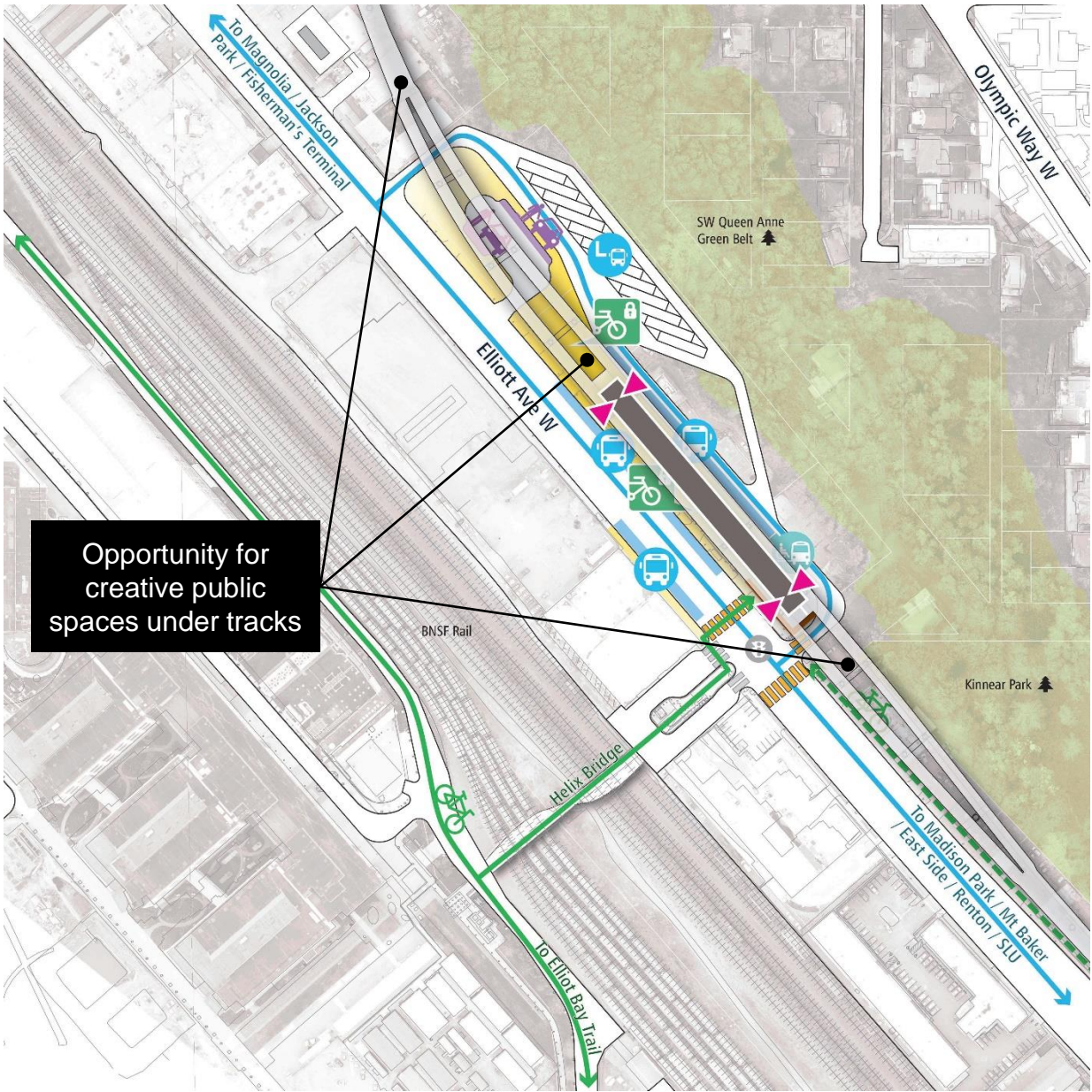




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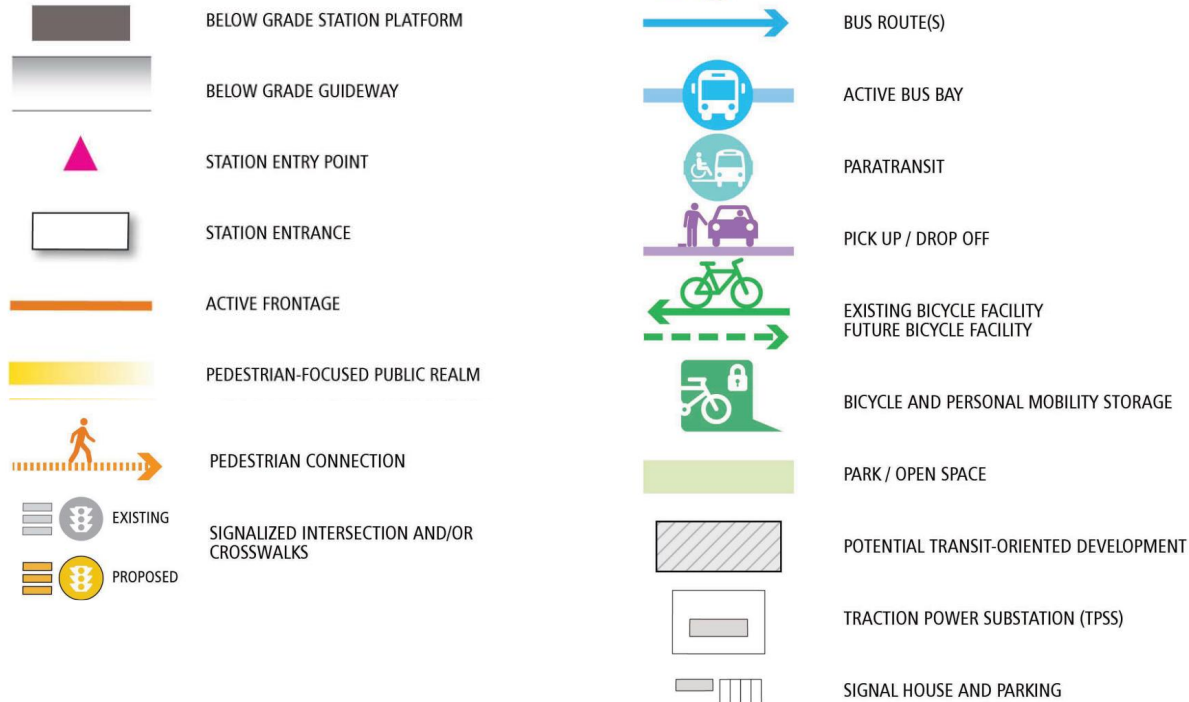


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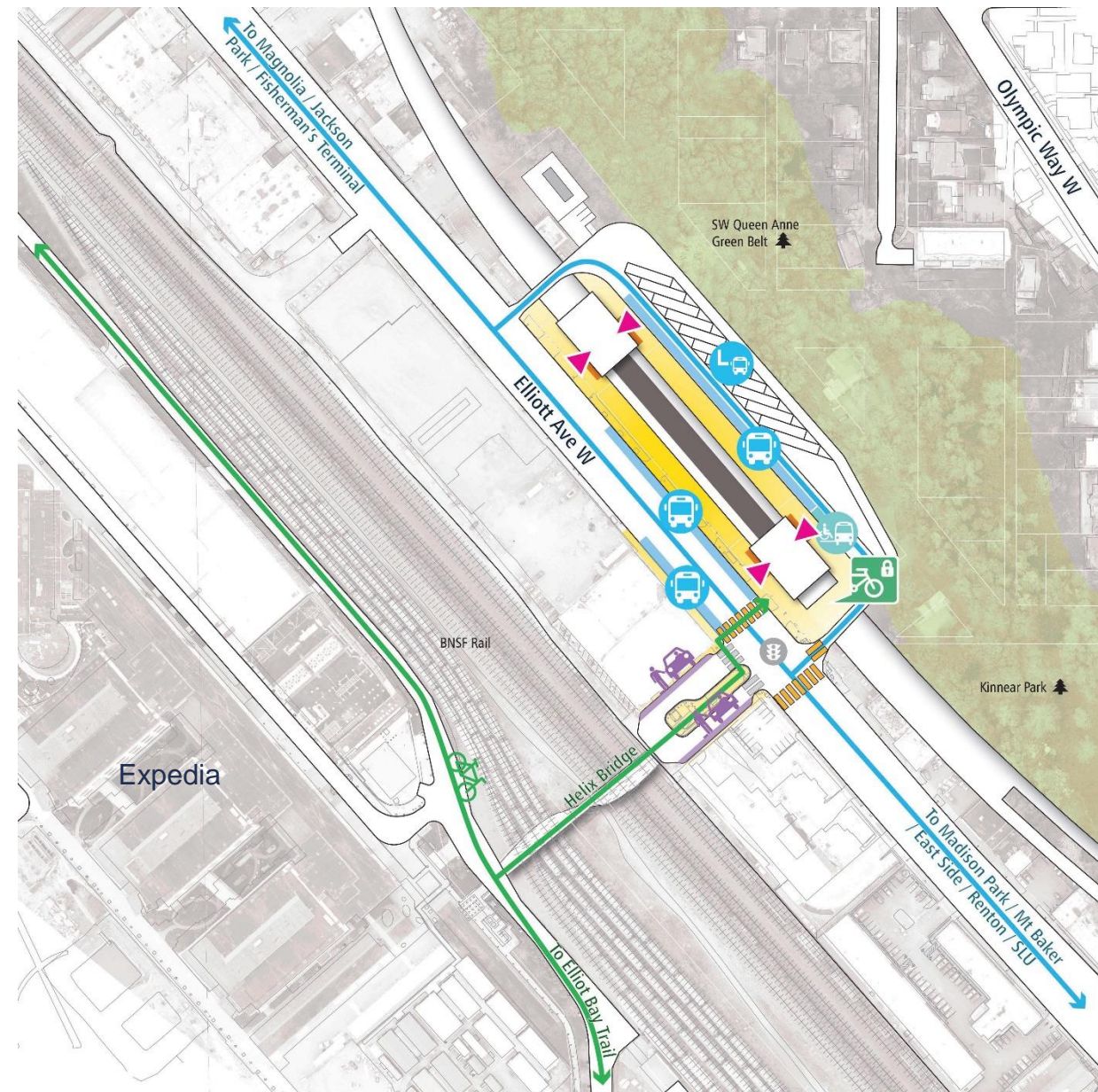




# Retained Cut Prospect St Station

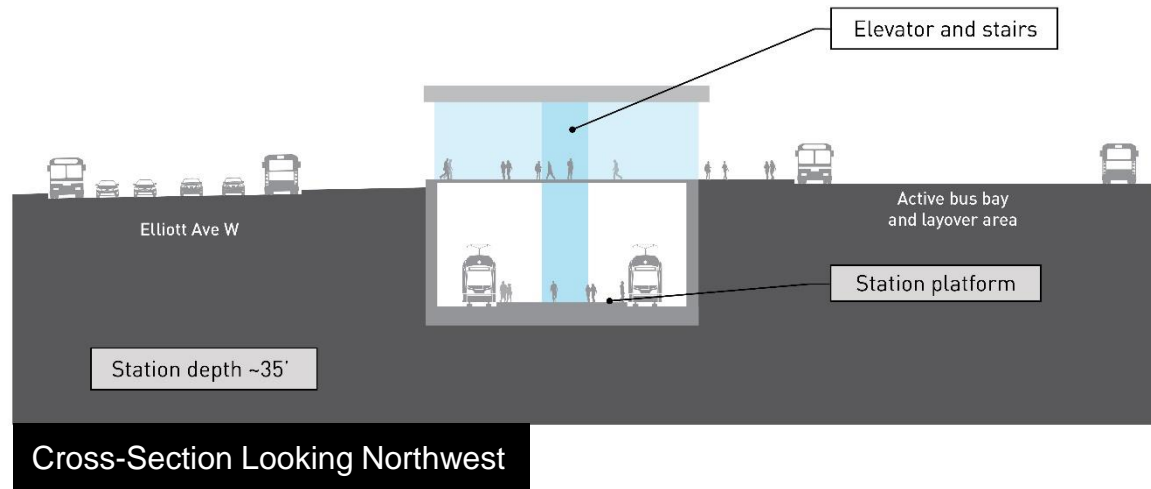


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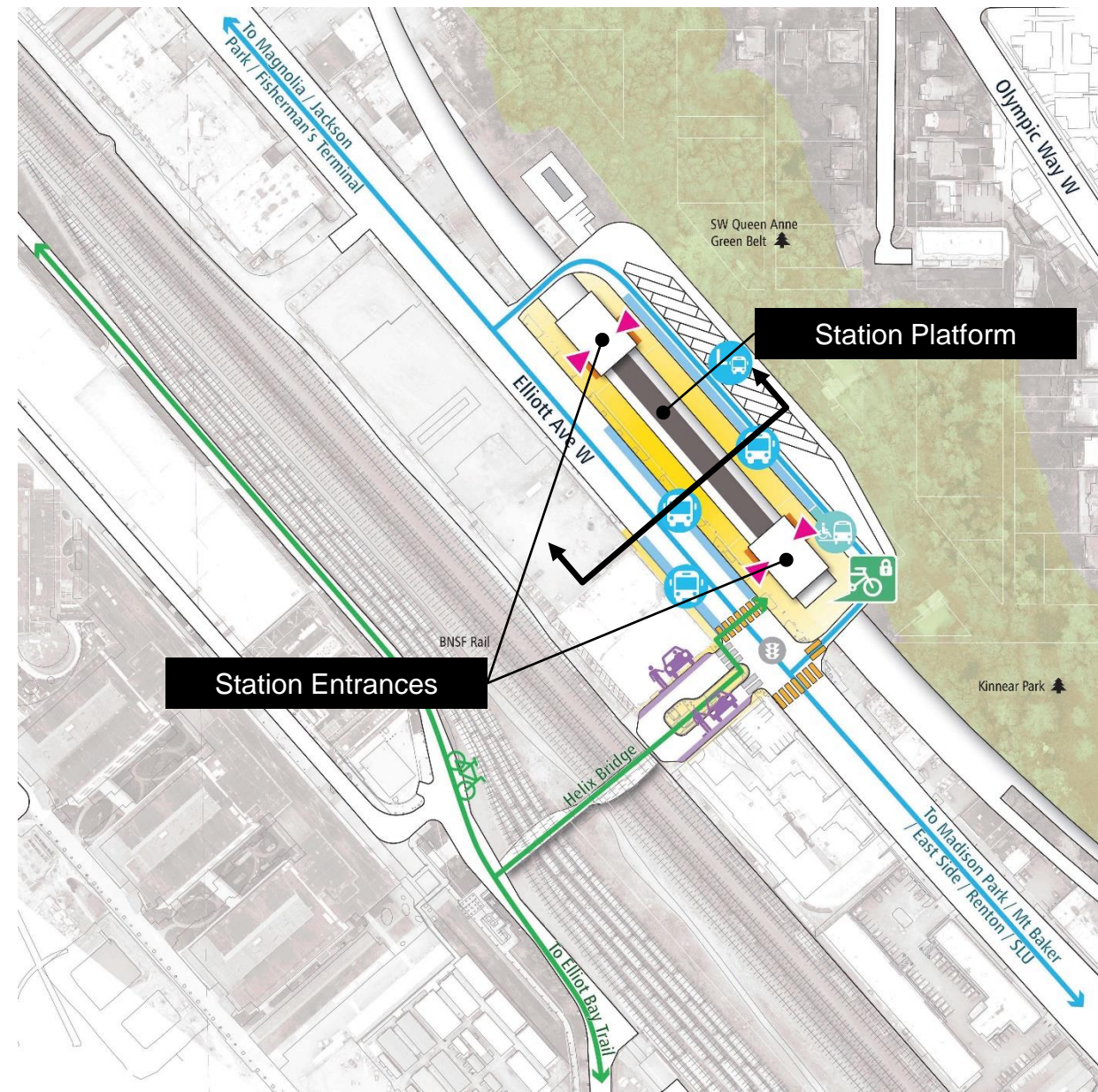




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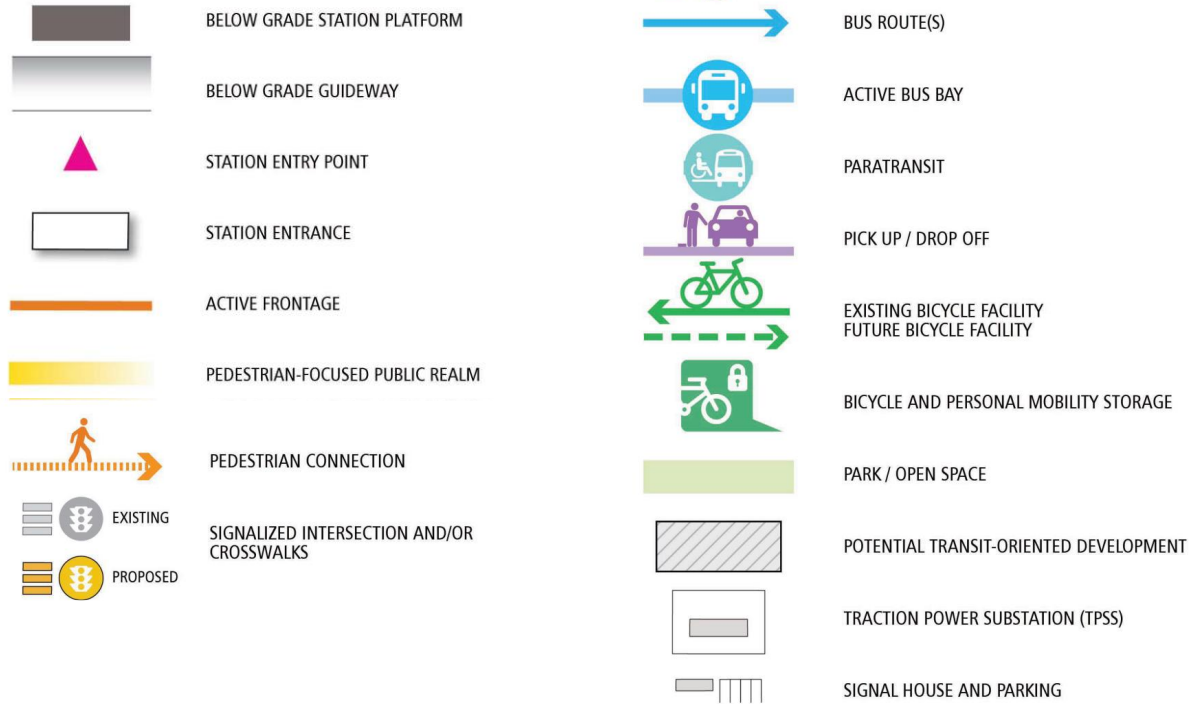


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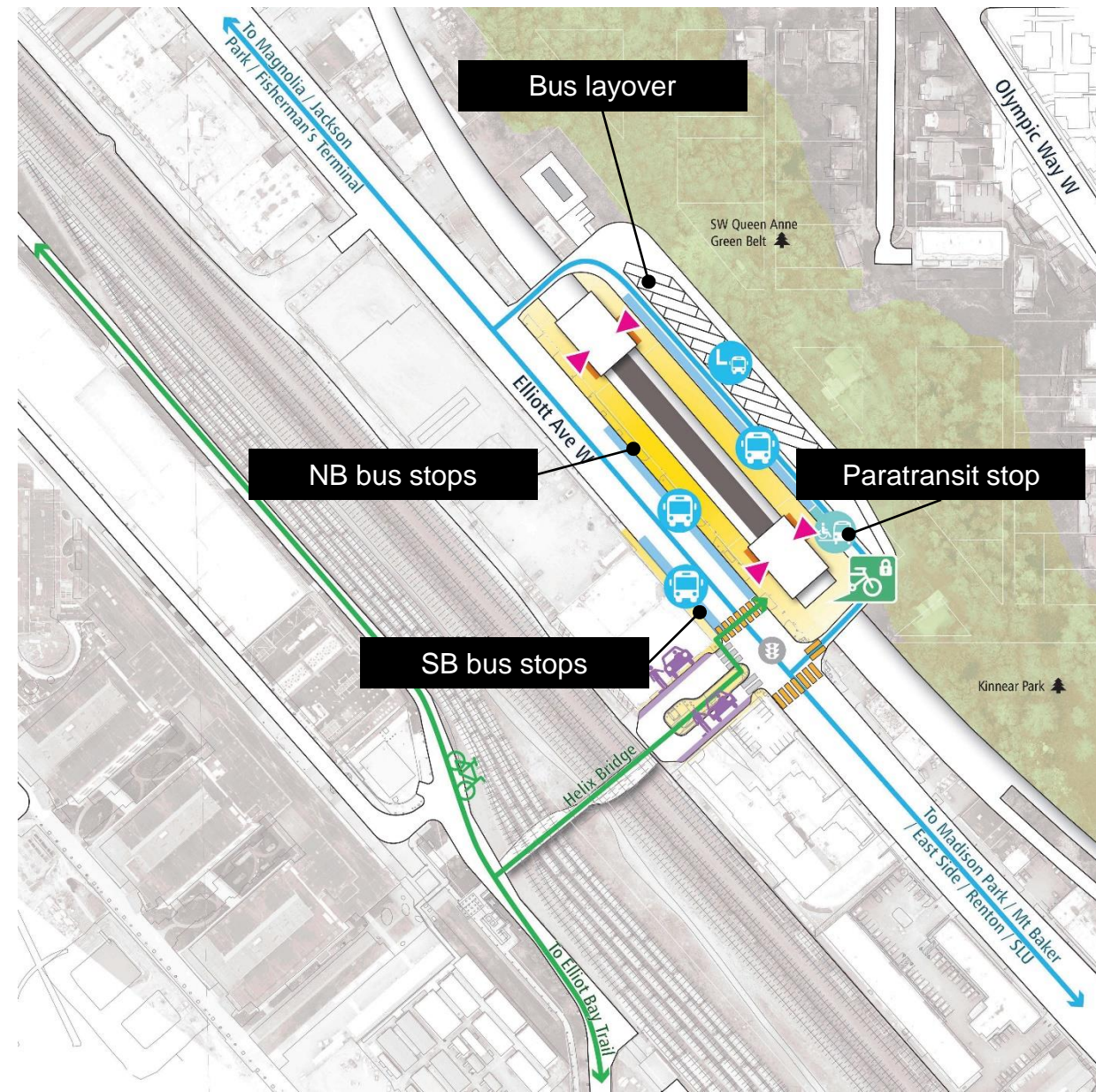




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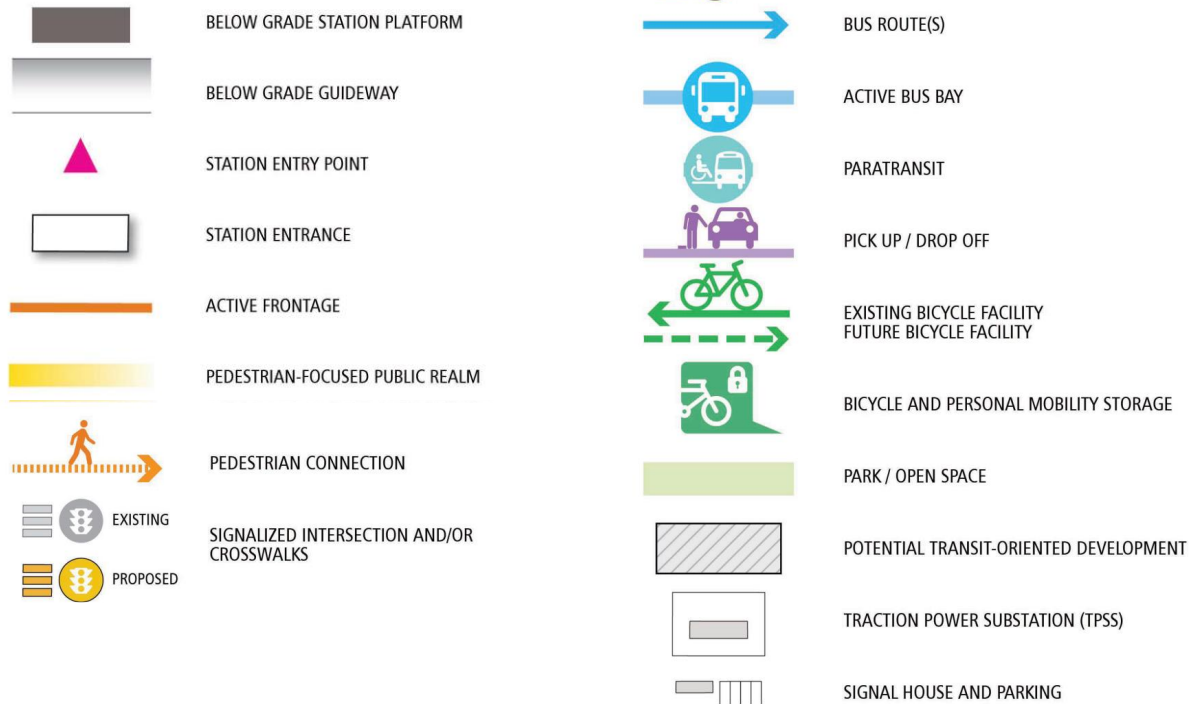


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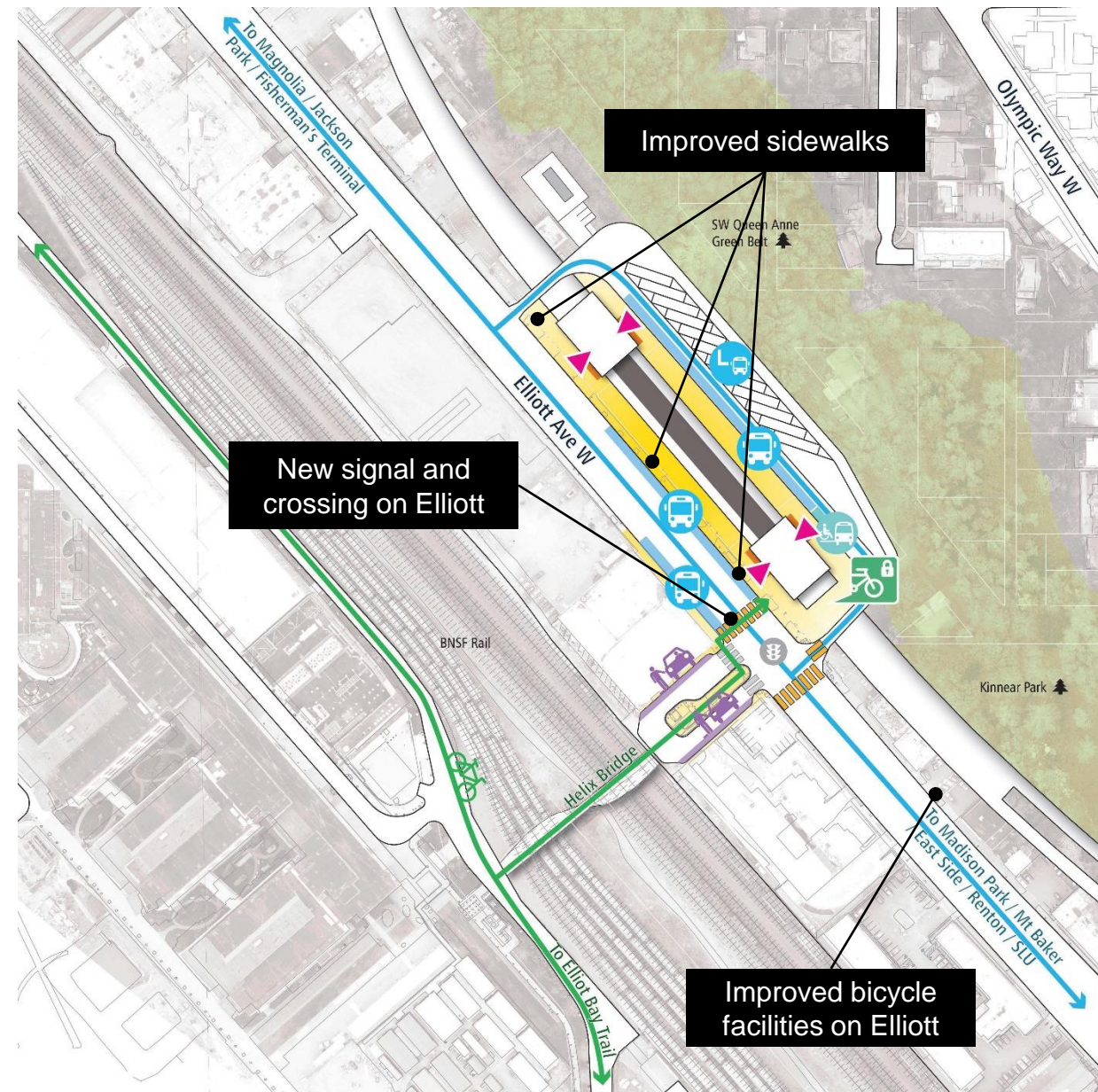




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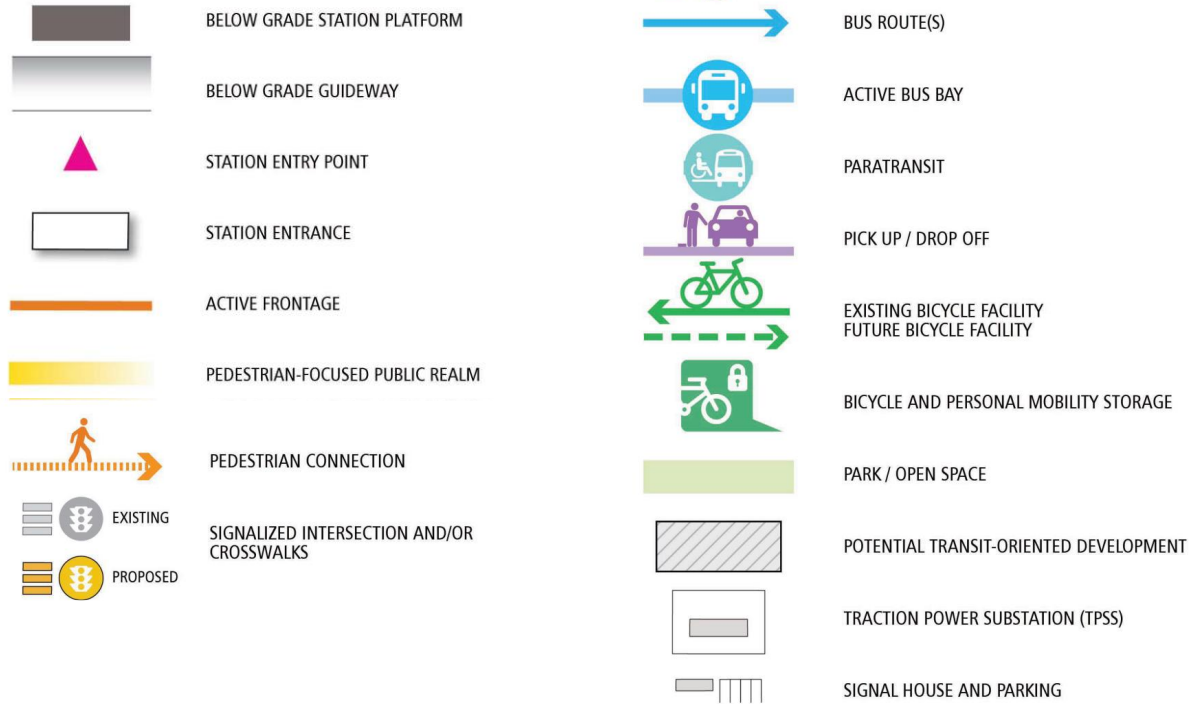


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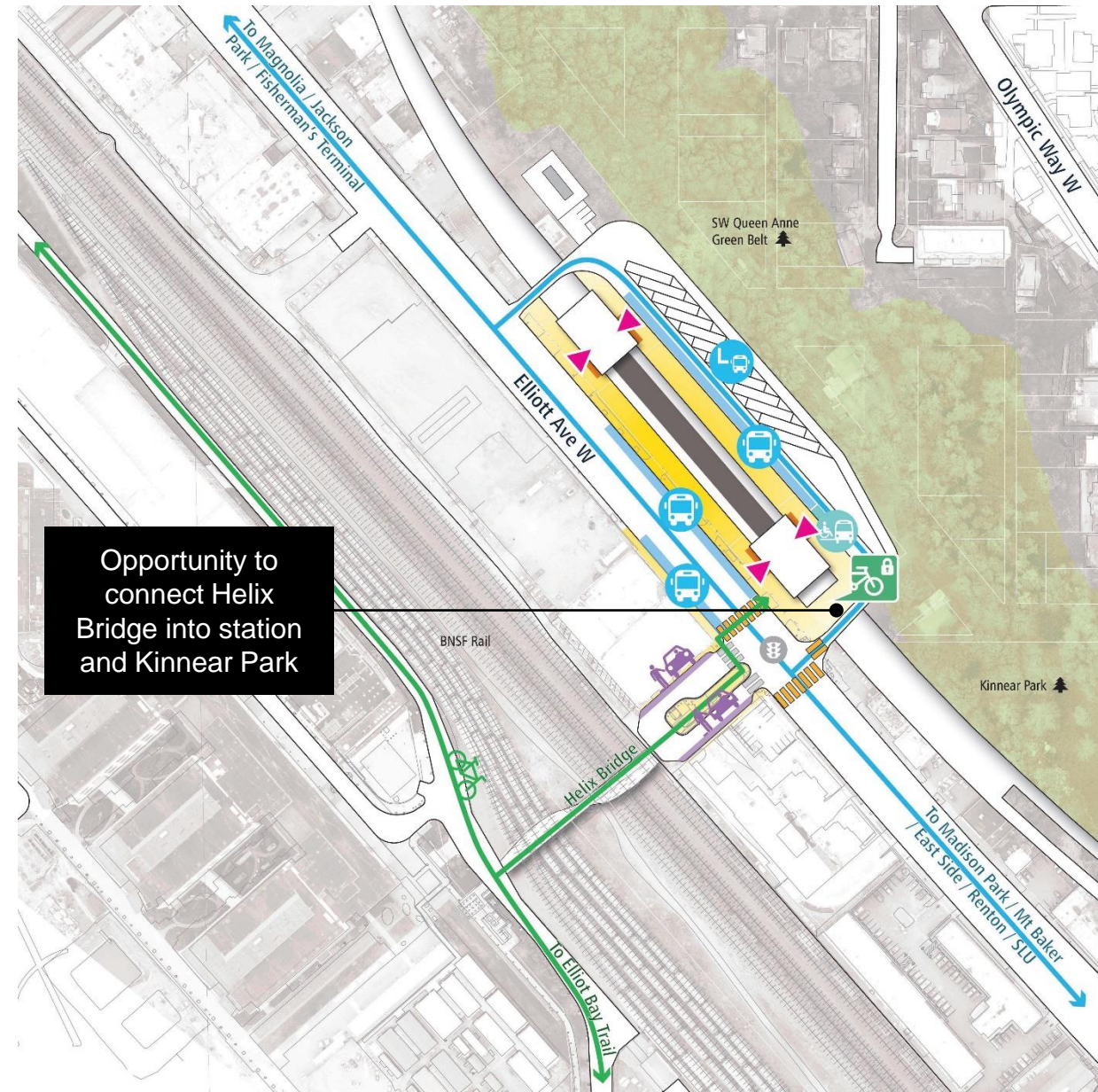




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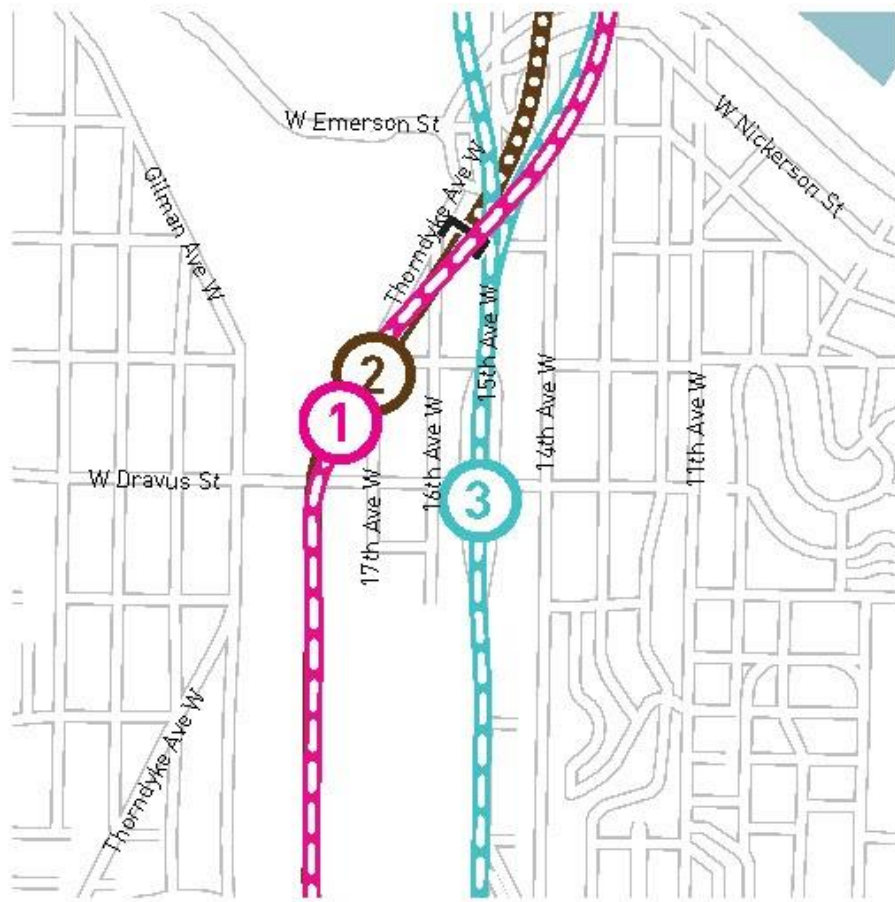
# *Questions for Discussion*

- *What nearby uses and amenities would best serve a broad and diverse workforce arriving at the station?*
- *What does excellent transit integration look like or feel like?*
- *How do we create safe and welcoming connections to nearby destinations?*



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#### ROUTE AND STATION PROFILES

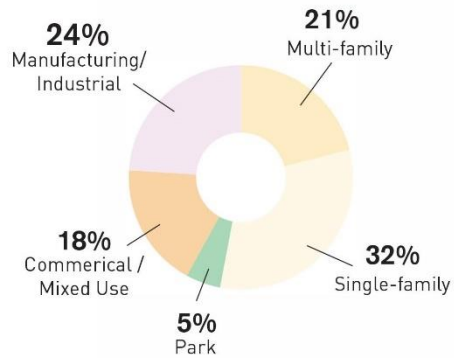
- / — Elevated
- / — At-grade
- / — Tunnel
- Tunnel portal



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- ***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***



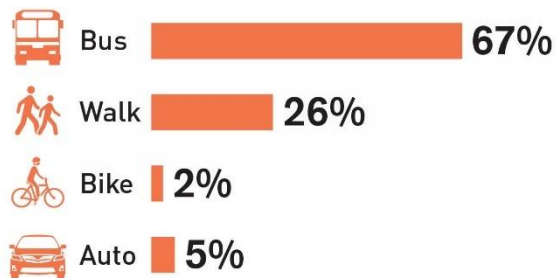
## Existing land use in the station area <sup>(1)</sup>



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



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



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



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

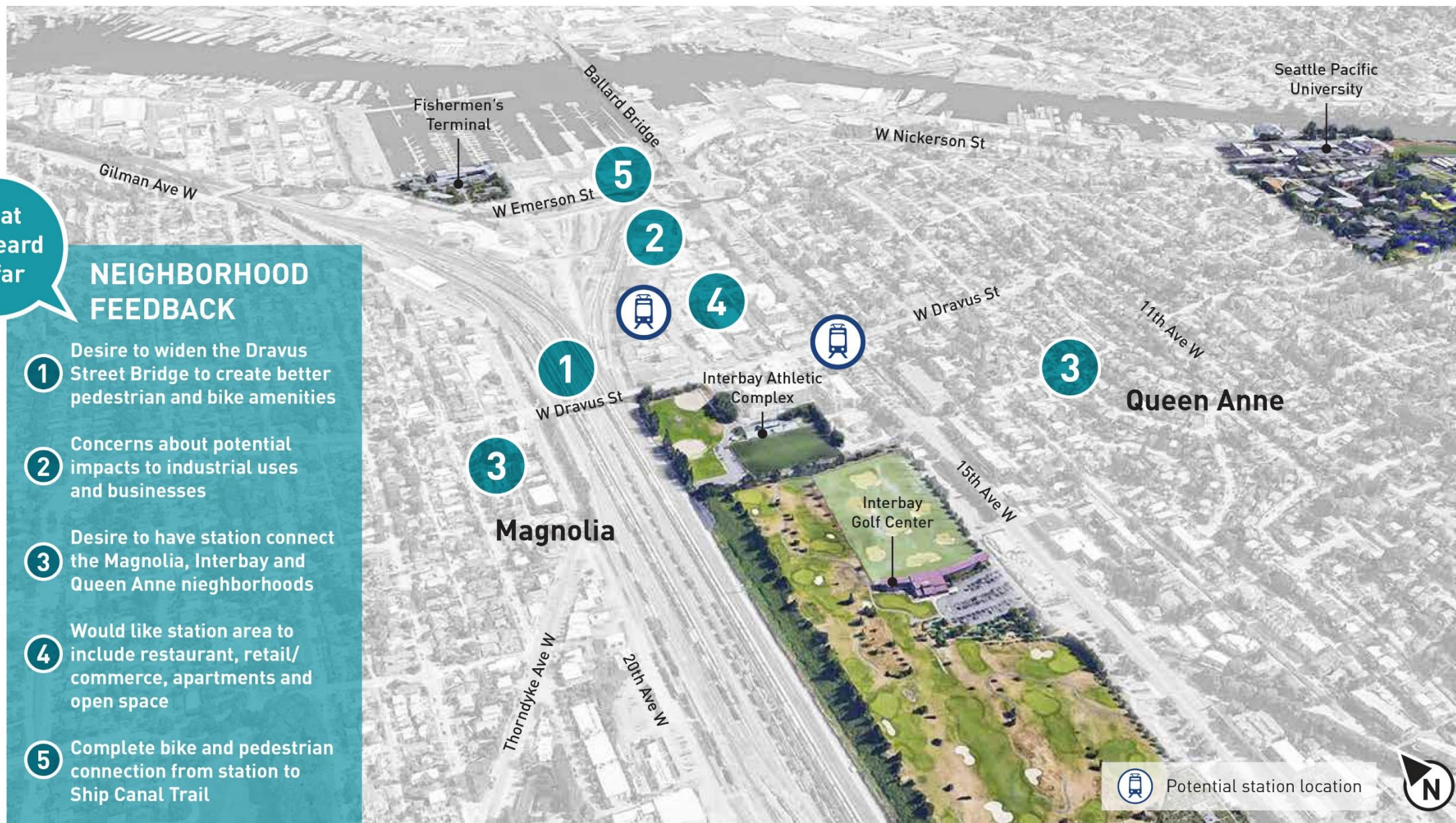




What  
we heard  
so far

## NEIGHBORHOOD FEEDBACK

- 1 Desire to widen the Dravus Street Bridge to create better pedestrian and bike amenities
- 2 Concerns about potential impacts to industrial uses and businesses
- 3 Desire to have station connect the Magnolia, Interbay and Queen Anne neighborhoods
- 4 Would like station area to include restaurant, retail/commerce, apartments and open space
- 5 Complete bike and pedestrian connection from station to Ship Canal Trail

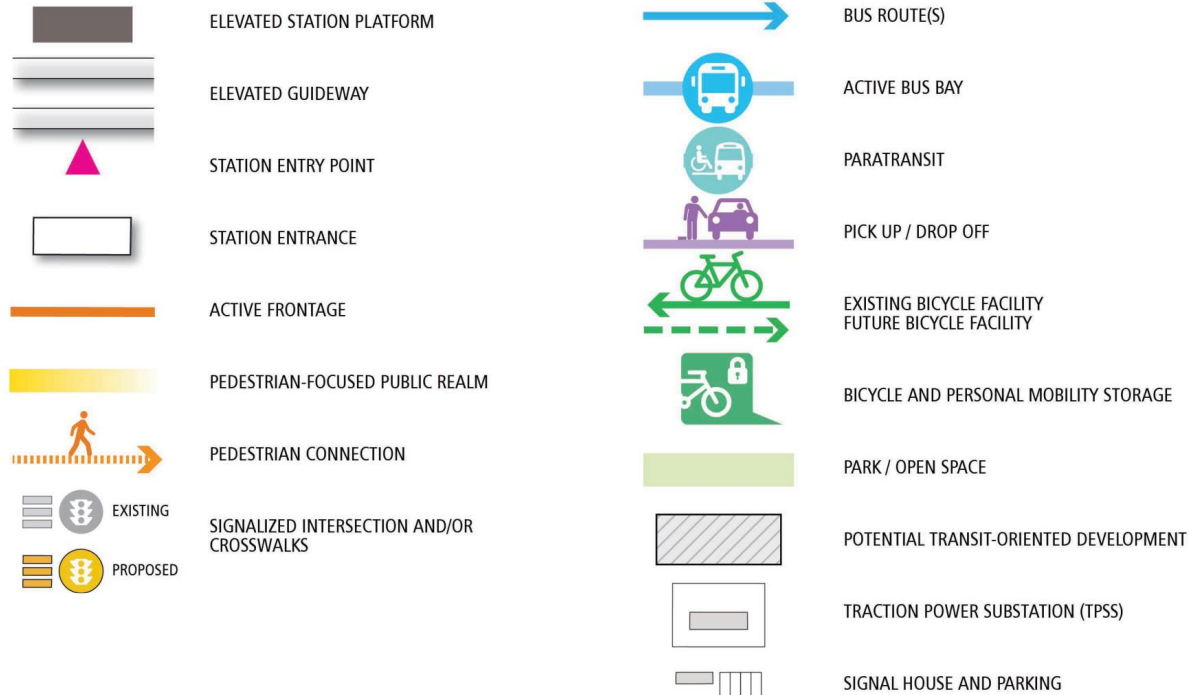


Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

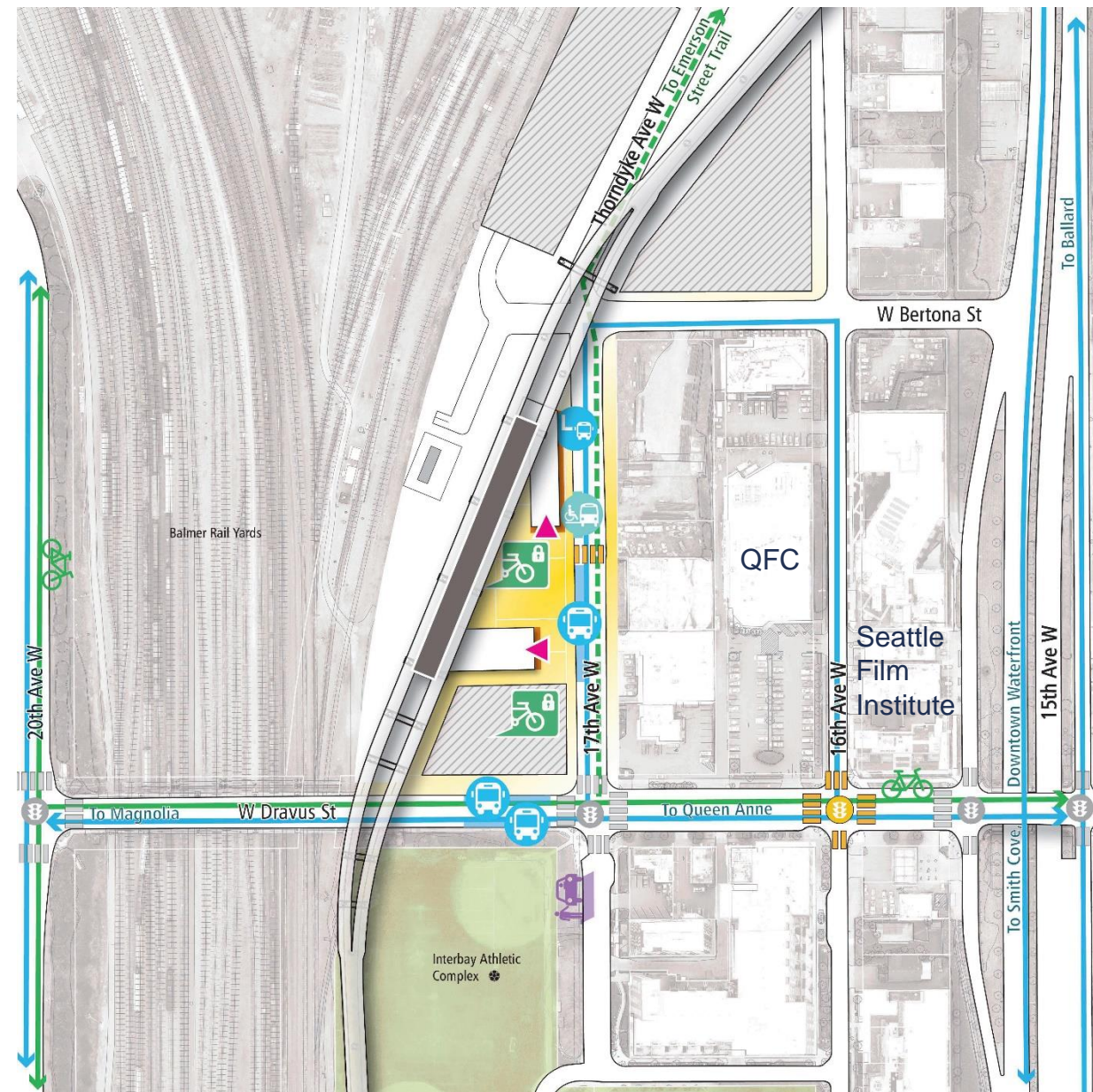
***Preferred alternative***



# Elevated 17<sup>th</sup> Ave Station



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





# Elevated 17<sup>th</sup> Ave Station

Top of structure height ~90'  
Station platform height ~65'

Elevator and stairs

Station platform

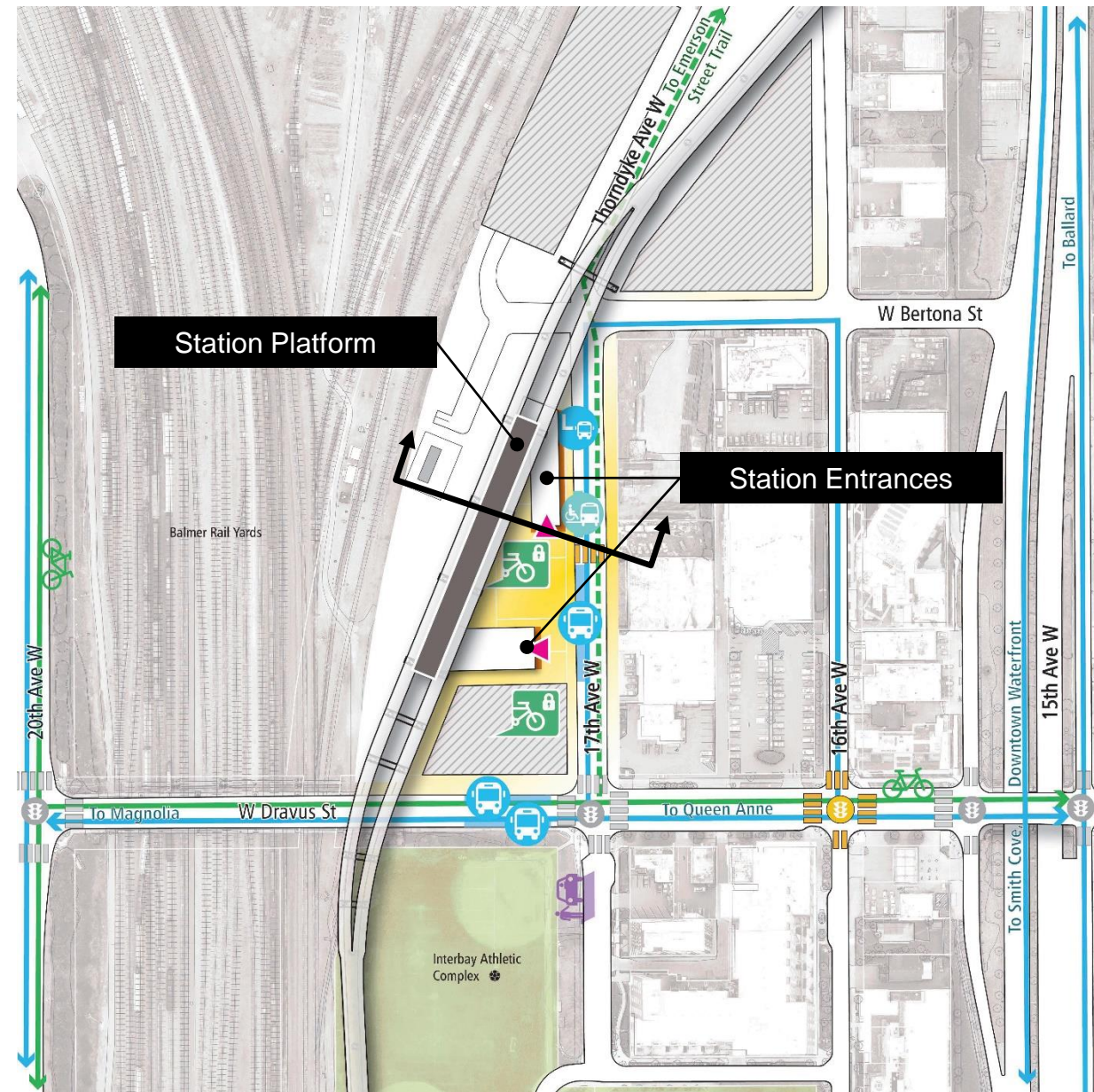
Mezzanine

North station entrance

17th Ave W

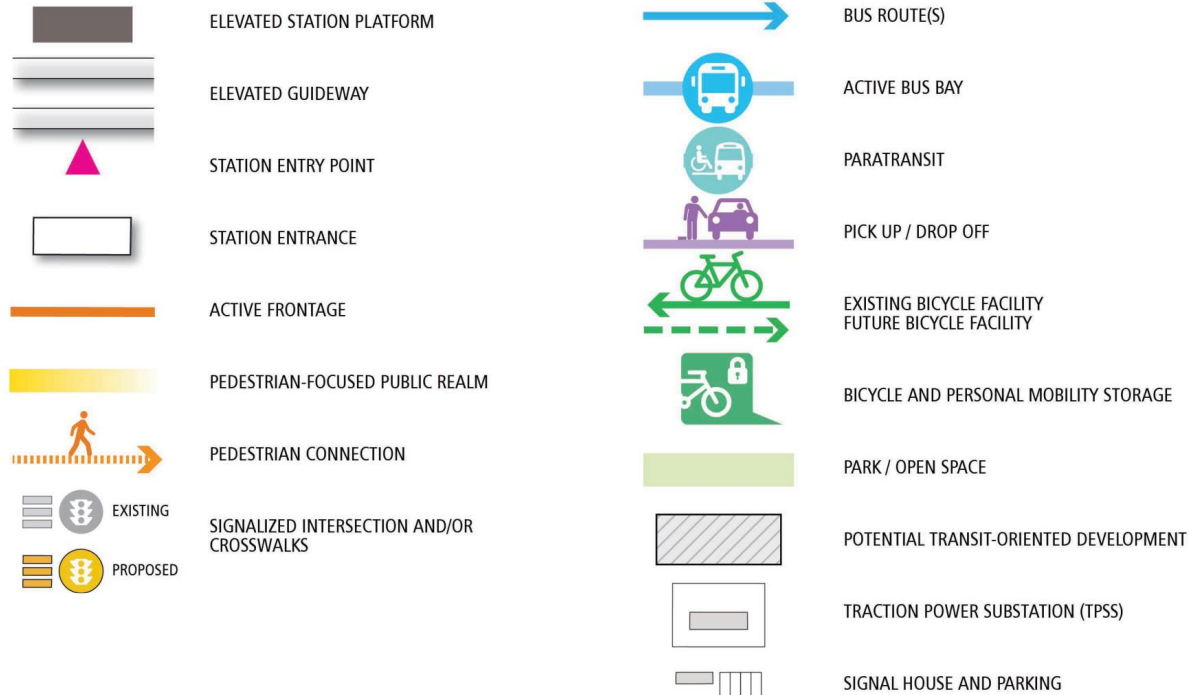
Cross-Section Looking Northeast

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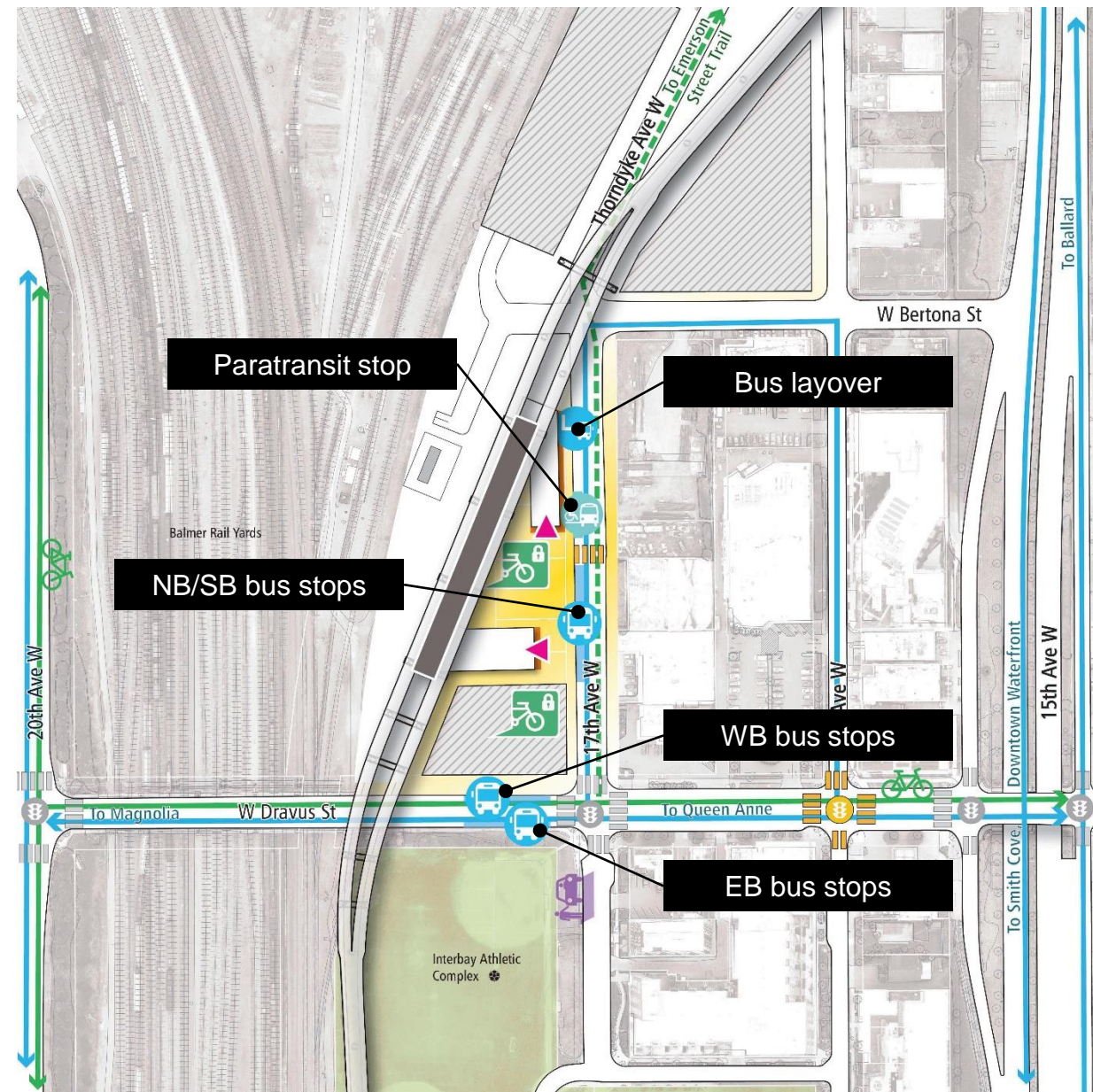




# Elevated 17<sup>th</sup> Ave Station

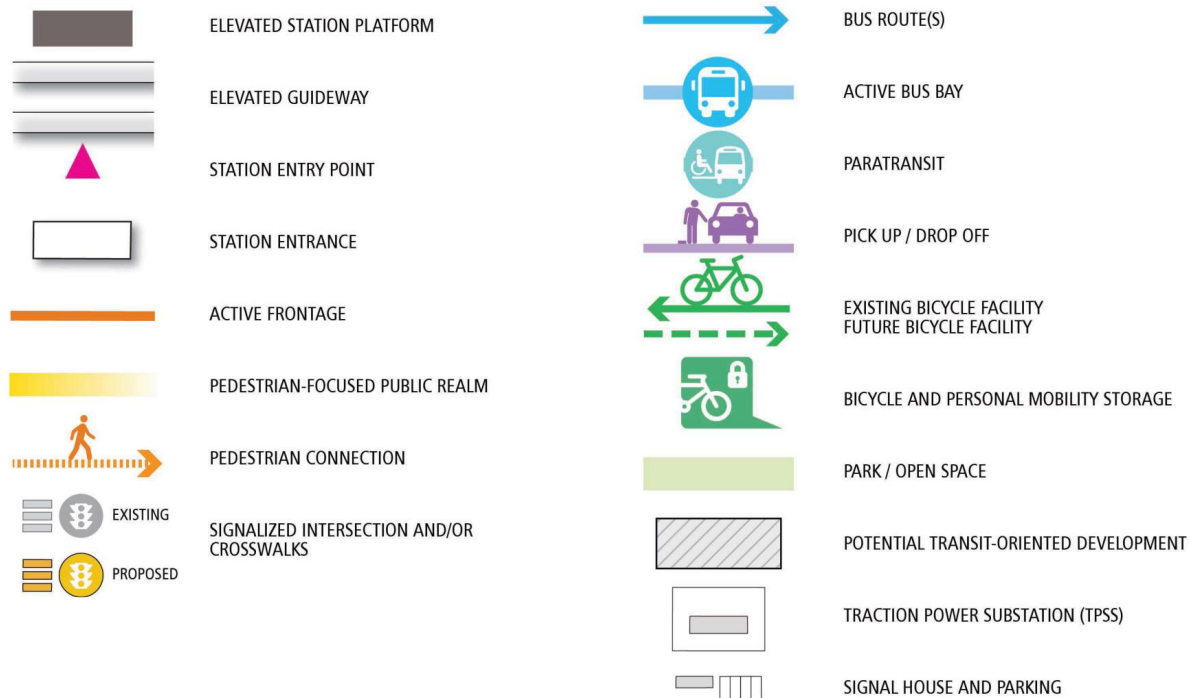


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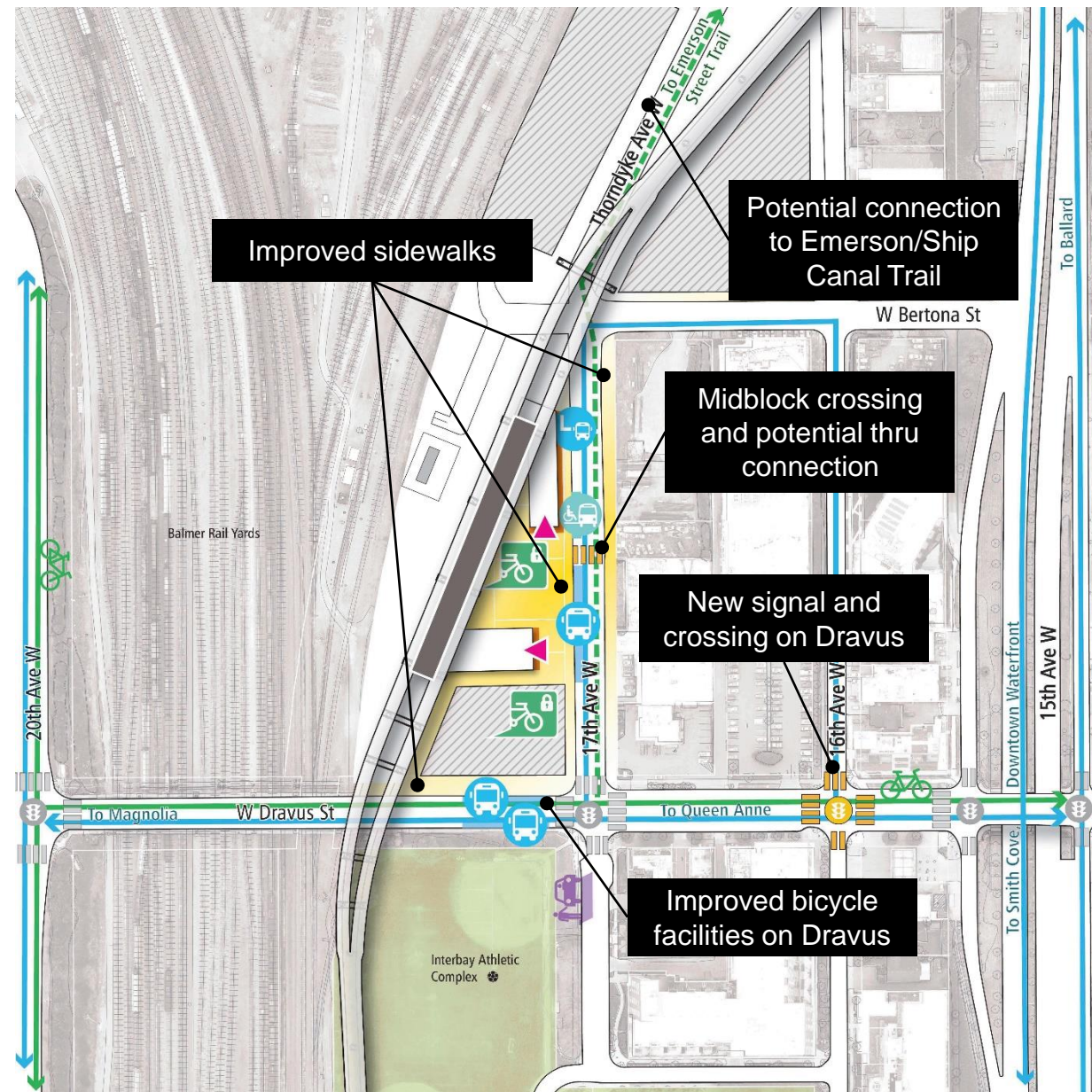




# Elevated 17<sup>th</sup> Ave Station

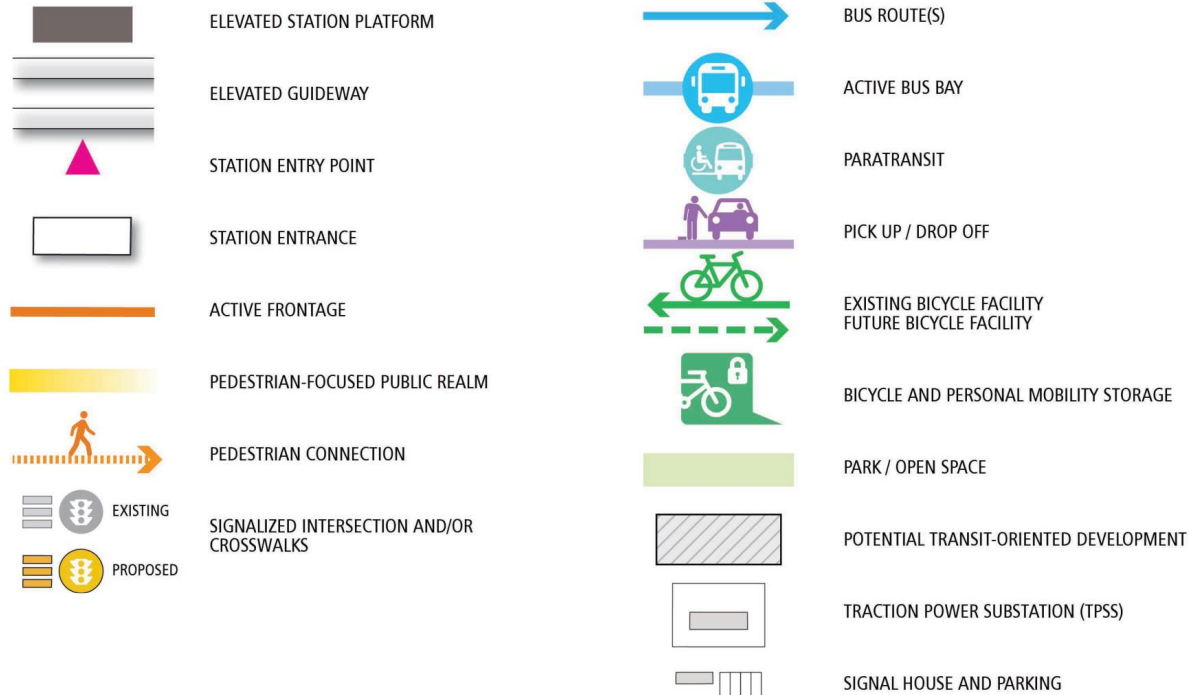


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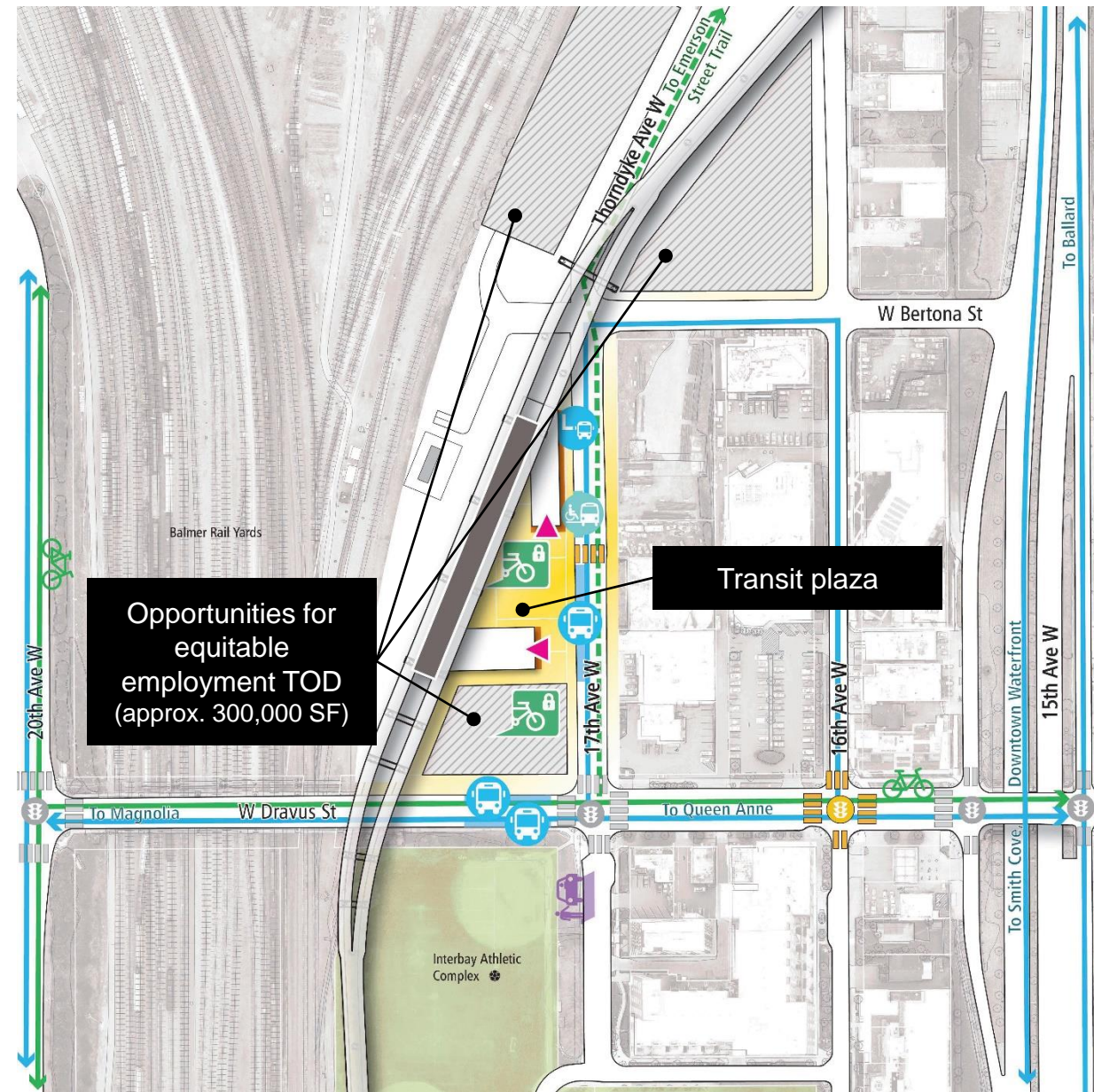




# Elevated 17<sup>th</sup> Ave Station



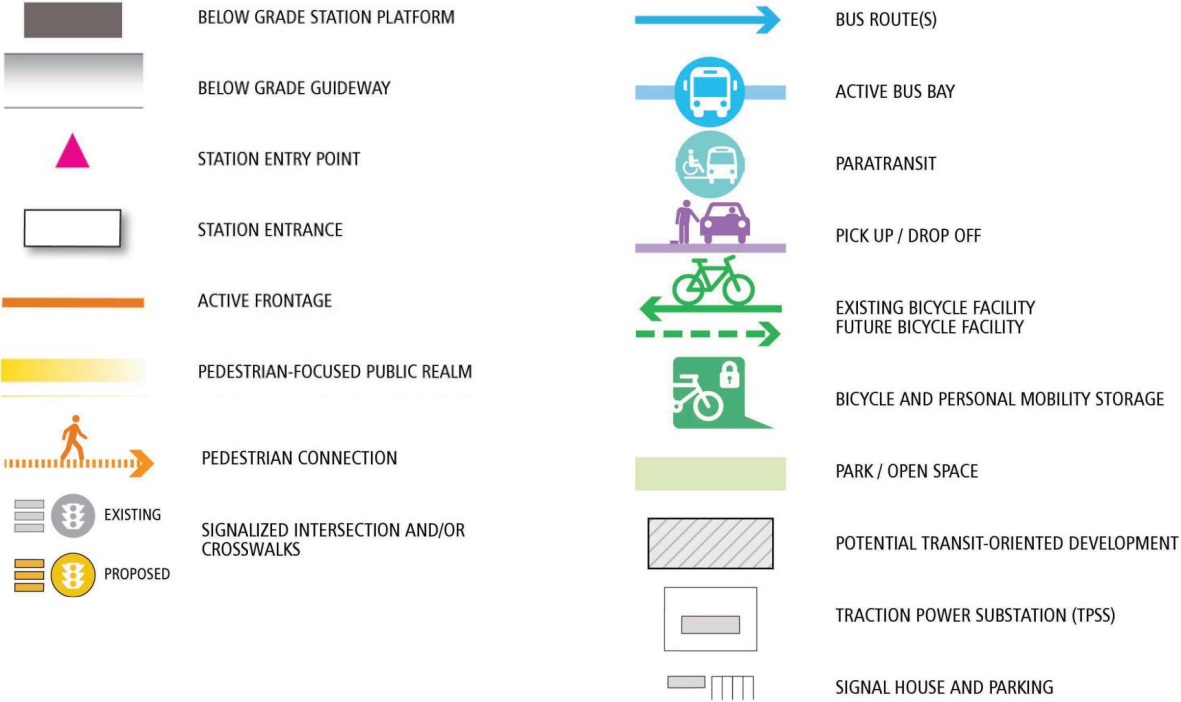
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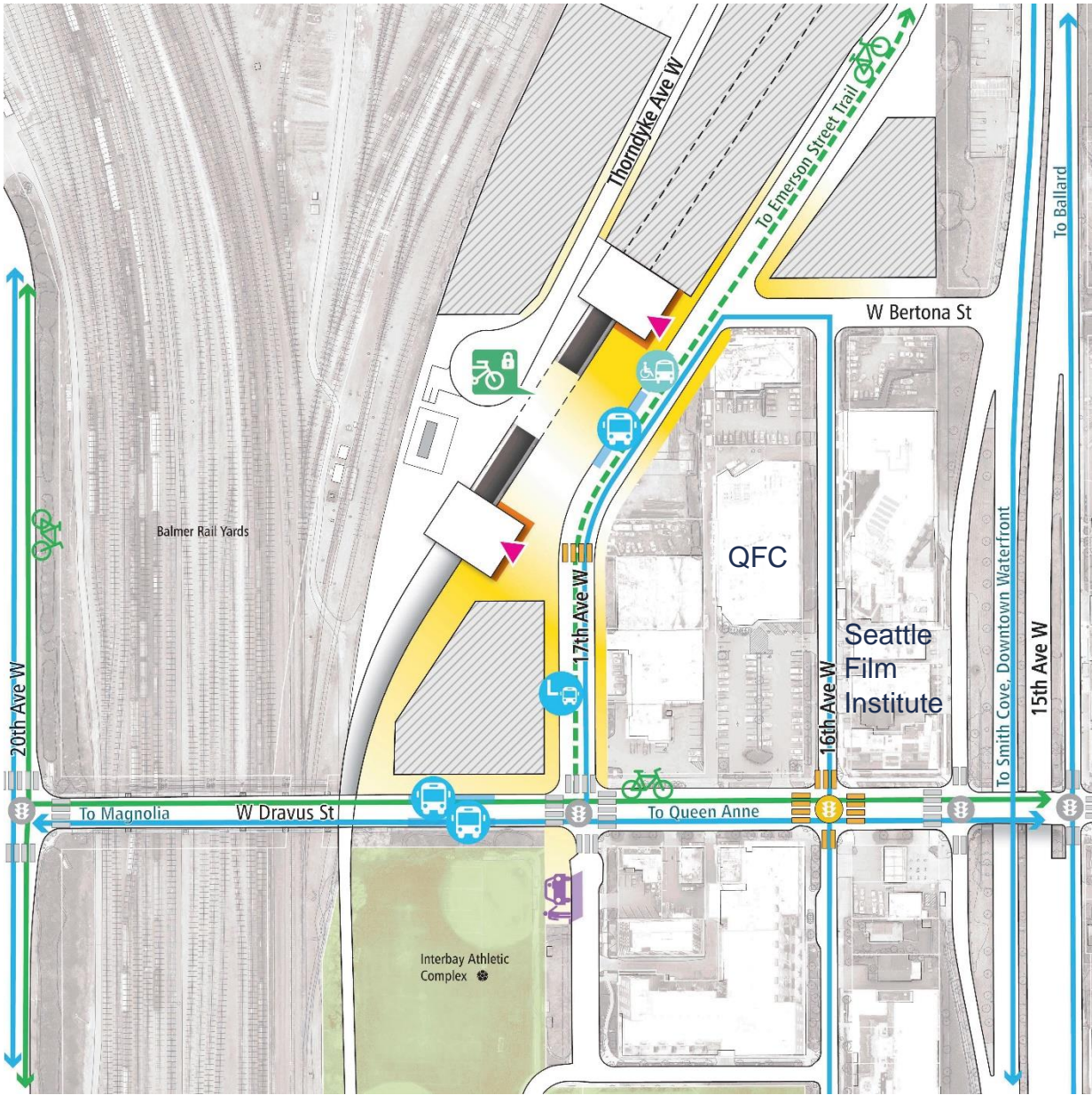
***Preferred alternative with  
third party funding***



# Retained Cut 17<sup>th</sup> Ave Station

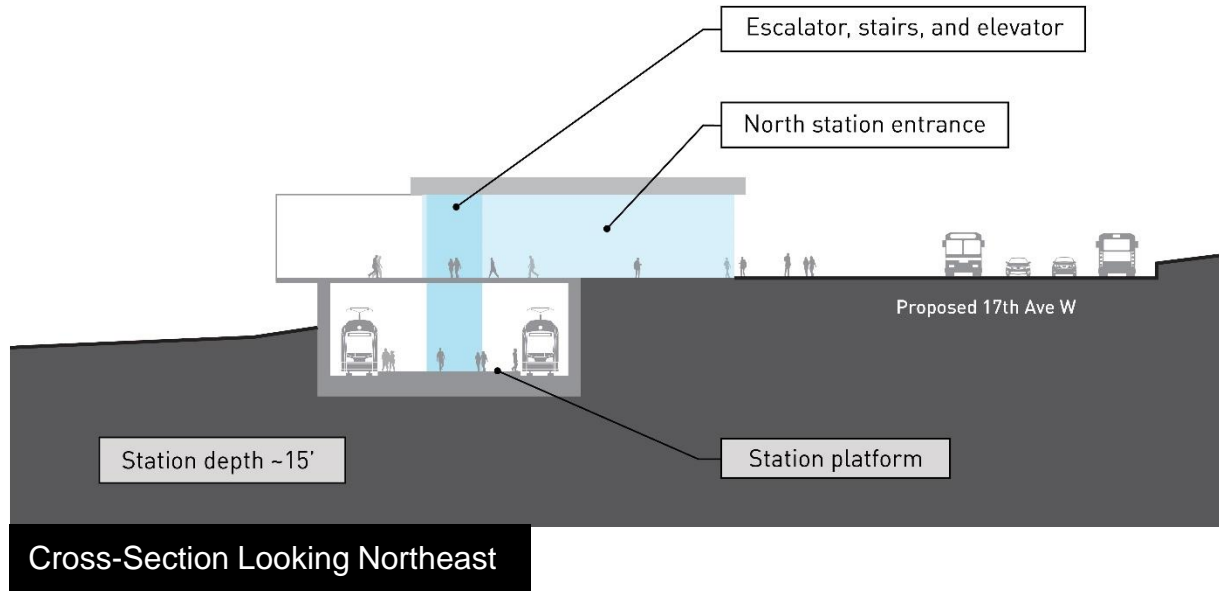


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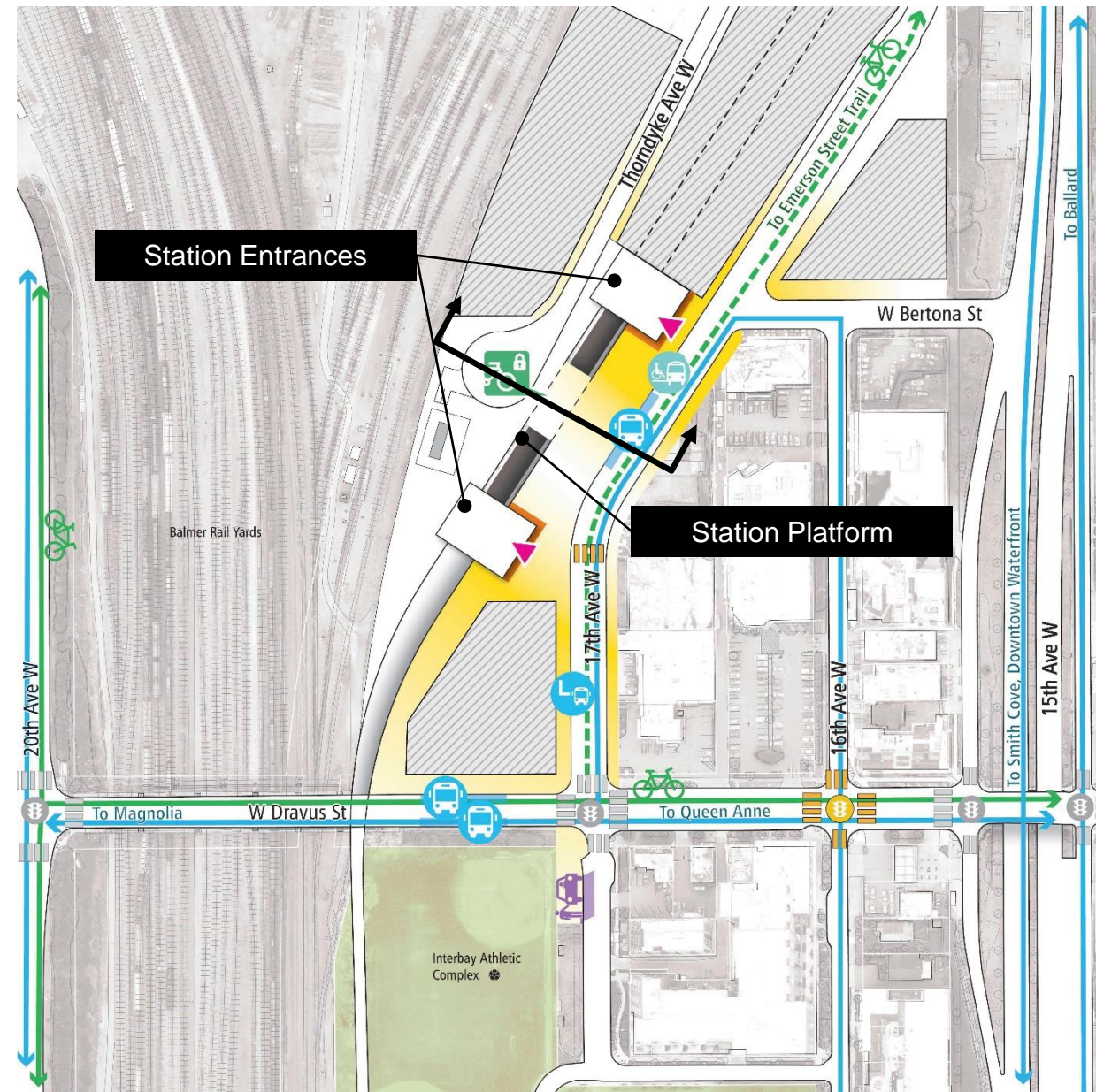




## Retained Cut 17<sup>th</sup> Ave Station

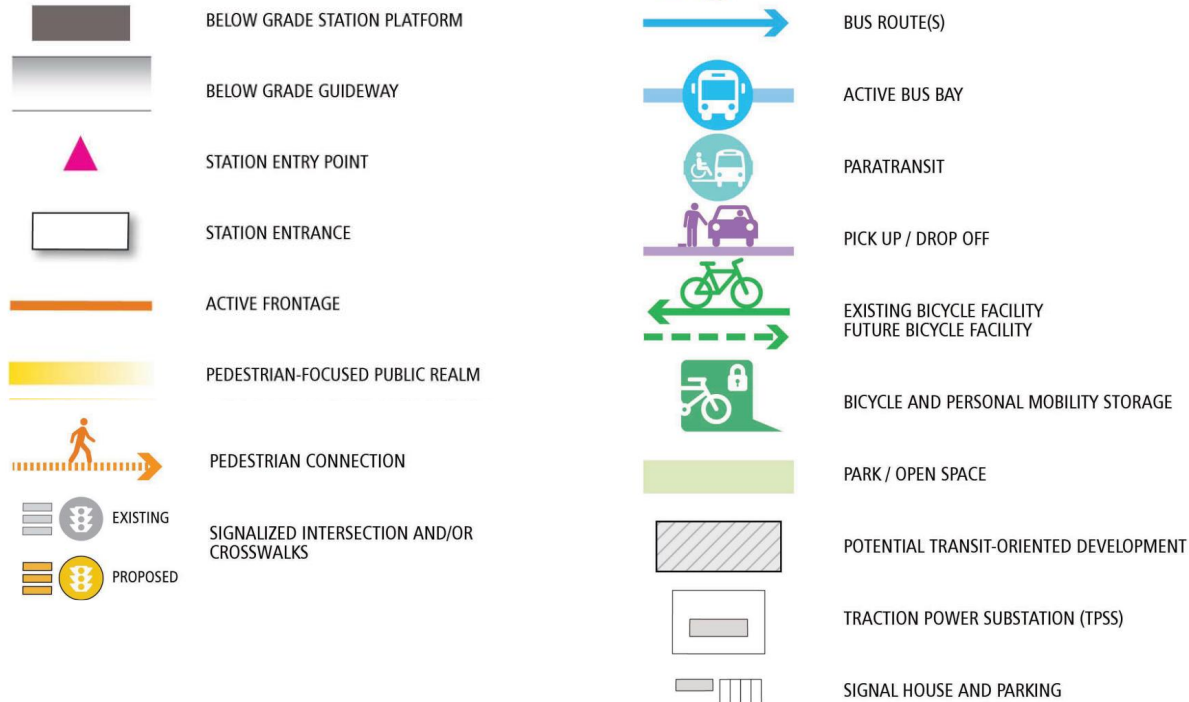


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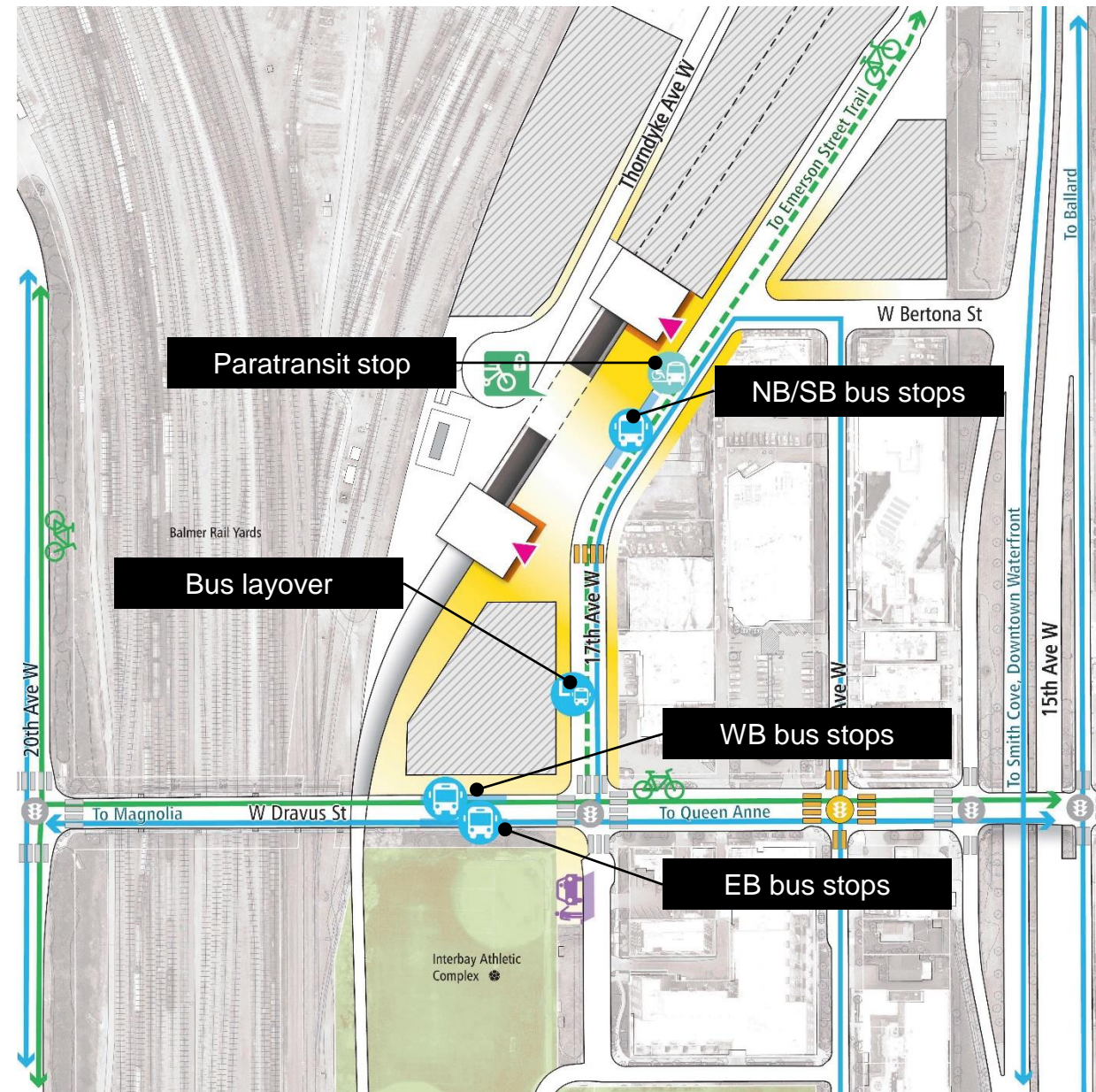




# Retained Cut 17<sup>th</sup> Ave Station

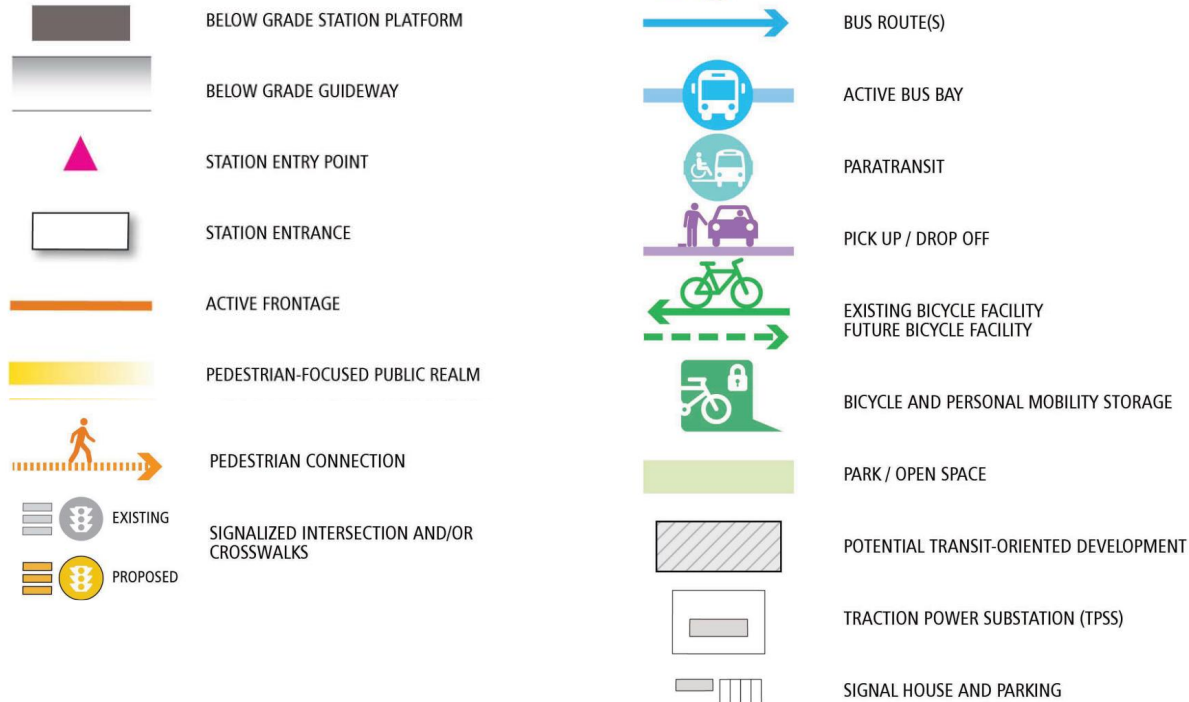


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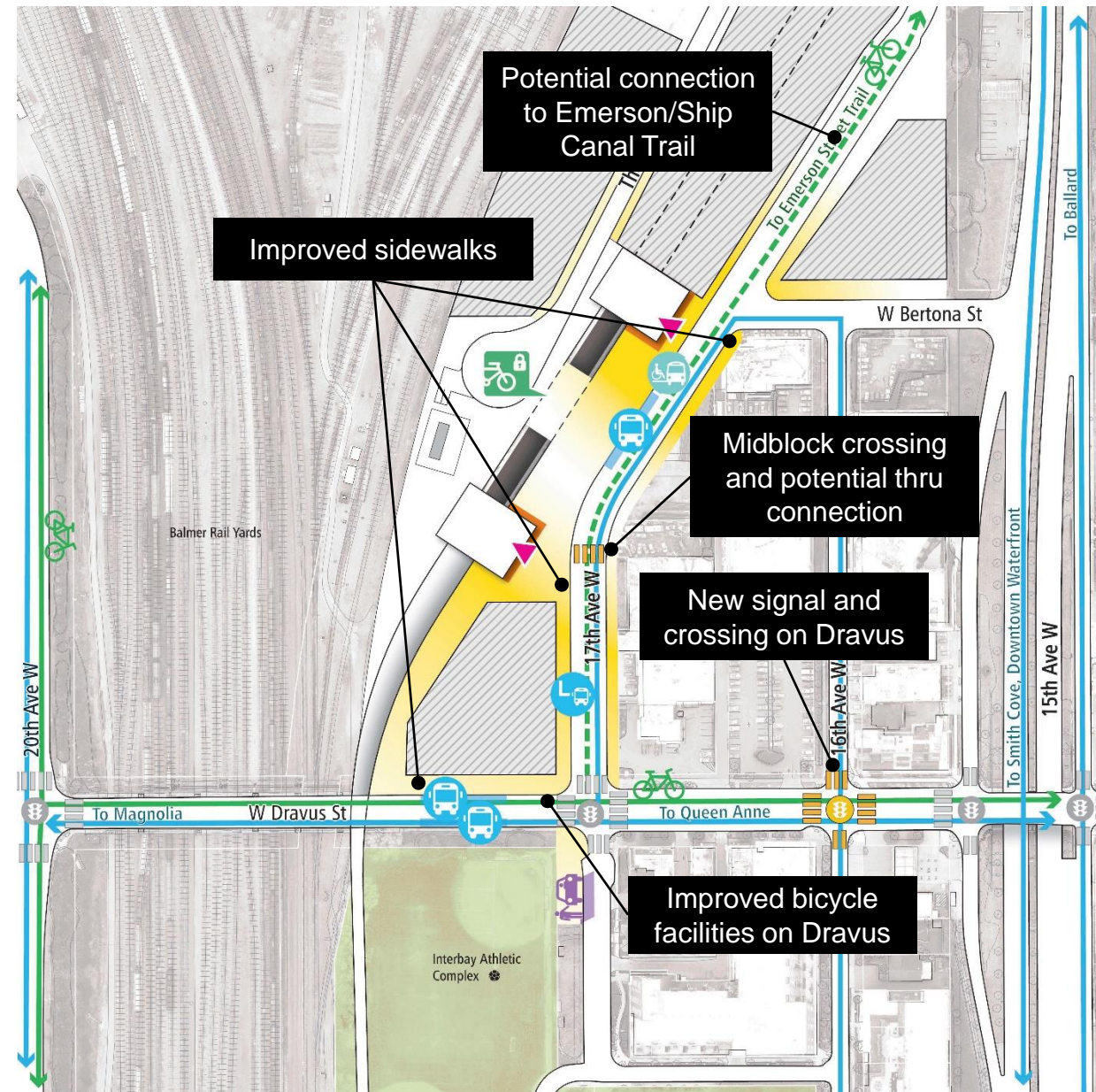




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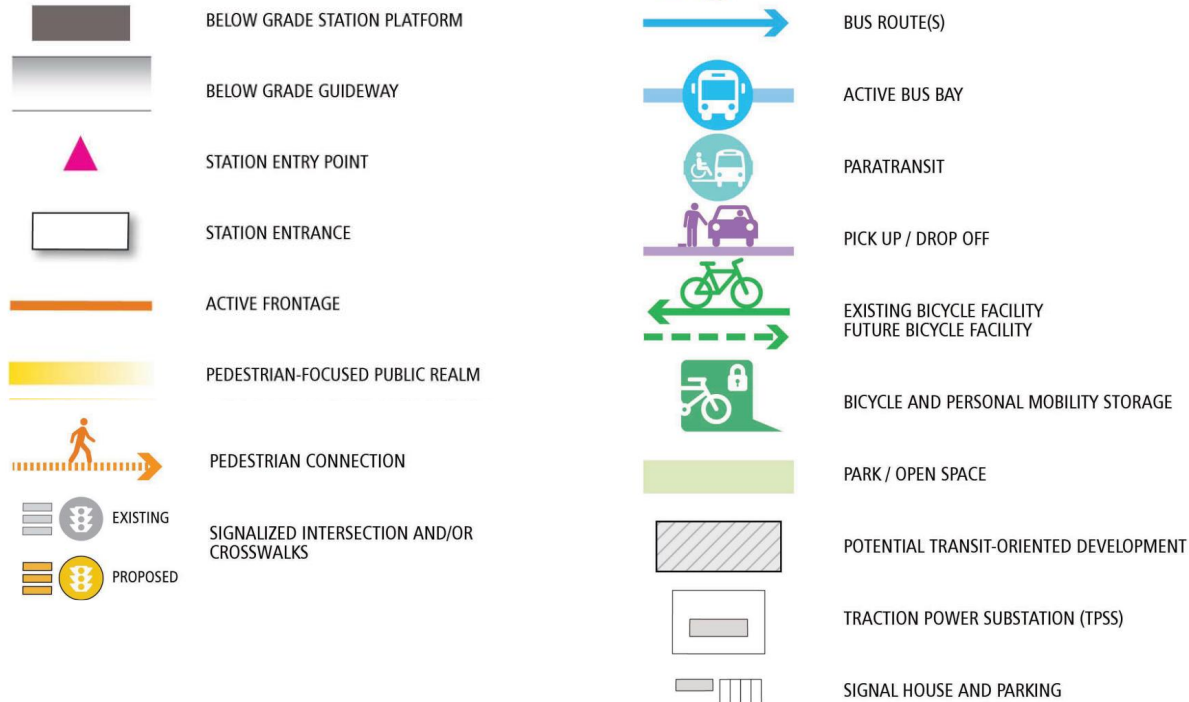


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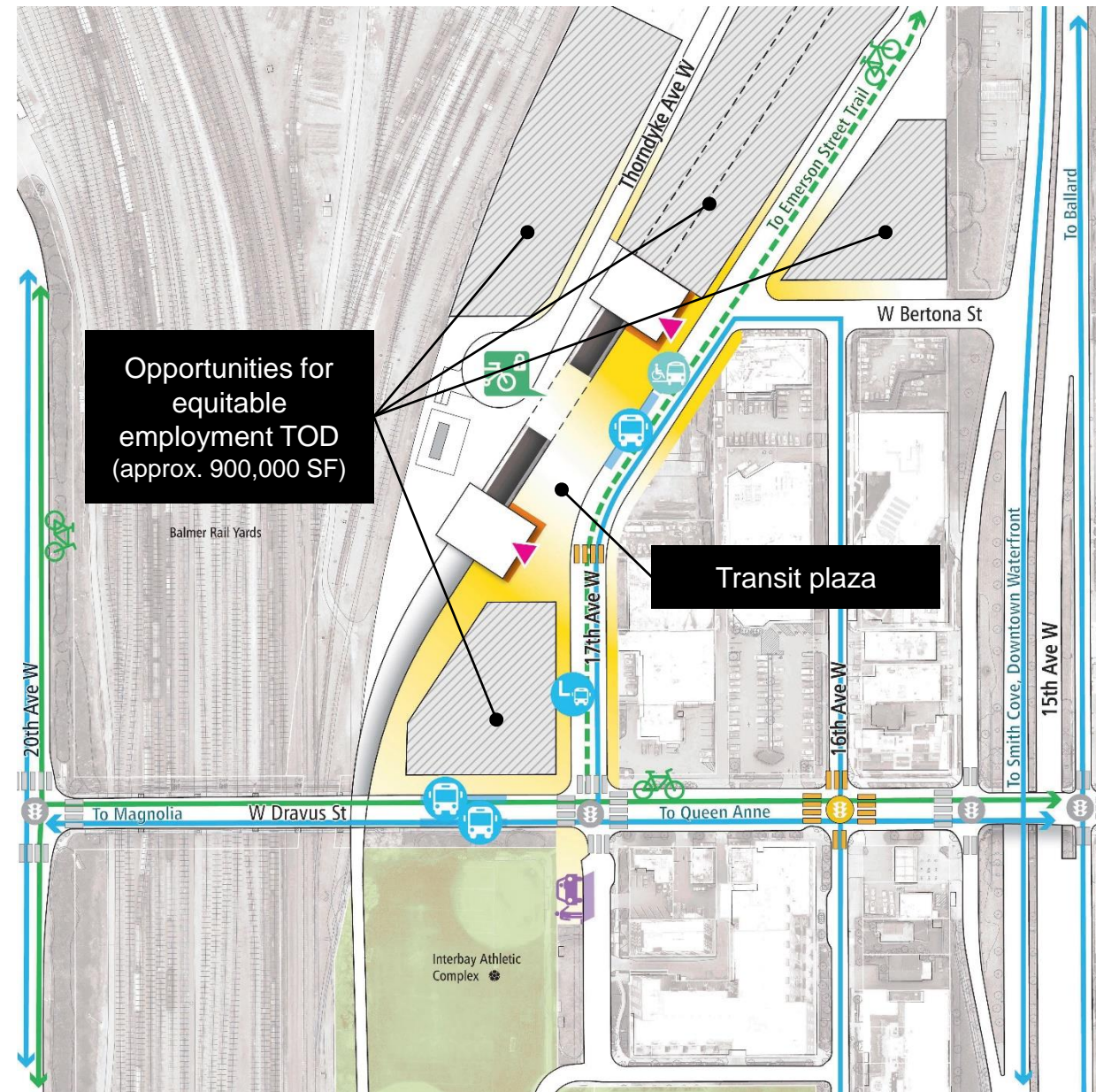




# Retained Cut 17<sup>th</sup> Ave Station



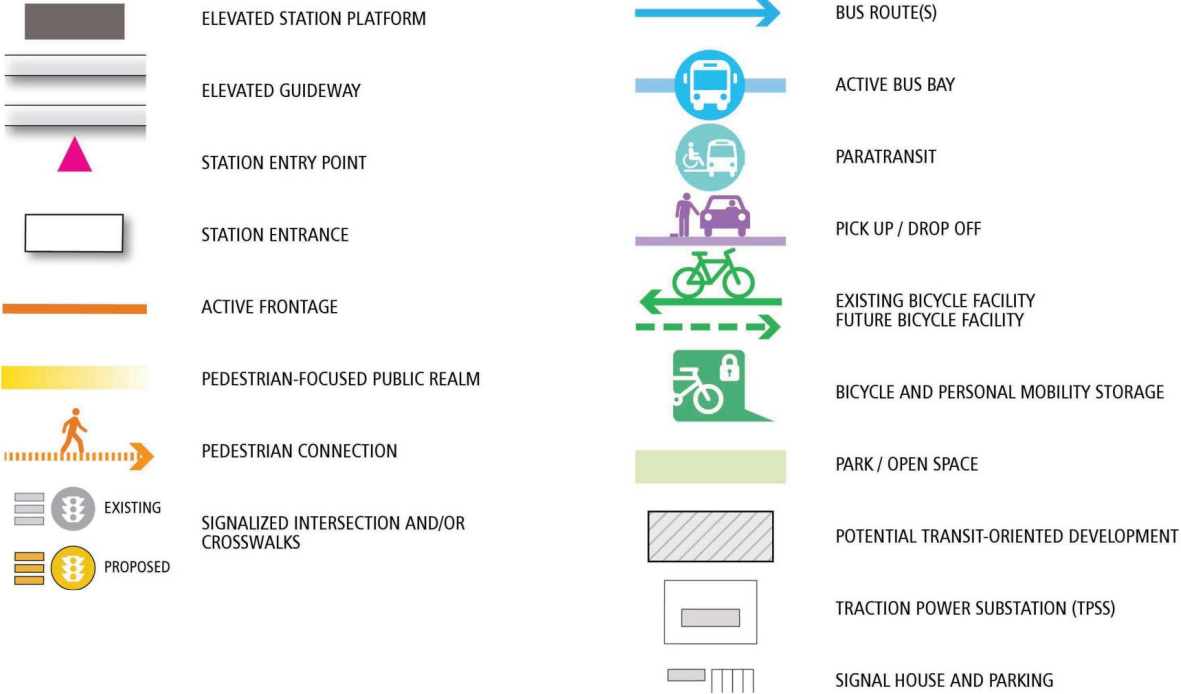
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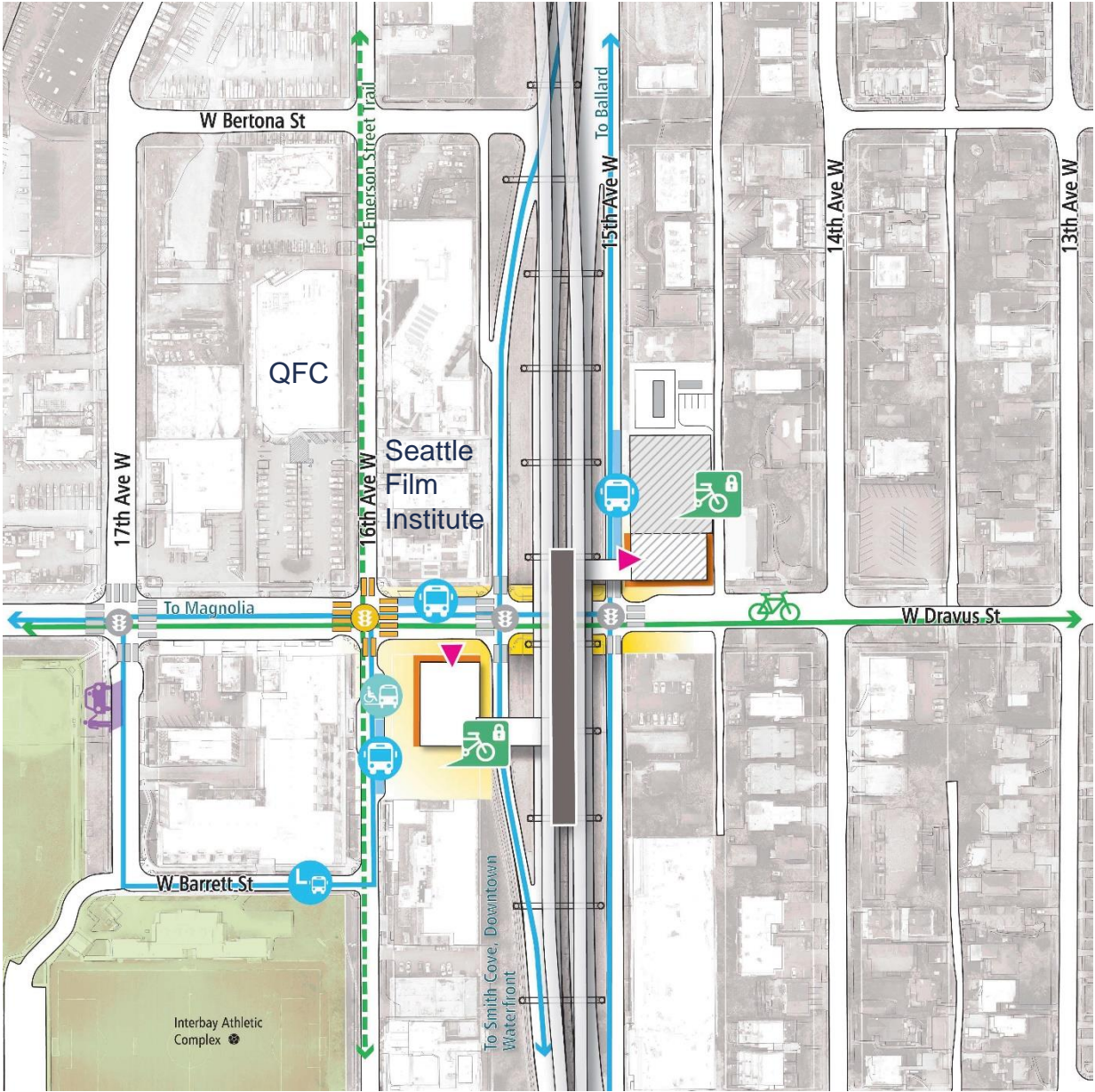
***Other Draft EIS alternatives***



# Elevated 15<sup>th</sup> Ave Station

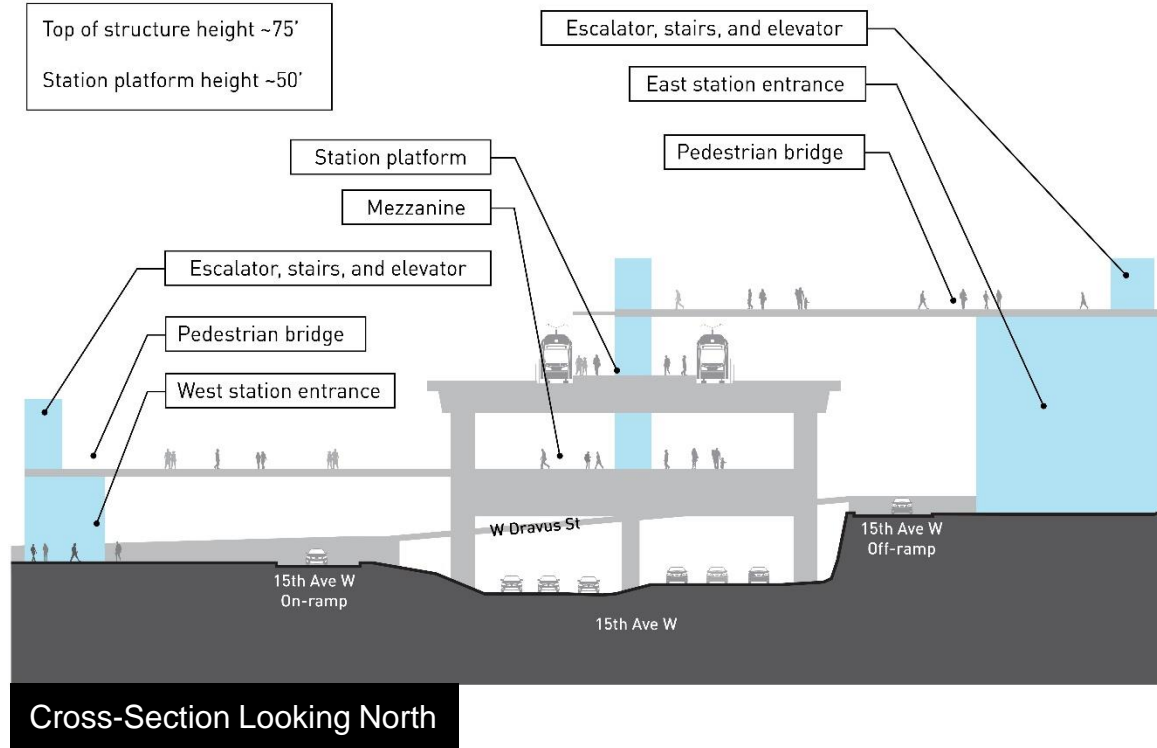


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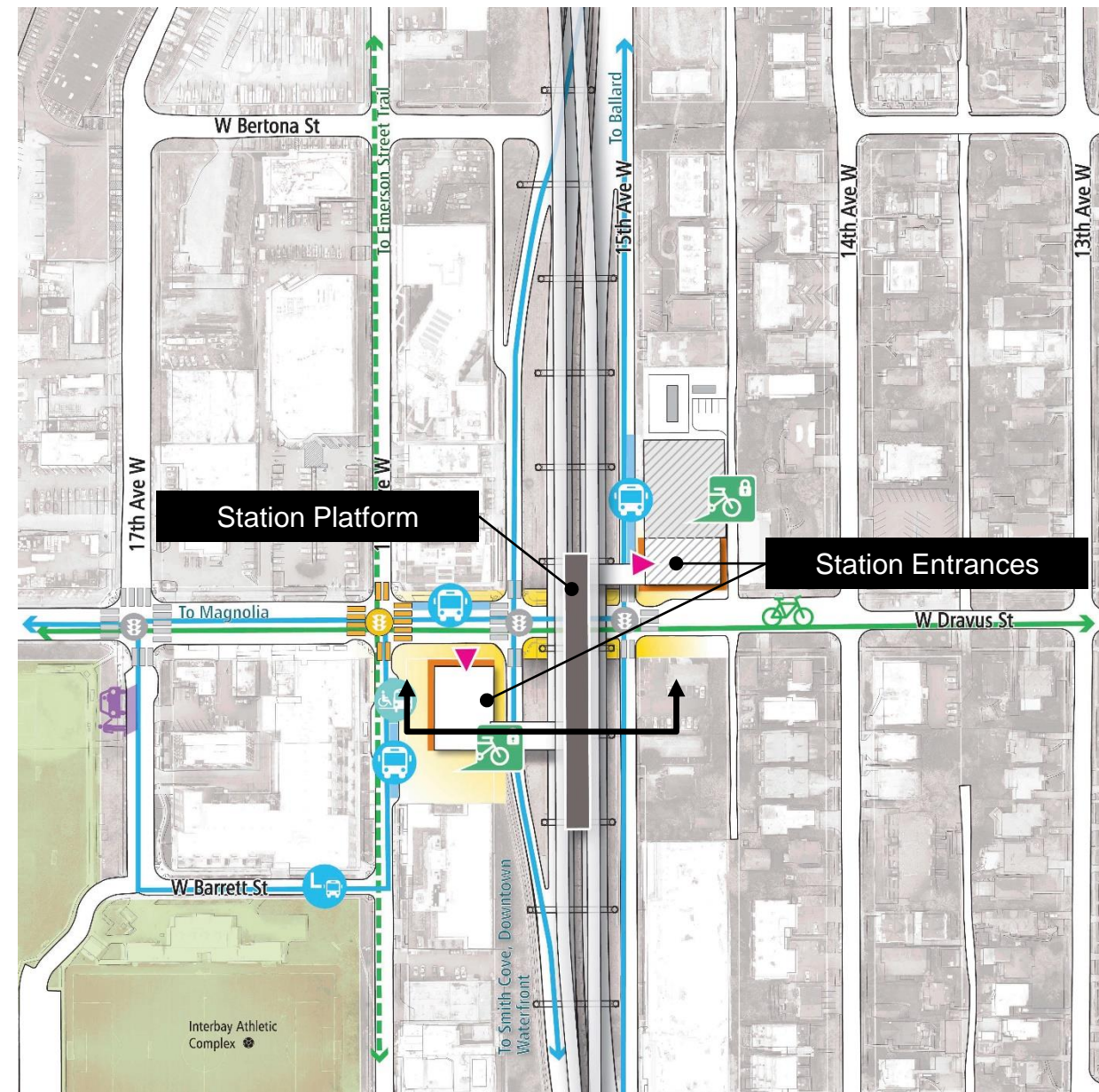




# Elevated 15<sup>th</sup> Ave Station

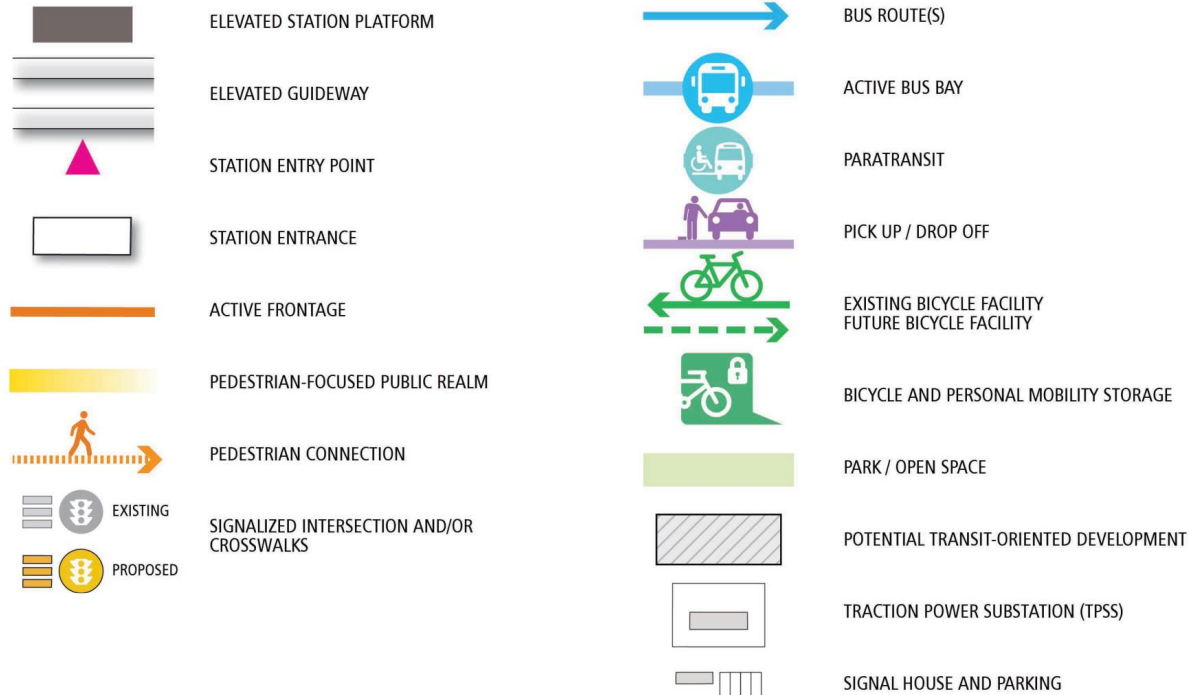


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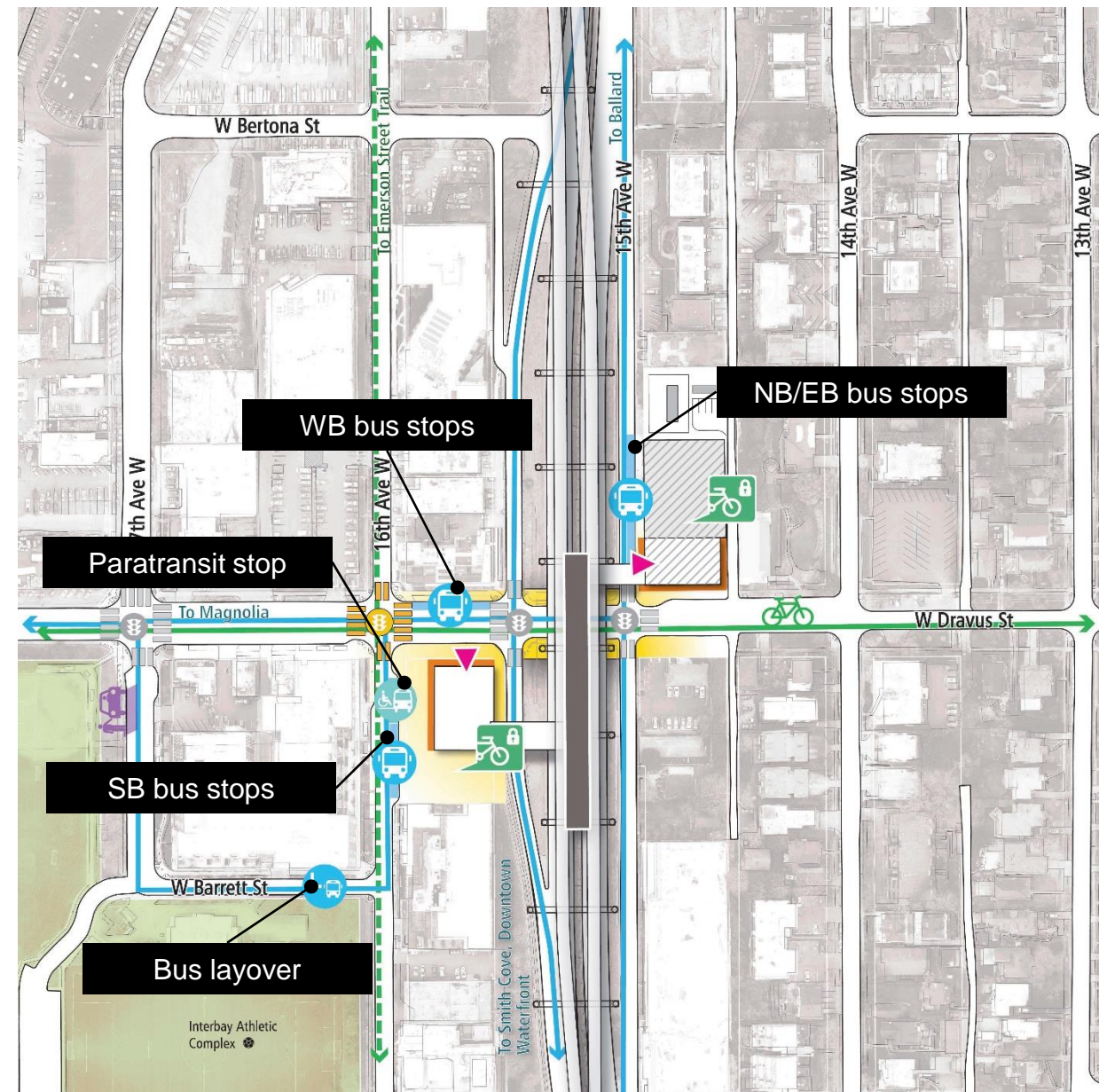




# Elevated 15<sup>th</sup> Ave Station

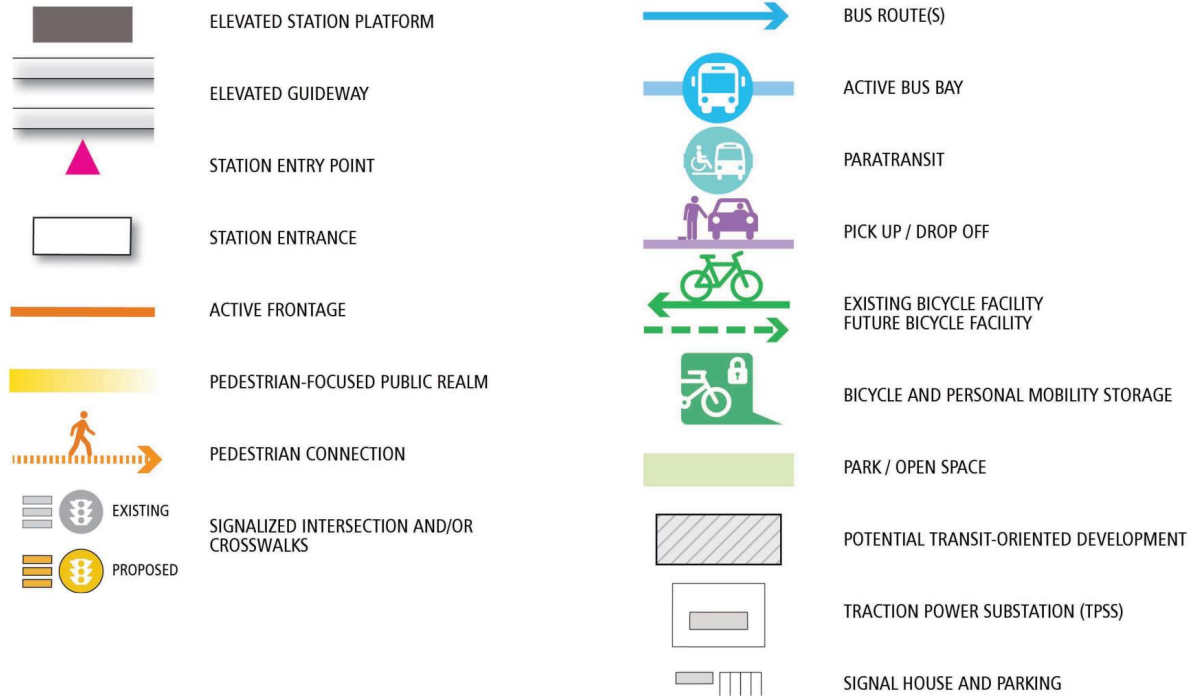


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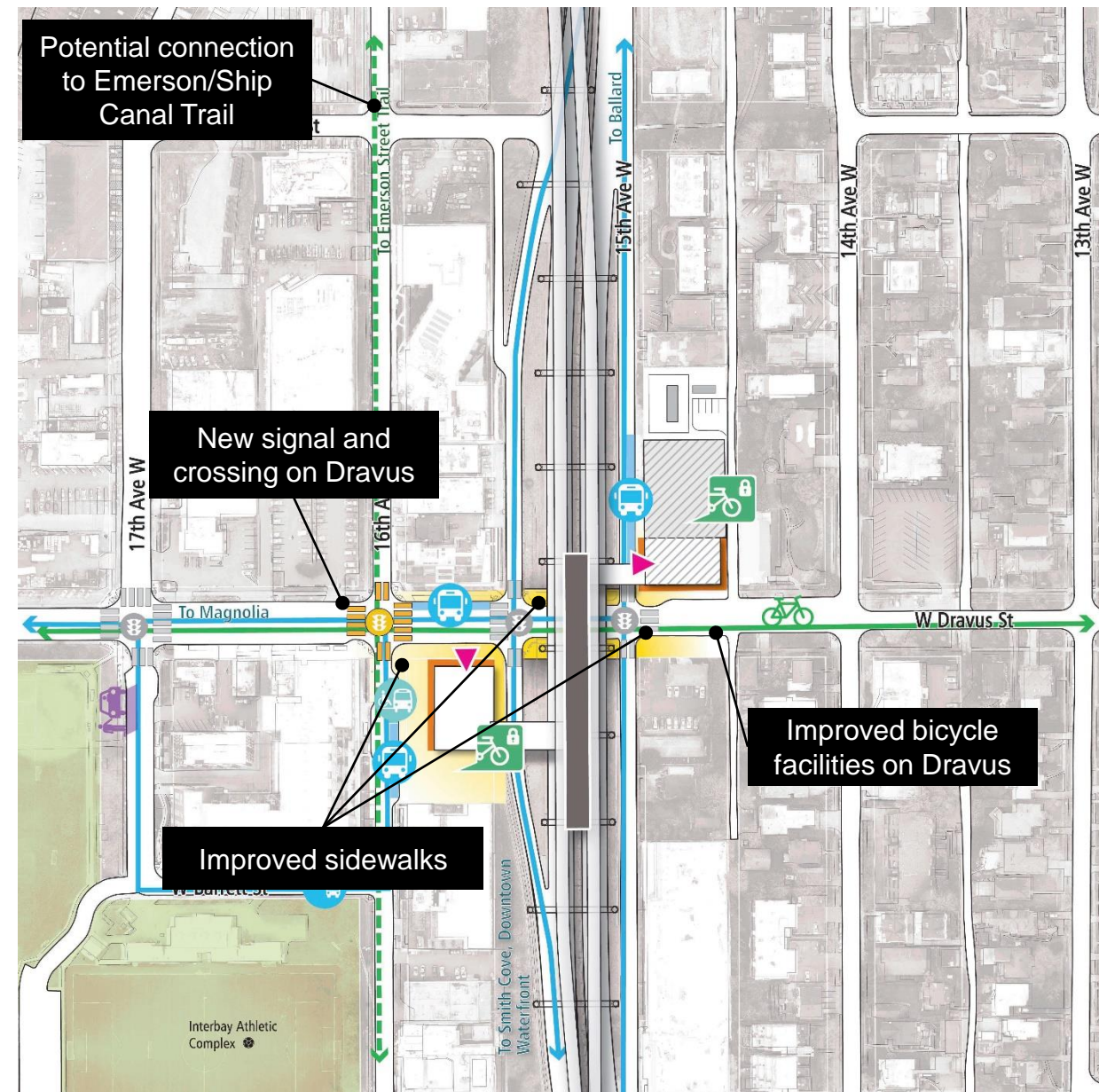




# Elevated 15<sup>th</sup> Ave Station

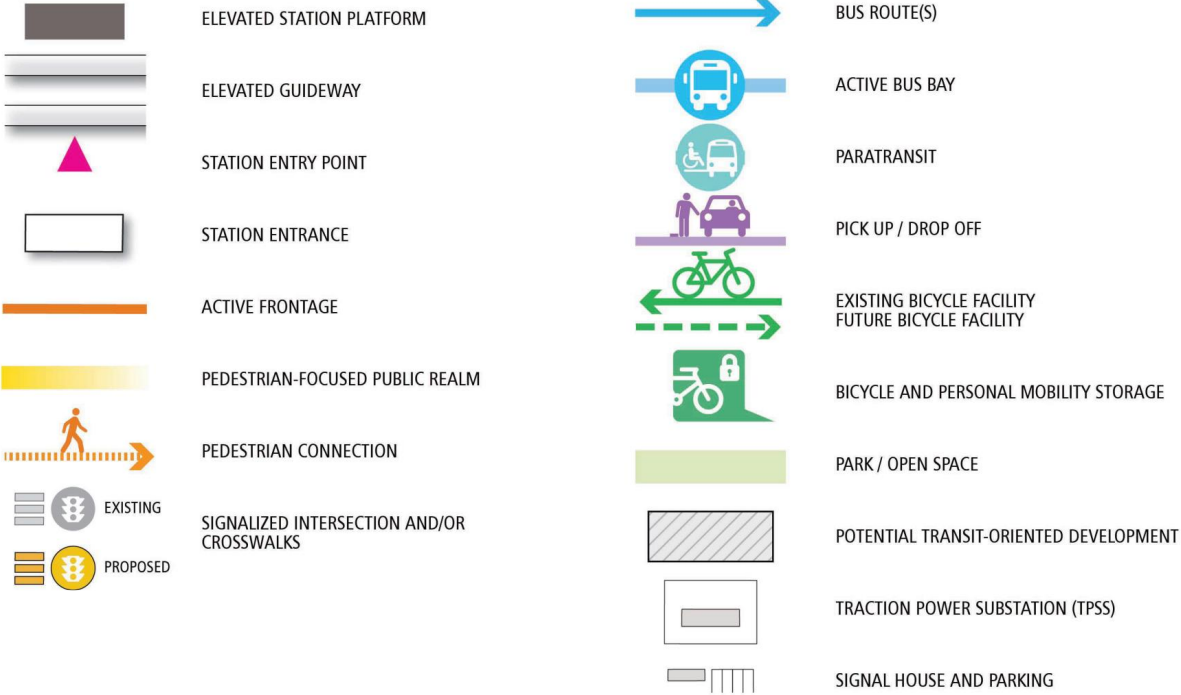


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.





# Elevated 15<sup>th</sup> Ave Station



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



# Questions for Discussion

- *What are community needs and aspirations to account for in planning for the station and equitable TOD around it?*
- *What types of multi-modal access should be prioritized here? How might the use of streets be modified to support that?*





# *Agenda*

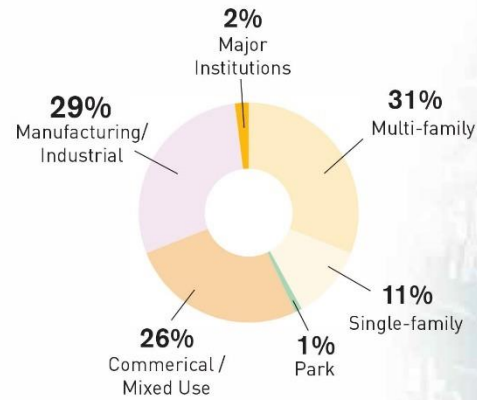
- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- ***Ballard Station***
- Next steps and next meeting



- ***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***



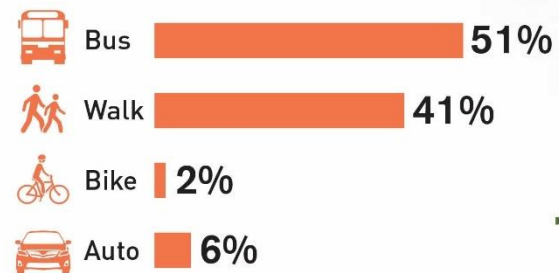
## Existing land use in the station area <sup>(1)</sup>



## 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>

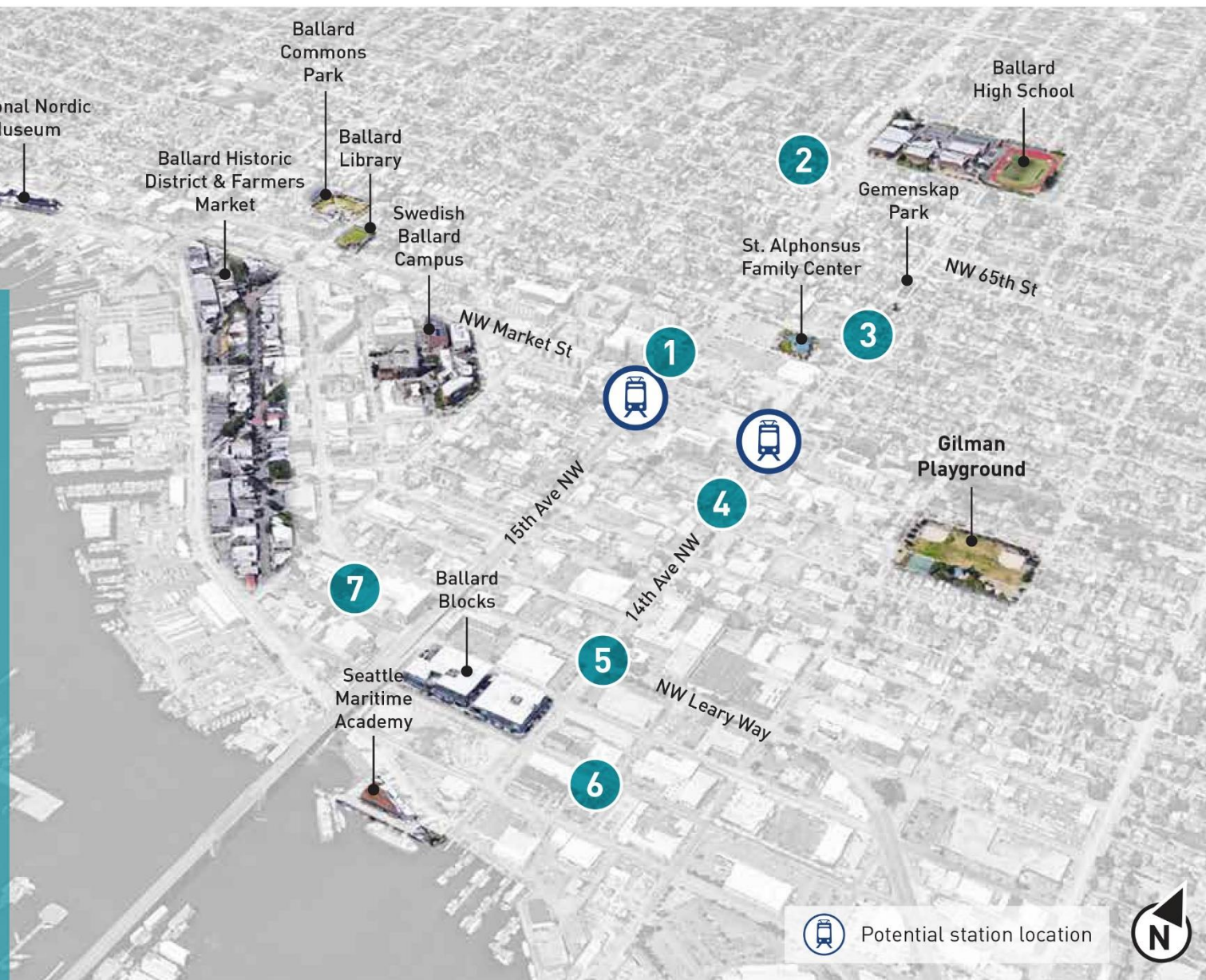




What we heard so far

## NEIGHBORHOOD FEEDBACK

- 1 Intersection of 15th Ave NW and NW Market St is a difficult environment for pedestrians
- 2 Concerned with how light rail will be extended north in the future
- 3 Extending Gemenskap Park south along on 14th Ave NW is important
- 4 14th Ave NW is a planned pedestrian route
- 5 New development is bringing more foot traffic to industrial area, but area is not safe for pedestrians
- 6 Desire to maintain and support current and future industrial uses
- 7 Opportunity to mix light industry with housing

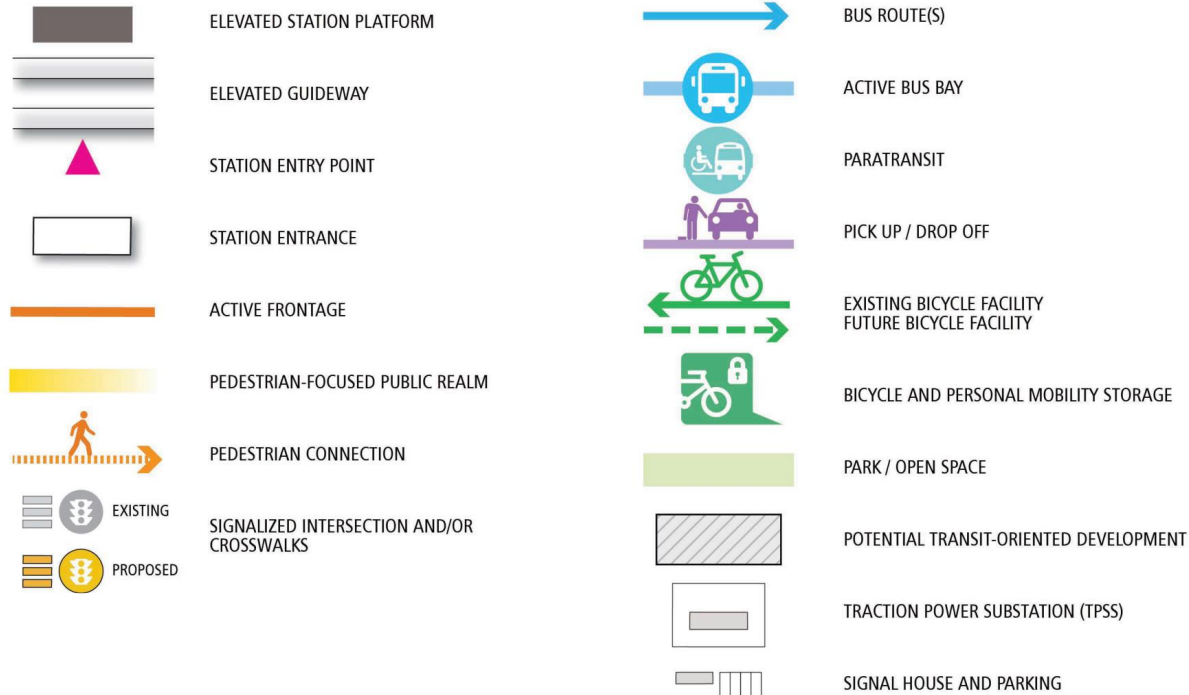


Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

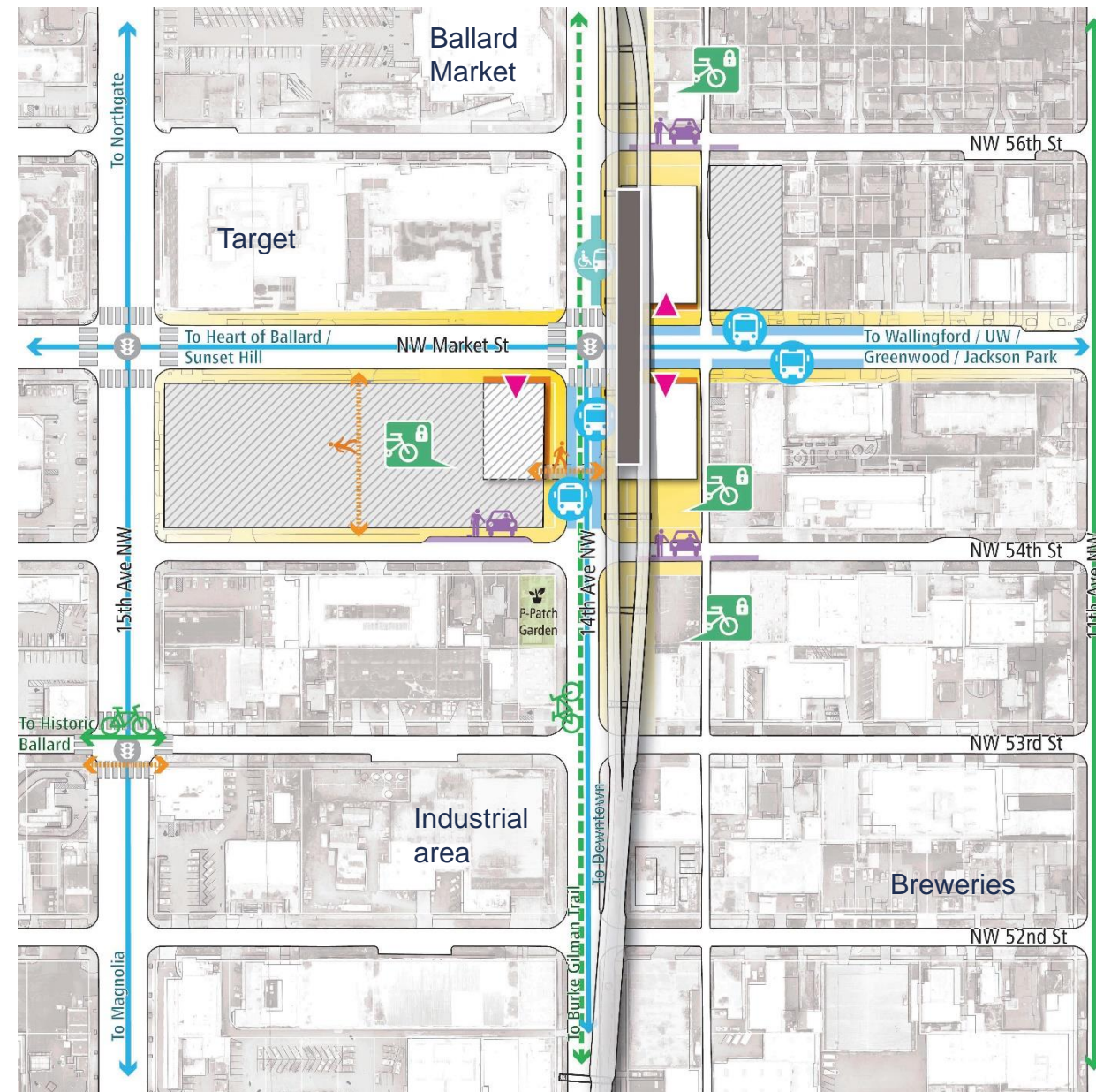


***Preferred alternative***

# Elevated 14<sup>th</sup> Ave Station

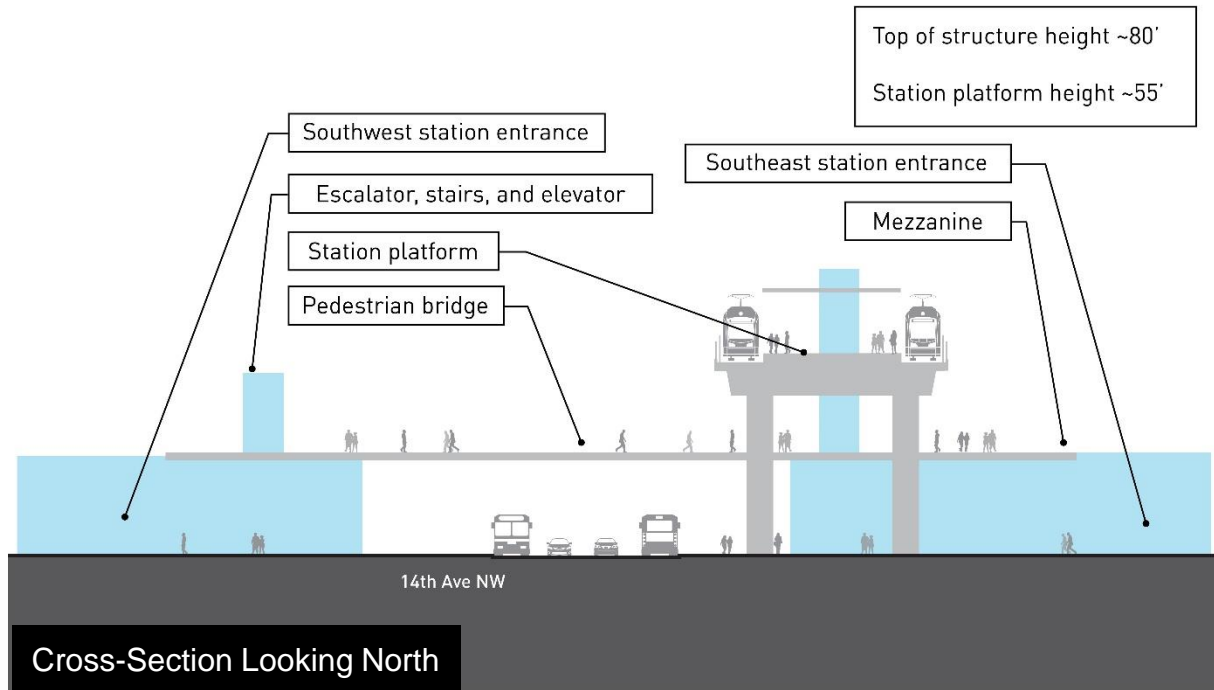


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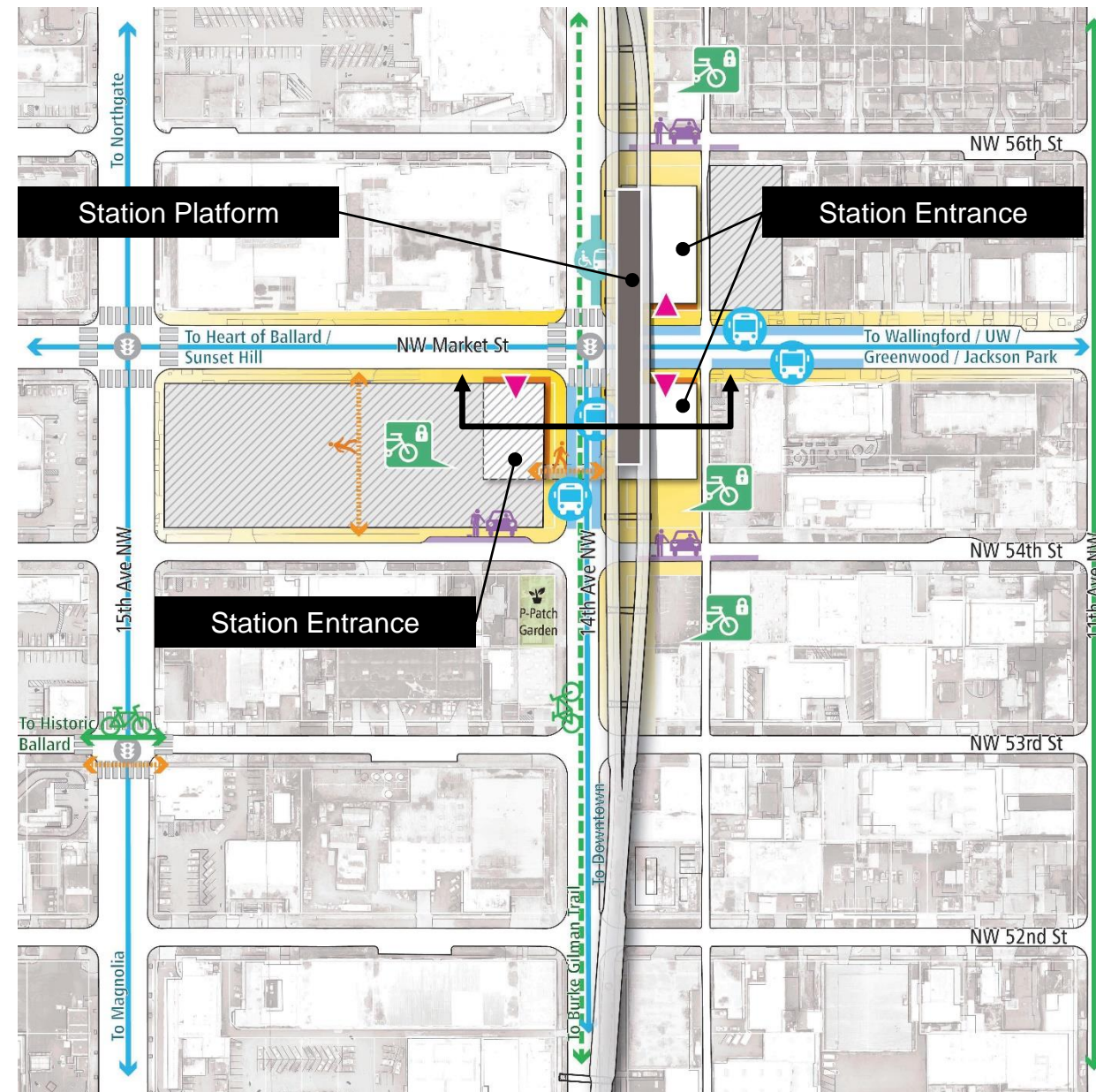




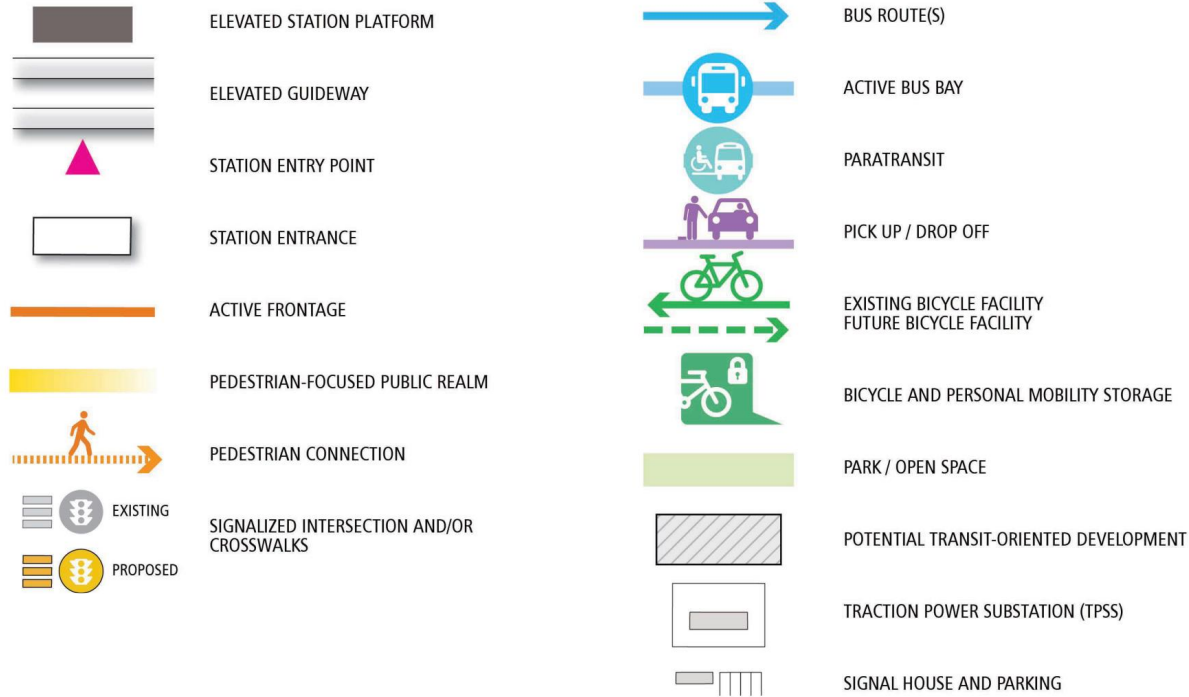
# Elevated 14<sup>th</sup> Ave Station



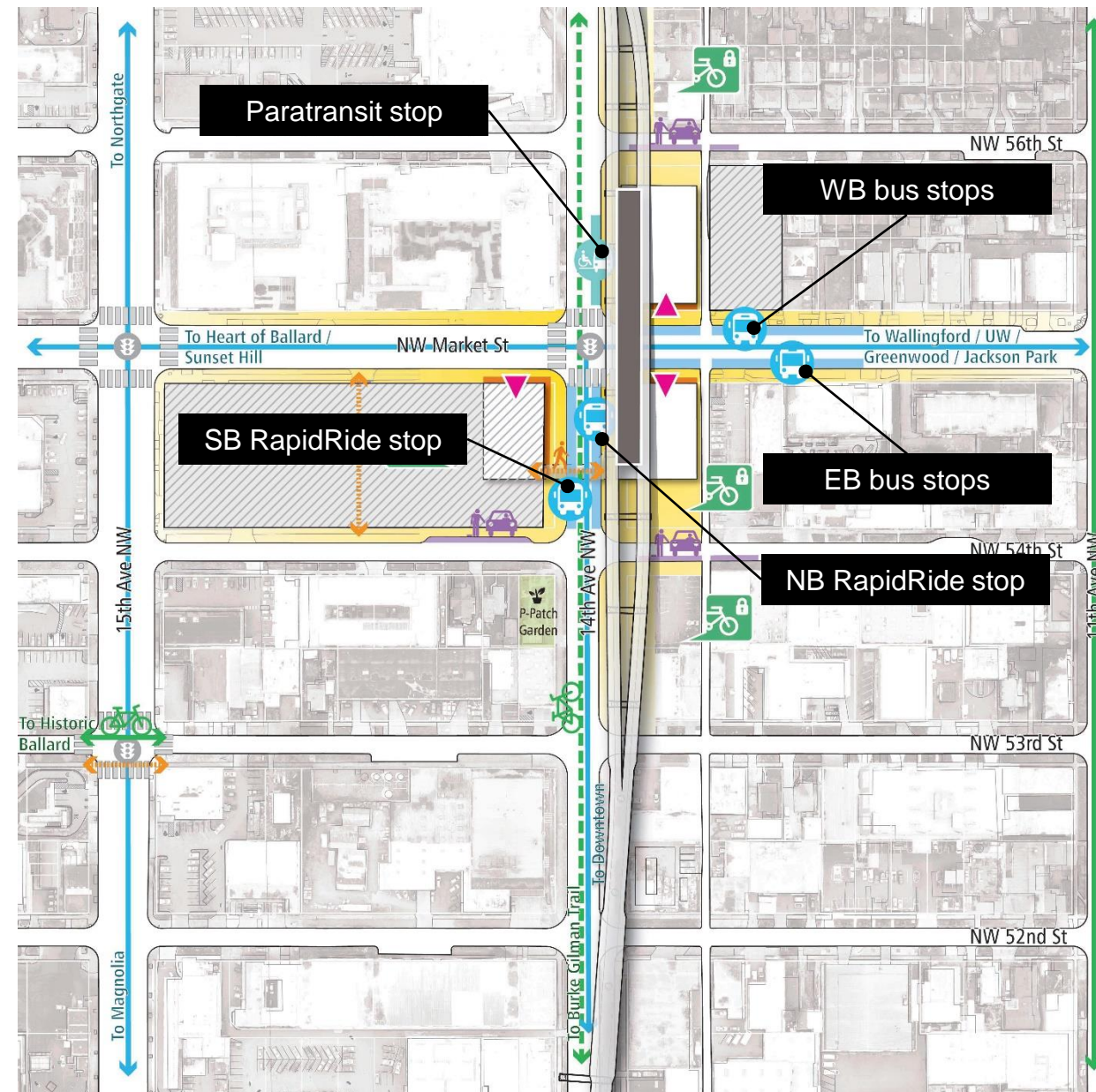
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# Elevated 14<sup>th</sup> Ave Station

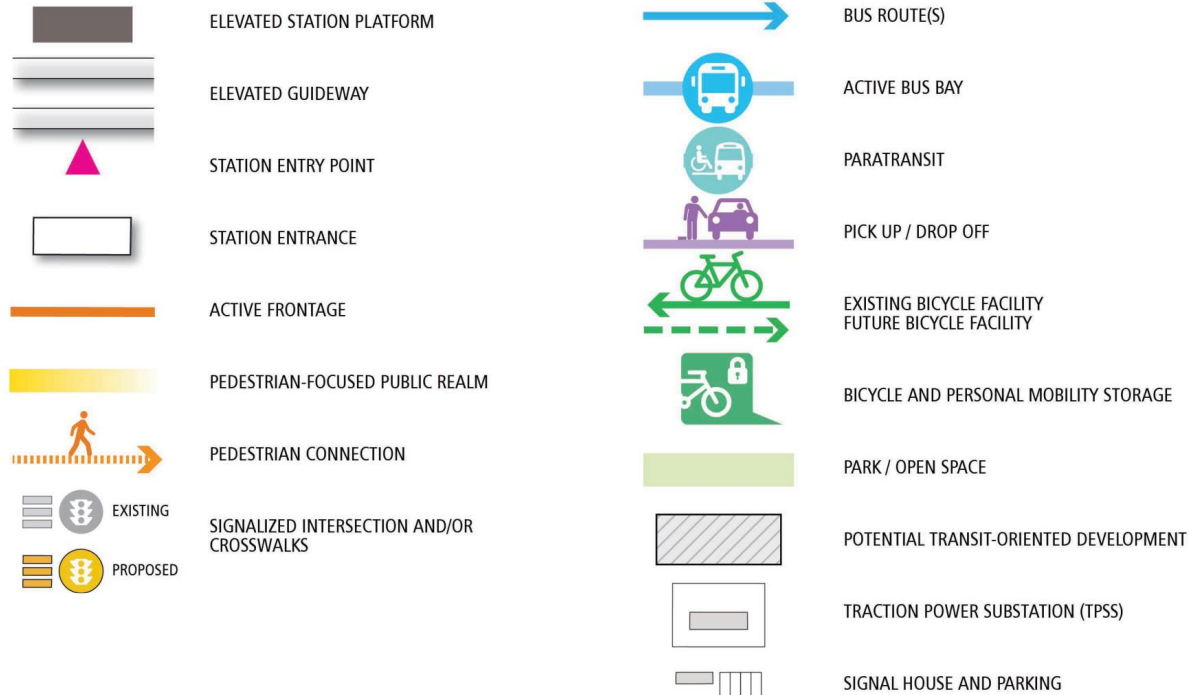


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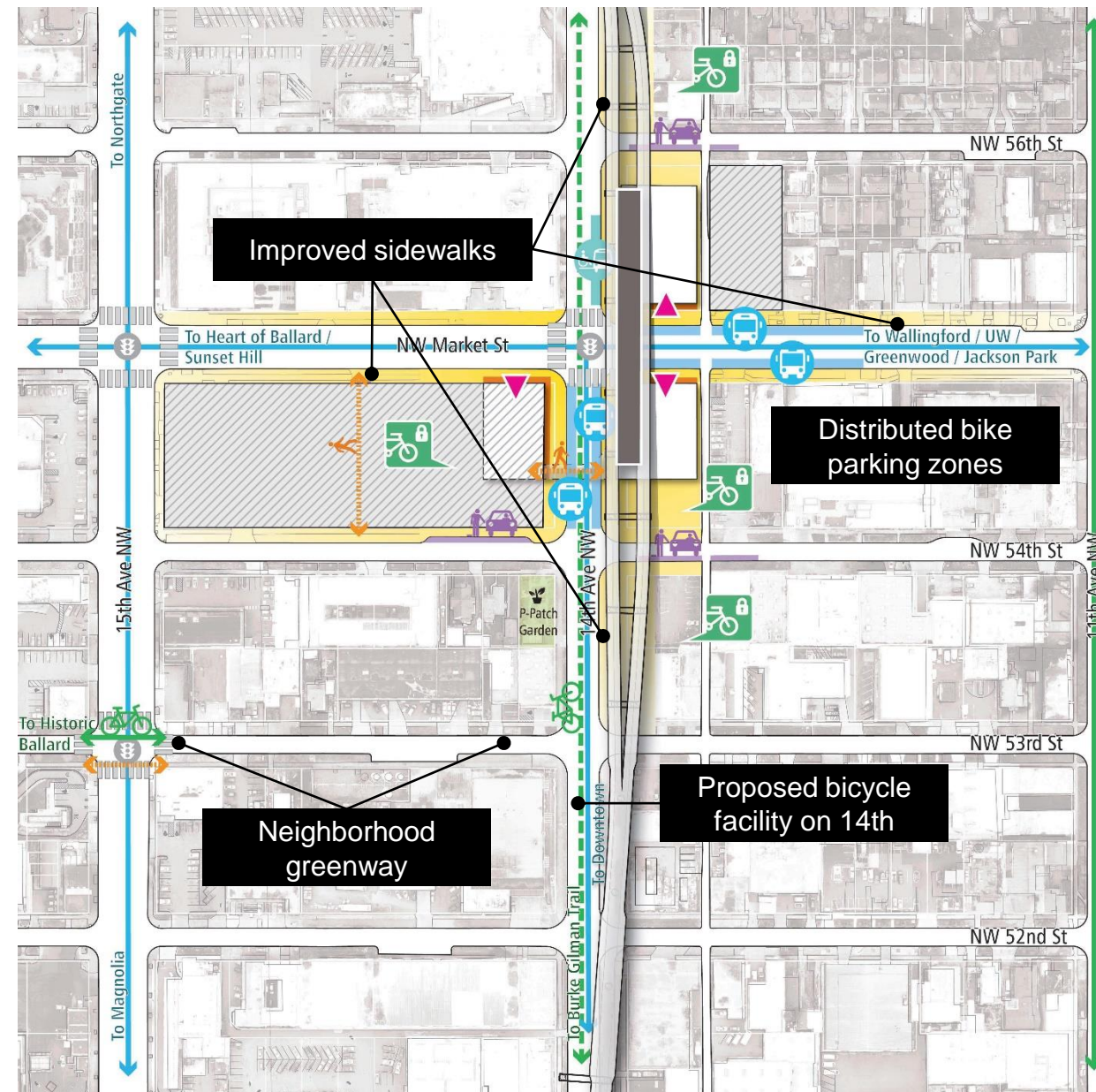




# Elevated 14<sup>th</sup> Ave Station

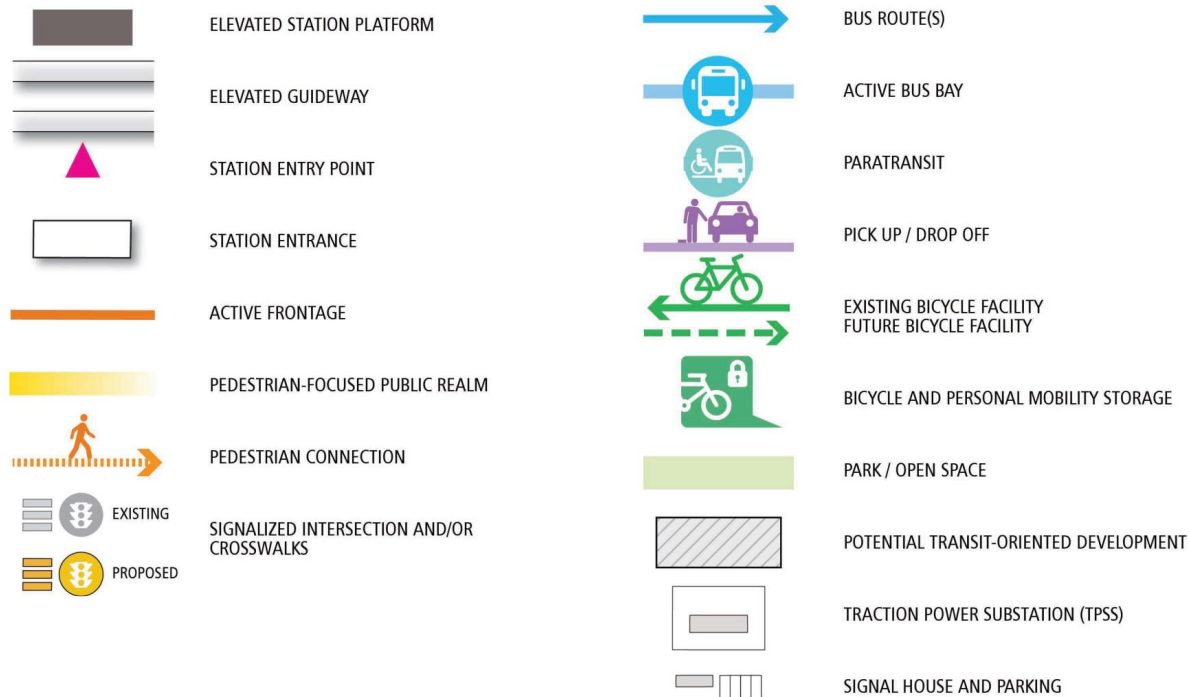


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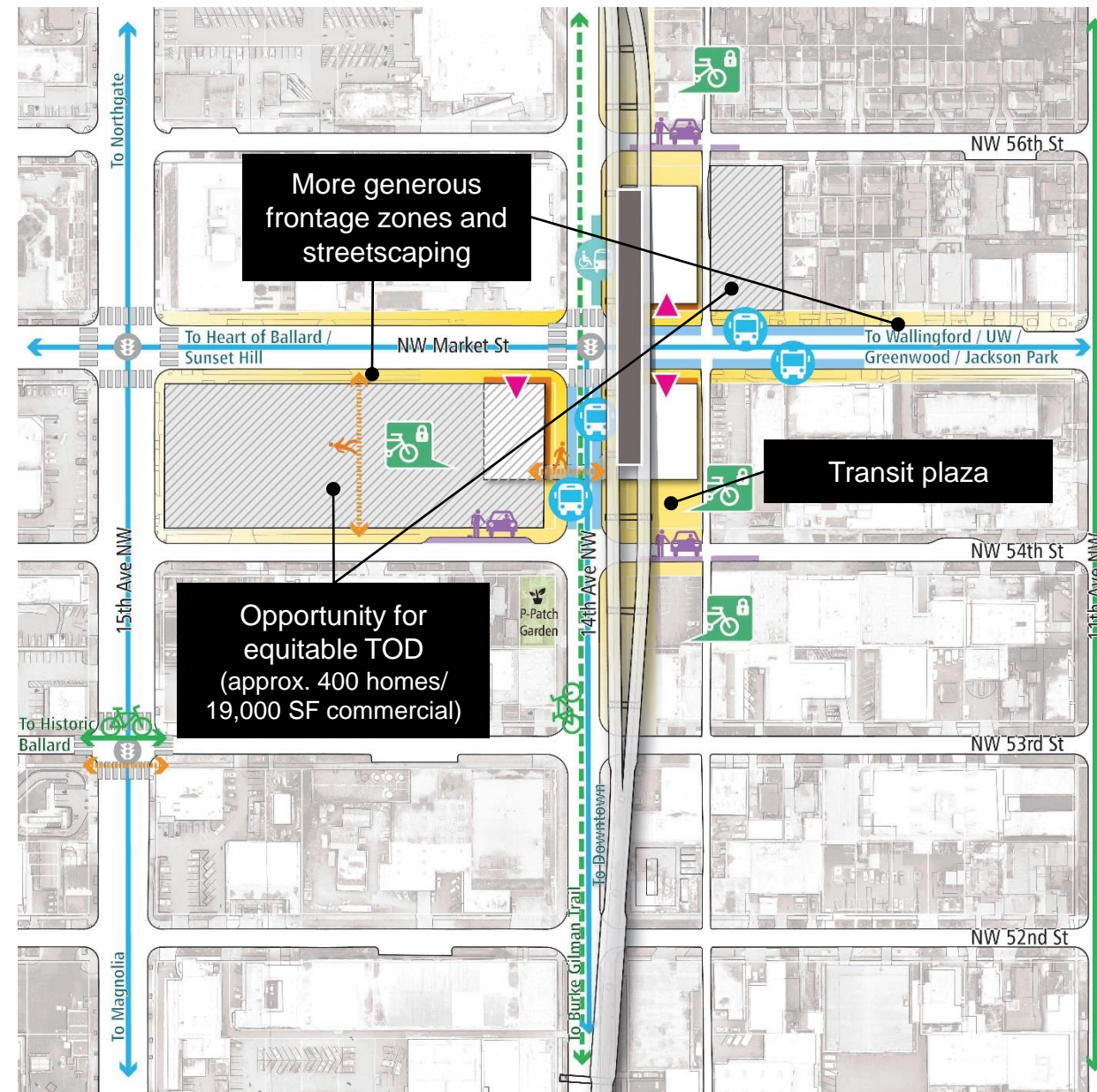




# Elevated 14<sup>th</sup> Ave Station



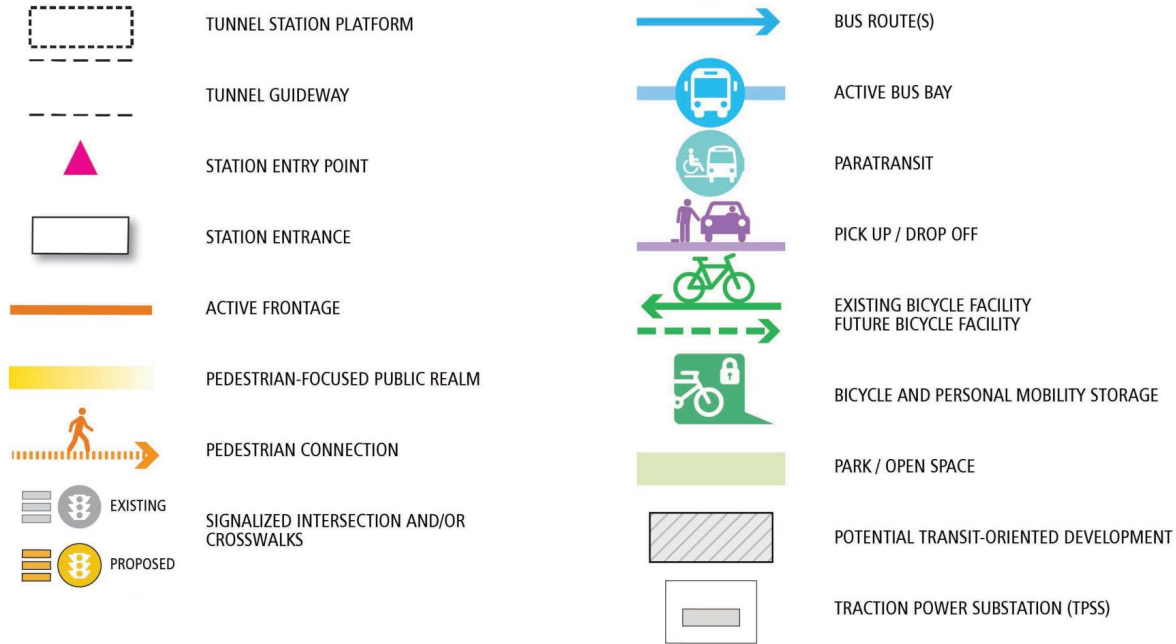
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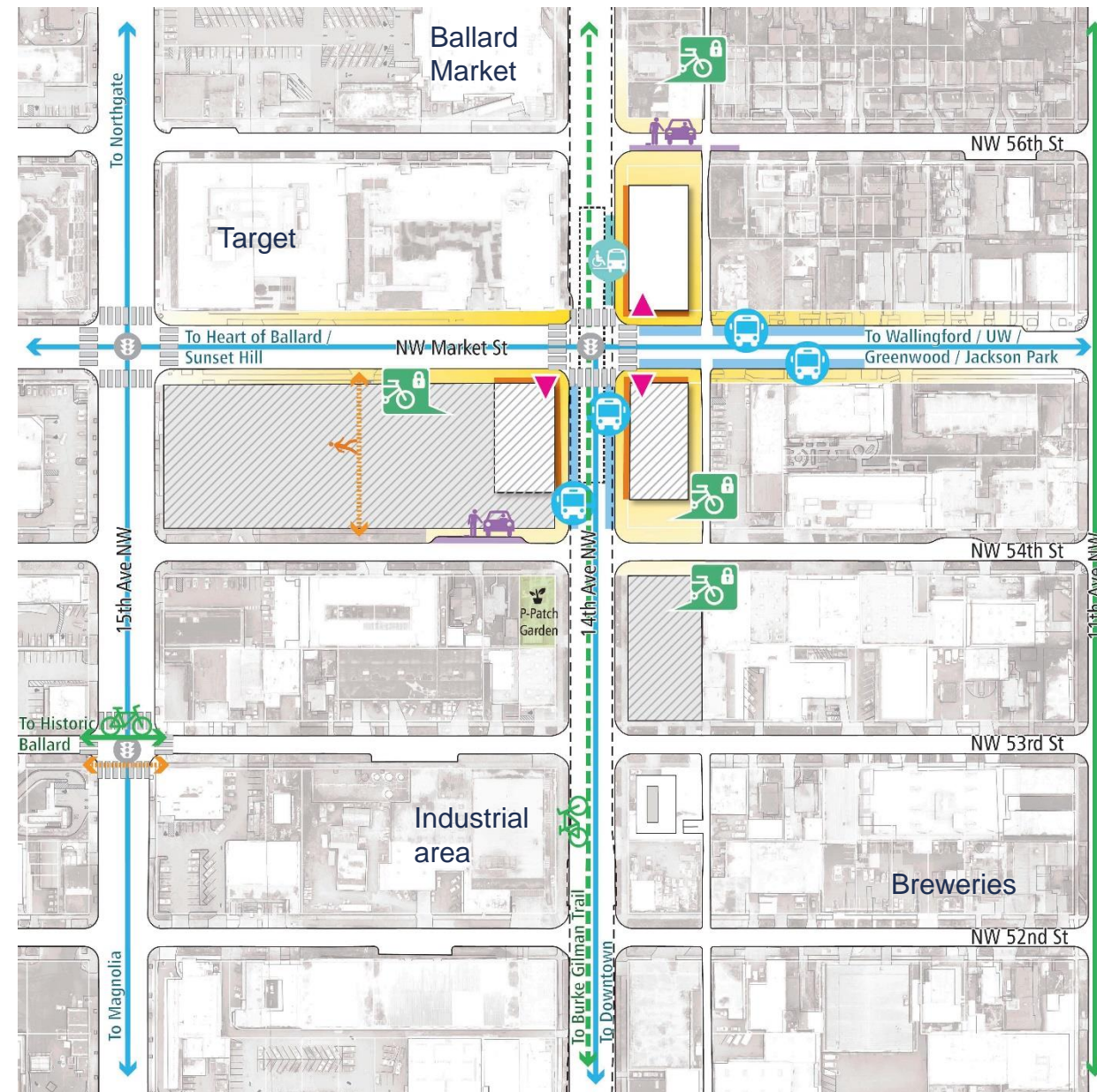


***Preferred alternatives with  
third party funding***

# Tunnel 14<sup>th</sup> Ave Station

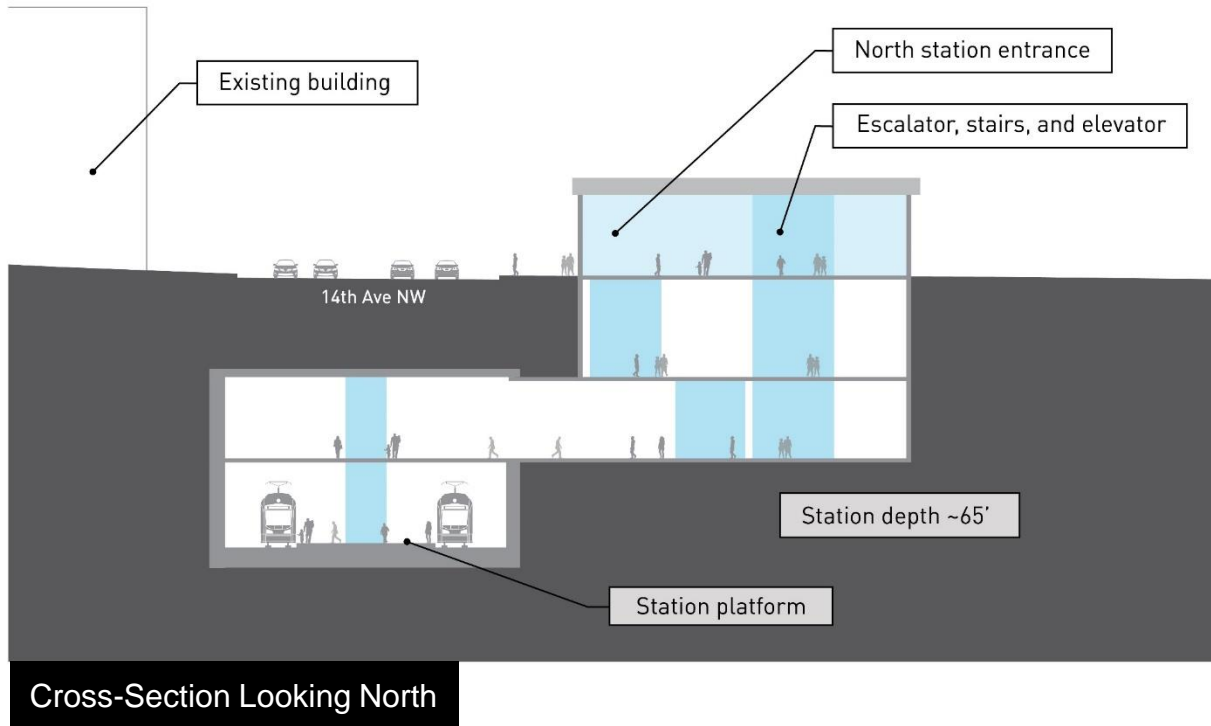


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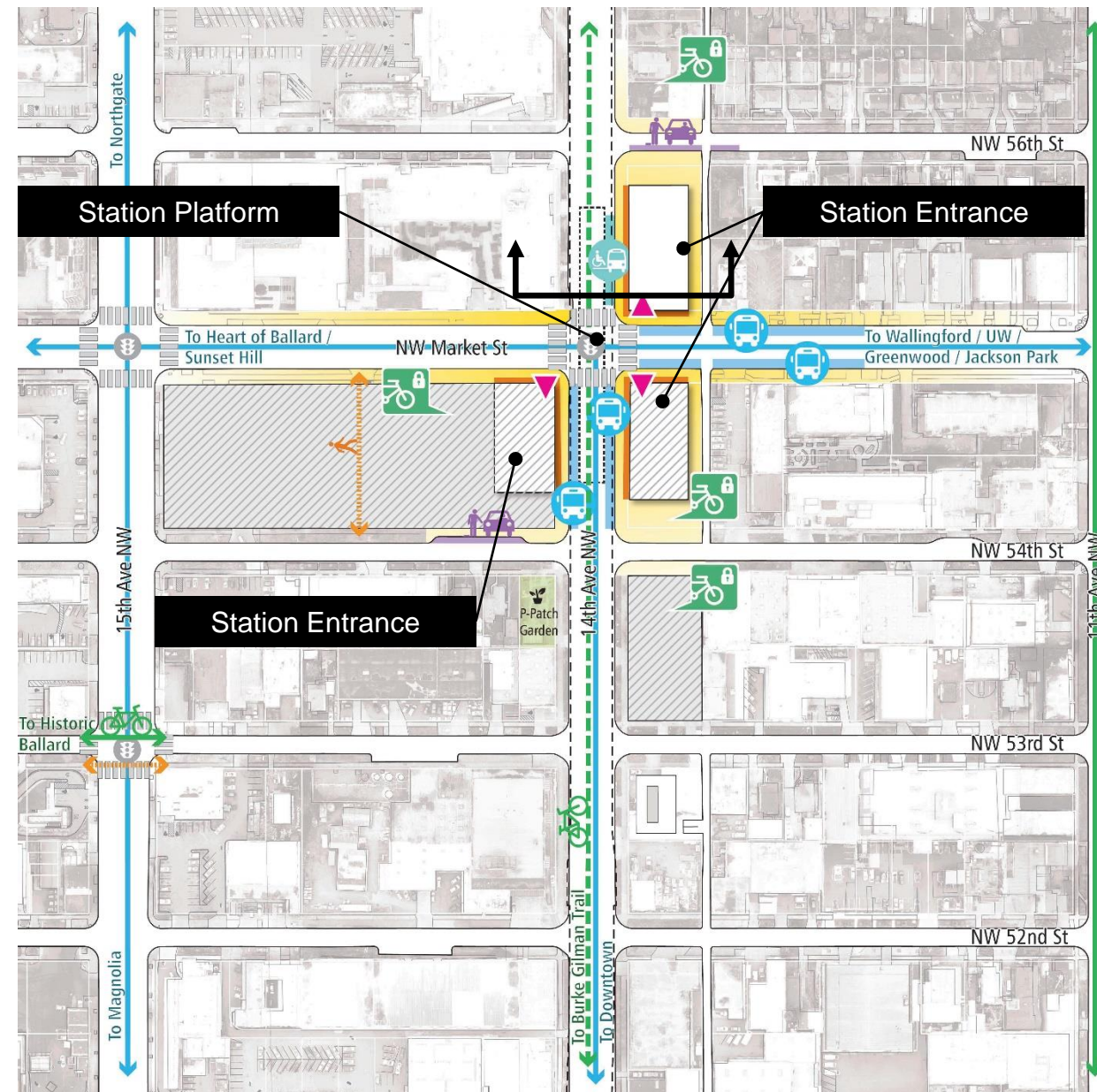




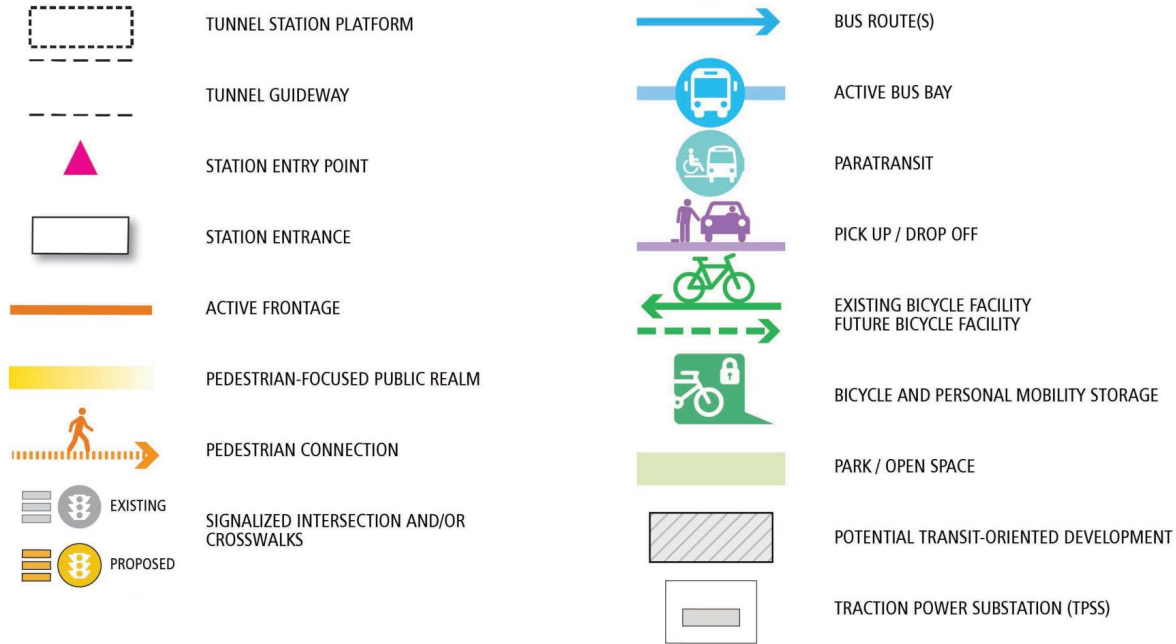
# Tunnel 14<sup>th</sup> Ave Station



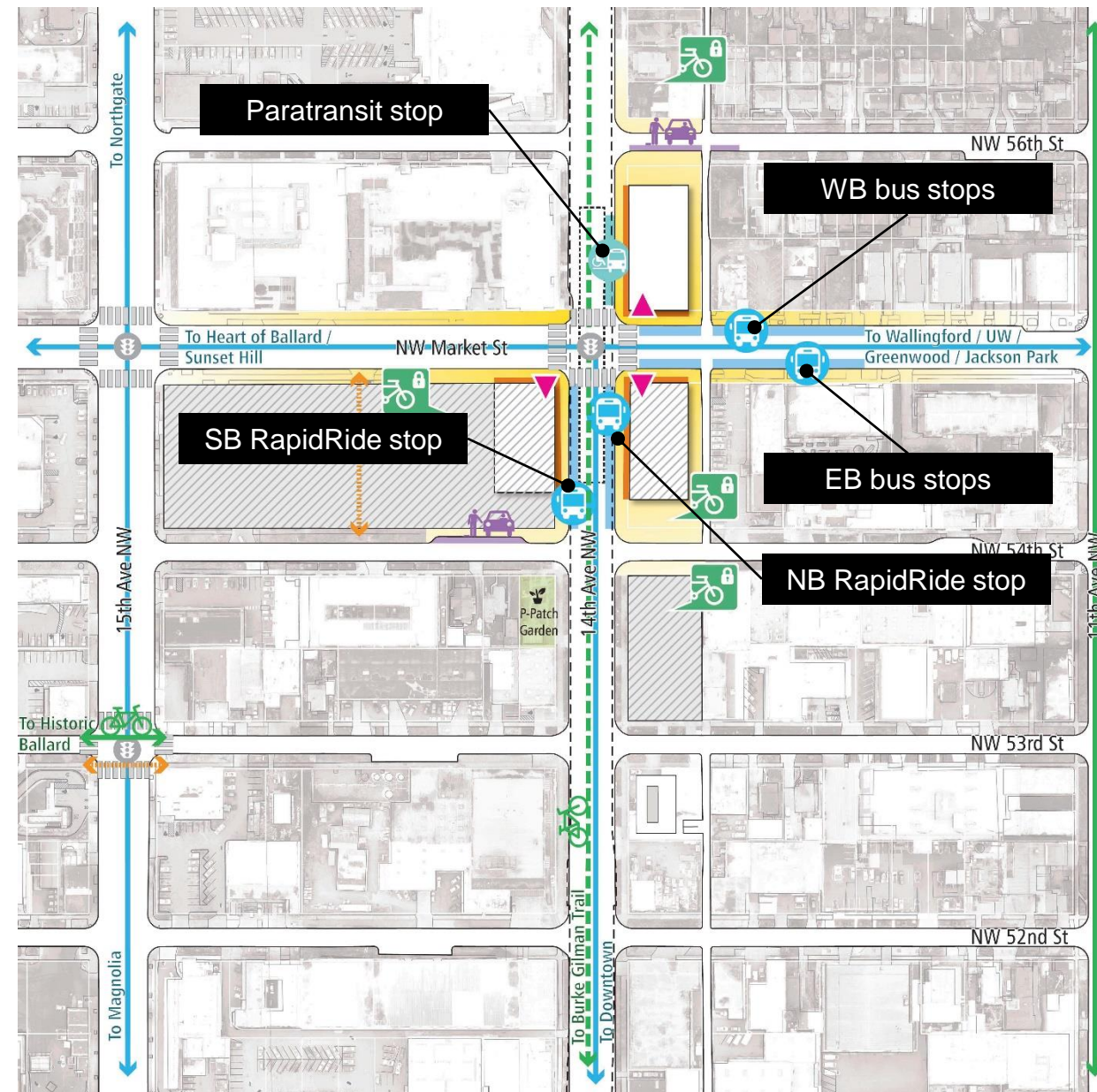
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# Tunnel 14<sup>th</sup> Ave Station

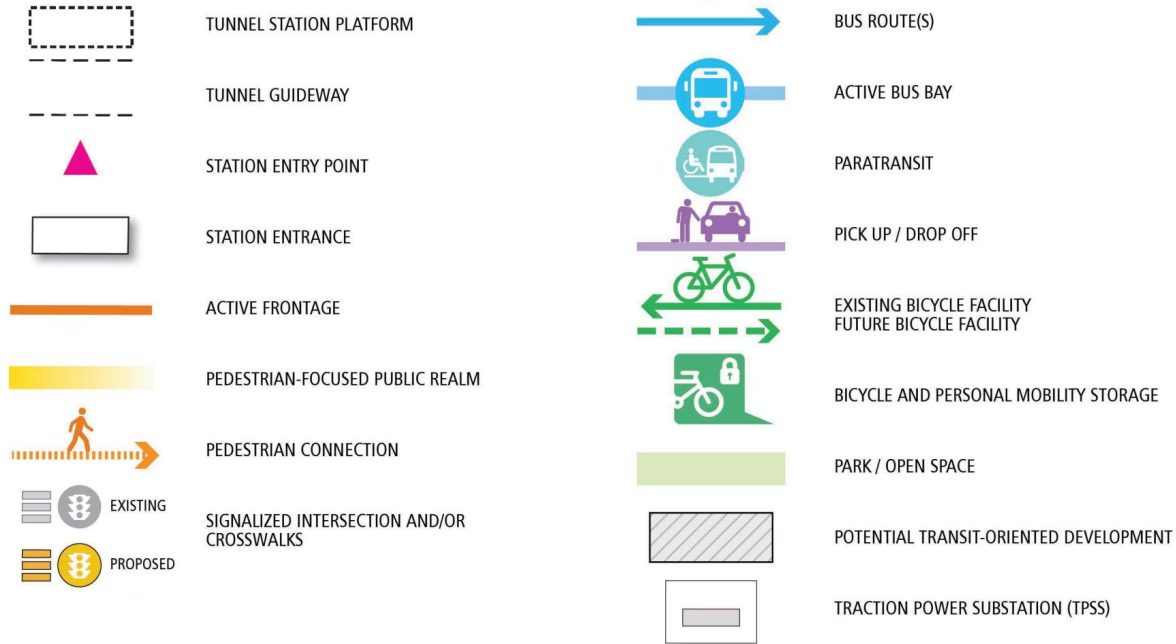


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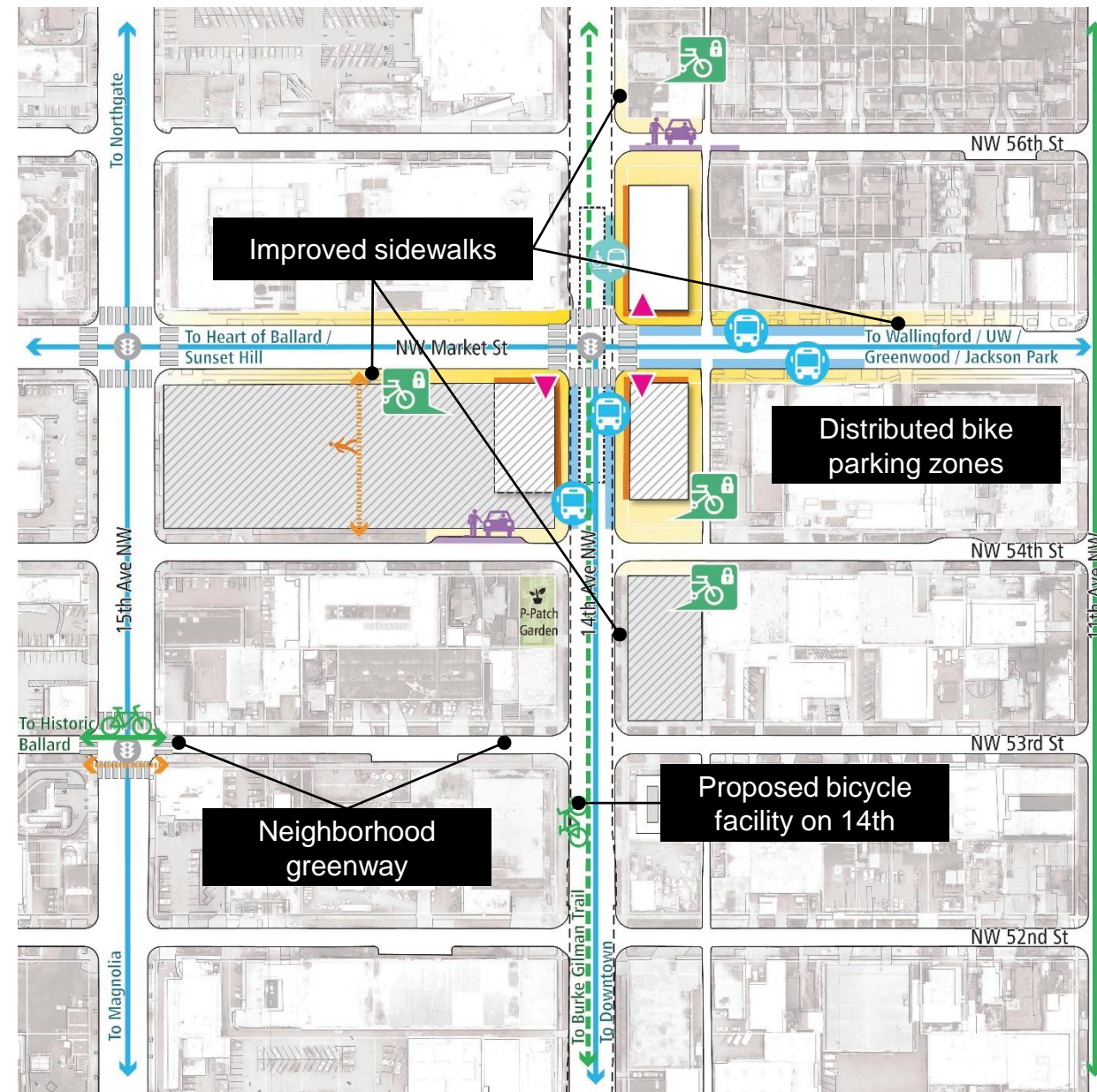




# Tunnel 14<sup>th</sup> Ave Station

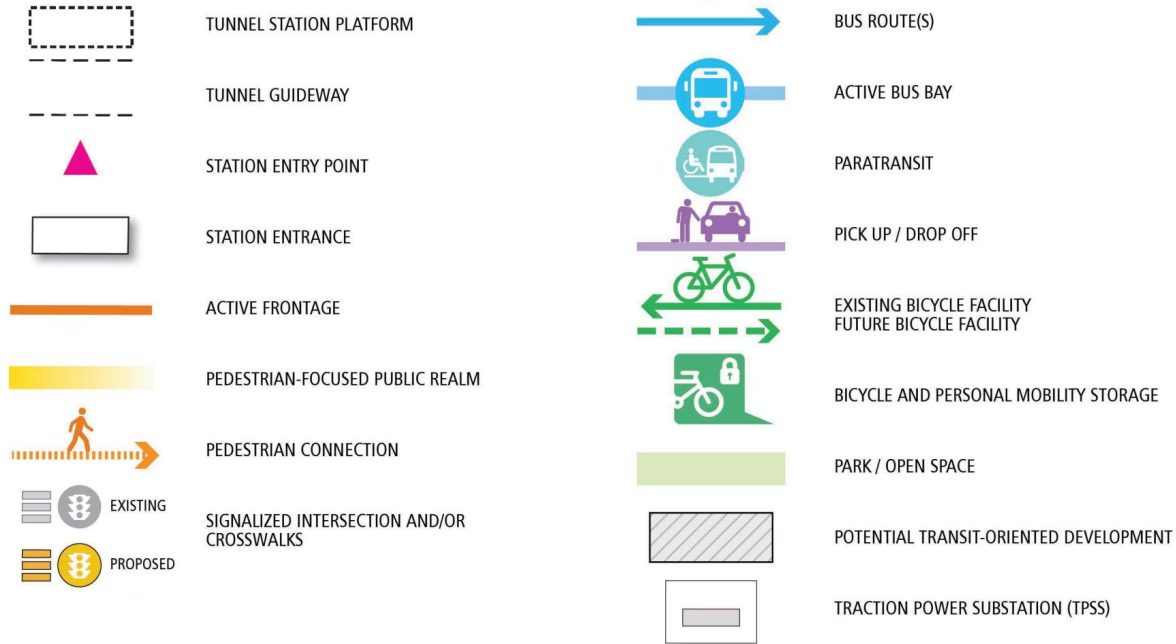


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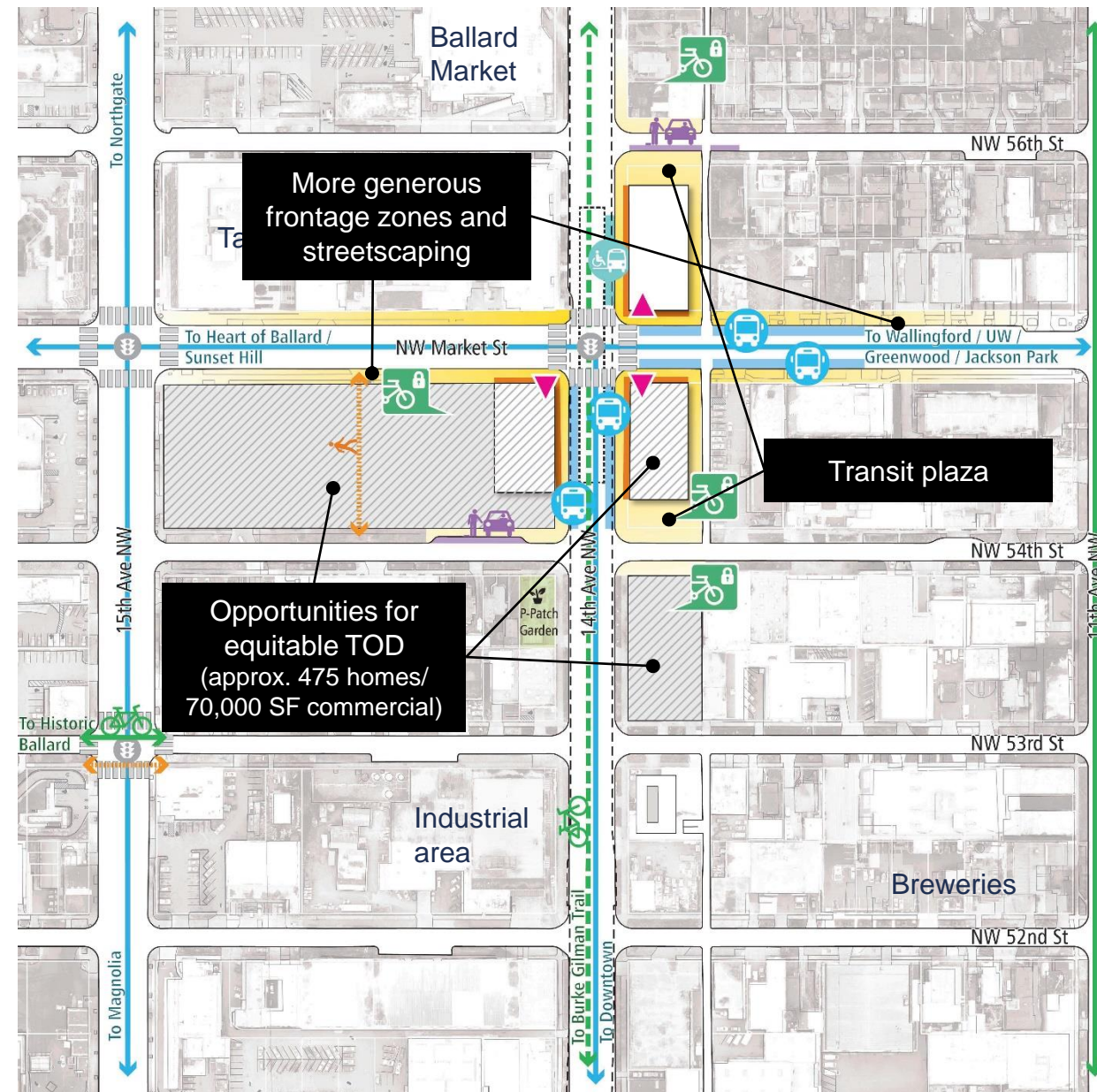




# Tunnel 14<sup>th</sup> Ave Station

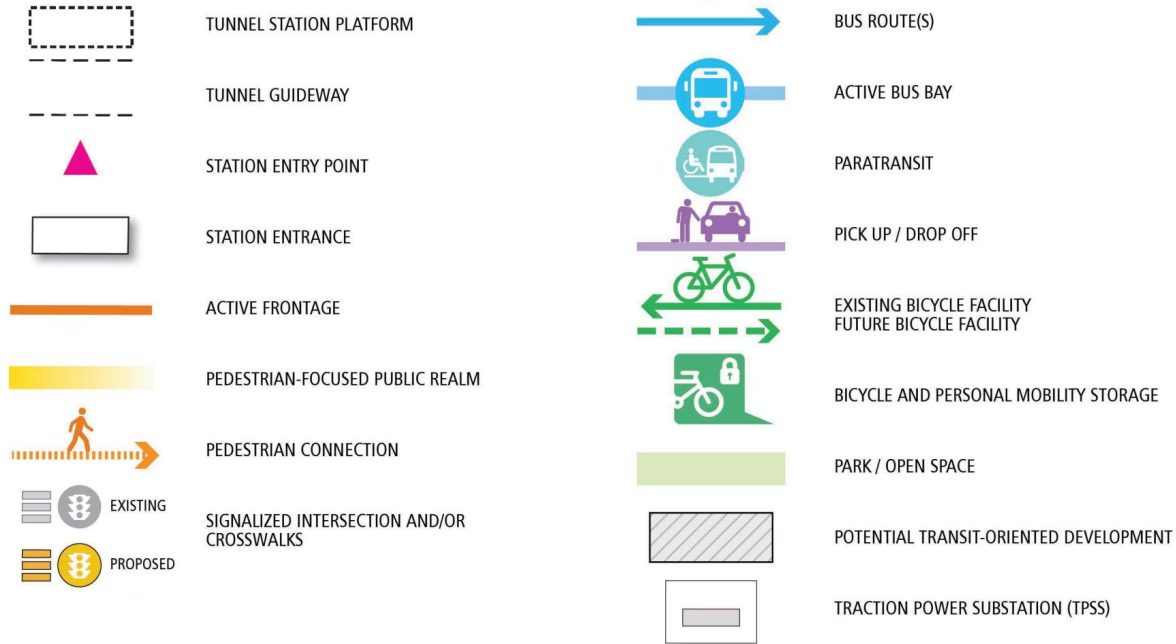


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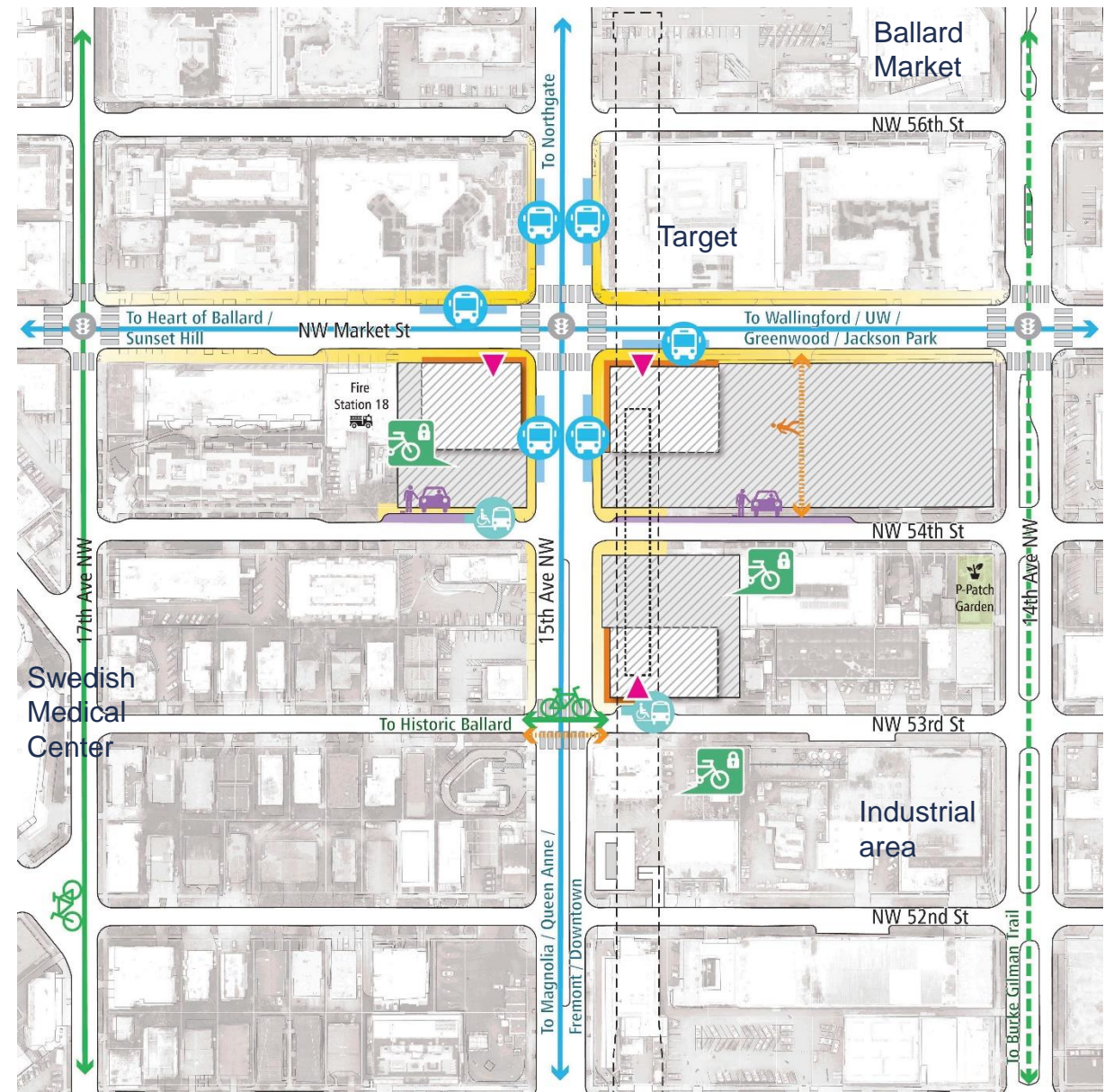




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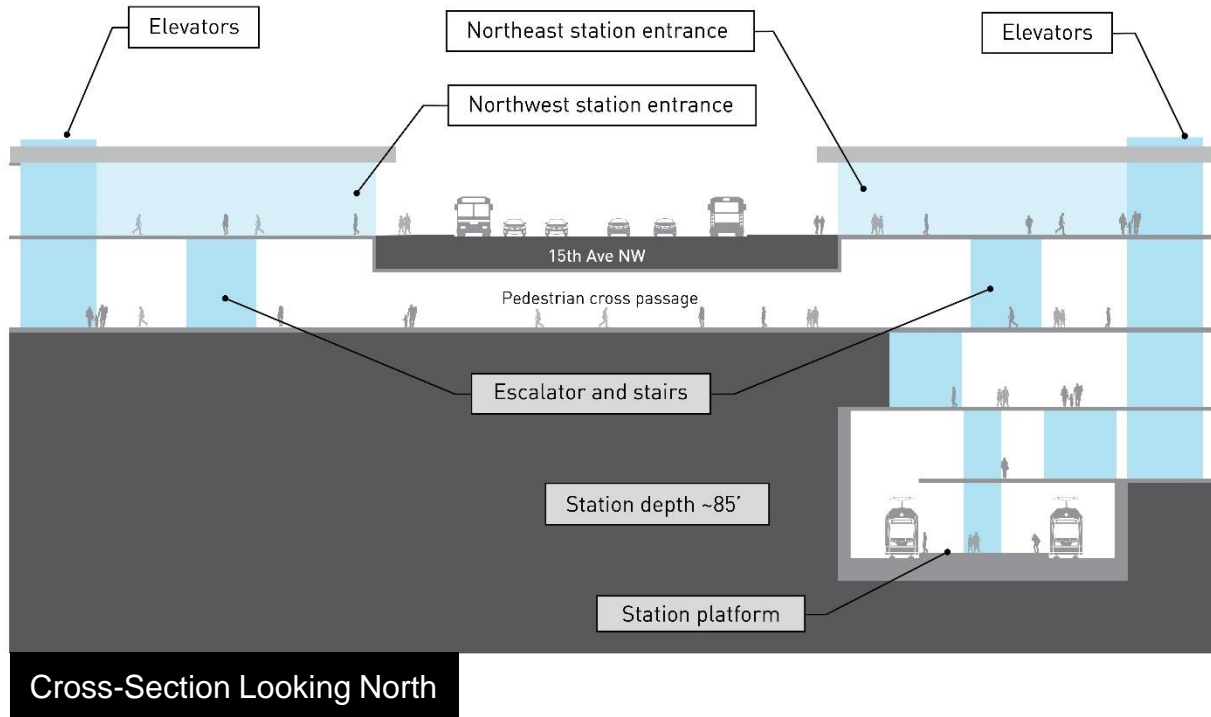


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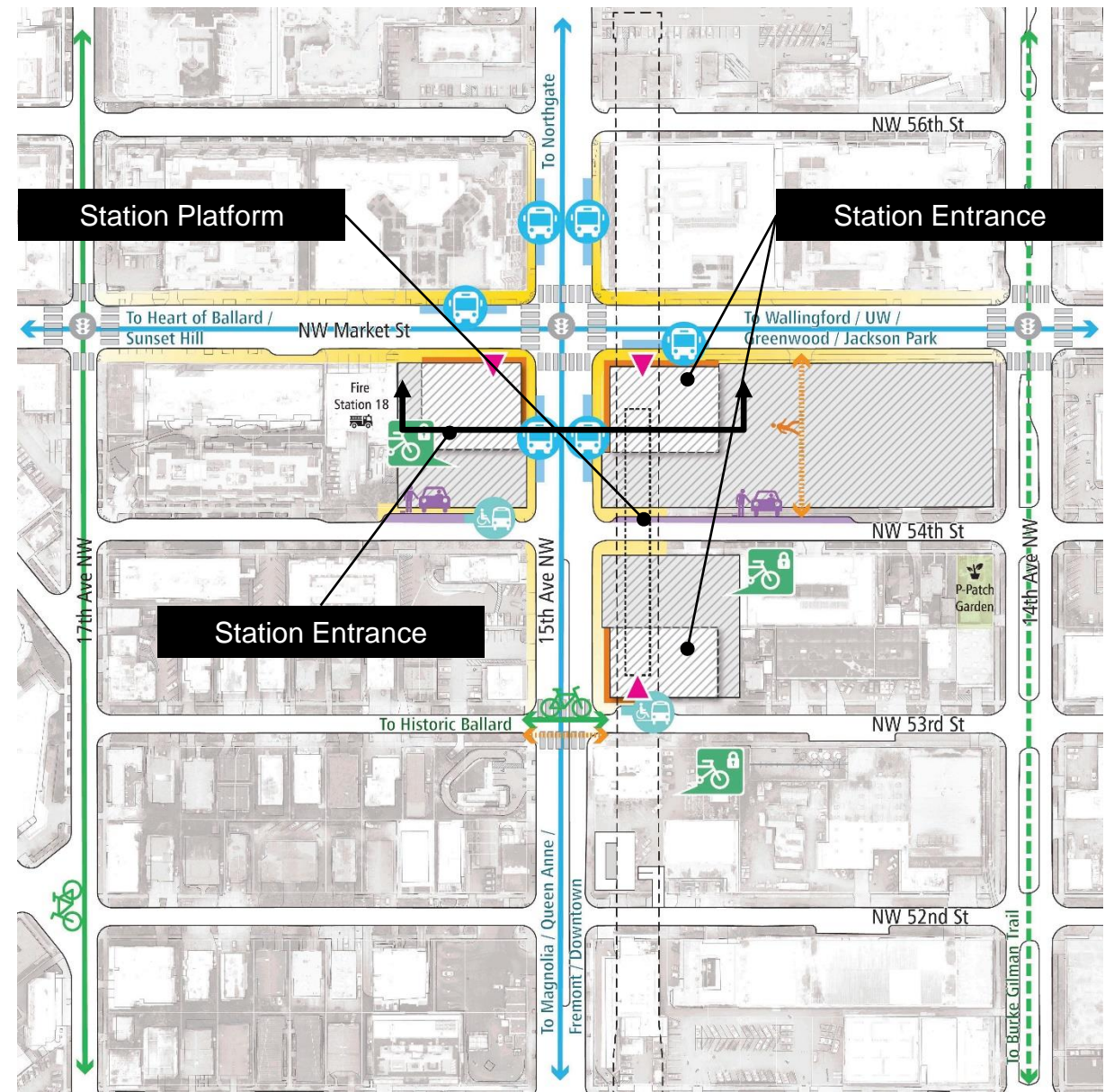




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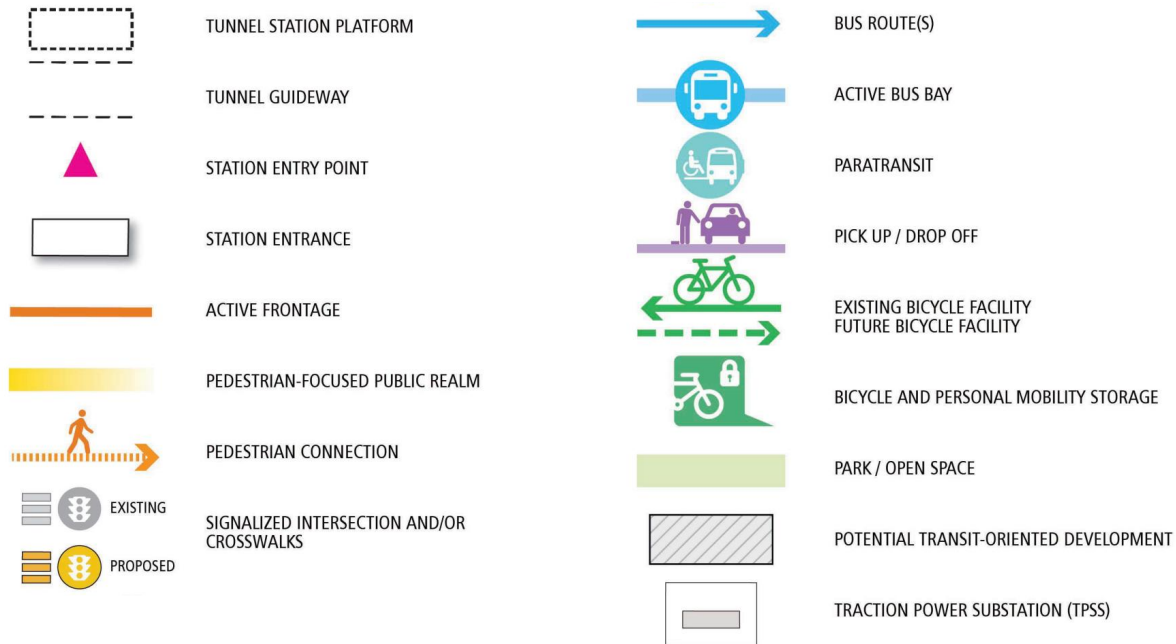


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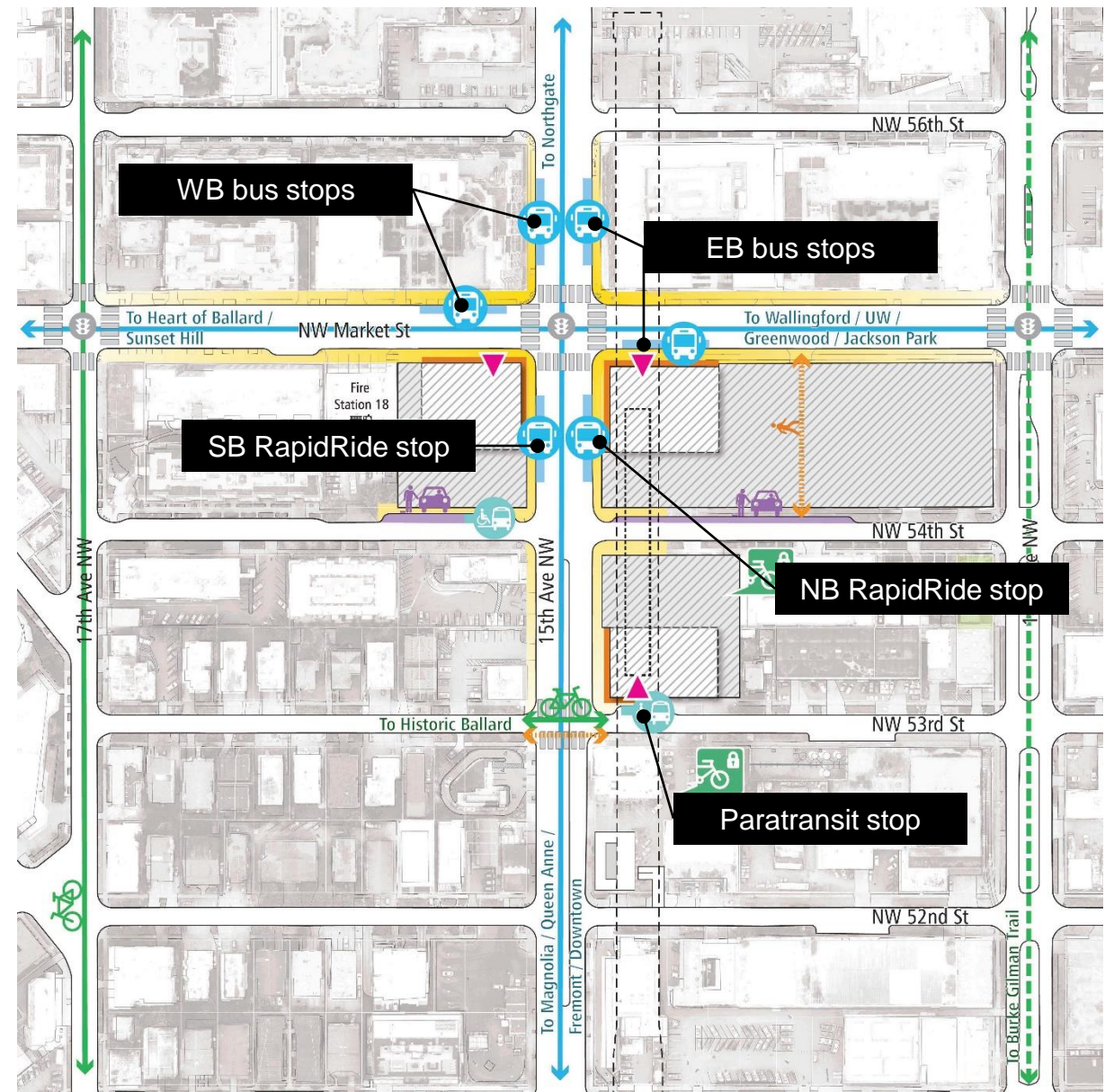




# Tunnel 15<sup>th</sup> Ave Station

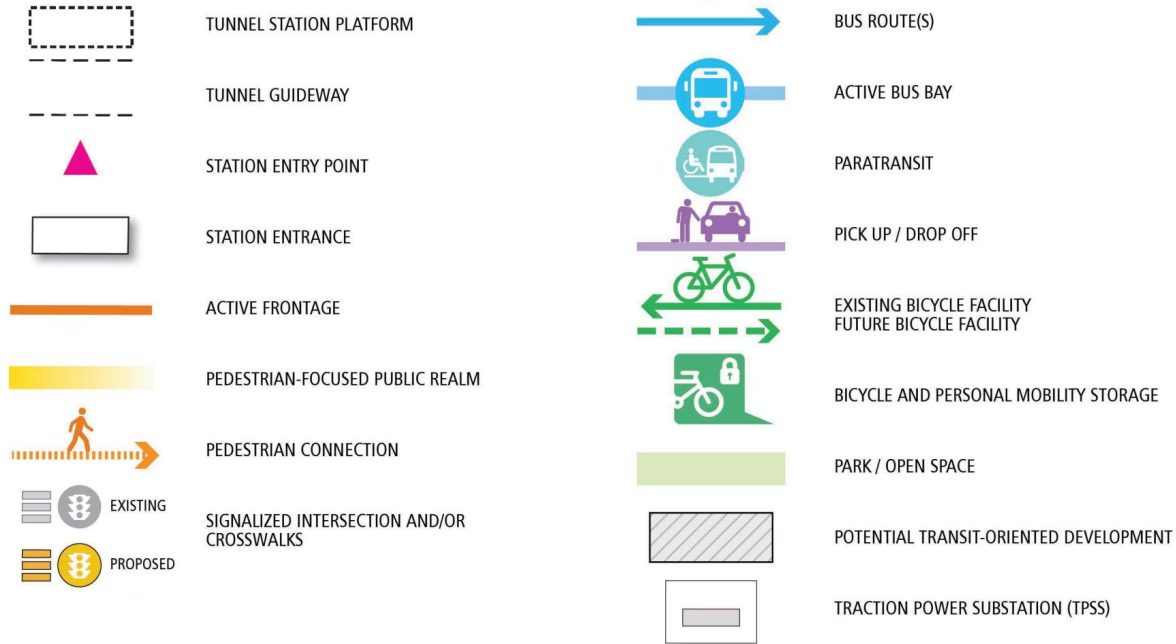


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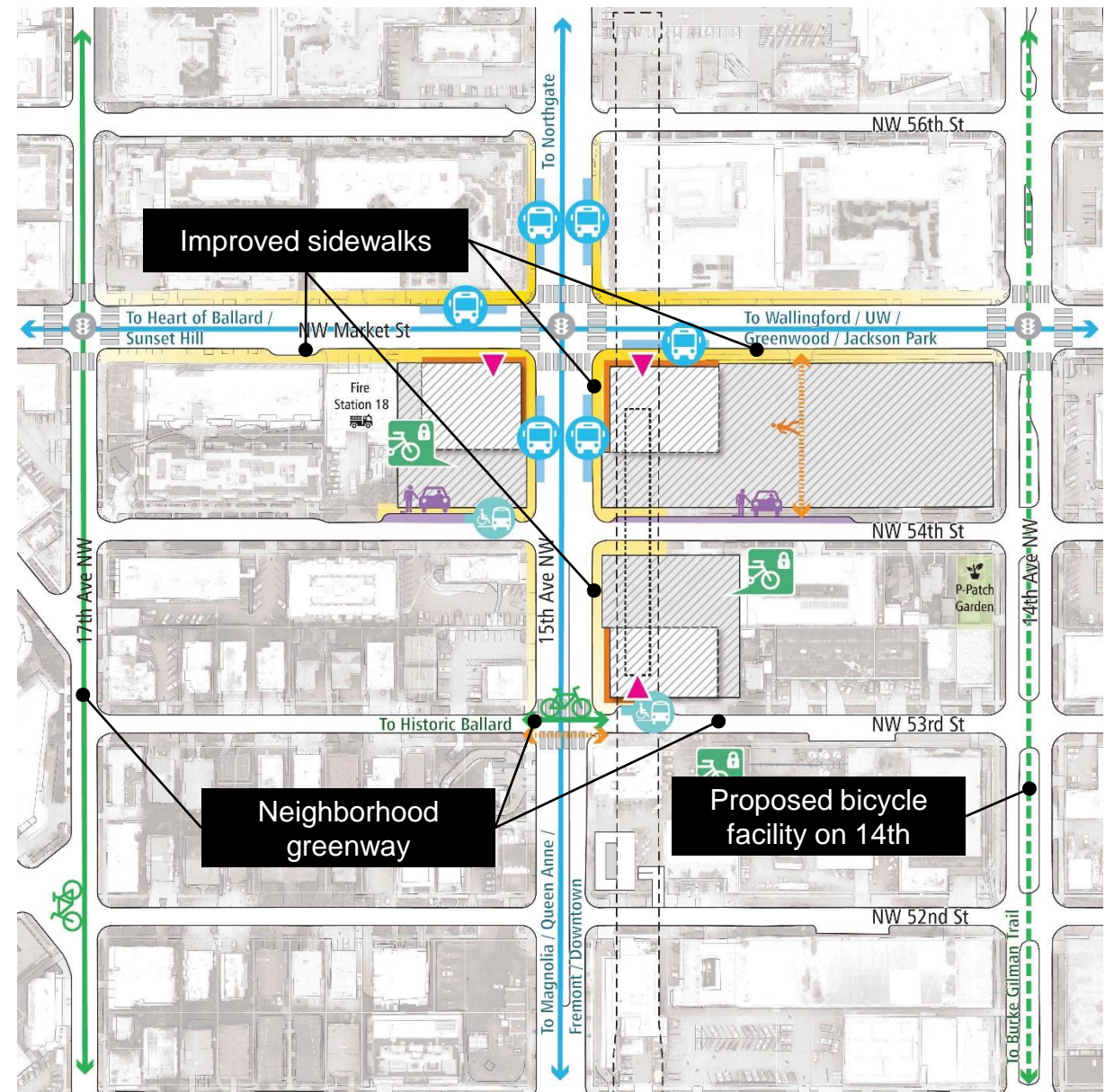




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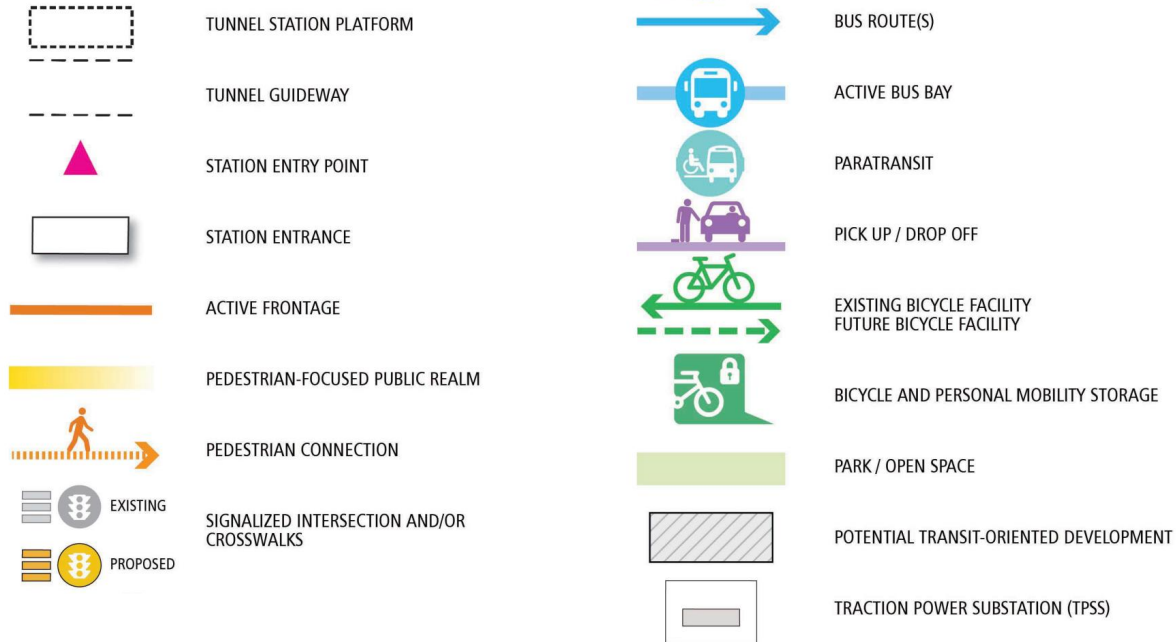


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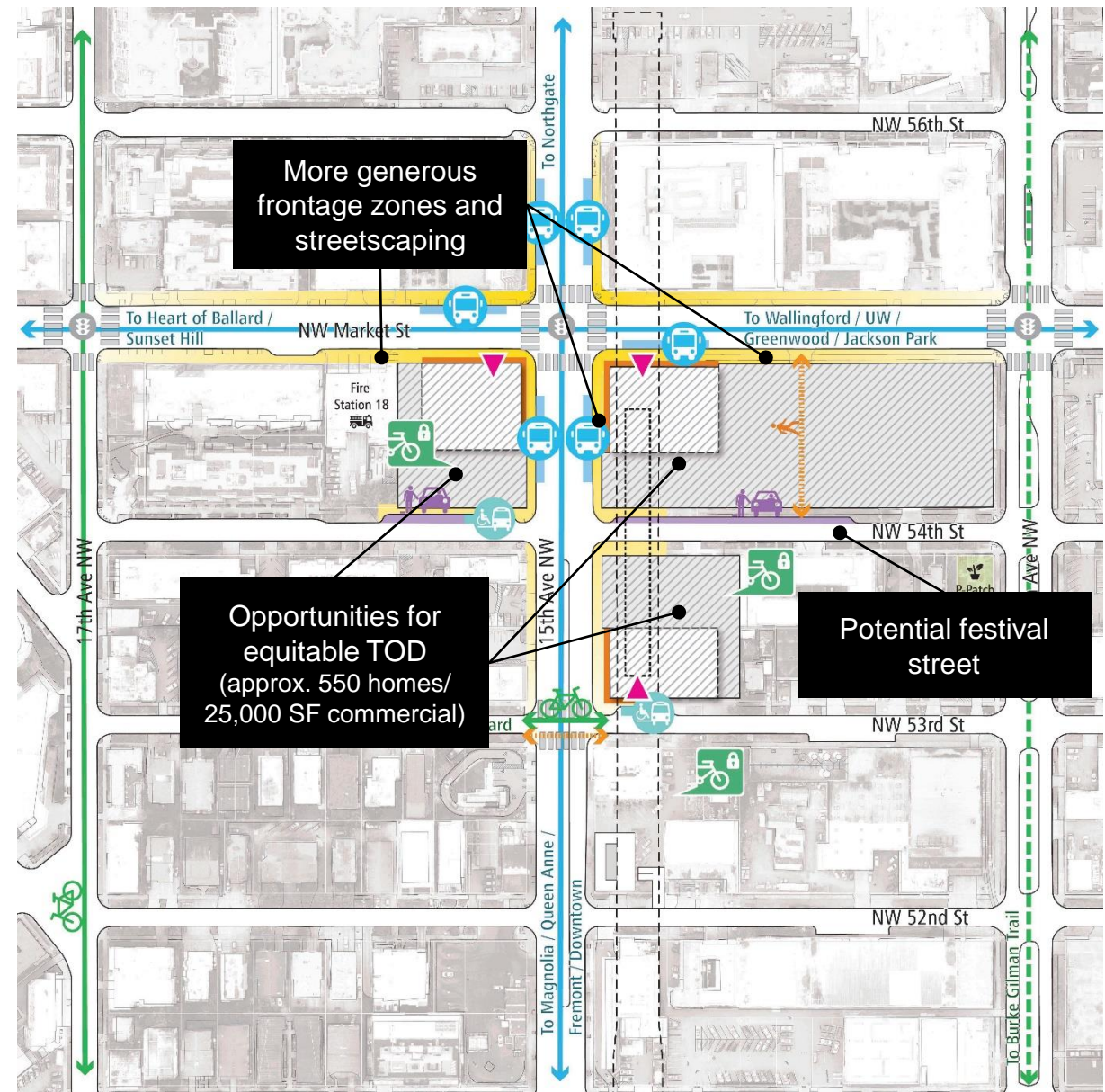




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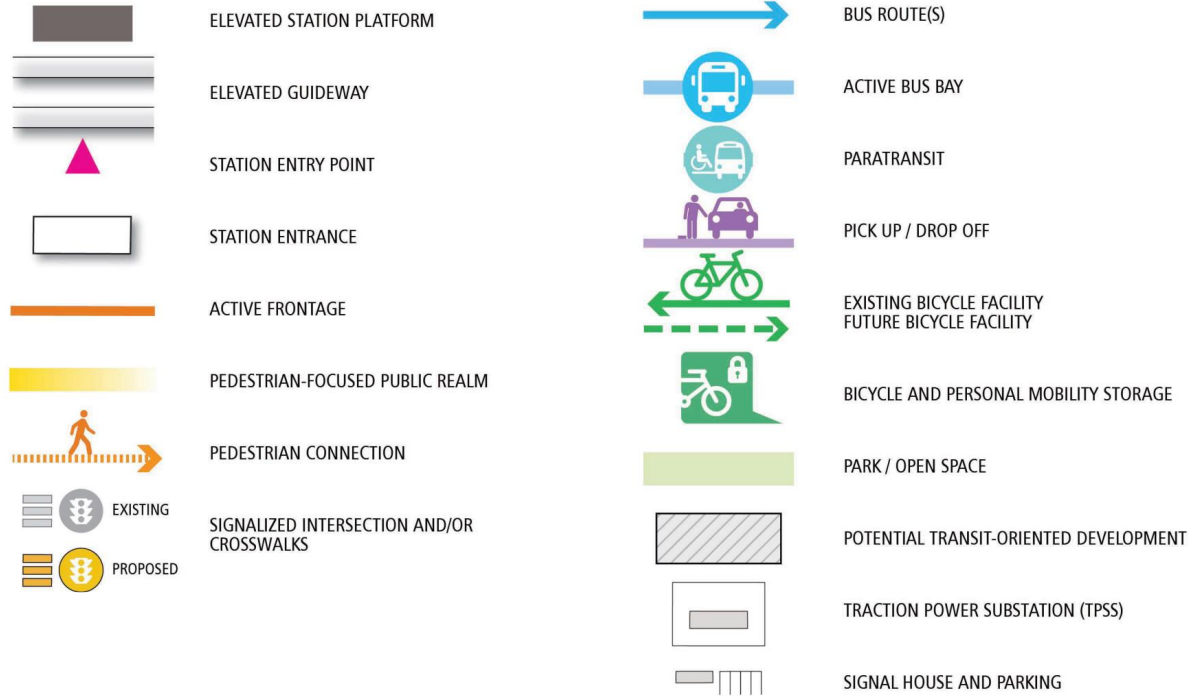
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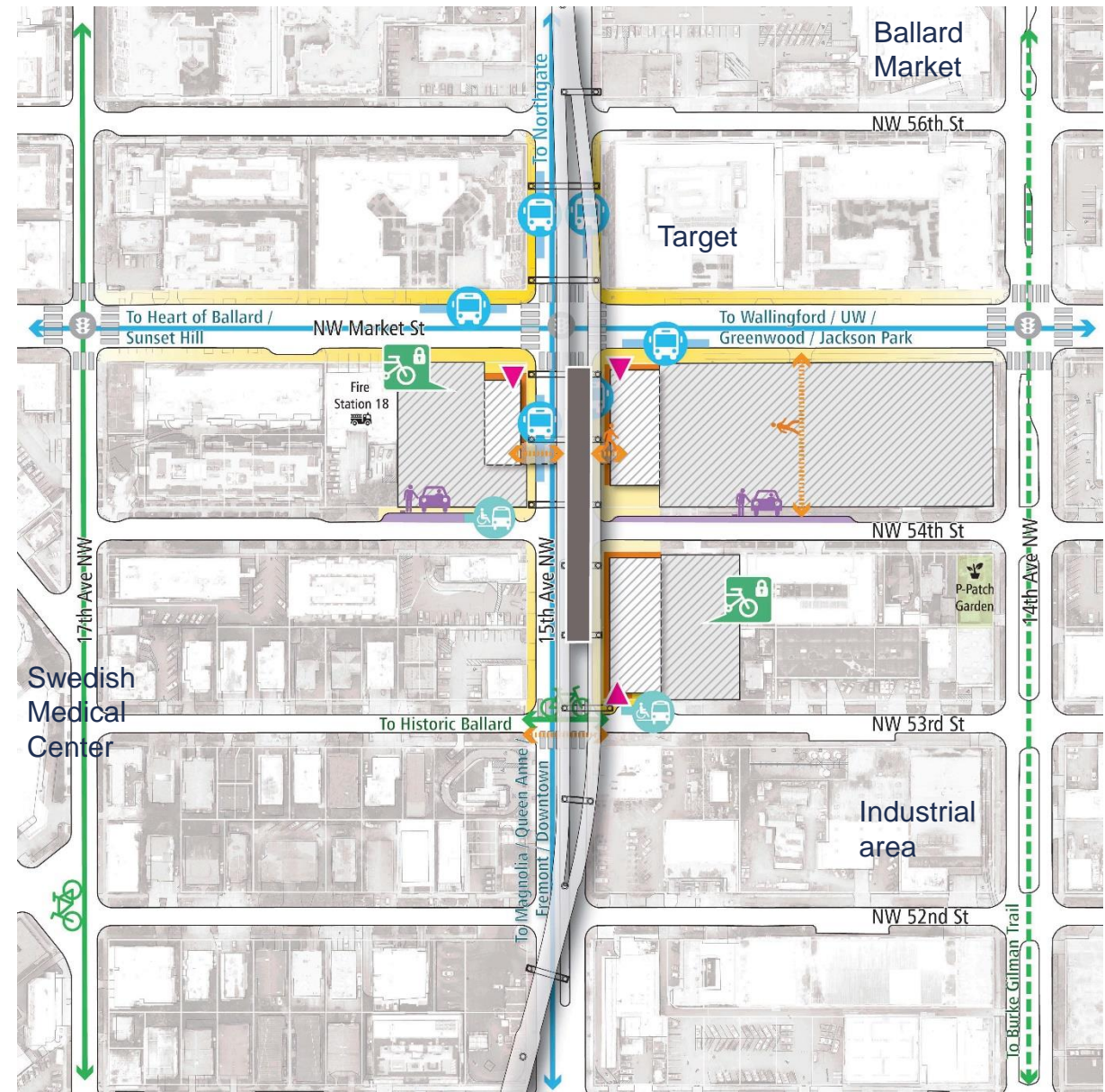
***Other Draft EIS alternatives***



# Elevated 15<sup>th</sup> Ave Station

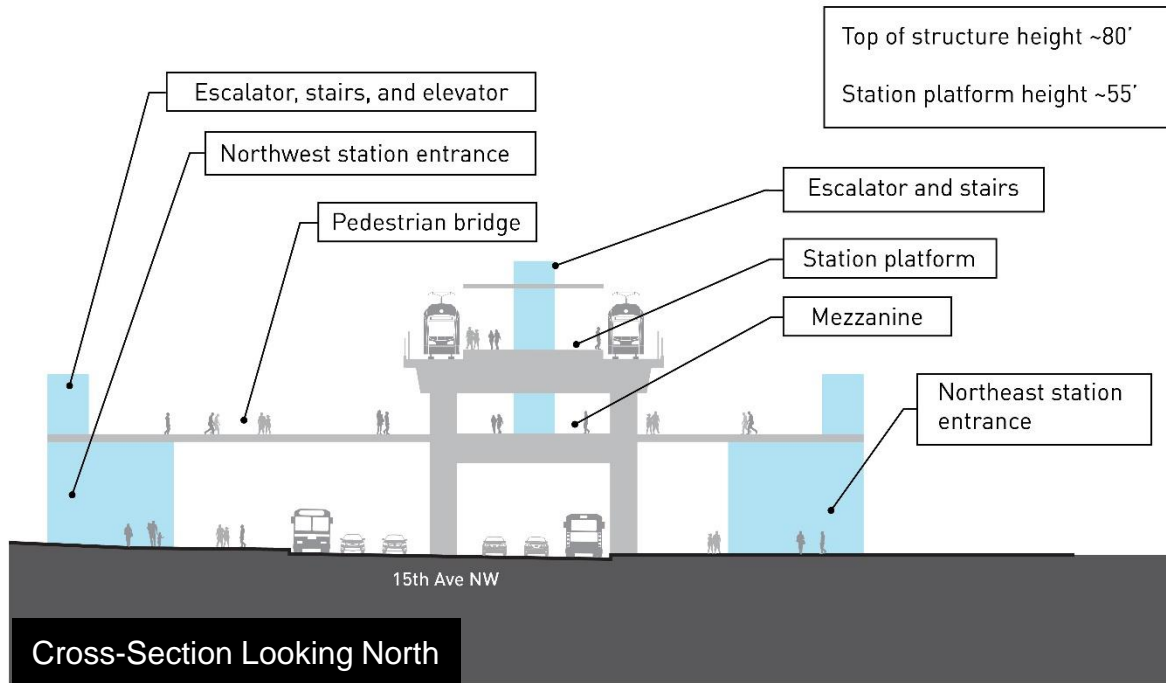


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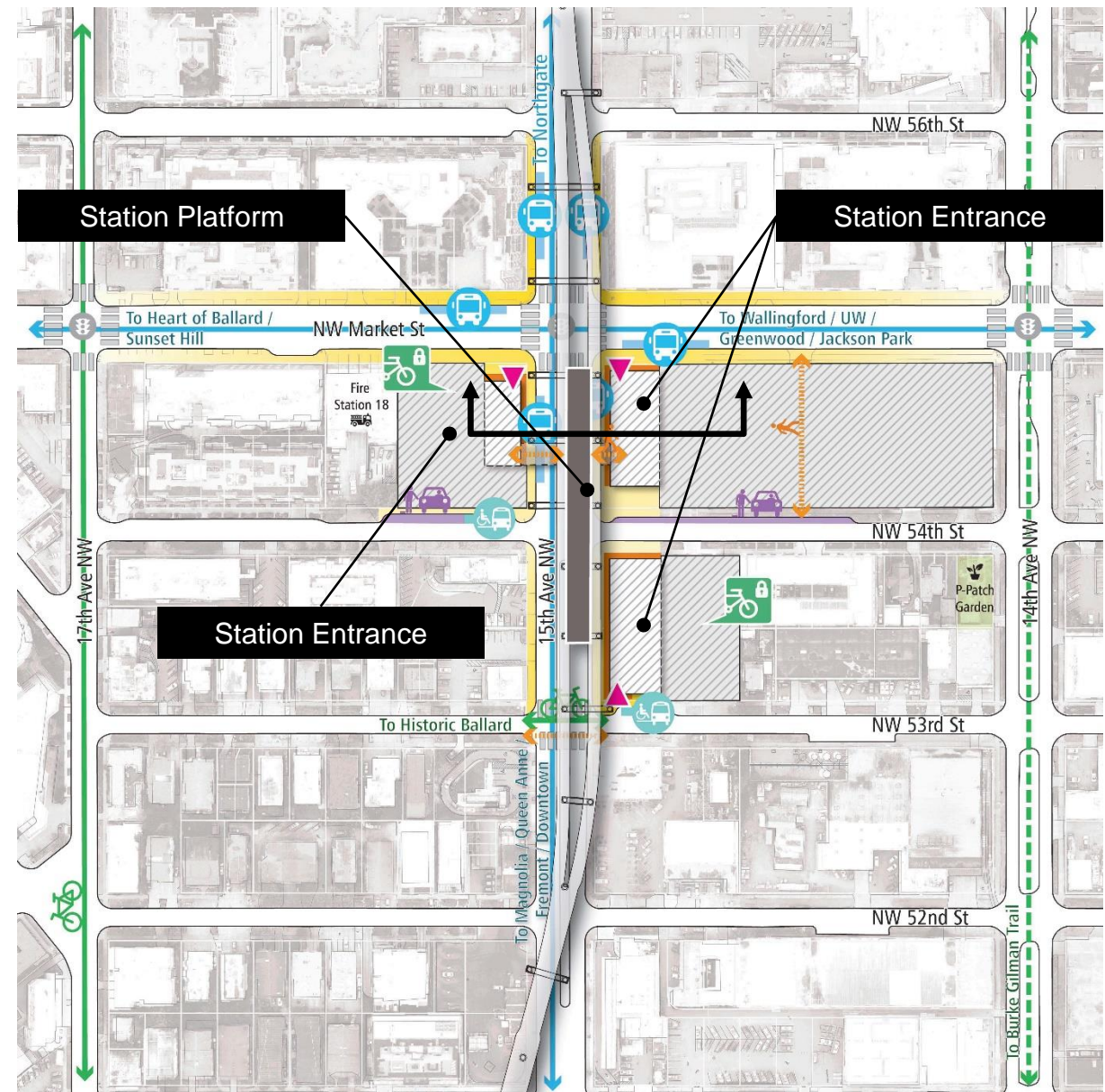




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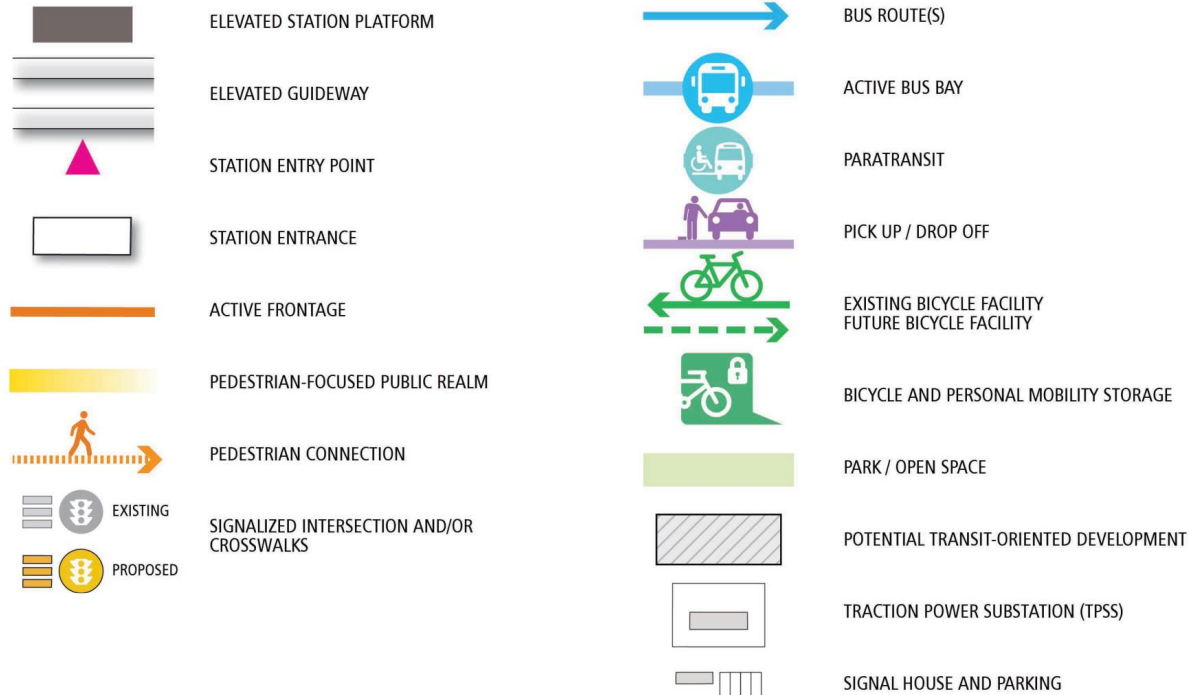


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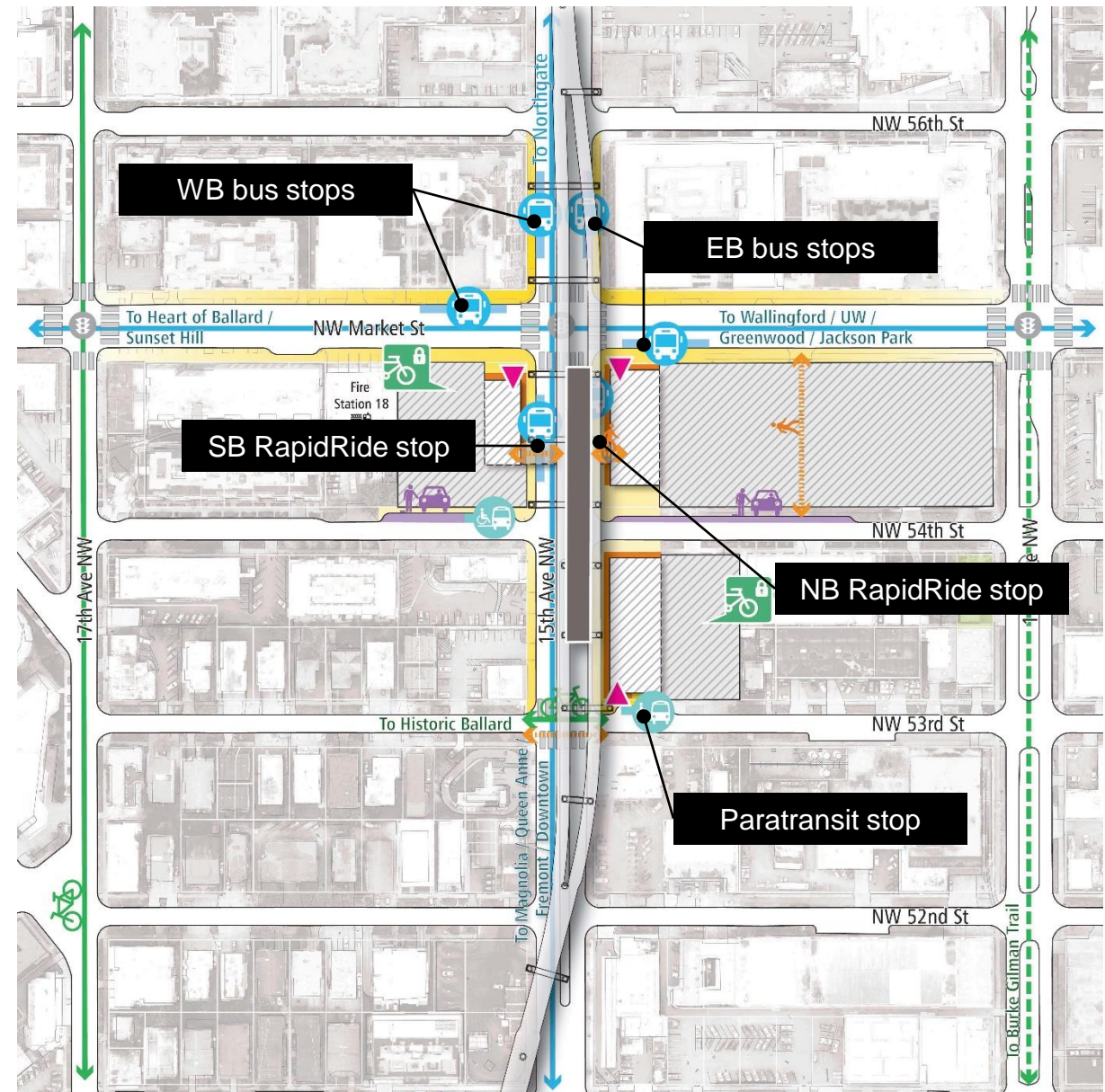




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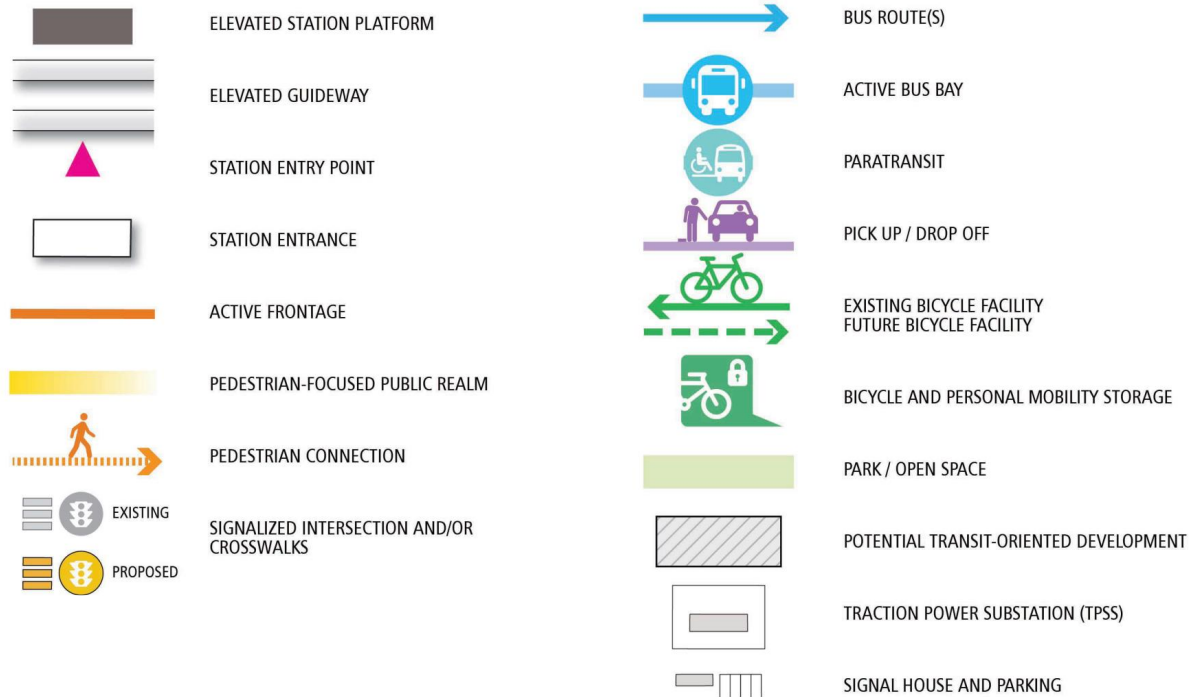


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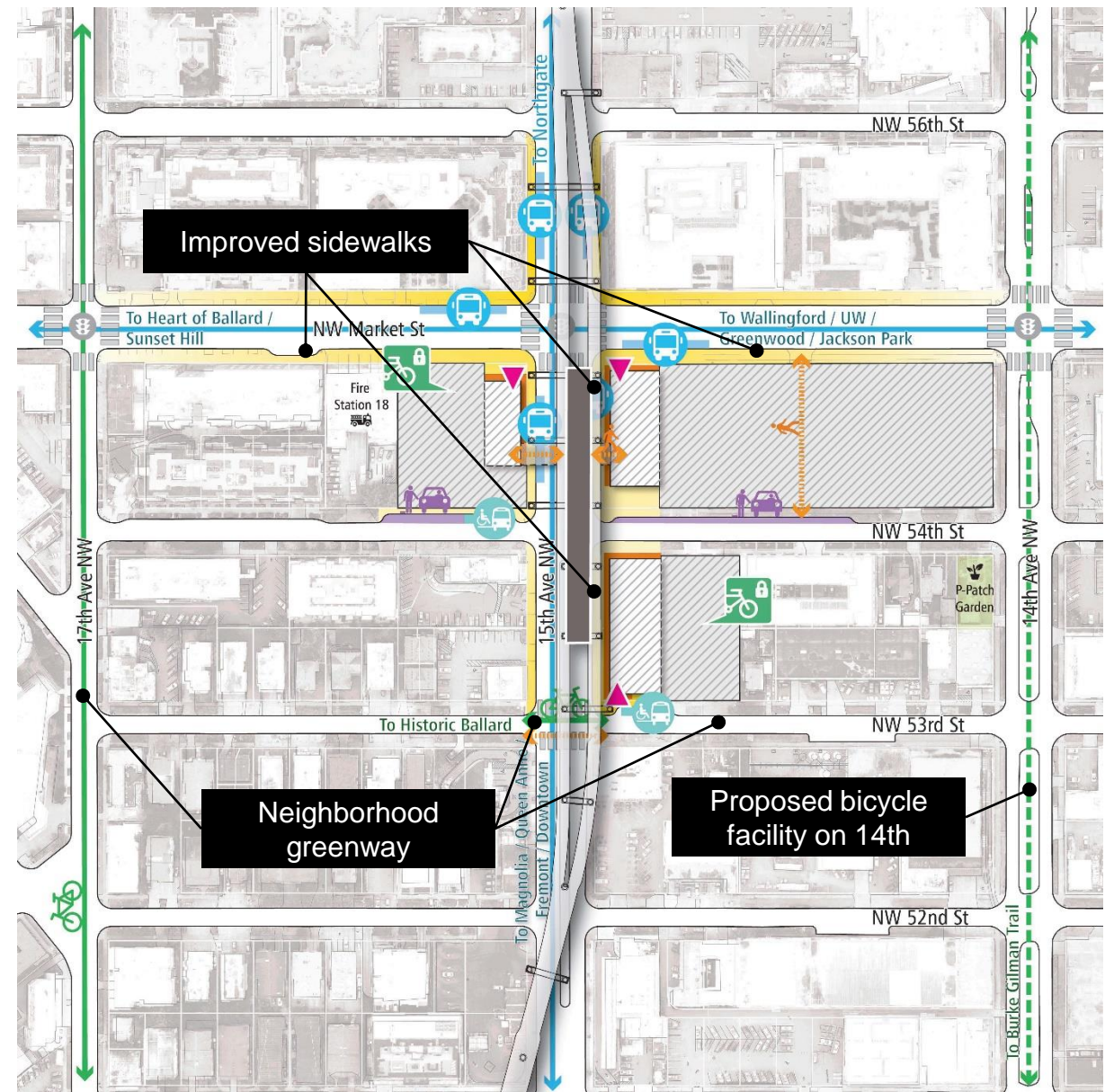




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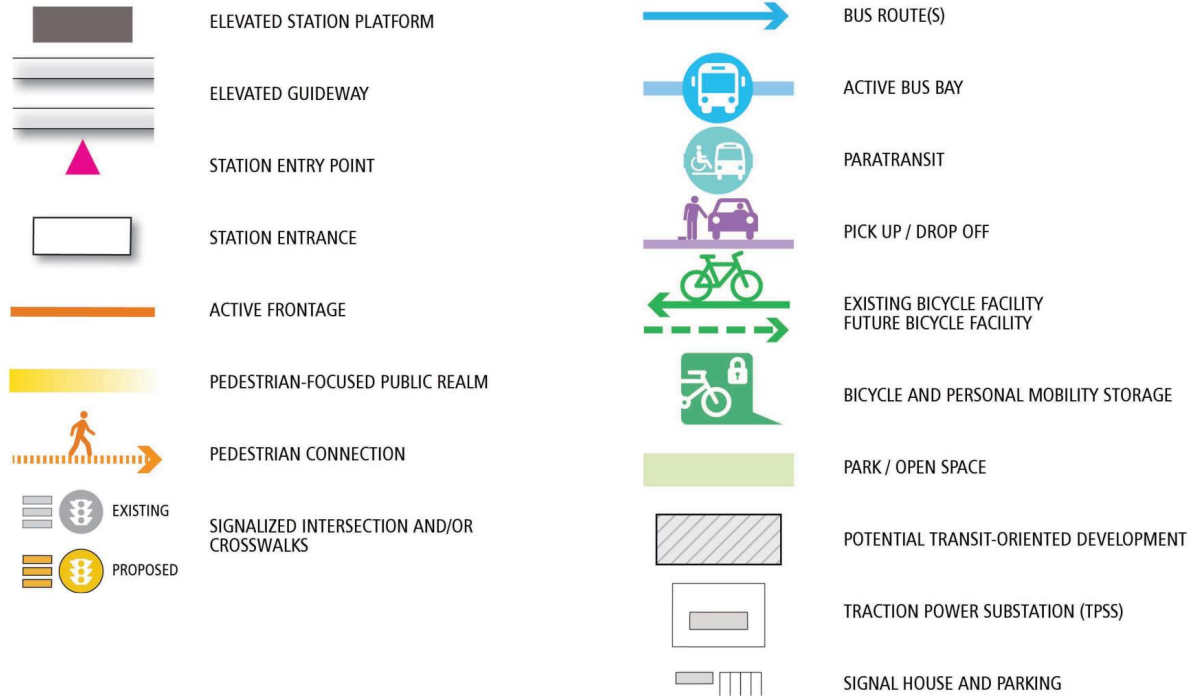


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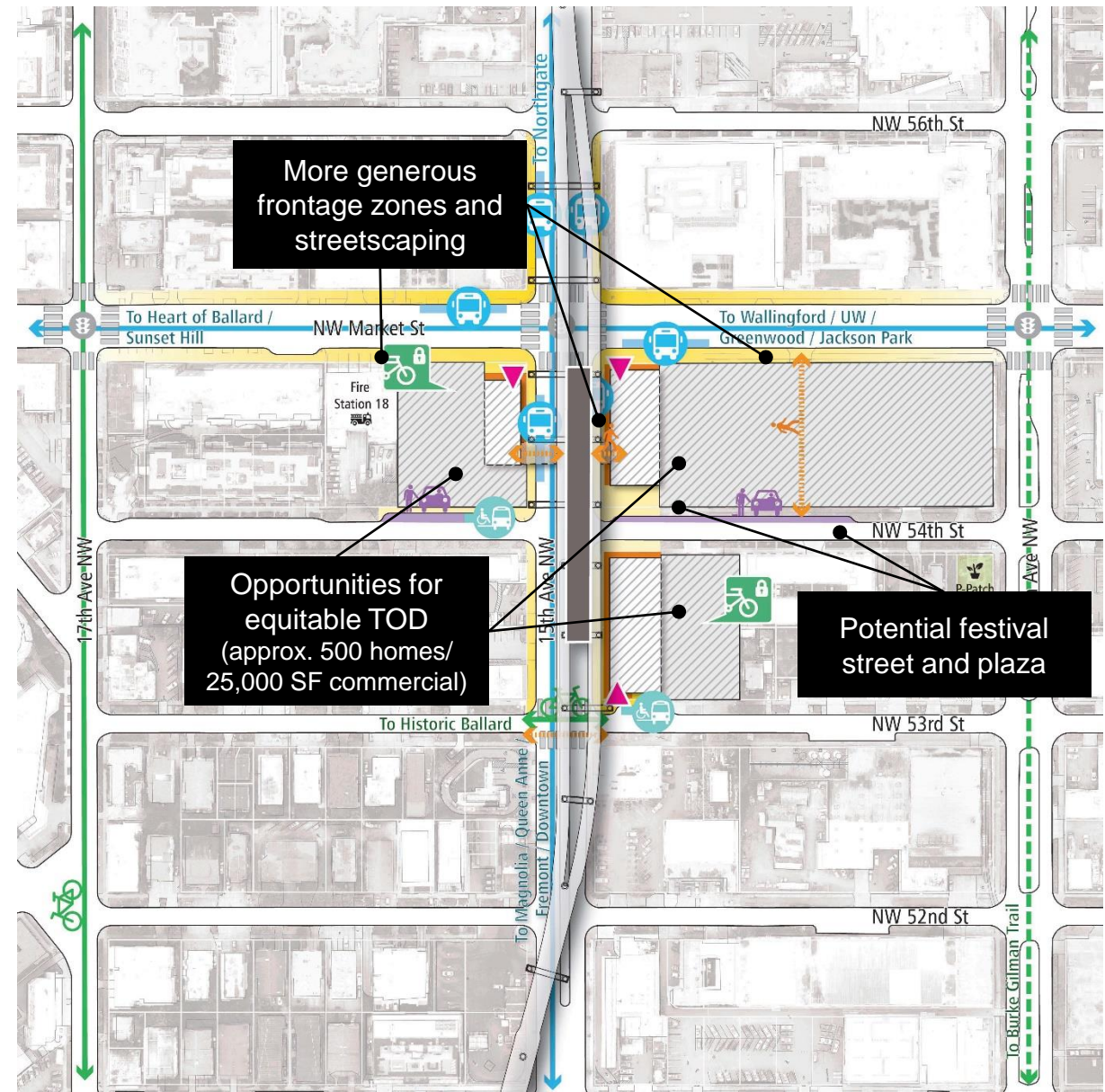




# Elevated 15<sup>th</sup> Ave Station



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



# *Questions for Discussion*

- *What station design components would make each station feel the most connected to the Ballard community?*
- *What types of multi-modal access should be prioritized here? How might the use of streets be modified to support that?*
- *What does community-led equitable TOD look like at this station?*



# *Agenda*

- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- Ballard Station
- ***Next steps and next meeting***

# *Upcoming engagement*



## *Publish Draft EIS*

➤ *Friday, January 28th*







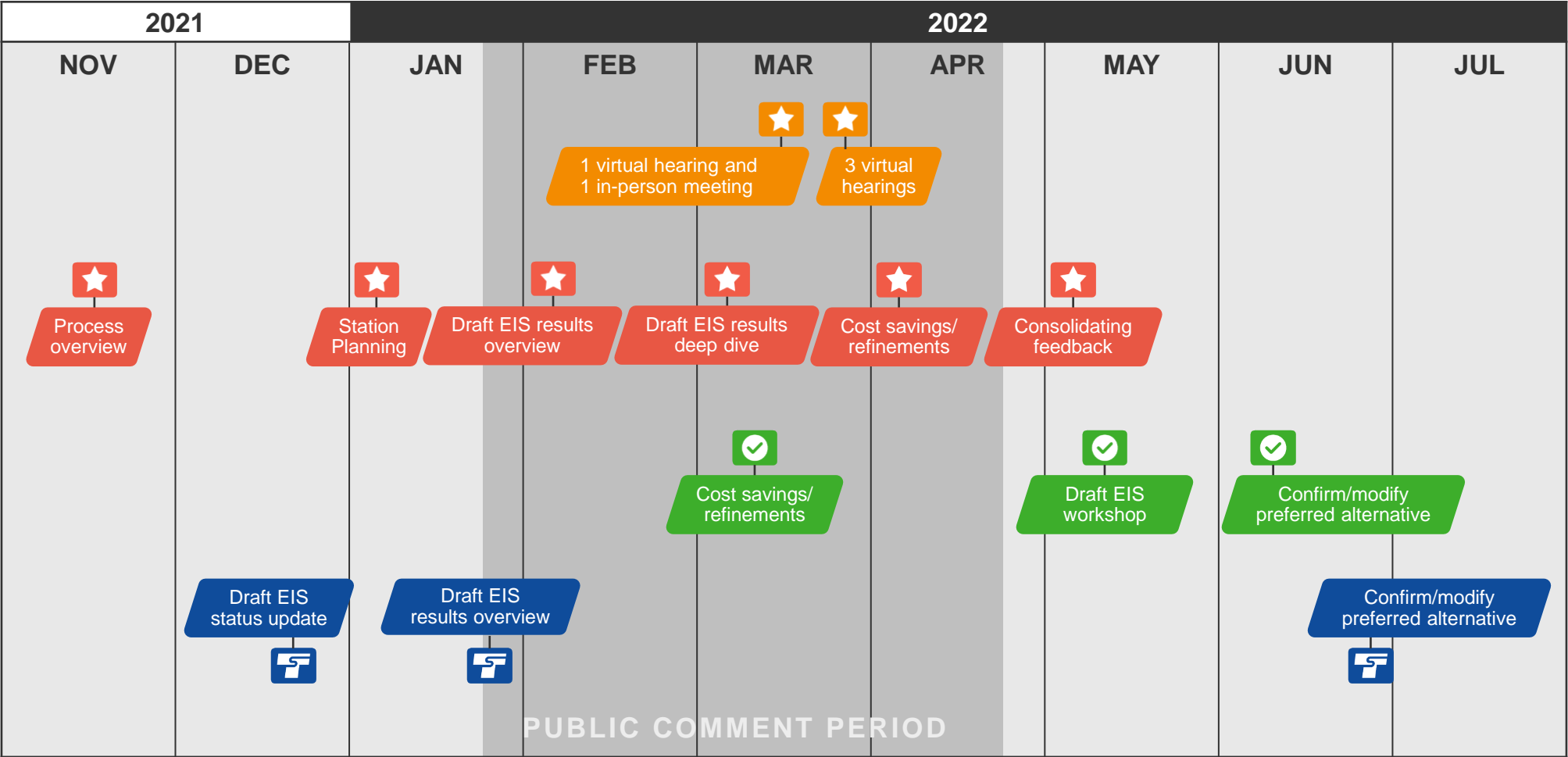
## *Collect public feedback*



# 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
Thurs. Jan. 6	Downtown CAG <i>Station Planning</i>	5pm – 7pm
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



# *Questions?*

Contact Leda Chahim:

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

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*soundtransit.org/wsblink*

