

# *West Seattle and Ballard Link Extensions*

*West Seattle/ Duwamish  
Community Advisory Group*

*January 11, 2022*



# *Agenda*

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting

# Meeting etiquette and accessibility



***Upon joining the meeting, please mute*** your line when you are not speaking to minimize audio feedback. Unmute before talking.



***Please raise your “hand”*** if you have a question or comment. Facilitator will call on you to speak.



***One person speaks at a time.*** Please say your name, and then note a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



You are viewing Chris Johnstone's screen

View Options ▾

View



SPEAKER



Mute

Stop Video



1



Participants



Polls



Chat



Share Screen



Raise Hand



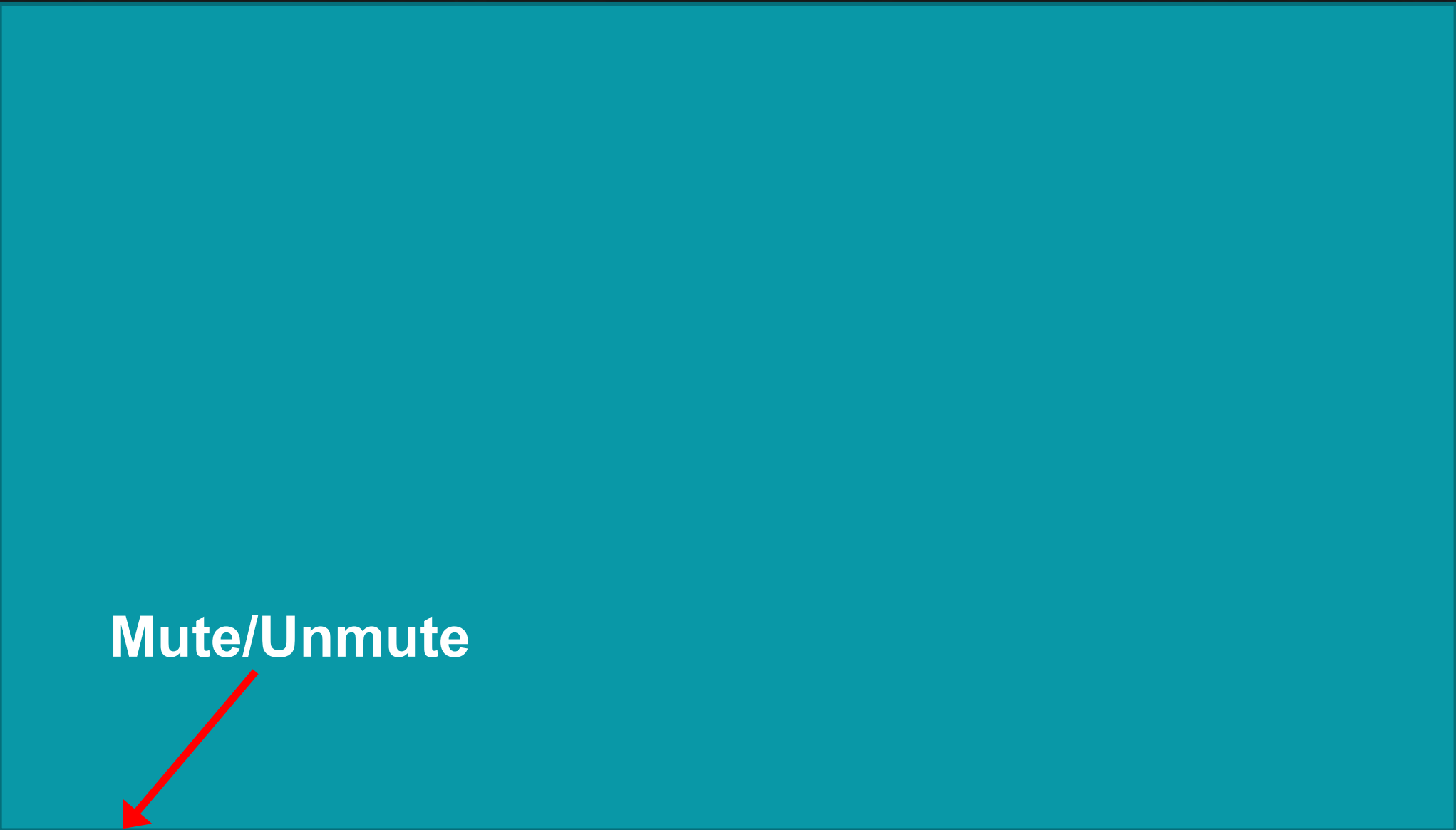
Live Transcript



More


Leave








Mute/Unmute





  
Unmute


  
Stop Video


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
  
Polls

  
Chat

  
Share Screen

  
Raise Hand

  
Live Transcript

  
More

Leave



Raise Hand



Mute



Stop Video



1

Participants



Polls



Chat



Share Screen



Raise Hand

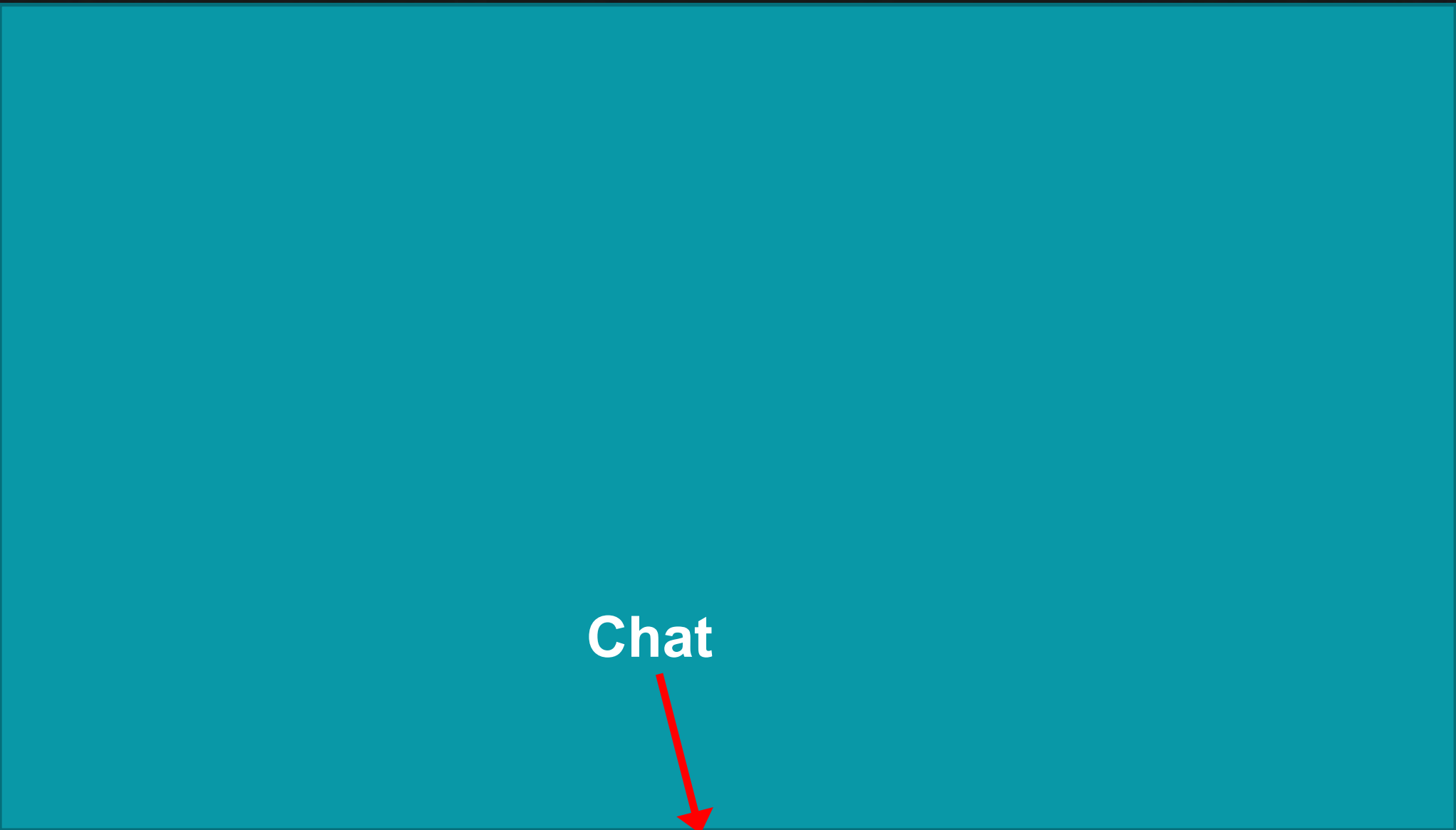


Live Transcript



More

Leave



Chat



SPEAKER



Mute



Stop Video



1



Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript



More

Leave



Closed Caption



Mute Stop Video

Participants 1

Polls

Chat

Share Screen

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Live Transcript

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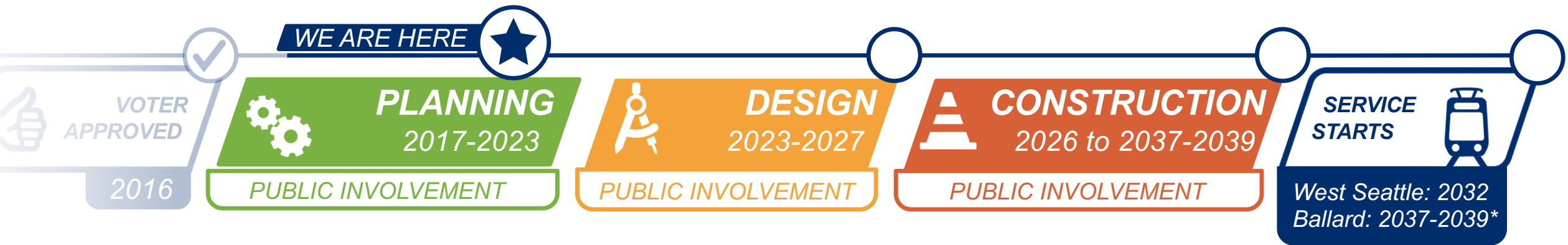
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# West Seattle and Ballard Link Extensions

## Project timeline







# PLANNING



## 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

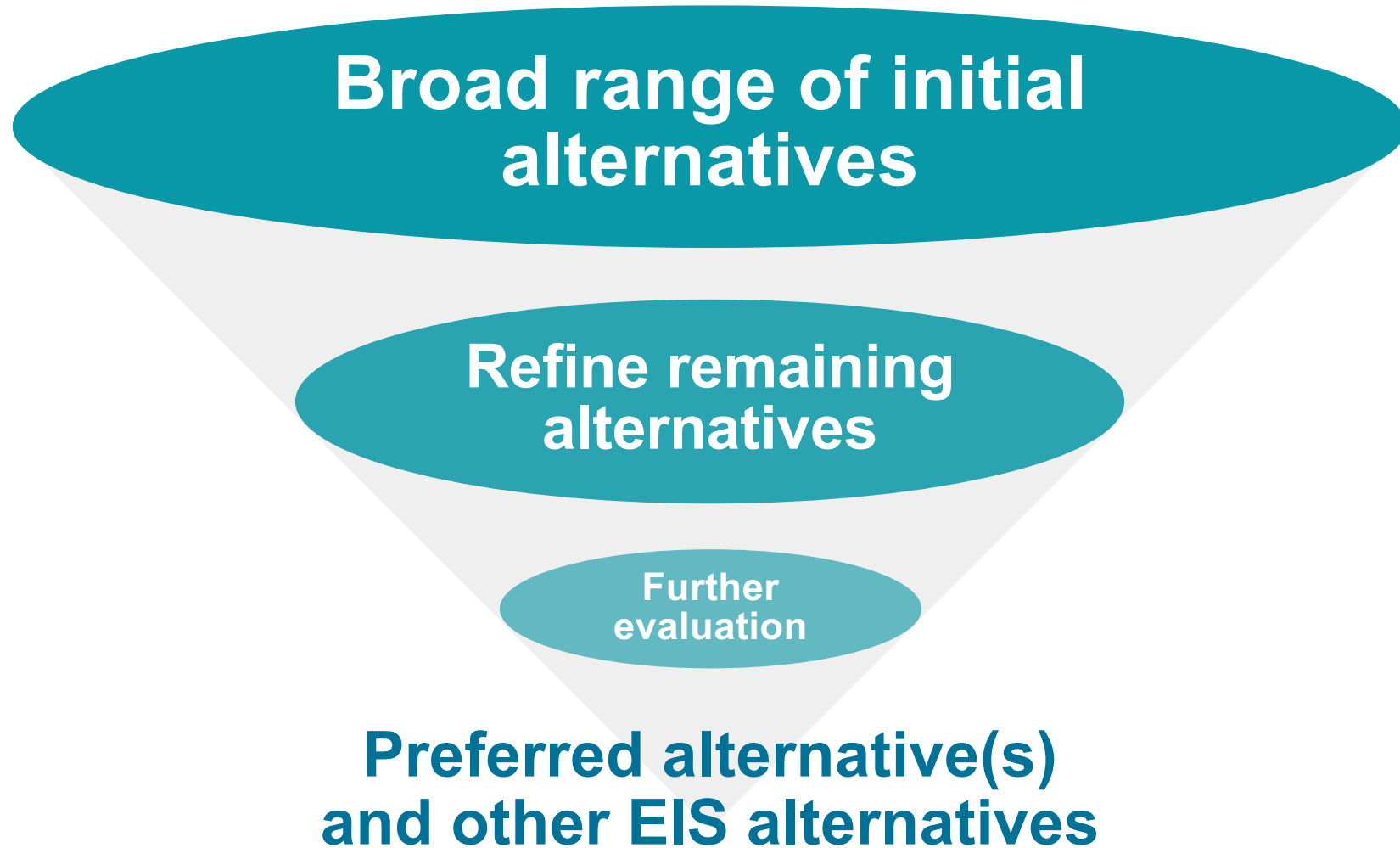
#### 2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

## PUBLIC INVOLVEMENT

# ***Alternatives development screening process***



# 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.

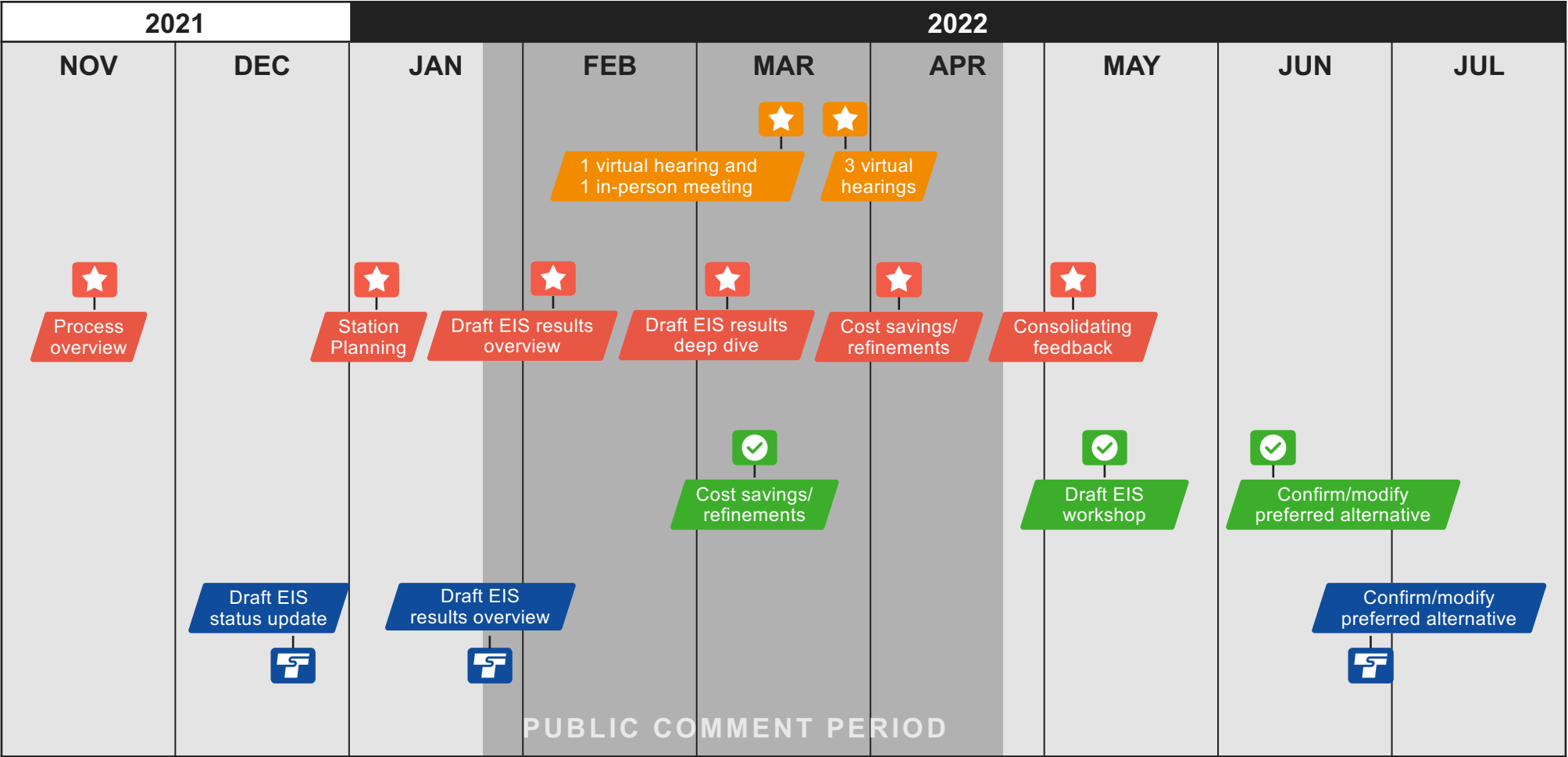
*Share feedback* with the Sound Transit Board before they confirm or modify the preferred alternative.



# 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.

# ***West Seattle/ Duwamish CAG members***

Alex Williams

Charlie Able

Daniela Lopez

David Bestock

Deb Barker

Ella McRae

Emily Strom

Inaki Longa

Kim Schwarzkopf

Lauren Lundberg

Lyssa Moon

M Miller

Nicole Perry

Pete Spalding

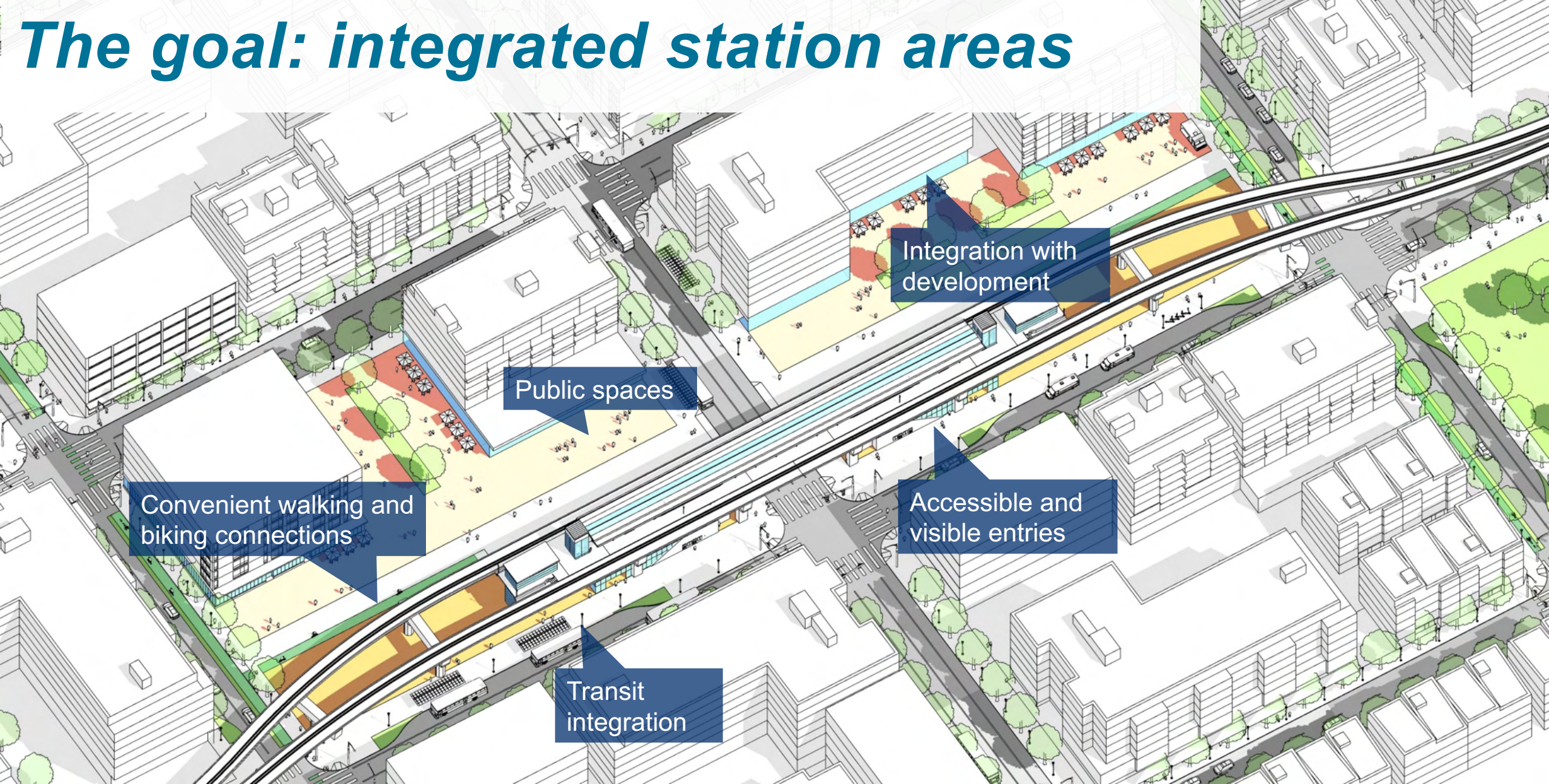
Willard Brown

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# *The goal: integrated station areas*





# *Co-planning partnership*

Routes and  
station locations

Light rail guideway  
and station design

Environmental review

**Centering racial  
equity**

**&**

**Co-planning  
stations with  
communities**

Community planning  
and station access

Land use and zoning

Street and  
right-of-way use



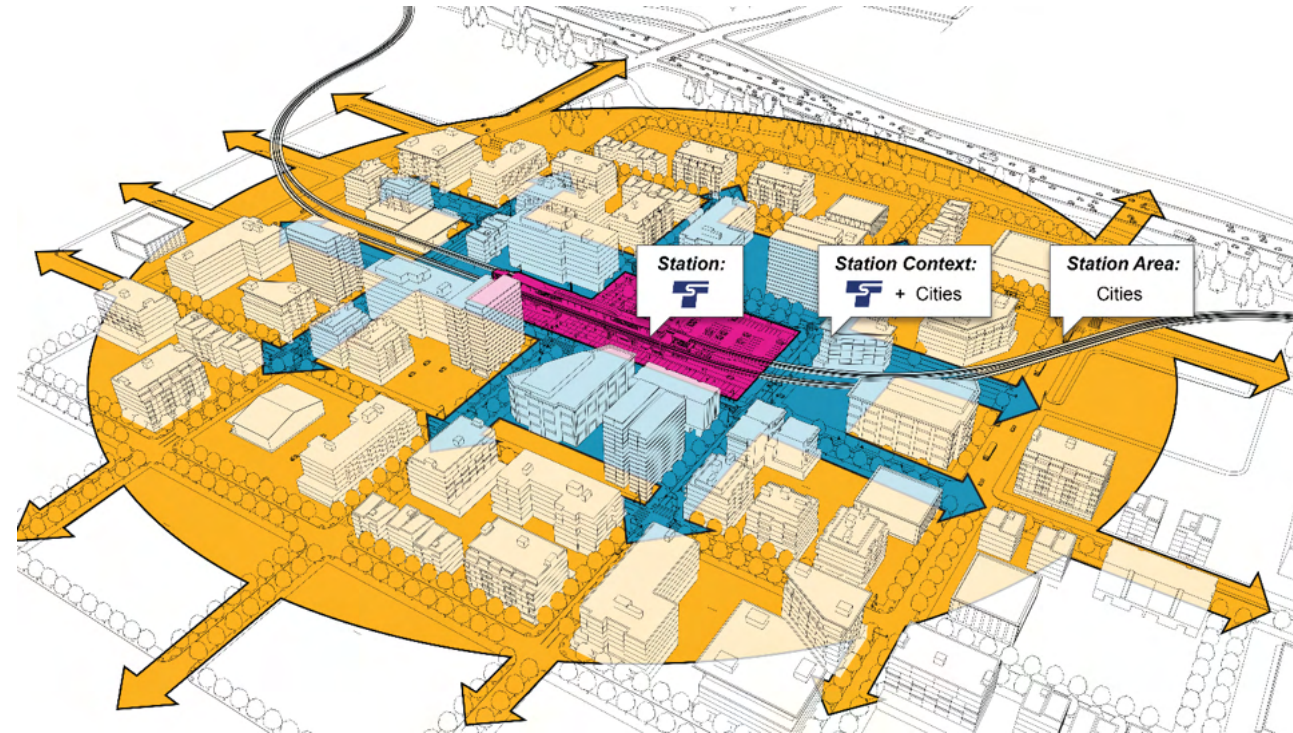
# ***Racial Equity Toolkit (RET): Outcomes***

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.



# Co-planning focus: the “Station Context”

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

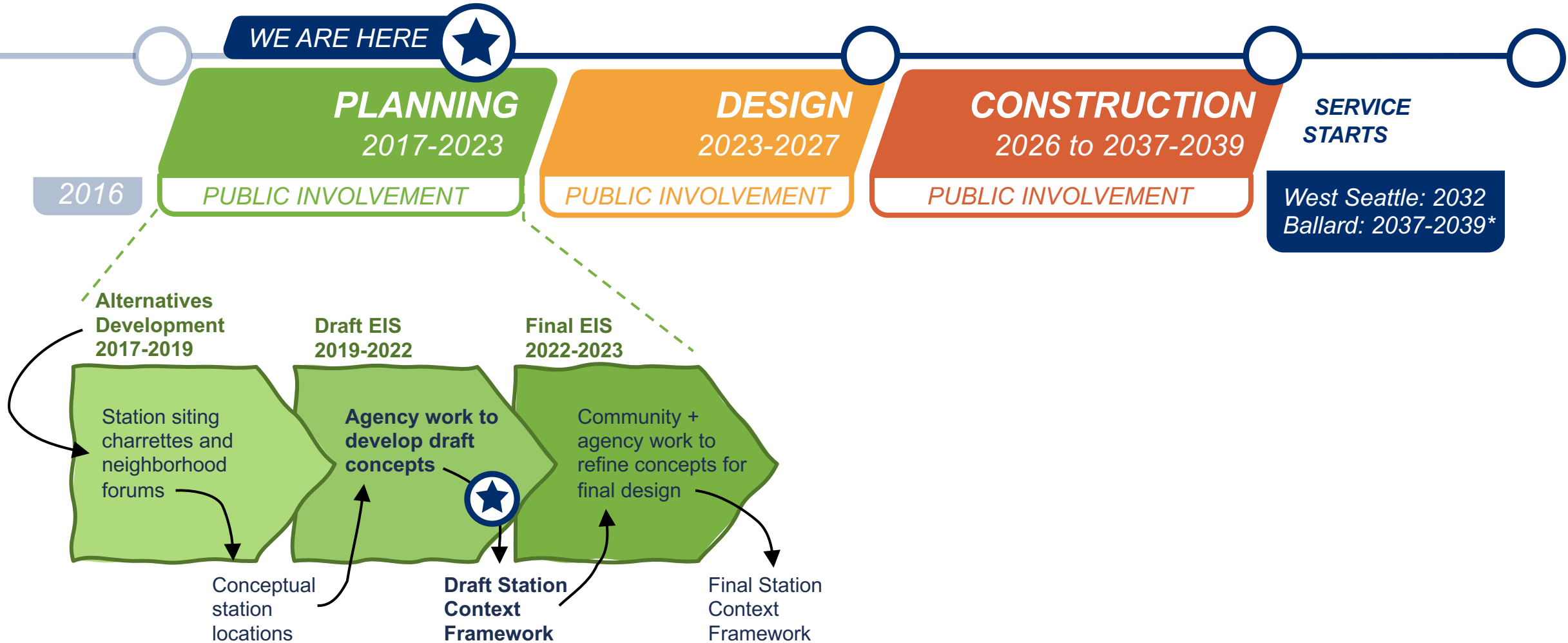


# Station Context Framework

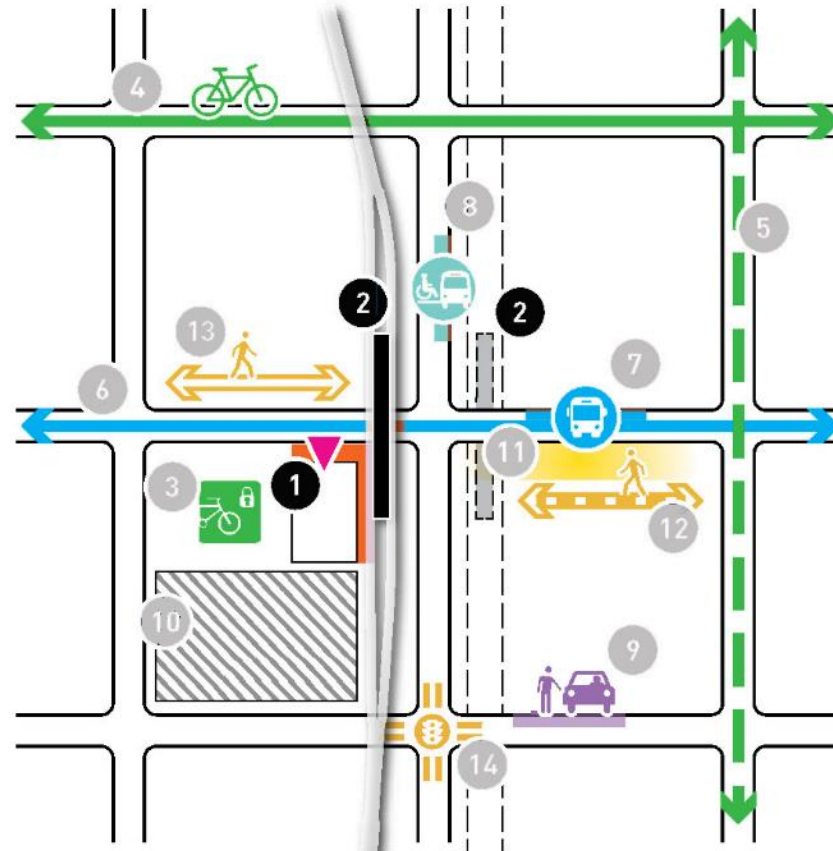
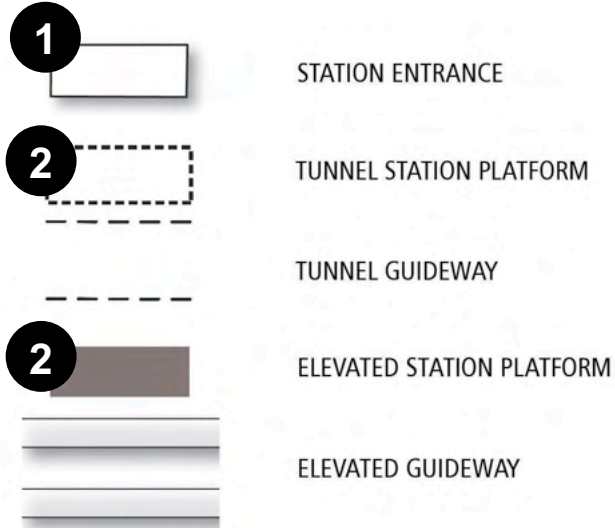
- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



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

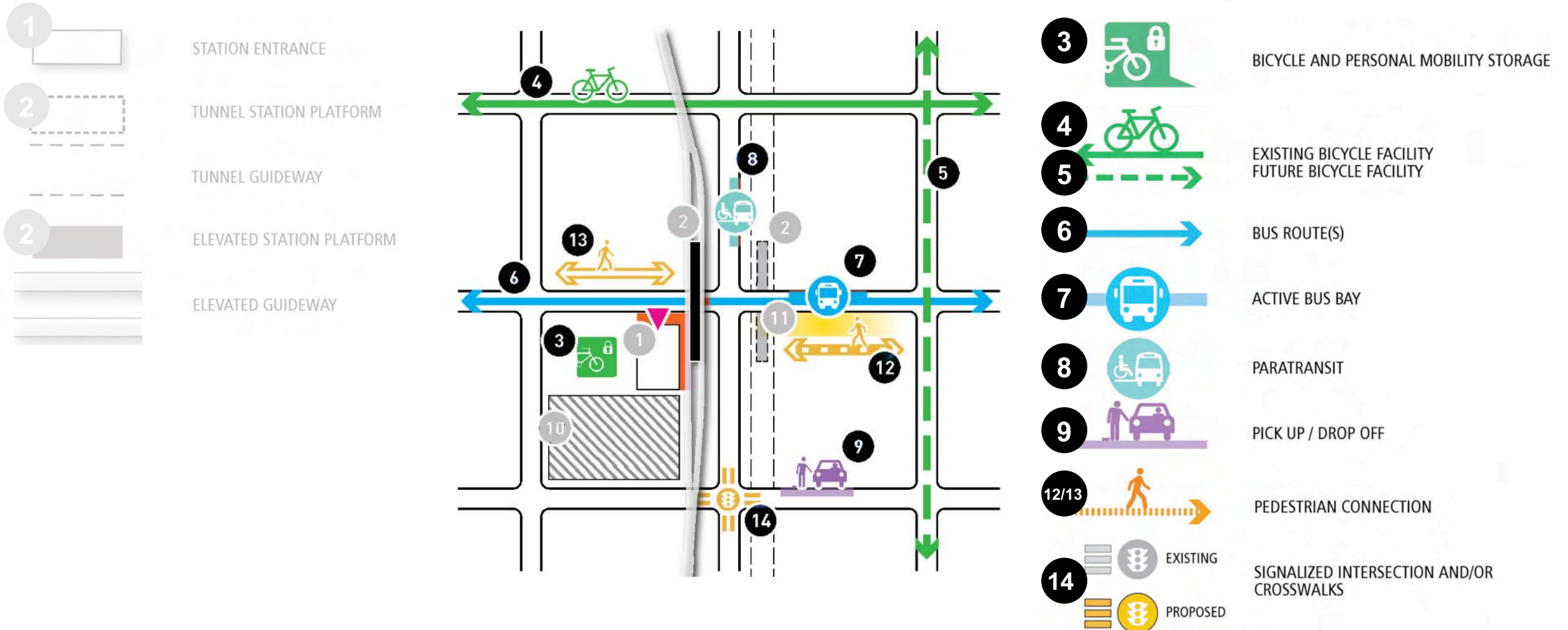


# Orientation to the station context plans

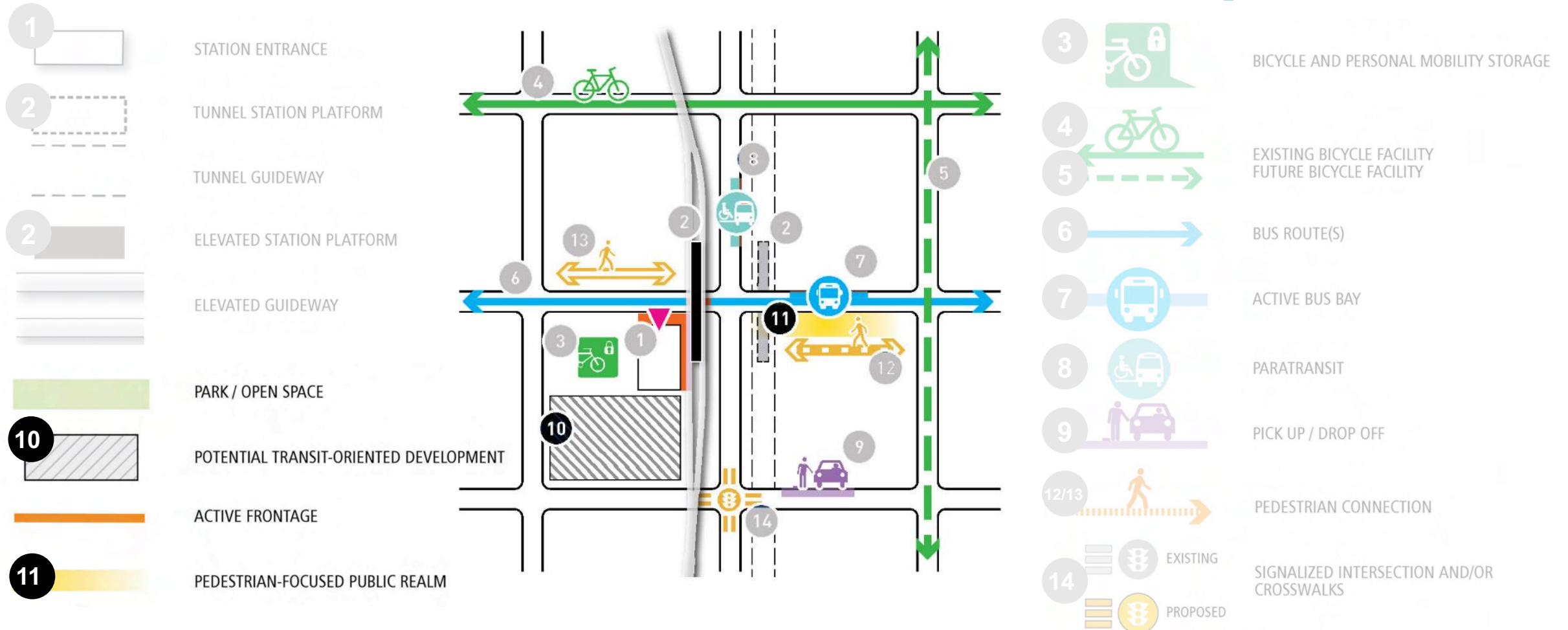




# Orientation to the station context plans



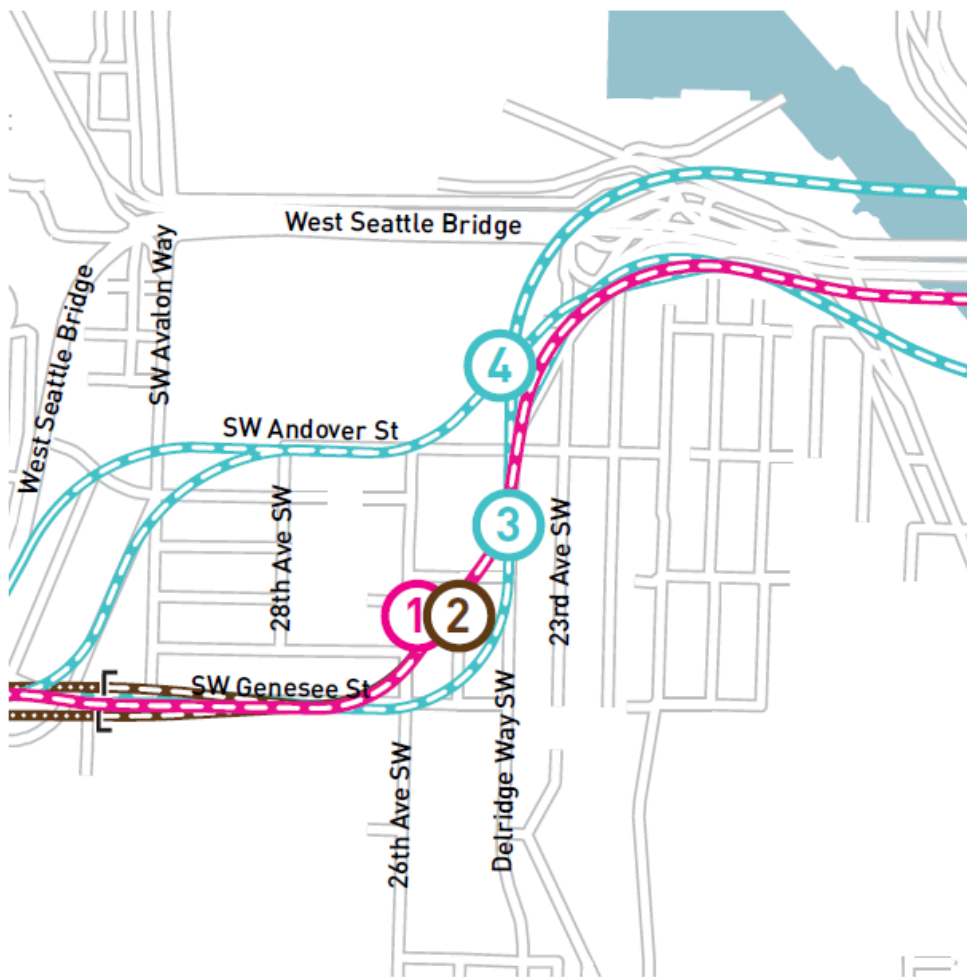
# Orientation to the station context plans





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#### DRAFT EIS ALTERNATIVES

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

#### ROUTE AND STATION PROFILES

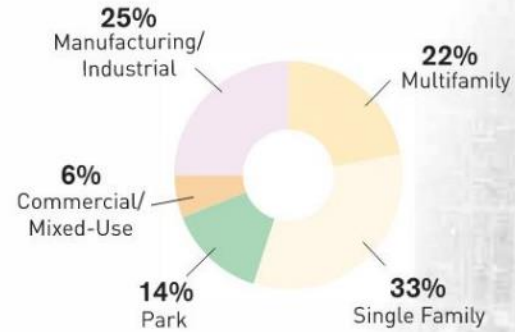
- / — Elevated
- / — At-grade
- / — Tunnel
- Tunnel portal



- **Excellent bus and rail integration to enhance mobility and access for communities of color and low-income populations**
- **Opportunities for equitable development serving the community, including expanded affordable housing and food access**



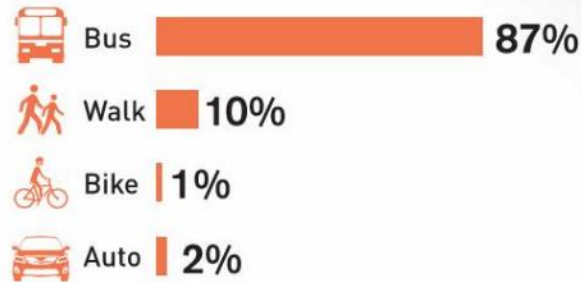
## Existing land use in the station area<sup>(1)</sup>



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

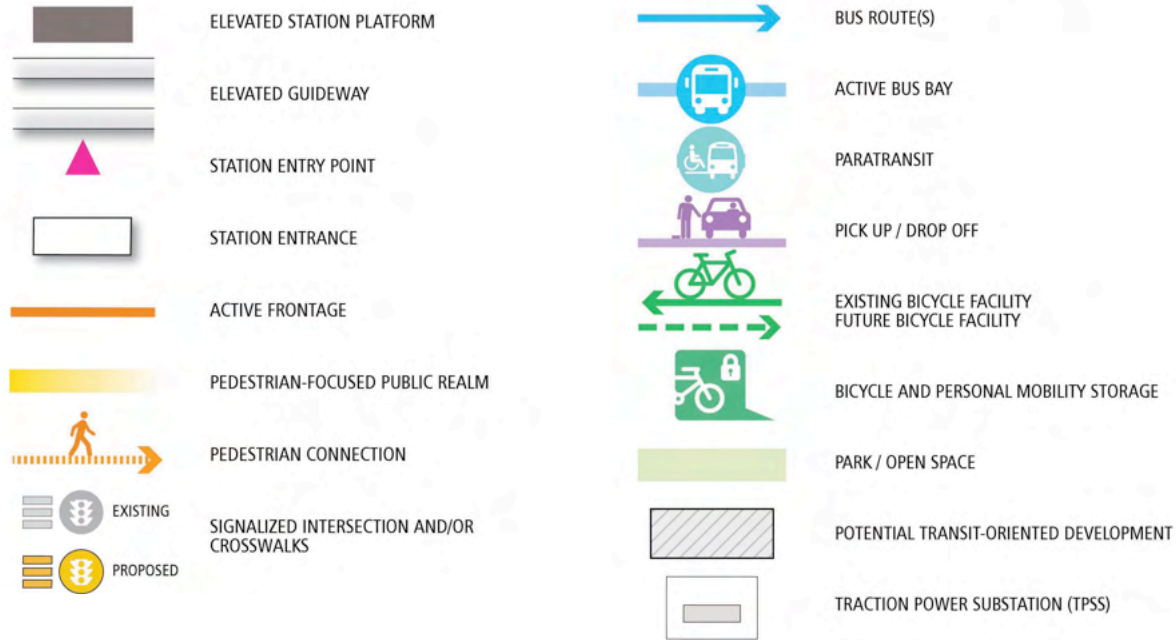


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

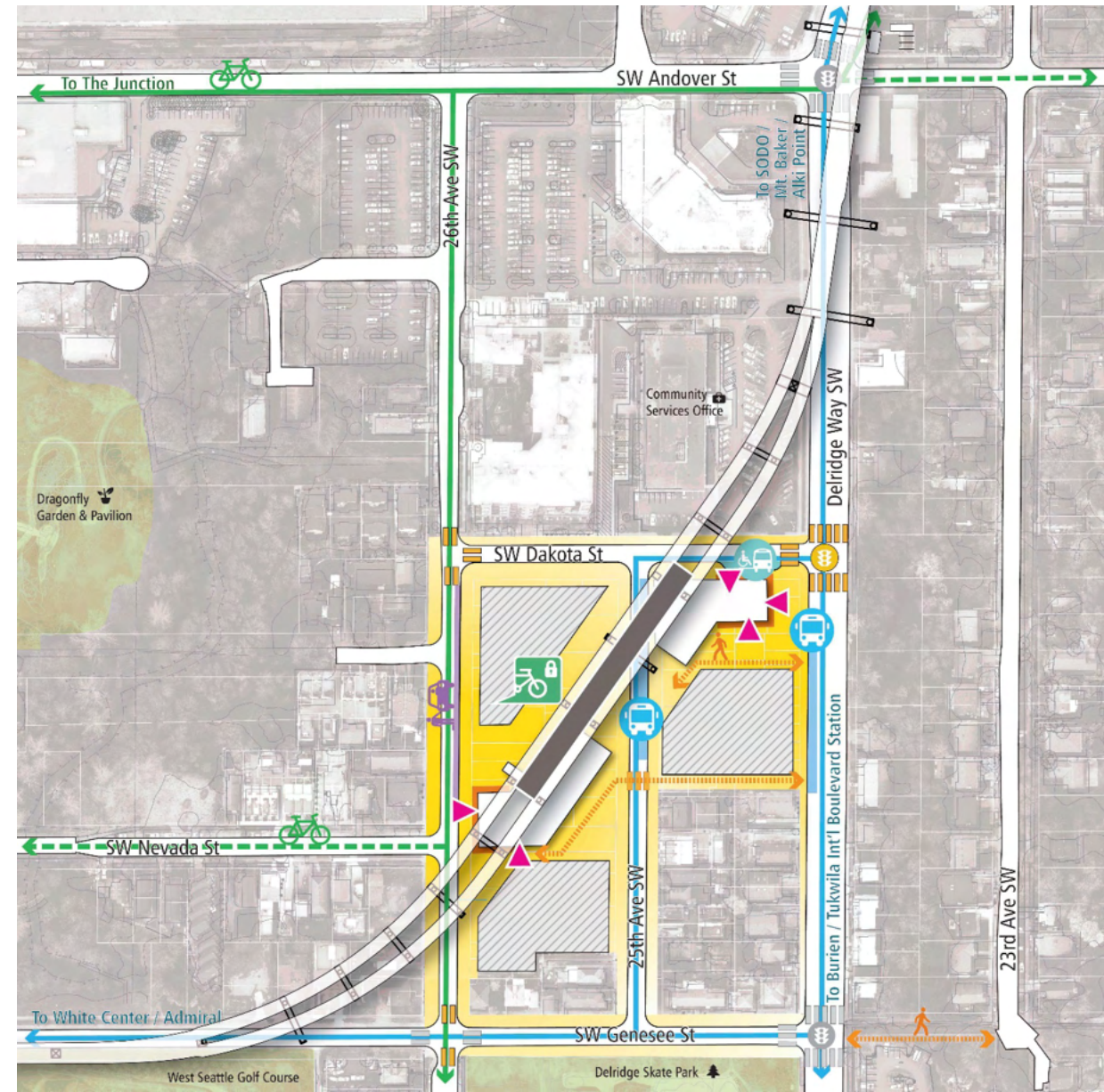
***Preferred alternative***



# Elevated Dakota Street Station

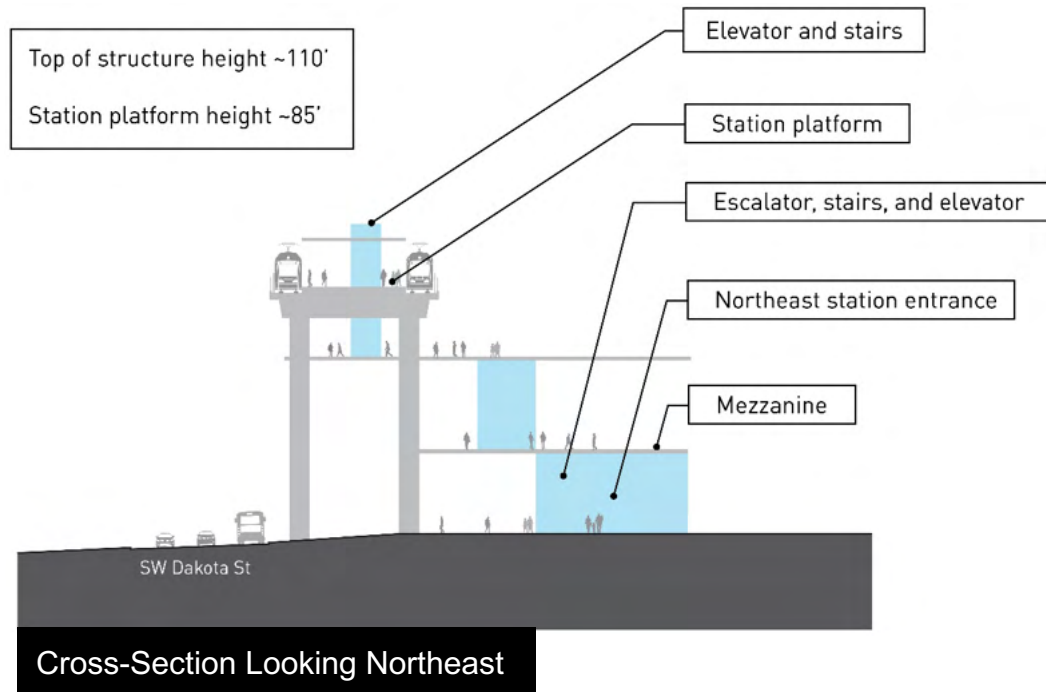


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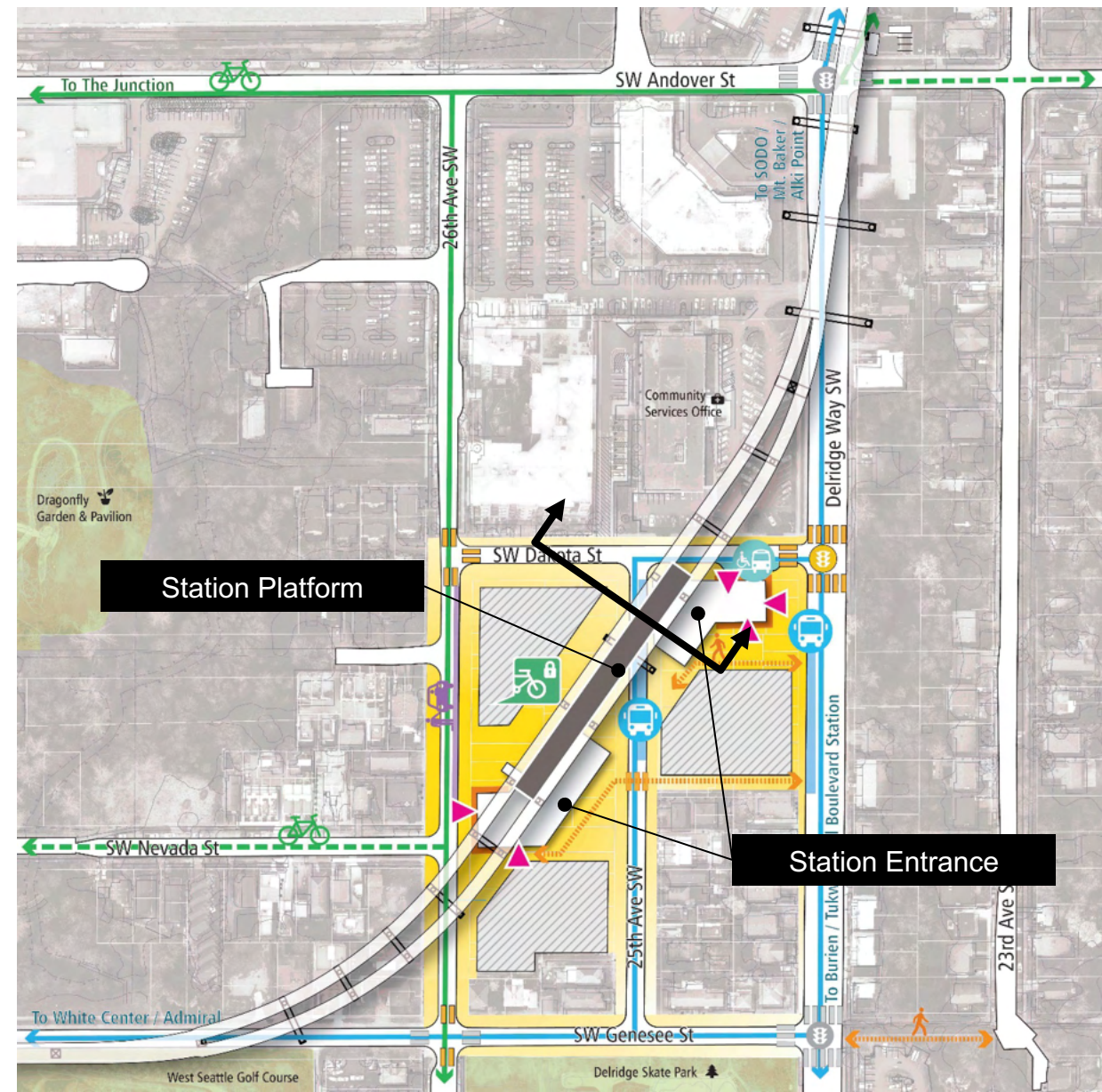




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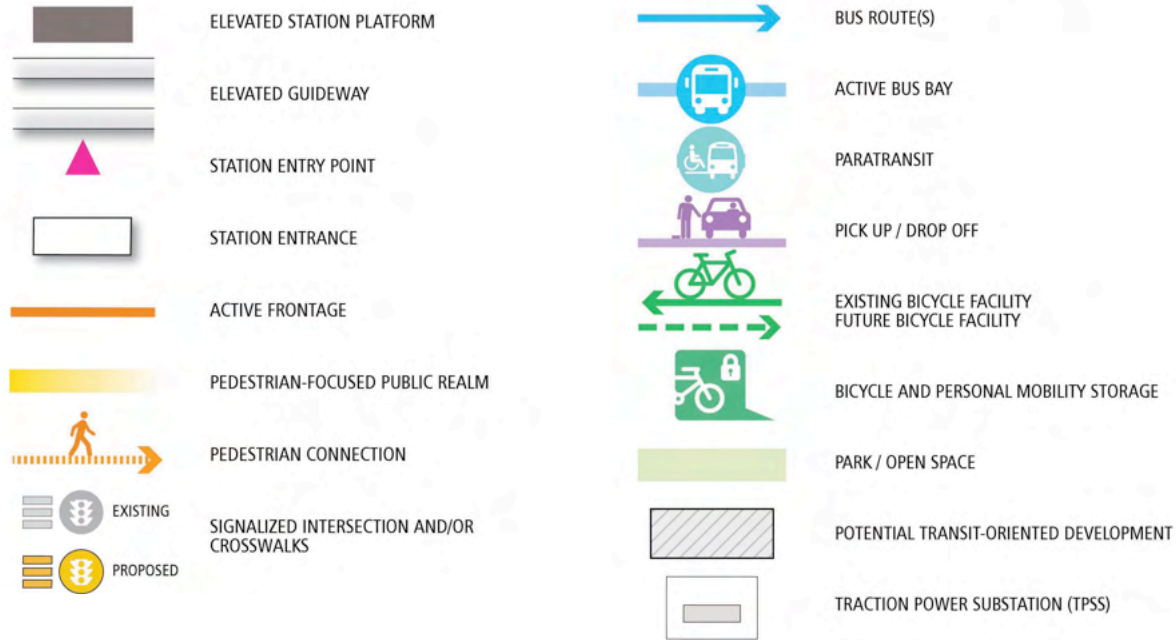


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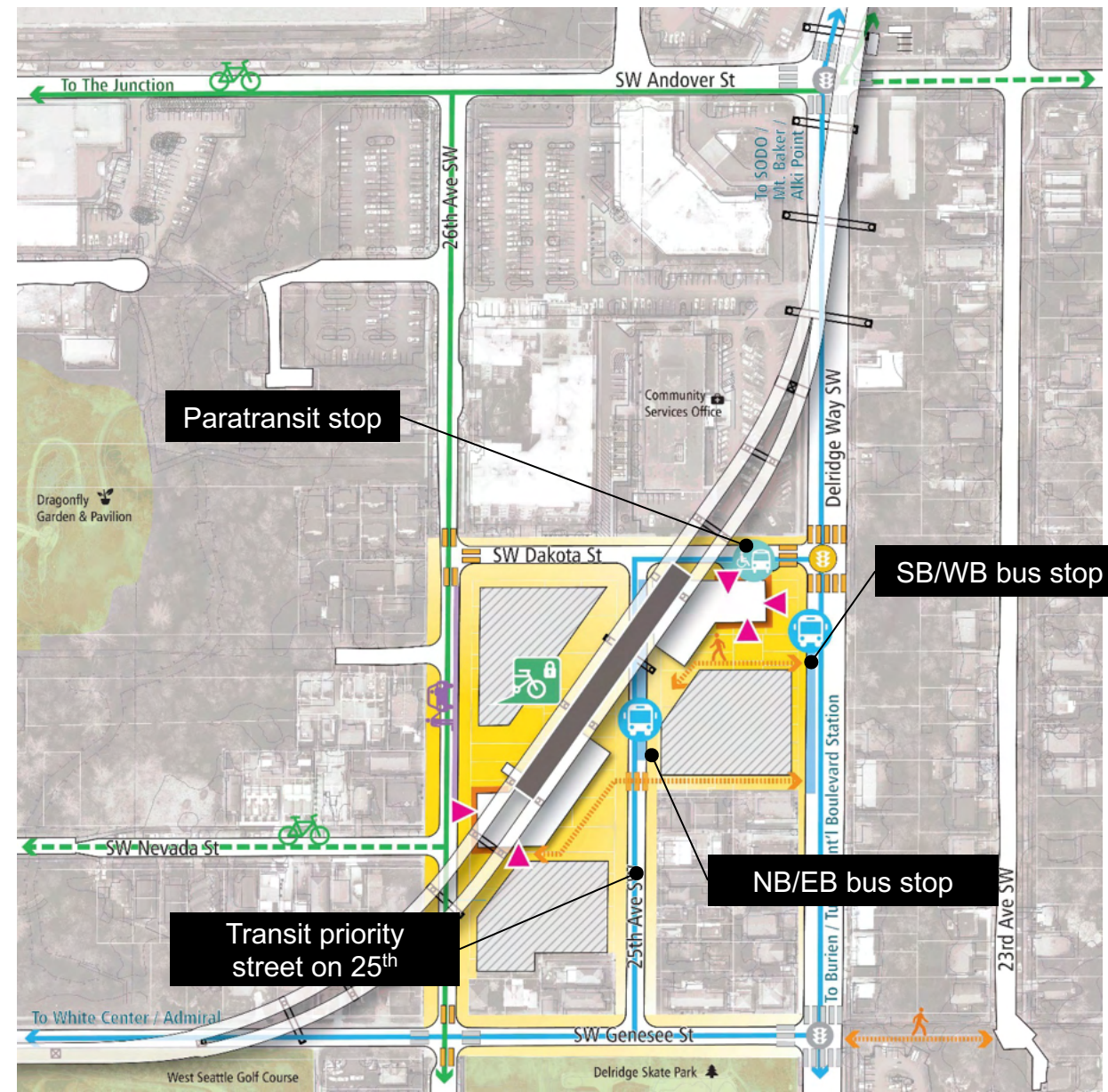




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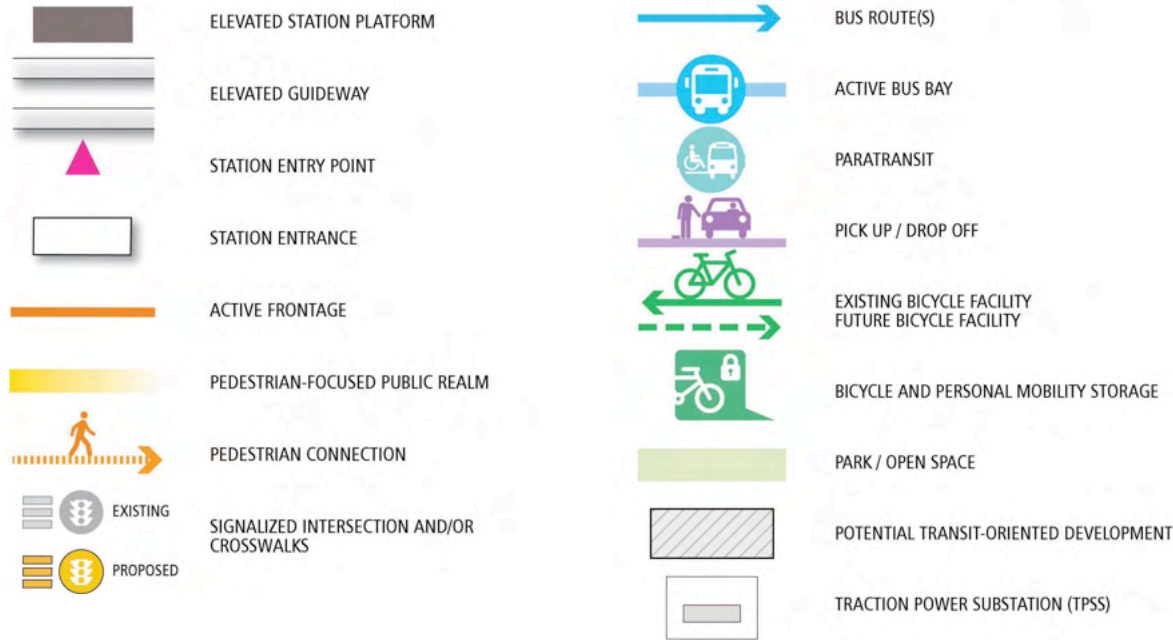


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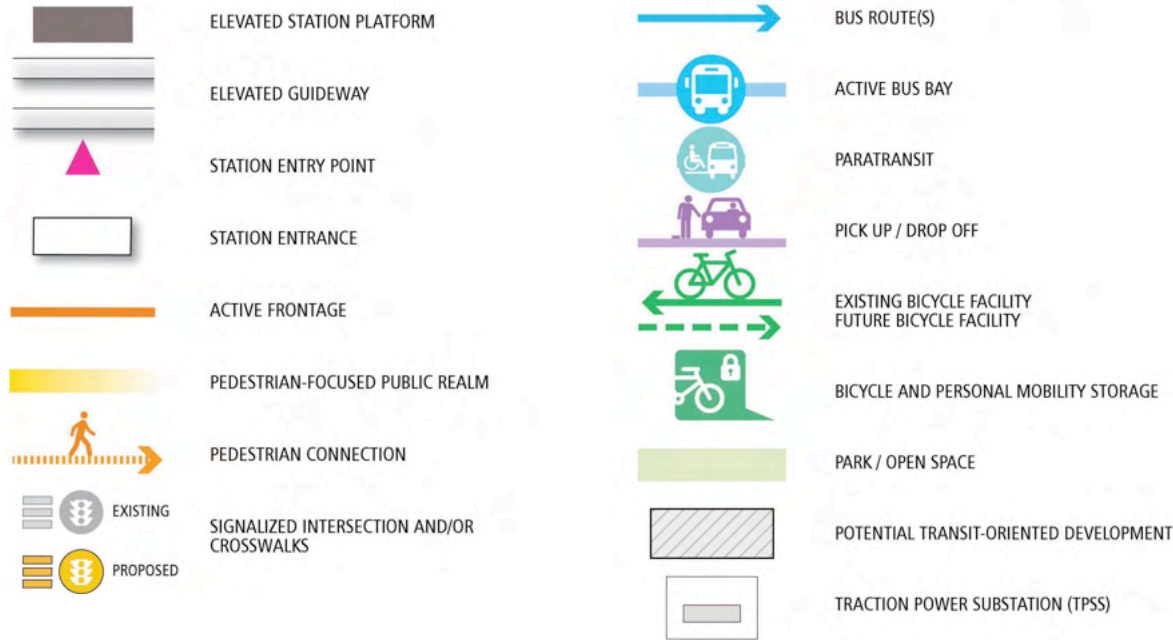


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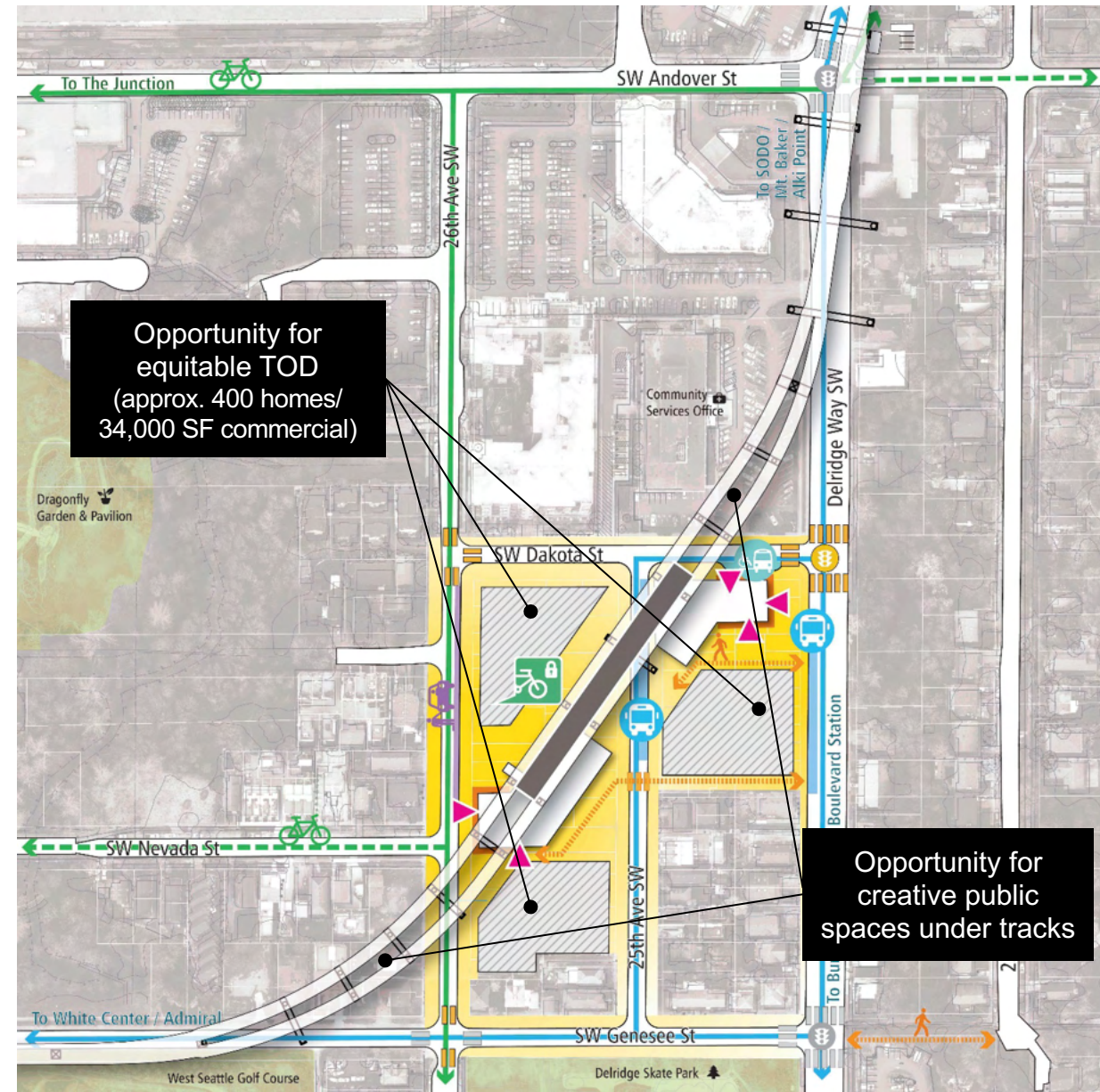




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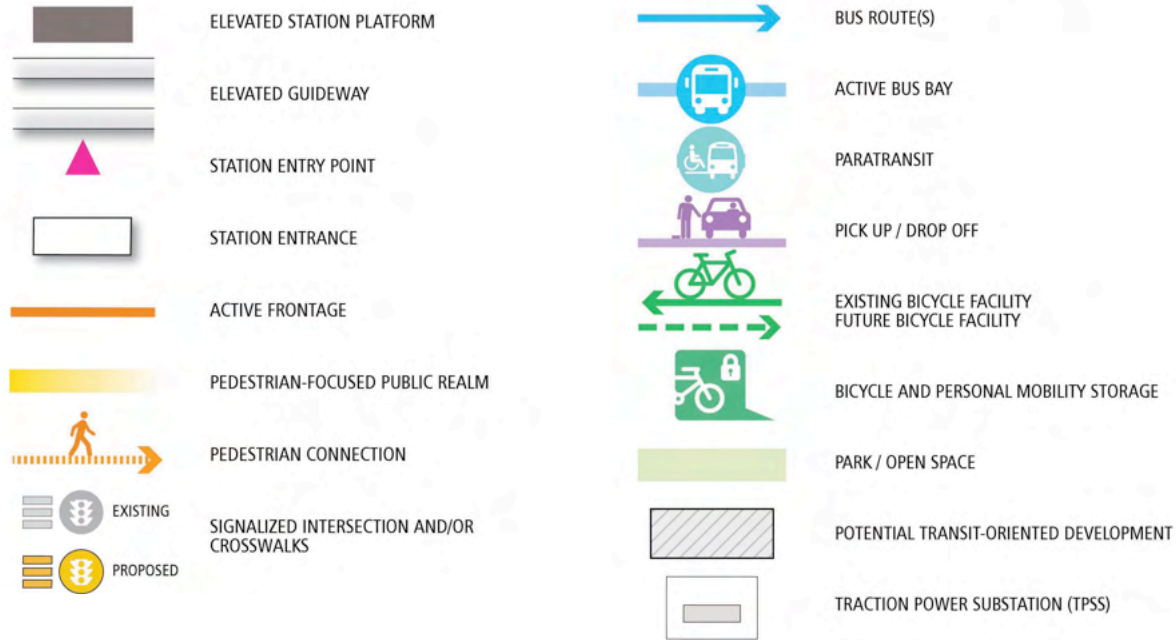
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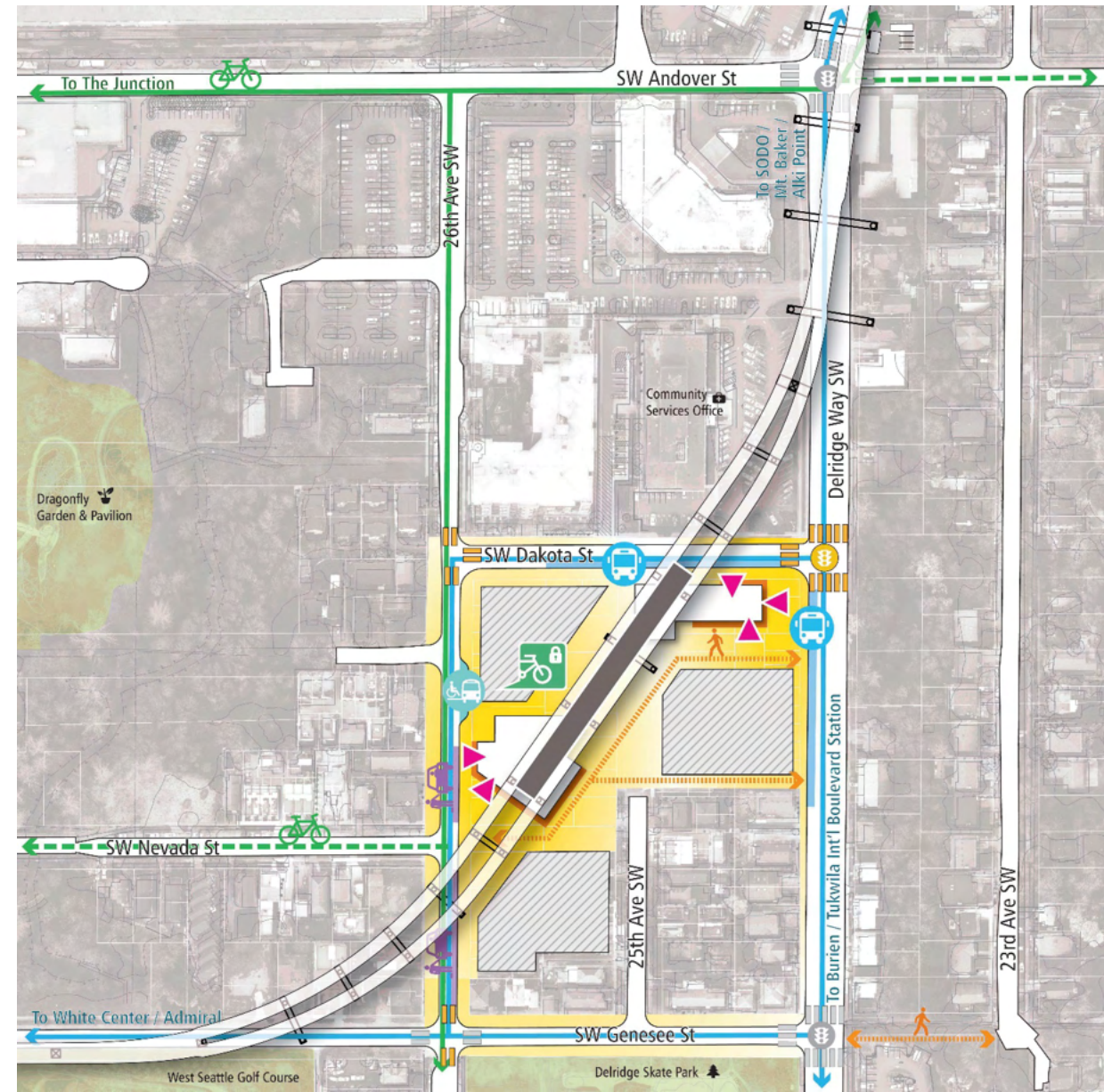
***Preferred alternative with  
third party funding***



# Elevated Dakota Street Station Lower Height

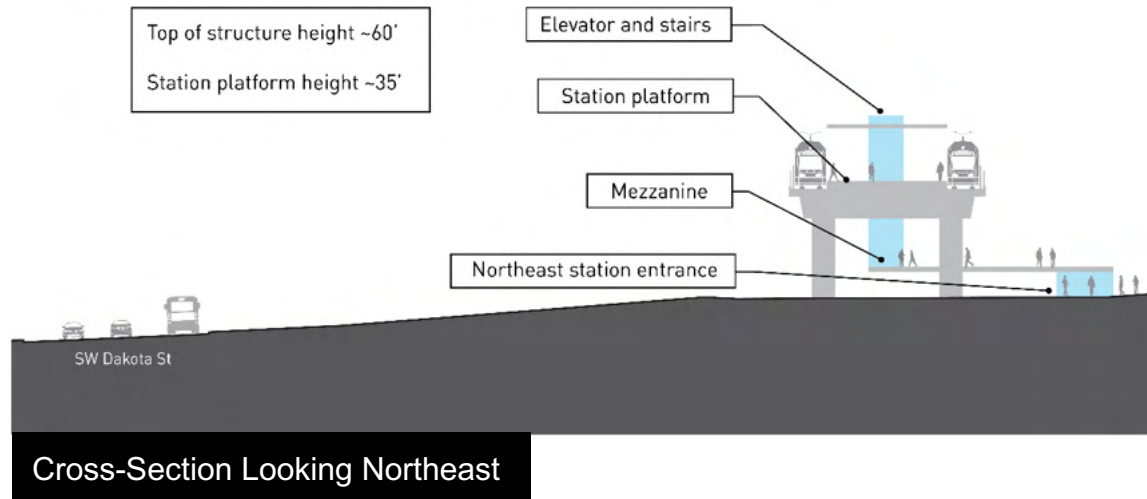


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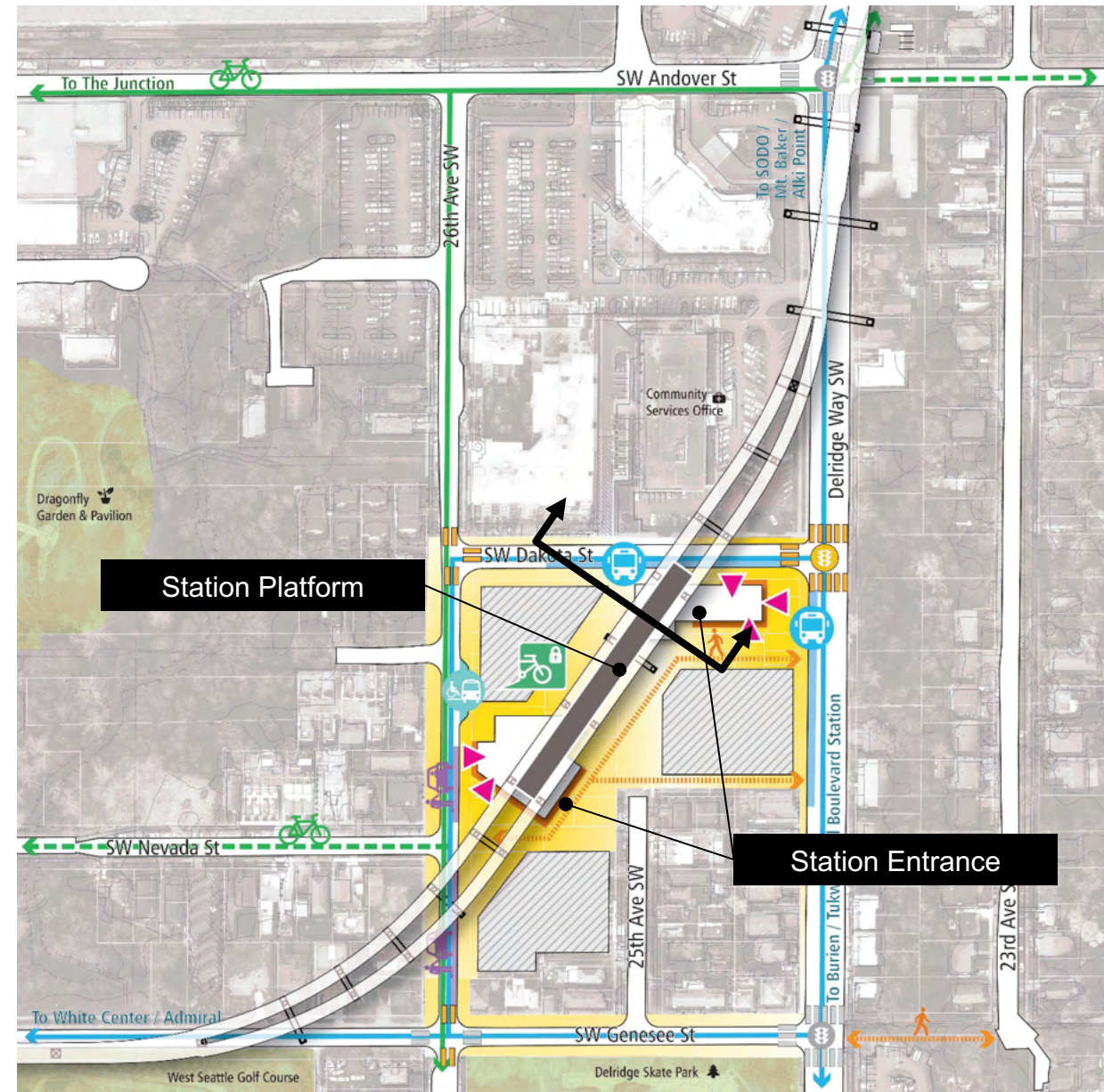




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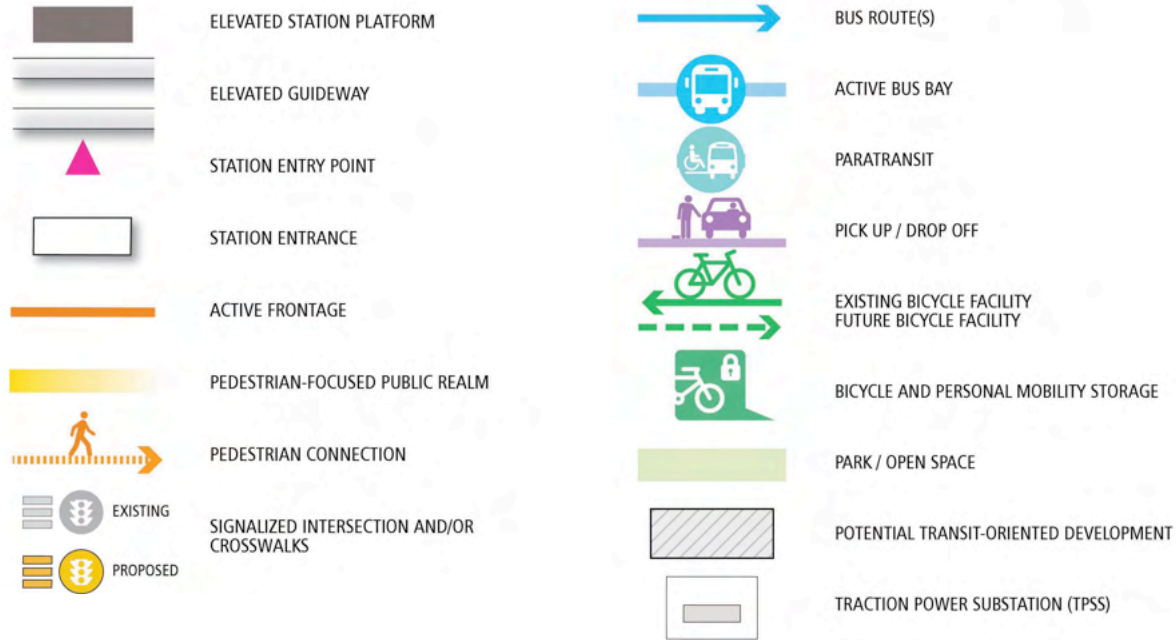


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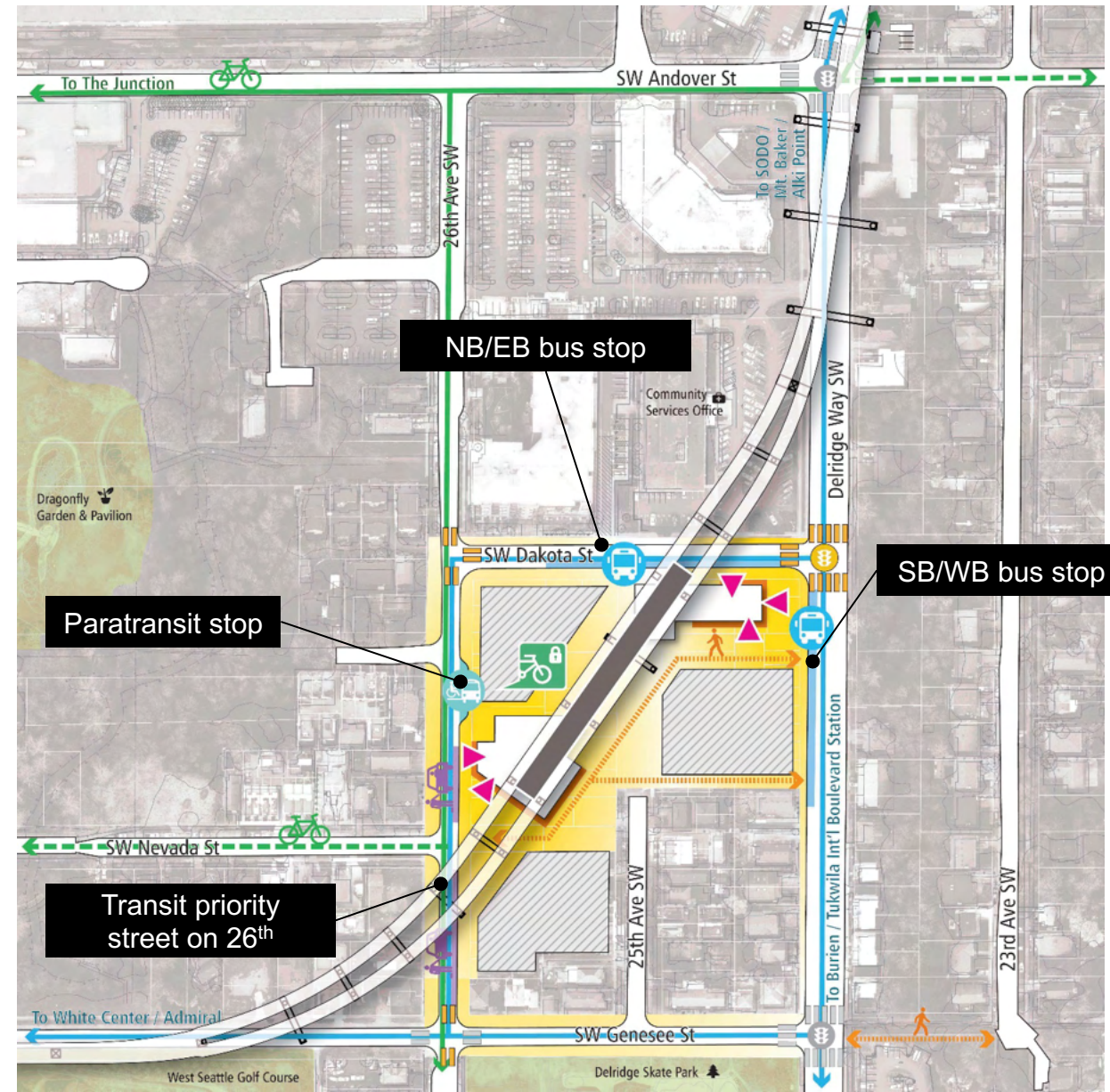




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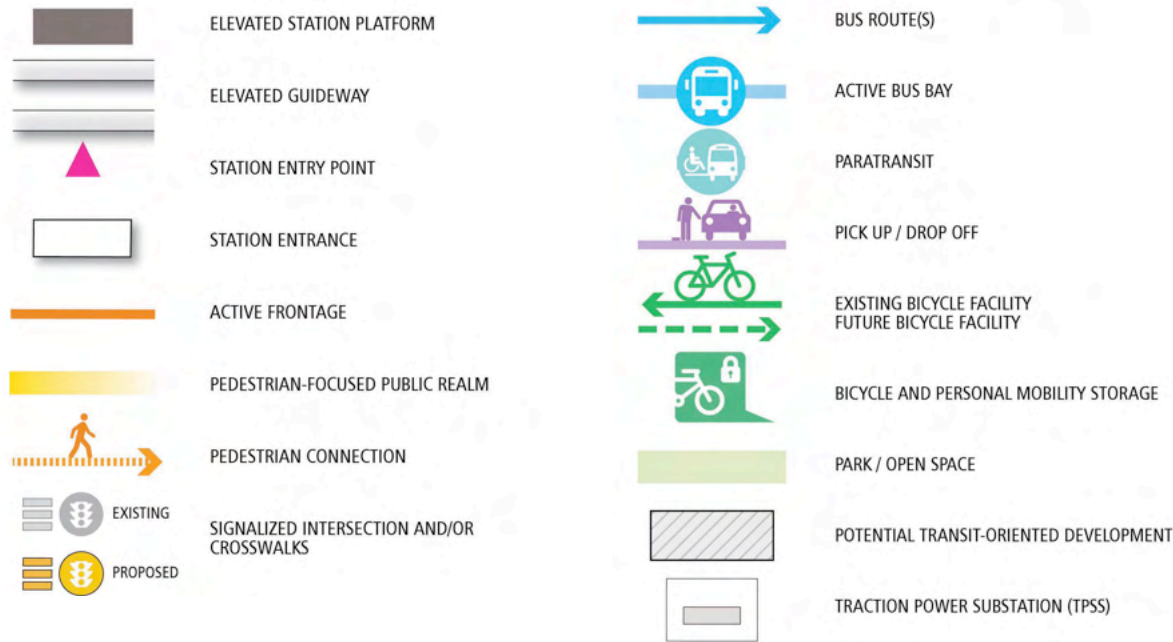


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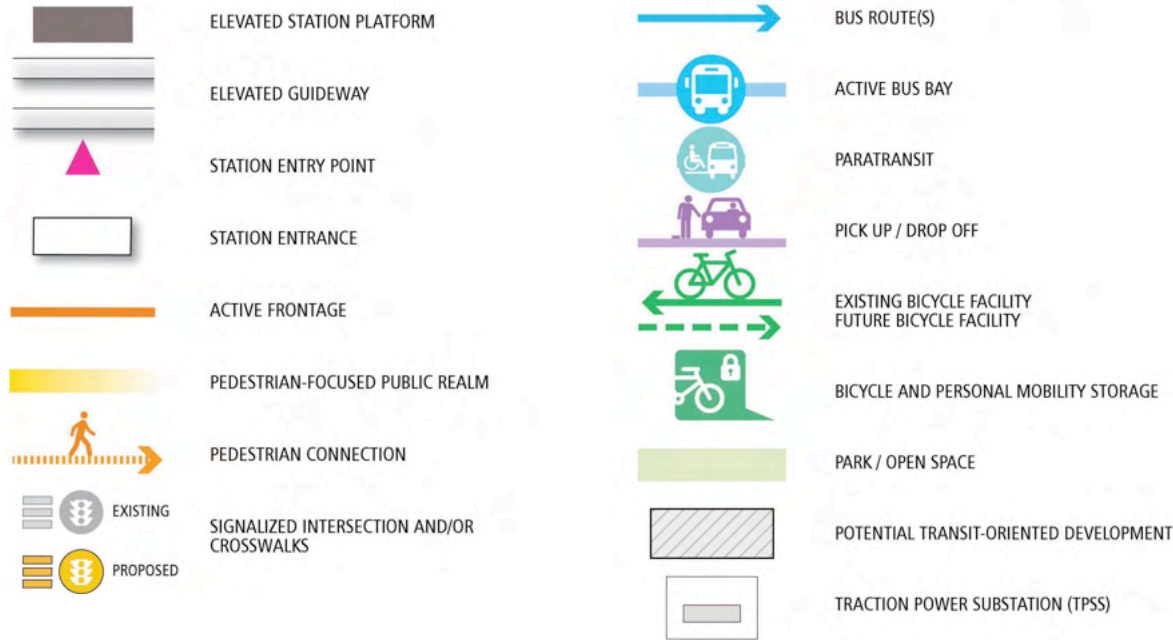


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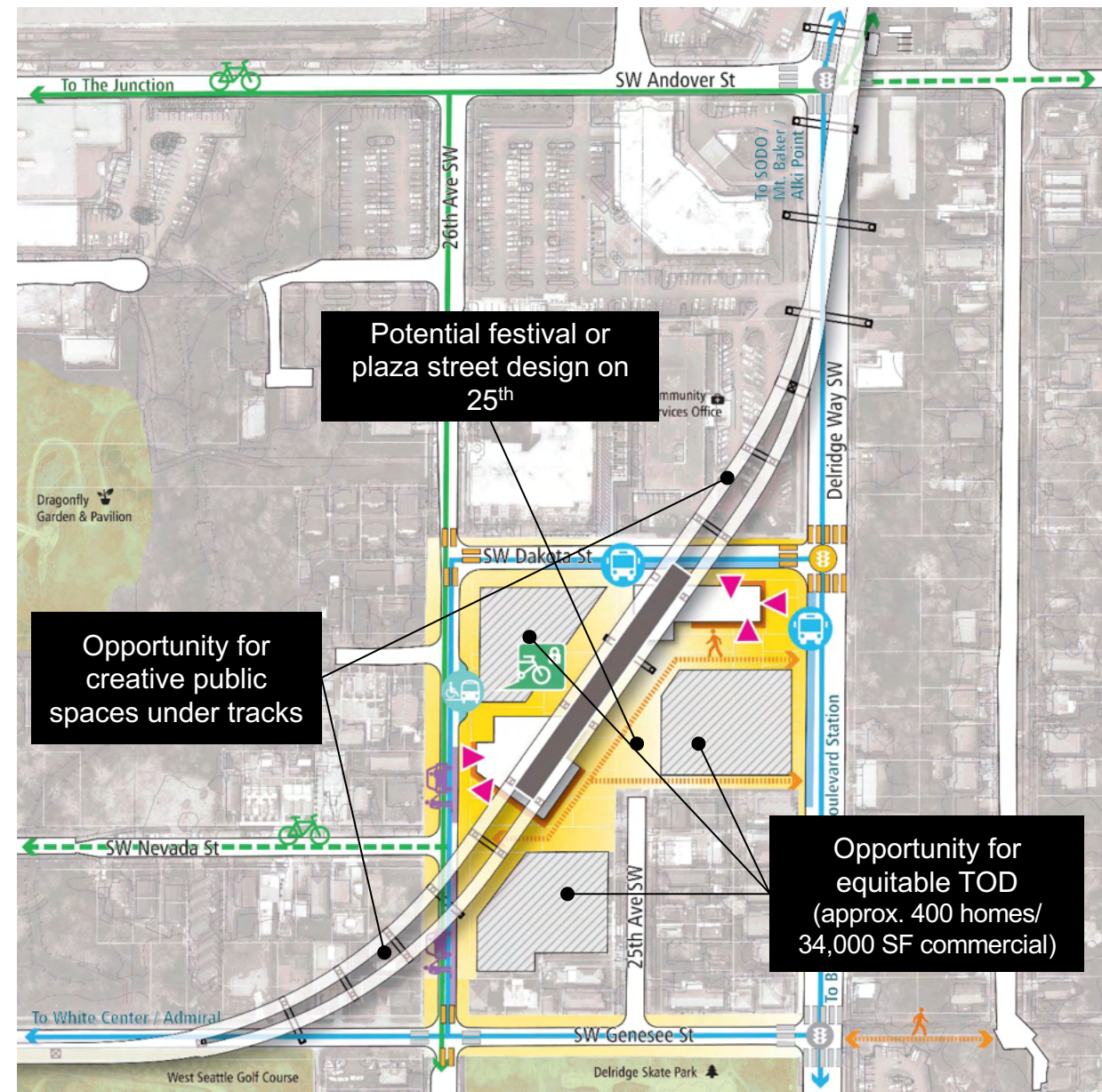




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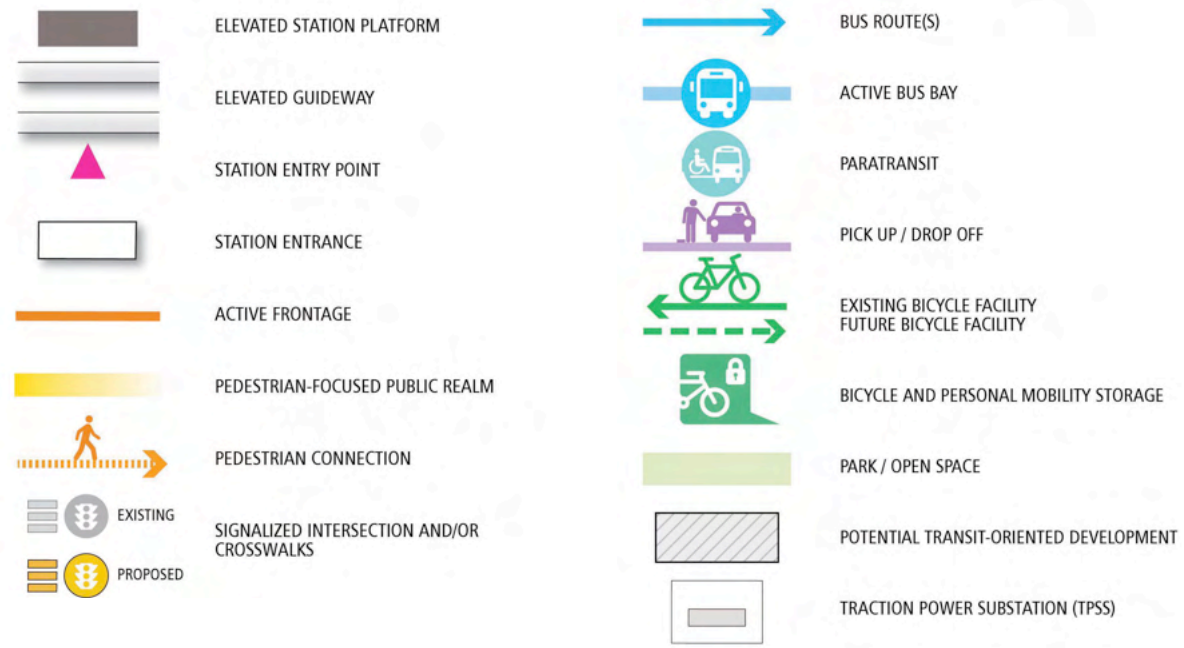
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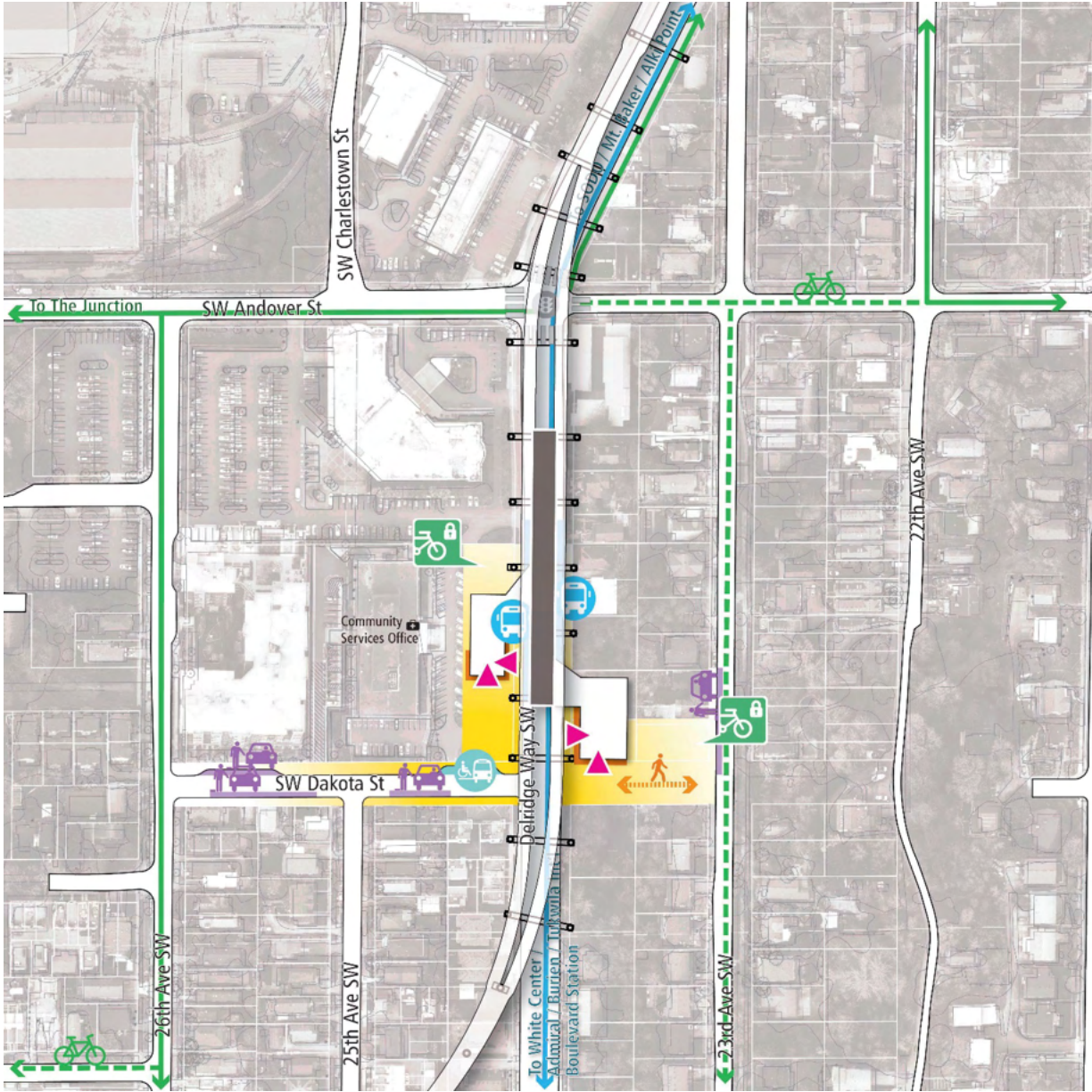
***Other Draft EIS alternatives***



# Elevated Delridge Way Station

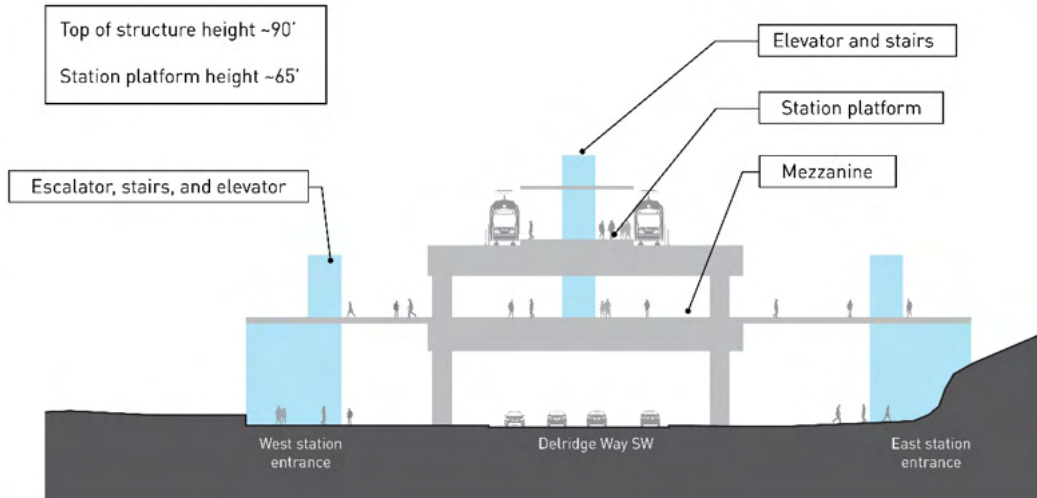


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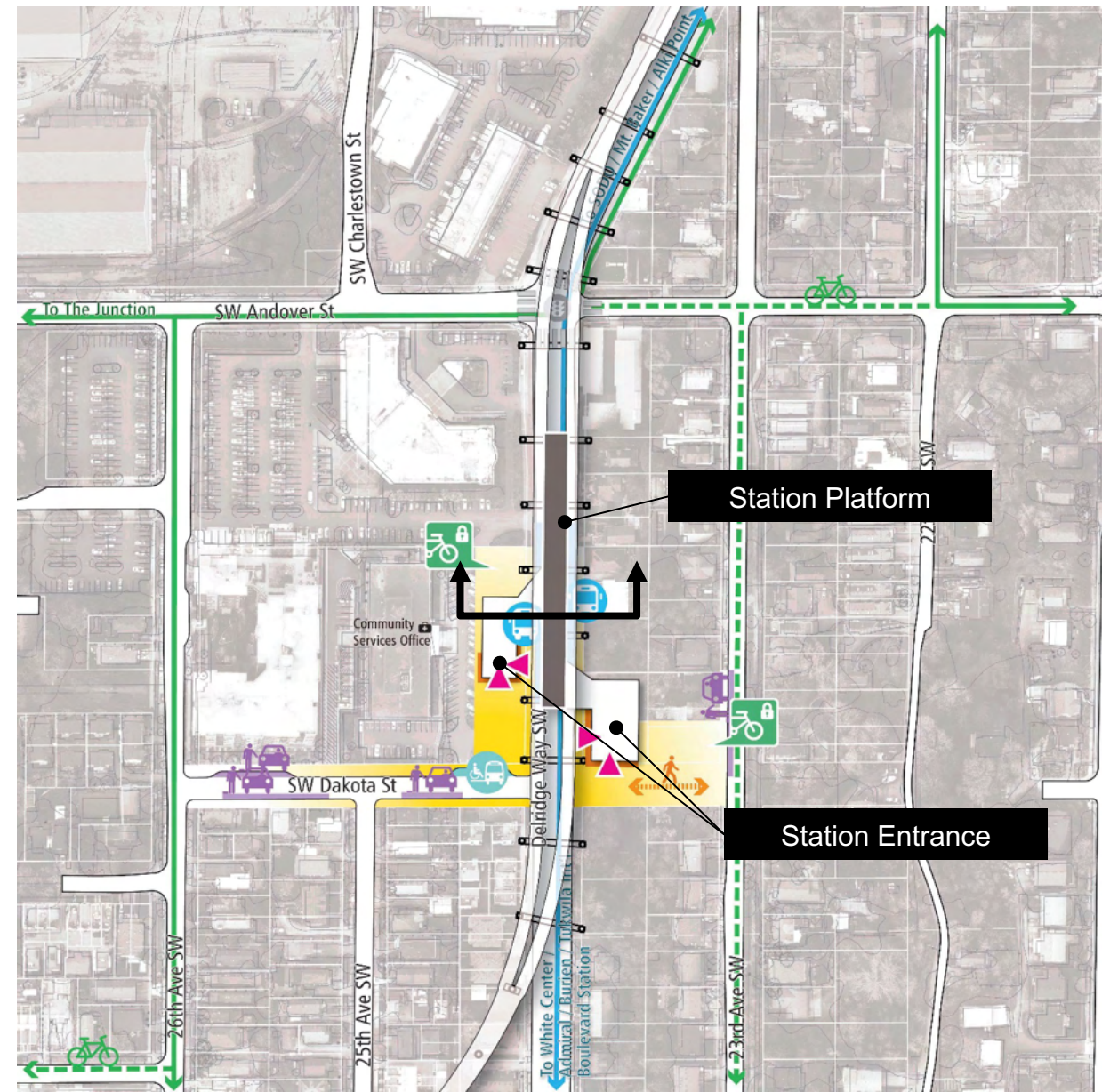
# Elevated Delridge Way Station



Cross-Section Looking Northeast

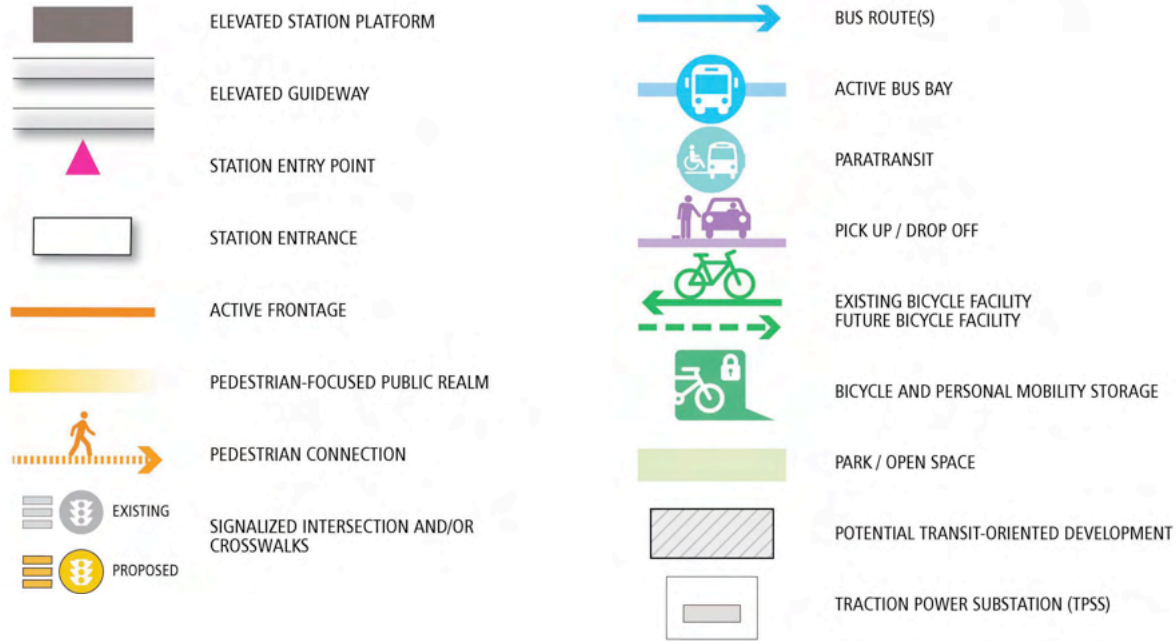
This diagram illustrates the station configuration for DEL-3, which connects to the elevated Avalon Station at Genesee WSJ-1/2

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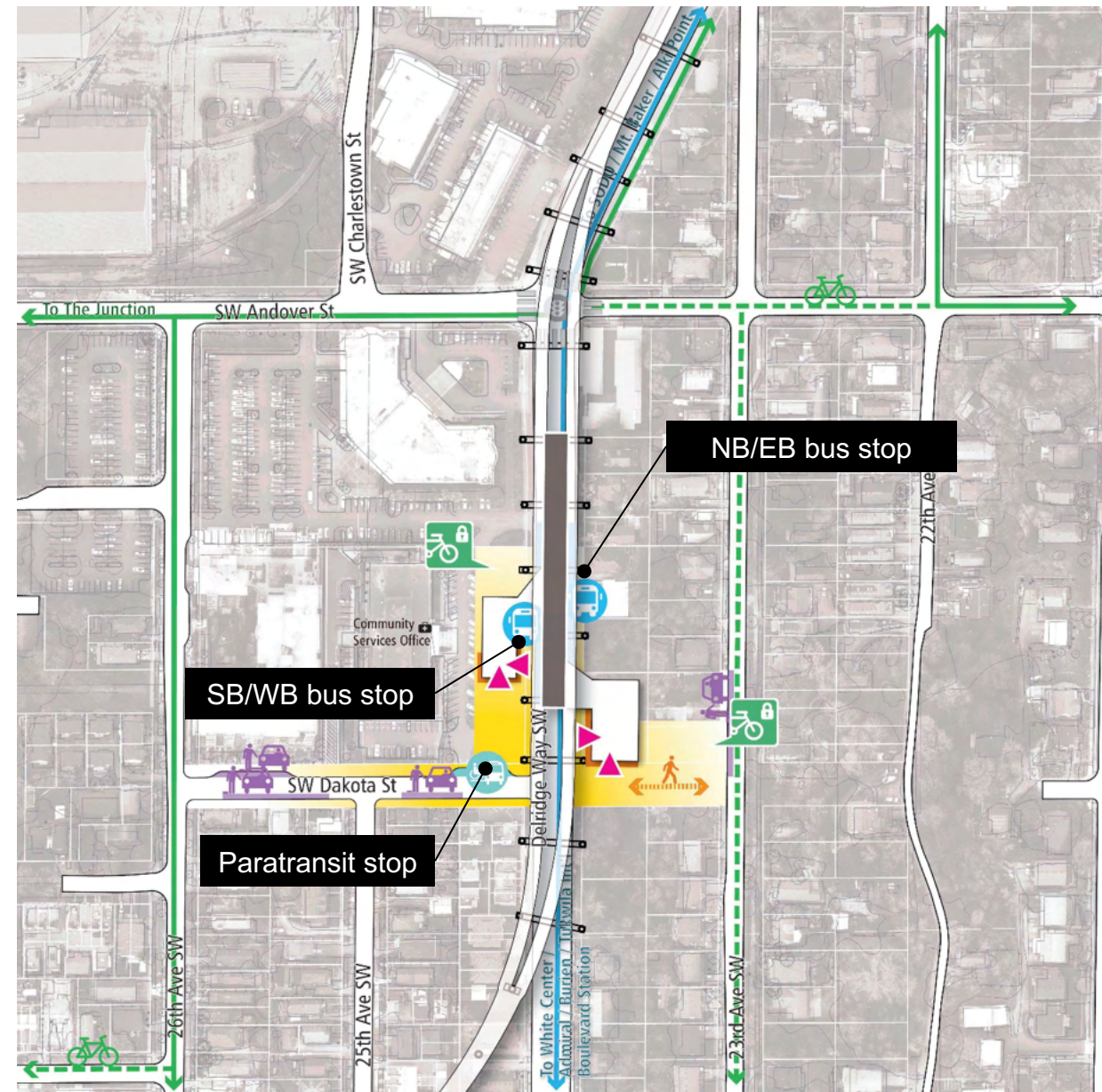




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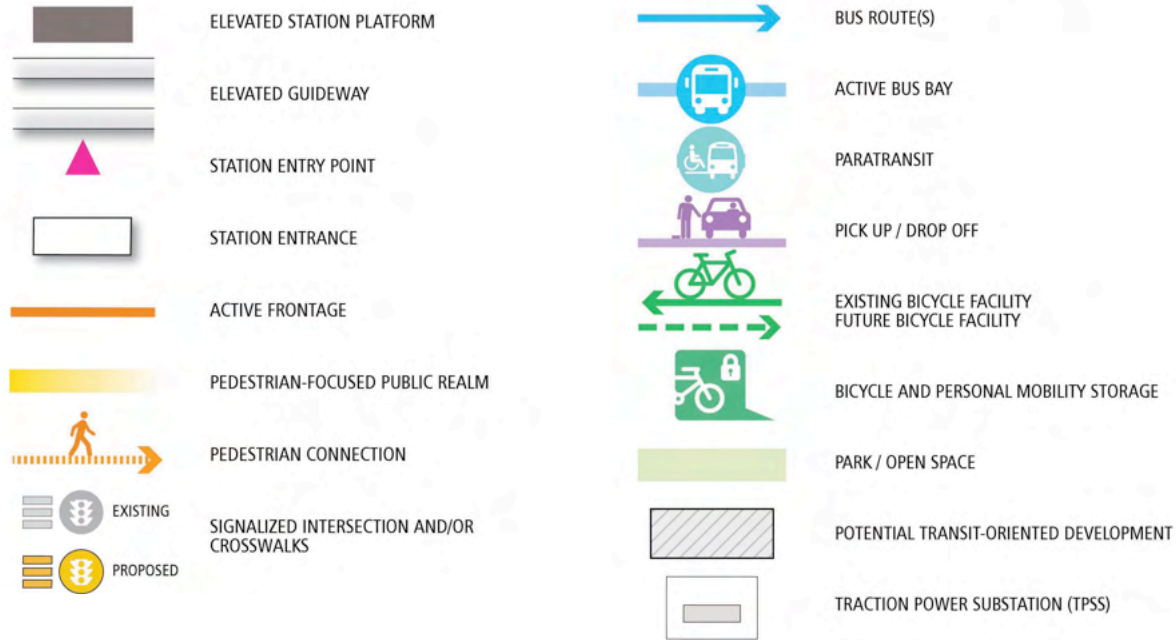


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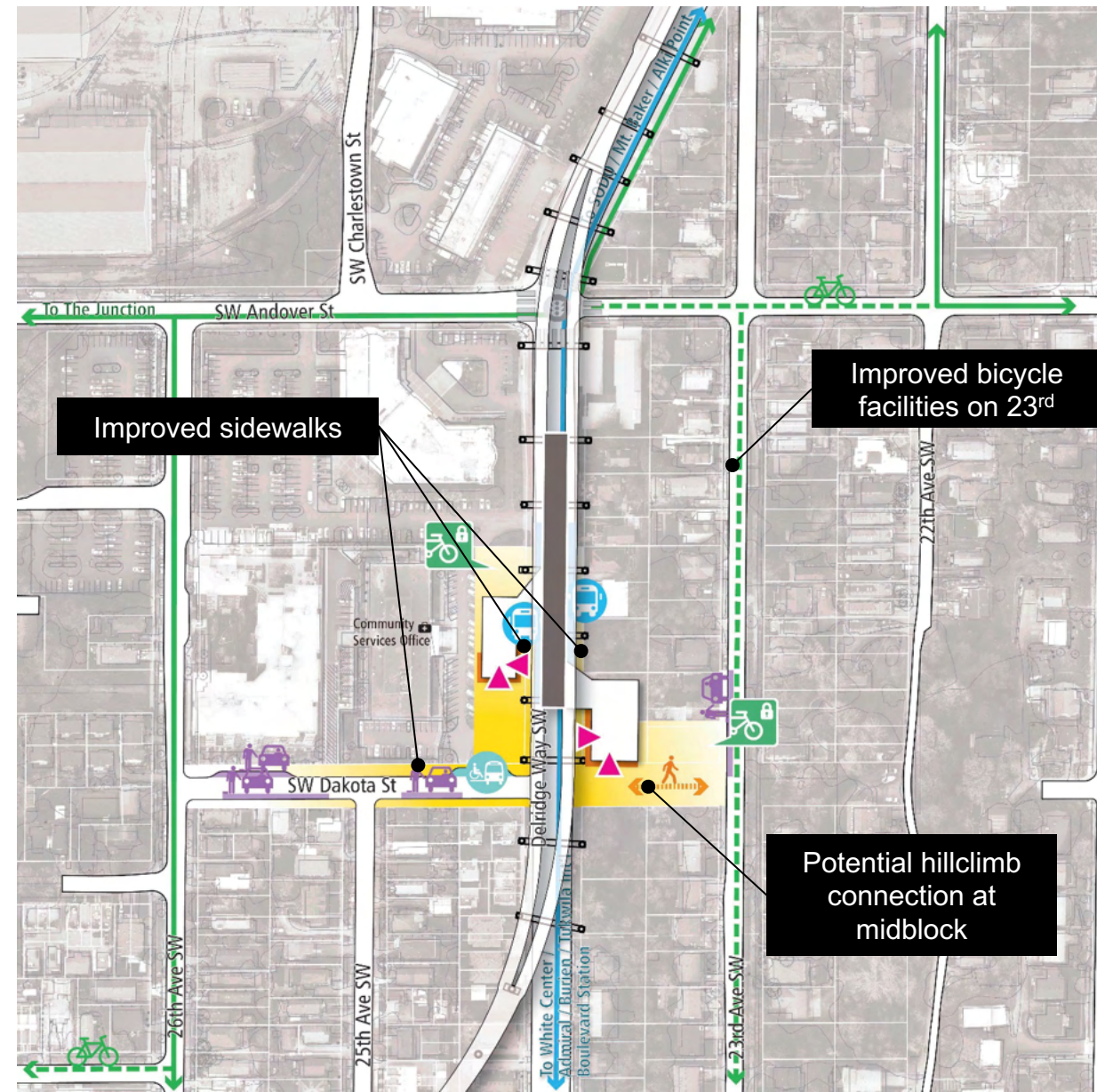




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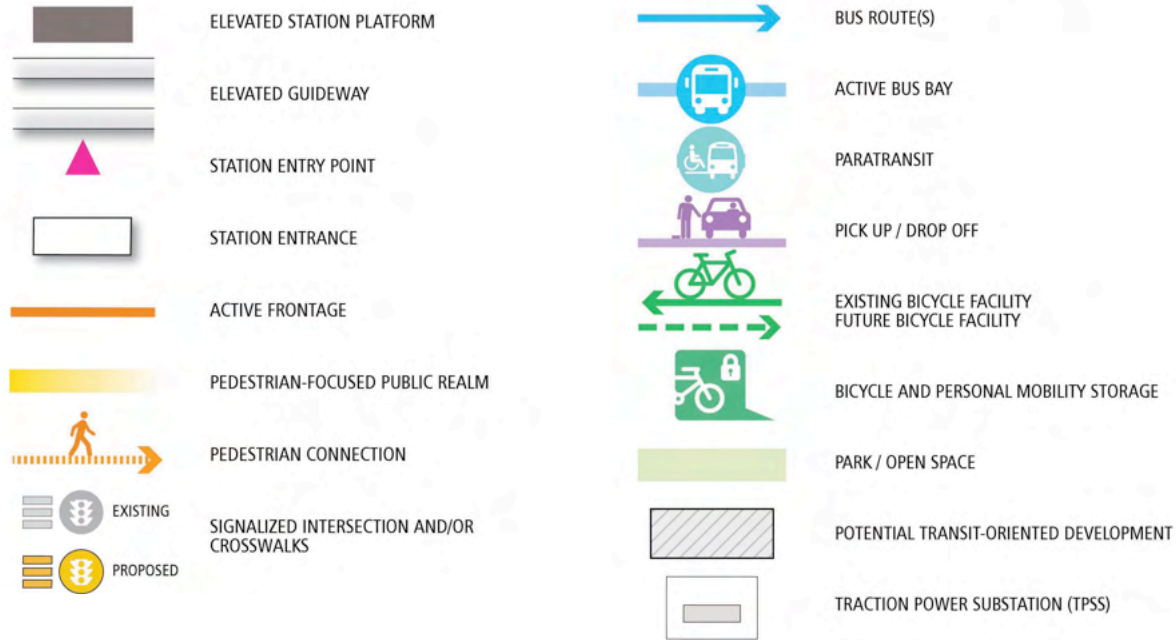


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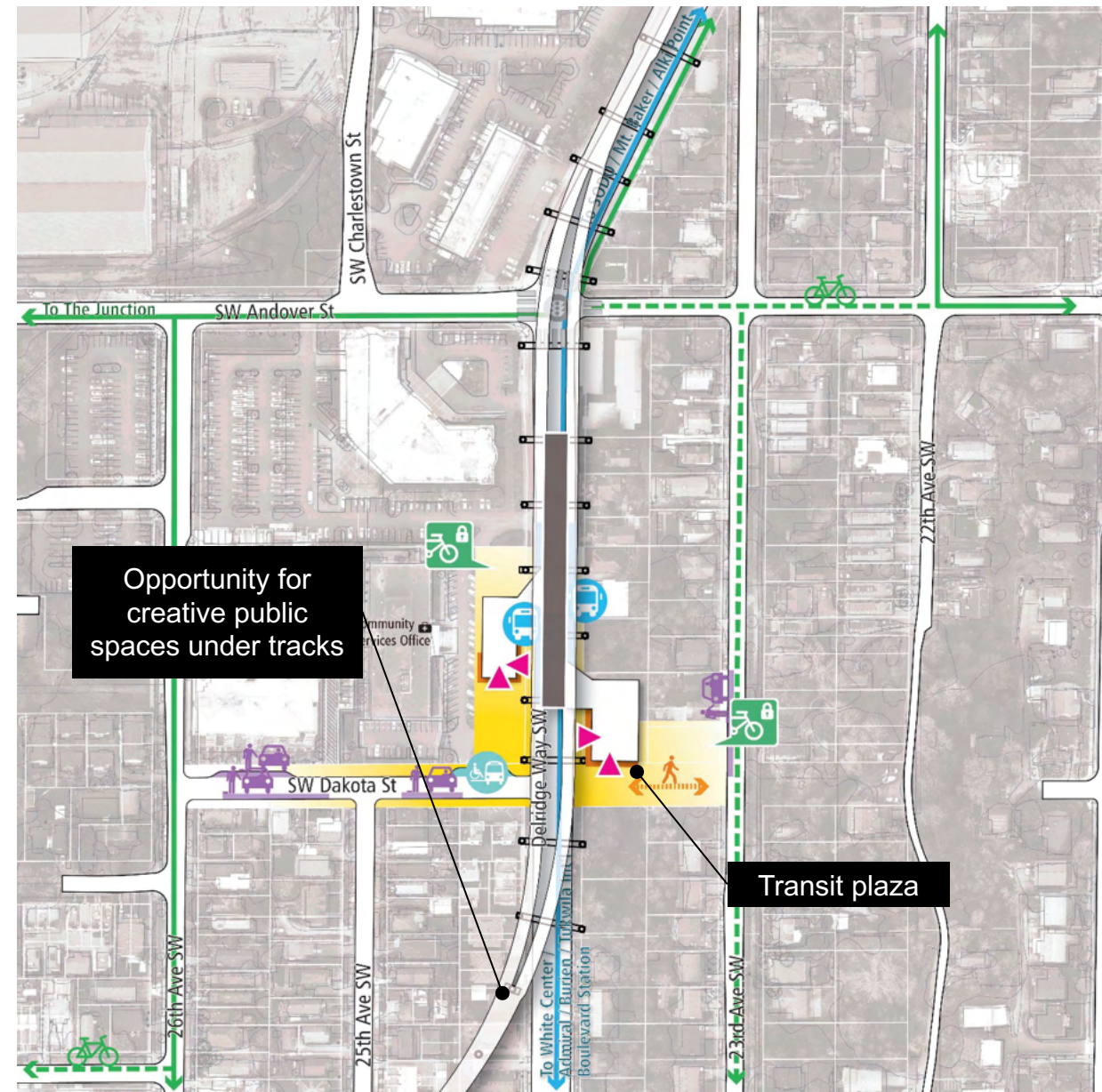




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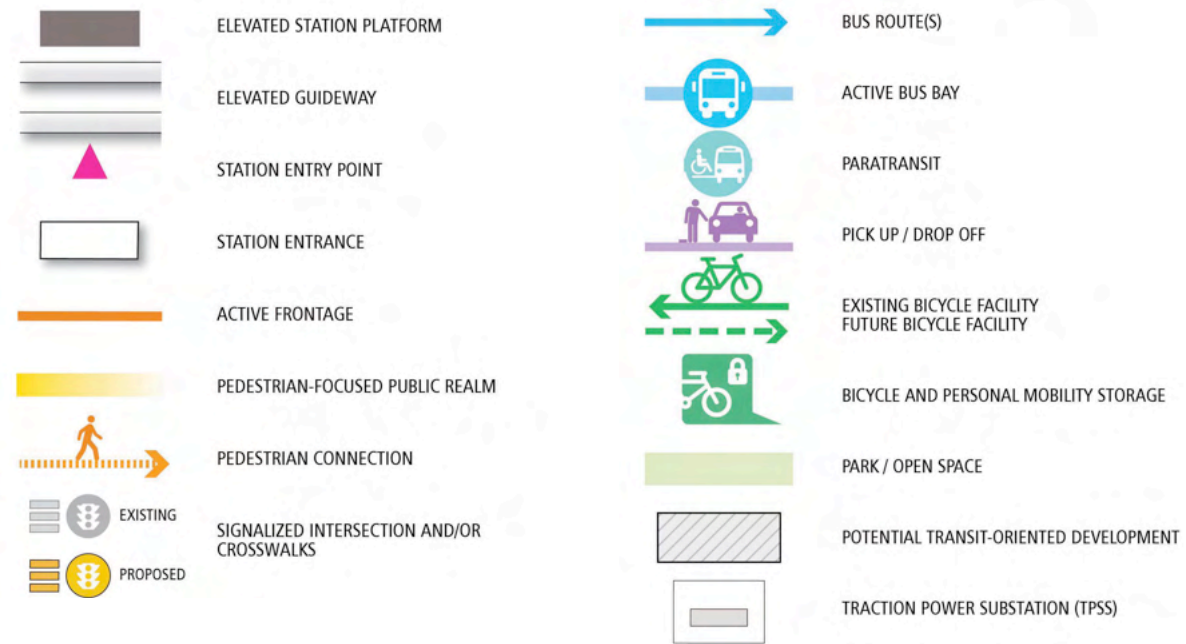


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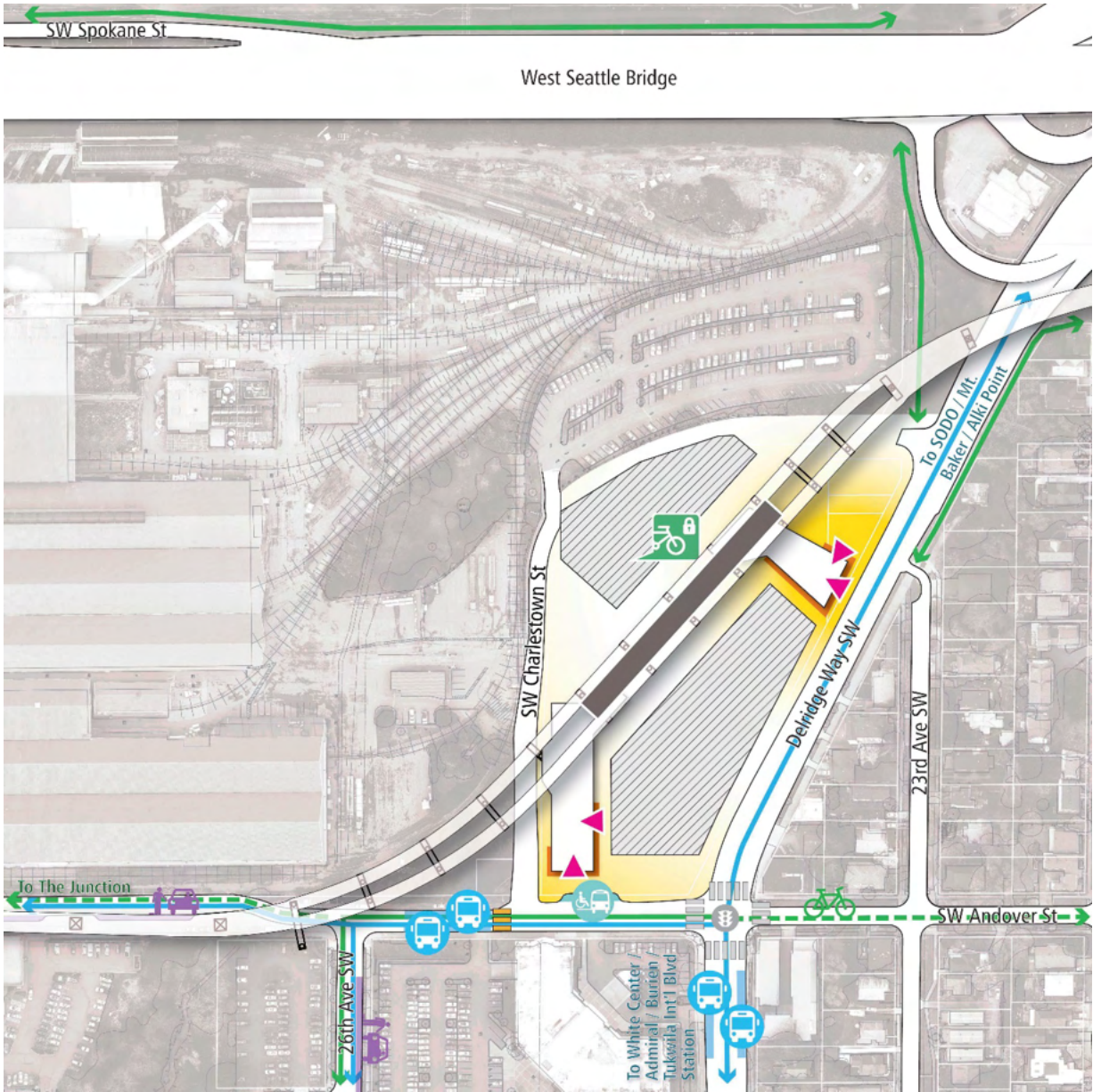




# Elevated Andover Station

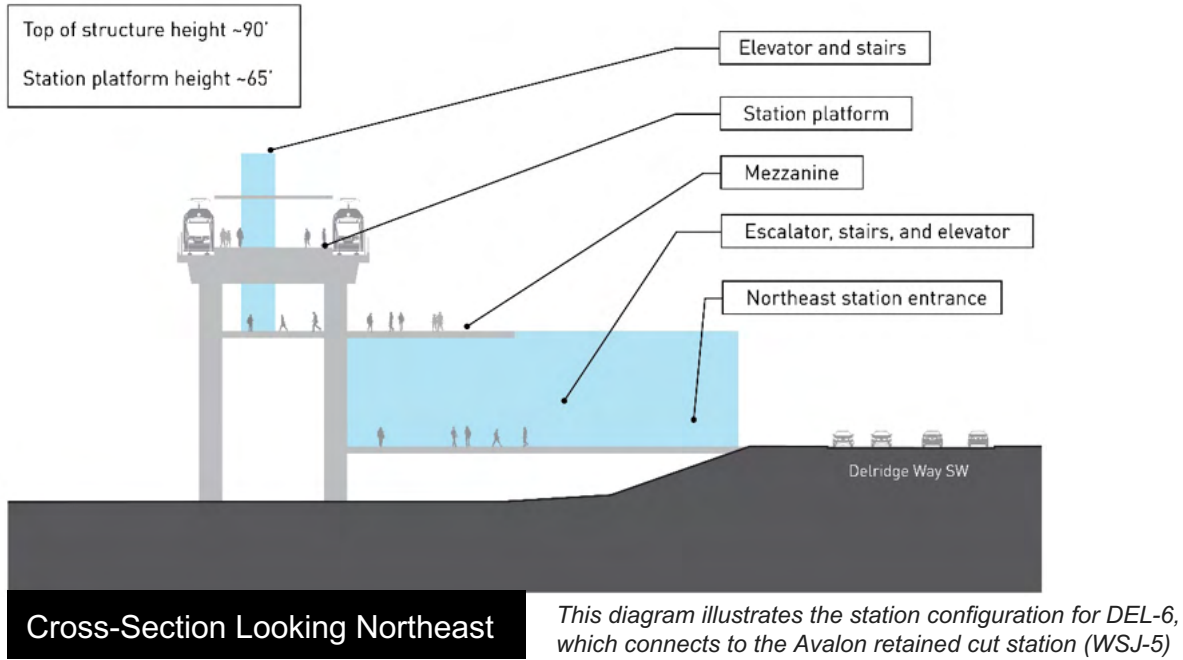


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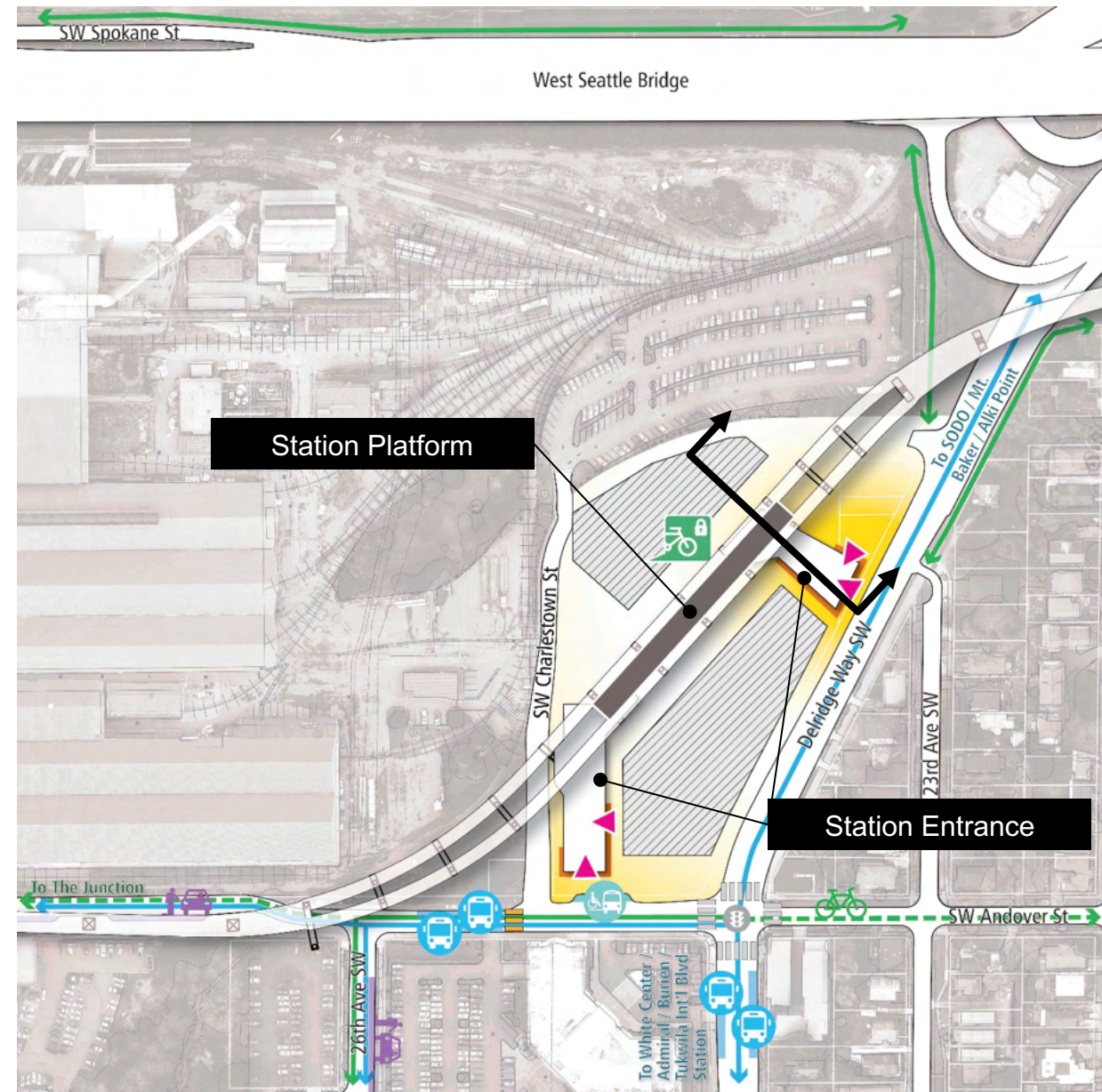




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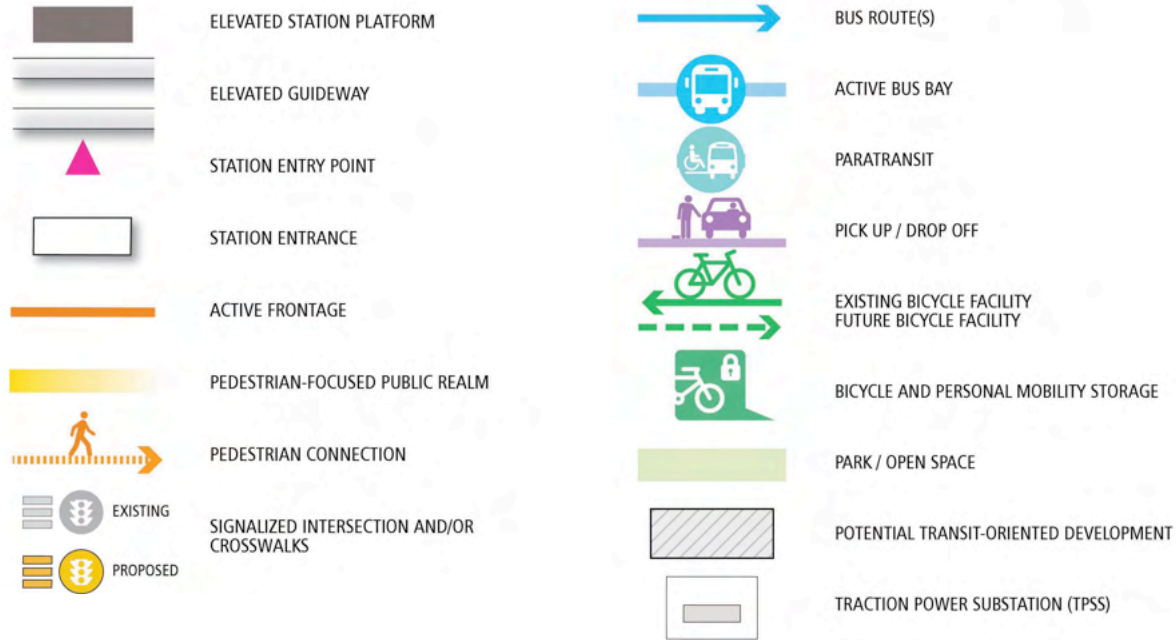


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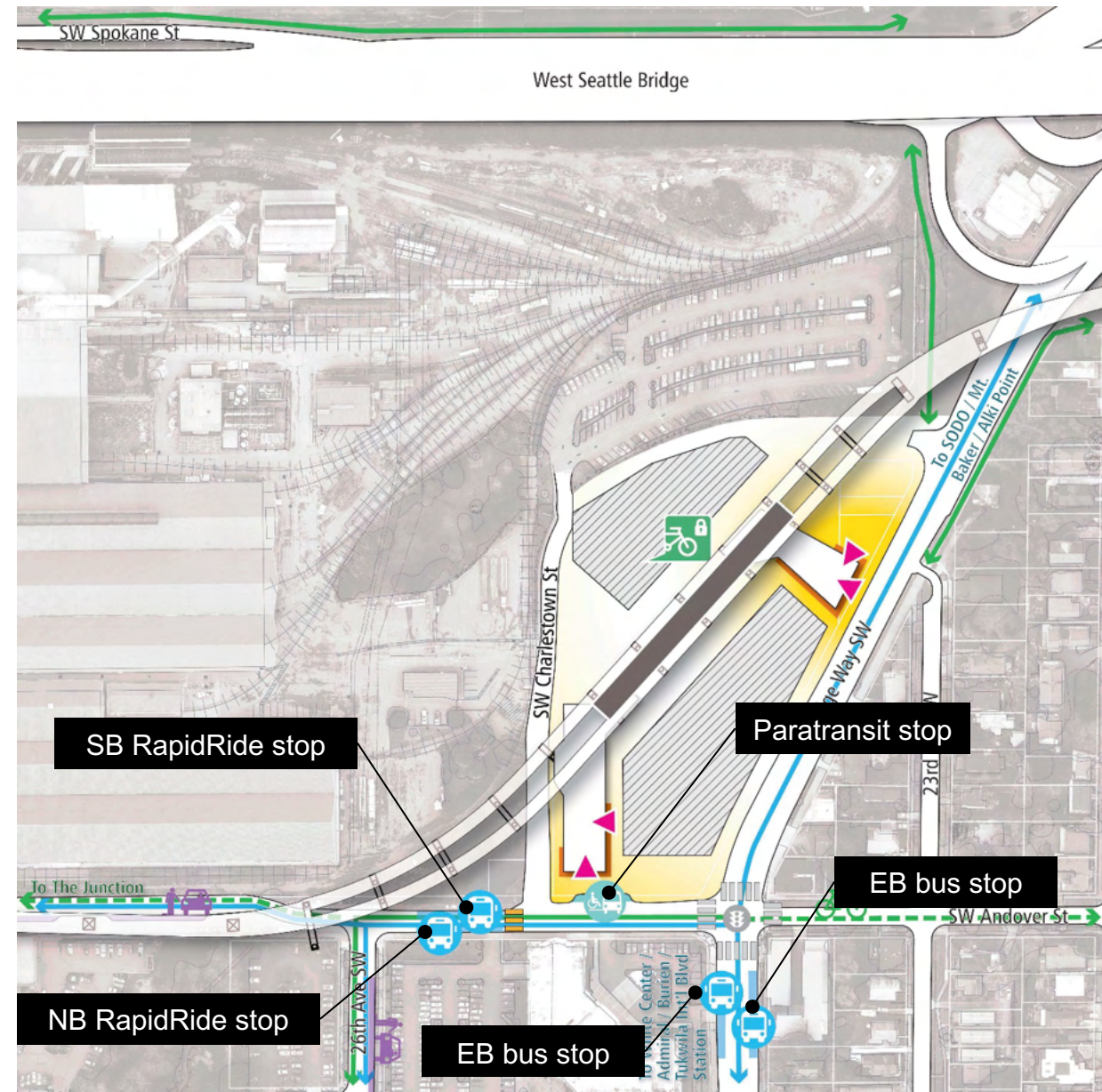




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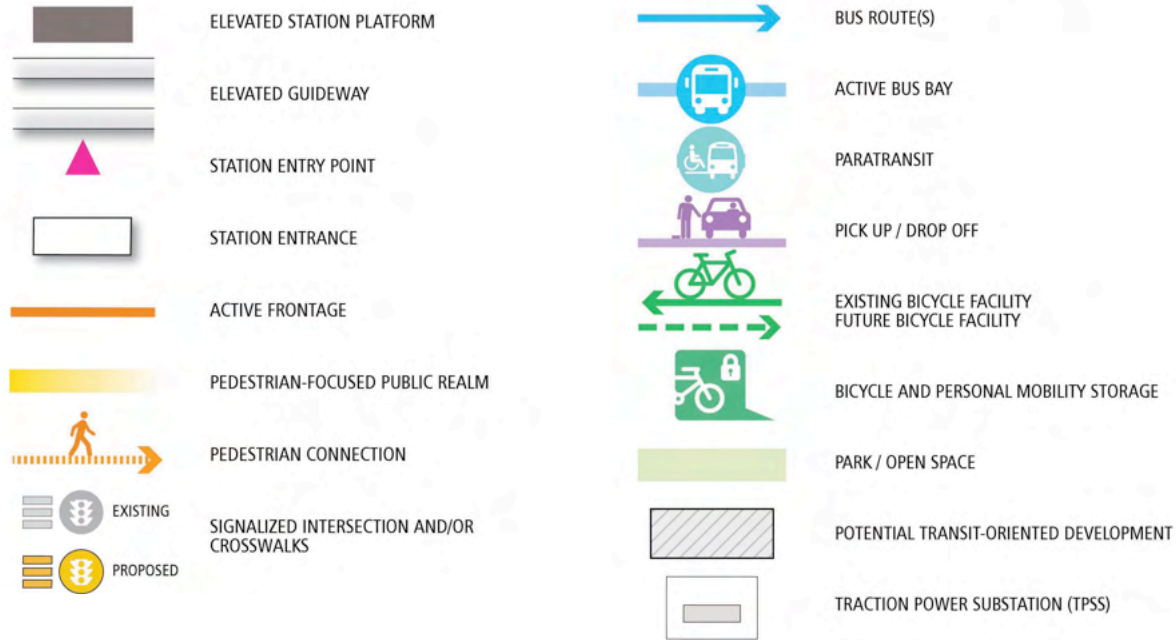


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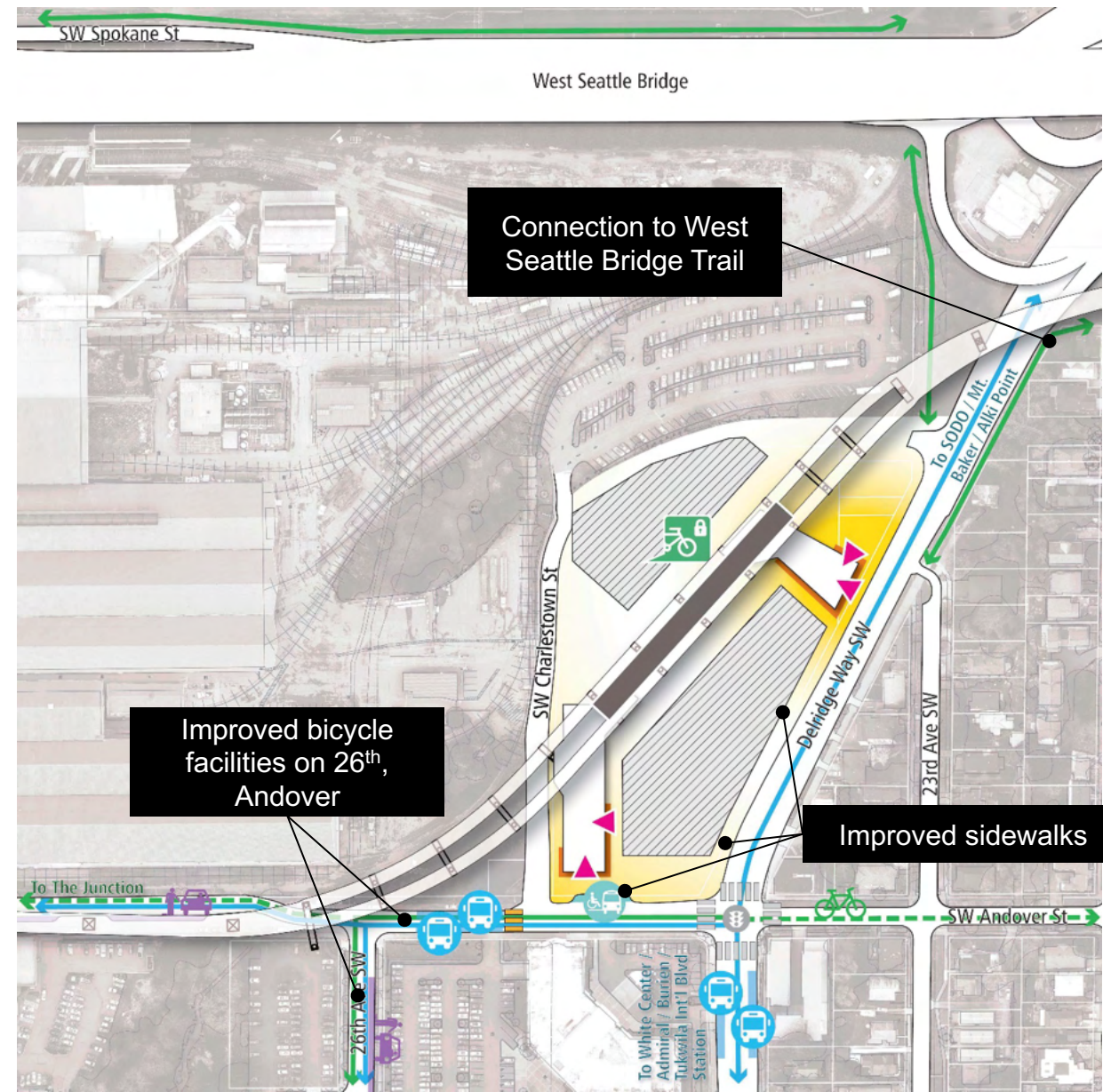




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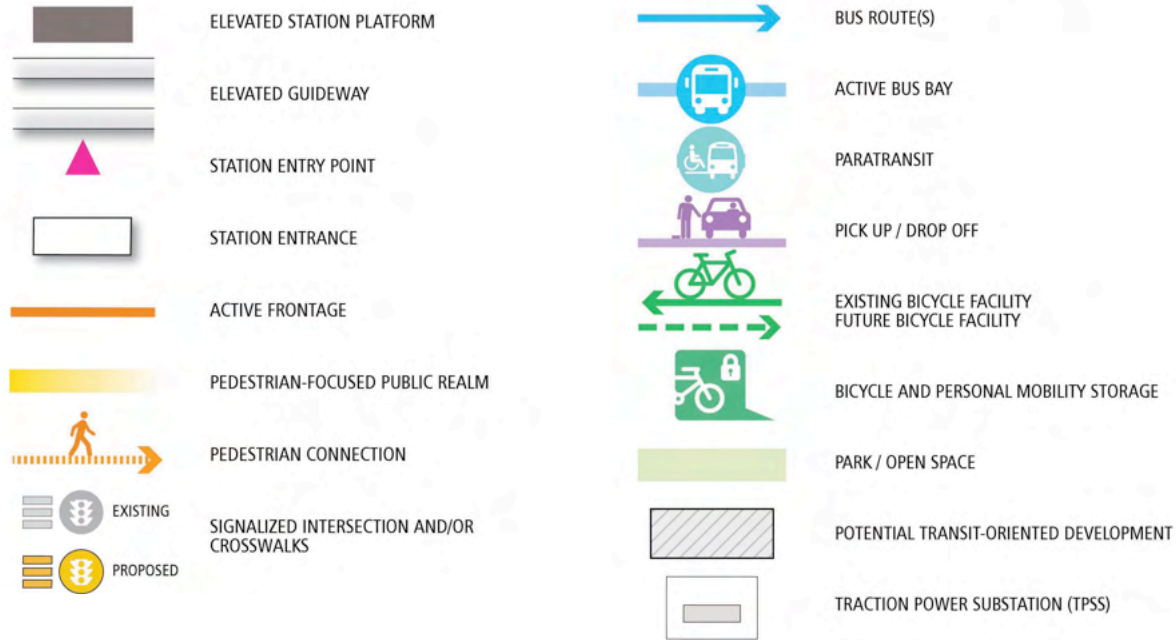


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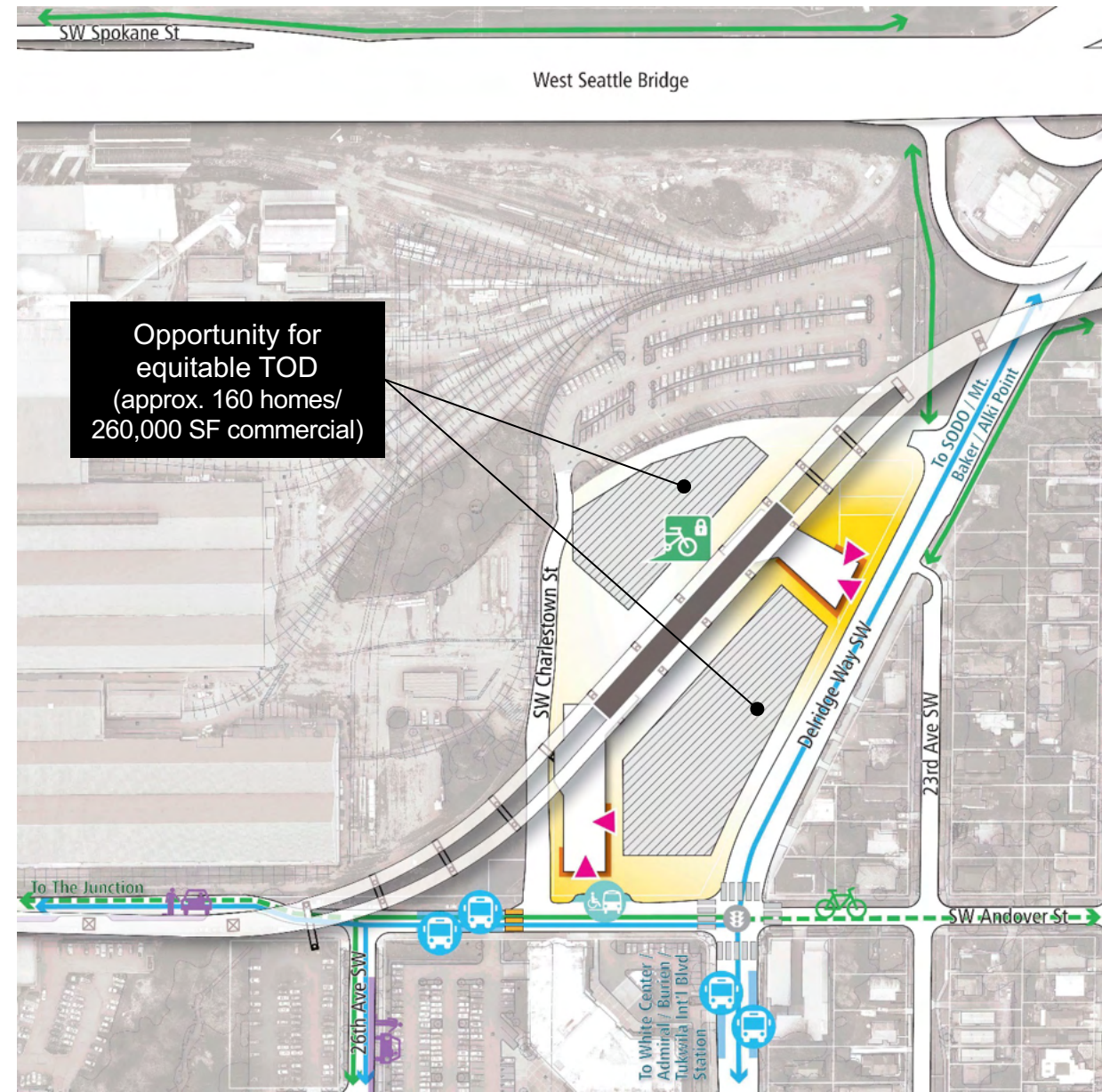




# Elevated Andover Station



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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*

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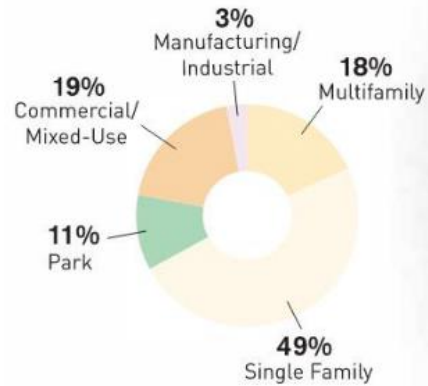
#### ROUTE AND STATION PROFILES

- / — 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***

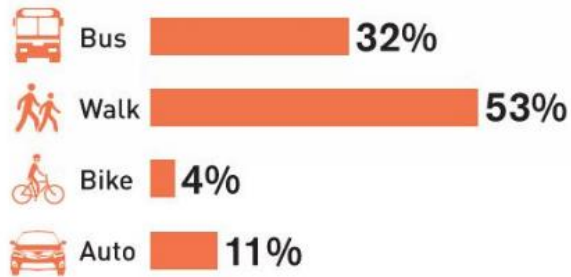
## Existing land use in the station area<sup>(1)</sup>



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

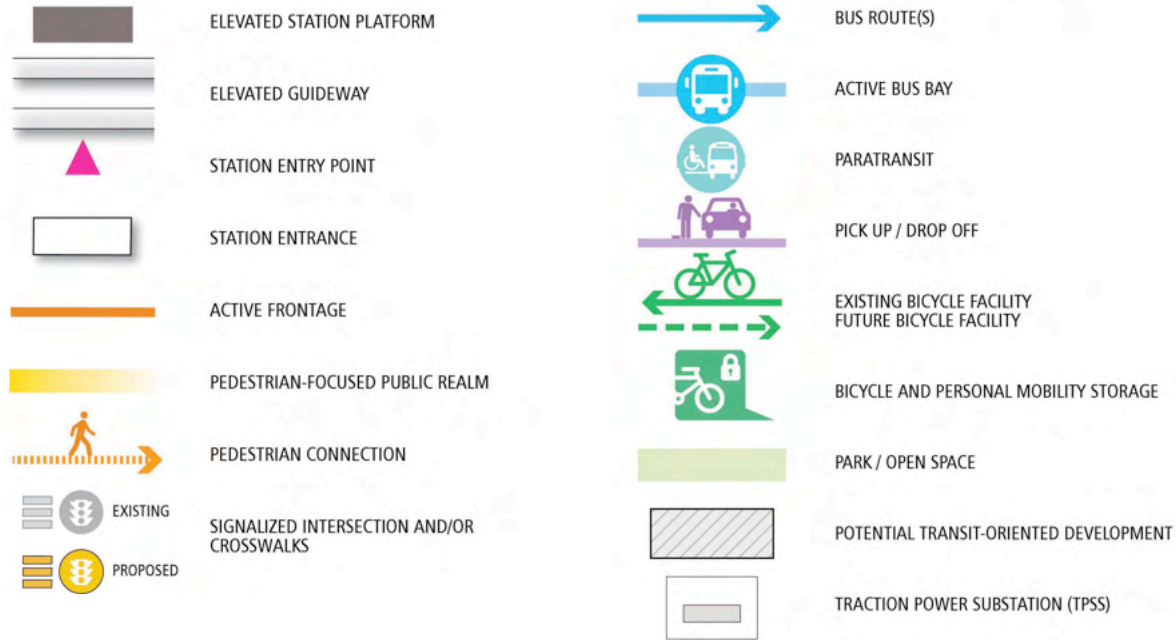


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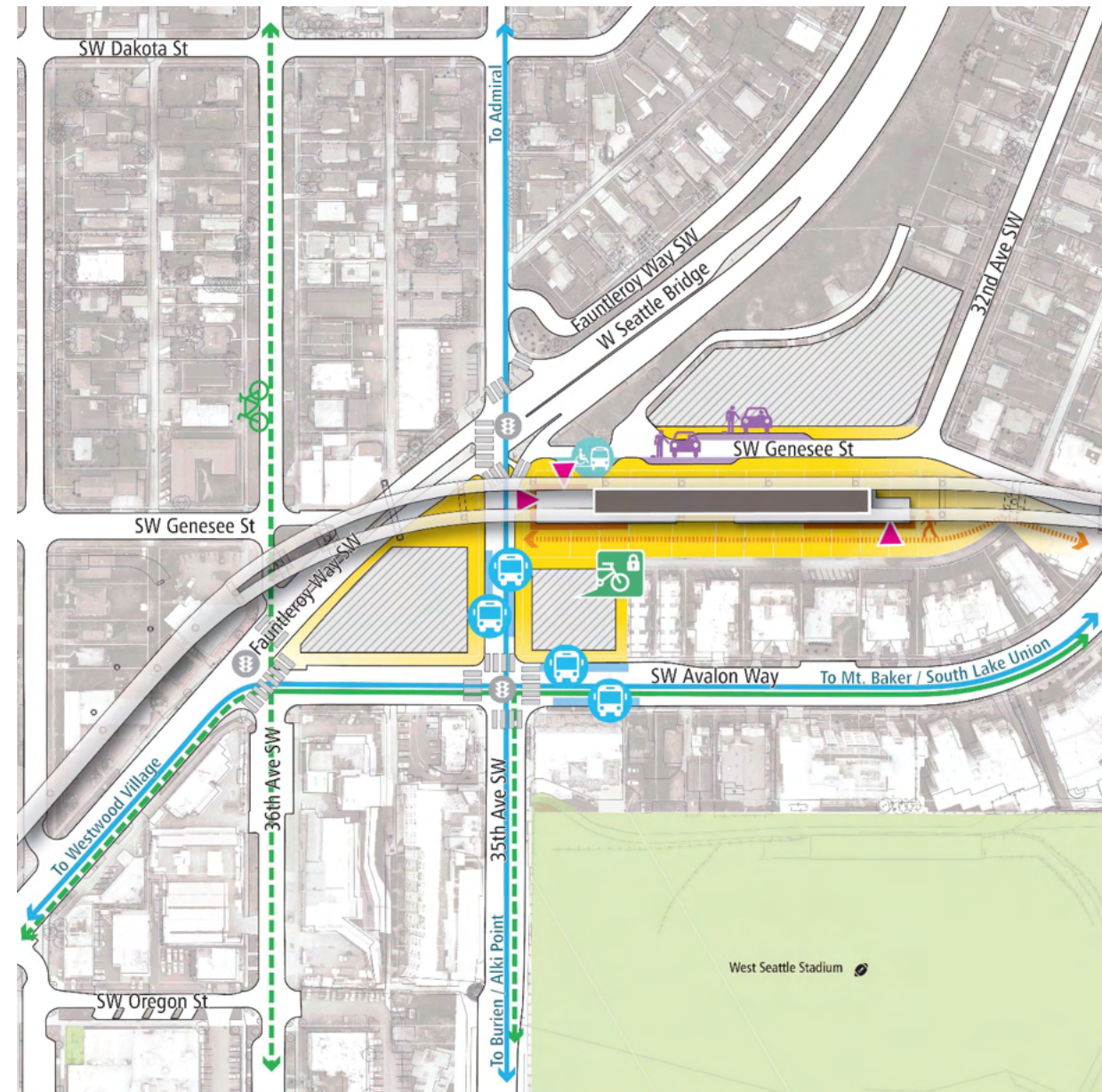


***Preferred alternative***

# Avalon - Elevated Station

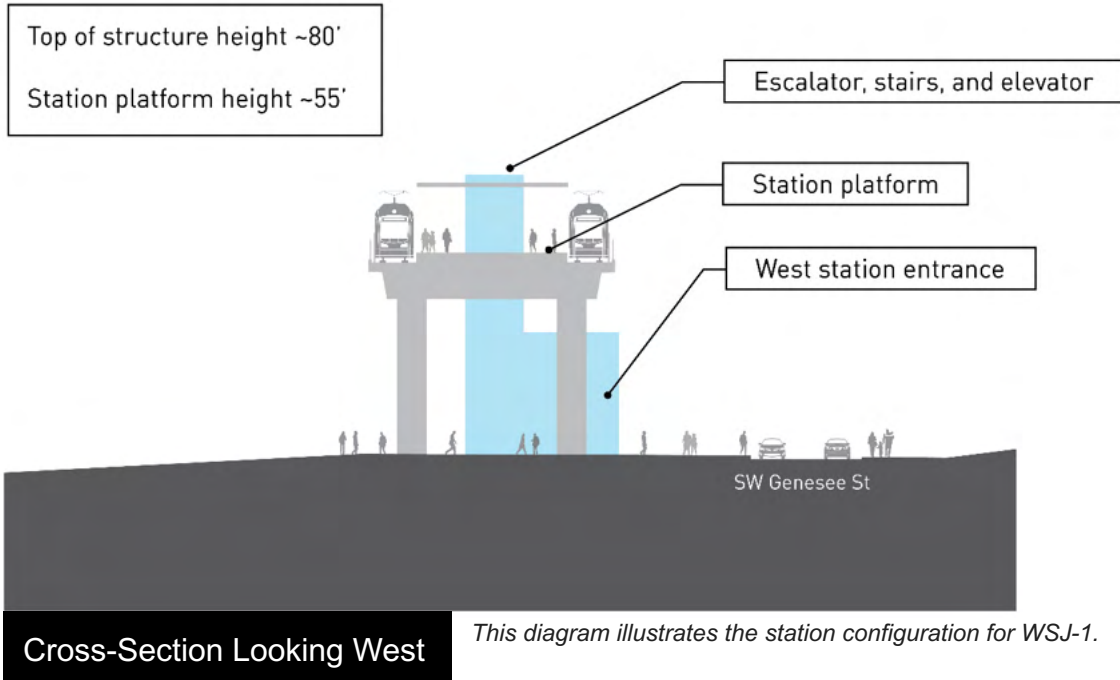


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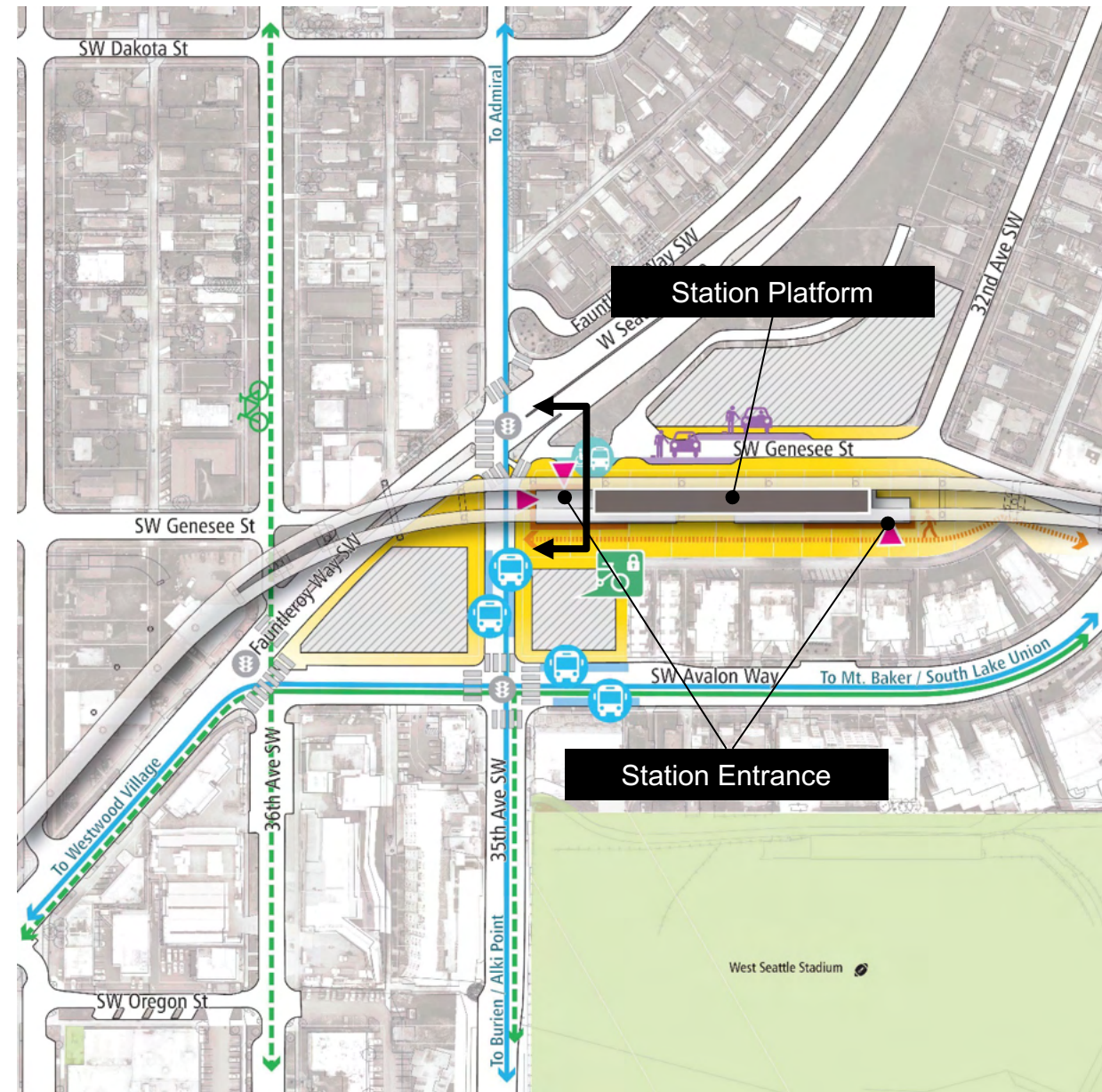


## Avalon - Elevated Station



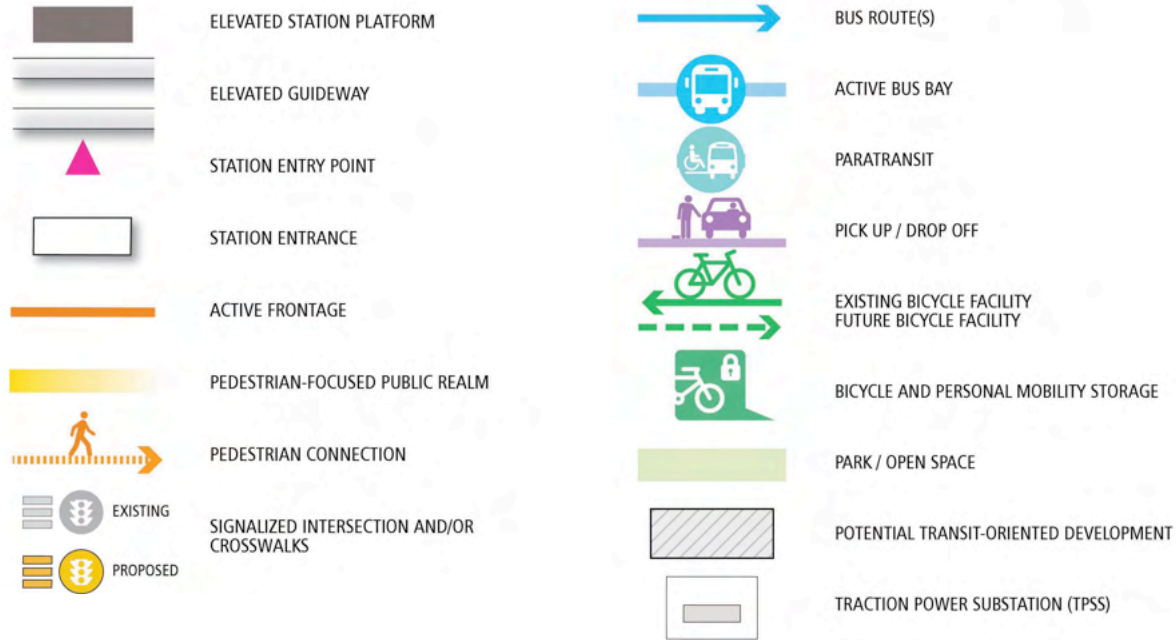
NOTE: A design option to WSJ-2 has a slight skew to the station platform to accommodate connection to the Delridge Elevated Andover St Station (DEL-5)

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





# Avalon - Elevated Station

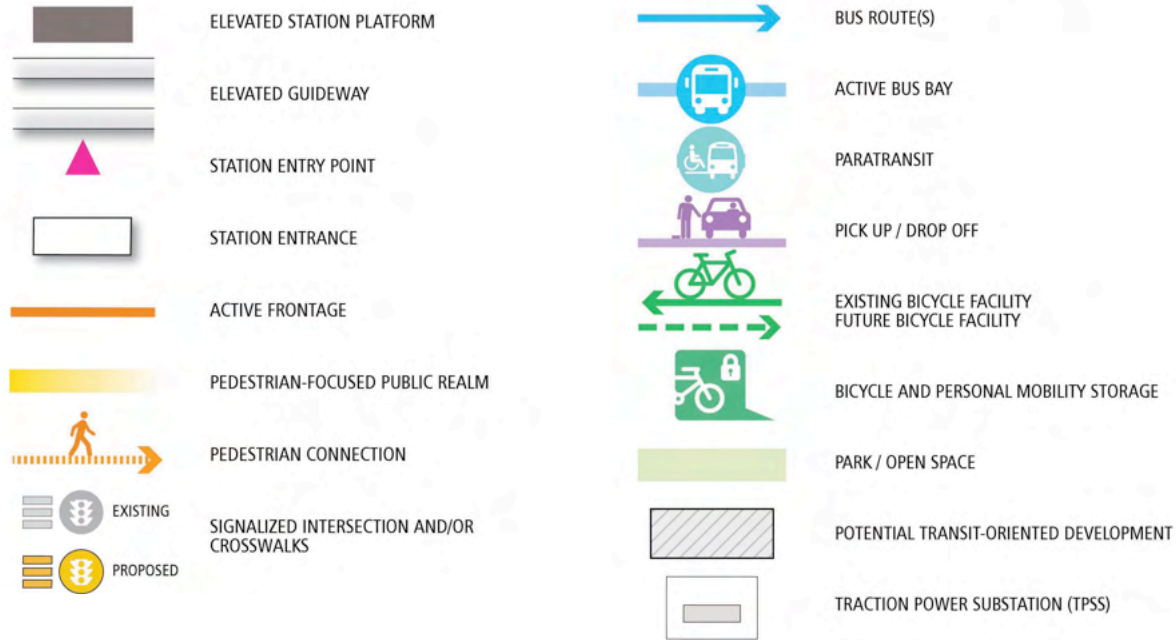


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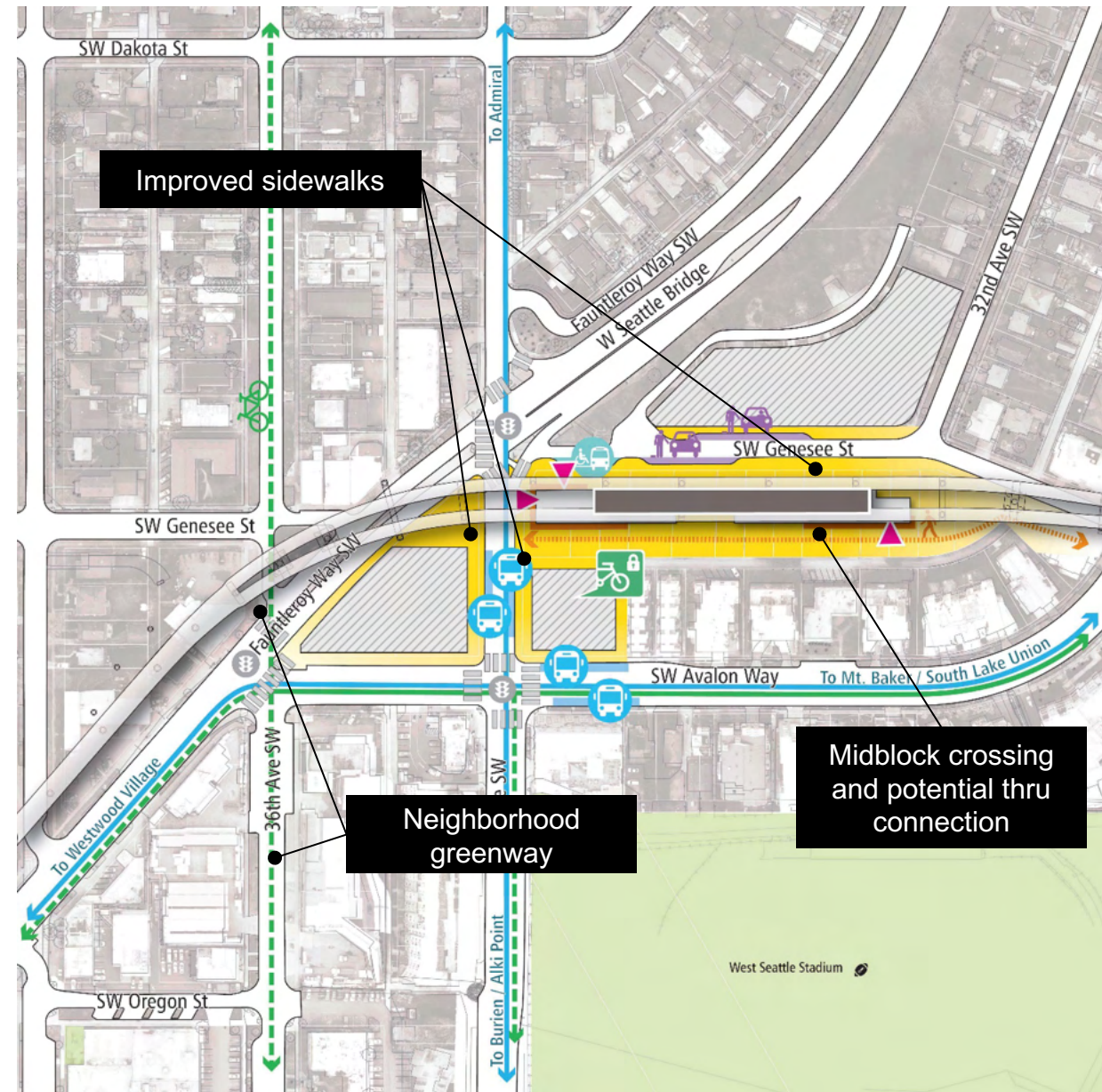




# Avalon - Elevated Station

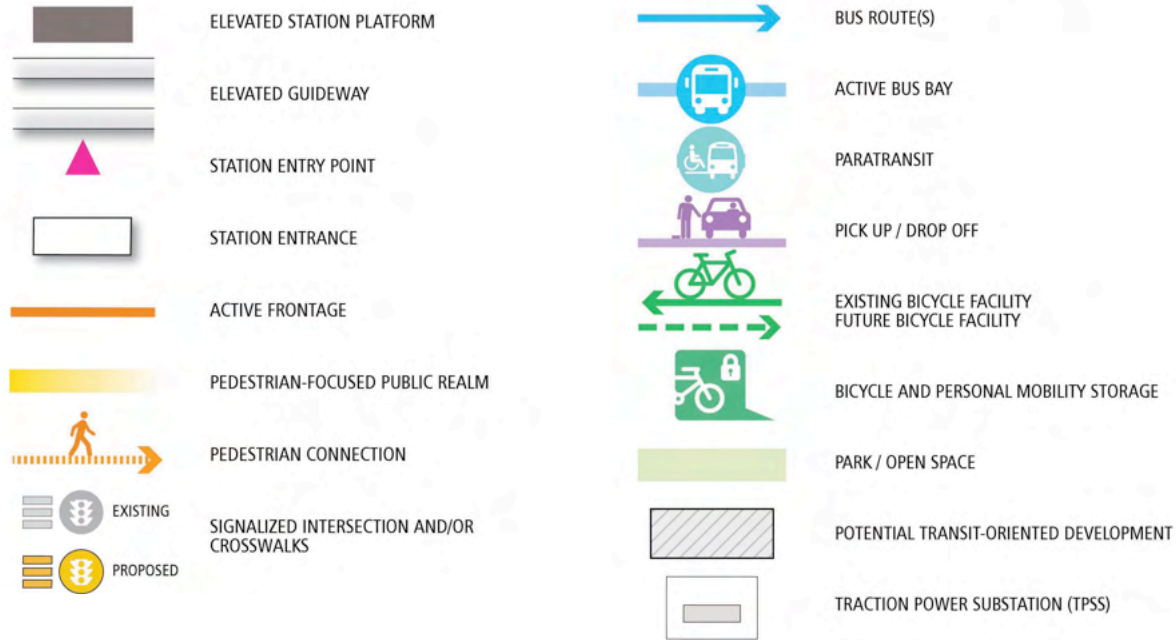


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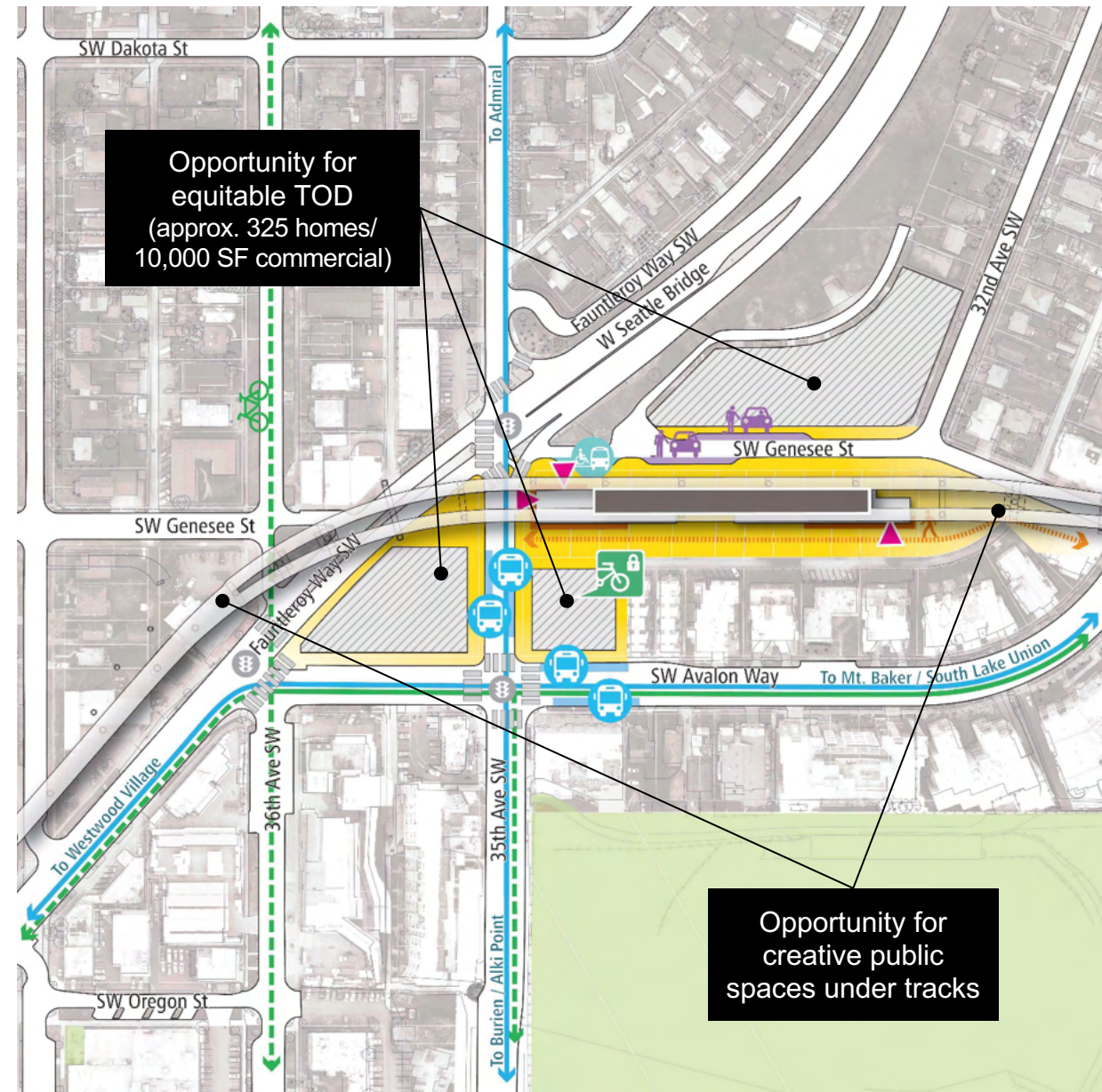




# Avalon - Elevated Station



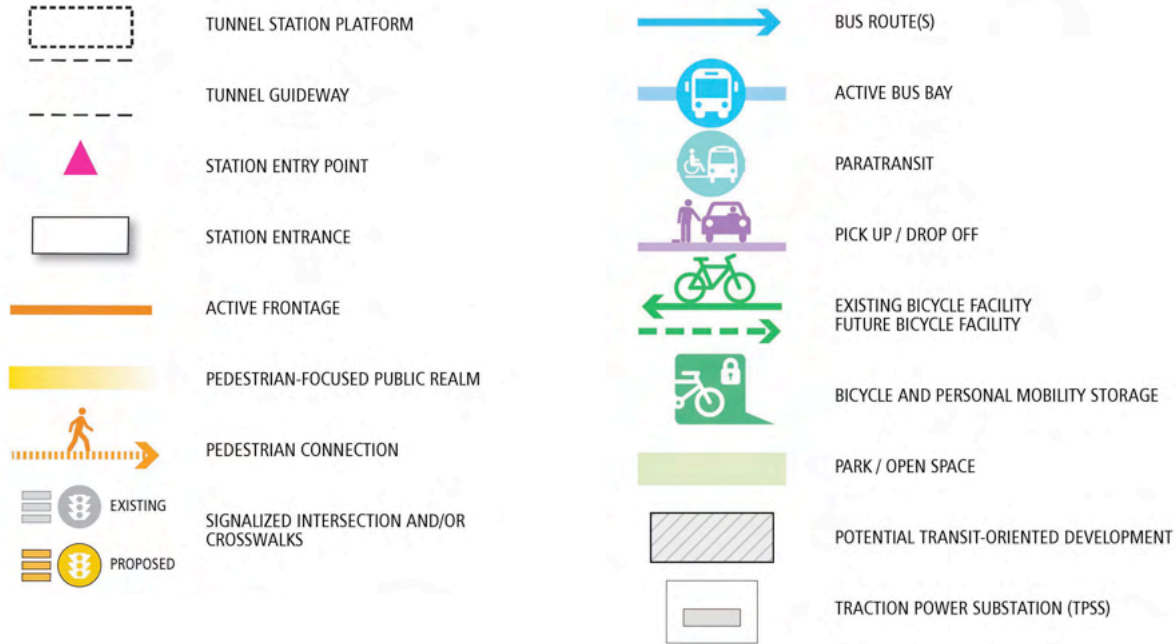
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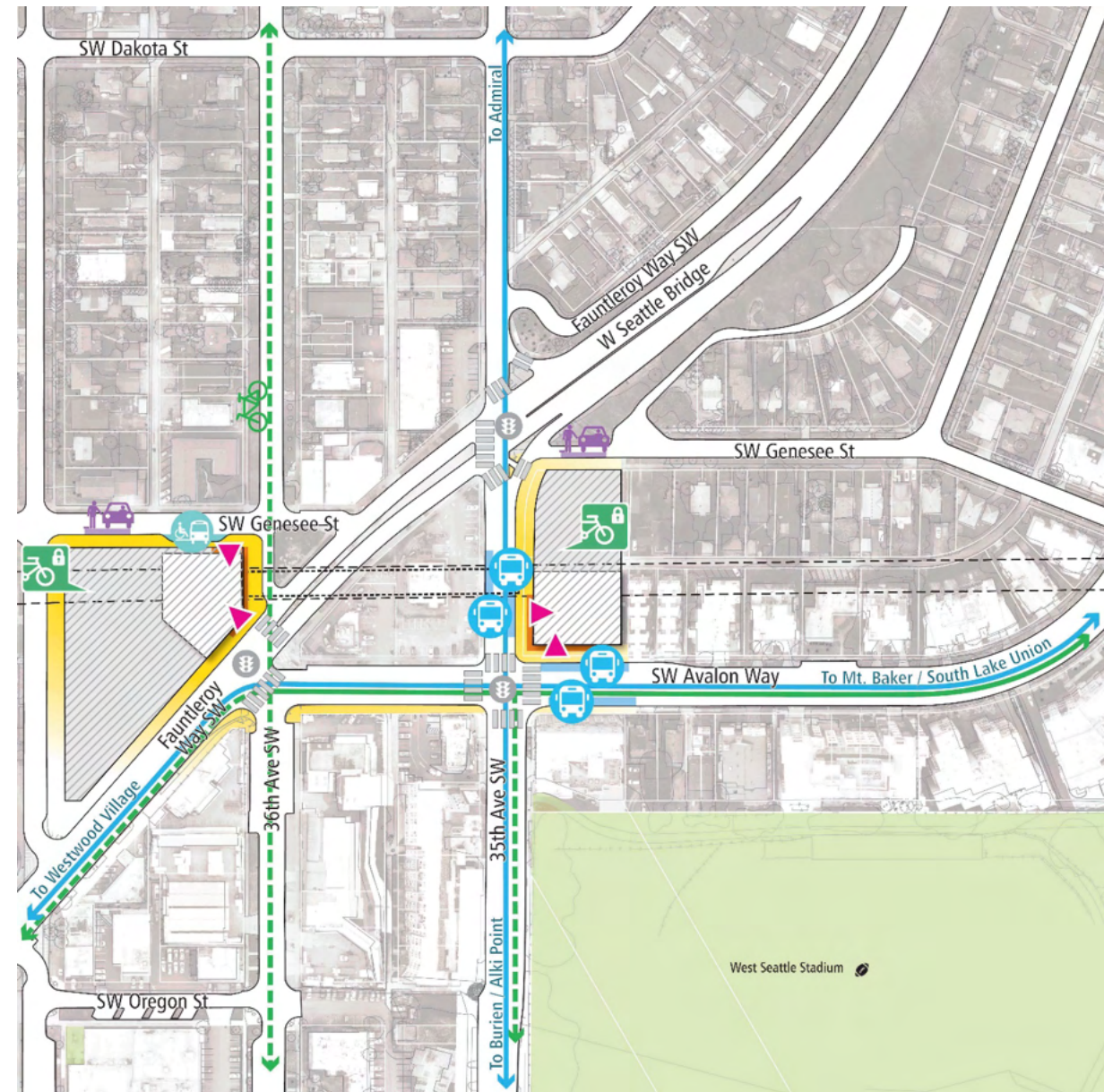


***Preferred alternative with  
third party funding***

# Avalon – Tunnel Station

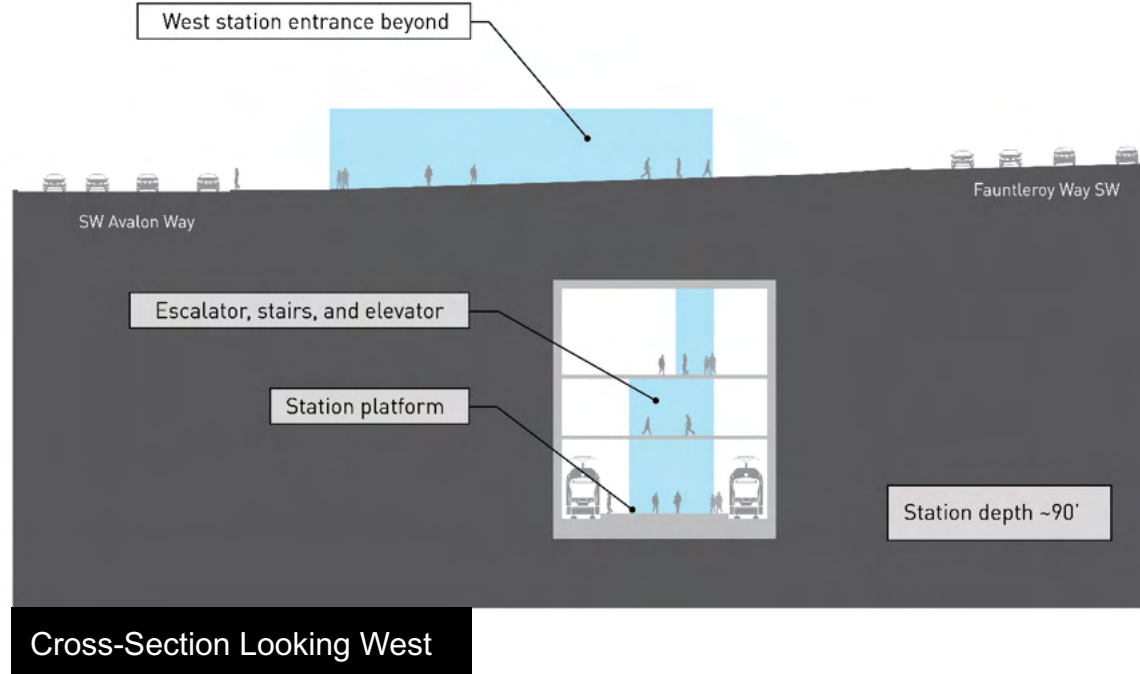


Conceptual design subject to change. All measurements are approximate.  
Diagrams for illustration only.

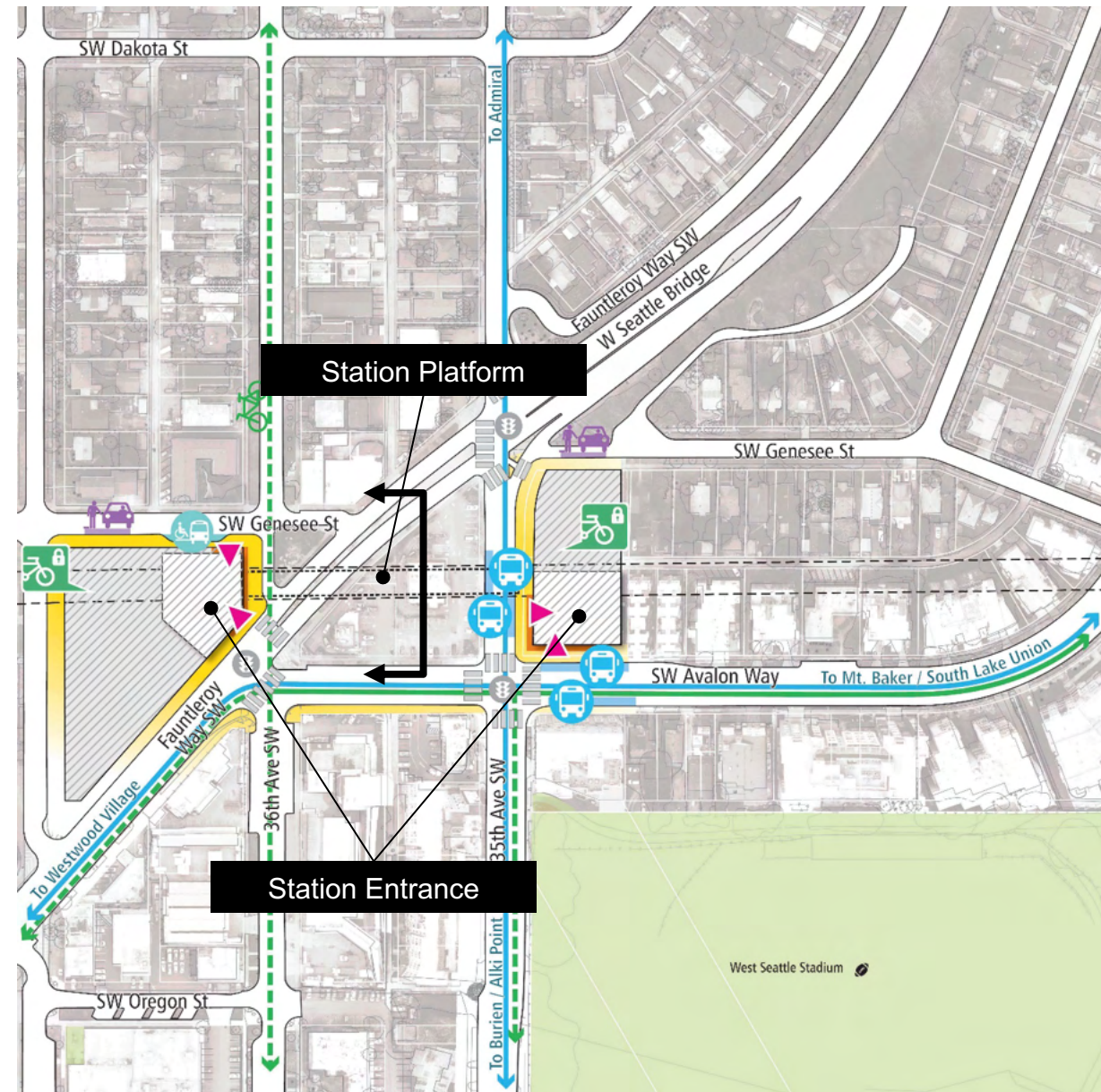




# Avalon – Tunnel Station

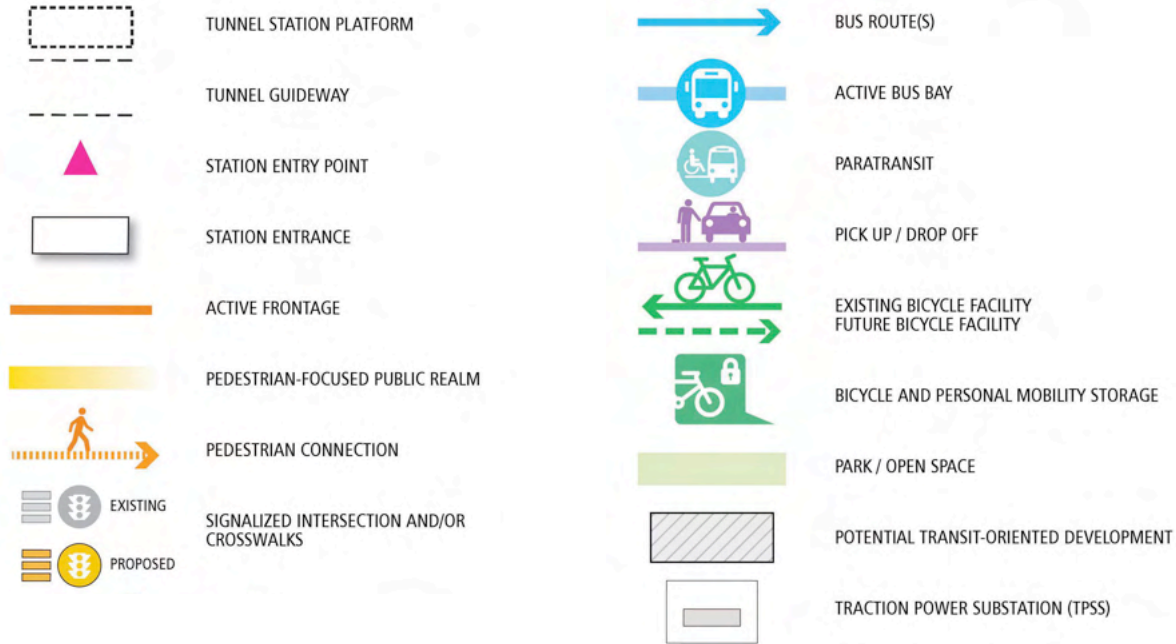


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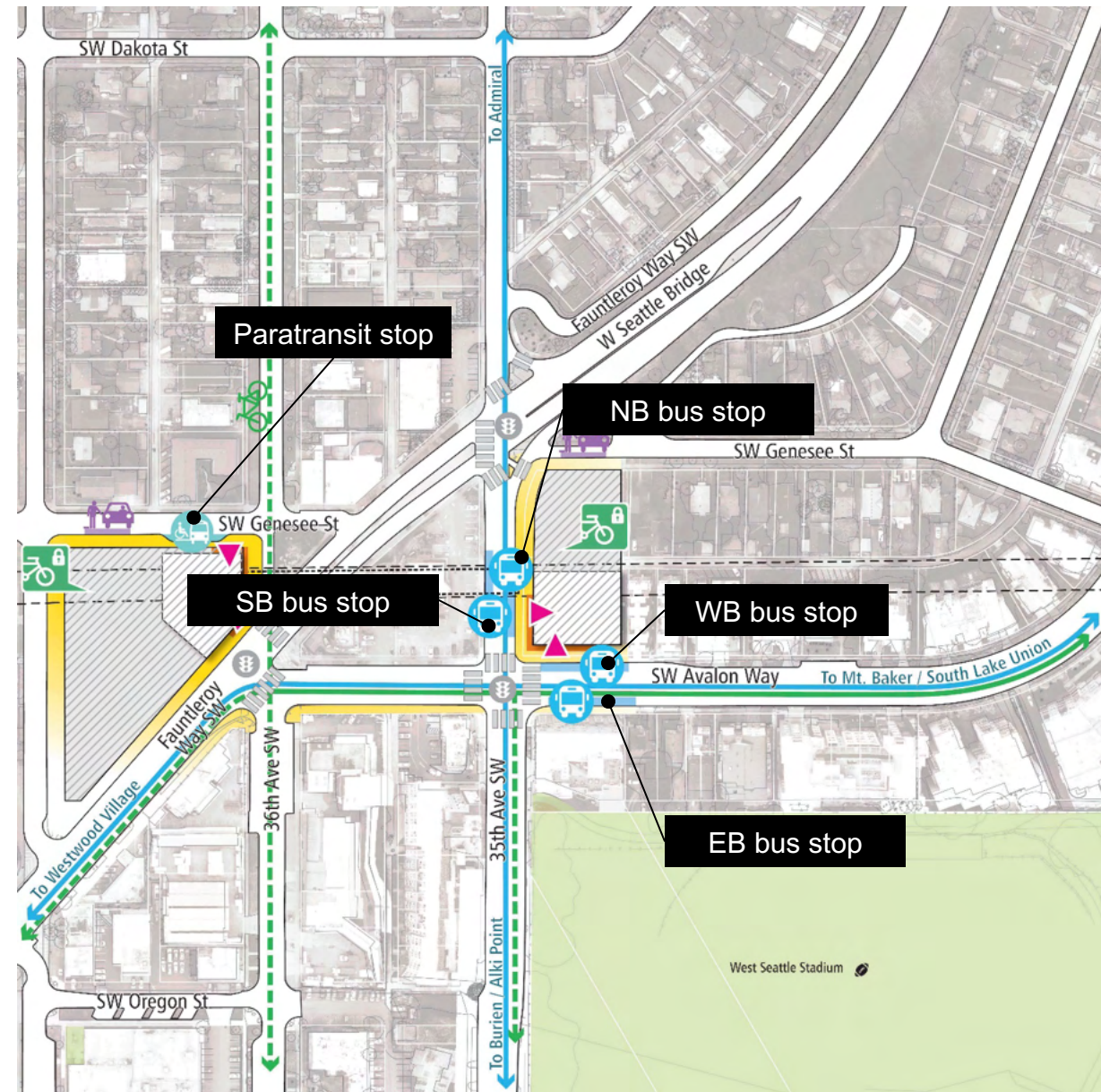




# Avalon – Tunnel Station

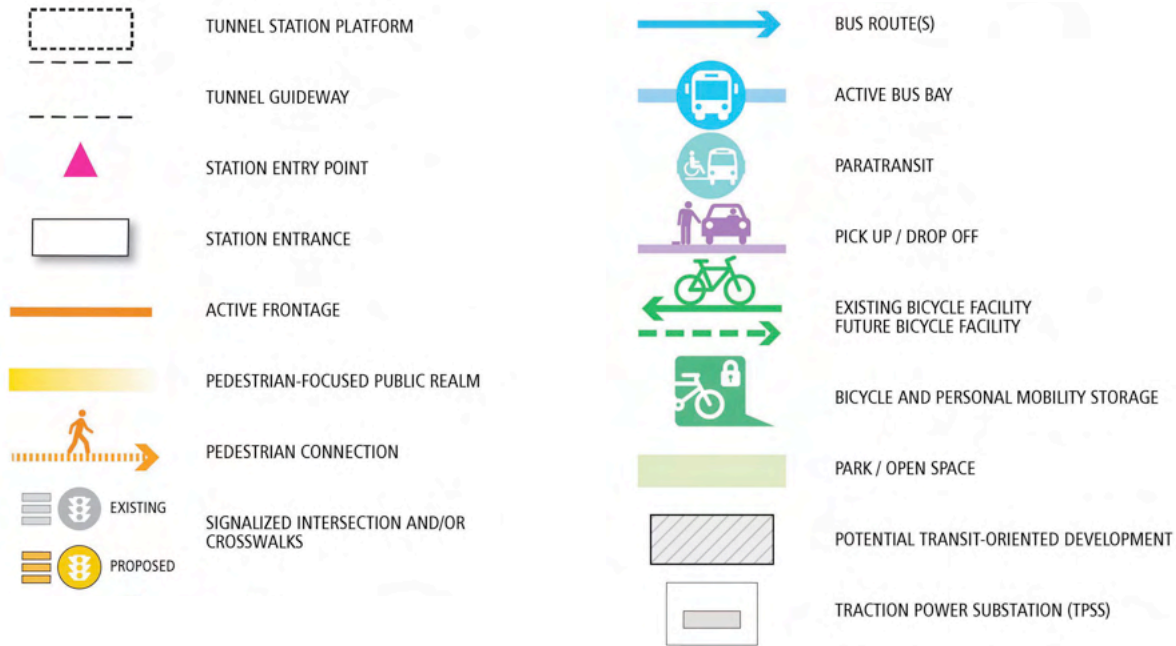


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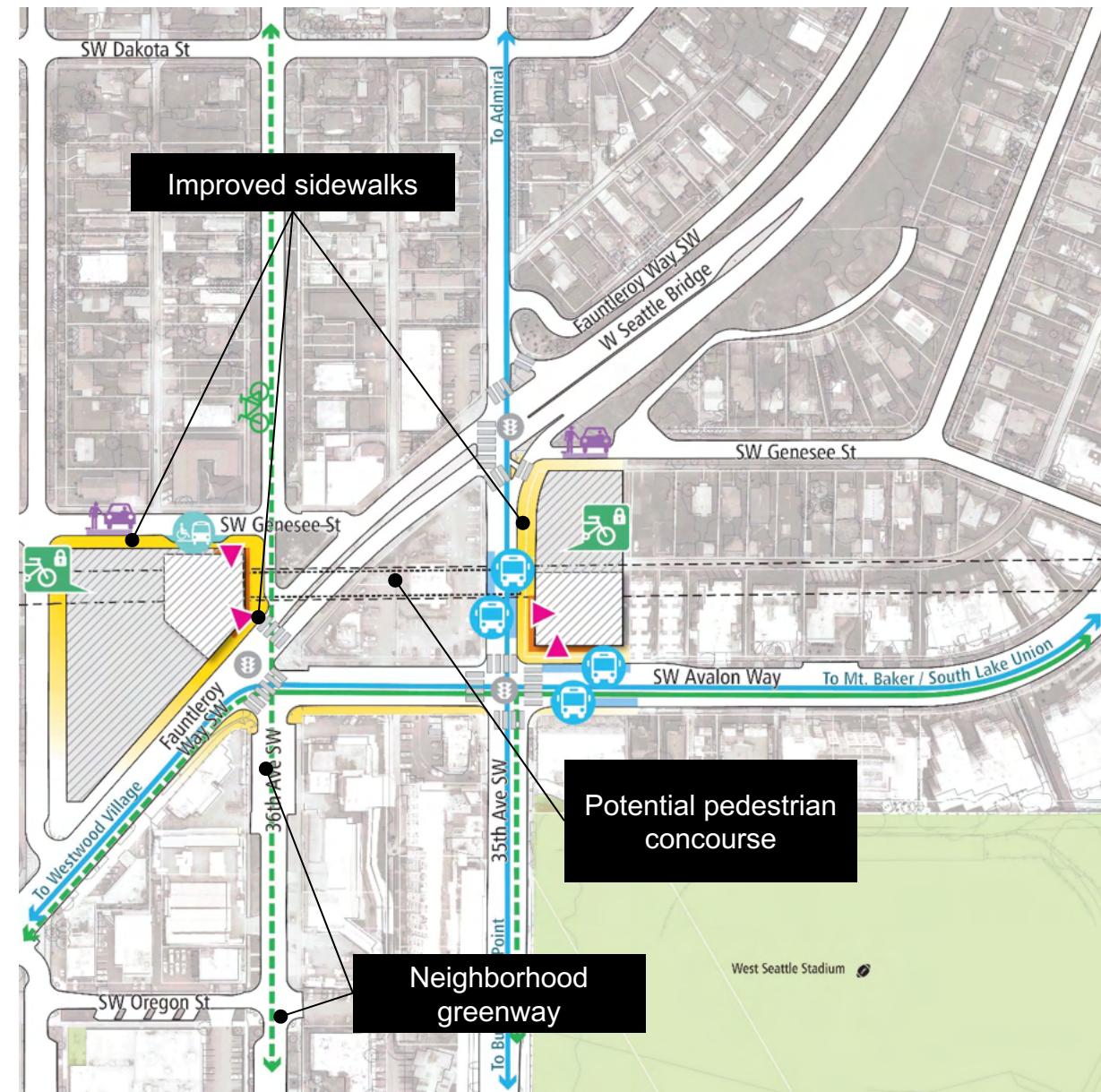




# Avalon – Tunnel Station

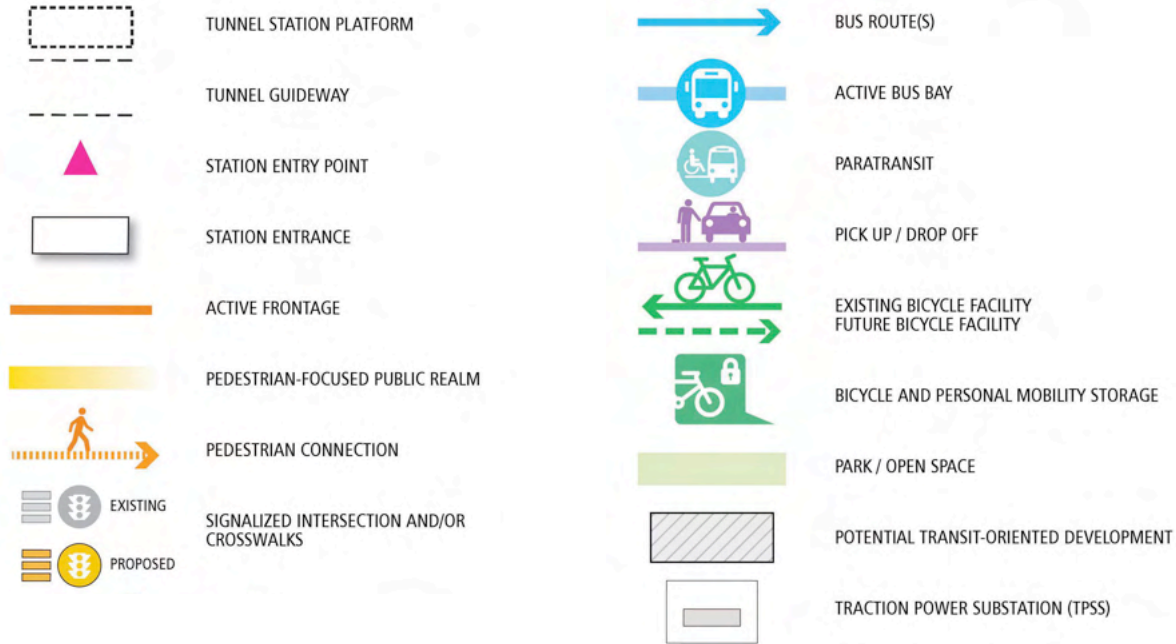


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# Avalon – Tunnel Station



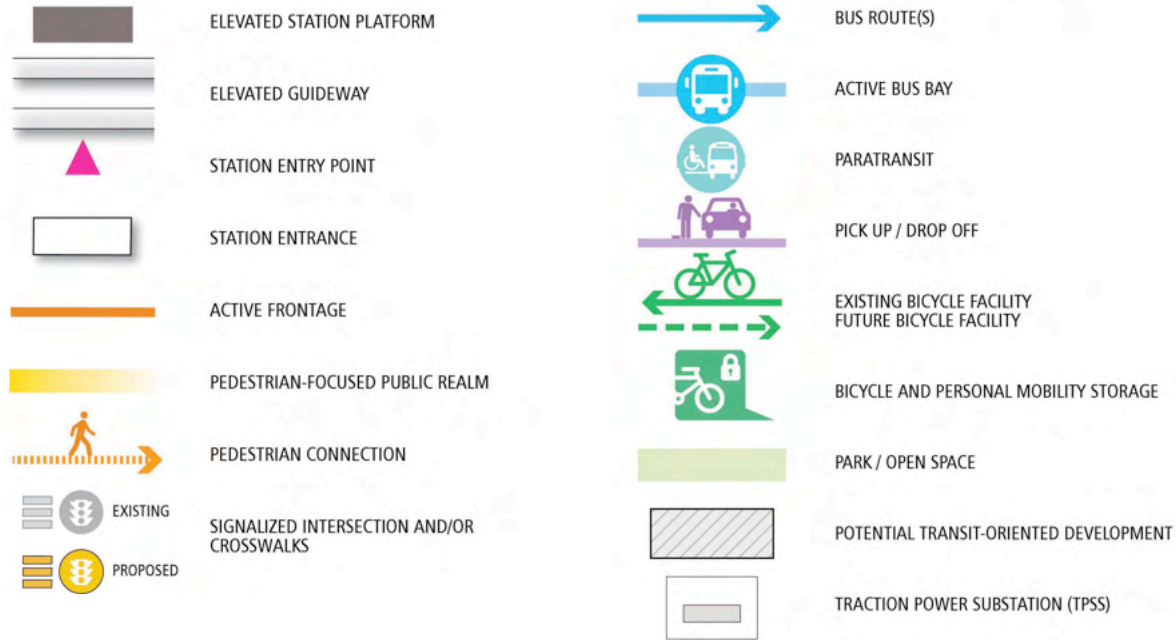
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.





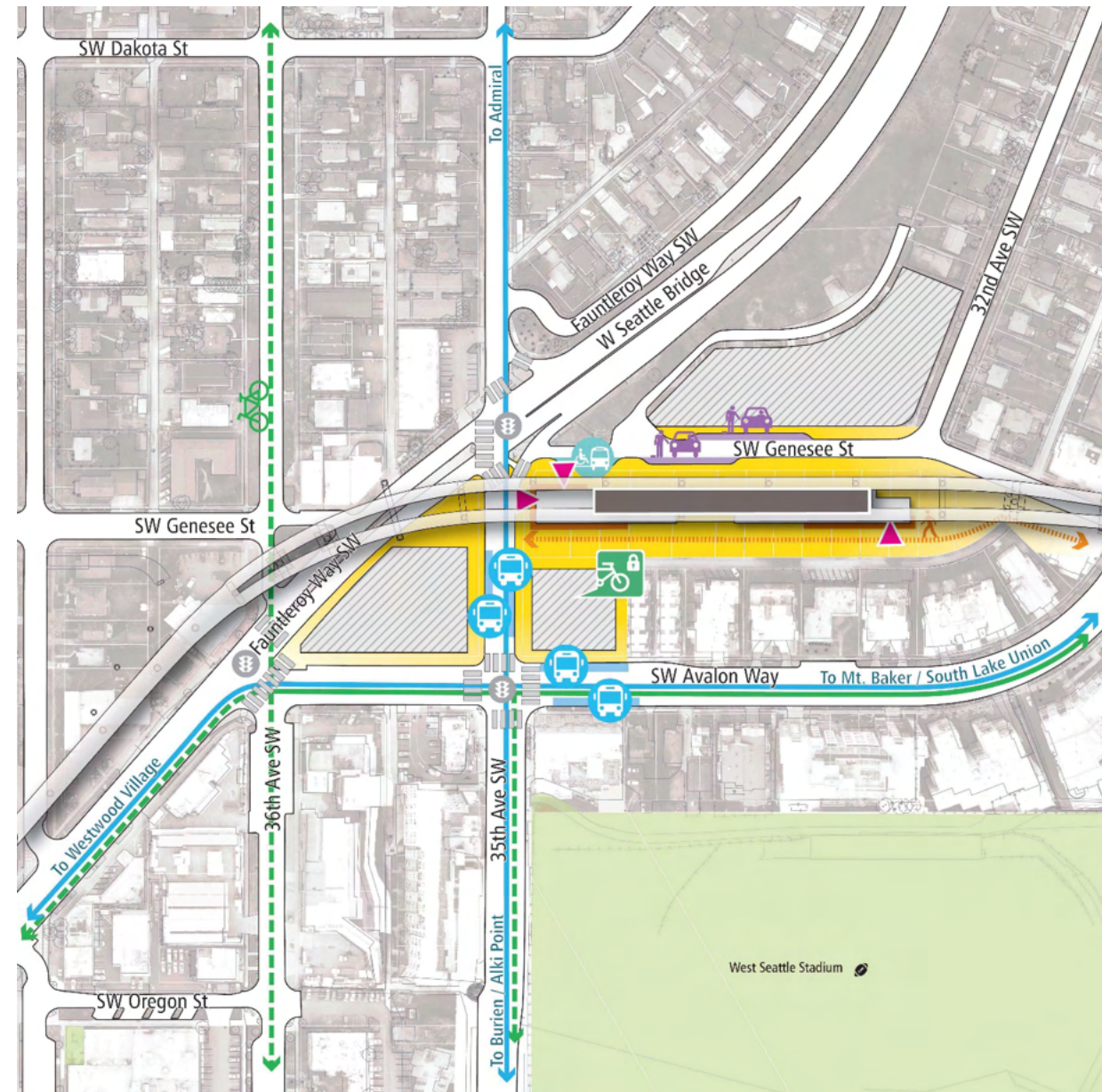
***Other Draft EIS alternatives***

# Avalon - Elevated Station



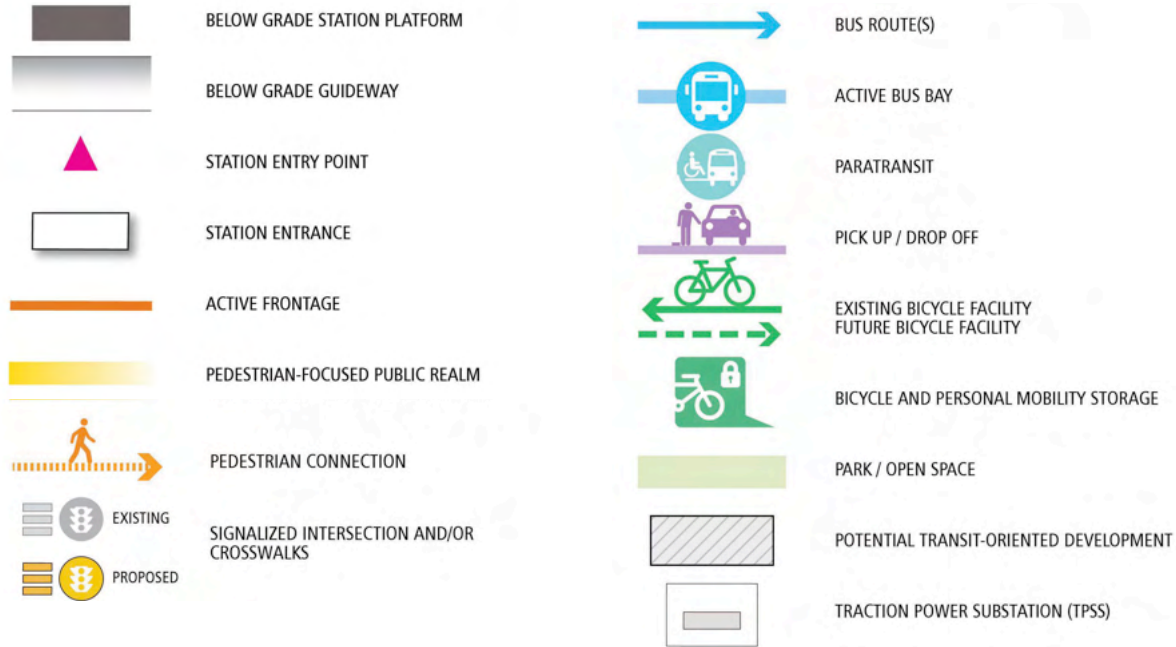
**NOTE: This alternative has the same configurations and opportunities as the Preferred Alternative Avalon – Elevated Stations (WSJ-1/2)**

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





# Avalon – Retained Cut Station

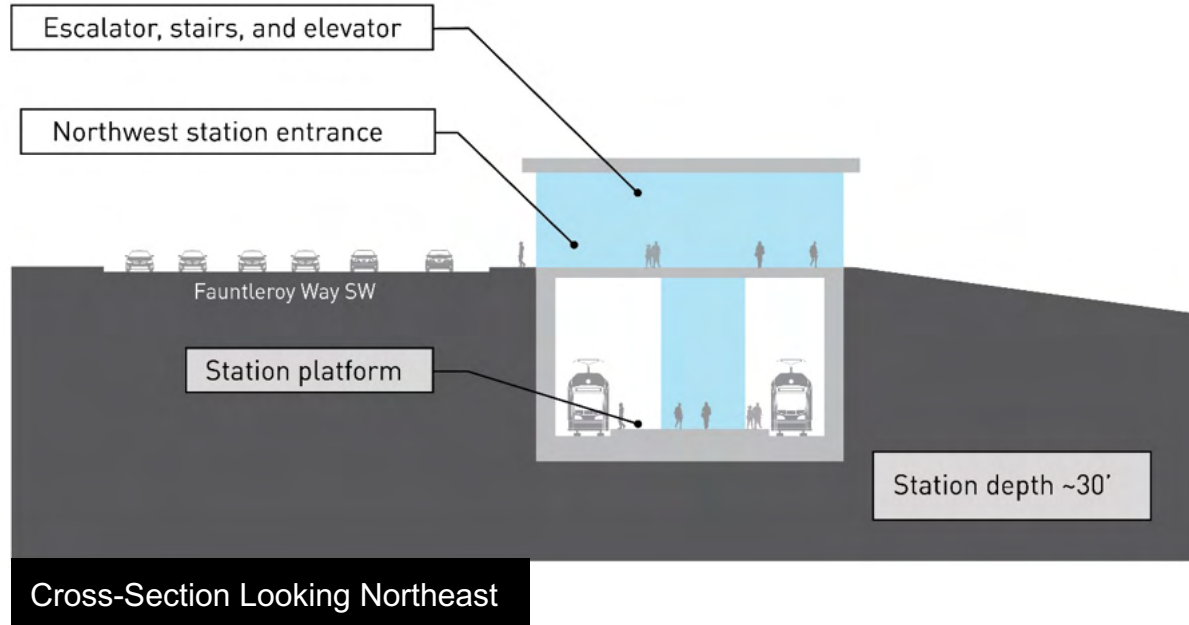


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.





# Avalon – Retained Cut Station

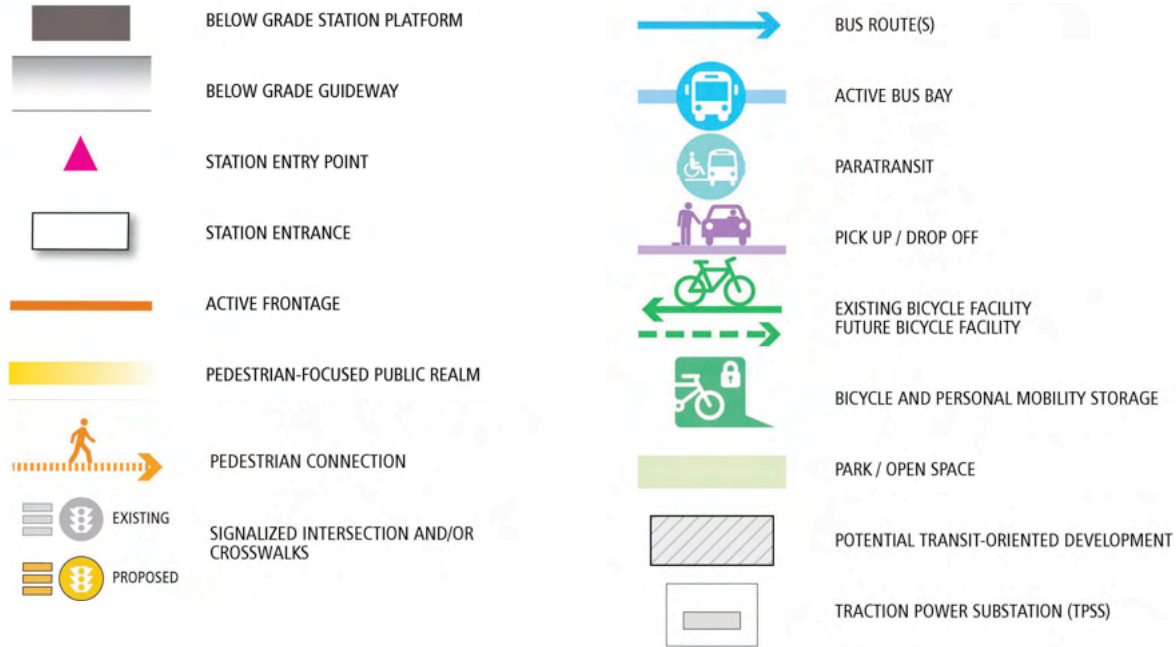


Conceptual design subject to change. All measurements are approximate.  
Diagrams for illustration only.





# Avalon – Retained Cut Station

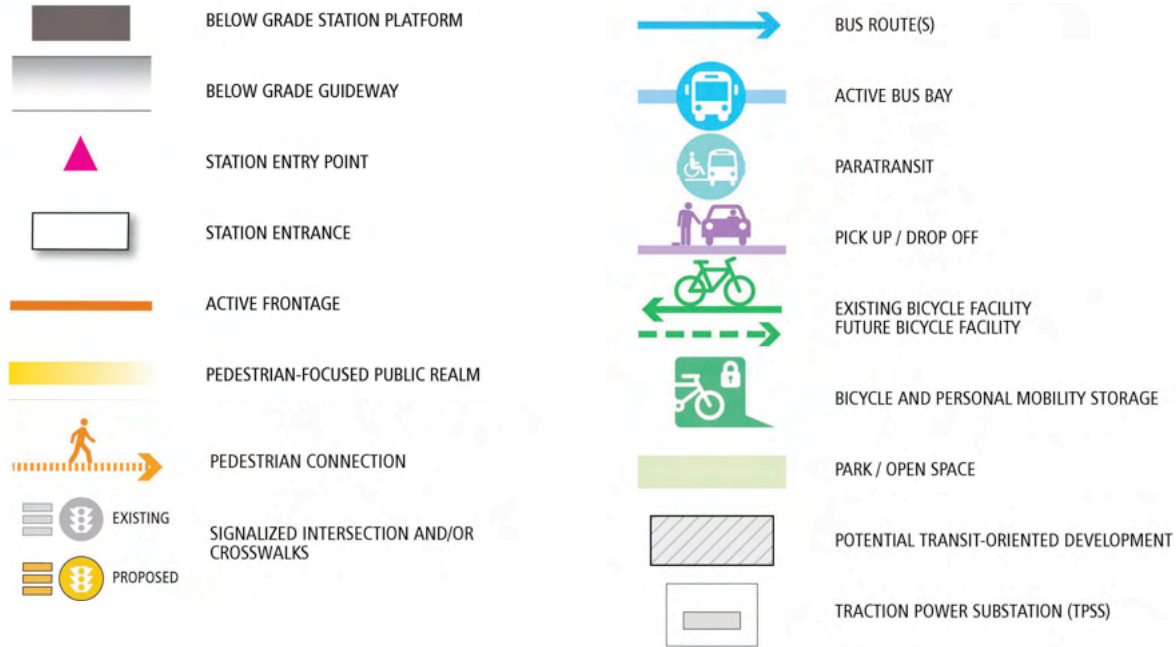


Conceptual design subject to change. All measurements are approximate.  
Diagrams for illustration only.





# Avalon – Retained Cut Station

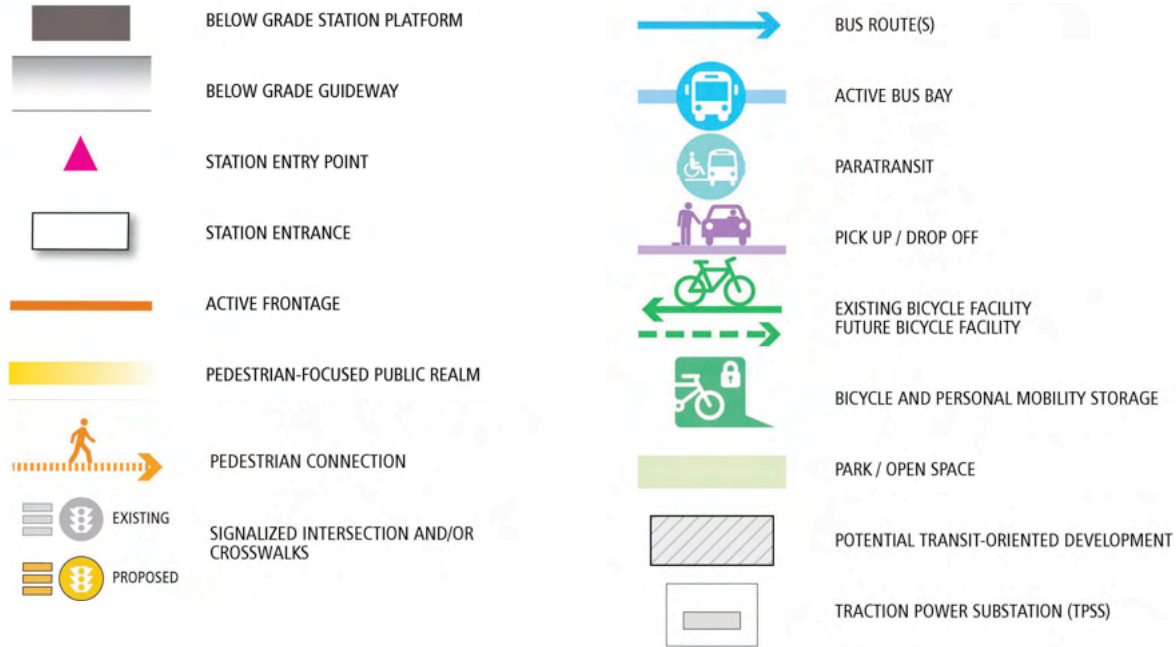


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.





# Avalon – Retained Cut Station



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



# *Questions for Discussion*

*What are your thoughts/questions about:*

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

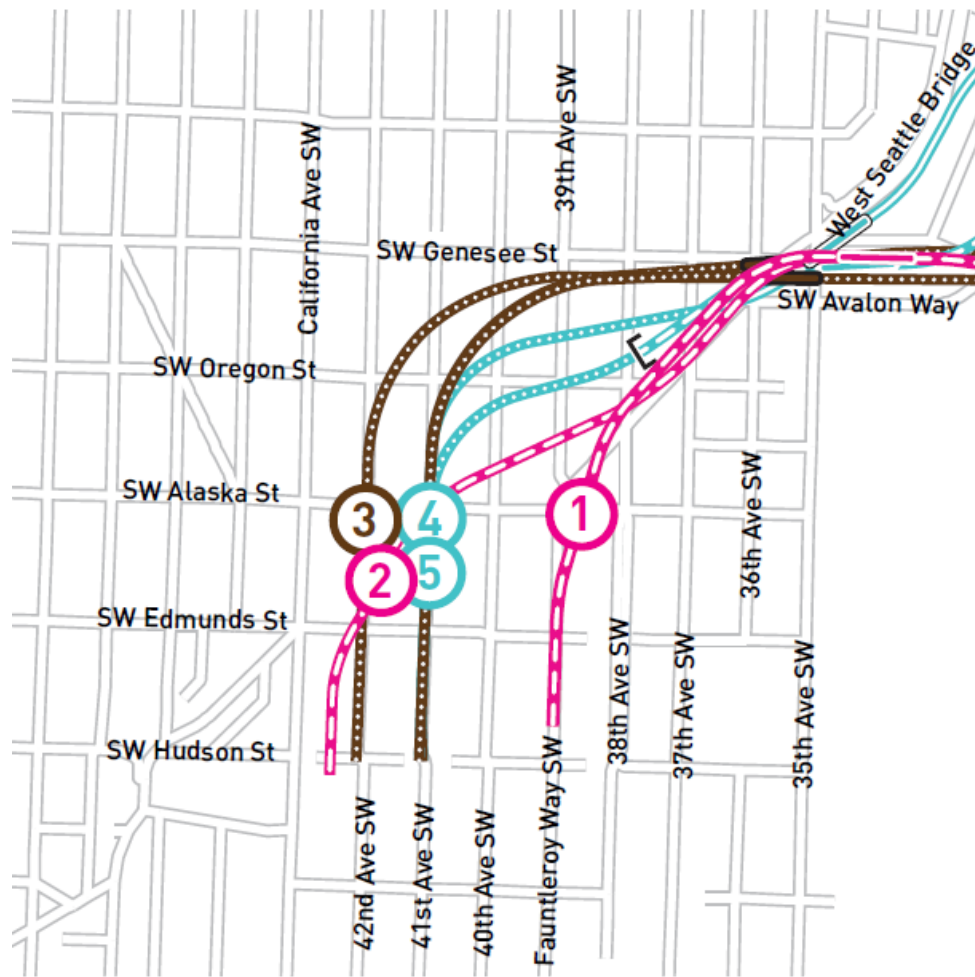


***Break for 5 min***

# *Agenda*

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- ***Alaska Junction Station***
- Next steps and next meeting





#### DRAFT EIS ALTERNATIVES

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

#### ROUTE AND STATION PROFILES

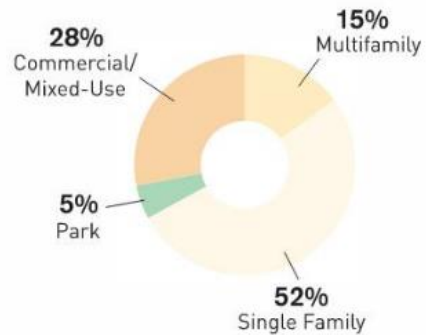
- / — Elevated
- / — At-grade
- / — Tunnel
- Tunnel portal



- ***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***



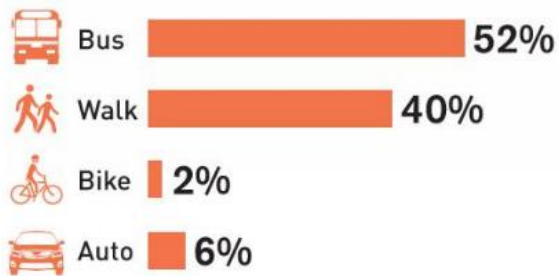
### Existing land use in the station area <sup>(1)</sup>



### 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 Create a destination that reinforces the character of the neighborhood and supports businesses on California Ave SW
- 2 Prioritize pedestrian connectivity and comfort with enhanced street crossings, wide sidewalks and pedestrian lighting
- 3 Complete bike connections to the station
- 4 Investigate ways to connect the station to the future public park on 40th Avenue SW with mid-block pathways
- 5 Integrate station and new development into the existing neighborhood character
- 6 Consider how the future light rail would continue to the south
- 7 Improve the five-way intersection at Fautleroy Way SW and SW Alaska St so it is easier to cross

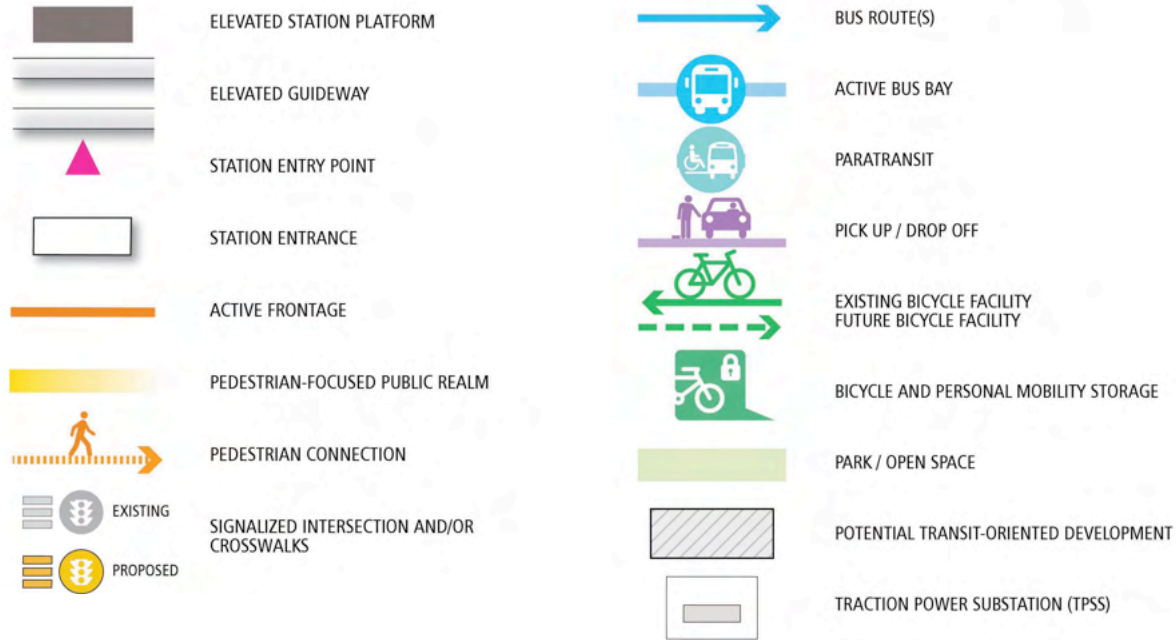


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

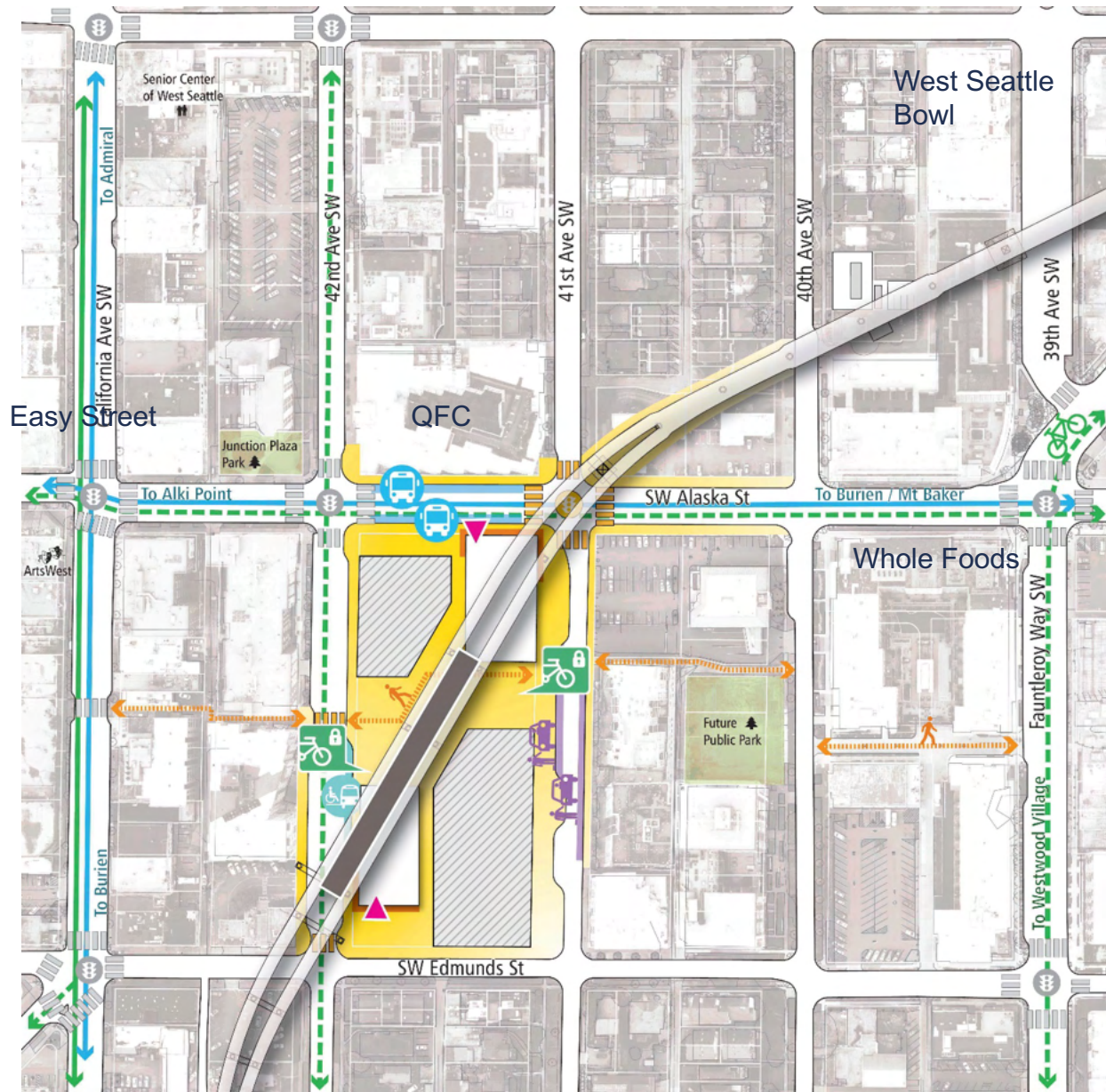
***Preferred alternatives***



# Elevated 41<sup>st</sup>/42<sup>nd</sup> Avenue Station

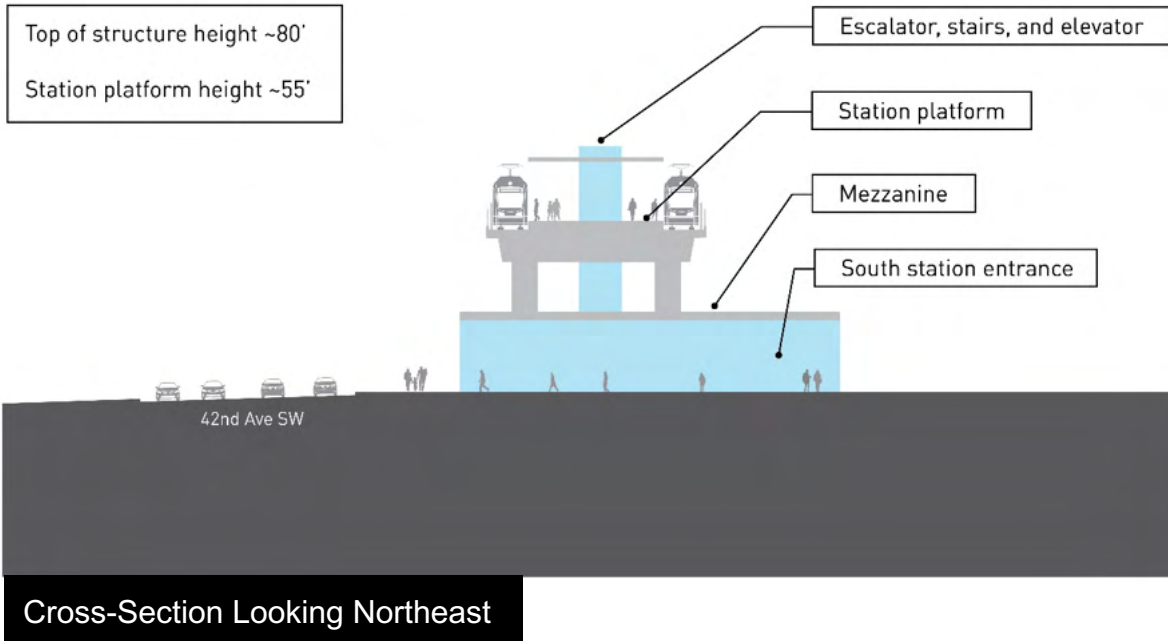


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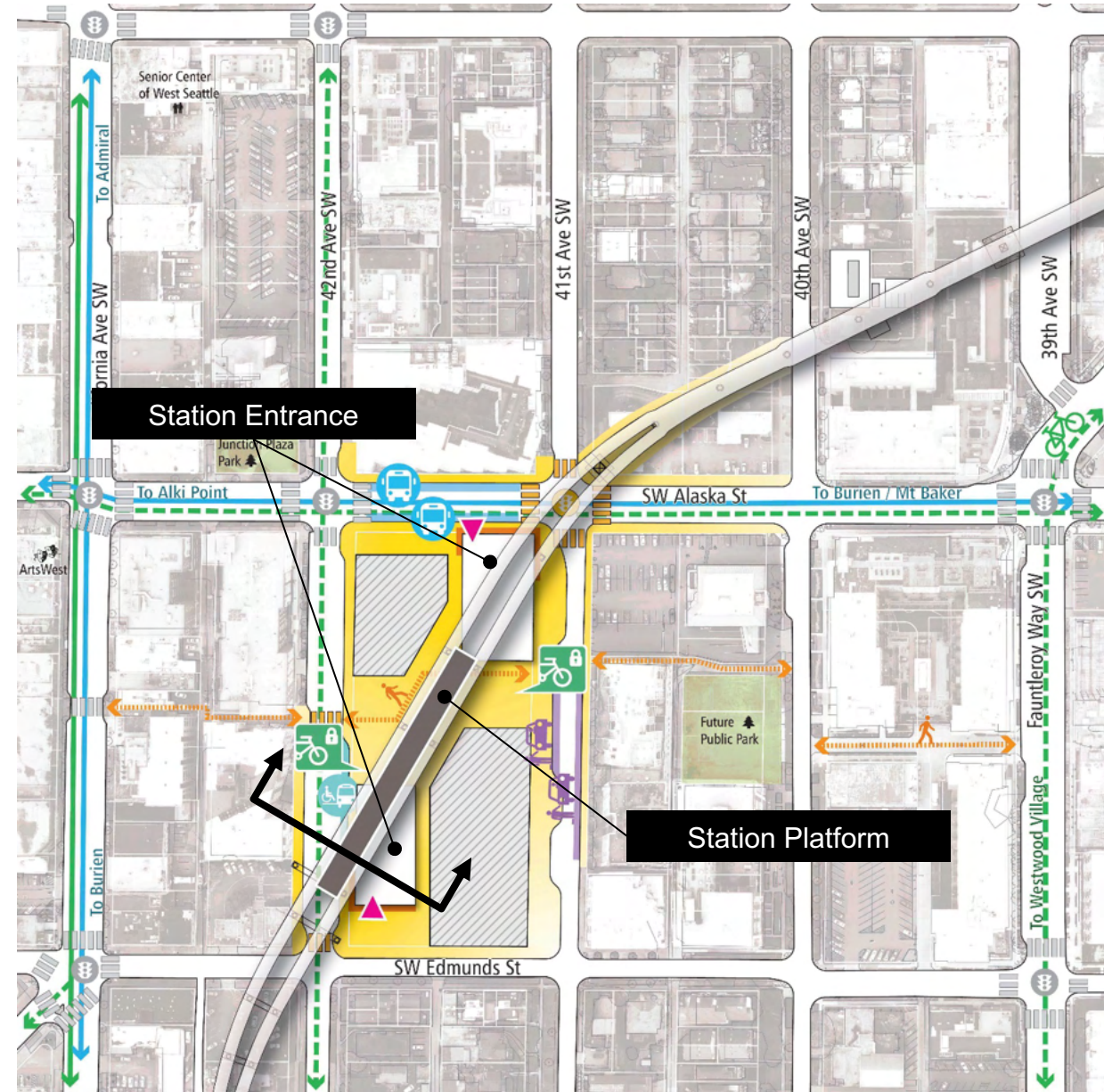




# Elevated 41<sup>st</sup>/42<sup>nd</sup> Avenue Station

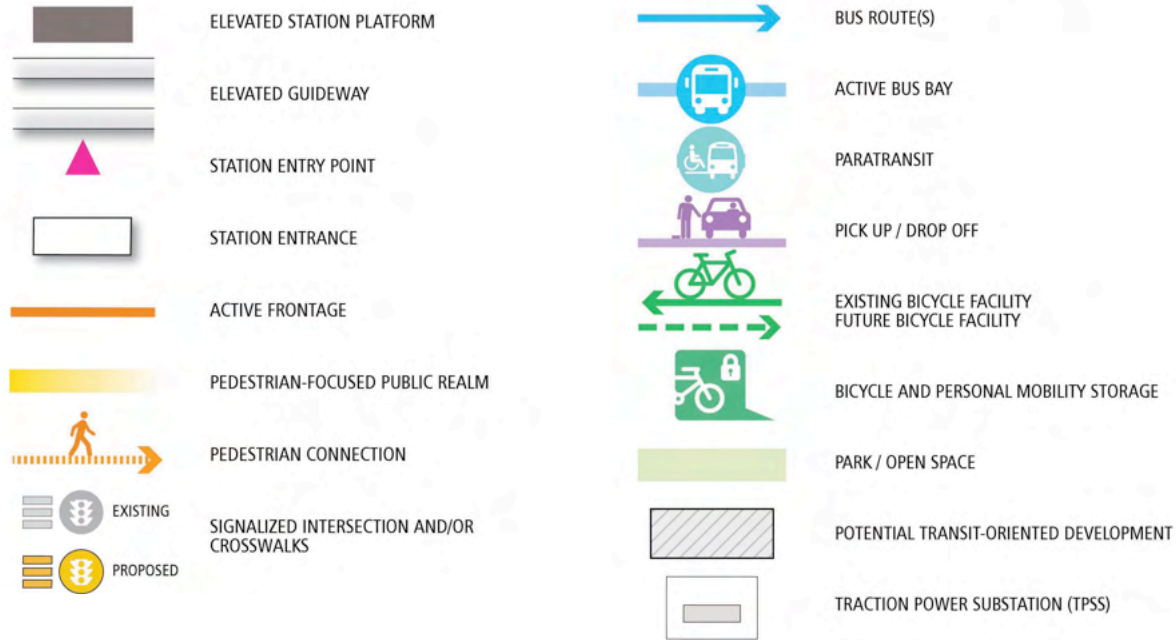


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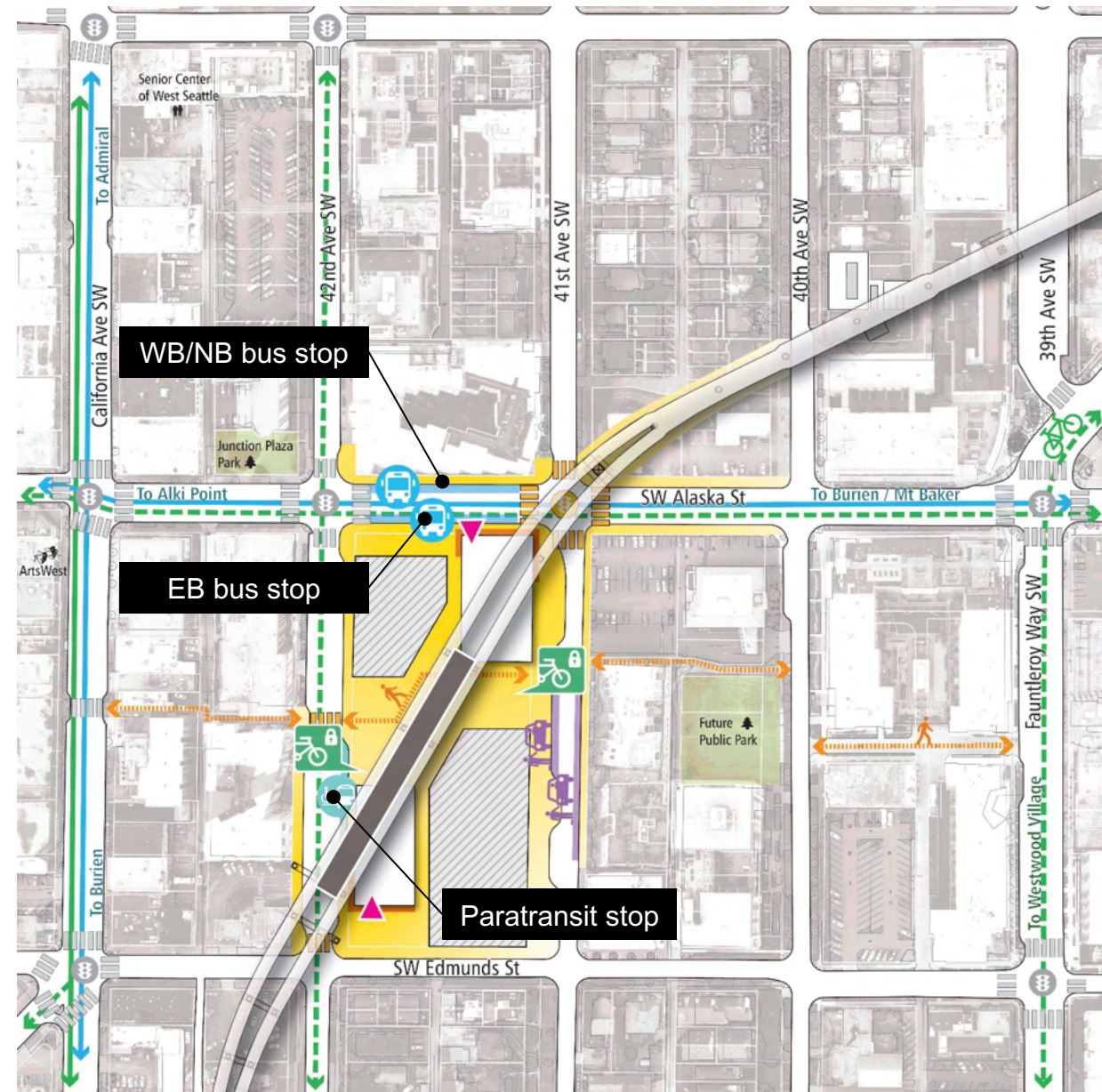




# Elevated 41<sup>st</sup>/42<sup>nd</sup> Avenue Station

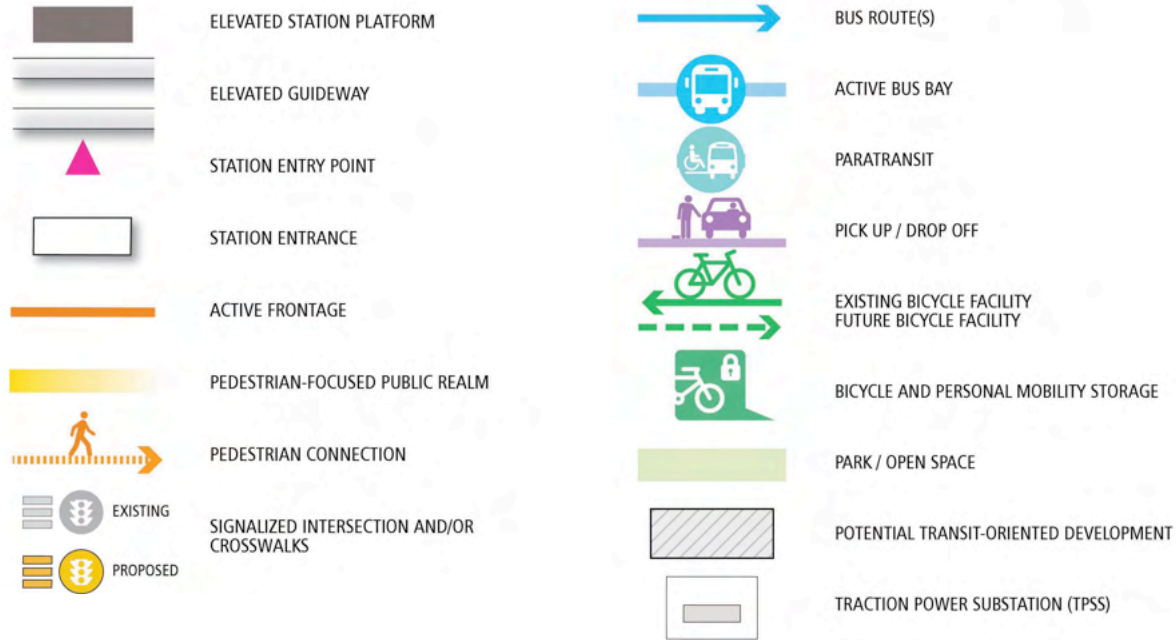


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

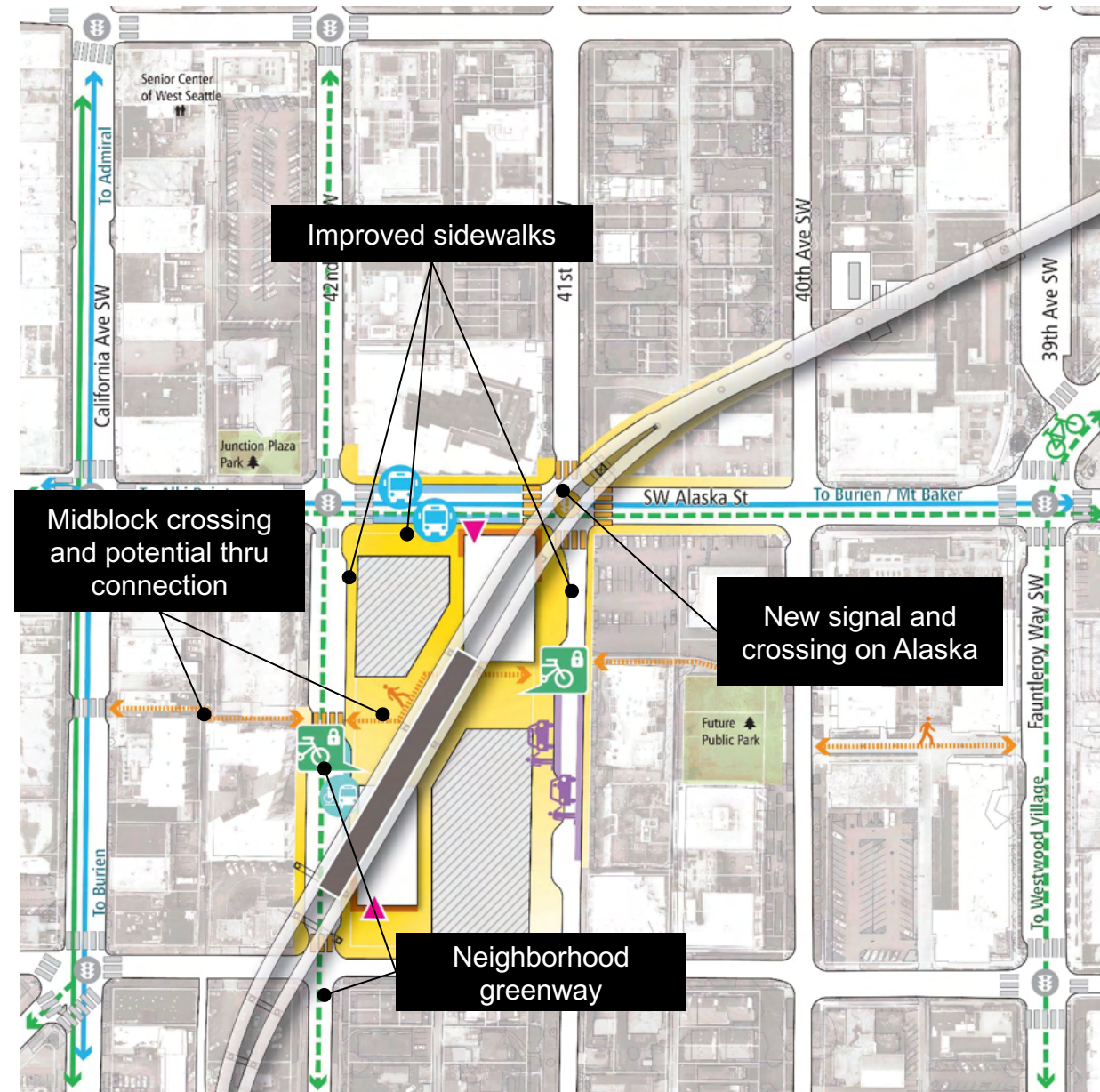




# Elevated 41<sup>st</sup>/42<sup>nd</sup> Avenue Station

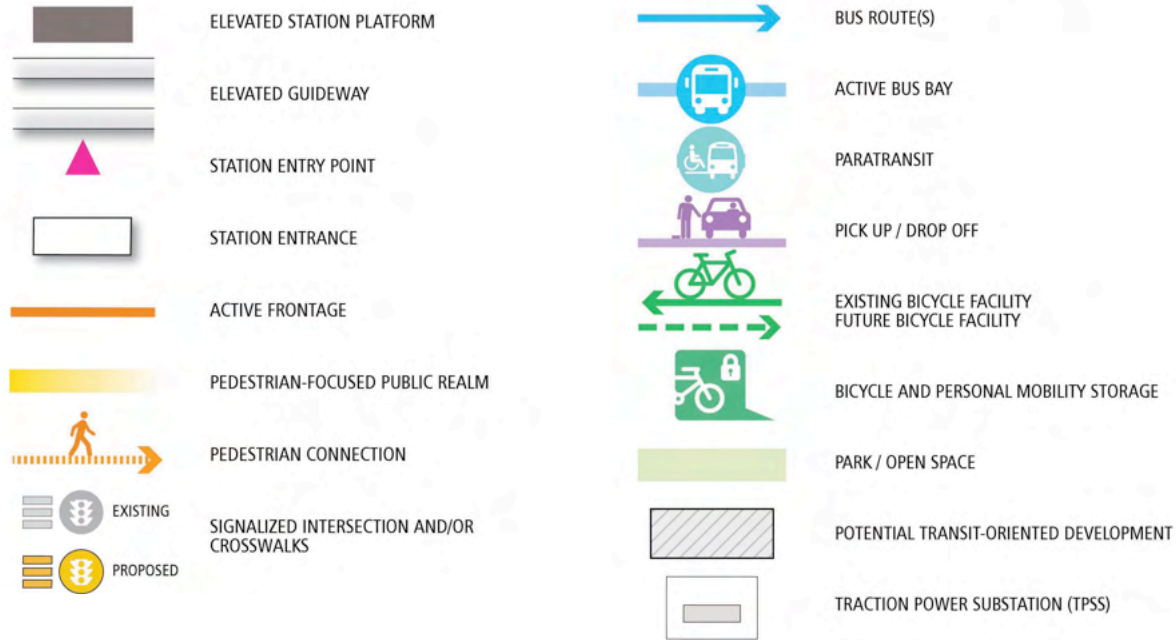


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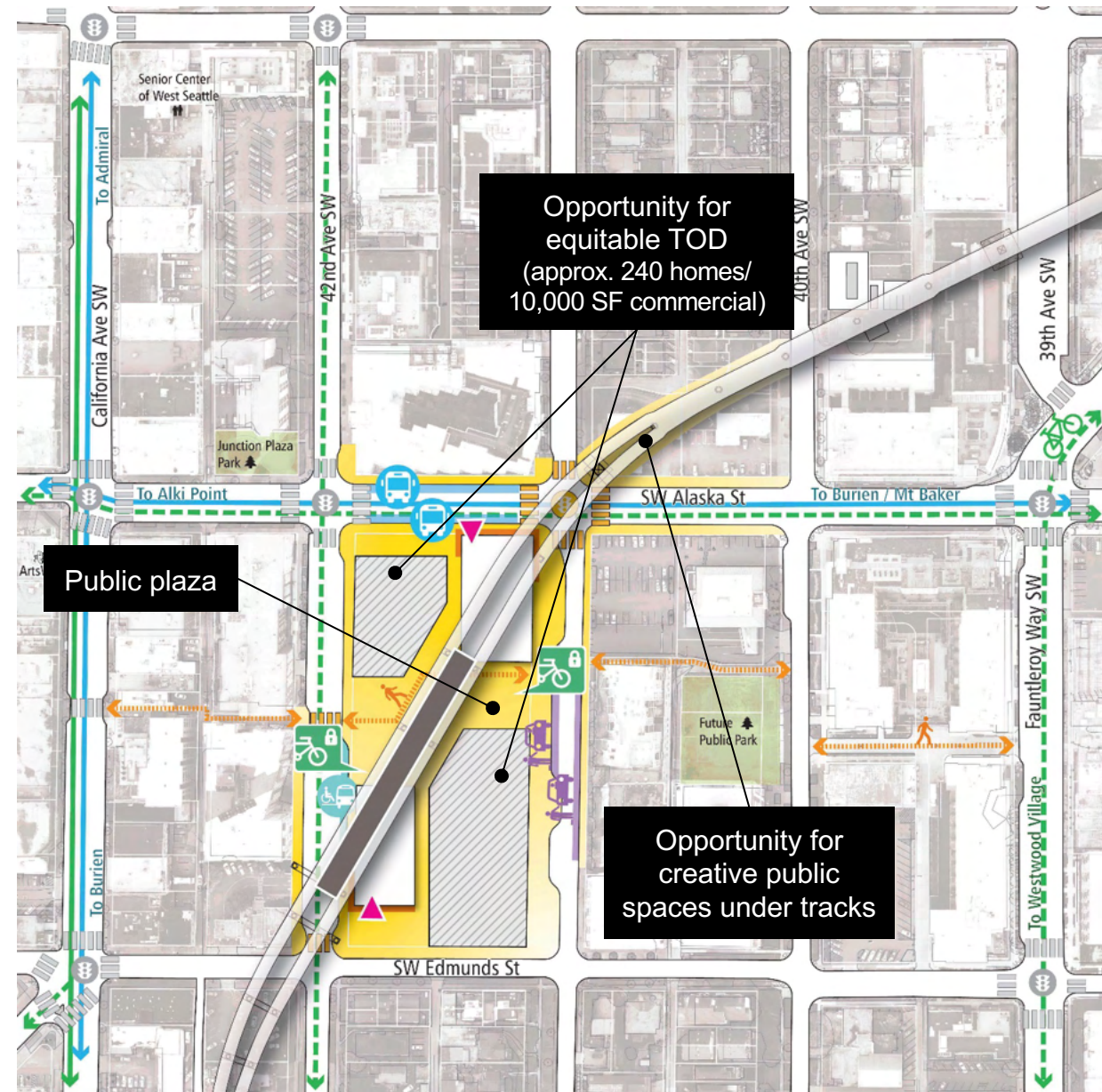




# Elevated 41<sup>st</sup>/42<sup>nd</sup> Avenue Station

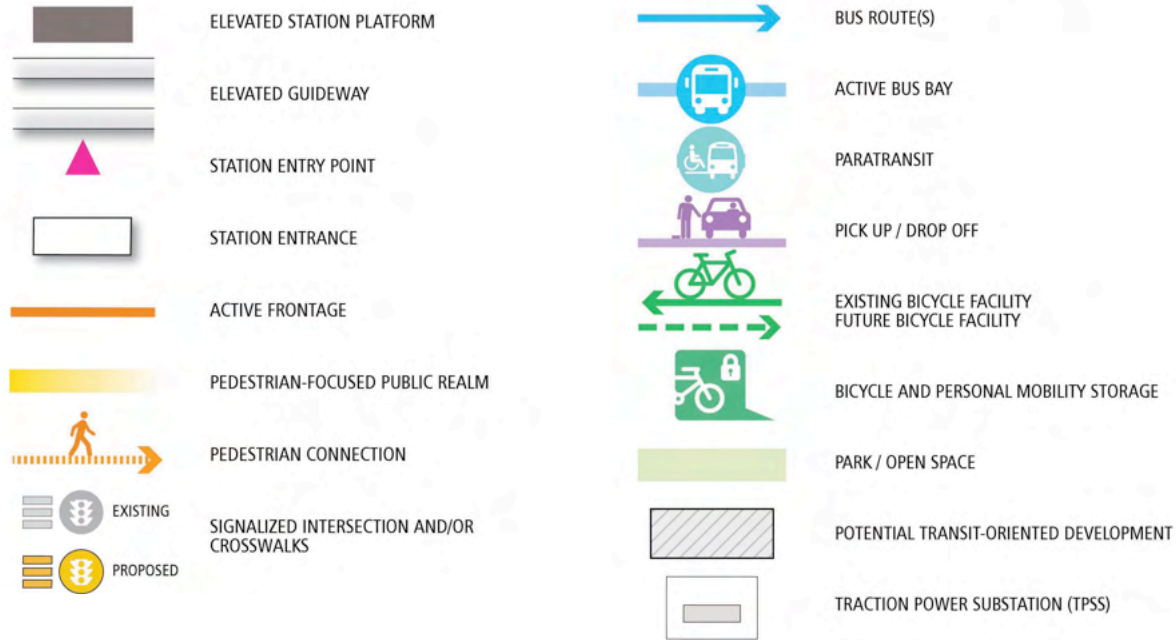


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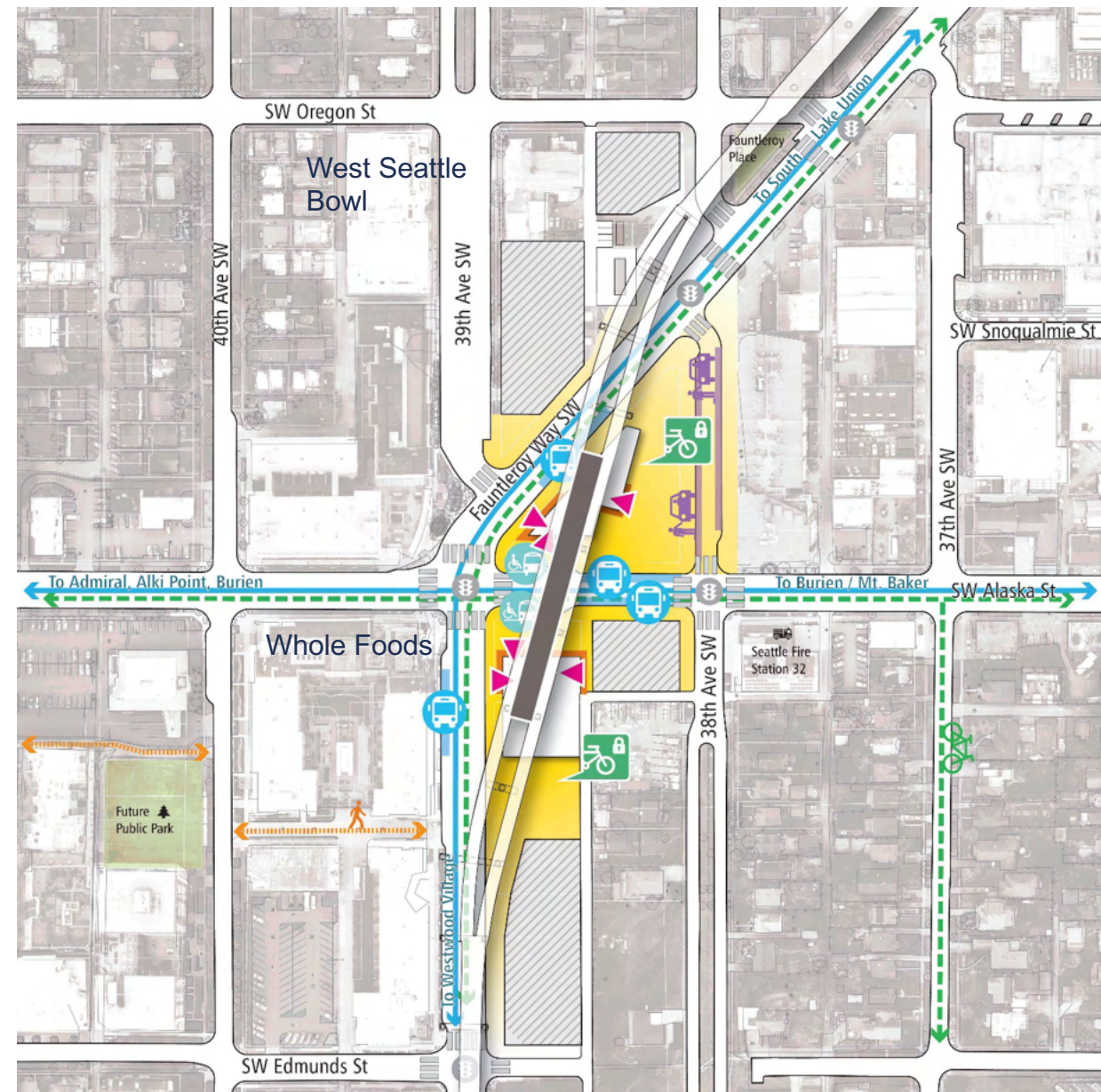




# Elevated Fauntleroy Way Station

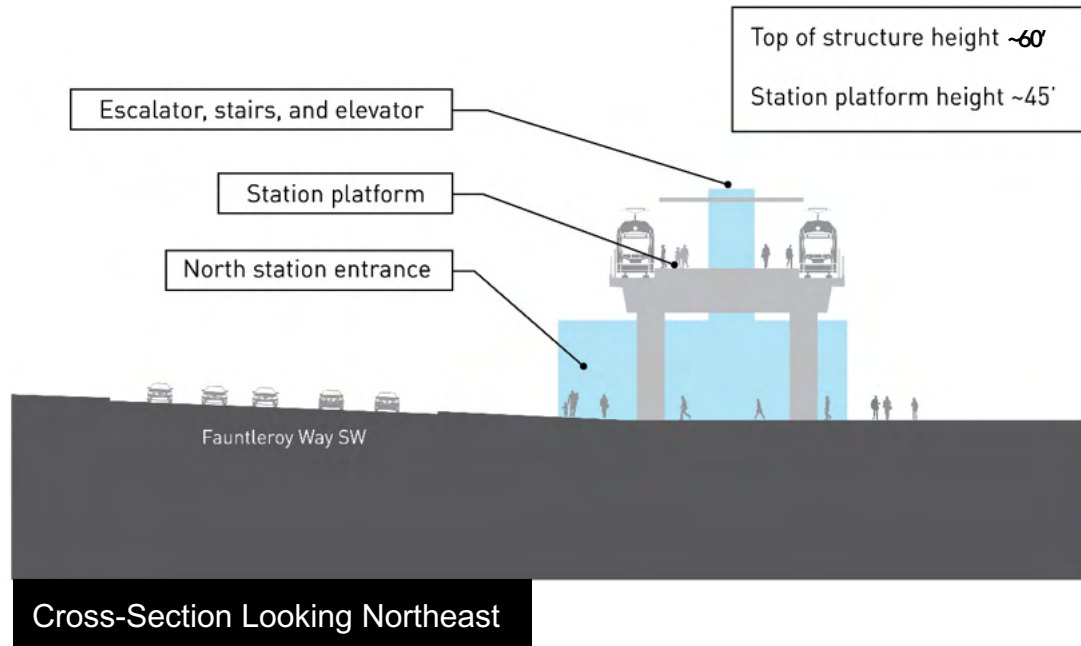


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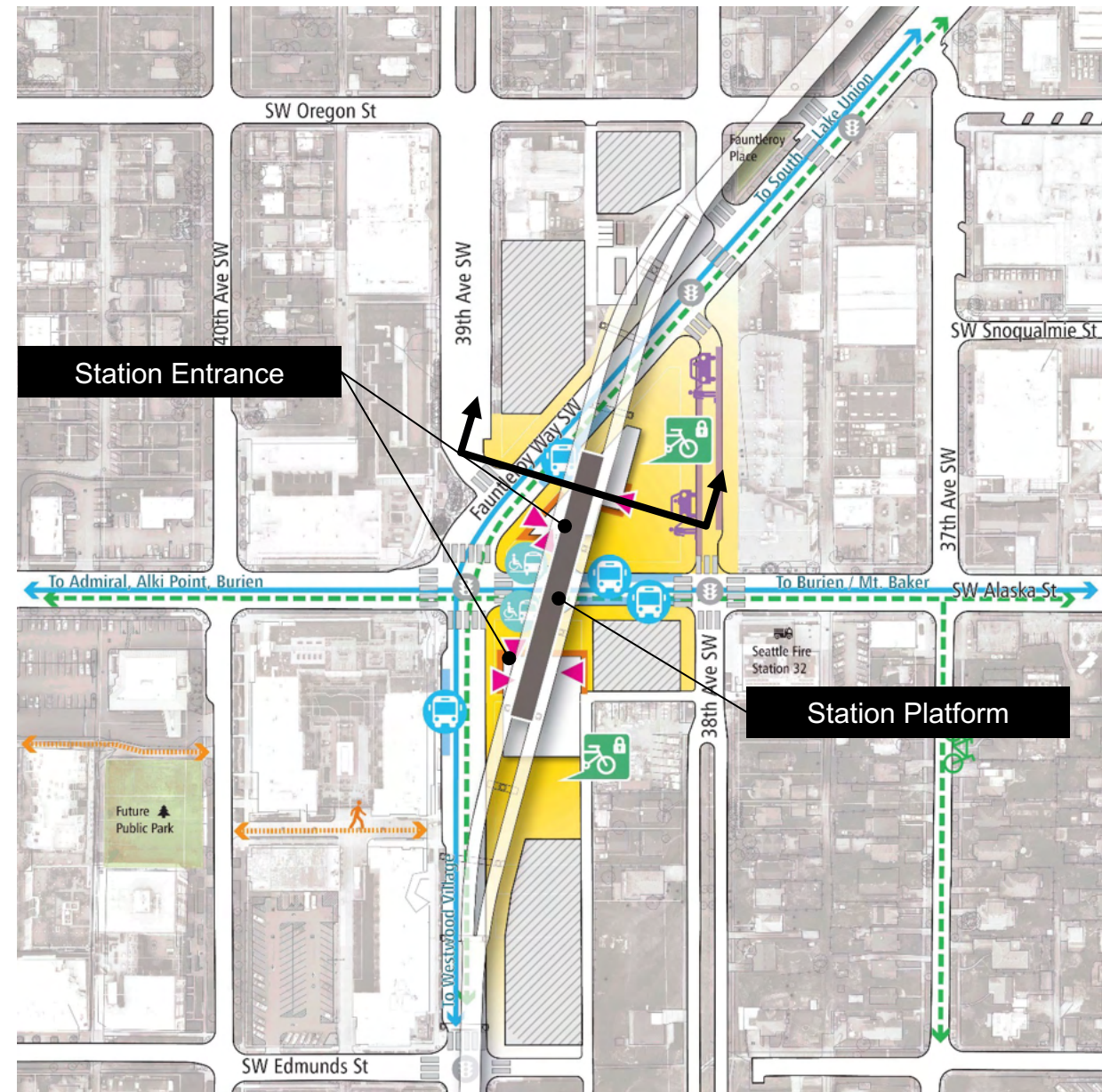




# Elevated Fauntleroy Way Station

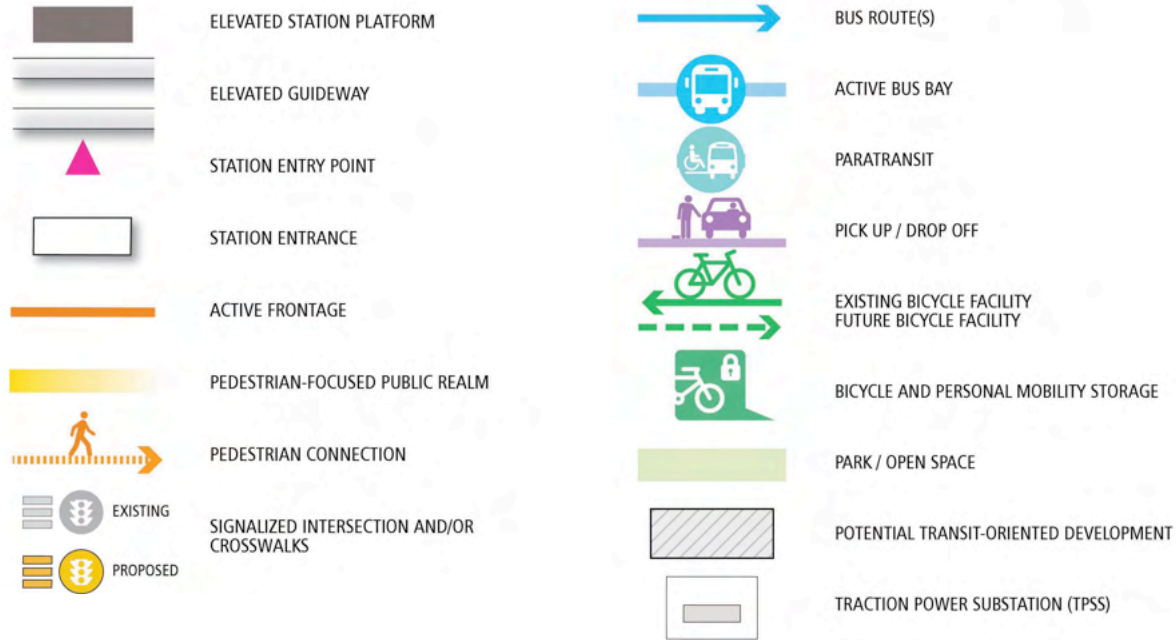


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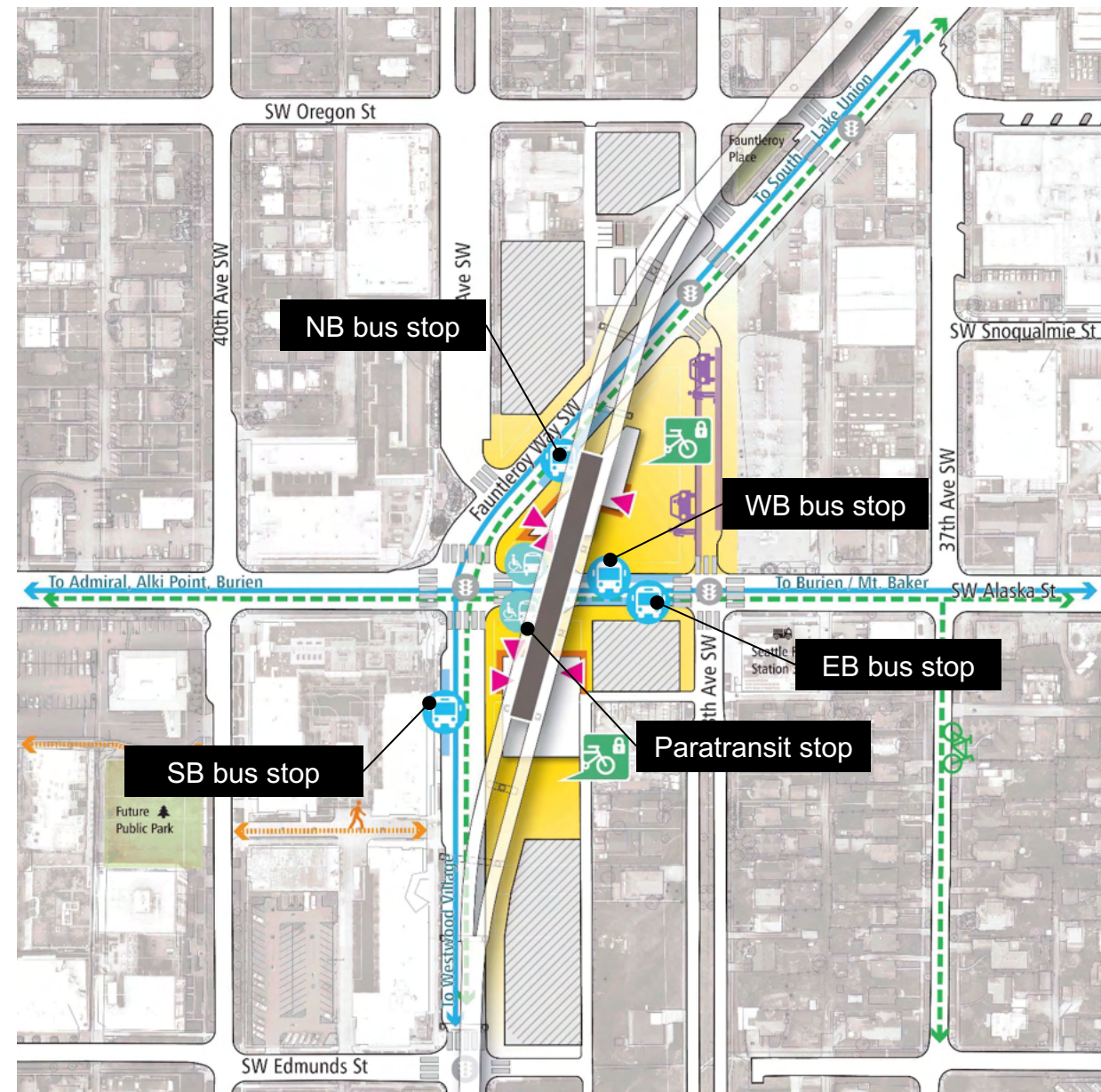




# Elevated Fauntleroy Way Station

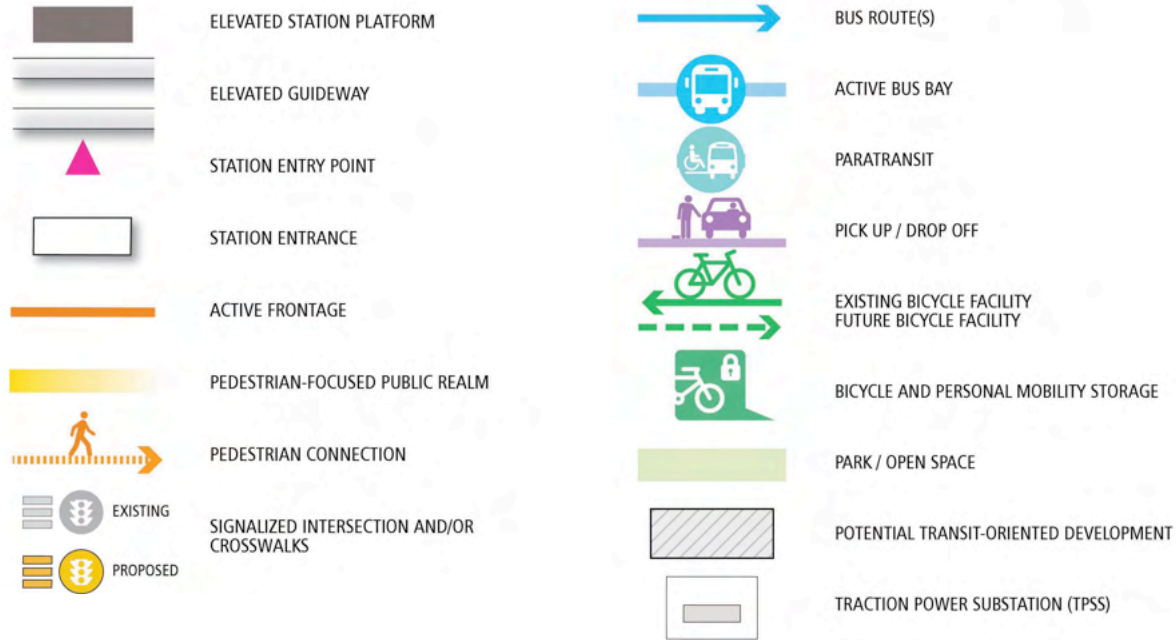


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.





# Elevated Fauntleroy Way Station

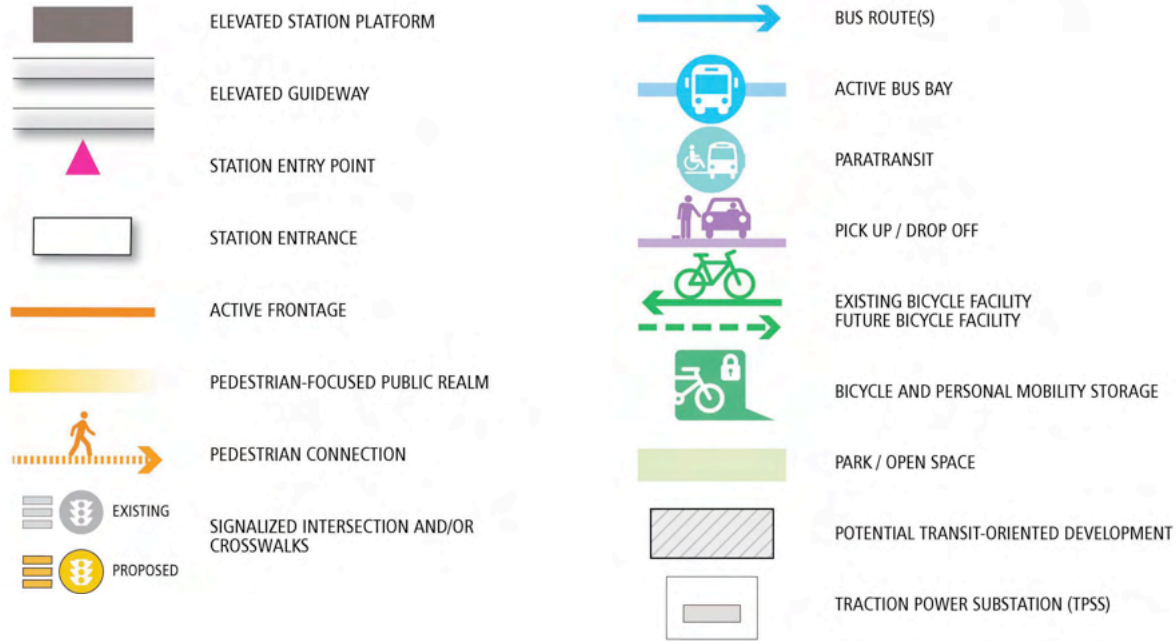


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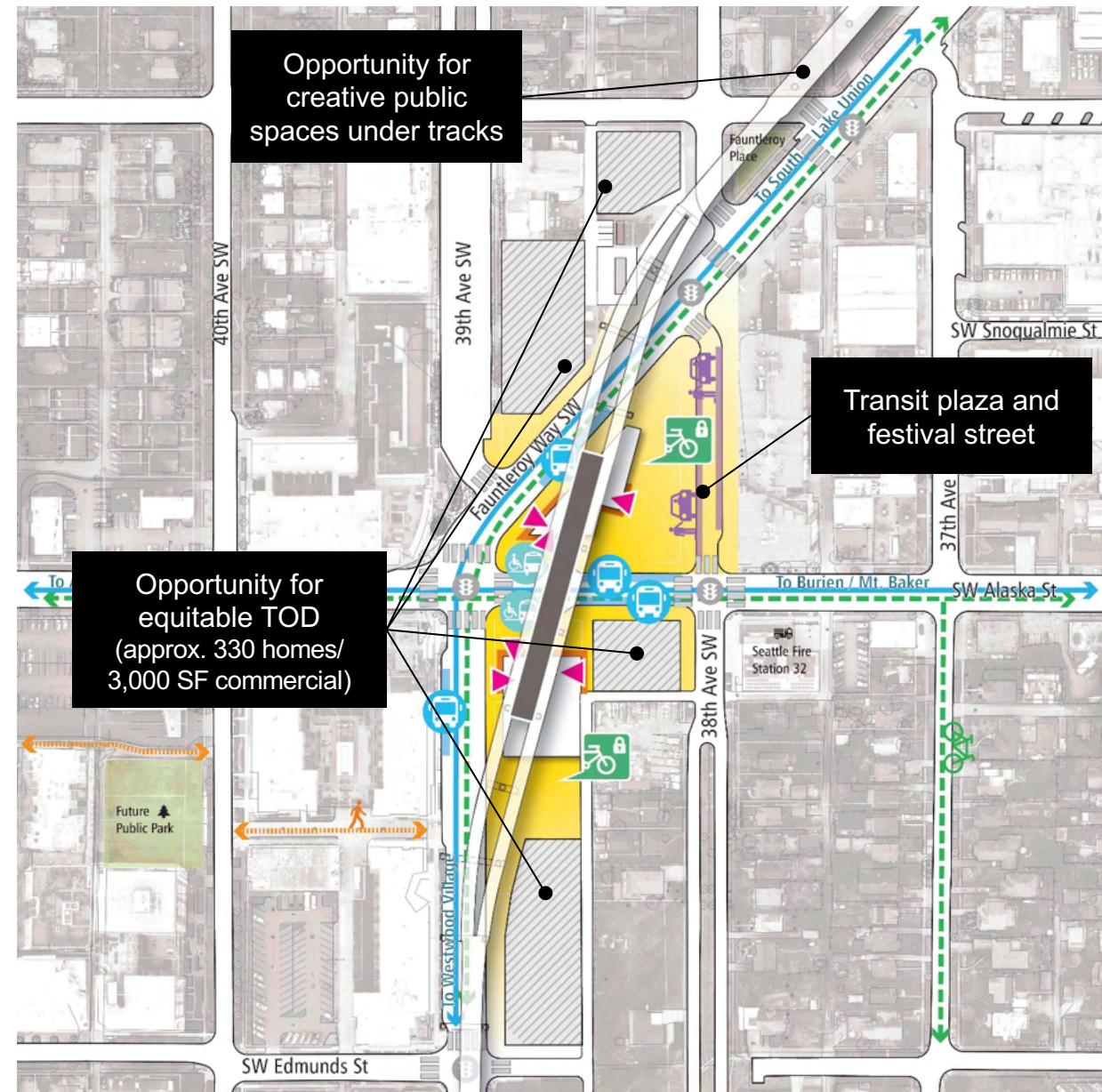




# Elevated Fauntleroy Way Station



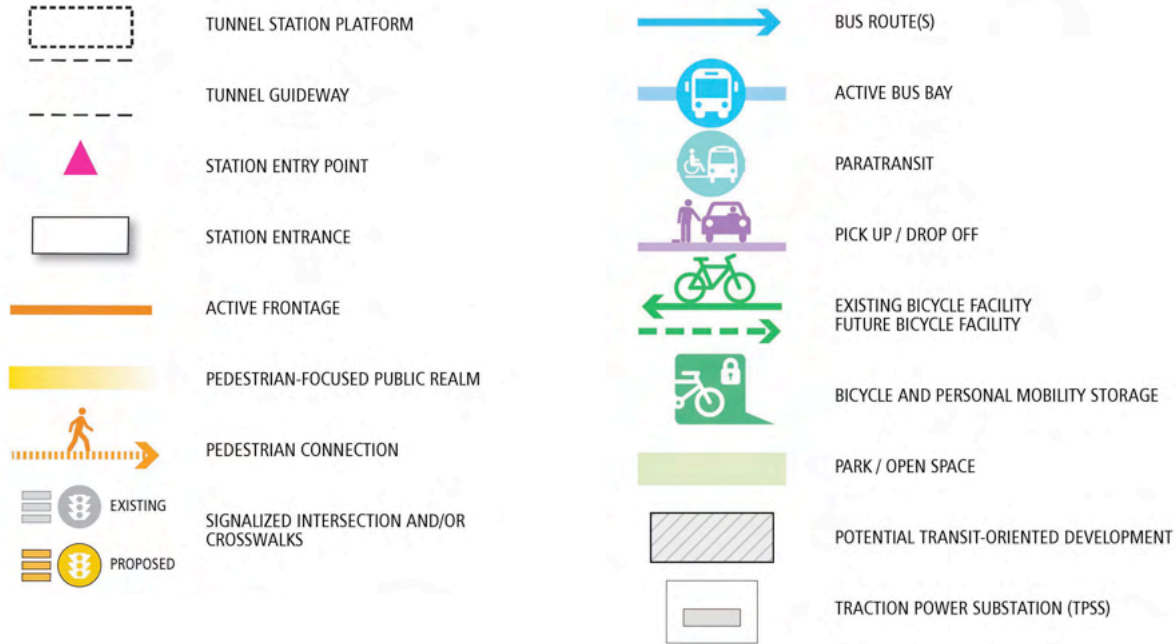
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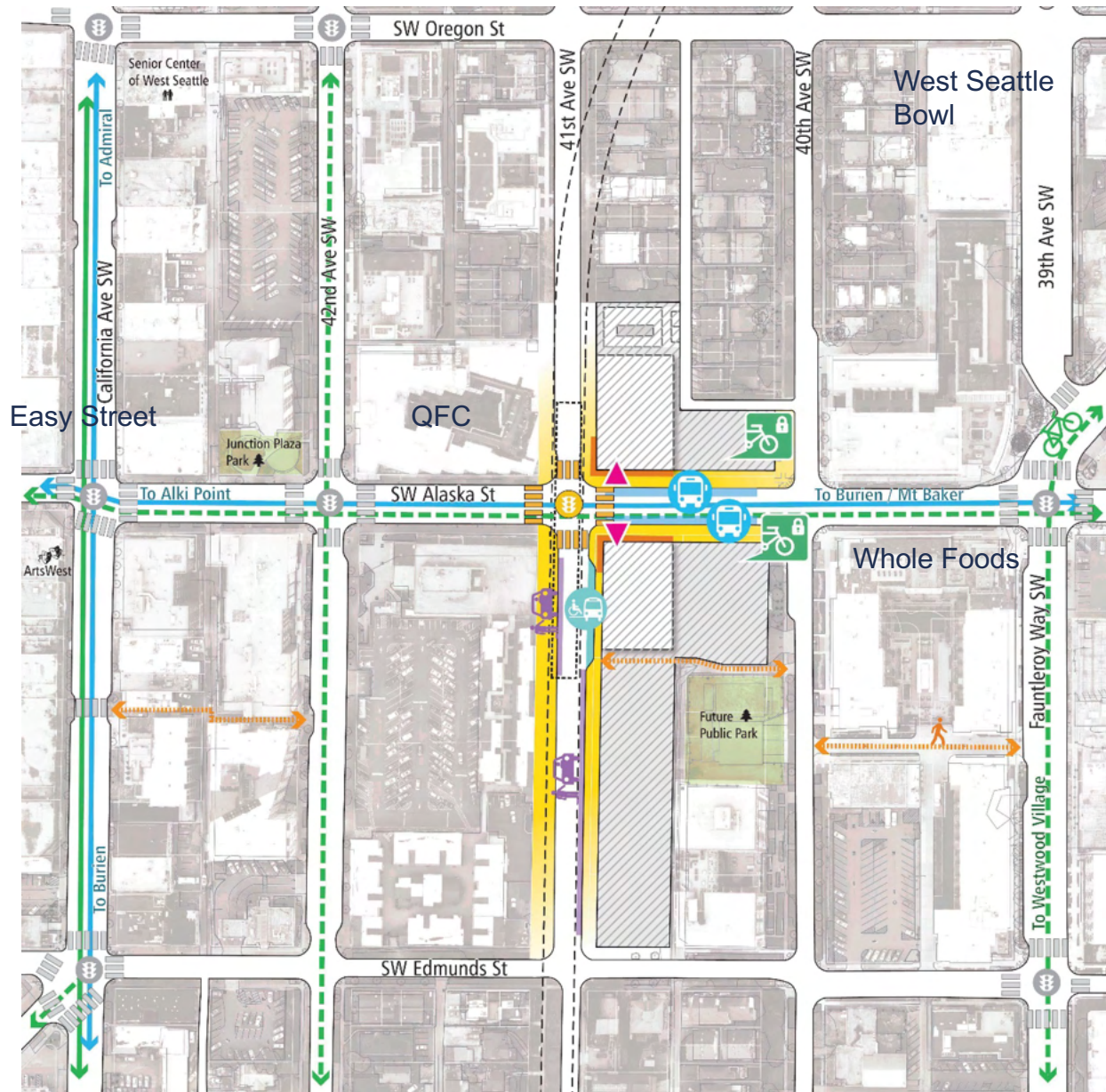


***Preferred alternatives with  
third party funding***

# Tunnel 41<sup>st</sup> Ave Station

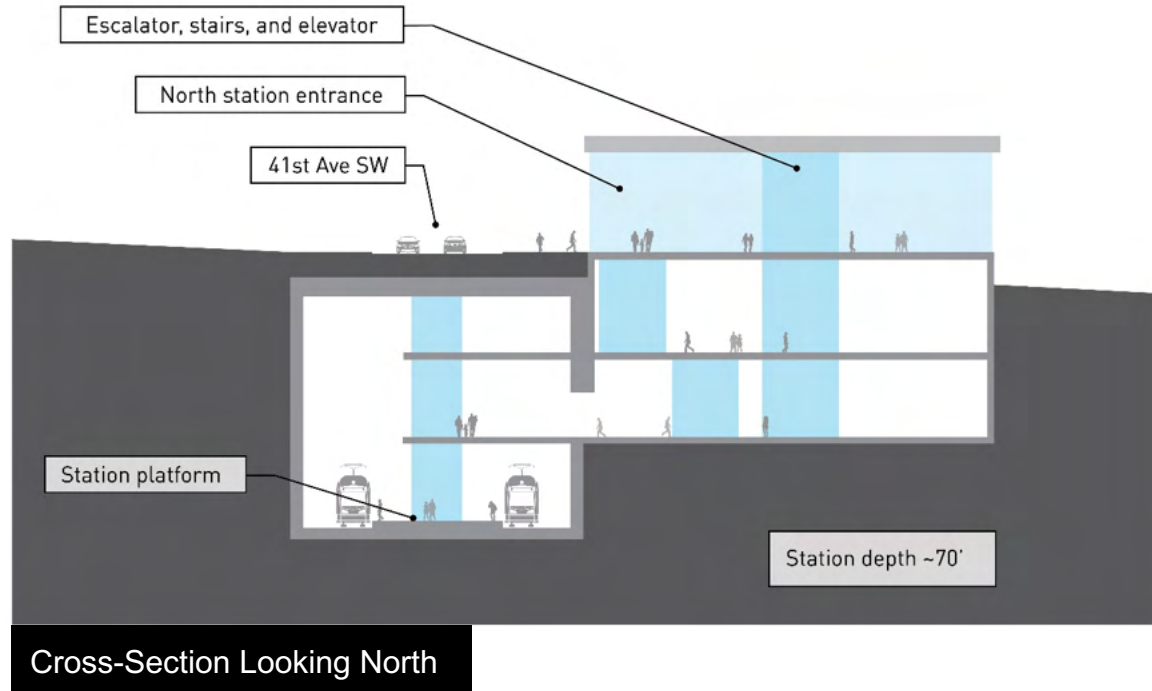


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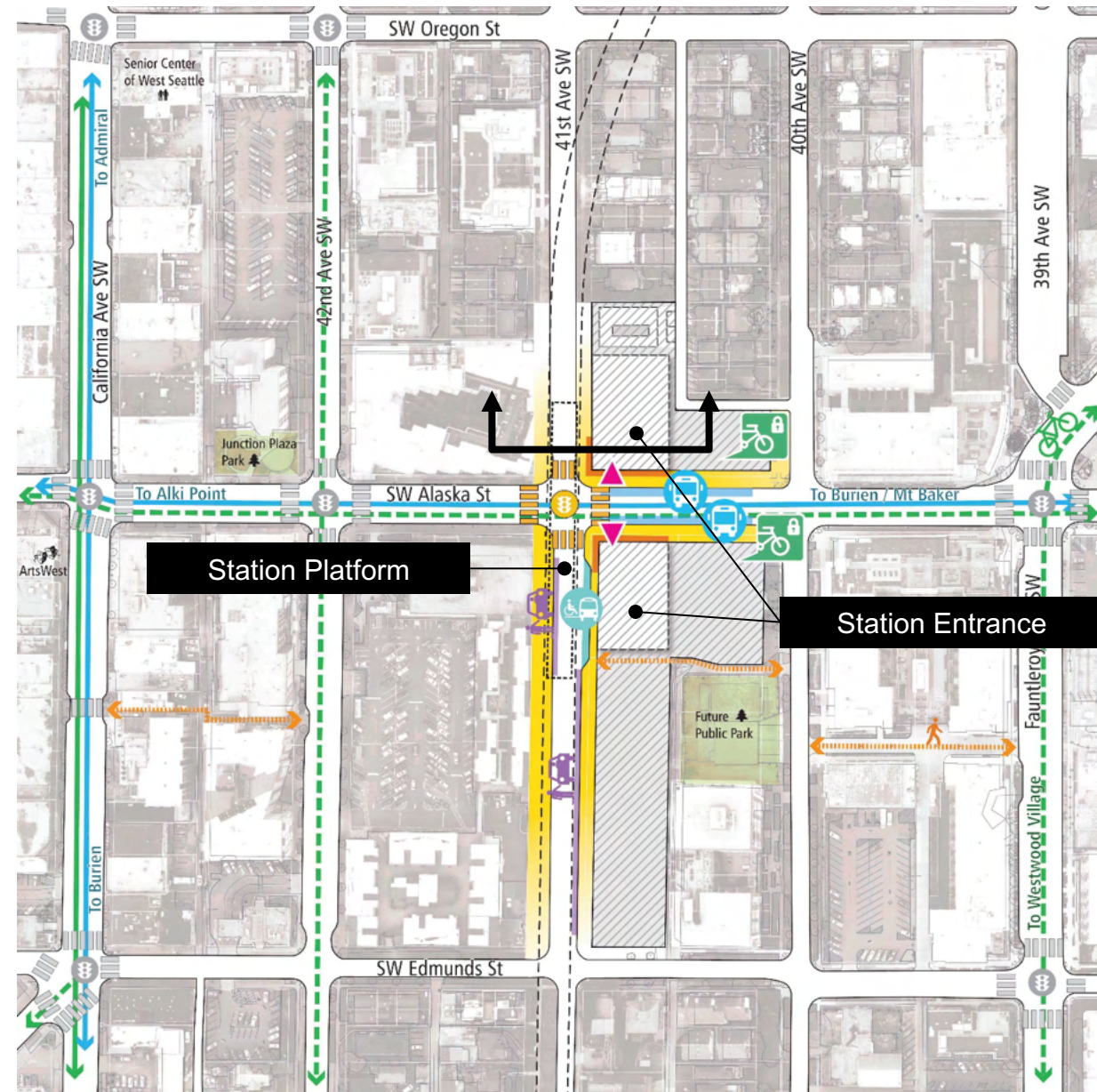




# Tunnel 41<sup>st</sup> Ave Station

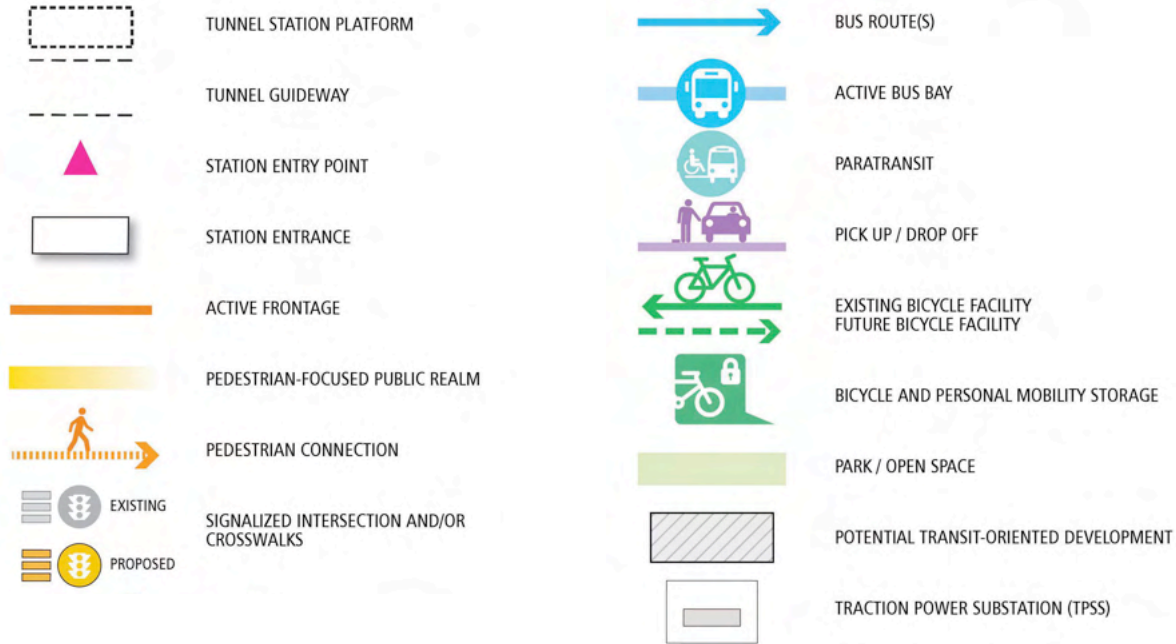


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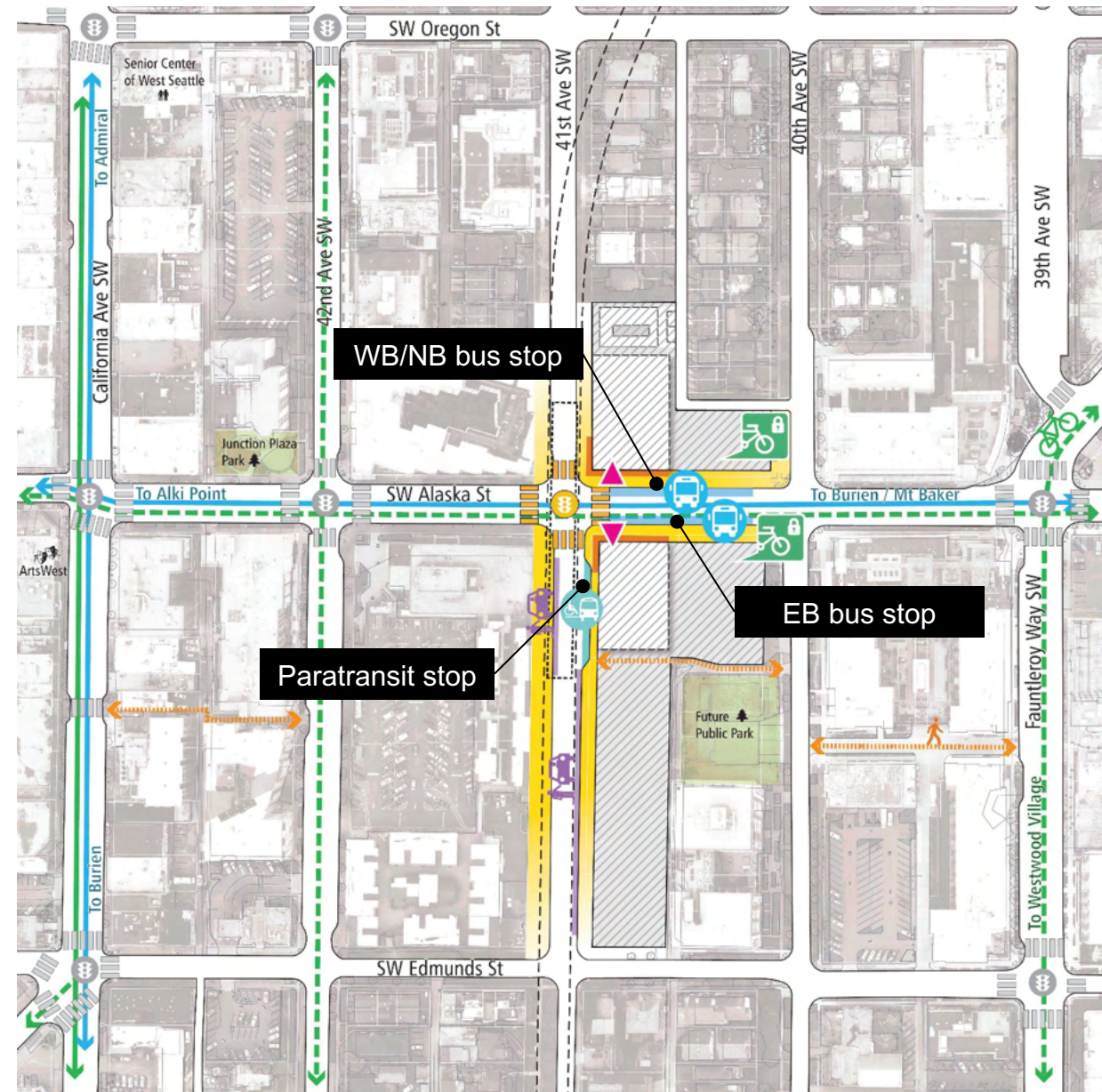




# Tunnel 41<sup>st</sup> Ave Station

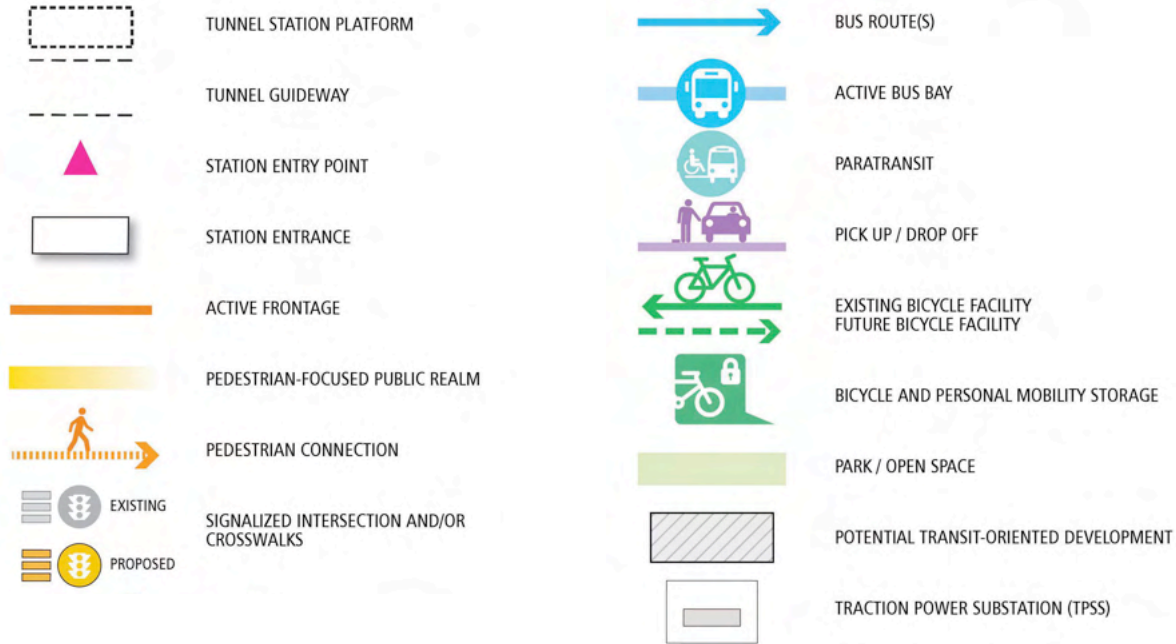


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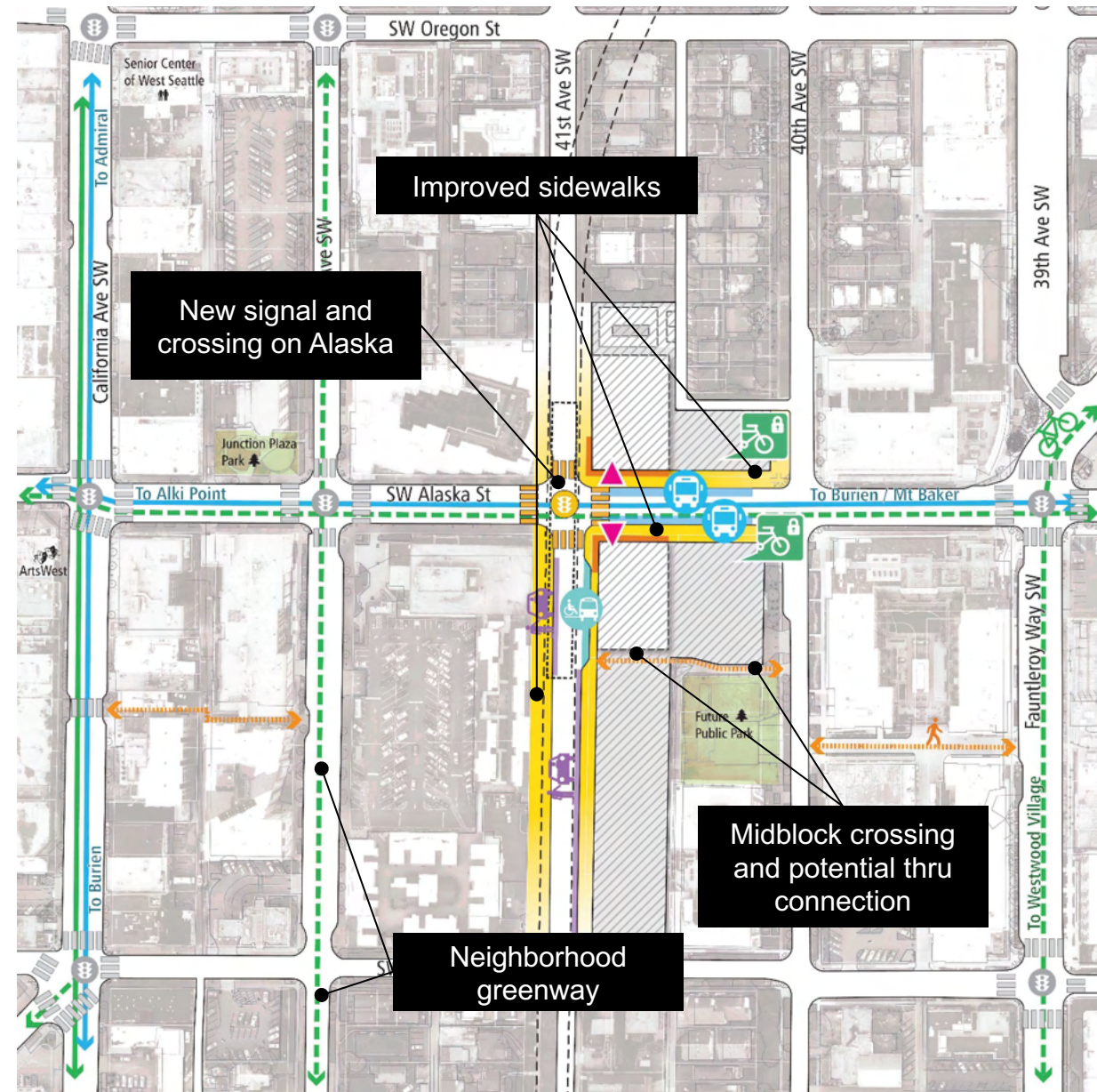




# Tunnel 41<sup>st</sup> Ave Station

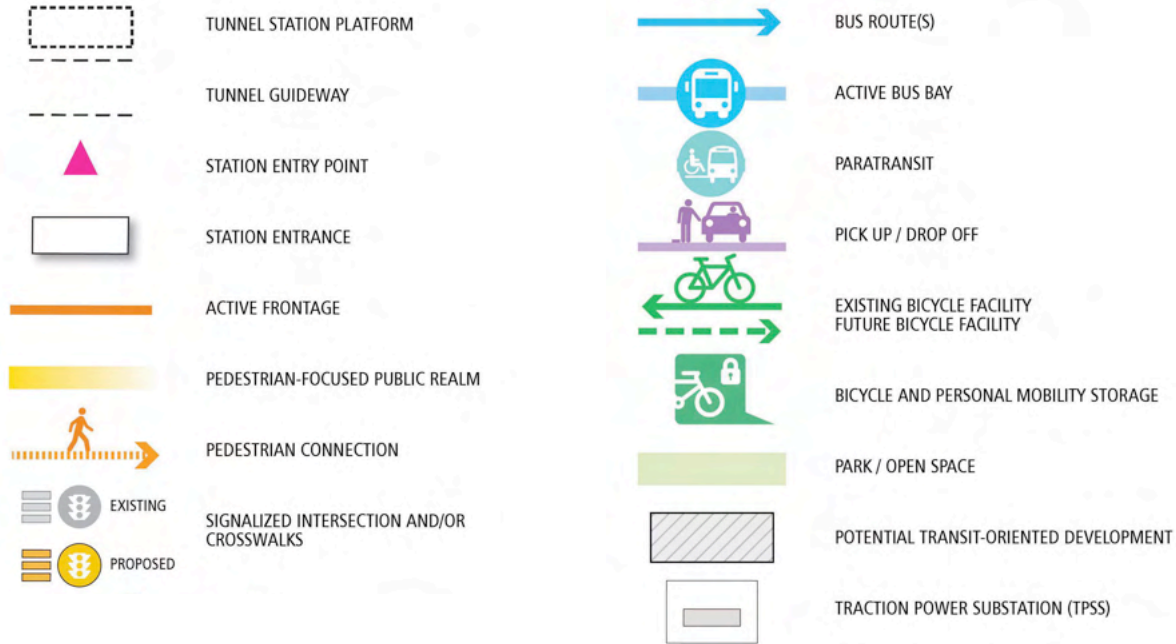


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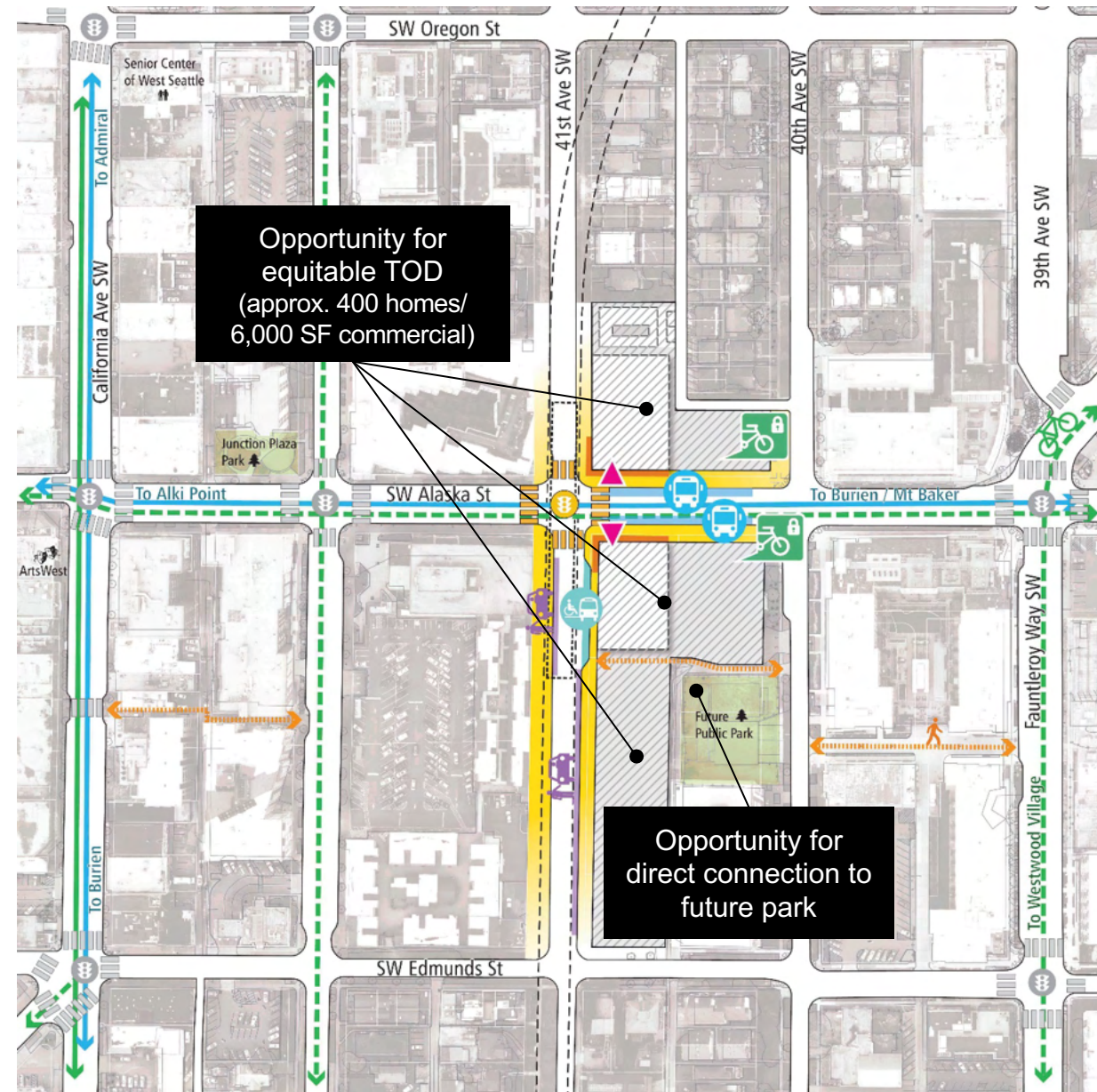




# Tunnel 41<sup>st</sup> Ave Station

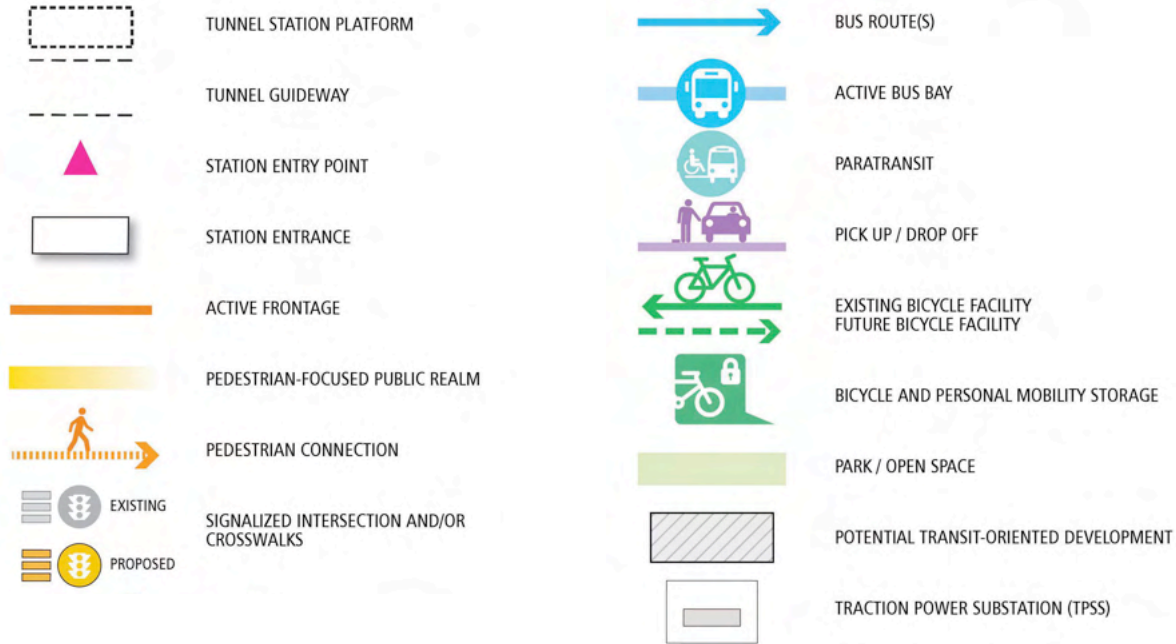


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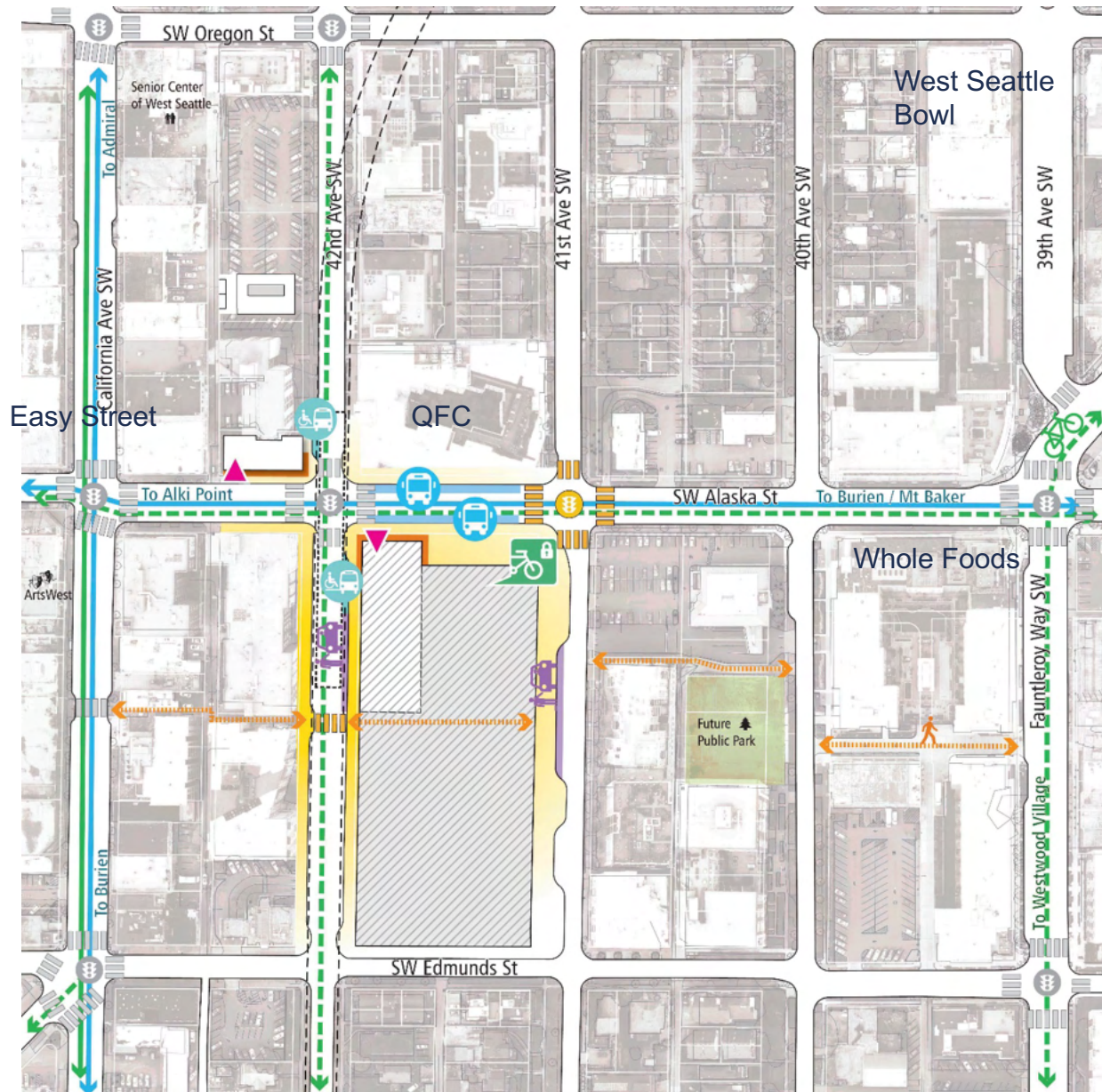




# Tunnel 42<sup>nd</sup> Ave Station

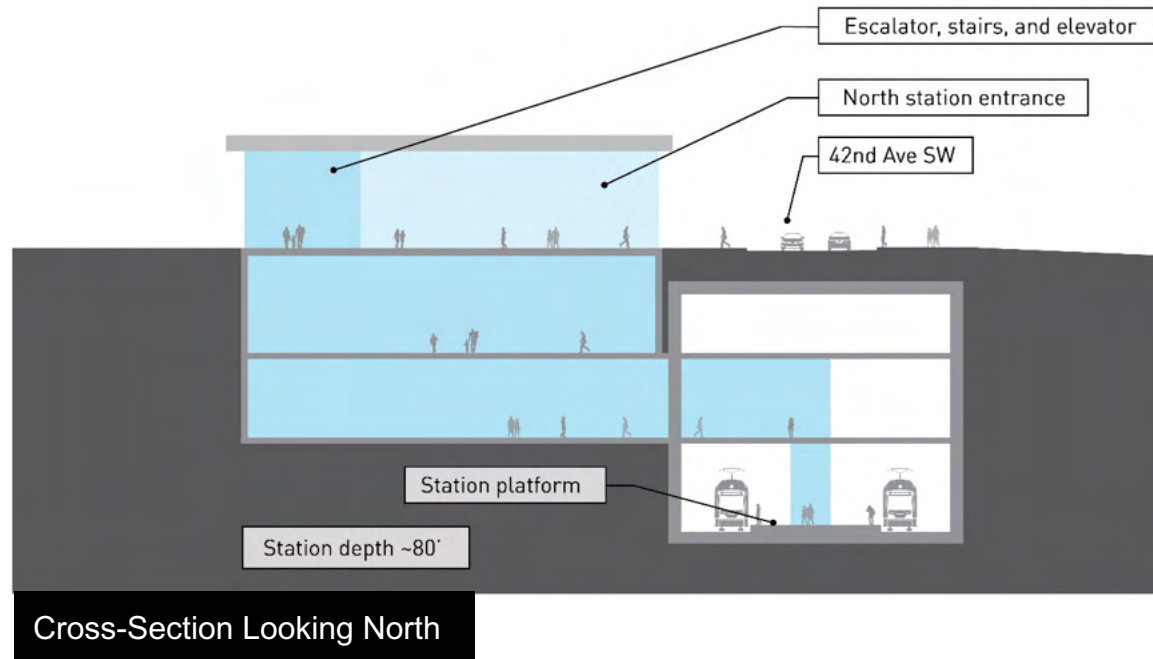


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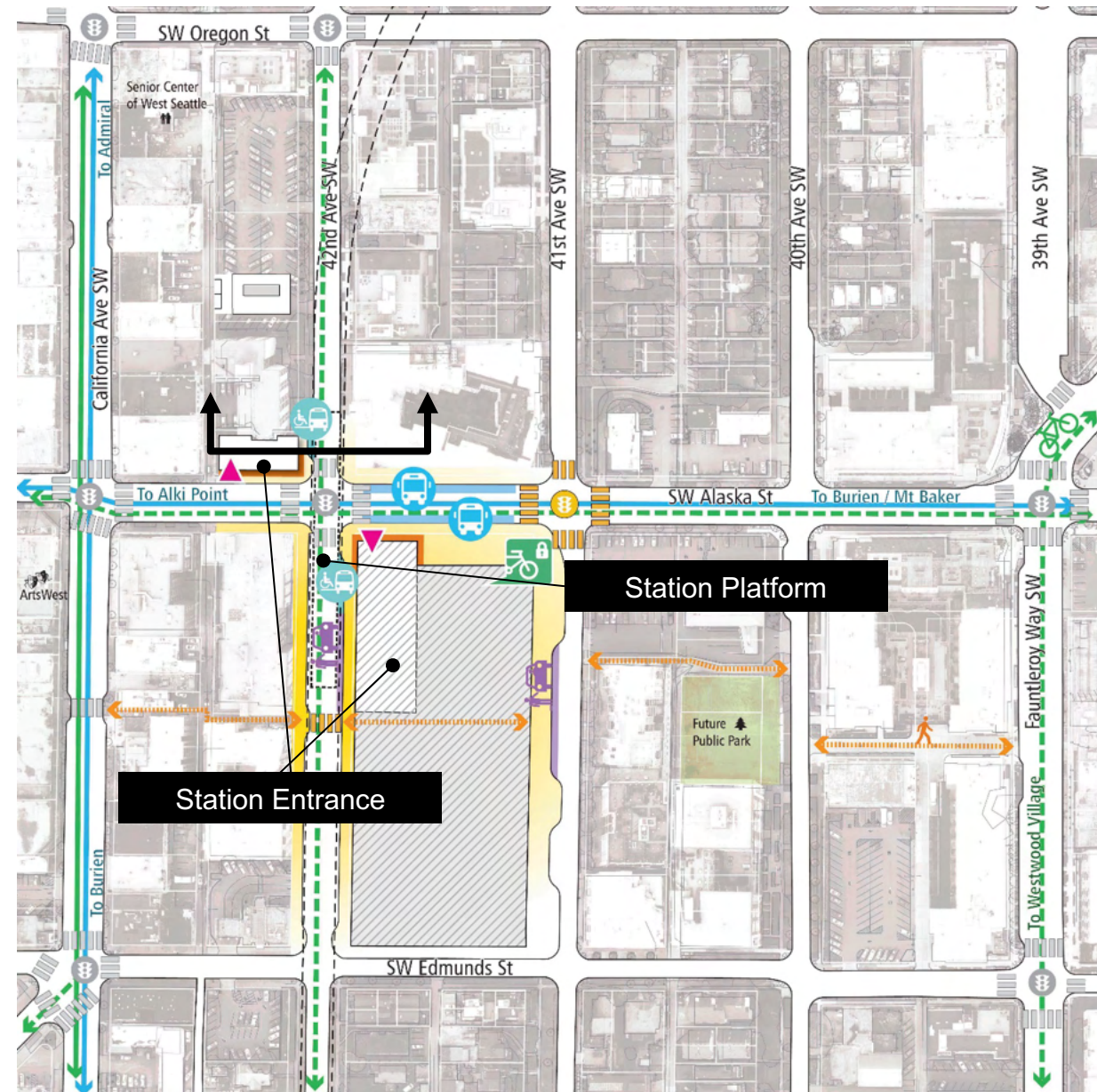




# Tunnel 42<sup>nd</sup> Ave Station

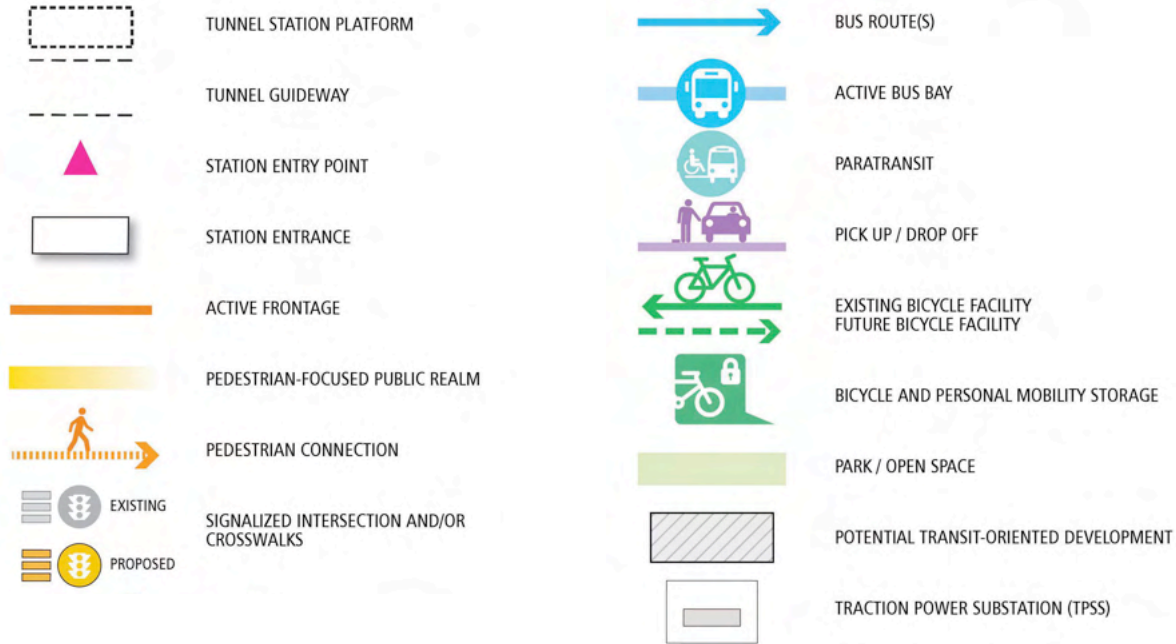


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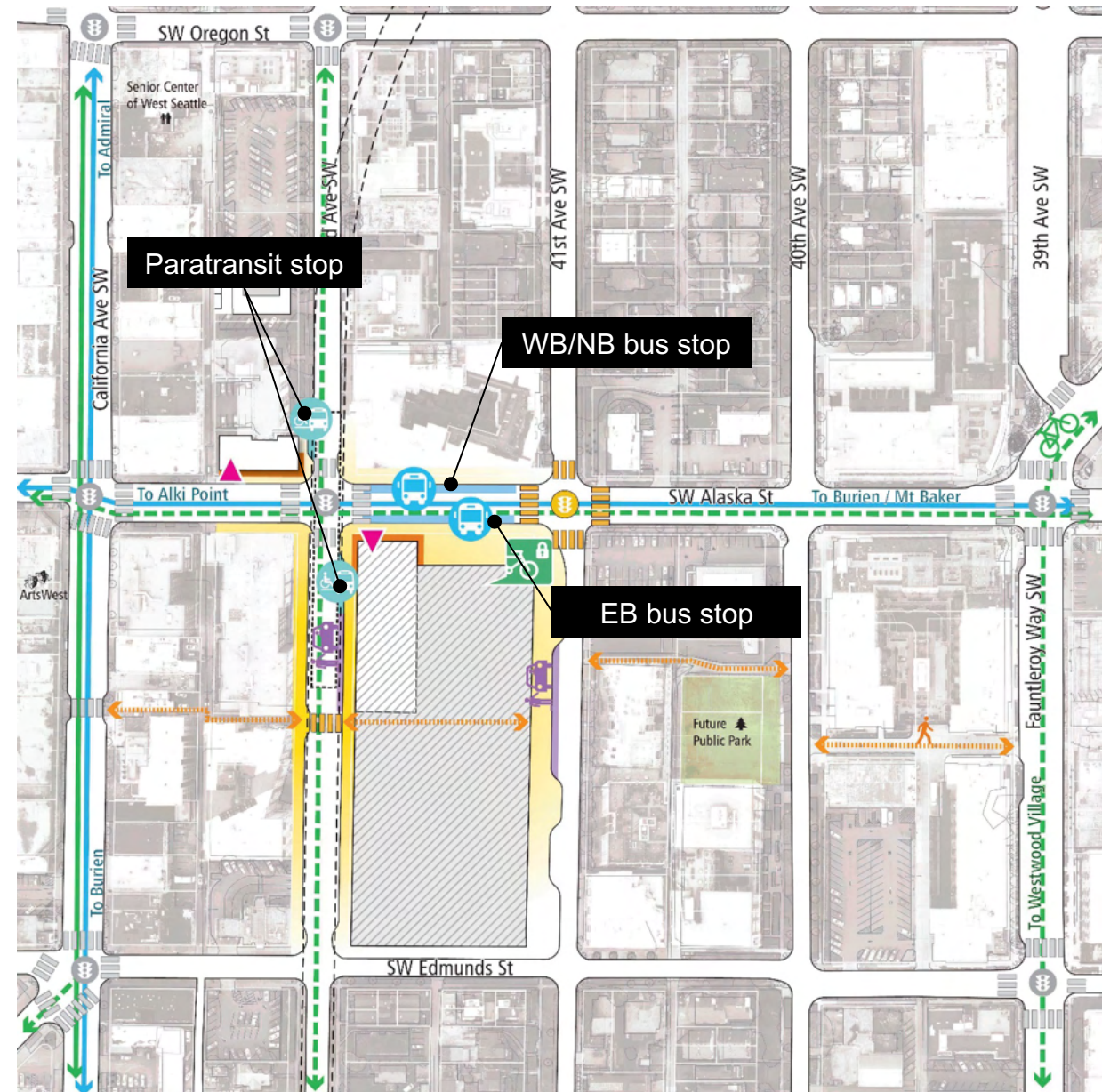




# Tunnel 42<sup>nd</sup> Ave Station

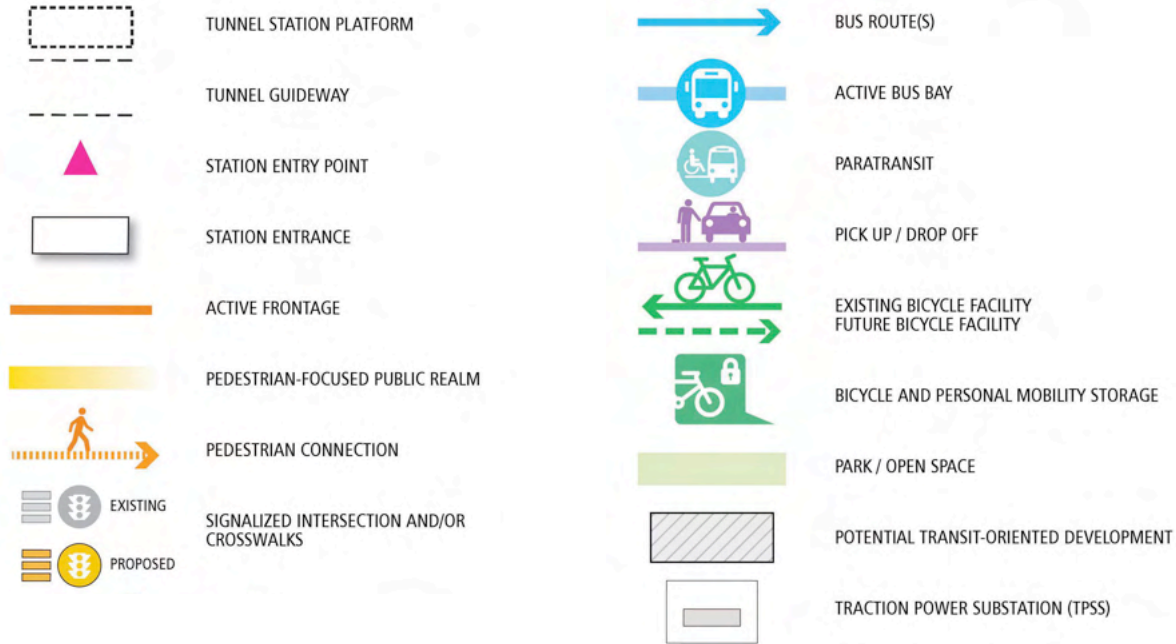


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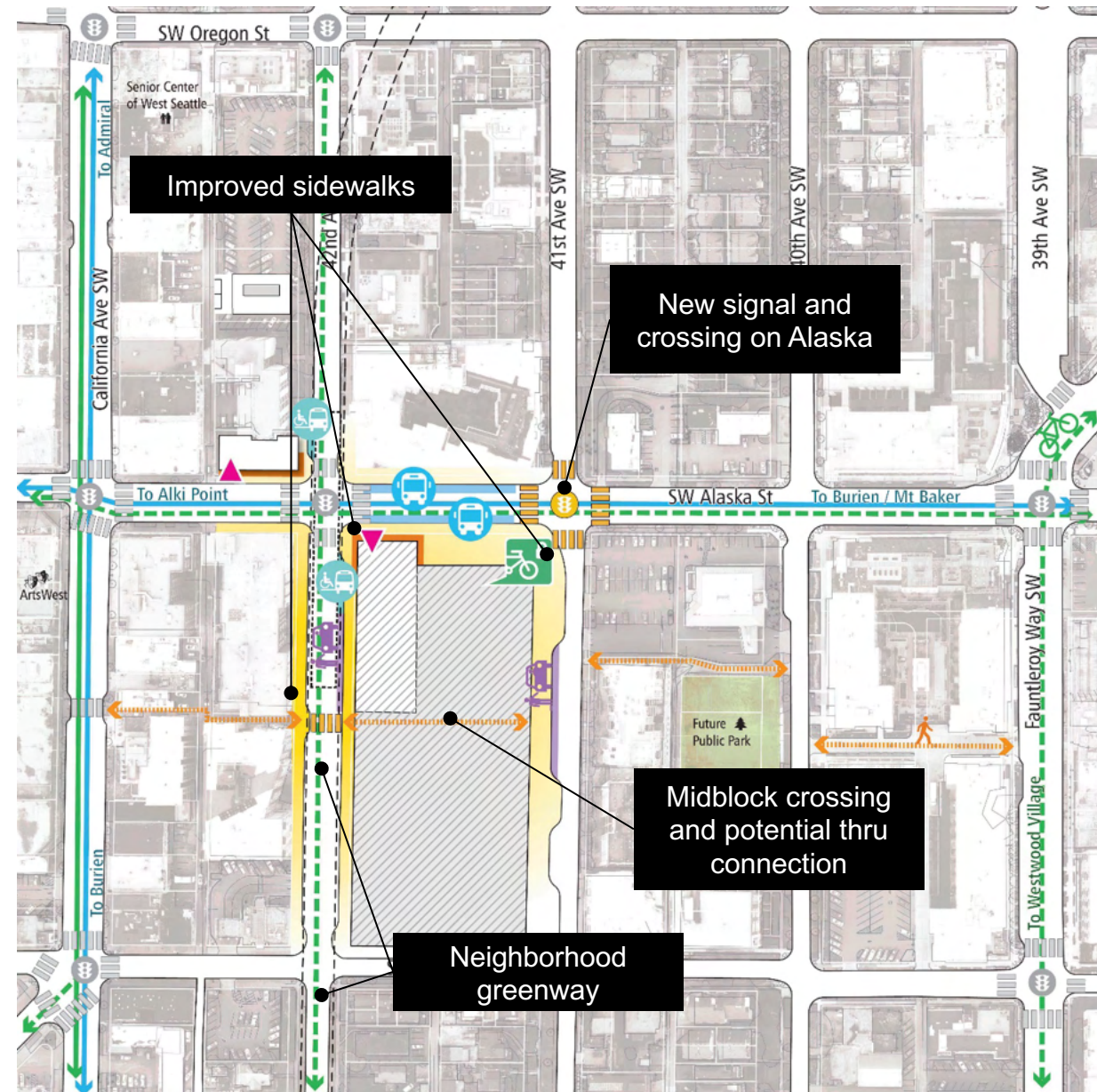




# Tunnel 42<sup>nd</sup> Ave Station

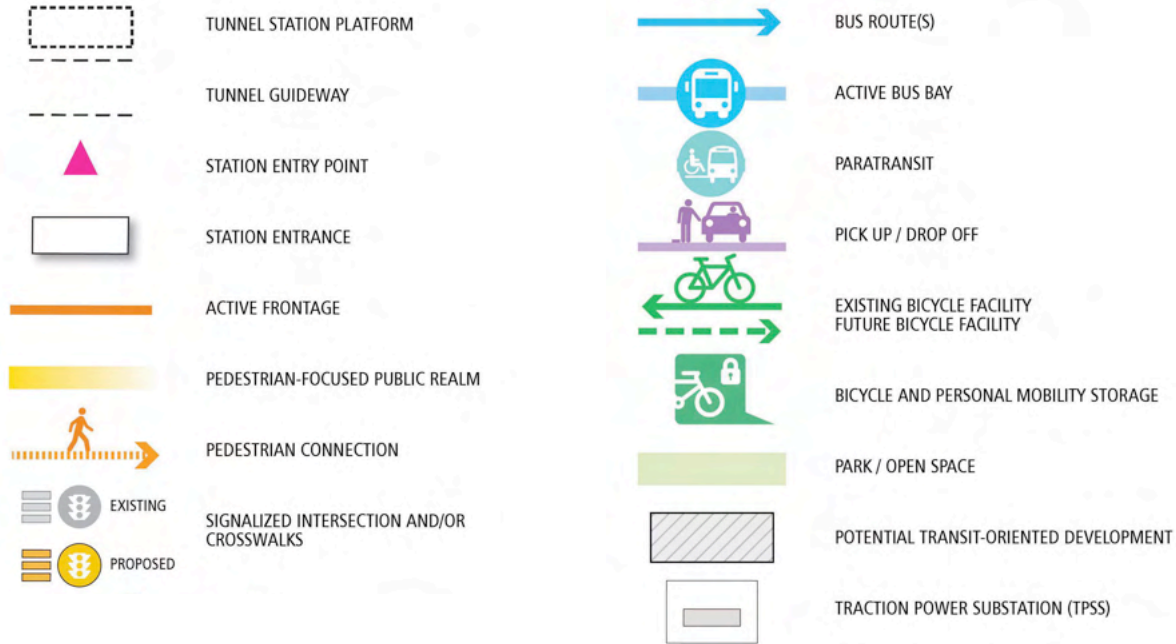


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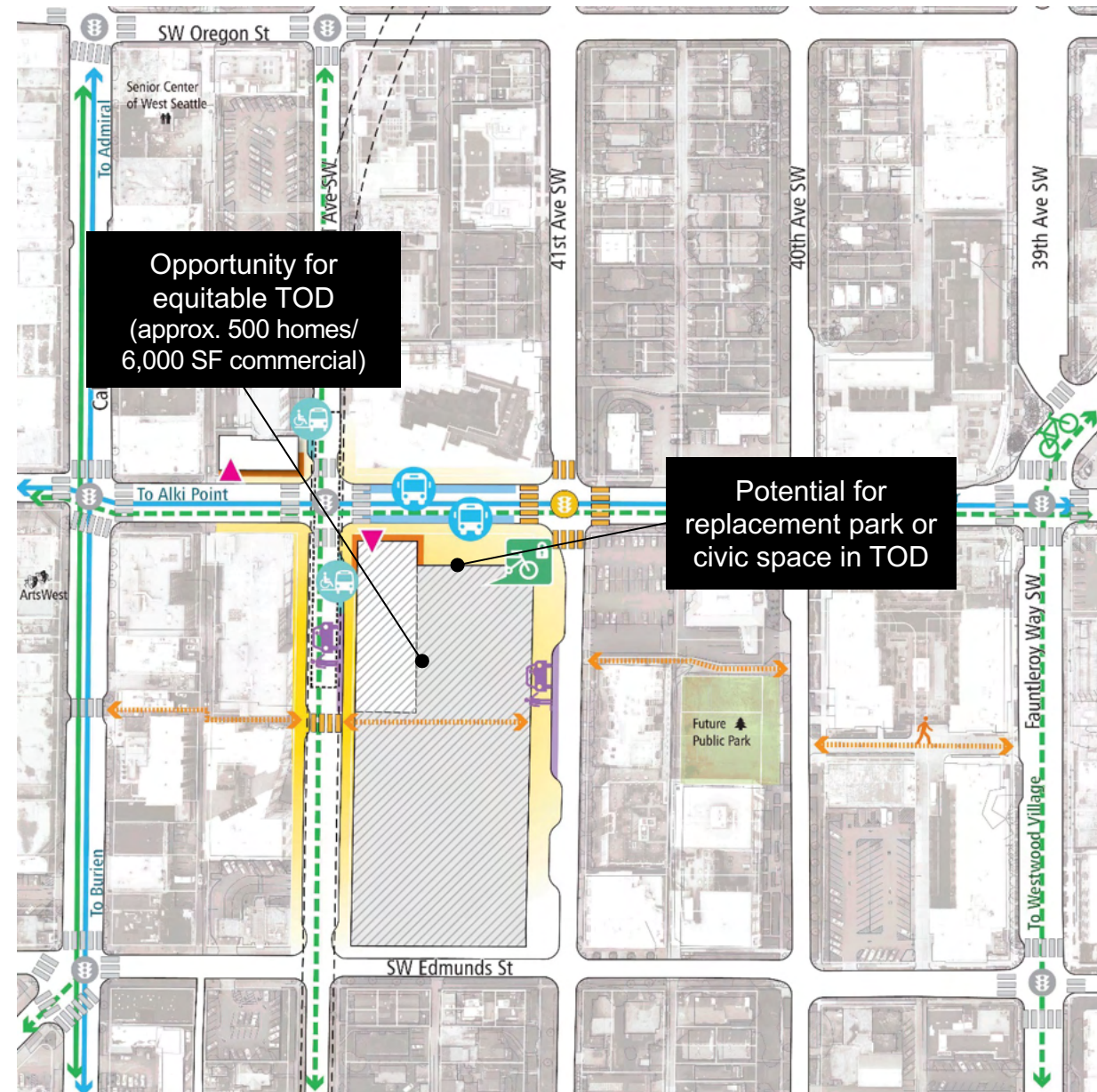




# Tunnel 42<sup>nd</sup> Ave Station



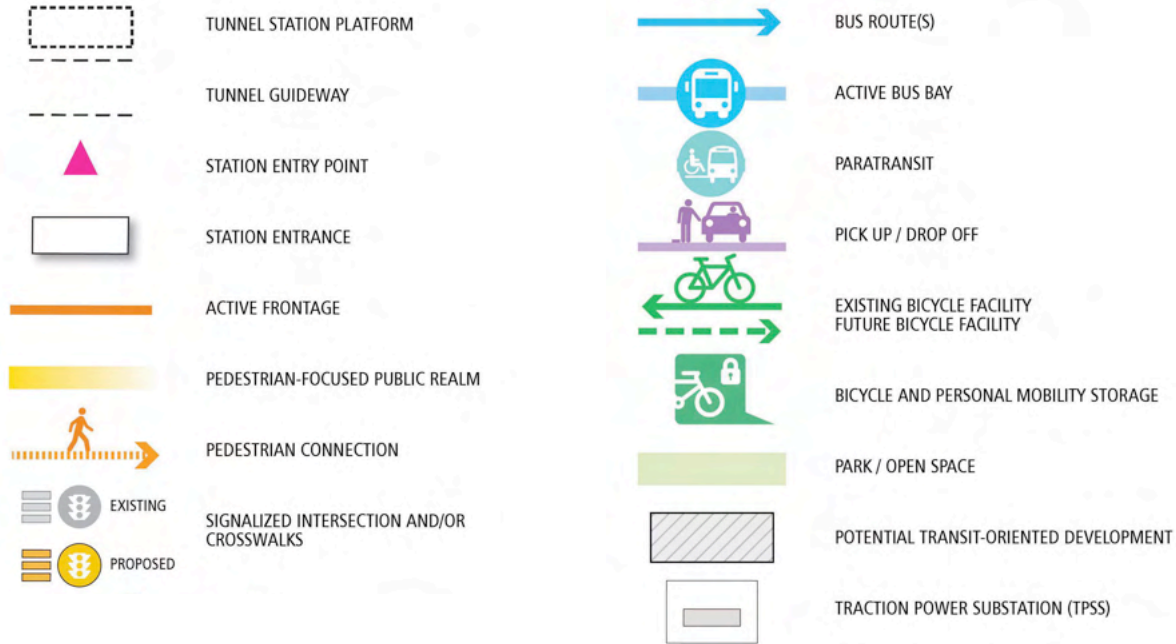
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***Other Draft EIS alternatives***

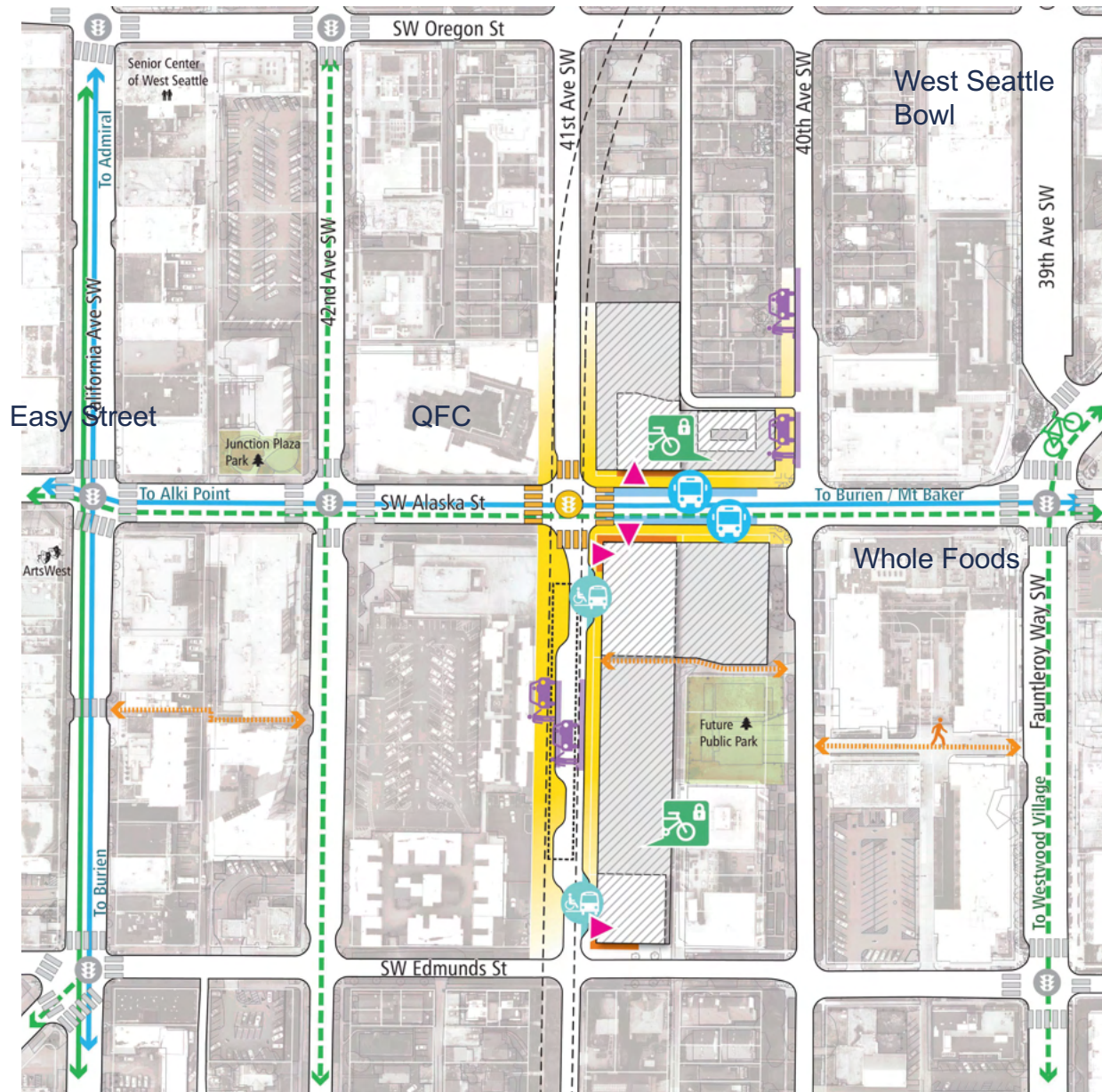


# Short Tunnel 41<sup>st</sup> Ave Station



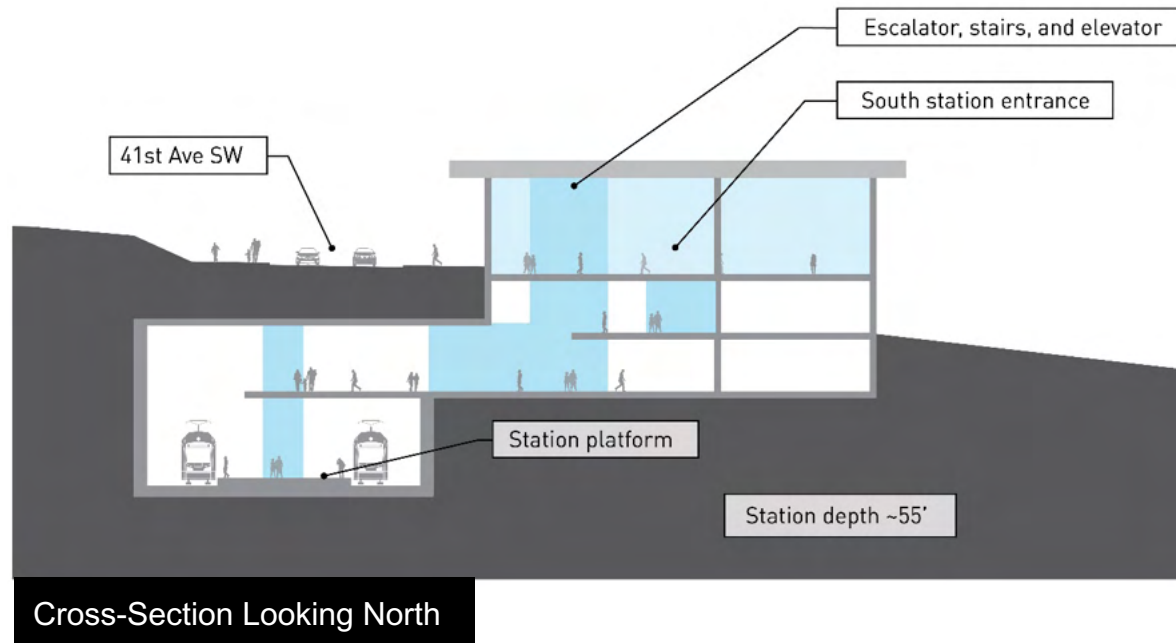
NOTE: This alternative has similar transit integration, walk/roll/bike, and TOD opportunities as the Preferred Alternative with Third Party Funding Tunnel 41<sup>st</sup> Ave Station (WSJ-3a)

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

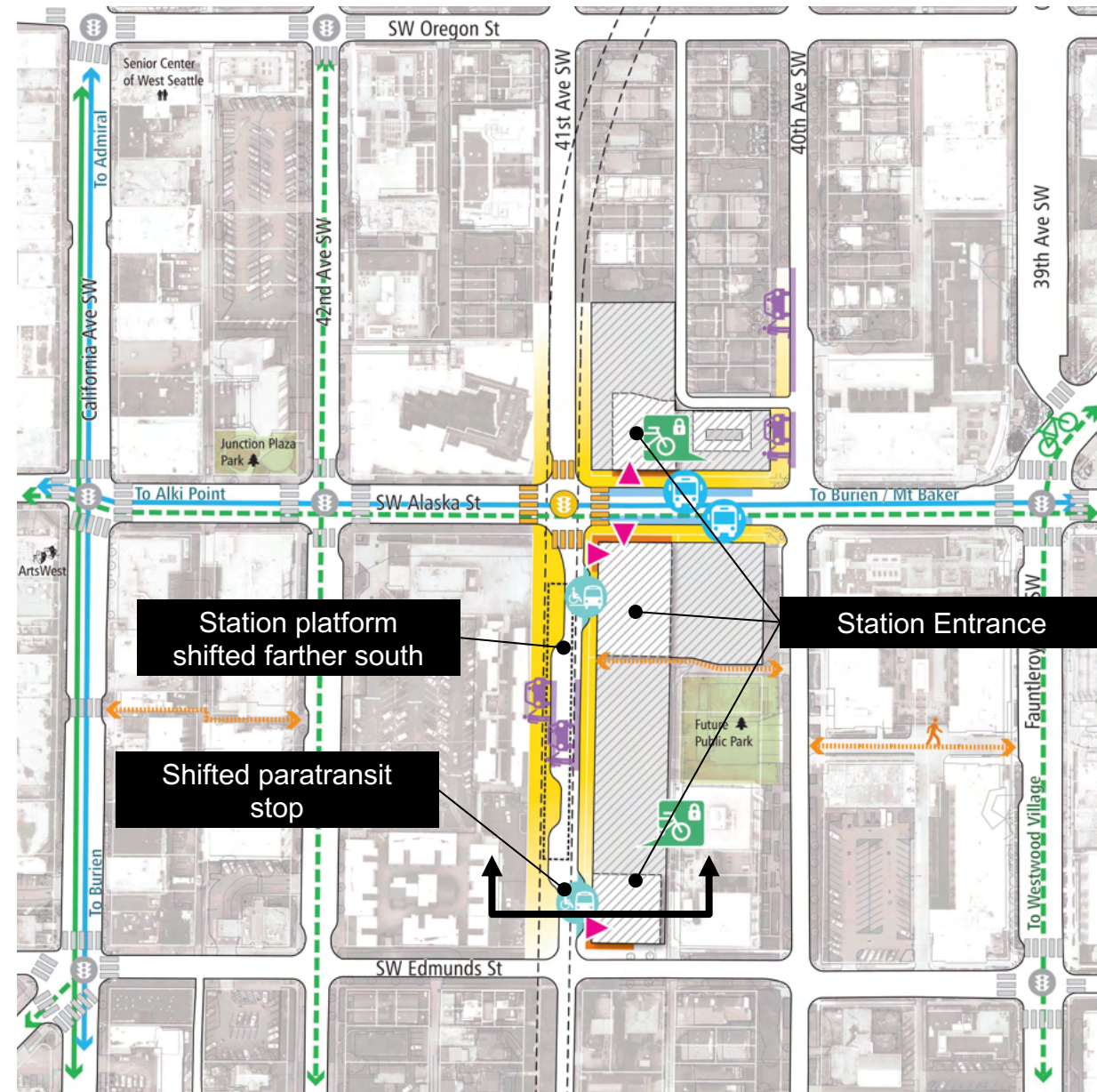




# Short Tunnel 41<sup>st</sup> Ave Station

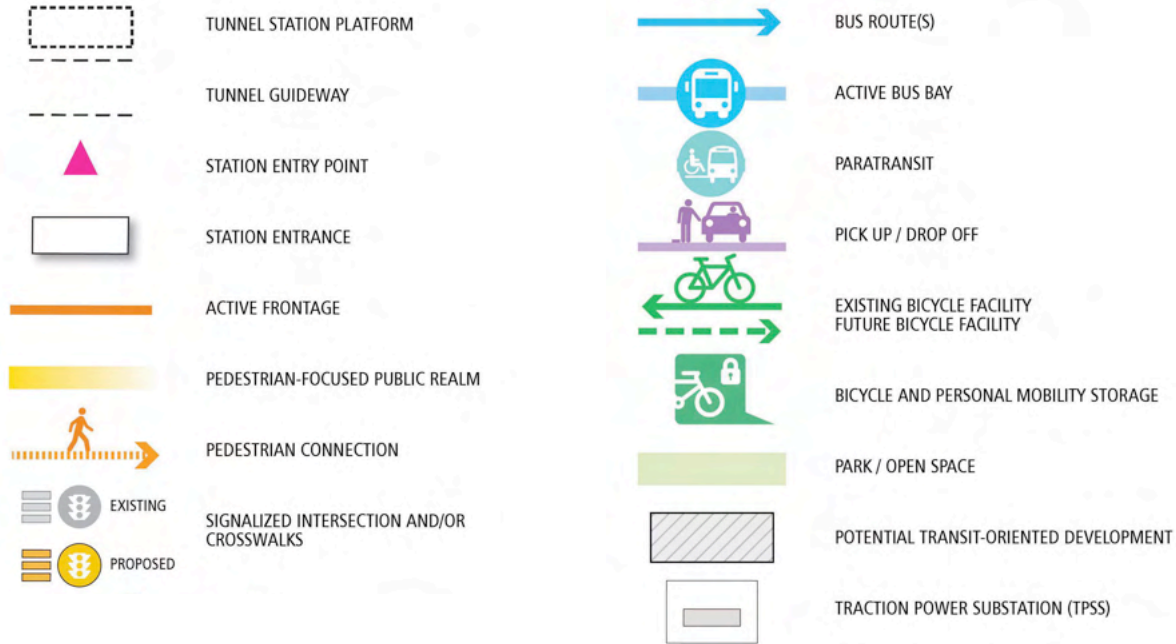


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Diagrams for illustration only.



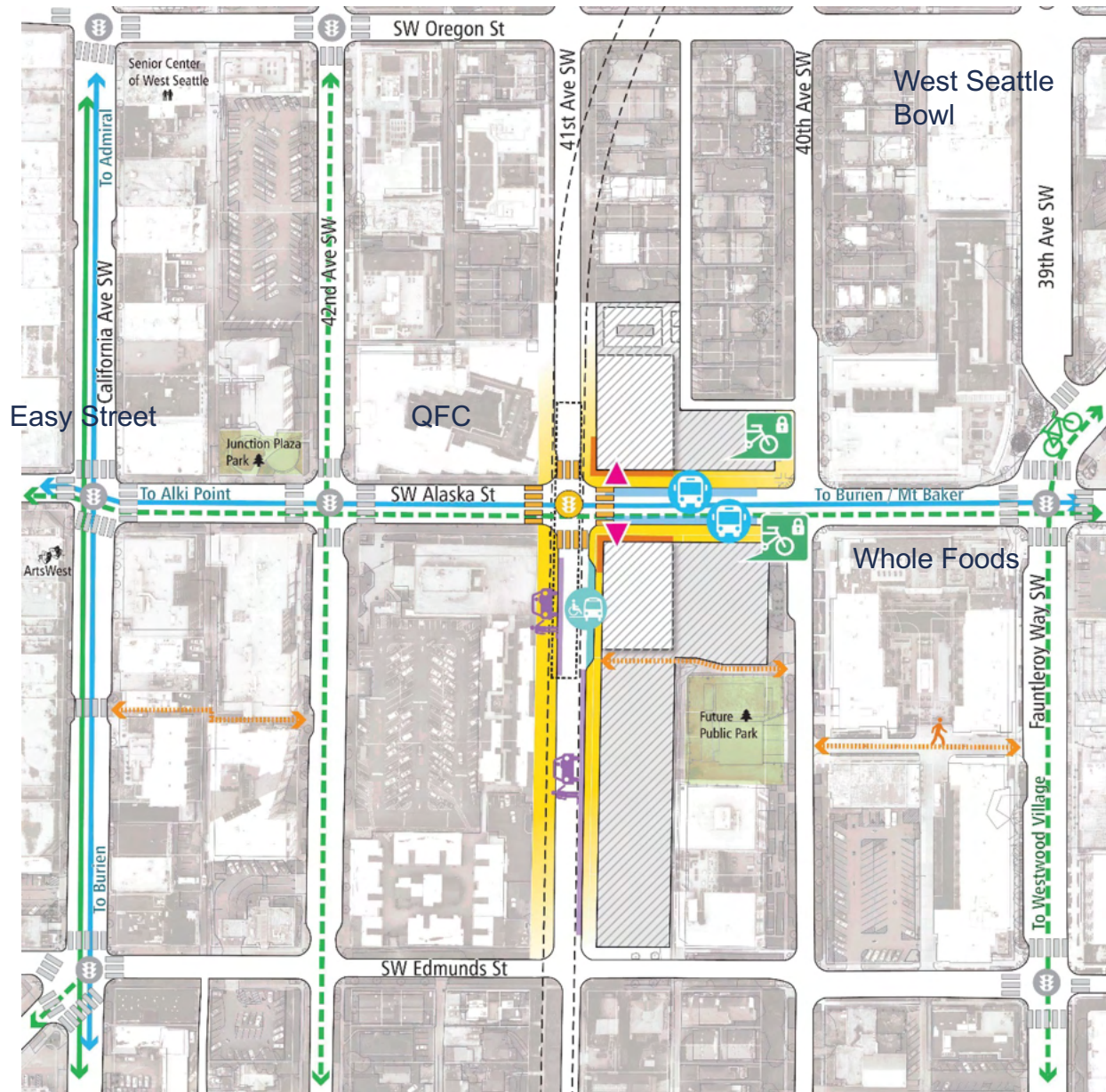


# Medium Tunnel 41<sup>st</sup> Ave Station



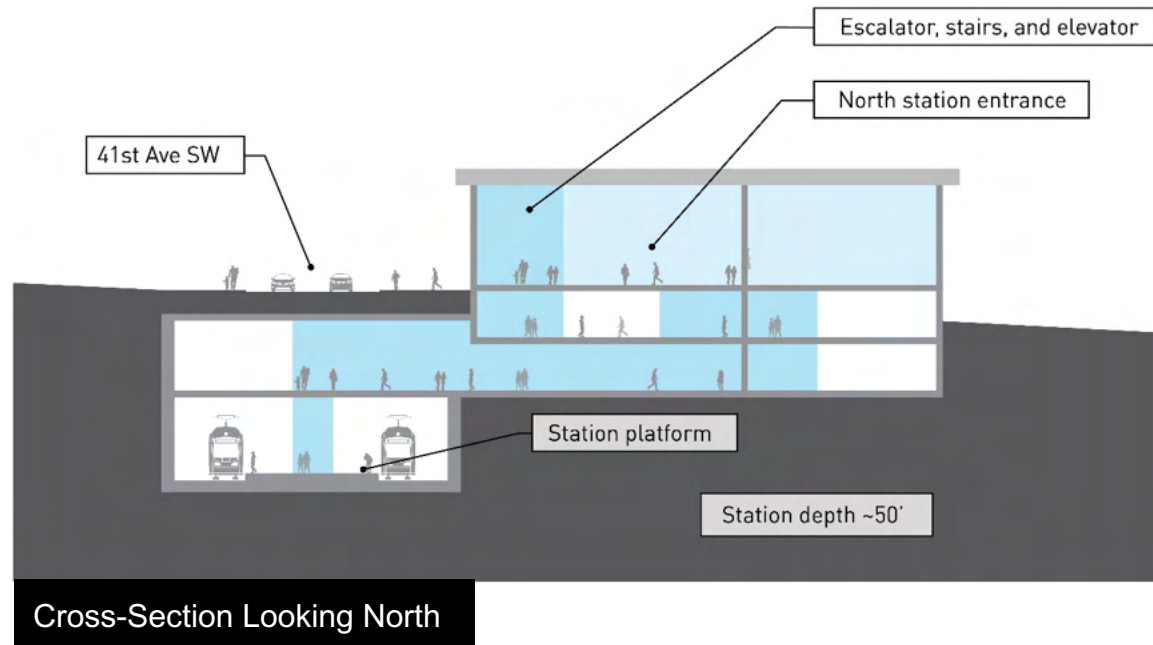
NOTE: This alternative has similar transit integration, walk/roll/bike, and TOD opportunities as the Preferred Alternative with Third Party Funding Tunnel 41<sup>st</sup> Ave Station (WSJ-3a)

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

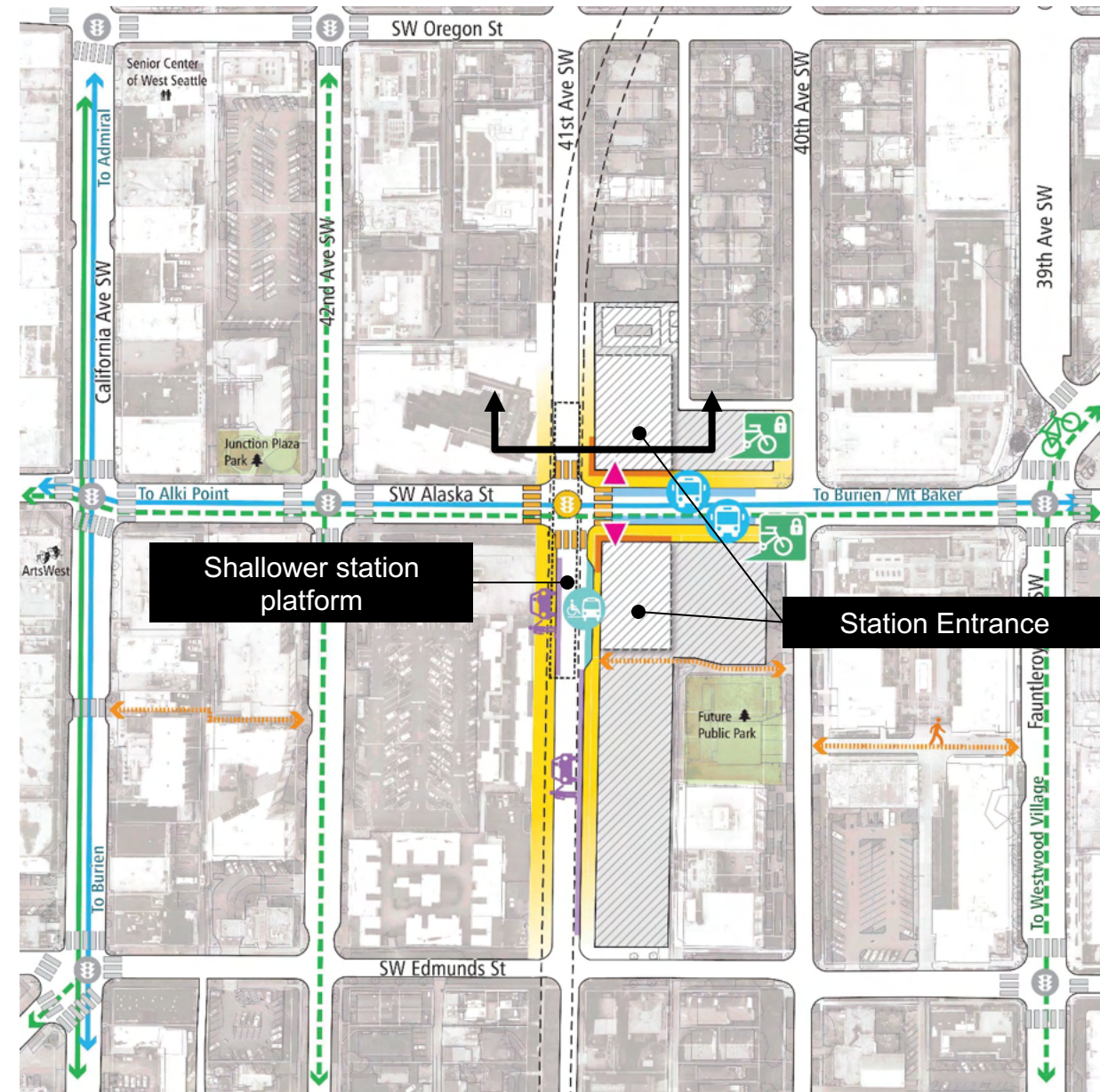




# Medium Tunnel 41<sup>st</sup> Ave Station



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





# *Questions for Discussion*

*What are your thoughts/questions about:*

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



# *Agenda*

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction Station
- ***Next steps and next meeting***



# *Upcoming engagement*



## *Publish Draft EIS*





➤ *Friday, January 28th*

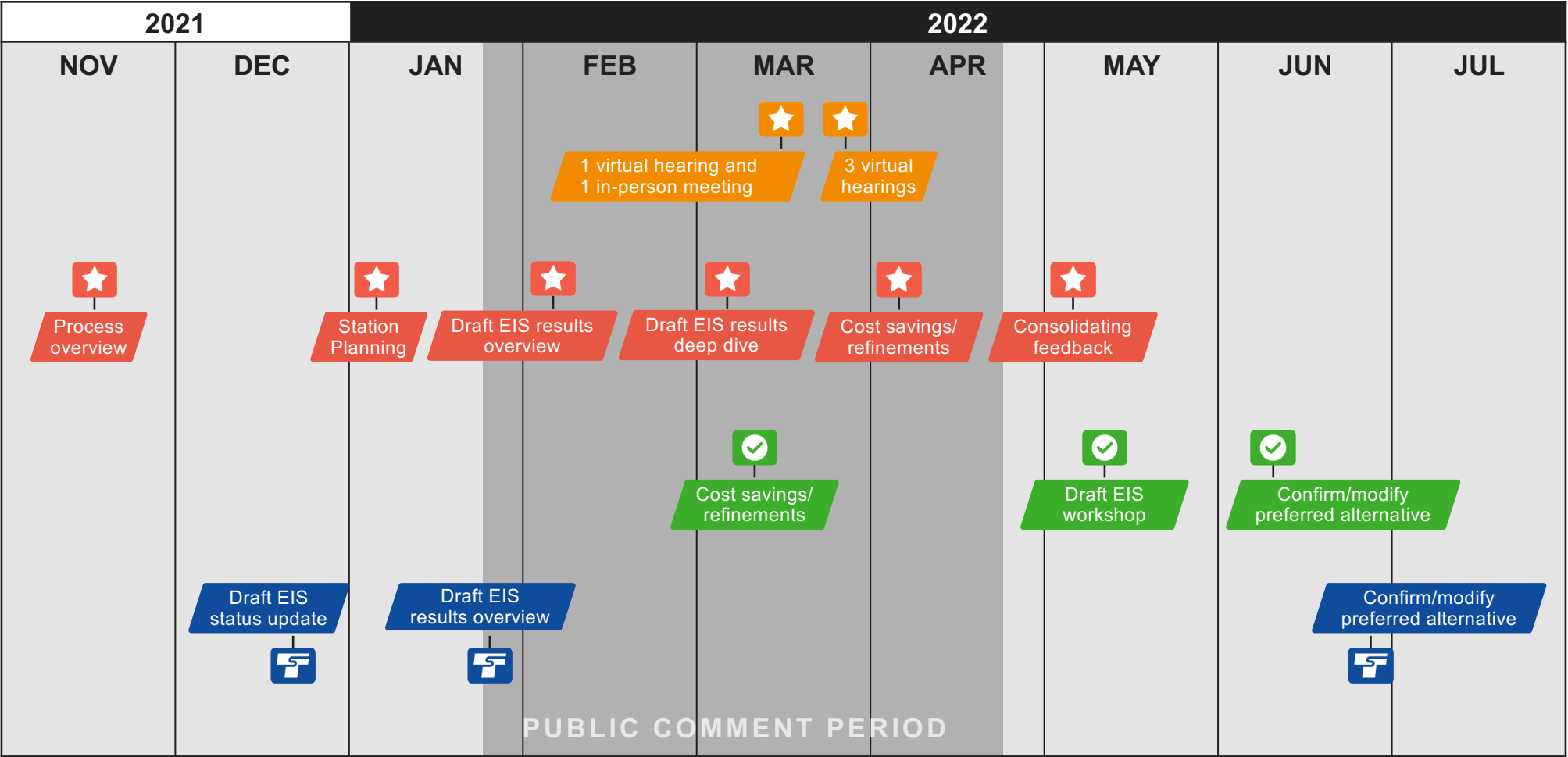


## *Collect public feedback*

# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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





# What's next?

Date	Meeting	Time
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
Tues. Feb. 8	West Seattle/ Duwamish CAG <i>Draft EIS results overview</i>	5pm – 7pm

# *Questions?*

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