

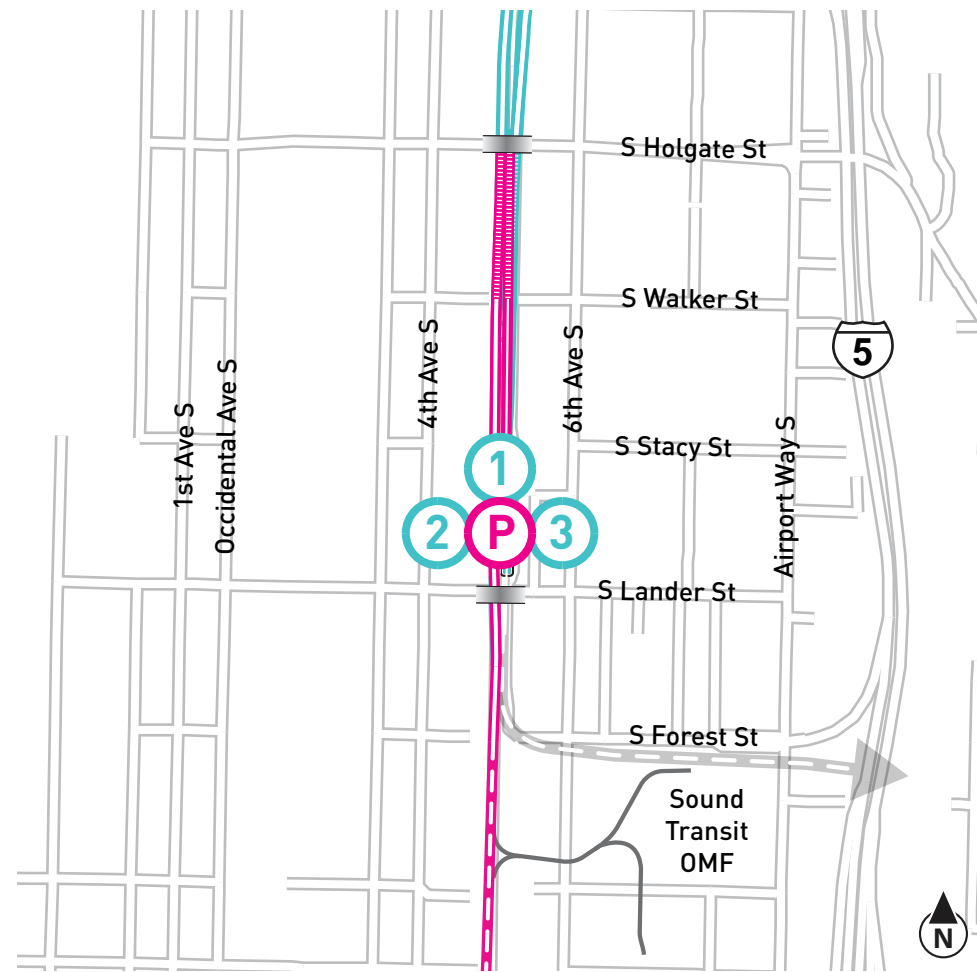
Appendix A: Final EIS Station Alternatives

SODO Station

West Seattle Link Extension

Final EIS station alternatives

The Final Environmental Impact Statement (EIS) contains four alternatives for expanding SODO Station.



Final EIS alternatives

- Preferred alternative
- Other alternatives and design options

Route and station profiles

- Elevated
- At-grade
- Retained cut

P Preferred Alternative See P.13



At-Grade Lander Access Option (SODO-1c)
New at-grade station west of the existing SODO station with access to S Lander St

1 Other Alternative See P.62



At-Grade Station (SODO-1a)
New at-grade station on the west side of the existing SODO station

2 Other Alternative See P.64



At-Grade South Station Option (SODO-1b)
New at-grade station and existing SODO station shifted closer to S Lander St

3 Other Alternative See P.66



Mixed Profile Station (SODO-2)
New elevated station and existing SODO station shifted closer to S Lander St

SODO Station

West Seattle Link Extension

At-Grade Station (SODO-1a)

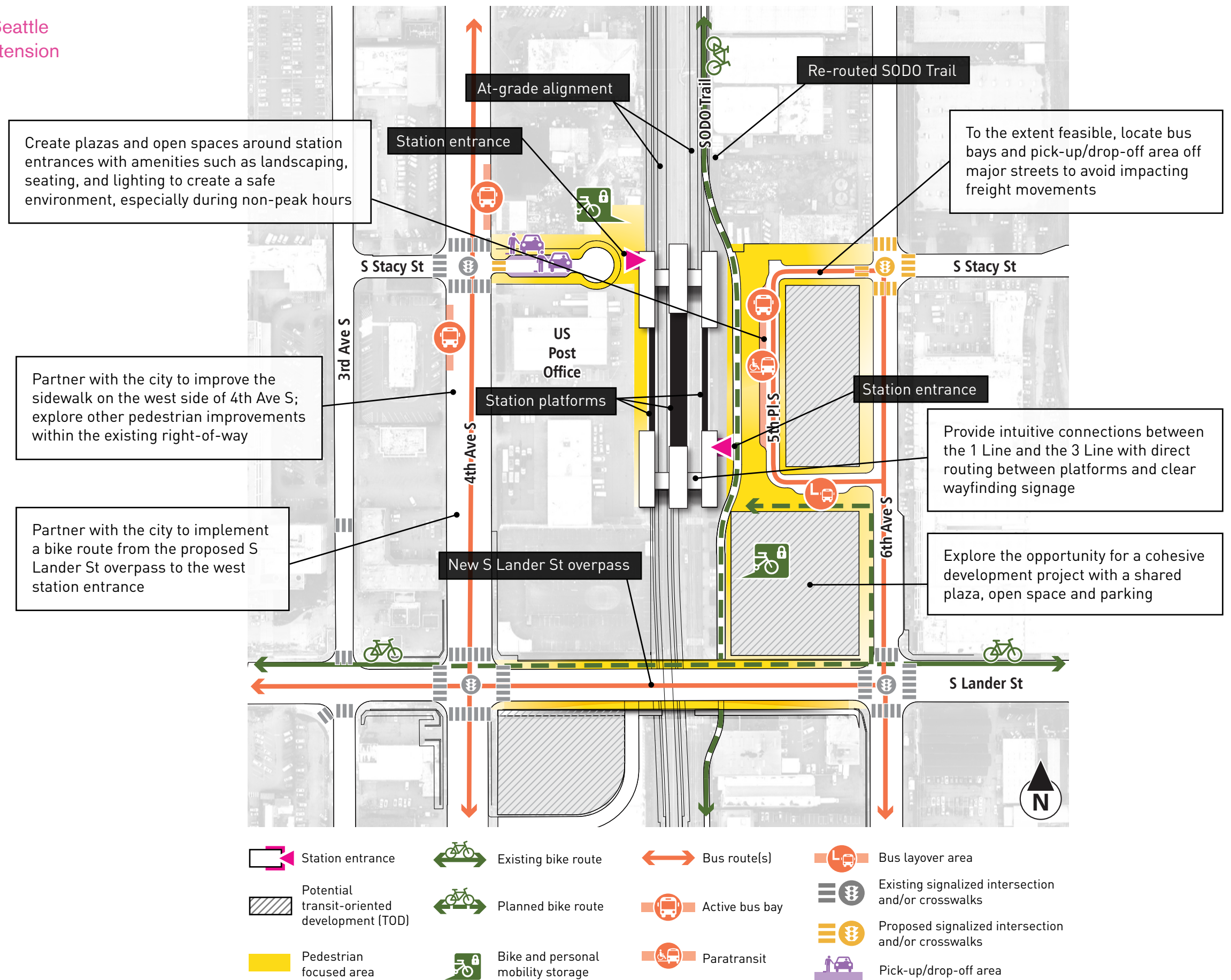
Other Alternative

Station context plan

The At-Grade SODO Station would be located north of S Lander St where the existing SODO Station and the SODO Busway are today.

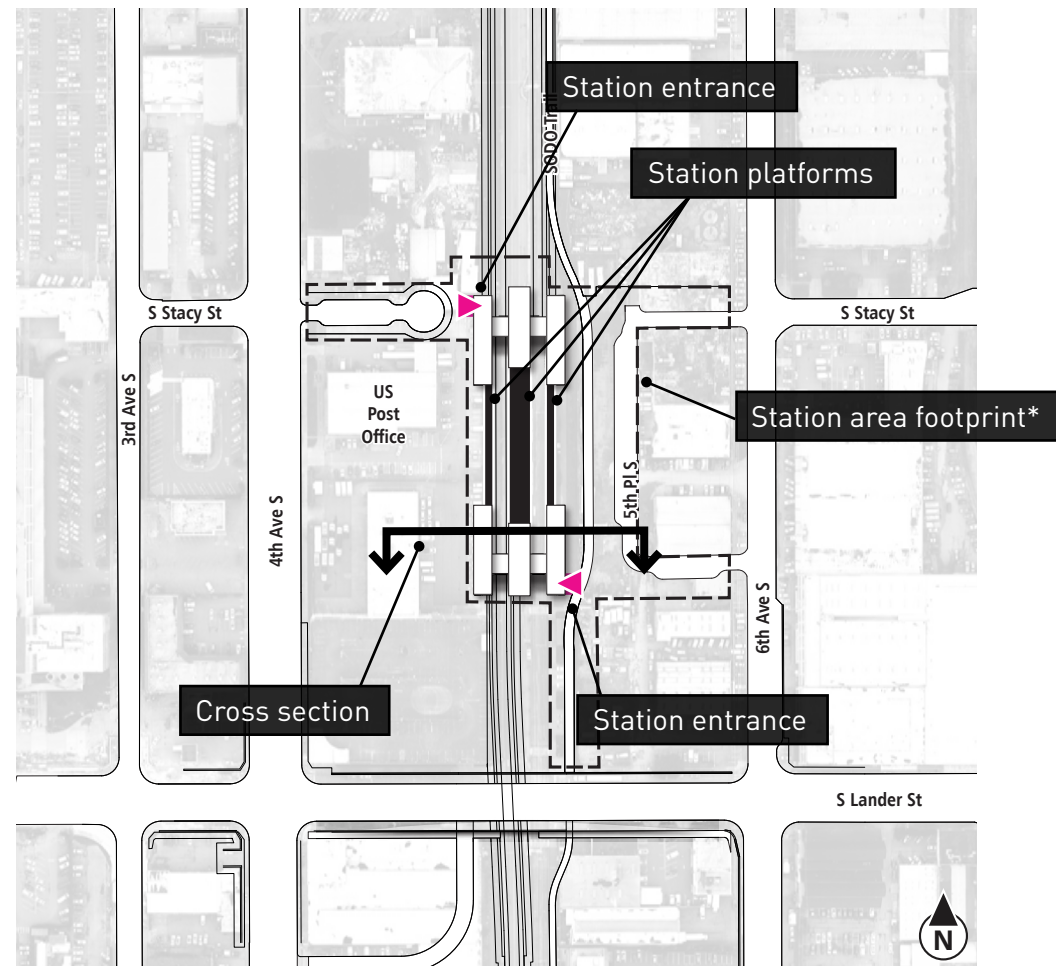
The proposed station would include three parallel station platforms connected by an overhead walkway that would allow passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett). The city recently completed the S Lander St overpass west of 3rd Ave S, reducing conflicts and delays for vehicles and pedestrians traveling west.

The At-Grade SODO Station alternative would include a second overpass on S Lander St between 4th Ave S and 6th Ave S with bike lanes and wide sidewalks. Passenger pick-up/drop-off would be west of the station just off 4th Ave S, and a new bus loop on the east side of the station would provide seamless bus-to-rail transfers.



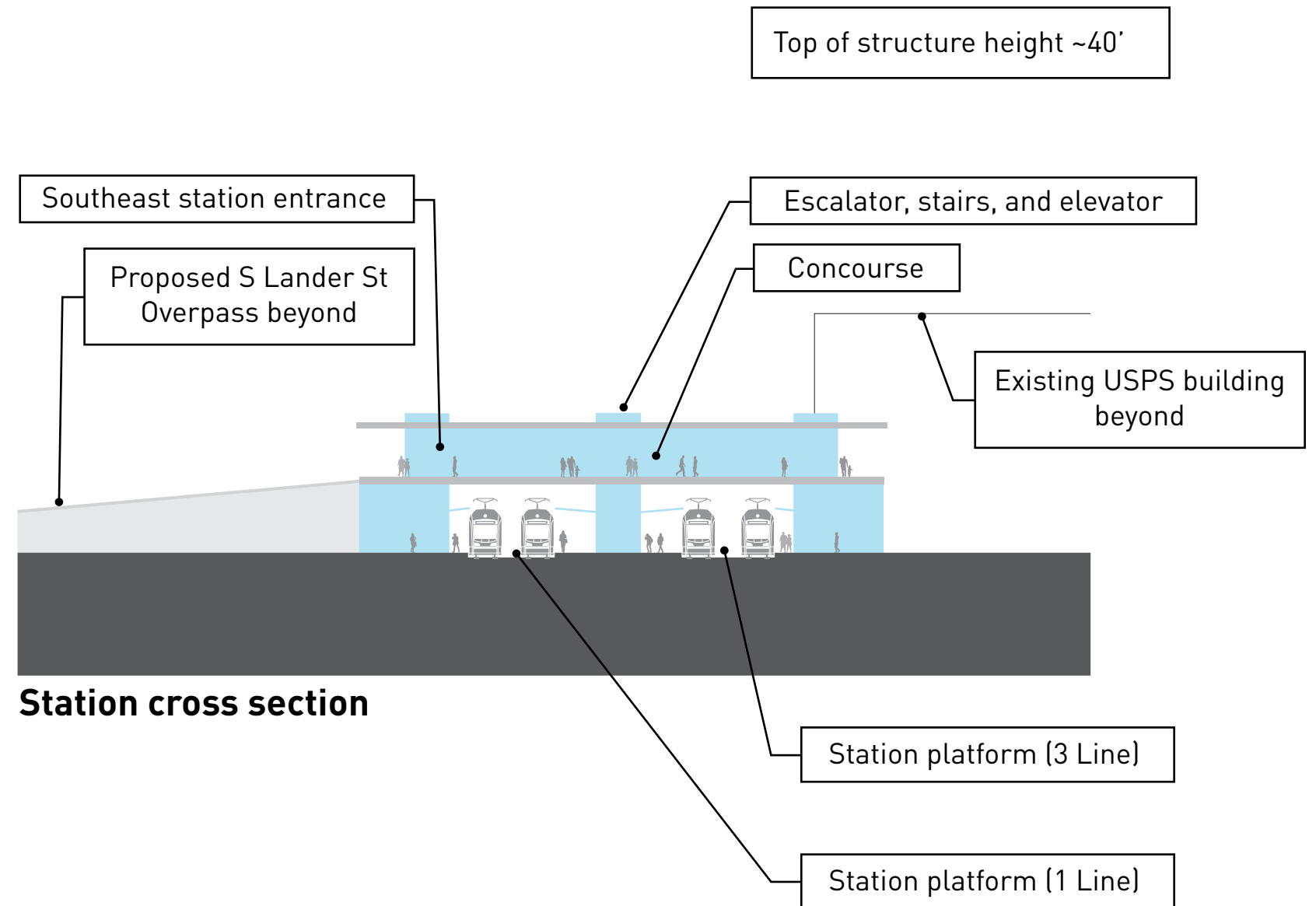
At-Grade Station (SODO-1a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

SODO Station

West Seattle Link Extension

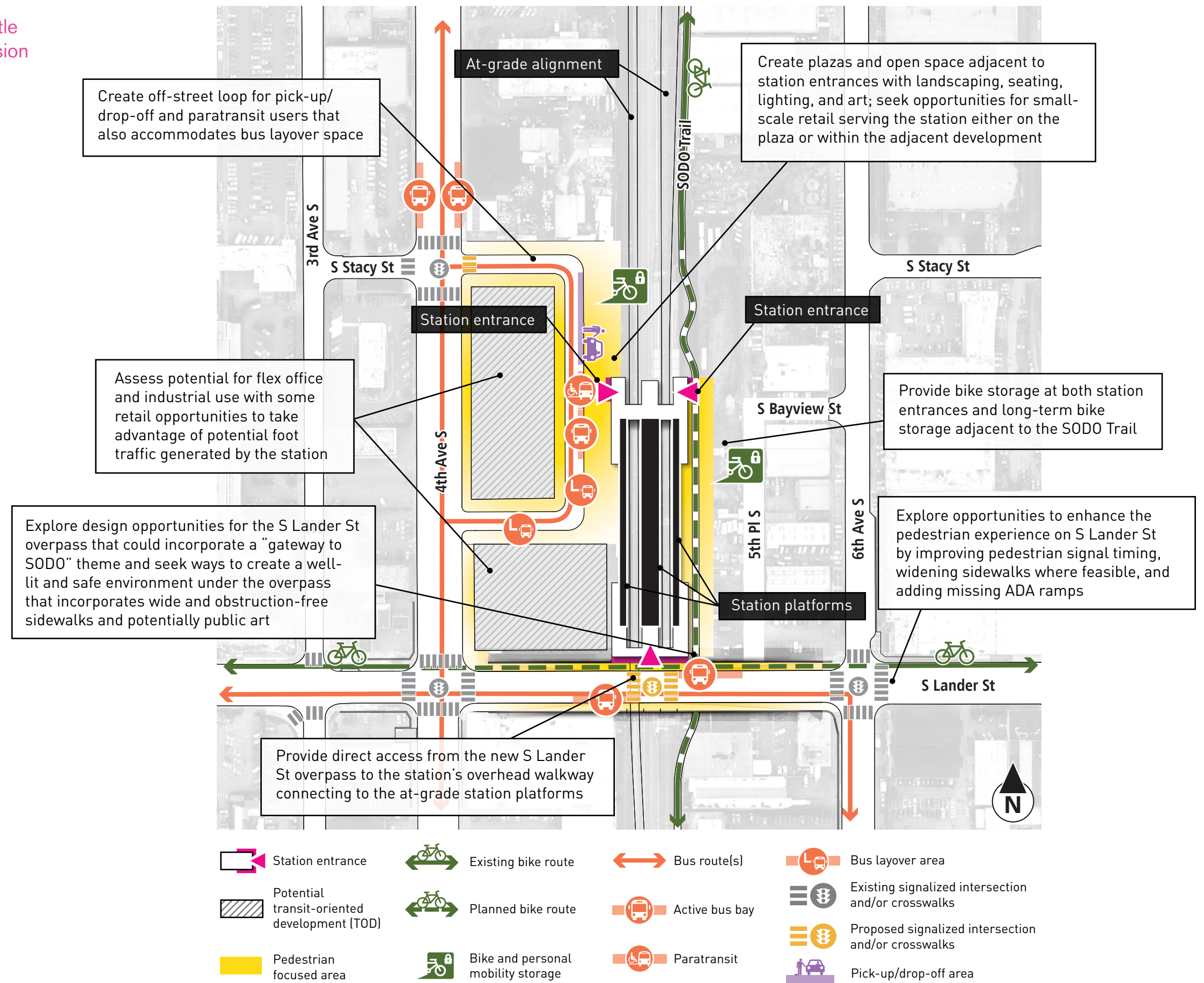
At-Grade South Station Option (SODO-1b)

Other Alternative

Station context plan

The At-Grade South SODO Station option would be located directly north of S Lander St where the SODO Busway is today. Three parallel station platforms connected by an overhead walkway would allow passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett). The existing station and SODO Busway would be demolished to accommodate the new station. The project would include a new bus loop on the west side of the station with space for pick-up/drop-off.

The city recently completed the S Lander St overpass west of 3rd Ave S, reducing conflicts and delays for vehicles, cyclists, and pedestrians. The At-Grade South SODO Station includes a second overpass on S Lander St between 4th Ave S and 6th Ave S with bike lanes and wide sidewalks. Passenger pick-up/drop-off and a new bus loop would be west of the station on 4th Avenue, providing seamless bus-to-rail transfers.

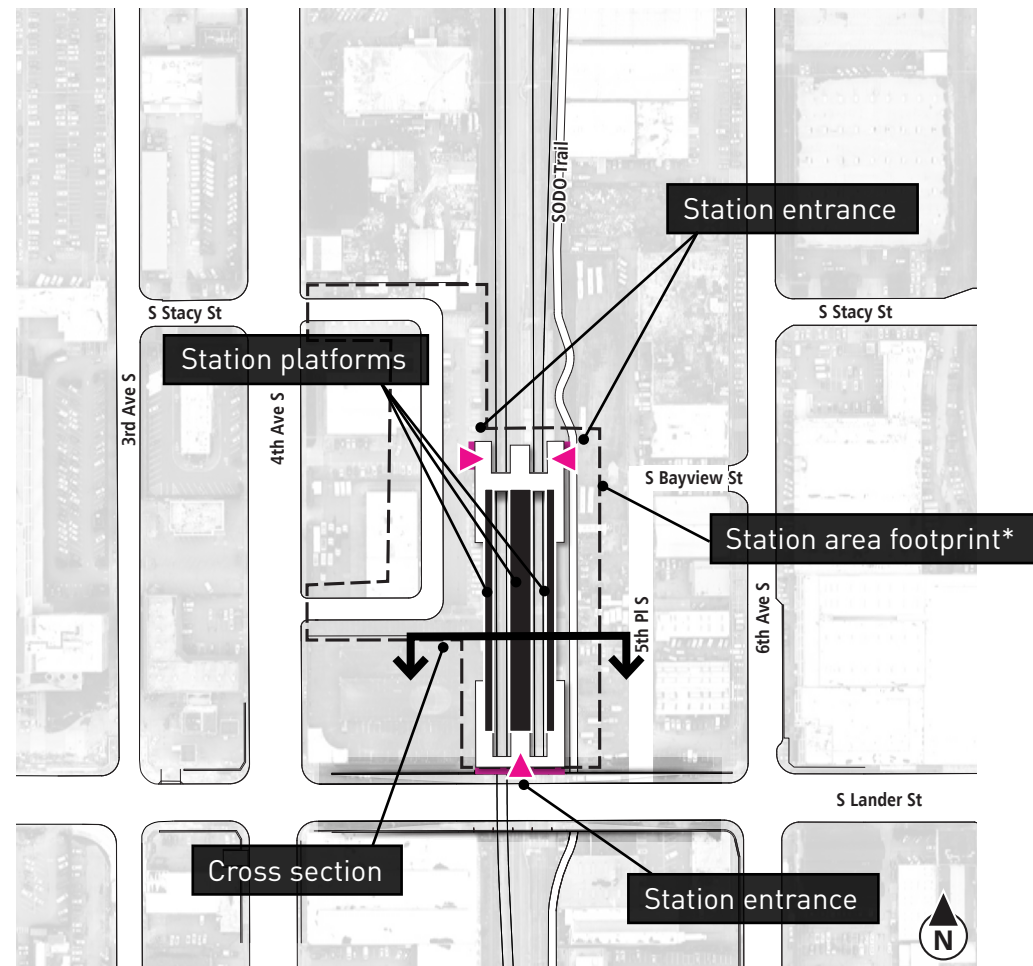


SODO Station

West Seattle Link Extension

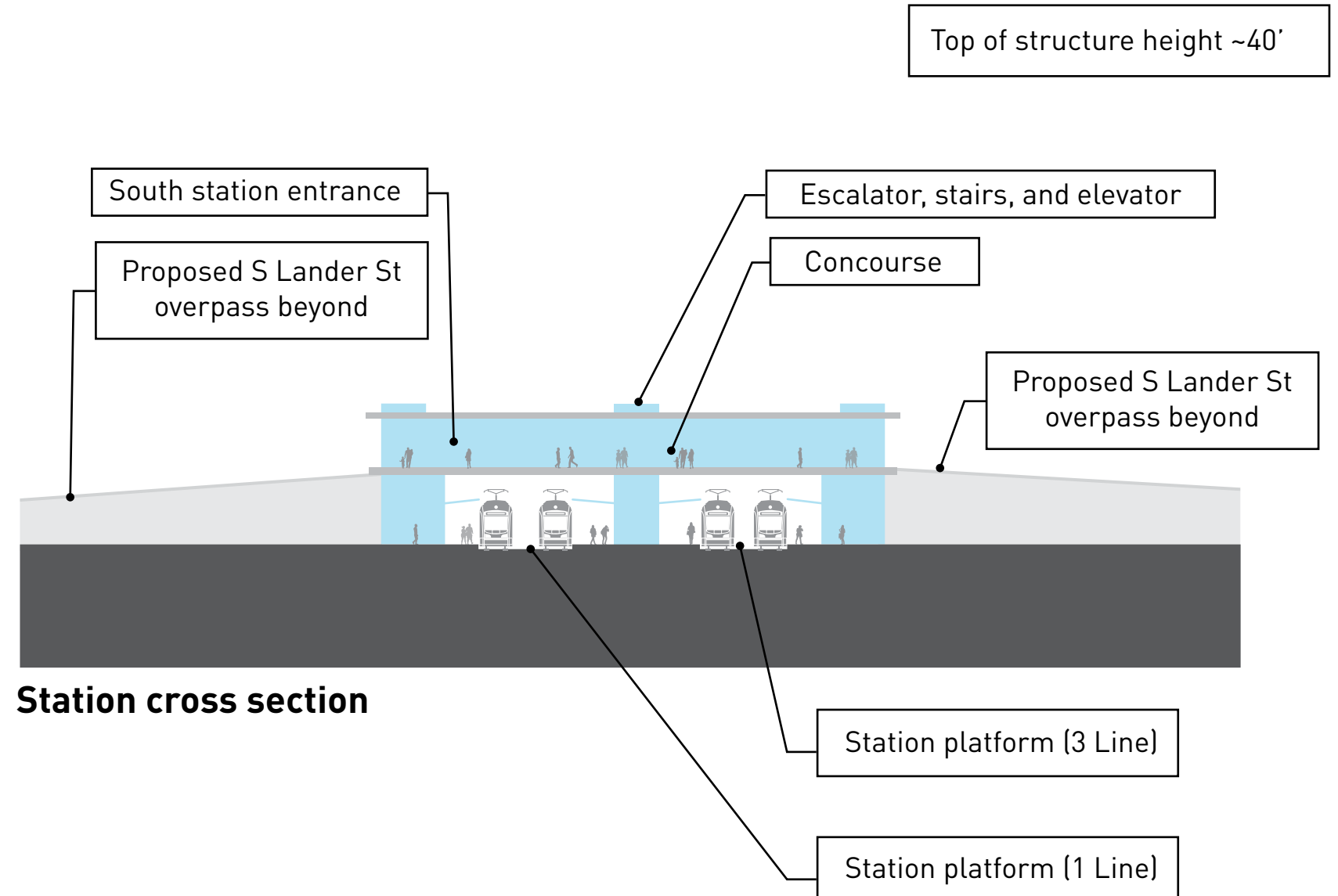
At-Grade South Station Option (SODO-1b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

SODO Station

West Seattle Link Extension

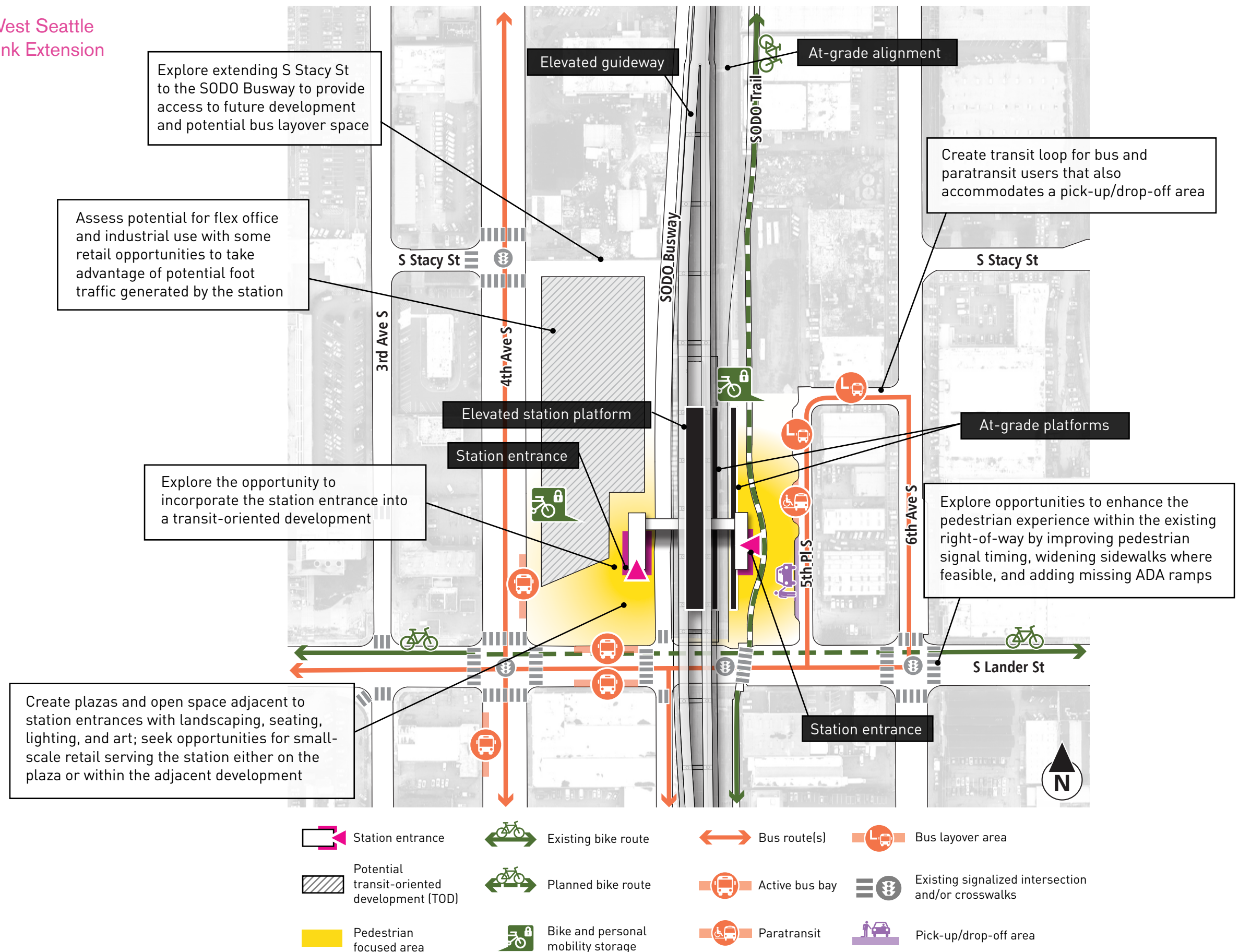
Mixed Profile Station (SODO-2)

Other Alternative

Station context plan

The Mixed Profile SODO Station alternative would be located directly north of S Lander St just east of the SODO Busway. Three station platforms—two at-grade and one elevated—would be connected by a mezzanine level, allowing passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett). The existing station would be demolished to accommodate the new station, and the SODO Busway would be shifted west.

Sidewalks with large plaza spaces would front S Lander St and bike lanes would connect to the SODO Trail and existing and planned bike lanes east and west of the station. Passenger pick-up/drop-off and a bus loop would be located on the east side of the station, adjacent to the SODO Trail. There would be an opportunity to redevelop a large block between the station and 4th Ave S.



Explore extending S Stacy St to the SODO Busway to provide access to future development and potential bus layover space

Assess potential for flex office and industrial use with some retail opportunities to take advantage of potential foot traffic generated by the station

Explore the opportunity to incorporate the station entrance into a transit-oriented development

Create plazas and open space adjacent to station entrances with landscaping, seating, lighting, and art; seek opportunities for small-scale retail serving the station either on the plaza or within the adjacent development

Elevated guideway

At-grade alignment

Create transit loop for bus and paratransit users that also accommodates a pick-up/drop-off area

At-grade platforms

Explore opportunities to enhance the pedestrian experience within the existing right-of-way by improving pedestrian signal timing, widening sidewalks where feasible, and adding missing ADA ramps

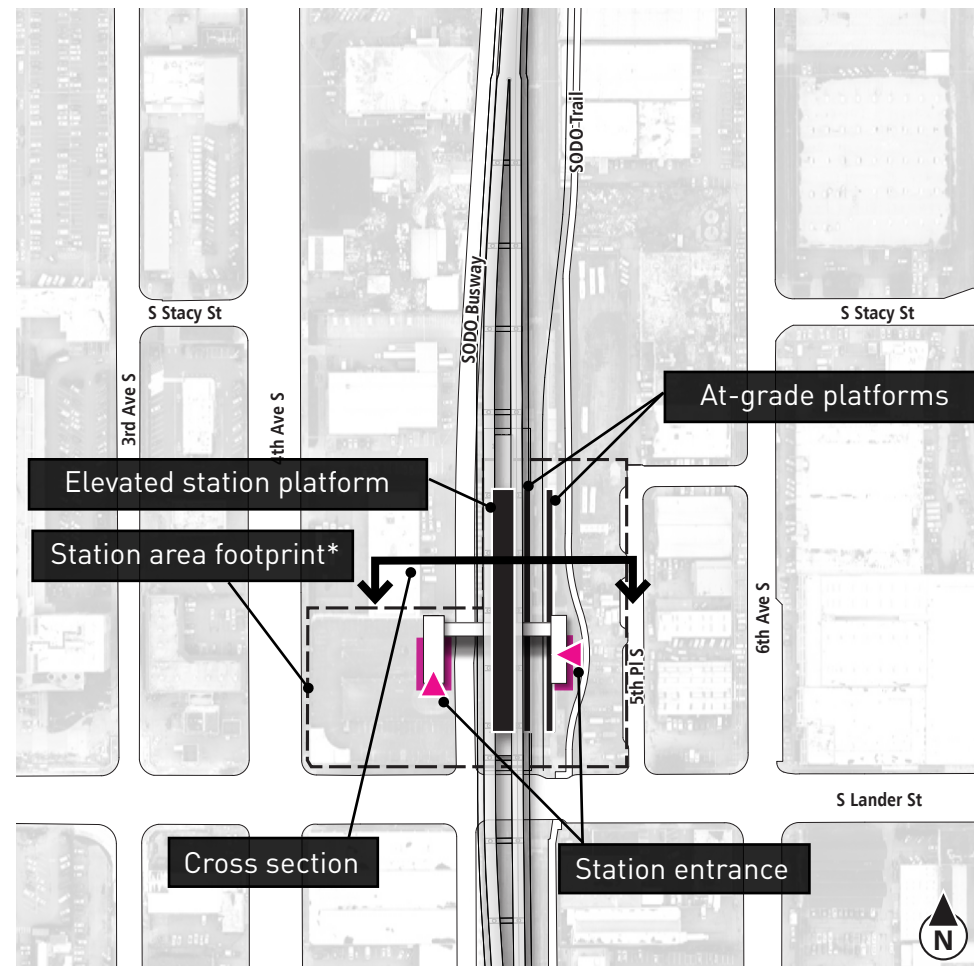
- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing bike route
- Planned bike route
- Bike and personal mobility storage
- Bus route(s)
- Active bus bay
- Paratransit
- Bus layover area
- Existing signaled intersection and/or crosswalks
- Pick-up/drop-off area

SODO Station

West Seattle Link Extension

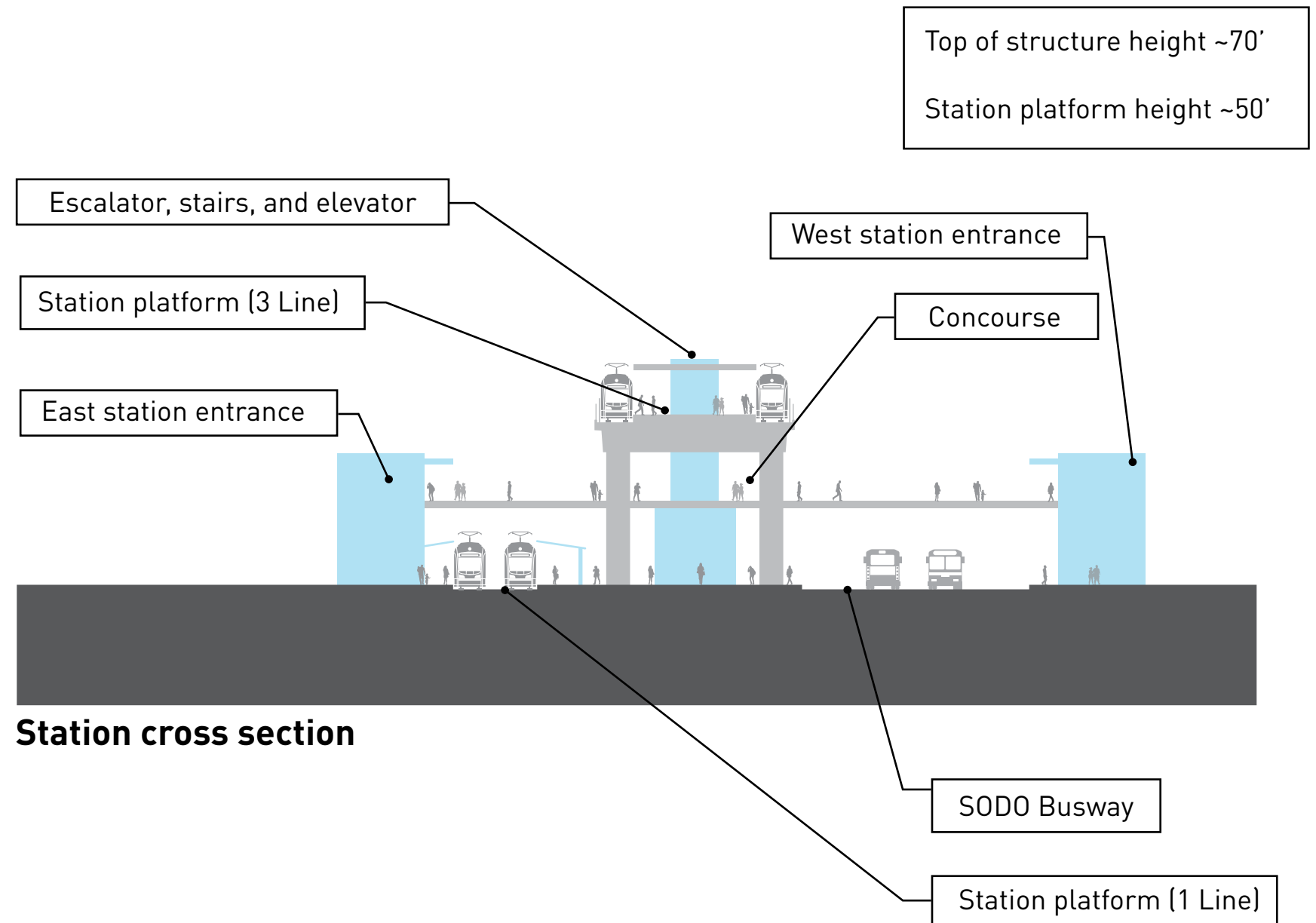
Mixed Profile Station (SODO-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

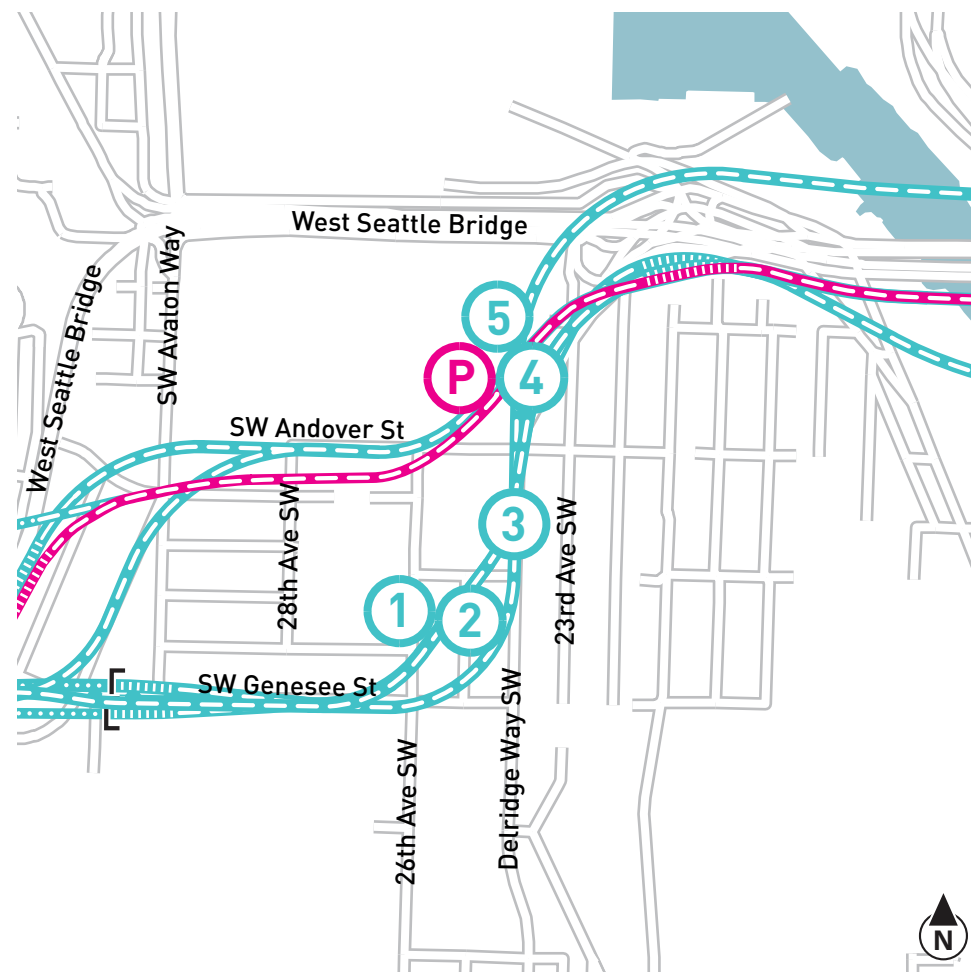
Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Delridge Station

West Seattle Link Extension

Final EIS station alternatives

The Final Environmental Impact Statement (EIS) contains six alternatives for the Delridge Station.



Final EIS alternatives
 Preferred alternative
 Other alternatives

Route and station profiles
 Elevated
 At-grade
 Retained cut
 Tunnel
 Tunnel portal

P Preferred Alternative See P.24



Elevated Andover Street Station (DEL-6b)
 Andover Street Station Lower Height South Alignment Option

1 Other Alternative See P.69



Elevated Dakota Street Station (DEL-1a, DEL-1b)
 Elevated station west of Delridge Way SW between SW Dakota St and SW Genesee St

2 Other Alternative See P.71



Elevated Dakota Street Station Lower Height (DEL-2a, DEL-2b)
 Elevated station (lower height) west of Delridge Way SW between SW Dakota St and SW Genesee St

3 Other Alternative See P.73



Elevated Delridge Way Station (DEL-3, DEL-4)
 Elevated station on Delridge Way SW north of SW Dakota St

4 Other Alternative See P.75



Elevated Andover Street Station (DEL-5, DEL-6a)
 Elevated station west of Delridge Way SW and north of SW Andover St

5 Other Alternative See P.75



Elevated Andover Street Station No Avalon Station (DEL-7)
 Elevated station west of Delridge Way SW and north of SW Andover St

Delridge Station

West Seattle Link Extension

Elevated Dakota Street Station (DEL-1a), DEL-1b

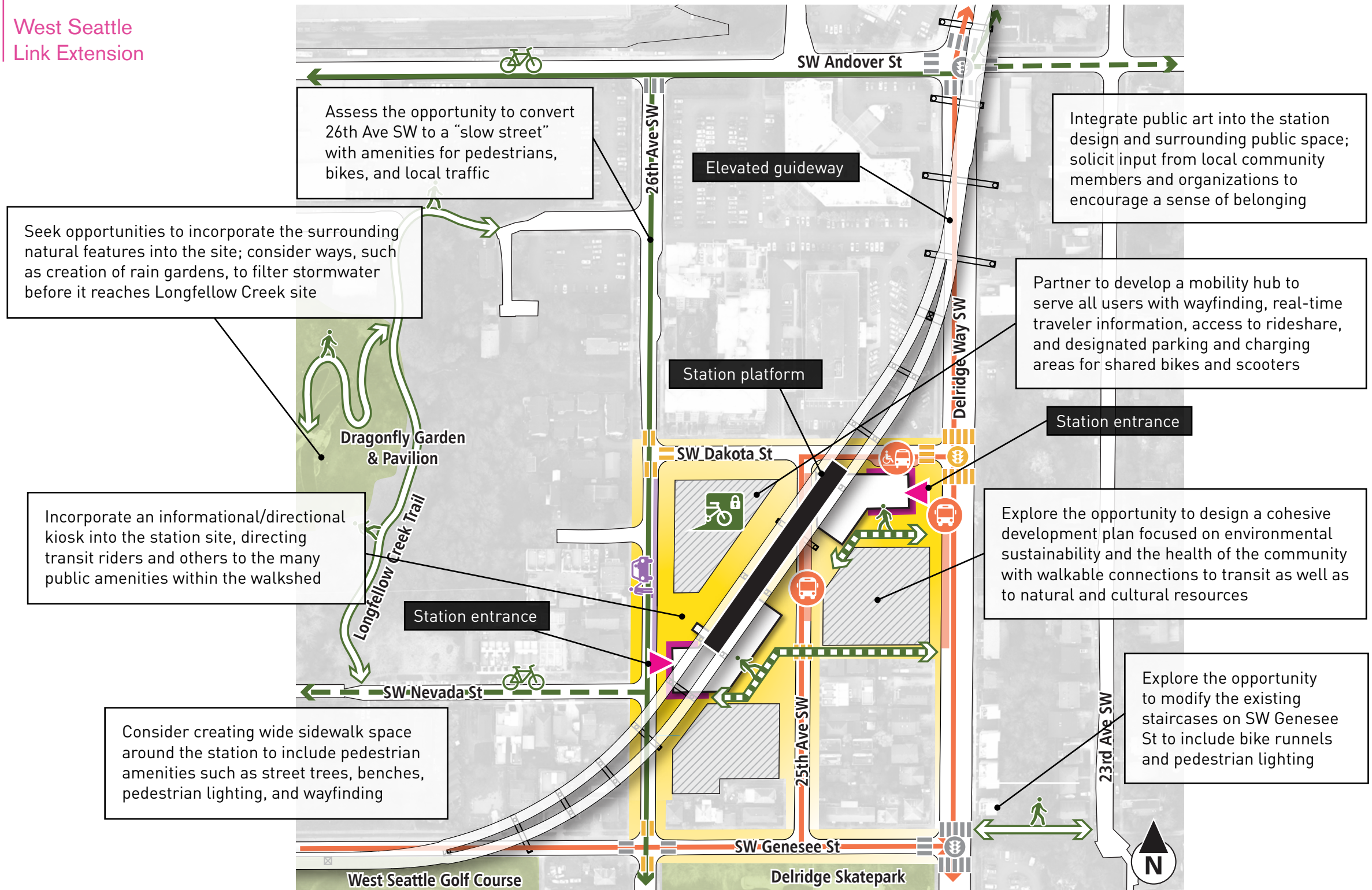
Other Alternative

Station context plan

The Elevated Dakota Street station alternative, located in Youngstown, would be situated midway between commercial and multifamily development to the north and the Delridge Community Center, Skatepark, and Youngstown Cultural Arts Center to the south. Based on the city's and Sound Transit's work with the Racial Equity Toolkit, finding ways to provide excellent transit integration and opportunities for equitable transit-oriented development are important for ensuring the project advances racial equity.

This station location has the potential to enhance and expand the community hub anchored by the Delridge Community Center and Youngstown Cultural Arts Center with affordable housing, community-serving uses, such as retail and childcare, and enhanced bike and pedestrian amenities that complement the natural character of Longfellow Creek.

The Elevated Dakota Street station alternative would be approximately 85 feet above the ground, since this station pairs with elevated stations at Avalon and Alaska Junction. The introduction of the elevated guideway would be a change in the Youngstown neighborhood, and it will be important to work with community members on how to best integrate this structure into the neighborhood.



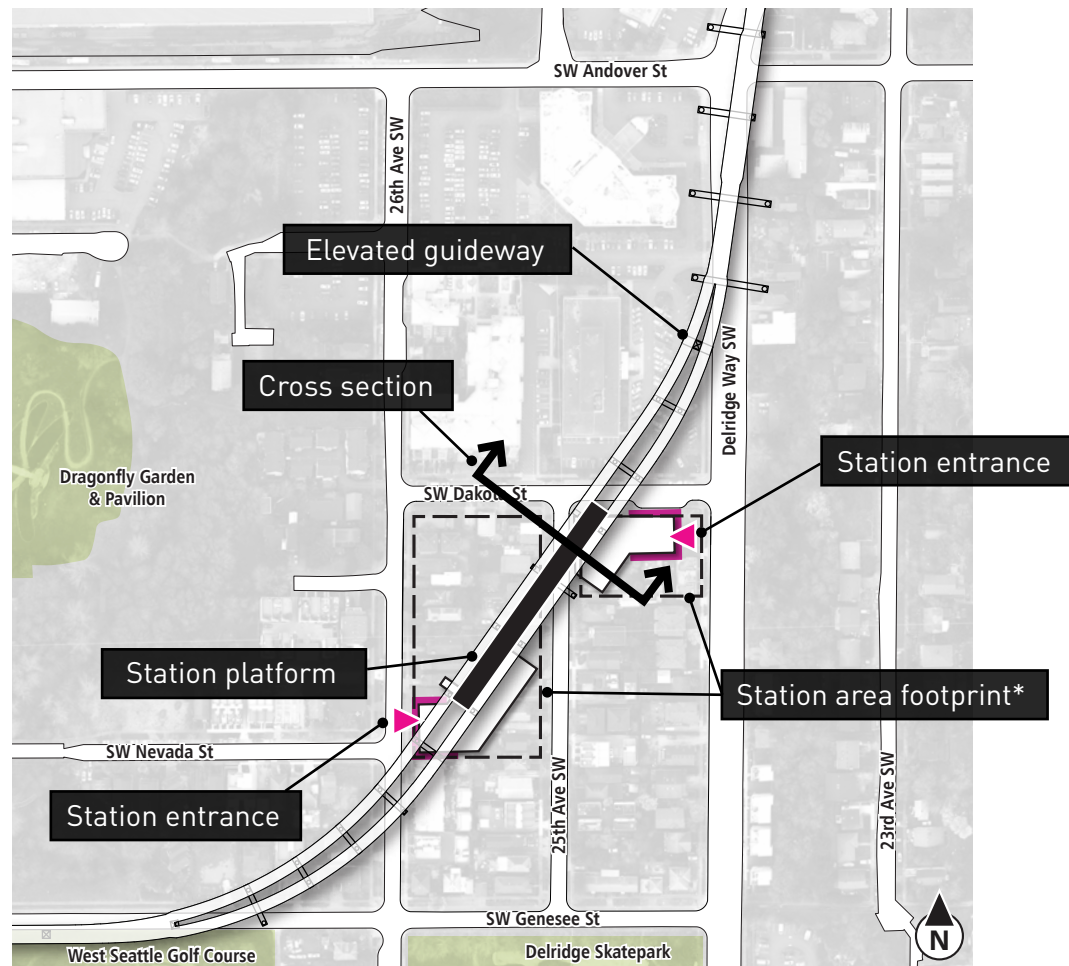
Station entrance	Existing bike route	Existing pedestrian connection	Bus route(s)	Existing signaled intersection and/or crosswalks
Potential transit-oriented development (TOD)	Planned bike route	Proposed pedestrian connection	Active bus bay	Proposed signaled intersection and/or crosswalks
Pedestrian focused area	Bike and personal mobility storage	Proposed pedestrian connection	Paratransit	Pick-up/drop-off area

Delridge Station

West Seattle Link Extension

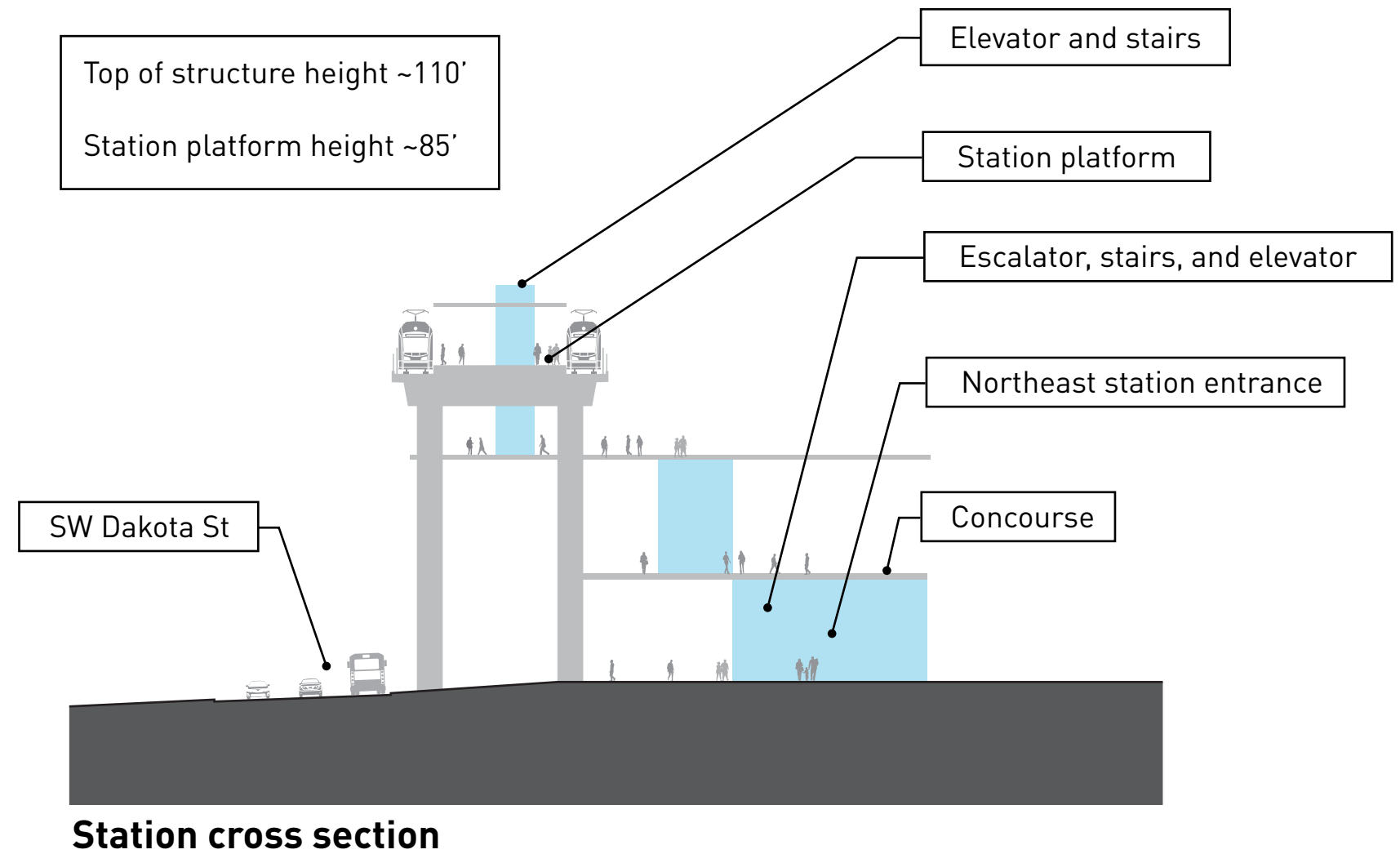
Elevated Dakota Street Station
(DEL-1a, DEL-1b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Delridge Station

West Seattle Link Extension

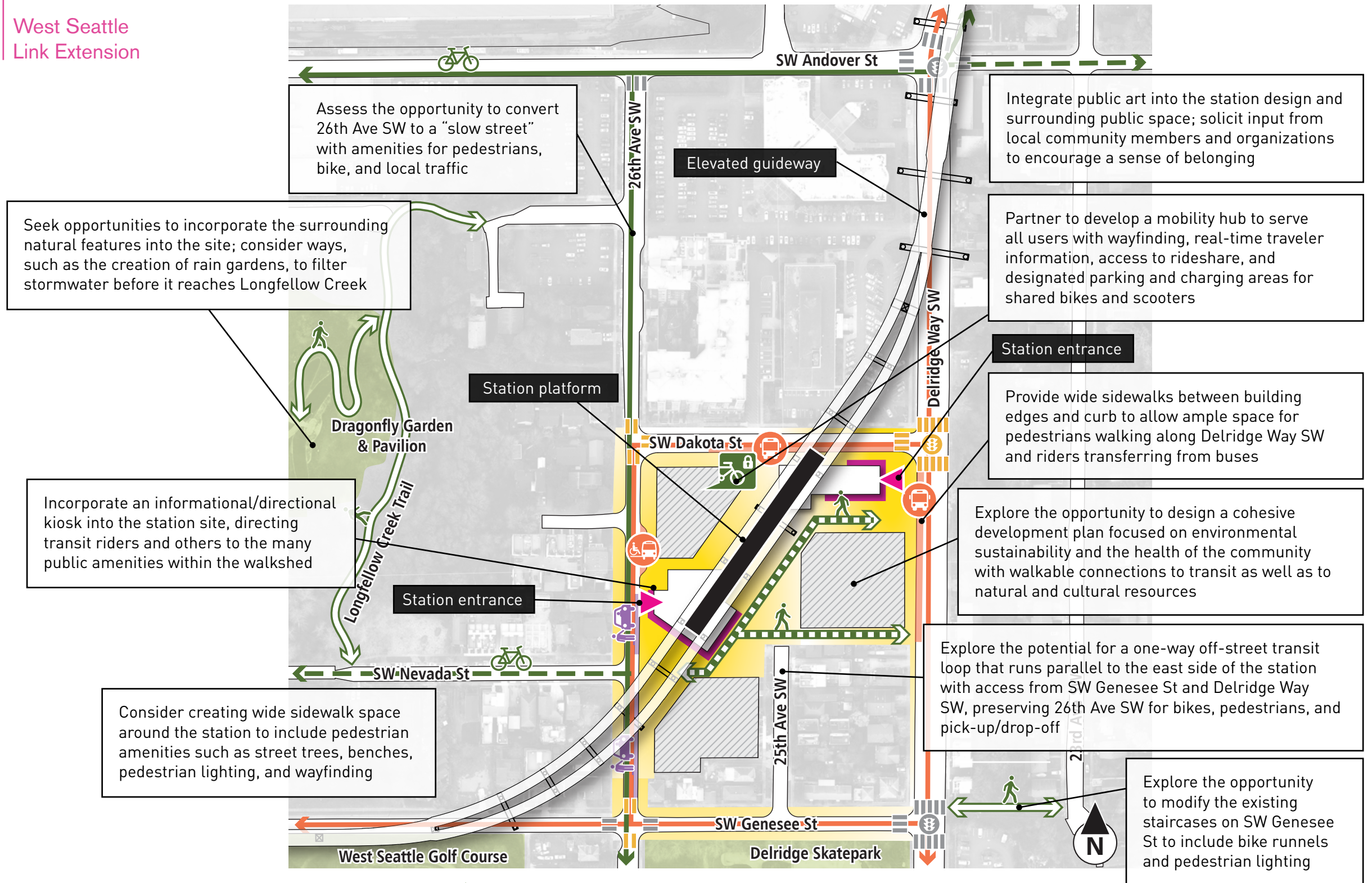
Elevated Dakota Street Station Lower Height (DEL-2a, DEL-2b)

Other Alternative

Station context plan

The Elevated Dakota Street Lower Height station alternative would be located in Youngstown, midway between commercial and multifamily development to the north and the Delridge Community Center, the Skatepark, and Youngstown Cultural Arts Center to the south. As with the previous station alternative, this station alternative has the potential to transform the neighborhood into a “hub” with affordable and market-rate housing, neighborhood-scale retail, and enhanced bike and pedestrian amenities that complement the natural character of Longfellow Creek.

The Elevated Dakota Street – Lower Height station alternative is in a similar location to the Elevated Dakota Street station alternative; however, the station platform would be 35 feet above the ground instead of 85 feet above the ground, since this station pairs with tunnel stations at Avalon and Alaska Junction.



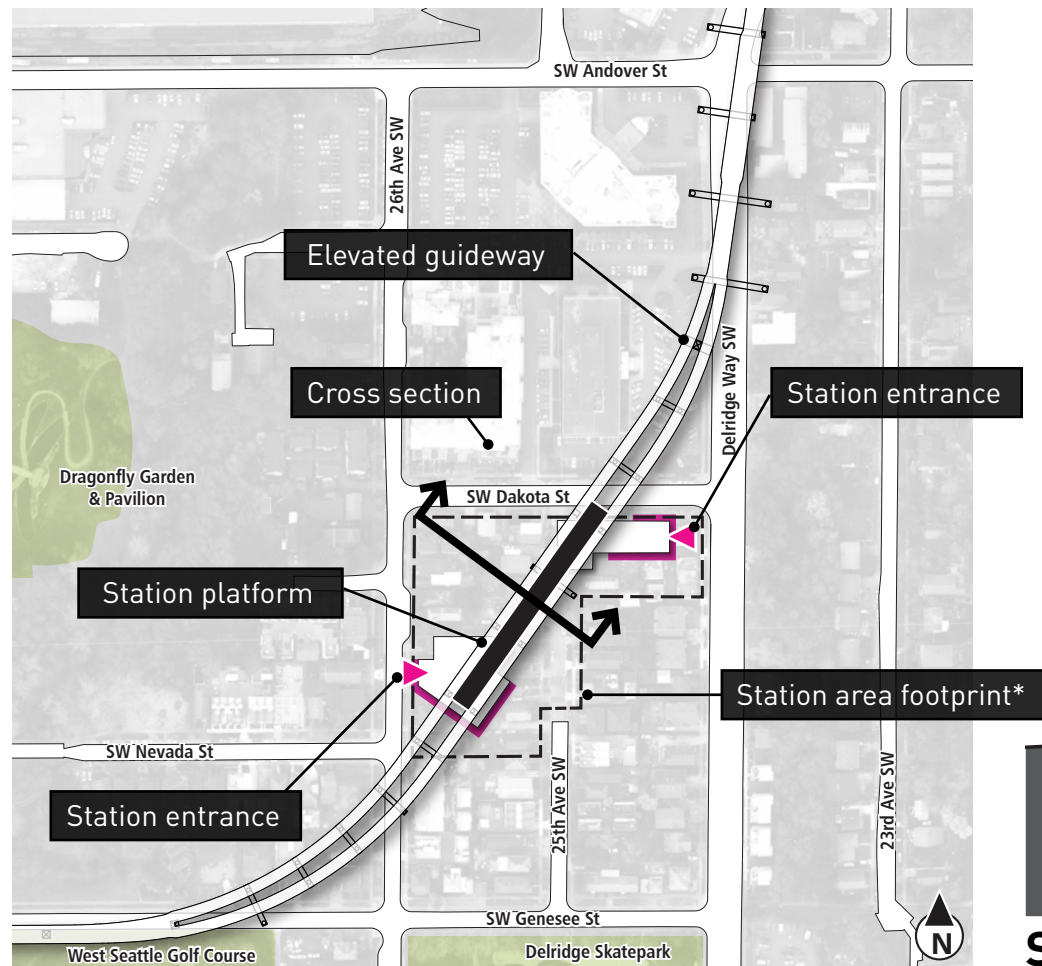
Station entrance	Existing bike route	Existing pedestrian connection	Bus route(s)	Existing signaled intersection and/or crosswalks
Potential transit-oriented development (TOD)	Planned bike route	Proposed pedestrian connection	Active bus bay	Proposed signaled intersection and/or crosswalks
Pedestrian focused area	Bike and personal mobility storage	Proposed pedestrian connection	Paratransit	Pick-up/drop-off area

Delridge Station

West Seattle Link Extension

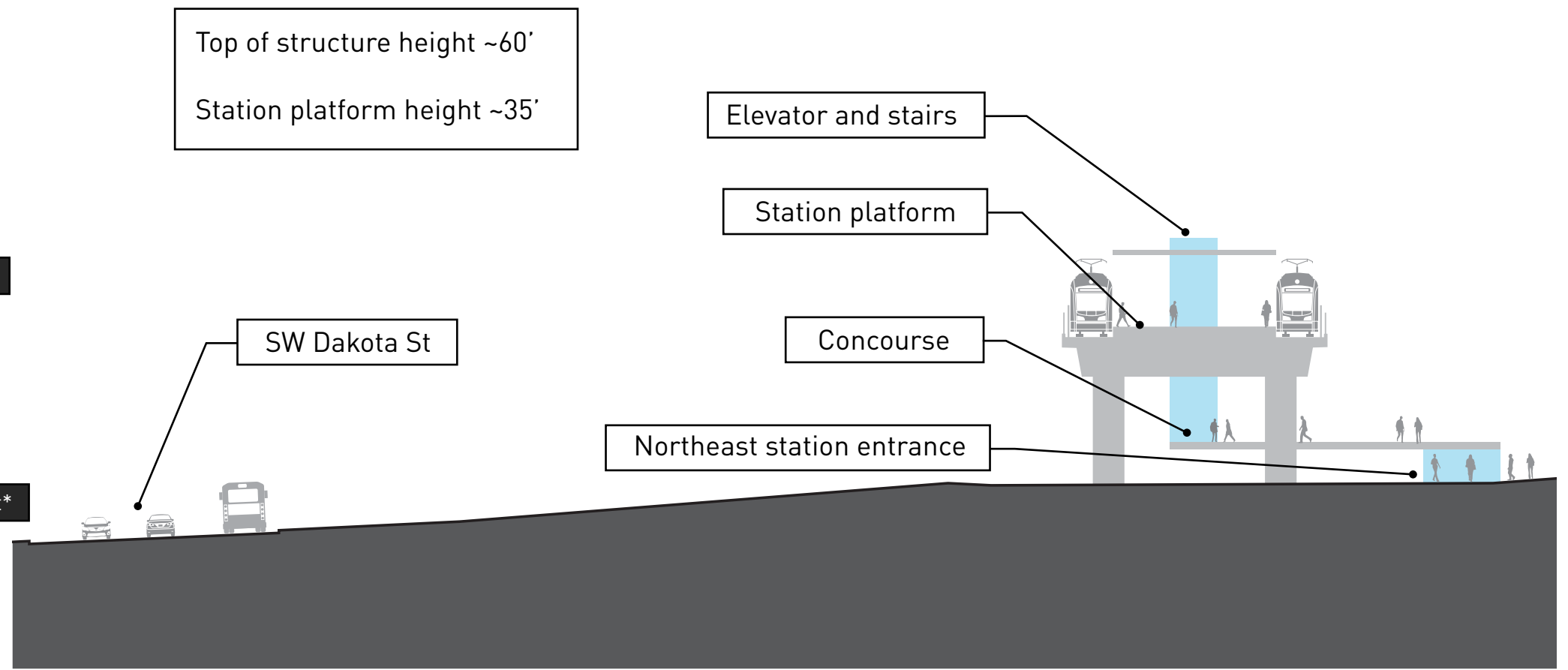
Elevated Dakota Street Station
Lower Height (DEL-2a, DEL-2b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Delridge Station

West Seattle Link Extension

Elevated Delridge Way Station (DEL-3, DEL-4)

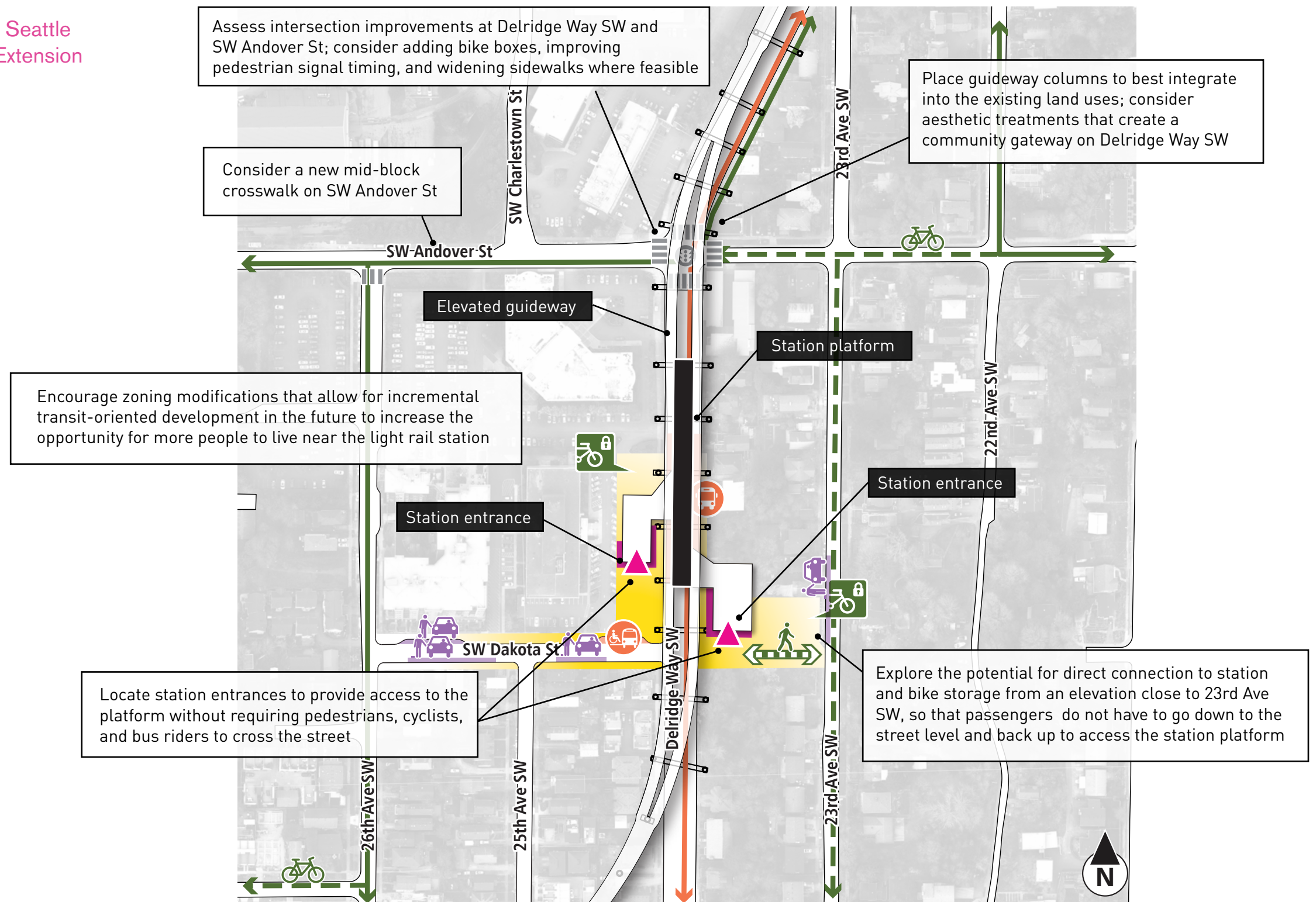
Other Alternative

Station context plan

The Elevated Delridge Way station alternative would straddle Delridge Way SW with entrances connecting to the Youngstown neighborhood to the west and the Pigeon Point community to the east. With structural columns on both sides of Delridge Way SW and a guideway above, the sidewalk environment would be quite different than it is today. It will be important to work with community members on how to best integrate the columns and elevated structure into the neighborhood.

Given its location in the middle of Delridge Way SW, this station alternative would impact fewer properties but would not create the same scale of opportunities for development as other station alternatives. However, the station location would be adjacent to corporate office space and public service facilities with surface parking that could be redeveloped in the future.

The two station alternatives at this location differ about two feet in platform height, depending upon whether they connect to an elevated or tunnel station at Avalon.



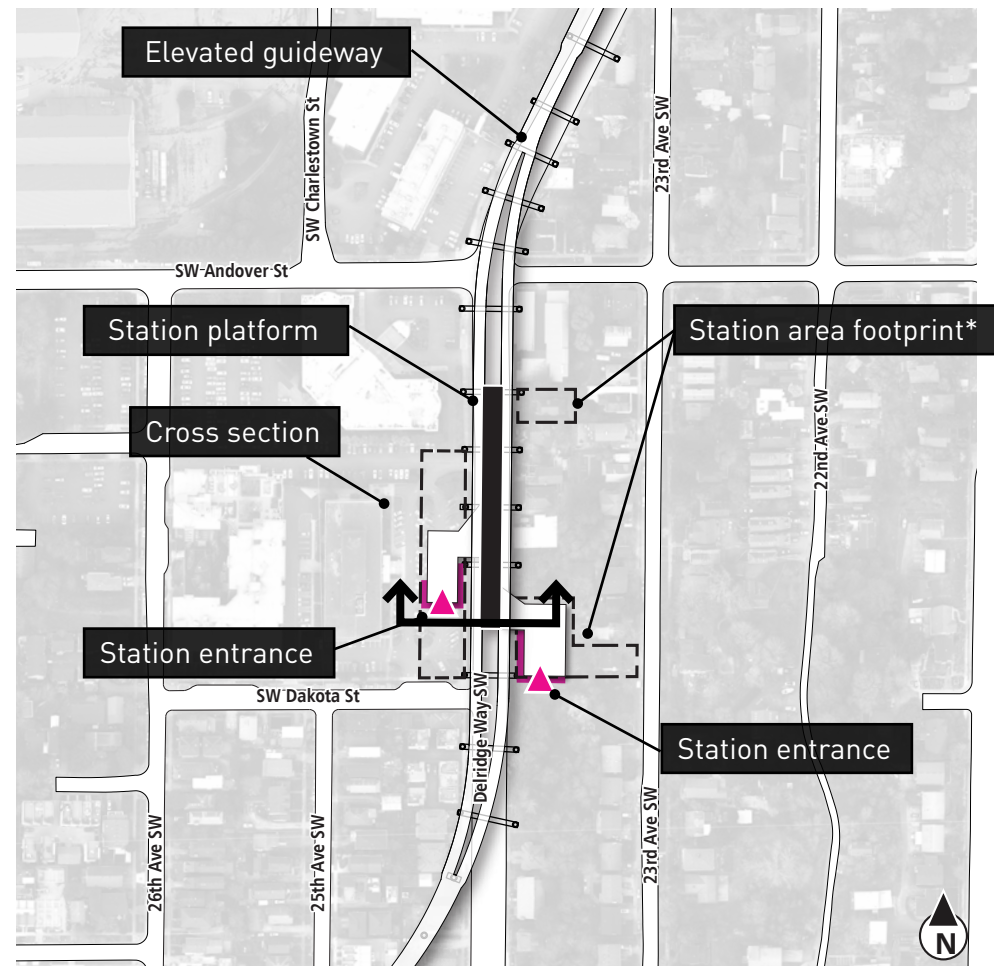
- Station entrance
- Existing bike route
- Proposed pedestrian connection
- Bus route(s)
- Potential transit-oriented development (TOD)
- Planned bike route
- Active bus bay
- Existing signaled intersection and/or crosswalks
- Pedestrian focused area
- Bike and personal mobility storage
- Paratransit
- Pick-up/drop-off area

Delridge Station

West Seattle Link Extension

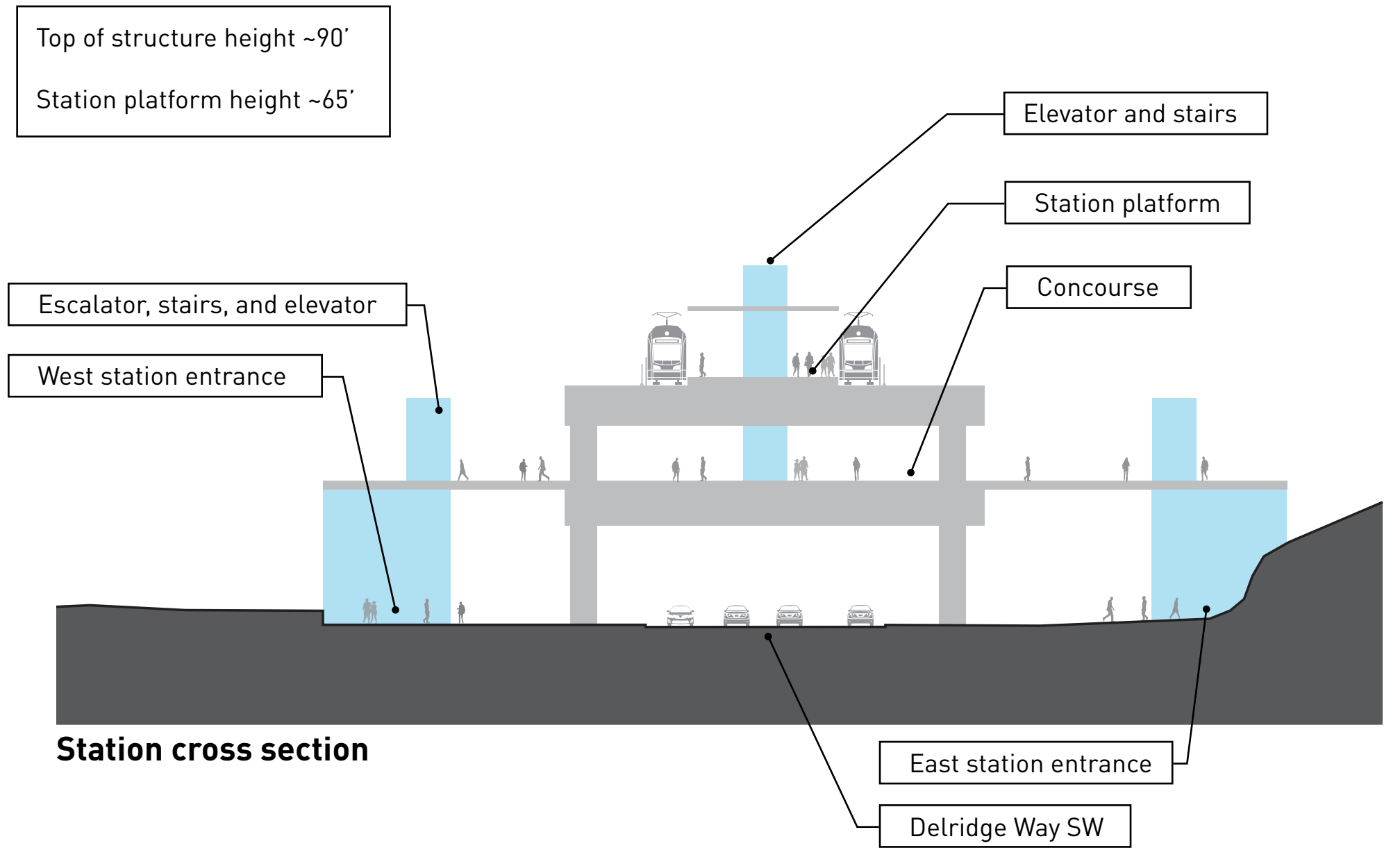
Elevated Delridge Way Station
(DEL-3, DEL-4)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Delridge Station

West Seattle Link Extension

Elevated Andover Street Station (DEL-5, DEL-6a, DEL-7)

Other Alternative

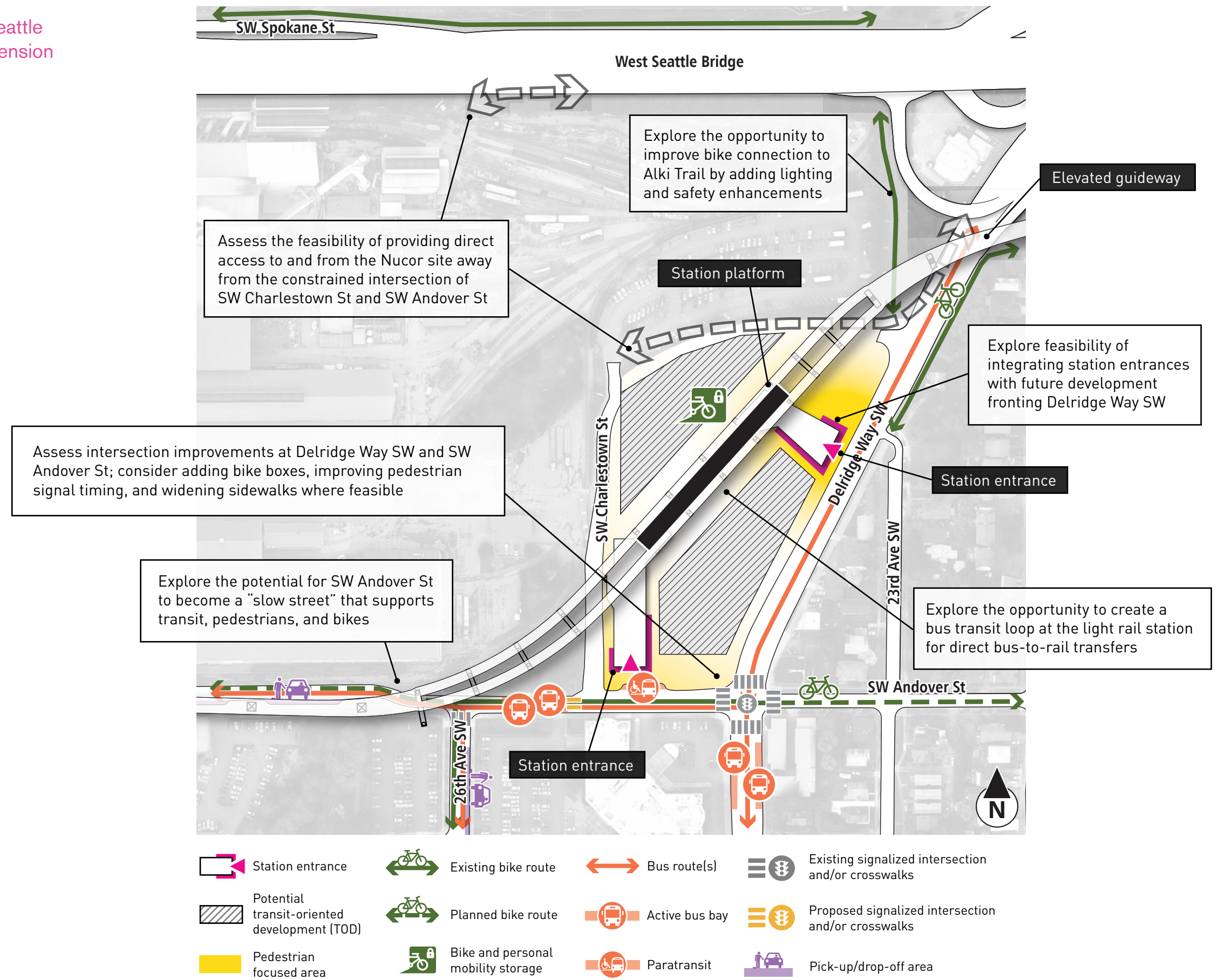
Station context plan

The Elevated Andover Street station alternative would be located at the northern edge of the Delridge/Youngstown neighborhood just east of Nucor Steel on the site of an existing commercial development with surface parking. While the proximity to the West Seattle Bridge and Nucor Steel limit this station's walking and biking connections, a station here could spur major improvements, such as rerouting Nucor Steel trucks to reduce freight traffic on Andover, improving connections to the Alki Trail, and providing dedicated pathways with signal priority for buses.

The station location would provide opportunities for transit-oriented development on both sides of the station, and it may be possible to integrate station entrances and bike storage into new development.

There are three similar station alternatives at this location. The DEL-5 platform would be approximately ten feet higher than the DEL-6a platform, since the DEL-5 alternative would connect to an elevated station at Avalon.

The DEL-7 station alternative, which connects to No Avalon Station Tunnel Alternative (WSJ-6) would be approximately 20' lower than the DEL-6a platform.

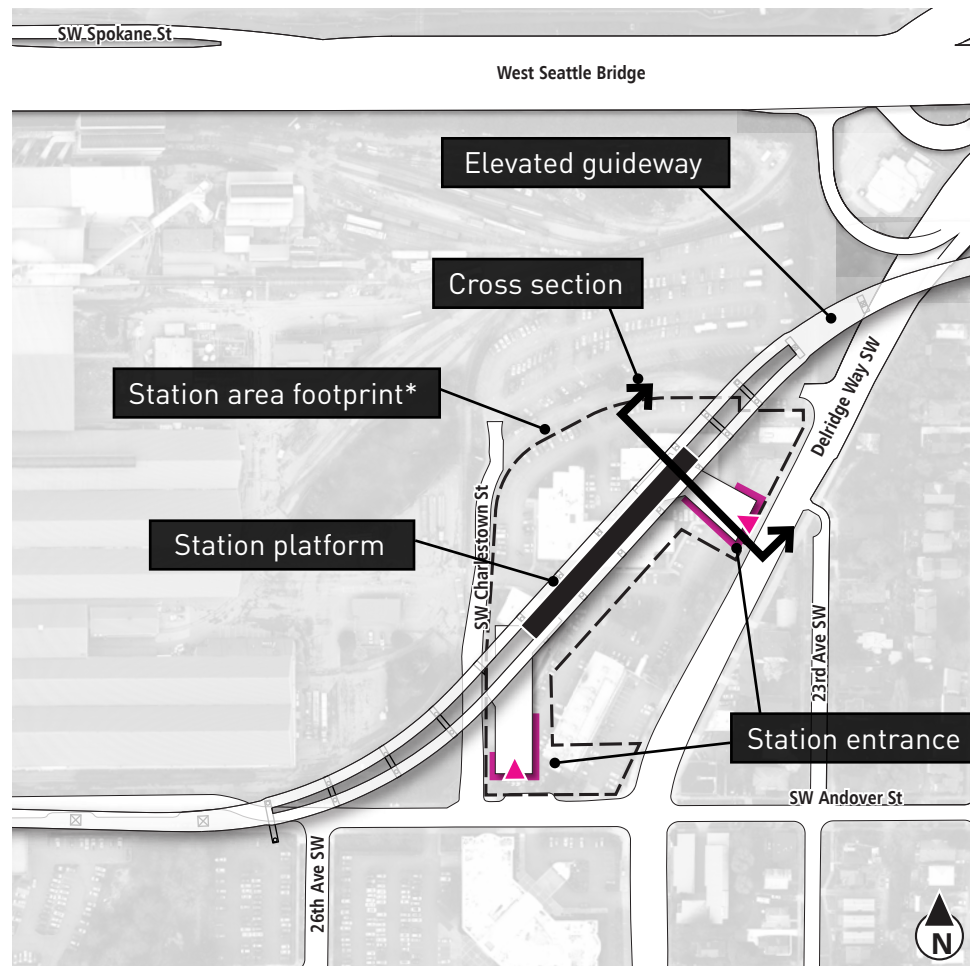


Delridge Station

West Seattle Link Extension

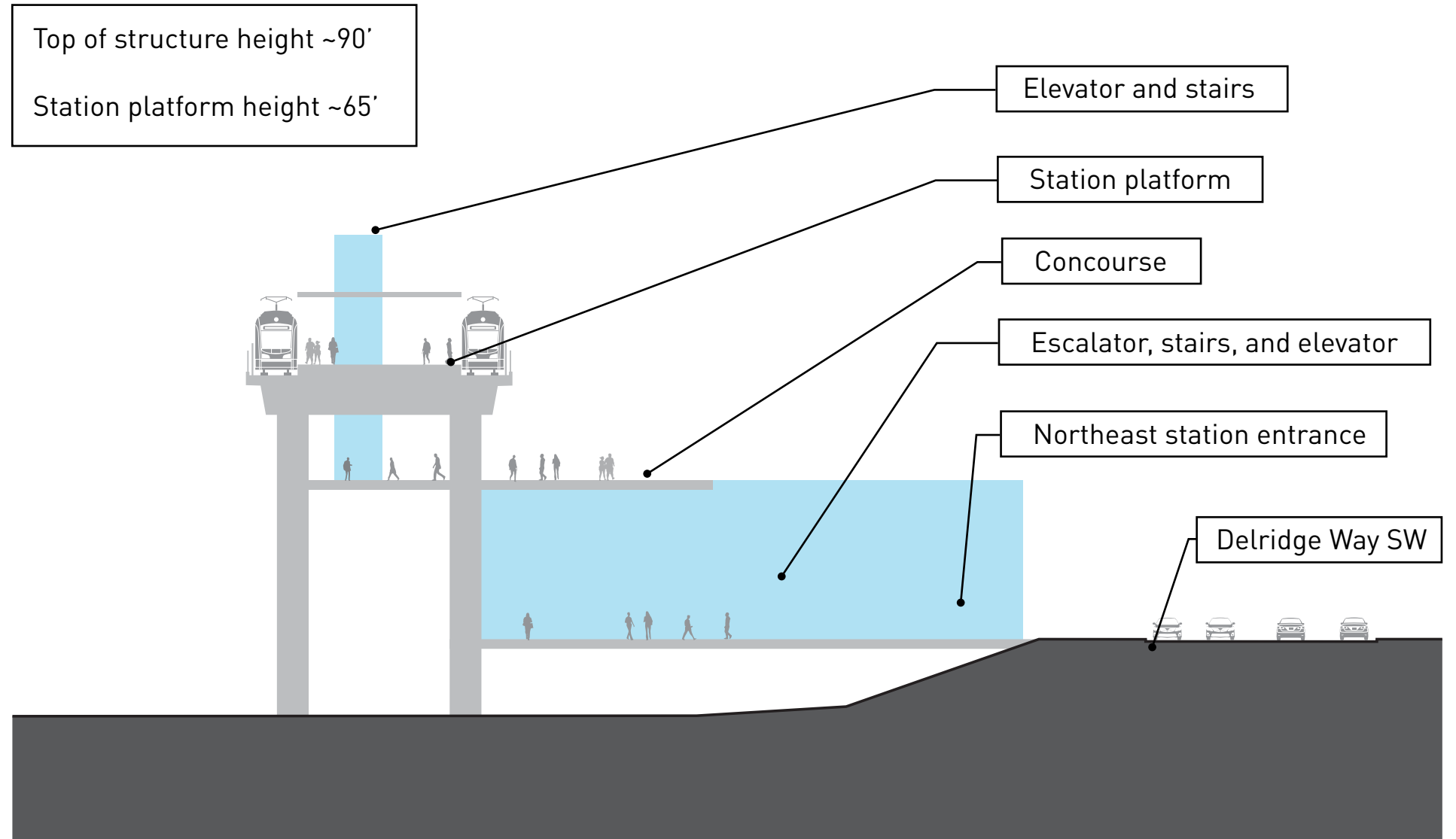
Elevated Andover Street Station
(DEL-5, DEL-6a, DEL-7)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

1. Illustration above shows the station height for the DEL-6a alternative that connects to the Retained Cut Avalon Station (WSJ-5a and WSJ-5b) alternatives. The DEL-5 station alternative, which connects to the Elevated Avalon Station (WSJ-1, WSJ-2 and WSJ-4) alternatives, would be approximately 10 feet taller. The DEL-7 station alternative, which connects to No Avalon Station Tunnel Alternative (WSJ-6) would be approximately 20' lower than the DEL-6 platform.

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Avalon Station

West Seattle Link Extension

Final EIS station alternatives

The Final Environmental Impact Statement (EIS) contains three alternatives for the Avalon Station.



Final EIS alternatives

- Preferred alternative
- Other alternatives

Route and station profiles

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

P Preferred Alternative See P.35



Retained Cut Avalon Station (WSJ-5a*, WSJ-5b)

Below-grade station on the south side of Fautleroy Way SW under SW Genesee St and 35th Ave SW

*WSJ-5a is not preferred alignment although Avalon station location and concept for WSJ-5a and WSJ-5b are the same

1 Other Alternative See P.78



Elevated Avalon Station (WSJ-1, WSJ-2, WSJ-4)

Elevated station south of SW Genesee St and east of 35th Ave SW

2 Other Alternative See P.80



Tunnel Avalon Station (WSJ-3a, WSJ-3b)

Tunnel station south of SW Genesee St under Fautleroy Way SW and 35th Ave SW

Avalon Station

West Seattle Link Extension

Elevated Avalon Station (WSJ-1, WSJ-2, WSJ-4)

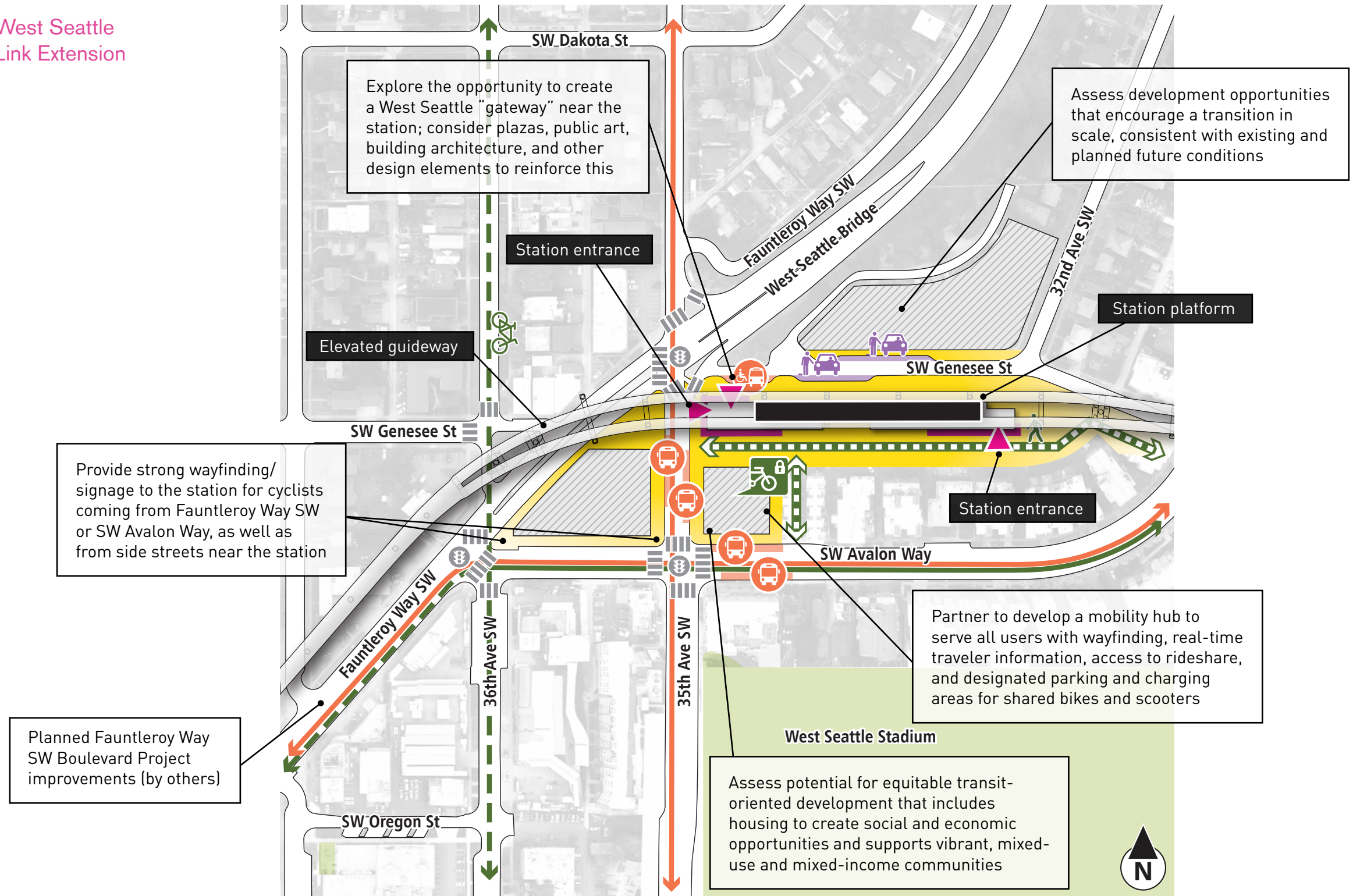
Other Alternative

Station context plan

The Elevated Avalon station platform would sit atop an elevated guideway that emerges from behind buildings north of SW Avalon Way to become a prominent feature along Fauntleroy Way SW, highlighting the station's role as a gateway to West Seattle. The city's planned mobility improvements on Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes.

Public space around the station would complement the planned pedestrian and bike improvements on Fauntleroy Way with amenities, such as landscaping, seating, and lighting, that would enliven the area, even at non-peak hours. New transit-oriented development with public space and active ground-floor uses would also enhance the existing neighborhood.

WSJ-1 station alternative is approximately 10 feet higher than WSJ-2 station alternative.

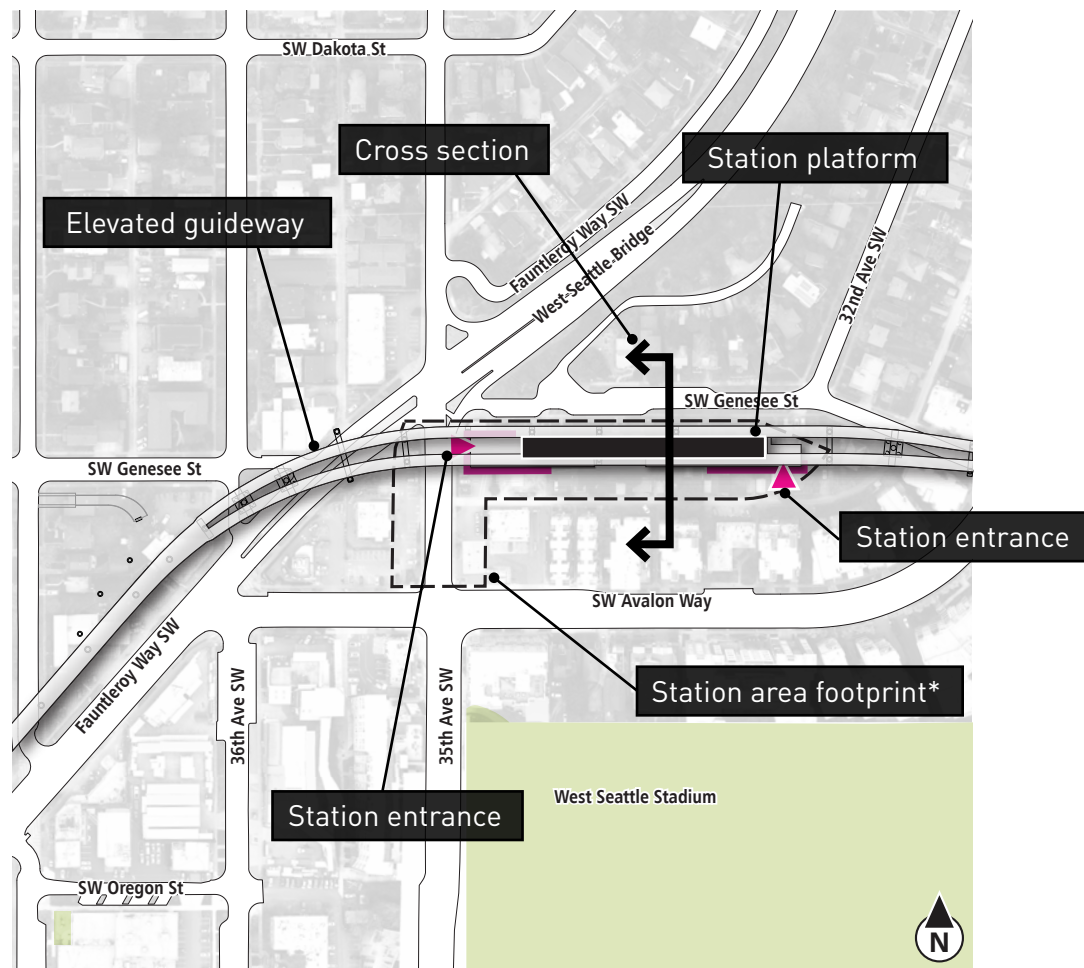


Avalon Station

West Seattle Link Extension

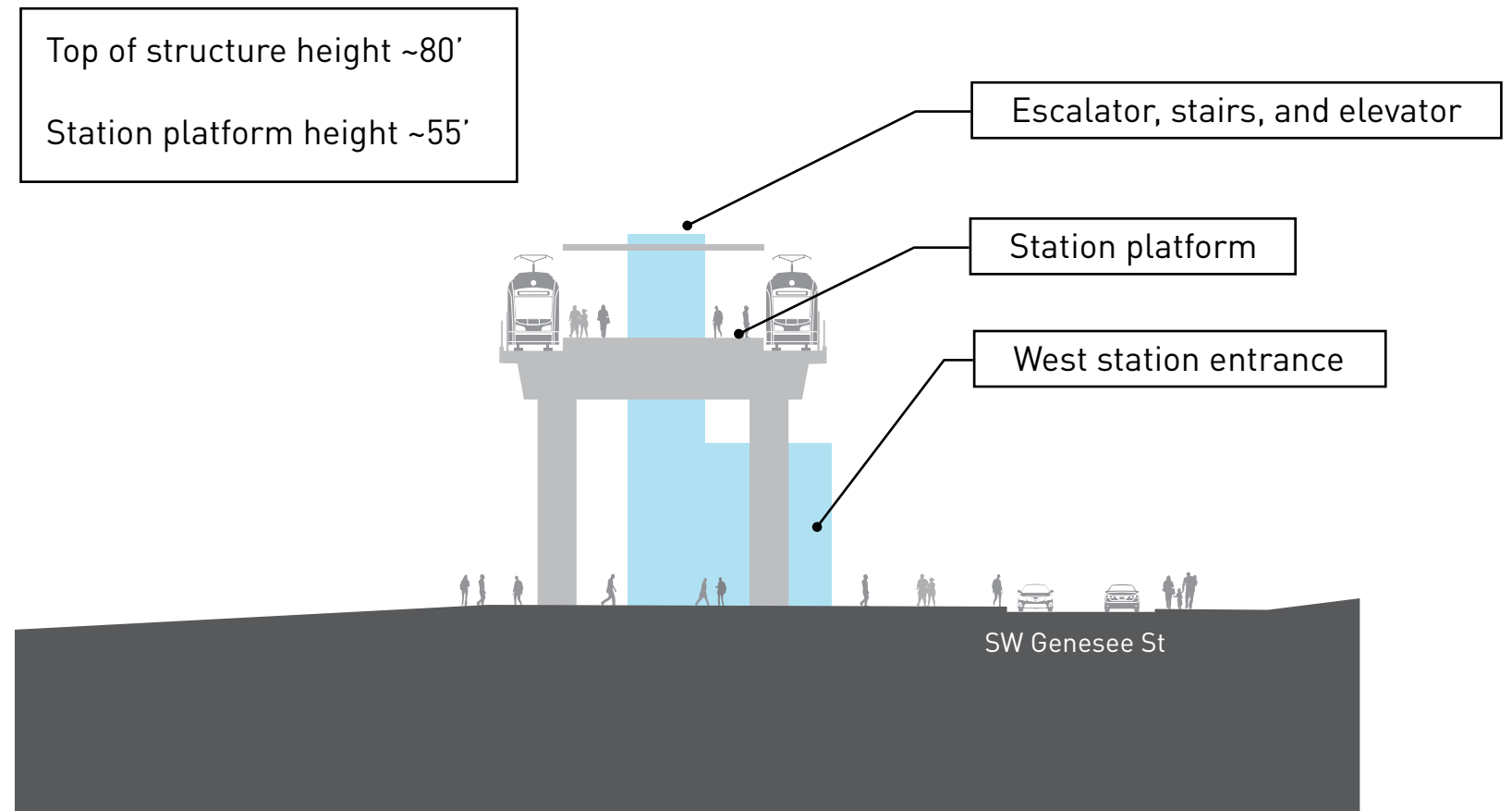
Elevated Avalon Station
(WSJ-1, WSJ-2, WSJ-4)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

1. Illustration above shows the station height for the WSJ-1 alternative. The WSJ-2 and WSJ-5 station alternatives would be approximately 10 feet shorter.

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Avalon Station

West Seattle Link Extension

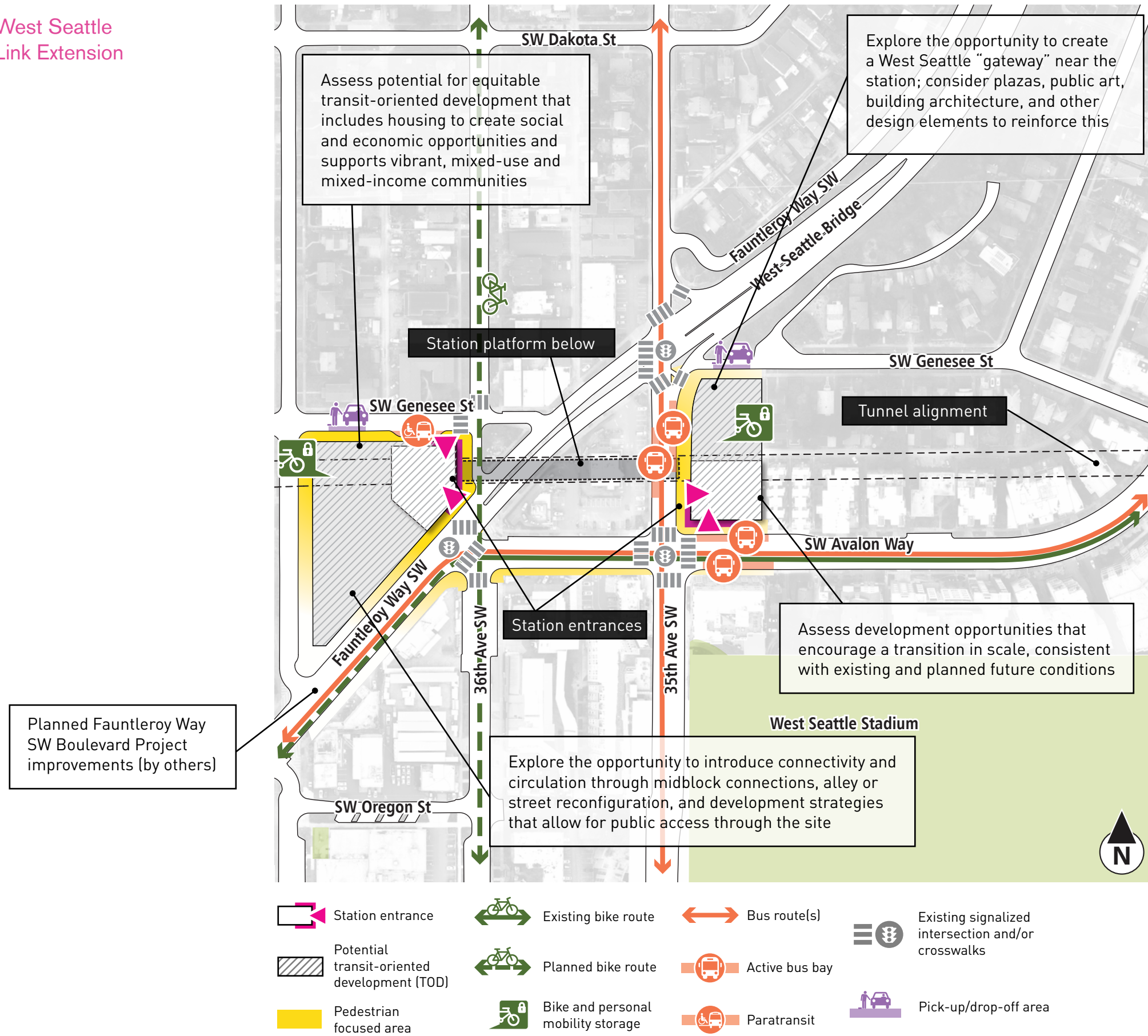
Tunnel Avalon Station (WSJ-3a, WSJ-3b)

Other Alternative

Station context plan

The Tunnel Avalon station alternative would be visually defined by the station entrance structures near SW Avalon Way and Fauntleroy Way SW. Plazas and open spaces around the station entrances can be designed to enhance pedestrian activity with building fronts set back from the curb with wide sidewalks, café seating, landscaping, and pedestrian lighting. Transit-oriented development integrated with the station entrances could add market-rate and affordable housing as well as neighborhood-scale commercial spaces for small businesses.

The city's planned mobility improvements to Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes.

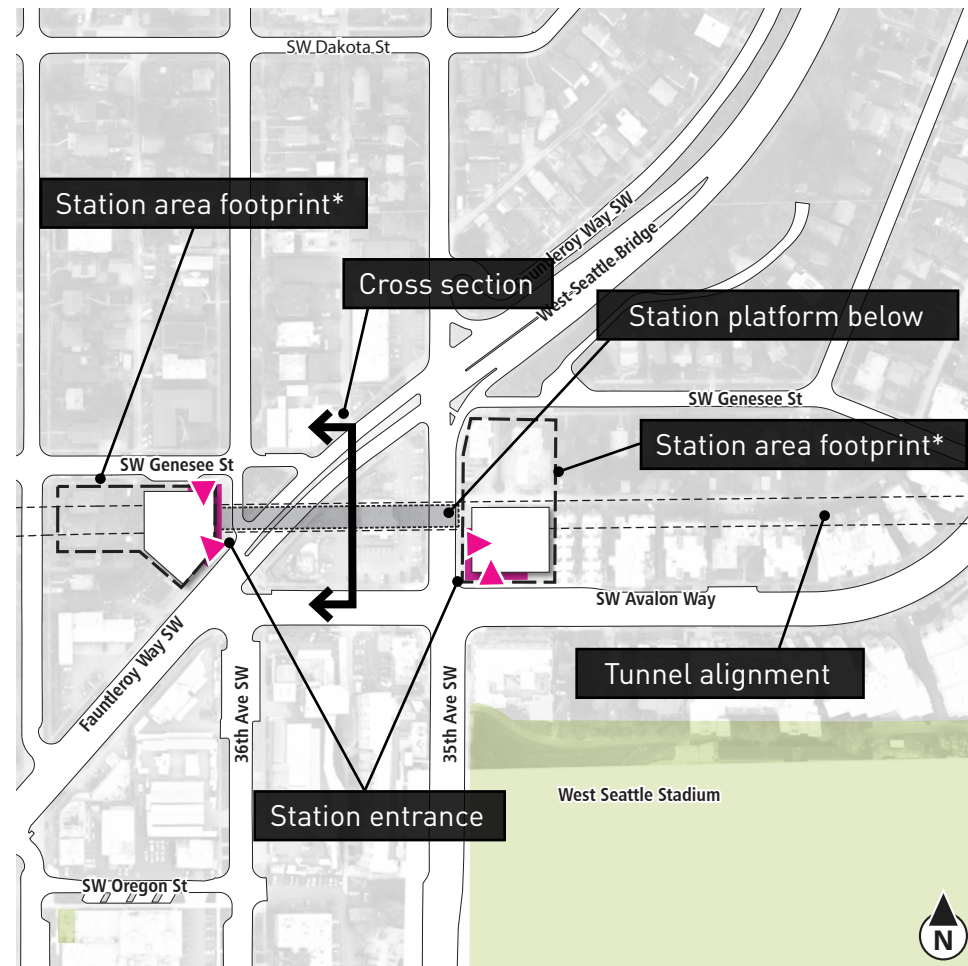


Avalon Station

West Seattle Link Extension

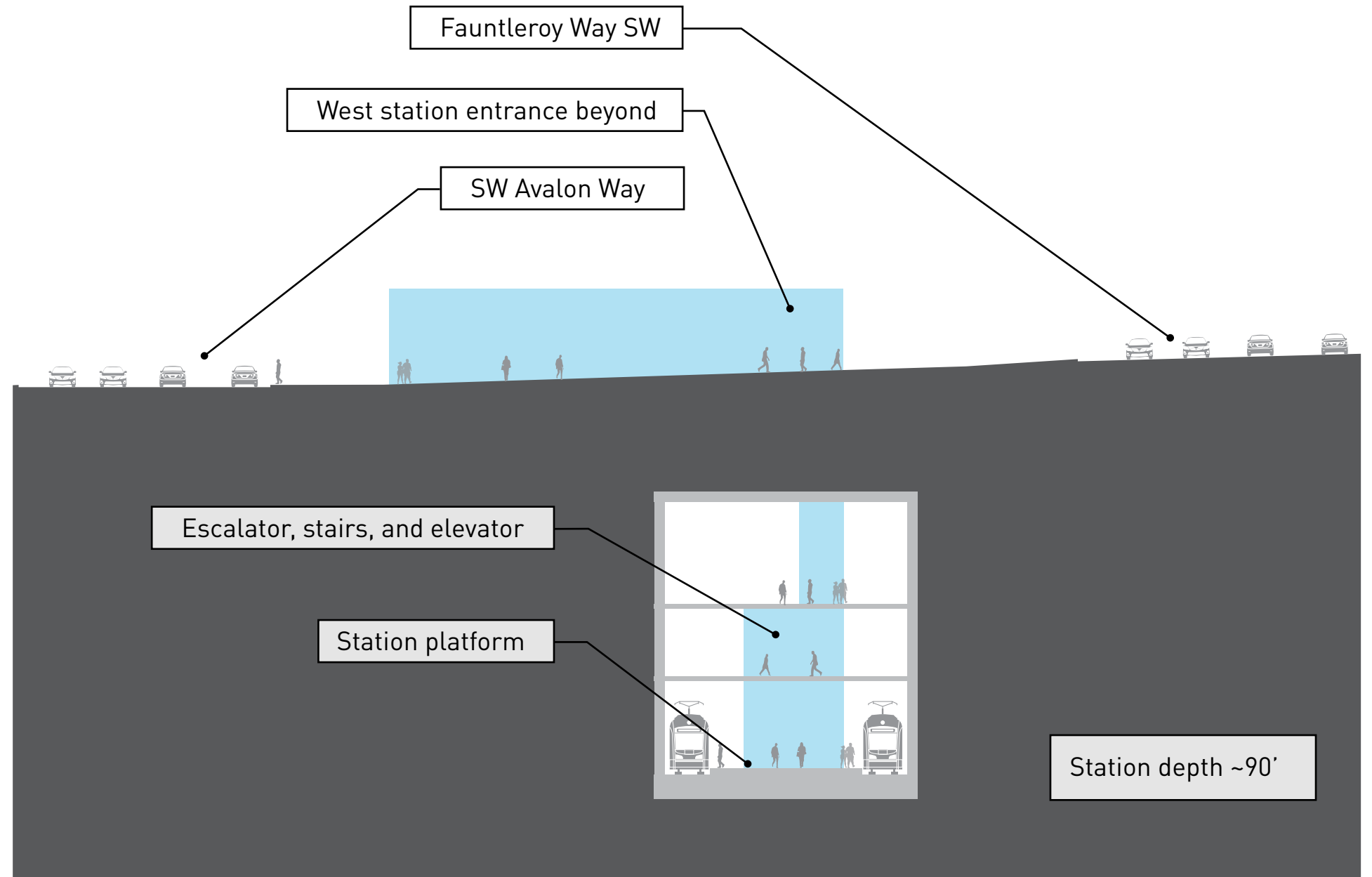
Tunnel Avalon Station
(WSJ-3a, WSJ-3b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

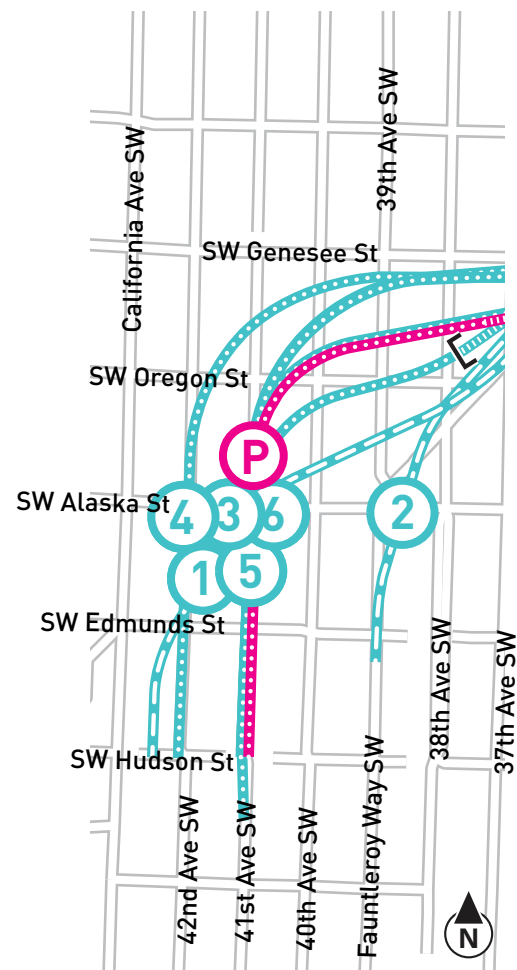
Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Alaska Junction Station

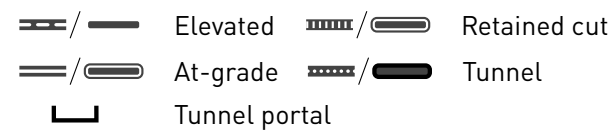
West Seattle Link Extension

Final EIS station alternatives

The Final Environmental Impact Statement (EIS) contains seven alternatives for the Alaska Junction Station.



Route and station profiles



Final EIS alternatives

- Preferred alternative (pink line)
- Other alternatives (teal line)

P Preferred Alternative See P.46



Medium Tunnel 41st Avenue Station West Entrance Option (WSJ-5b)

Tunnel station under 41st Ave SW crossing beneath SW Alaska St

1 Other Alternative See P.83



Elevated 41st/42nd Avenue Station (WSJ-1)

Elevated station south of SW Alaska St between 41st Ave SW and 42nd Ave SW

2 Other Alternative See P.85



Elevated Fautleroy Way Station (WSJ-2)

Elevated station southeast of Fautleroy Way SW straddling SW Alaska St

3 Other Alternative See P.87



Tunnel 41st Avenue Station (WSJ-3a)

Tunnel station under 41st Ave SW crossing beneath SW Alaska St

4 Other Alternative See P.89



Tunnel 42nd Avenue Station (WSJ-3b)

Tunnel station under 42nd Ave SW crossing beneath SW Alaska St

5 Other Alternative See P.91



Short Tunnel 41st Avenue Station (WSJ-4)

Tunnel station under 41st Ave SW south of SW Alaska St

6 Other Alternative See P.93



Medium Tunnel 41st Avenue Station (WSJ-5a, WSJ-6)

Tunnel station under 41st Ave SW crossing beneath SW Alaska St

Alaska Junction Station

West Seattle Link Extension

Elevated 41st/42nd Avenue Station (WSJ-1)

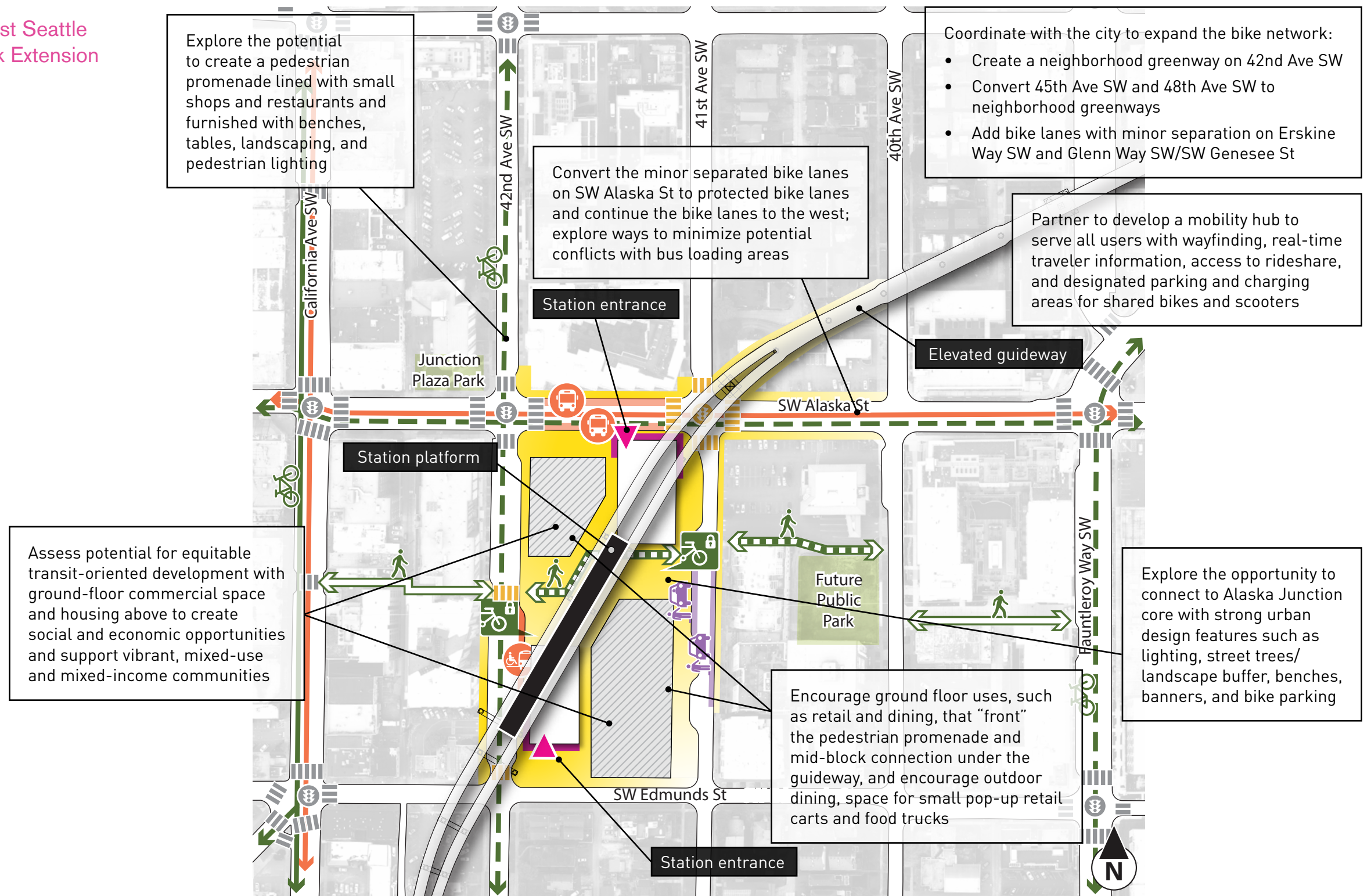
Other Alternative

Station context plan

The Elevated 41st/42nd Avenue station alternative, with entrances on SW Alaska St and SW Edmunds St, would be midway between The Junction and newer developments near Fautleroy Way SW.

This station alternative would provide an opportunity to transform an entire block, which is currently apartments and businesses with surface and underground parking. The guideway would bisect the block at an angle, resulting in two potential transit-oriented development sites with opportunities to create active plaza space and a mid-block connection with parking located below the plaza level.

The station area is highly walkable and includes a balanced mix of residential and commercial uses. Existing mid-block connections from California Way SW could be extended to the east as the neighborhood continues to develop.



Assess potential for equitable transit-oriented development with ground-floor commercial space and housing above to create social and economic opportunities and support vibrant, mixed-use and mixed-income communities

Explore the potential to create a pedestrian promenade lined with small shops and restaurants and furnished with benches, tables, landscaping, and pedestrian lighting

Convert the minor separated bike lanes on SW Alaska St to protected bike lanes and continue the bike lanes to the west; explore ways to minimize potential conflicts with bus loading areas

Coordinate with the city to expand the bike network:

- Create a neighborhood greenway on 42nd Ave SW
- Convert 45th Ave SW and 48th Ave SW to neighborhood greenways
- Add bike lanes with minor separation on Erskine Way SW and Glenn Way SW/SW Genesee St

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters

Explore the opportunity to connect to Alaska Junction core with strong urban design features such as lighting, street trees/landscape buffer, benches, banners, and bike parking

Encourage ground floor uses, such as retail and dining, that "front" the pedestrian promenade and mid-block connection under the guideway, and encourage outdoor dining, space for small pop-up retail carts and food trucks

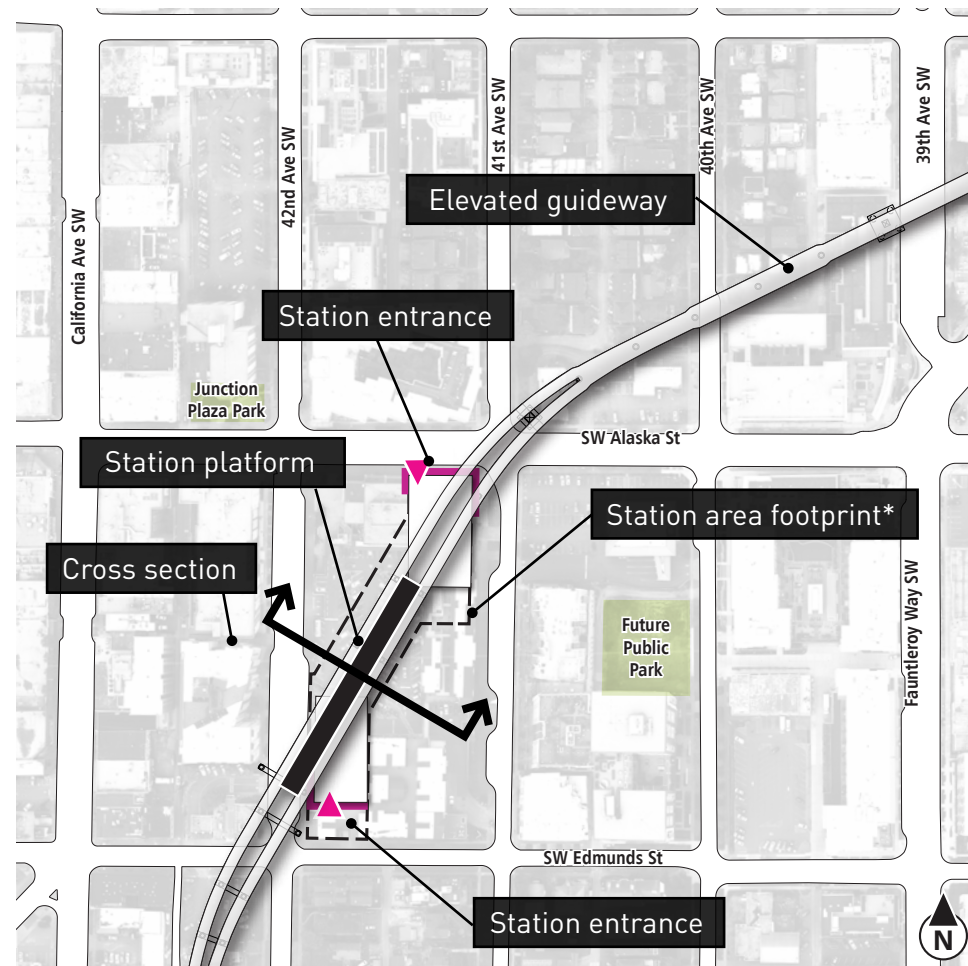
Station entrance	Existing bike route	Existing pedestrian connection	Bus route(s)	Existing signaled intersection and/or crosswalks
Potential transit-oriented development (TOD)	Planned bike route	Proposed pedestrian connection	Active bus bay	Proposed signaled intersection and/or crosswalks
Pedestrian focused area	Bike and personal mobility storage	Proposed pedestrian connection	Paratransit	Pick-up/drop-off area

Alaska Junction Station

West Seattle Link Extension

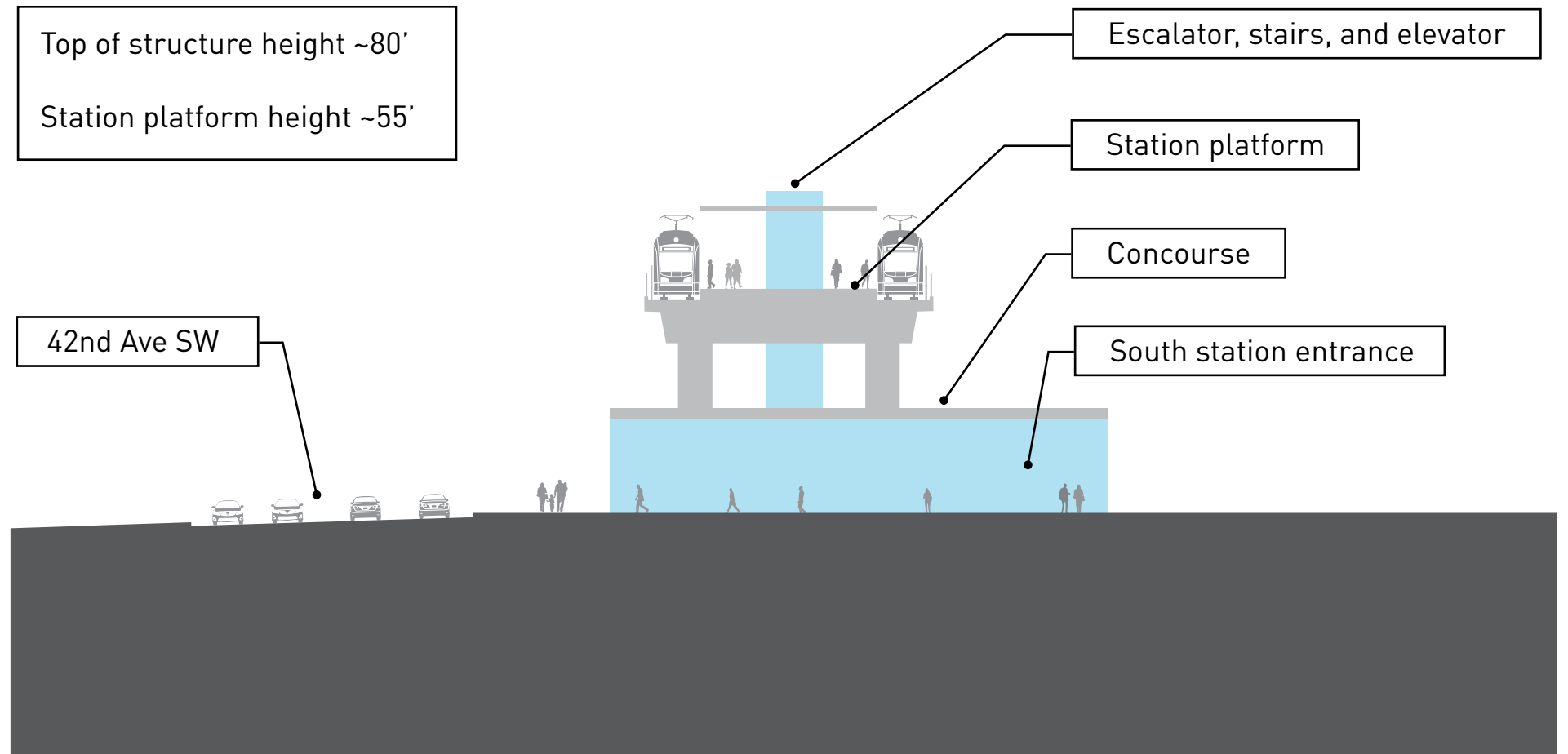
Elevated 41st/42nd Avenue Station (WSJ-1)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Alaska Junction Station

West Seattle Link Extension

Elevated Fautleroy Way Station (WSJ-2)

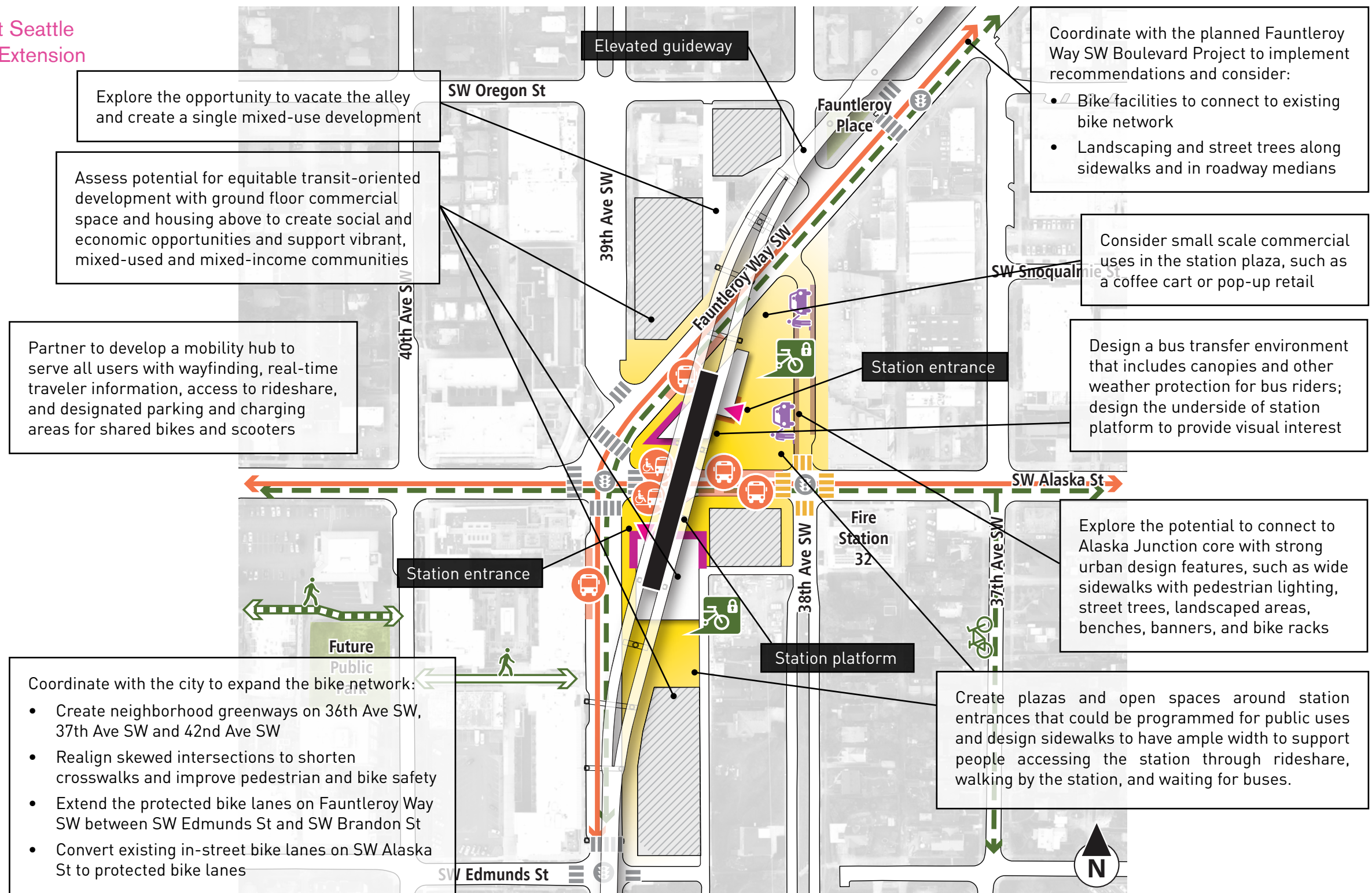
Other Alternative

Station context plan

The Elevated Fautleroy Way station alternative would straddle SW Alaska St on the east side of Fautleroy Way SW. This station alternative would serve The Junction as well as the expanding neighborhood to the east.

With thoughtful integration into the streetscape, the elevated guideway can provide opportunities for pocket parks and pedestrian/bike trails and pathways. The city plans to improve Fautleroy Way SW and SW Alaska St for people walking and riding bikes. These corridors are especially important for this alternative, since they connect the station to neighborhoods to the south, east, and west and facilitate access to "The Junction".

Well-designed placement of station entrances, bus stops, pick-up/drop-off areas, bike storage and plazas along with potential transit-oriented development would create a welcoming environment around the station.



Explore the opportunity to vacate the alley and create a single mixed-use development

Assess potential for equitable transit-oriented development with ground floor commercial space and housing above to create social and economic opportunities and support vibrant, mixed-used and mixed-income communities

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters

Coordinate with the city to expand the bike network:

- Create neighborhood greenways on 36th Ave SW, 37th Ave SW and 42nd Ave SW
- Realign skewed intersections to shorten crosswalks and improve pedestrian and bike safety
- Extend the protected bike lanes on Fautleroy Way SW between SW Edmunds St and SW Brandon St
- Convert existing in-street bike lanes on SW Alaska St to protected bike lanes

Elevated guideway

SW Oregon St

Fautleroy Place

39th Ave SW

40th Ave SW

Fautleroy Way SW

Station entrance

SW Snoqualmie St

Consider small scale commercial uses in the station plaza, such as a coffee cart or pop-up retail

Design a bus transfer environment that includes canopies and other weather protection for bus riders; design the underside of station platform to provide visual interest

Station entrance

Fire Station 32

Station platform

SW Alaska St

Explore the potential to connect to Alaska Junction core with strong urban design features, such as wide sidewalks with pedestrian lighting, street trees, landscaped areas, benches, banners, and bike racks

Create plazas and open spaces around station entrances that could be programmed for public uses and design sidewalks to have ample width to support people accessing the station through rideshare, walking by the station, and waiting for buses.

Future Public Park

SW Edmunds St



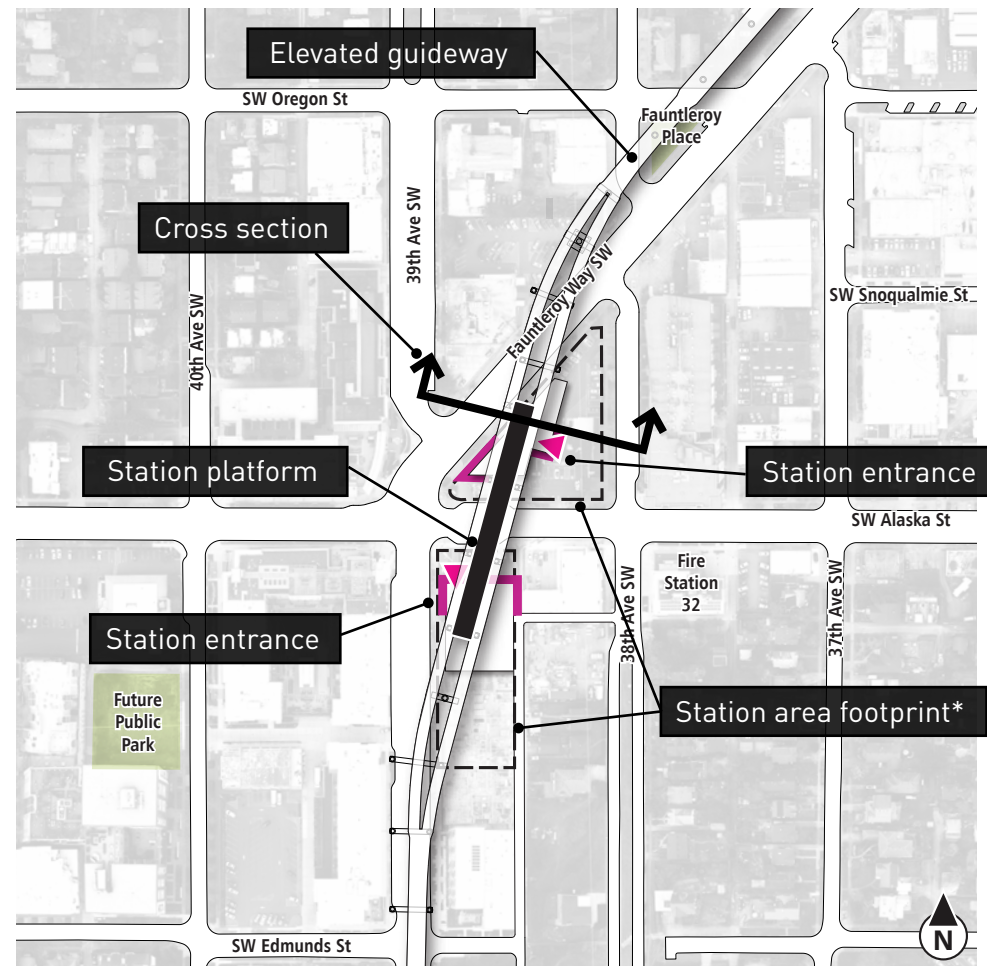
- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Planned bike route
- Bike and personal mobility storage
- Existing pedestrian connection
- Proposed pedestrian connection
- Bus route(s)
- Active bus bay
- Paratransit
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks
- Pick-up/drop-off area

Alaska Junction Station

West Seattle Link Extension

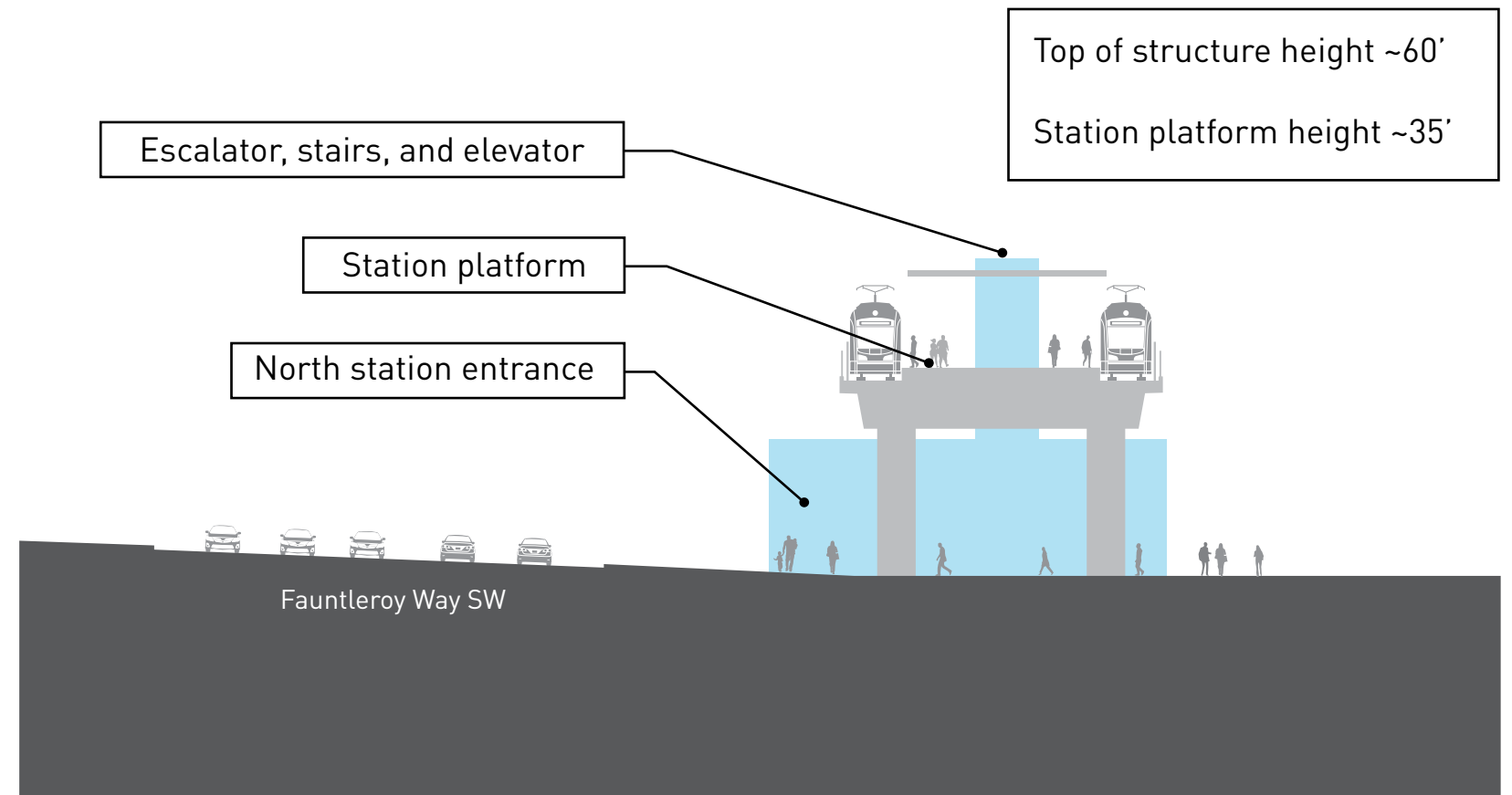
Elevated Fautleroy Way Station (WSJ-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

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Alaska Junction Station

West Seattle Link Extension

Tunnel 41st Avenue Station (WSJ-3a)

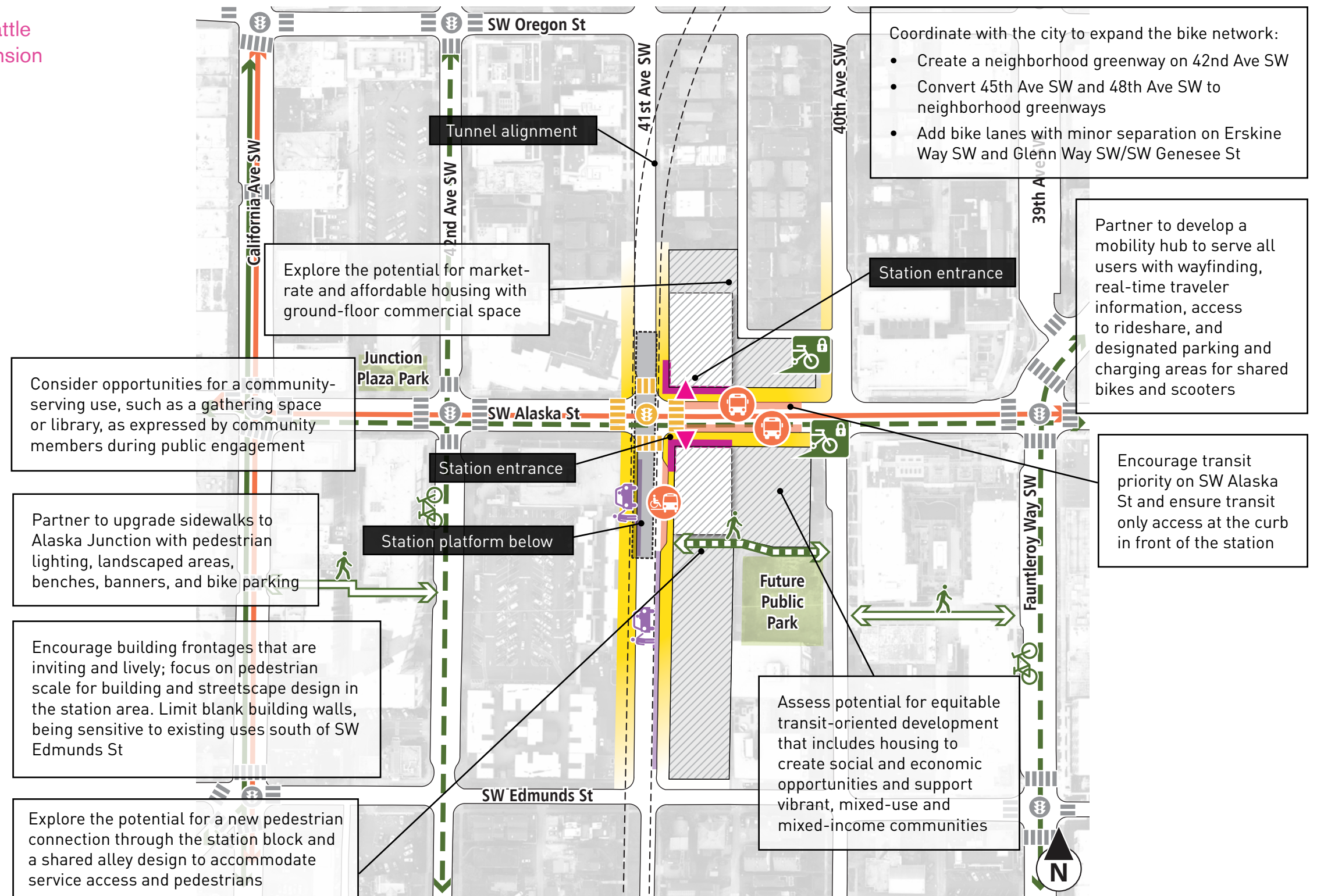
Other Alternative

Station context plan

The Tunnel 41st Avenue station platform would be located approximately 70 feet under 41st Ave SW with entrances on both sides of SW Alaska St. At street level, this alternative is identical to WSJ-5a and WSJ-6, but below grade it is approximately 20 feet deeper than the WSJ-5b and WSJ-6 alternatives.

Both station entrances have the potential to be integrated into new development that could include ground-floor commercial space with multifamily housing above, potentially fronting a new pedestrian connection adjacent to a planned public park on 40th Ave SW.

With entrances on both sides of SW Alaska St, this alternative would provide easy access for pedestrians and cyclists with a good sidewalk network, a planned neighborhood greenway on 42nd Ave SW, and protected bike lanes planned on SW Alaska St.



Coordinate with the city to expand the bike network:

- Create a neighborhood greenway on 42nd Ave SW
- Convert 45th Ave SW and 48th Ave SW to neighborhood greenways
- Add bike lanes with minor separation on Erskine Way SW and Glenn Way SW/SW Genesee St

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters

Encourage transit priority on SW Alaska St and ensure transit only access at the curb in front of the station

Explore the potential for market-rate and affordable housing with ground-floor commercial space

Consider opportunities for a community-serving use, such as a gathering space or library, as expressed by community members during public engagement

Partner to upgrade sidewalks to Alaska Junction with pedestrian lighting, landscaped areas, benches, banners, and bike parking

Encourage building frontages that are inviting and lively; focus on pedestrian scale for building and streetscape design in the station area. Limit blank building walls, being sensitive to existing uses south of SW Edmunds St

Explore the potential for a new pedestrian connection through the station block and a shared alley design to accommodate service access and pedestrians

Assess potential for equitable transit-oriented development that includes housing to create social and economic opportunities and support vibrant, mixed-use and mixed-income communities

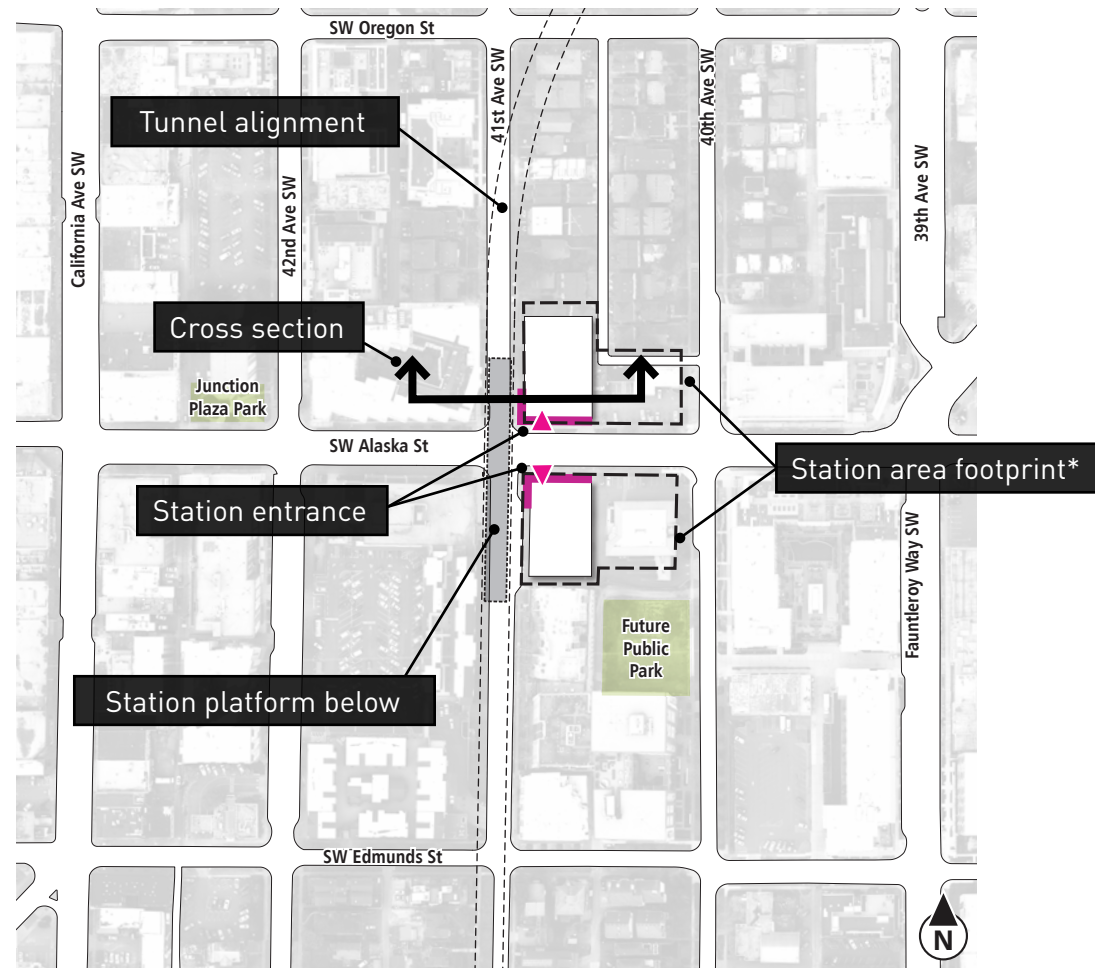
Station entrance	Existing bike route	Existing pedestrian connection	Bus route(s)	Existing signaled intersection and/or crosswalks
Potential transit-oriented development (TOD)	Planned bike route	Proposed pedestrian connection	Active bus bay	Proposed signaled intersection and/or crosswalks
Pedestrian focused area	Bike and personal mobility storage	Proposed pedestrian connection	Paratransit	Pick-up/drop-off area

Alaska Junction Station

West Seattle Link Extension

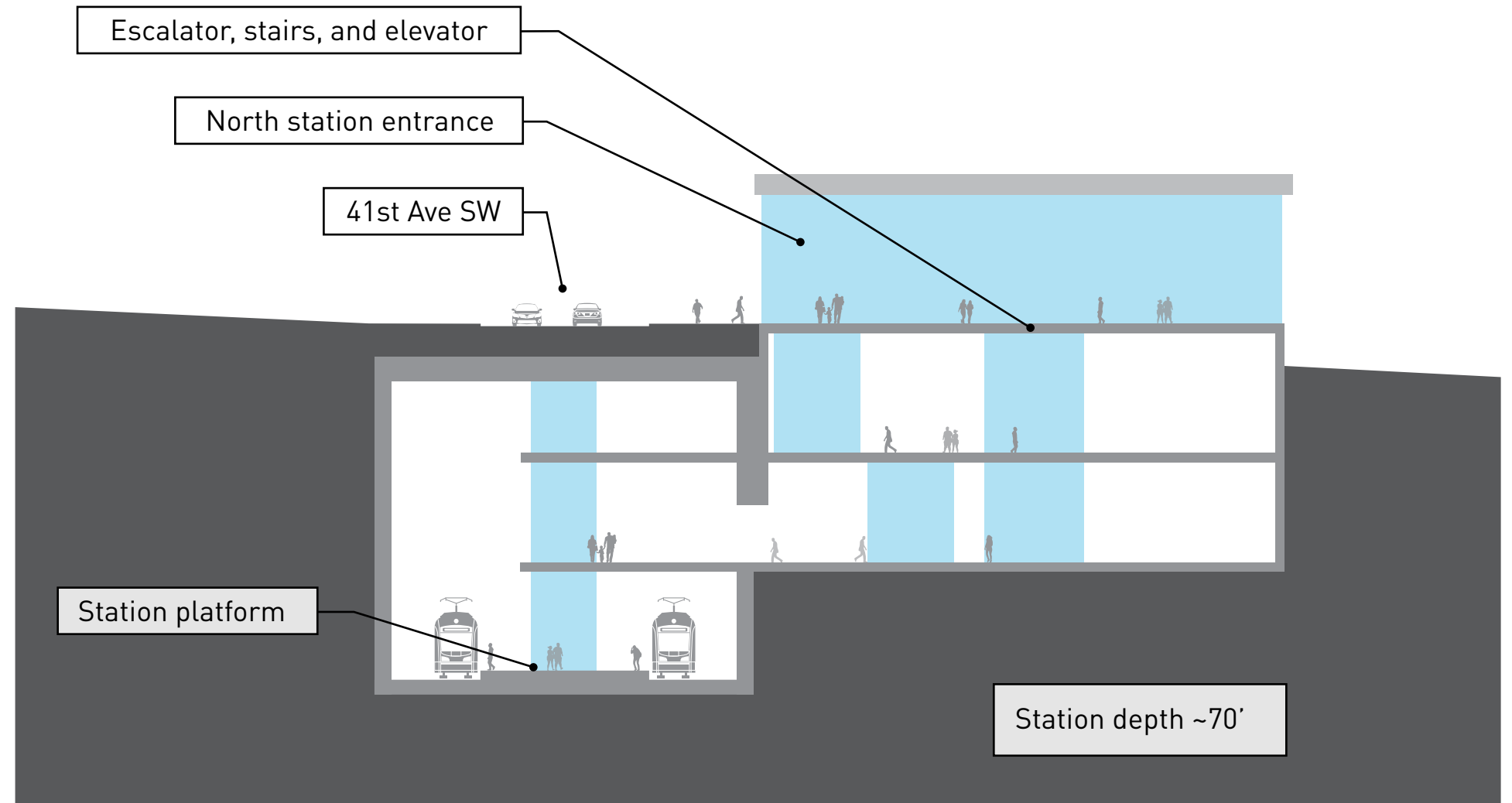
Tunnel 41st Avenue Station (WSJ-3a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

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Alaska Junction Station

West Seattle Link Extension

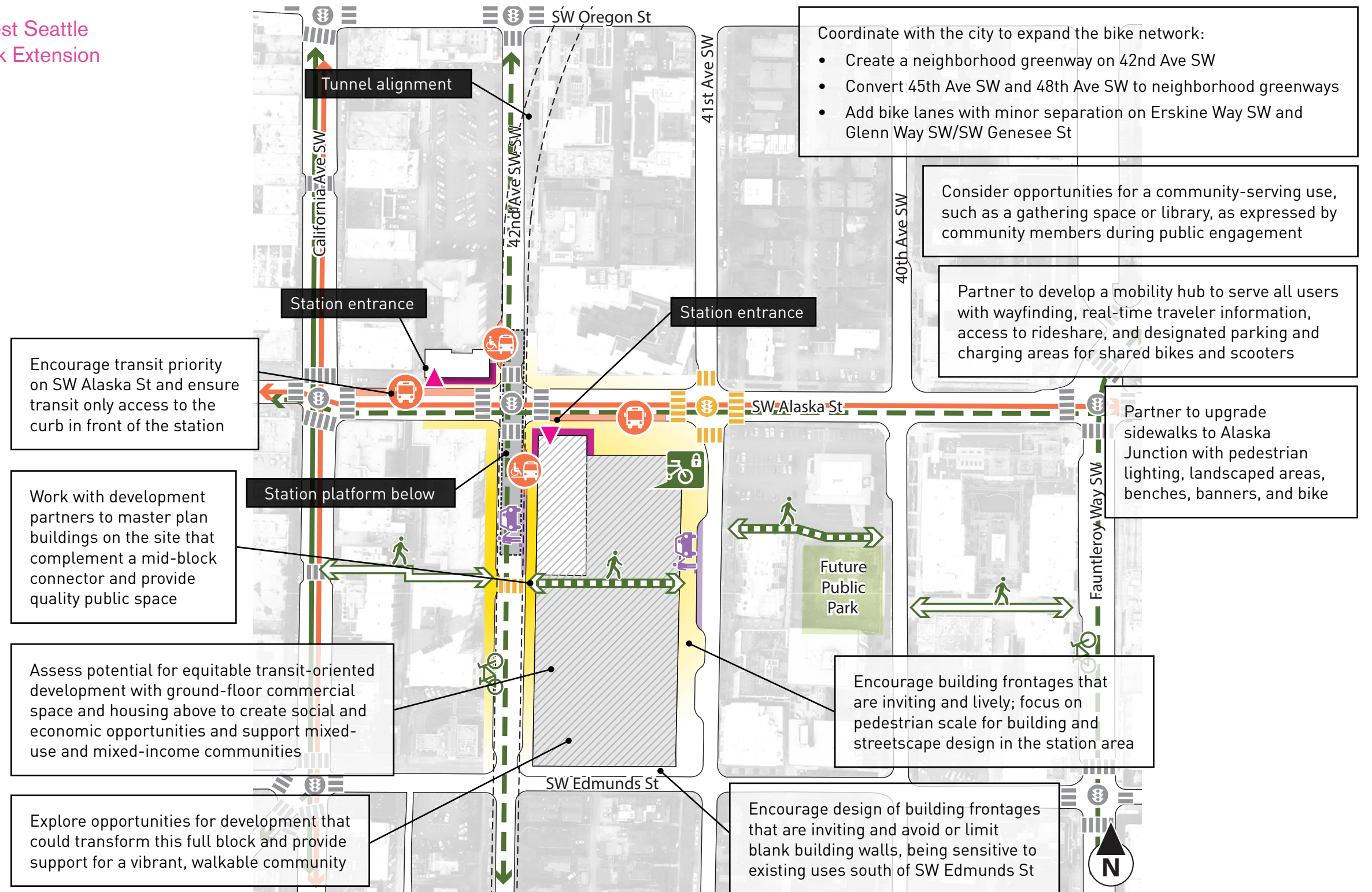
Tunnel 42nd Avenue Station (WSJ-3b)

Other Alternative

Station context plan

The tunnel station alternative under 42nd Ave SW would be just a block away from The Junction core and a few blocks from the rapidly developing area further east. The north station entrance would displace the existing Junction Plaza Park, which would need to be relocated. The south station entrance would provide an opportunity to transform an entire block by integrating the station into new development with ground-floor commercial space and multi-family housing above.

With entrances on both sides of SW Alaska St, this alternative would provide easy access for pedestrians and cyclists with a good sidewalk network, a planned neighborhood greenway on 42nd Ave SW, and protected bike lanes on SW Alaska St.



Encourage transit priority on SW Alaska St and ensure transit only access to the curb in front of the station

Work with development partners to master plan buildings on the site that complement a mid-block connector and provide quality public space

Assess potential for equitable transit-oriented development with ground-floor commercial space and housing above to create social and economic opportunities and support mixed-use and mixed-income communities

Explore opportunities for development that could transform this full block and provide support for a vibrant, walkable community

Coordinate with the city to expand the bike network:

- Create a neighborhood greenway on 42nd Ave SW
- Convert 45th Ave SW and 48th Ave SW to neighborhood greenways
- Add bike lanes with minor separation on Erskine Way SW and Glenn Way SW/SW Genesee St

Consider opportunities for a community-serving use, such as a gathering space or library, as expressed by community members during public engagement

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters

Partner to upgrade sidewalks to Alaska Junction with pedestrian lighting, landscaped areas, benches, banners, and bike

Encourage building frontages that are inviting and lively; focus on pedestrian scale for building and streetscape design in the station area

Encourage design of building frontages that are inviting and avoid or limit blank building walls, being sensitive to existing uses south of SW Edmunds St

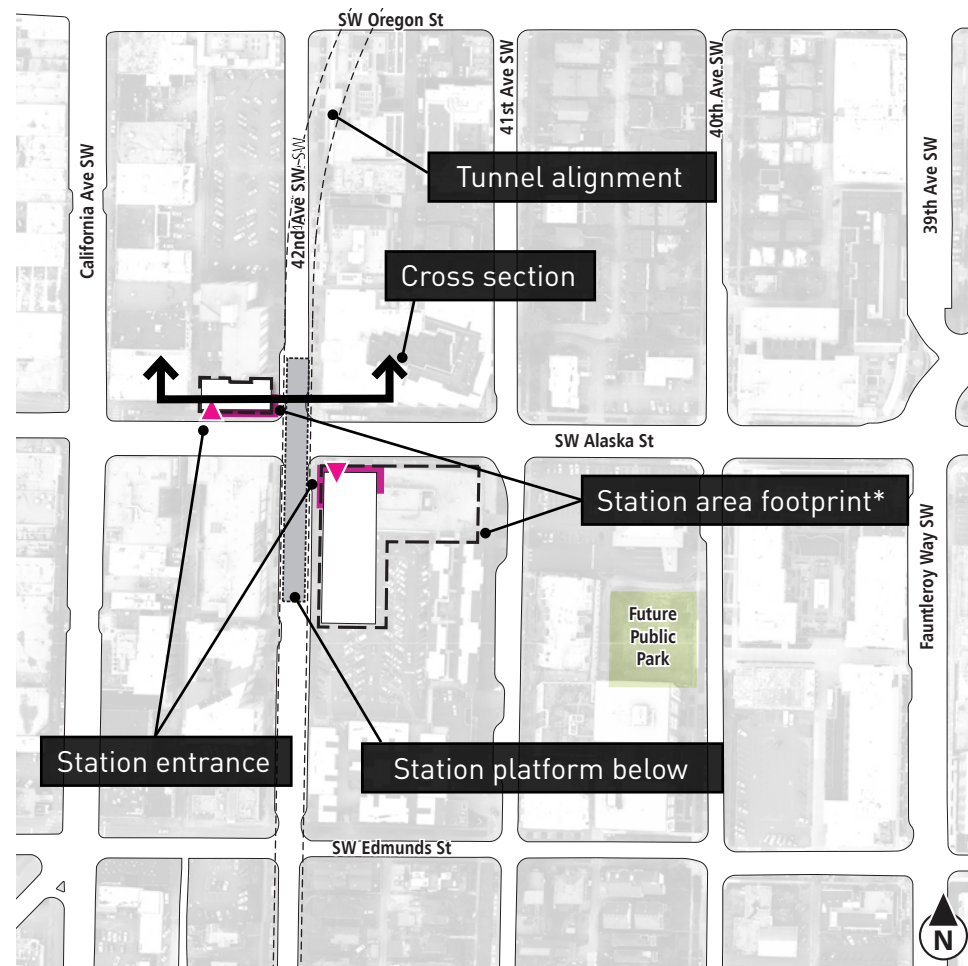
Station entrance	Existing bike route	Existing pedestrian connection	Bus route(s)	Existing signaled intersection and/or crosswalks
Potential transit-oriented development (TOD)	Planned bike route	Proposed pedestrian connection	Active bus bay	Proposed signaled intersection and/or crosswalks
Pedestrian focused area	Bike and personal mobility storage	Proposed pedestrian connection	Paratransit	Pick-up/drop-off area

Alaska Junction Station

West Seattle Link Extension

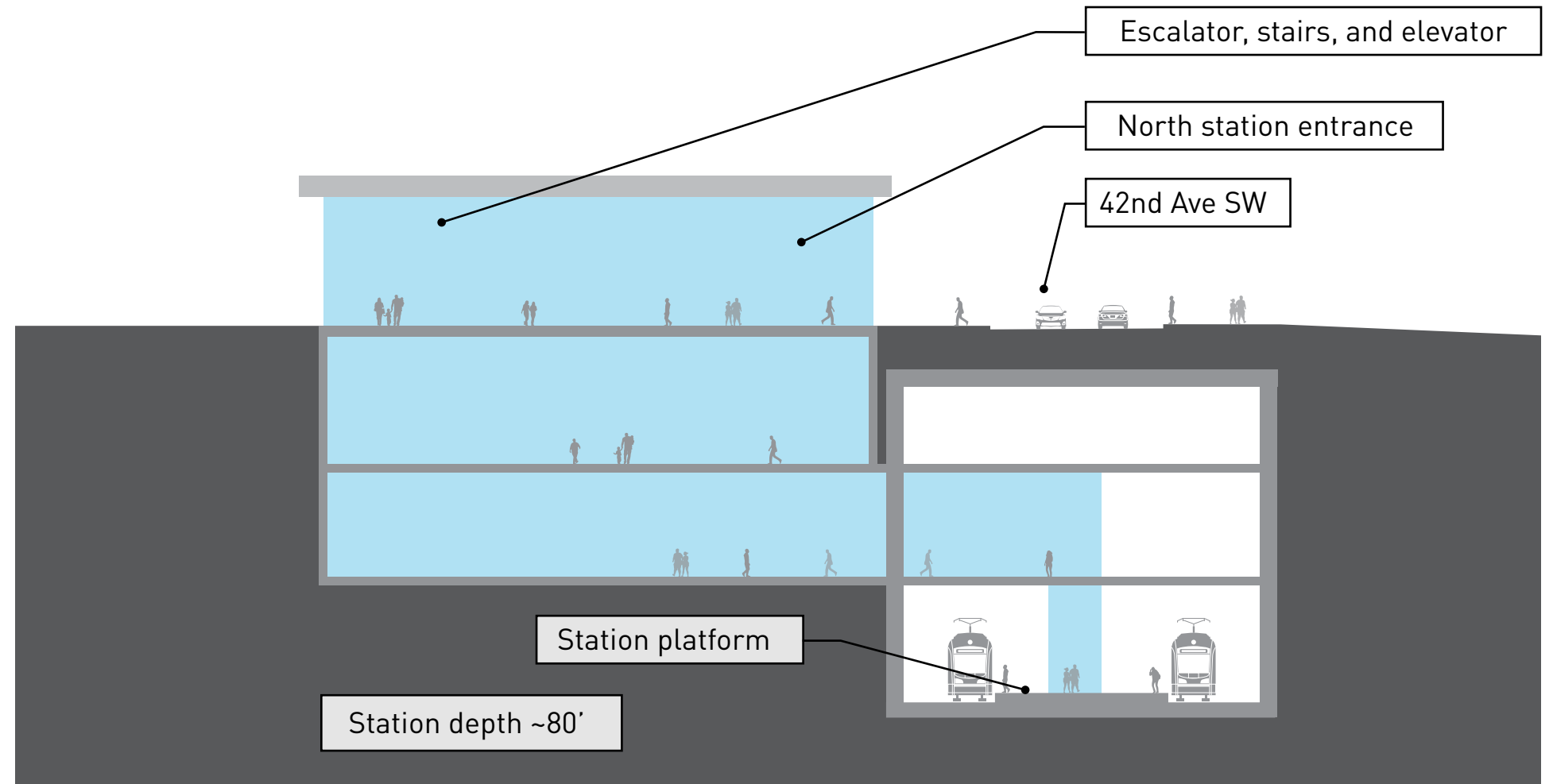
Tunnel 42nd Avenue Station (WSJ-3b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

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Alaska Junction Station

West Seattle Link Extension

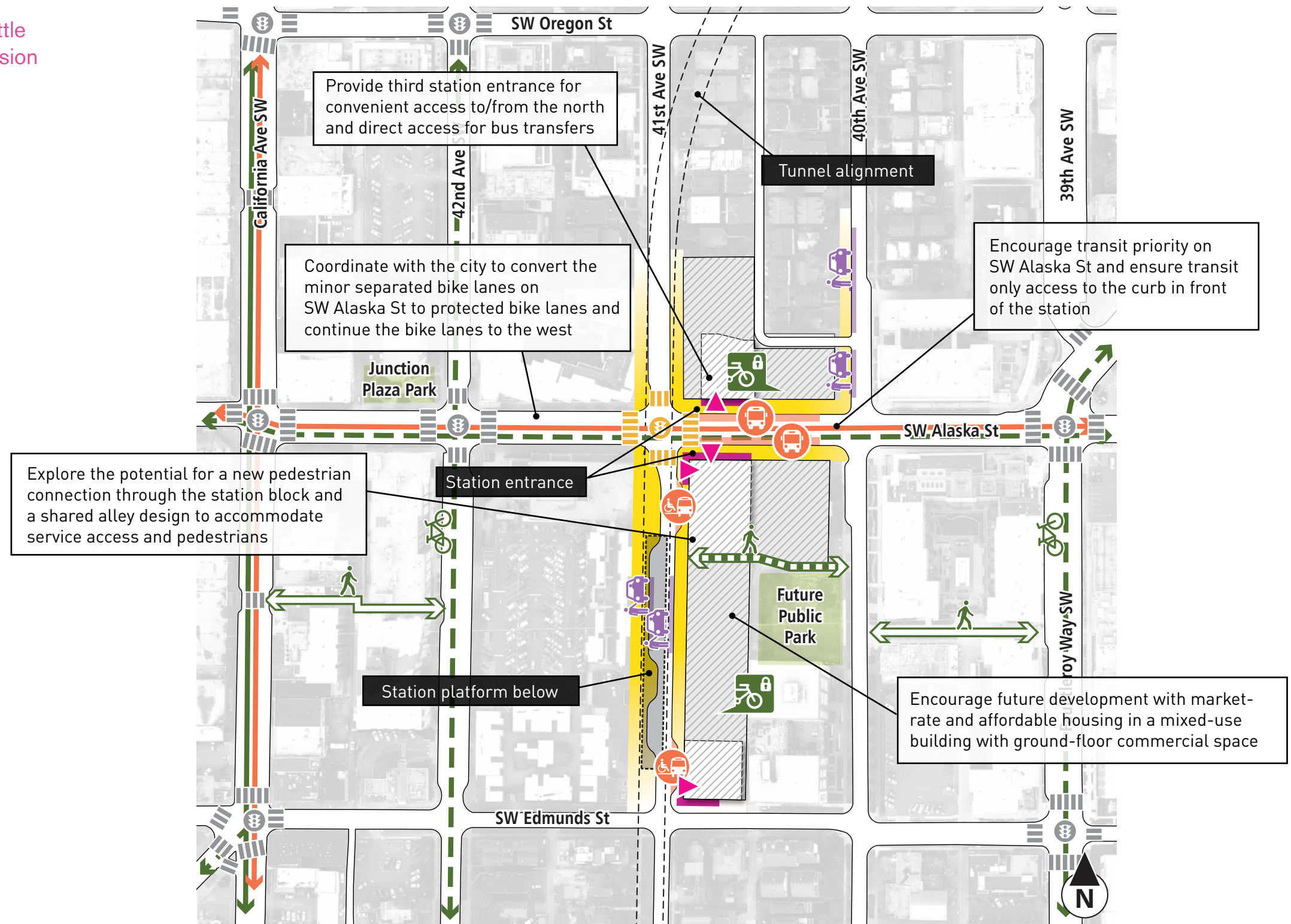
Short Tunnel 41st Avenue Station (WSJ-4)

Other Alternative

Station context plan

The Short Tunnel 41st Avenue station platform would be located under 41st Ave SW south of SW Alaska St. This station alternative would include entrances on both sides of SW Alaska St and a third entrance at SW Edmunds St. These station entrances have the potential to be integrated into new developments that can include ground-floor commercial space and multifamily housing above, potentially fronting a new pedestrian connection adjacent to the future public park.

With entrances on both sides of SW Alaska St, this alternative can provide easy access for pedestrians and cyclists with a good sidewalk network, a planned neighborhood greenway on 42nd Ave SW, and protected bike lanes on SW Alaska St.



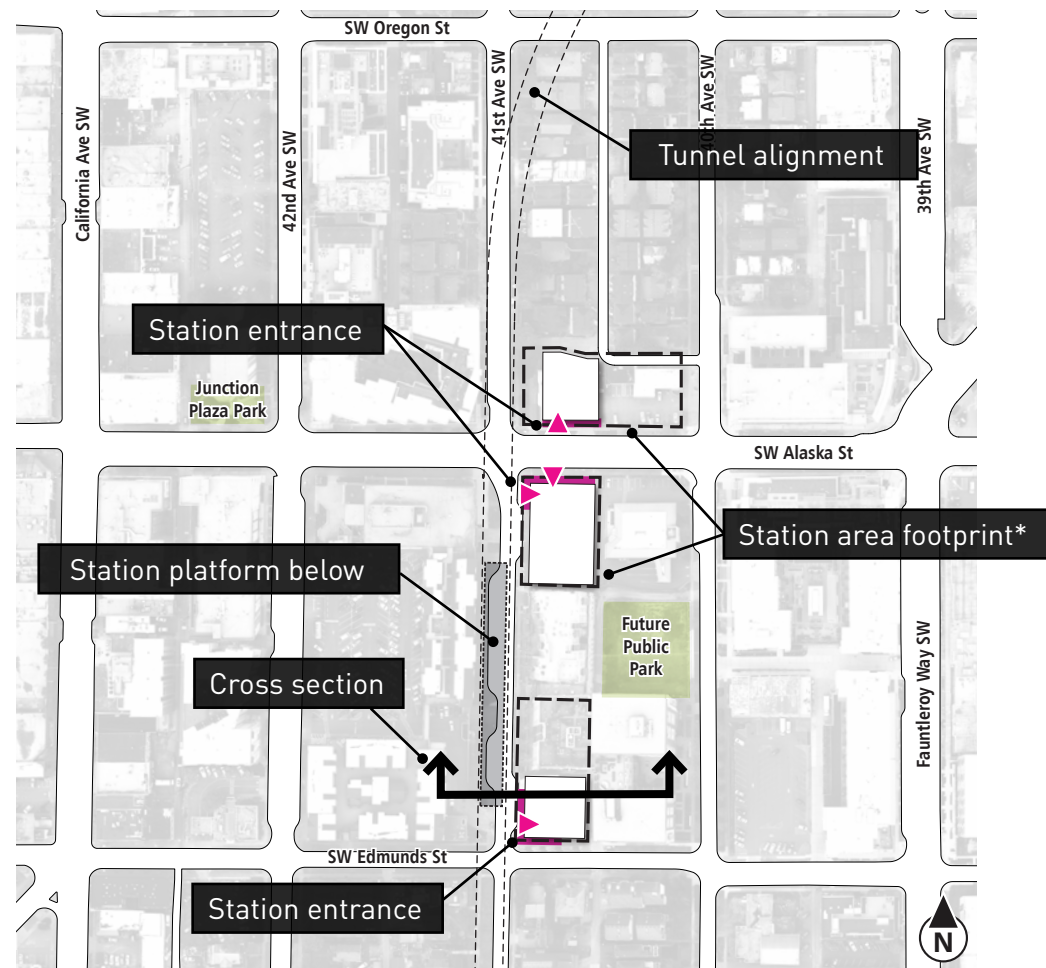
- Station entrance
- Existing bike route
- Existing pedestrian connection
- Bus route(s)
- Existing signaled intersection and/or crosswalks
- Potential transit-oriented development (TOD)
- Planned bike route
- Proposed pedestrian connection
- Active bus bay
- Proposed signaled intersection and/or crosswalks
- Pedestrian focused area
- Bike and personal mobility storage
- Proposed pedestrian connection
- Paratransit
- Pick-up/drop-off area

Alaska Junction Station

West Seattle Link Extension

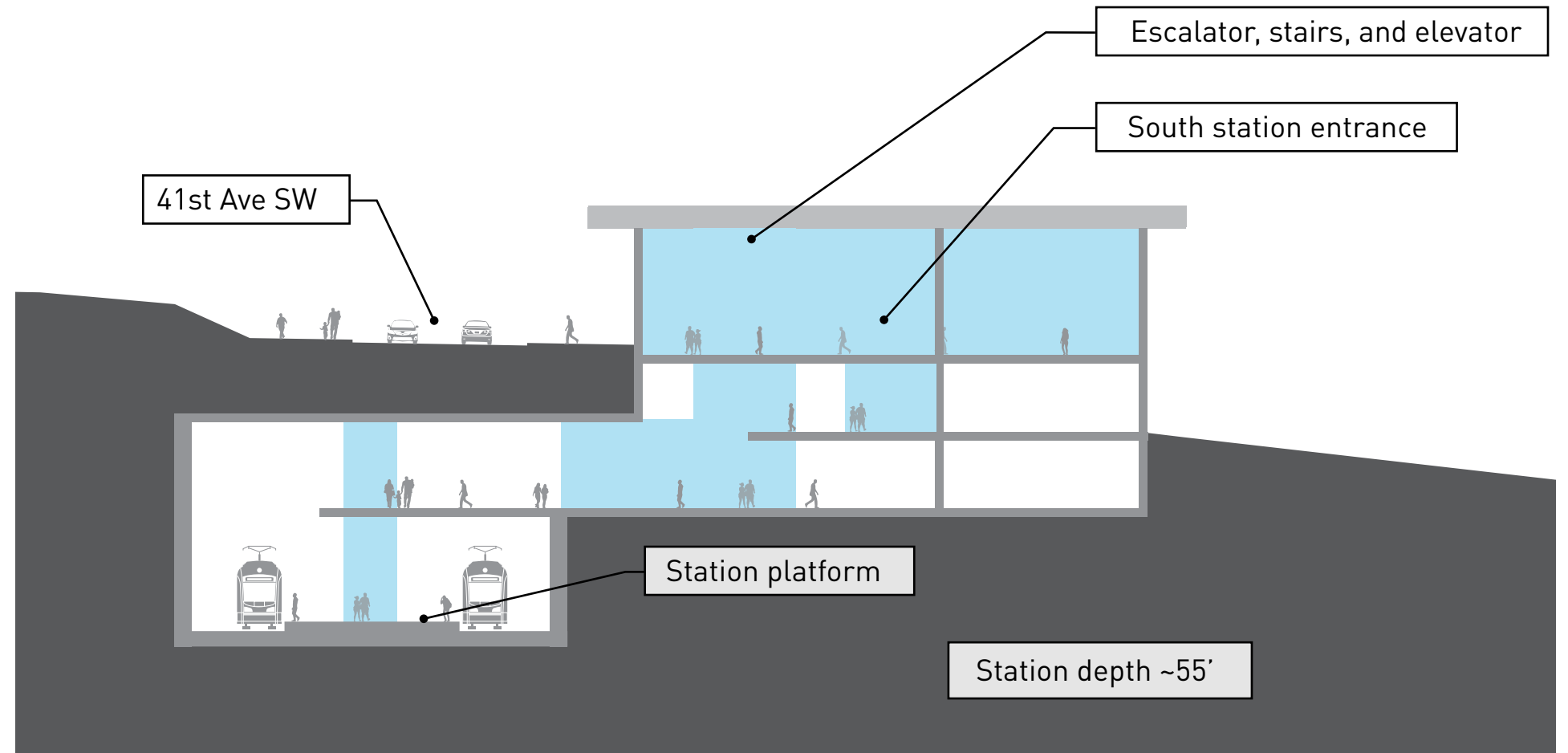
Short Tunnel 41st Avenue Station (WSJ-4)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

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Alaska Junction Station

West Seattle Link Extension

Medium Tunnel 41st Avenue Station (WSJ-5a, 6)

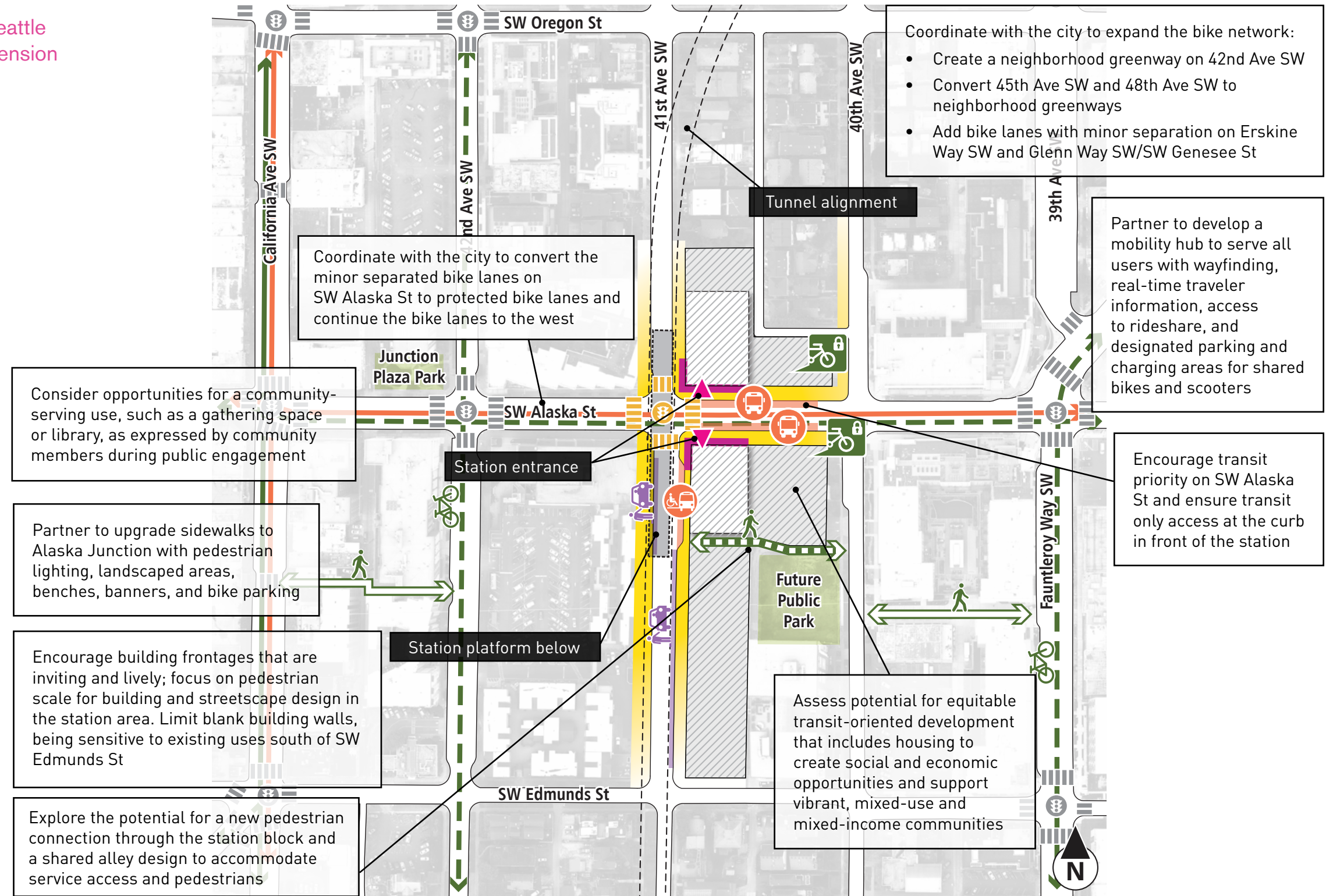
Other Alternative

Station context plan

The Medium Tunnel 41st Avenue station platform would be located approximately 50 feet under 41st Ave SW with entrances on both sides of SW Alaska St. At street level, this alternative would be identical to WSJ-3a, but below grade it is 20 feet shallower than the WSJ-3a alternative.

Both station entrances have the potential to be integrated into new development that could include ground-floor commercial space with multifamily housing above, potentially fronting a new pedestrian connection adjacent to a planned public park on 40th Ave SW.

With entrances on both sides of SW Alaska St, this alternative provides easy access for pedestrians and cyclists with a good sidewalk network, a planned neighborhood greenway on 42nd Ave SW, and protected bike lanes planned on SW Alaska St.



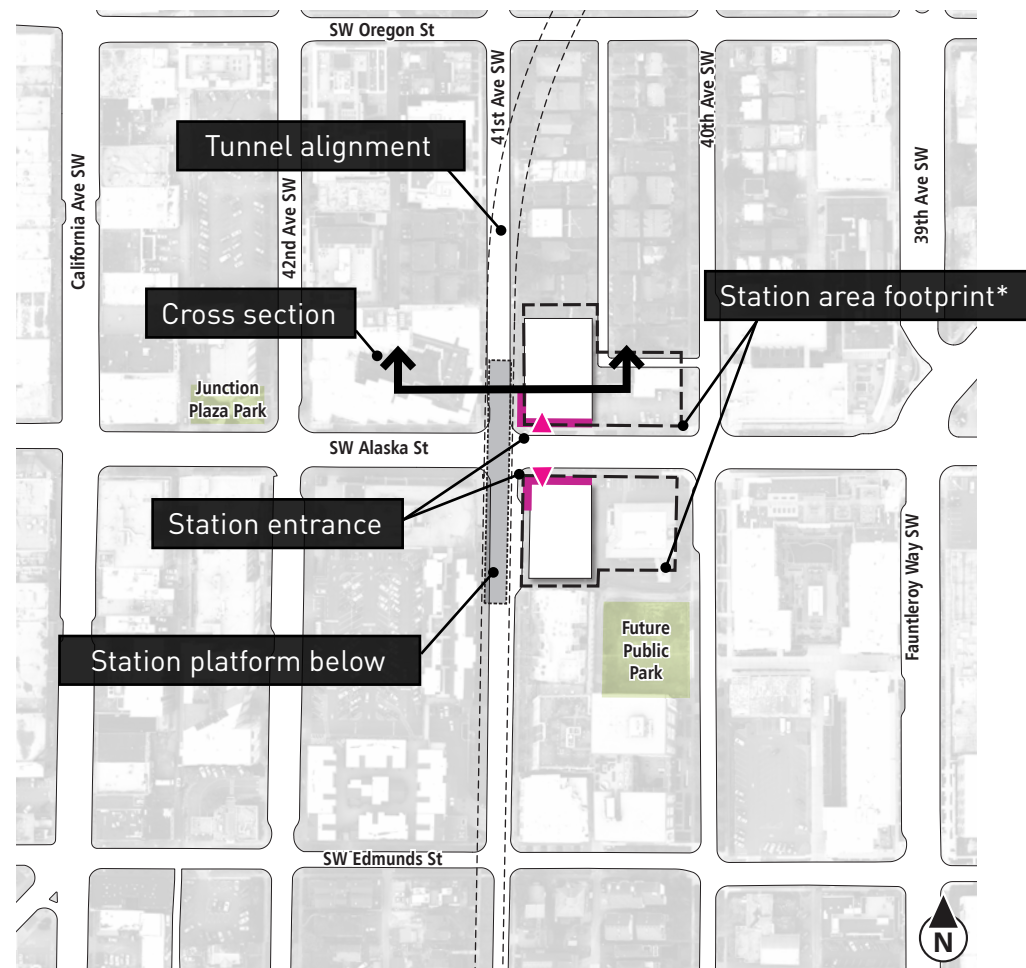
Station entrance	Existing bike route	Existing pedestrian connection	Bus route(s)	Existing signaled intersection and/or crosswalks
Potential transit-oriented development (TOD)	Planned bike route	Proposed pedestrian connection	Active bus bay	Proposed signaled intersection and/or crosswalks
Pedestrian focused area	Bike and personal mobility storage	Proposed pedestrian connection	Paratransit	Pick-up/drop-off area

Alaska Junction Station

West Seattle Link Extension

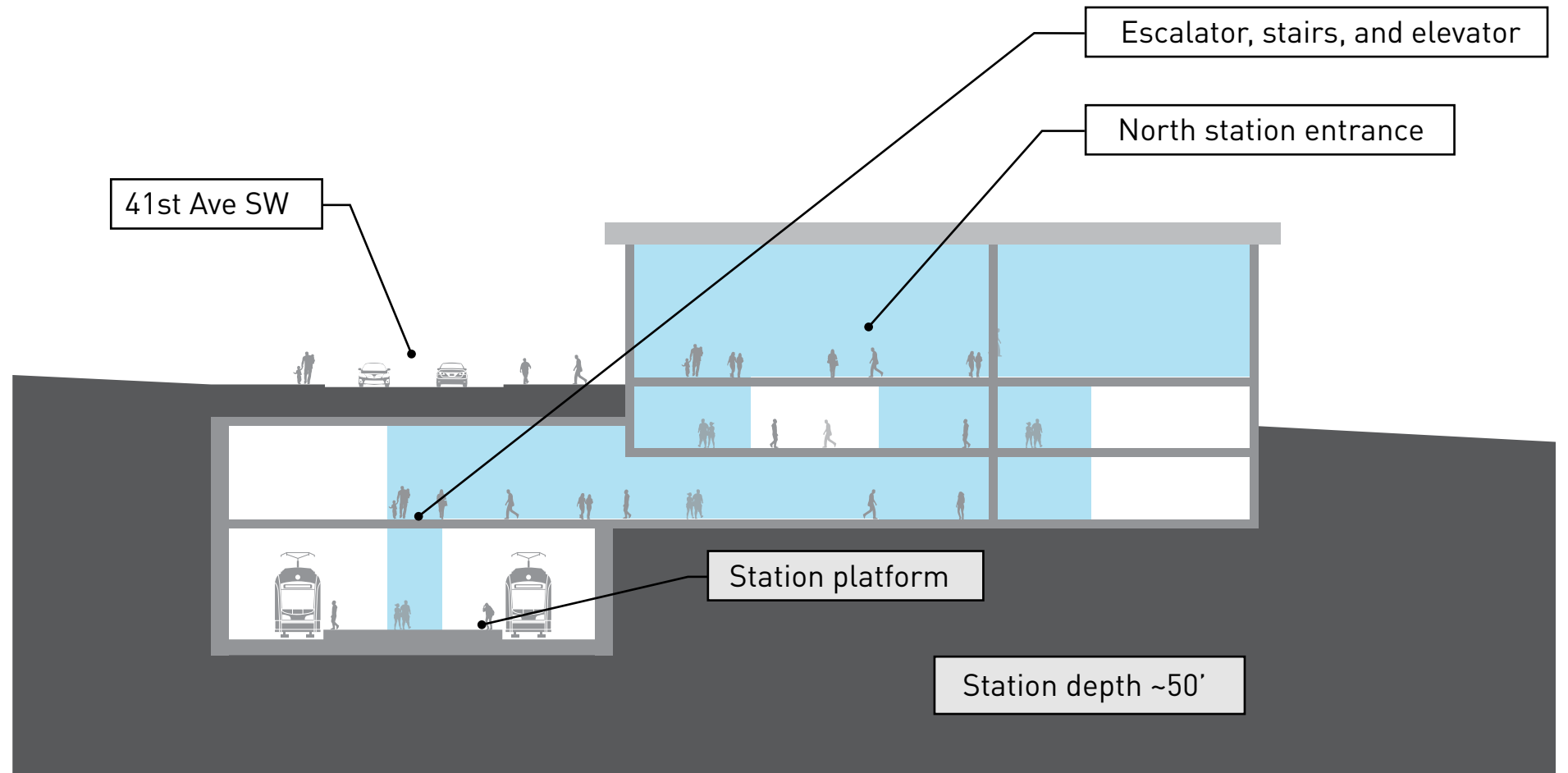
Medium Tunnel 41st Avenue Station (WSJ-5a, 6)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

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or 206-903-7229

