



West Seattle Link Extension

Station Planning Progress Report



Welcome!

As a part of the regional transit system expansion approved by voters in November 2016, Sound Transit's West Seattle Link Extension will provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge, and West Seattle neighborhoods. The Final Environmental Impact Statement (EIS), completed in 2024, studied the potential benefits and impacts of each alternative. This progress report captures our latest thinking about how pedestrians, transit riders, cyclists, and others will access the stations and how the stations might fit within each neighborhood. We will continue to refine and update station concepts as we advance the project design and solicit feedback and ideas from partners and community members.

Ideas presented in this document came from the active participation of people like you! Many people attended neighborhood forums or community briefings in 2019 and early 2020. Further community engagement sessions in 2023-2024 focused on higher level detail around station planning and design. Your feedback continues to inform station area design refinements as we progress from the environmental review phase to project design and construction.





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Introduction

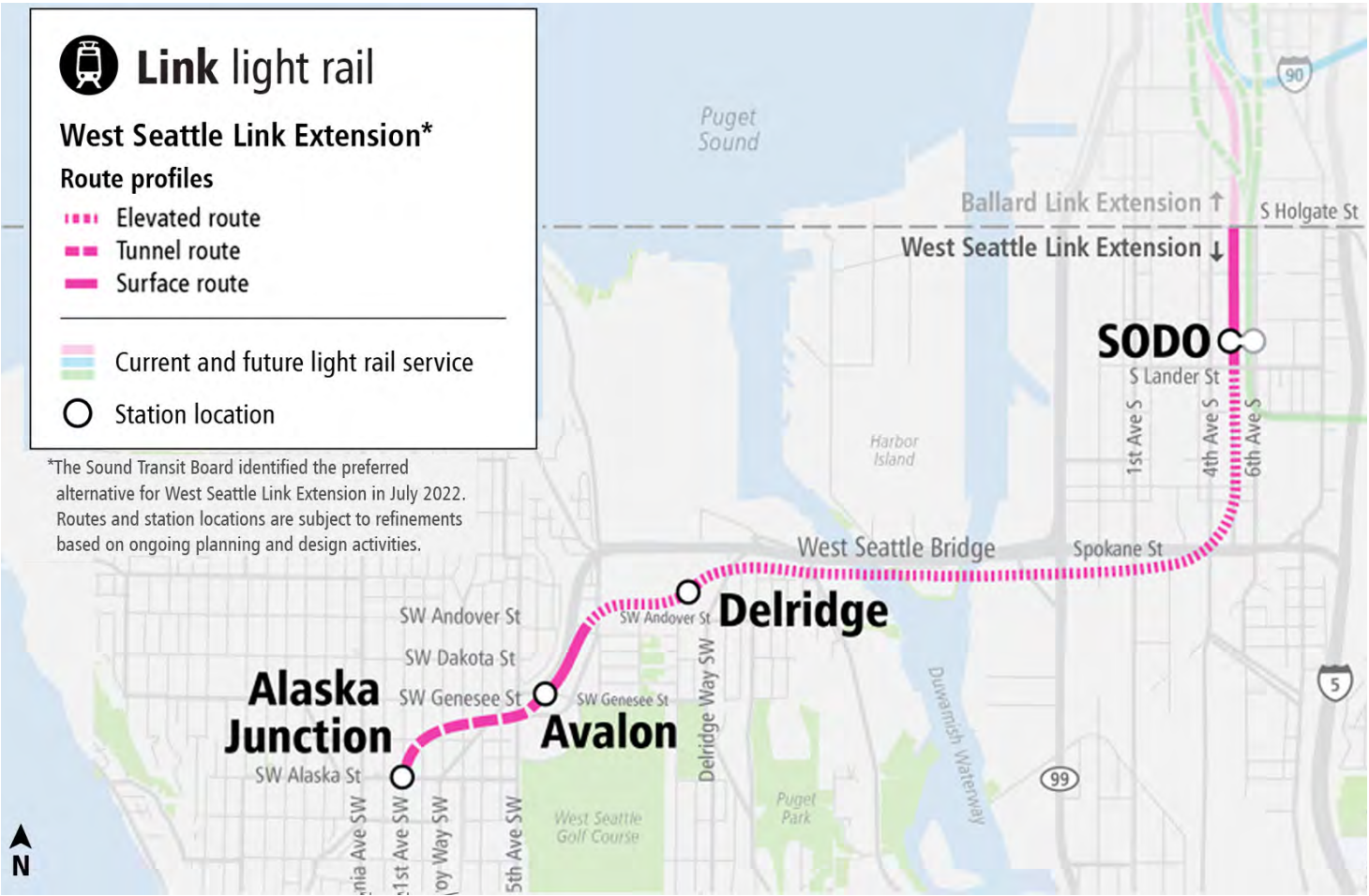
West Seattle Link Extension

Project overview

The West Seattle Link Extension (WSLE) will extend the 3 Line to the SODO, Delridge, Avalon, and Alaska Junction neighborhoods.

WSLE will include a new SODO Station where riders to and from West Seattle can transfer at the existing SODO Station to the existing 1 Line until the Ballard Link Extension (BLE) begins operation. BLE will facilitate permanent connection of WSLE to the 3 Line, allowing riders traveling from West Seattle to continue north to Everett without a transfer.

The diagram at the right shows the Sound Transit network when the projects funded by ST3, including the WSLE and BLE, are complete.



WSLE 3 line from SODO to Alaska Junction neighborhoods



Environmental Impact Statement (EIS)



The EIS describes the multiple alternatives being considered and how each alternative might affect adjacent neighborhoods, transportation systems, and the natural and built environment. The EIS process helps Sound Transit, the City of Seattle, partner agencies, and the public better understand the potential benefits and impacts of the project and identify ways it can be improved, both during construction and for the final operation of the light rail line.

The EIS process began with the publication and public review of a “Draft” EIS. A “Final” EIS was then prepared and published, with responses to substantive comments. We encourage you to review the Final EIS at westseattlelink.participate.online.

Project timeline

2016

• Voters approve ST3

2017-2019

• Planning Phase 1 – Develop alternatives

2019-2022

• Planning Phase 2 – Draft EIS

- Neighborhood forums
- Agency workshops
- Project update - wsblink.participate.online
- Public review of the Draft EIS
- Board confirms or modifies the preferred alternative to advance to Phase 3

2022-2024

• Planning Phase 3 – Final EIS

2024

• Board selects project to build

Early 2025

• FTA (Federal Transit Administration) issues Record of Decision

2025

• Final design and construction begin

To be determined

• West Seattle Link Extension opens

Final EIS alternatives

In 2022, after publication of the Draft EIS, the Sound Transit Board confirmed the preferred alternative to be studied in the Final EIS while directing staff to study some refinements (Motion M2022-57). Based on this direction, alternatives and design options refining some of the alternatives evaluated in the Draft EIS were added for study in the Final EIS published in Fall 2024.

The following chapters provide an overview of station area concept refinements for preferred alternatives identified by the Board. The other alternatives identified by the Board for study in Final EIS, but not identified as preferred, are compiled in Appendix A of this report.

Partnering with the City of Seattle
and others



As part of our on-going partnership with the City of Seattle, we have been meeting regularly to discuss and build upon the ideas we heard from you. This report focuses on how the proposed stations could fit into their respective neighborhoods. Close partnership between the city and Sound Transit is important to ensure stations connect more people to more places and opportunities.



Sound Transit and the City of Seattle share roles in project design

Sound Transit is responsible for the design of the stations and the City of Seattle is responsible for shaping the “station areas”—the neighborhoods around the station. Sound Transit and the city may partner on improvements within the “station context”—typically two or three blocks from a station itself.

In addition to the City of Seattle, we also partner with King County Metro to ensure integration with future service plans, and coordinate with the Port of Seattle at specific stations that intersect with Port facilities and interests.



Racial Equity Toolkit (RET)

Sound Transit and the City of Seattle have partnered on a Racial Equity Toolkit (RET) for the WSLE and BLE projects, beginning in 2018 during the alternatives development phase. The RET is designed to implement the city’s commitment to its Race and Social Justice Initiative, which is a vision to achieve racial equity in the community, end institutional and structural racism in city government, promote inclusion and full participation of all residents, and partner with communities to achieve racial equity across the City of Seattle. Corridor-wide goals for the RET include:

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

The interagency team guiding this collaborative work has identified Chinatown-International District and Delridge as neighborhoods to receive focused attention. A RET report was published in July 2022 that includes in-depth analysis and discussion of issues and priorities for meeting racial equity imperatives in these two focus neighborhoods and throughout the WSLE and BLE corridors.

Next steps

In late 2024, Sound Transit Board considered the alternatives evaluated in the Final EIS and selected the project to be built, based on years of technical analysis, stakeholder input, and community feedback. Your input continues to shape improvements around the stations in your neighborhood. As we continue our station planning beyond the environmental review phase and move into design phase, we will reach out again to hear your thoughts!



Station planning

Station planning involves looking at the various station alternatives from the neighborhood’s perspective. Together, Sound Transit and the City of Seattle have been engaged in discussions on how best to address the needs and desires of community members while creating an active and comfortable environment that reflects the unique character of each station location. To achieve this, first, we want to understand how people will get to and from the station—walking, rolling, biking, taking the bus, or being dropped off—and then we want to identify ways we can make these trips safer and more convenient. Next, we look at how the neighborhood around the station might change after light rail is operating, by identifying opportunities to create housing, office space, shops, and/or public open space, bearing in mind what we’ve heard from community members about their needs and desires.

Walking, biking, and rolling to the station

Ideas and recommendations to encourage walking, rolling, or biking to the station. Ideas for improvement generally apply to the immediate area around a station. These could include larger projects, such as a bike trail or widened sidewalks, that involve partnership with others, or smaller projects, such as bike storage, that fall within the immediate station area.

Connecting to the station

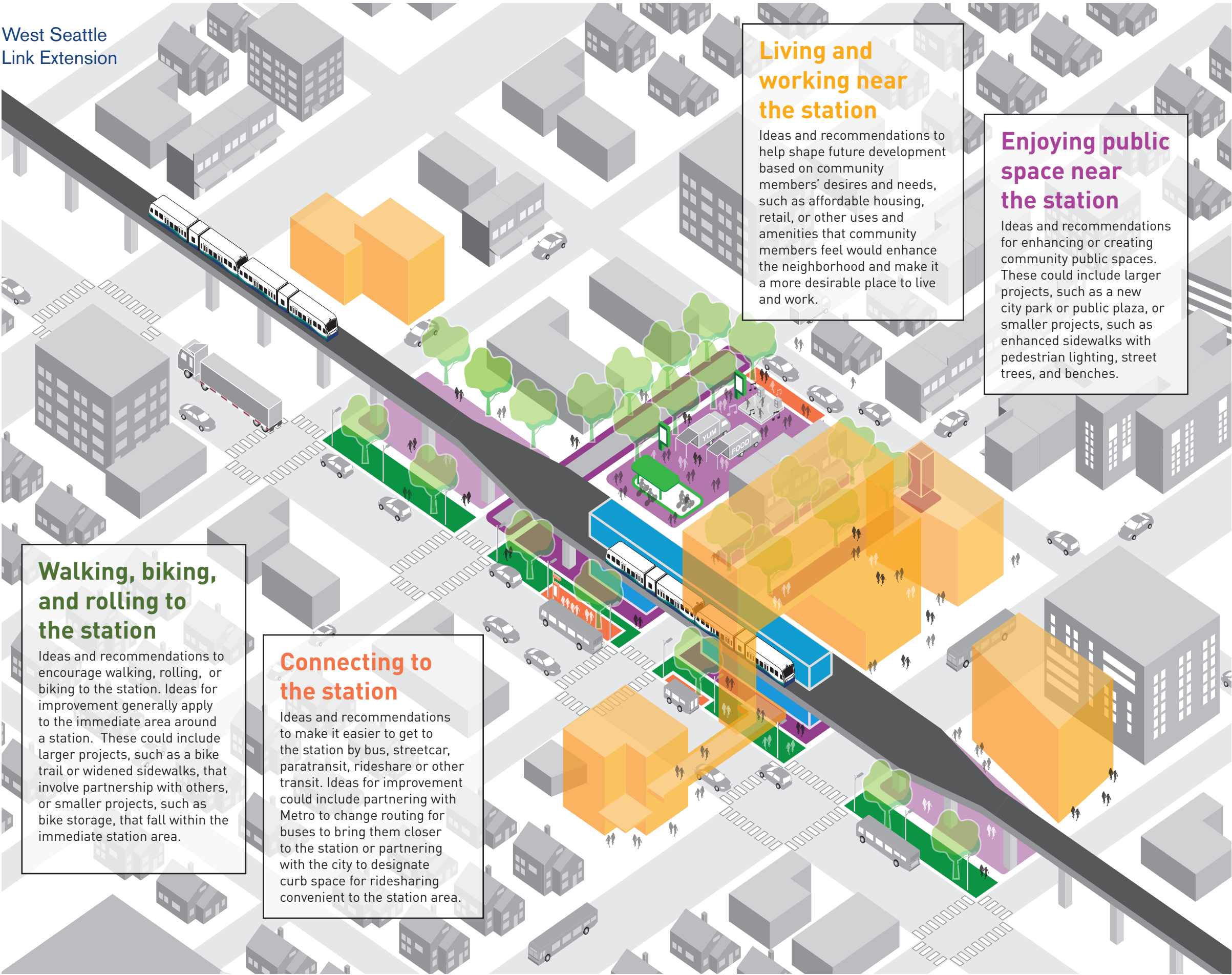
Ideas and recommendations to make it easier to get to the station by bus, streetcar, paratransit, rideshare or other transit. Ideas for improvement could include partnering with Metro to change routing for buses to bring them closer to the station or partnering with the city to designate curb space for ridesharing convenient to the station area.

Living and working near the station

Ideas and recommendations to help shape future development based on community members’ desires and needs, such as affordable housing, retail, or other uses and amenities that community members feel would enhance the neighborhood and make it a more desirable place to live and work.

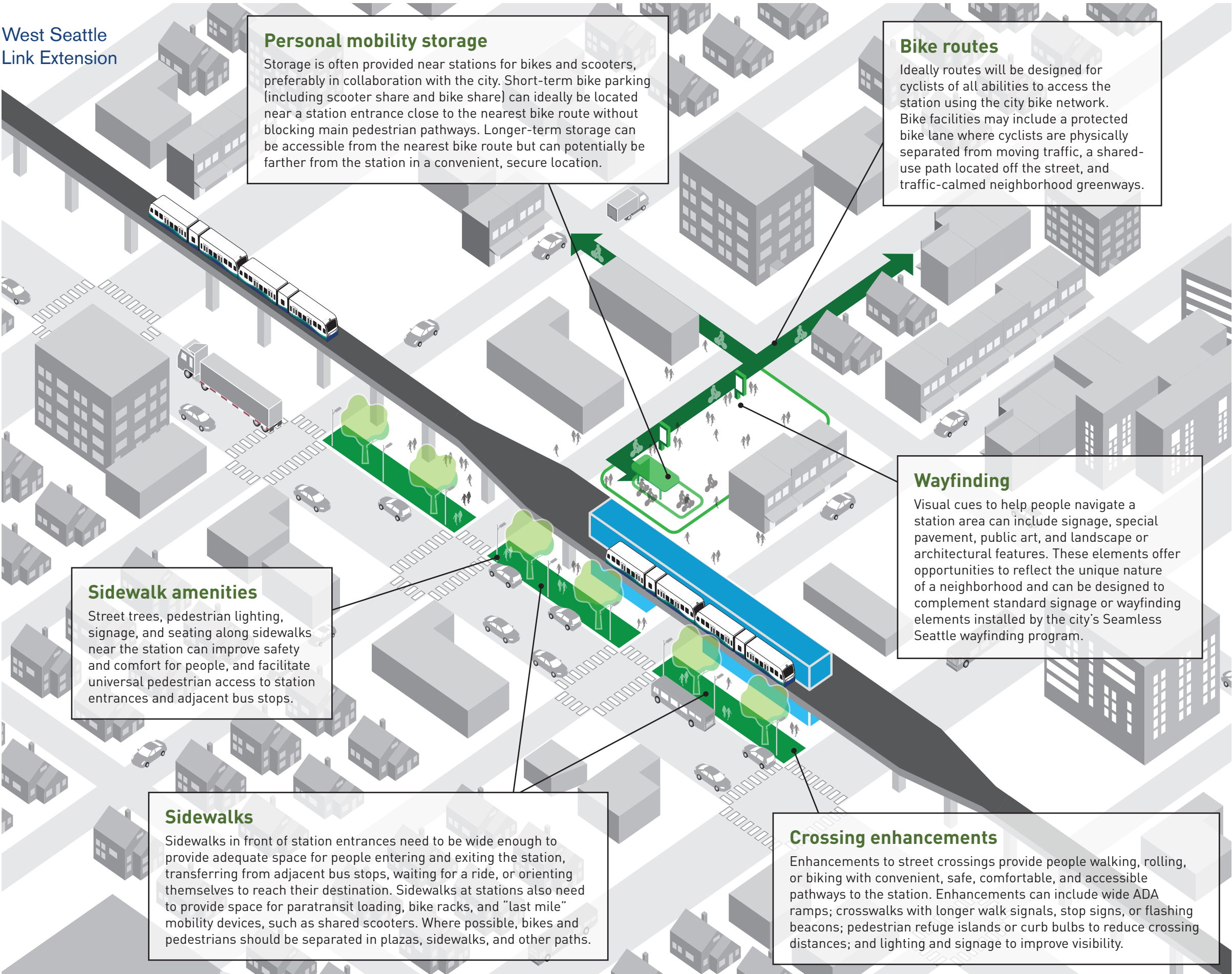
Enjoying public space near the station

Ideas and recommendations for enhancing or creating community public spaces. These could include larger projects, such as a new city park or public plaza, or smaller projects, such as enhanced sidewalks with pedestrian lighting, street trees, and benches.



Walking, biking, and rolling to the station

Each station area will be designed to make it easy to get to the station and move through the station area while walking, rolling, or biking. This can be accomplished by locating station entrances so they are easy to see and by providing safe biking, rolling, and walking routes that connect the station to the neighborhood.



Personal mobility storage

Storage is often provided near stations for bikes and scooters, preferably in collaboration with the city. Short-term bike parking (including scooter share and bike share) can ideally be located near a station entrance close to the nearest bike route without blocking main pedestrian pathways. Longer-term storage can be accessible from the nearest bike route but can potentially be farther from the station in a convenient, secure location.

Bike routes

Ideally routes will be designed for cyclists of all abilities to access the station using the city bike network. Bike facilities may include a protected bike lane where cyclists are physically separated from moving traffic, a shared-use path located off the street, and traffic-calmed neighborhood greenways.

Wayfinding

Visual cues to help people navigate a station area can include signage, special pavement, public art, and landscape or architectural features. These elements offer opportunities to reflect the unique nature of a neighborhood and can be designed to complement standard signage or wayfinding elements installed by the city's Seamless Seattle wayfinding program.

Sidewalk amenities

Street trees, pedestrian lighting, signage, and seating along sidewalks near the station can improve safety and comfort for people, and facilitate universal pedestrian access to station entrances and adjacent bus stops.

Sidewalks

Sidewalks in front of station entrances need to be wide enough to provide adequate space for people entering and exiting the station, transferring from adjacent bus stops, waiting for a ride, or orienting themselves to reach their destination. Sidewalks at stations also need to provide space for paratransit loading, bike racks, and "last mile" mobility devices, such as shared scooters. Where possible, bikes and pedestrians should be separated in plazas, sidewalks, and other paths.

Crossing enhancements

Enhancements to street crossings provide people walking, rolling, or biking with convenient, safe, comfortable, and accessible pathways to the station. Enhancements can include wide ADA ramps; crosswalks with longer walk signals, stop signs, or flashing beacons; pedestrian refuge islands or curb bulbs to reduce crossing distances; and lighting and signage to improve visibility.

West Seattle Link Extension

Sound Transit and the City of Seattle prioritize walking, rolling, biking and bus transfers over vehicle modes. At the same time, for passengers coming to the station by bus, streetcar, commuter rail, taxi, rideshare, or drop-off, the transfer to light rail should be a simple and intuitive experience.

Slow streets are streets that have been designed to safely accommodate larger volumes of people walking, cycling, using wheeled personal mobility devices, or riding transit, while also accommodating local traffic at reduced speeds. Slow streets are developed in collaboration with partner agencies and may include wider sidewalks, rolled curbs (or a curbless street with bollards), bulb outs, special paving, landscaping, seating, lighting or artwork.

A mobility hub brings together multiple travel options in one place and includes features such as bike- and scooter-share, easy access to transit and ride-sharing, real-time traveler information, wayfinding signage, and ample storage for bikes and other personal mobility devices. Mobility hubs function best when they are developed in collaboration with partner agencies and include supporting programs, such as mobile applications and a universal payment system, that make it easy to seamlessly access a wide range of travel

Pick-up/drop-off areas provide dedicated curb space near a station where rideshare vehicles, shuttles, and personal vehicles can park for a short time to drop off and pick up passengers. These areas can be on a public street or in a designated area at the station, and are sited to avoid conflicts with bus stops, paratransit, and major bike routes. Sound Transit security and maintenance vehicles may also use these areas.

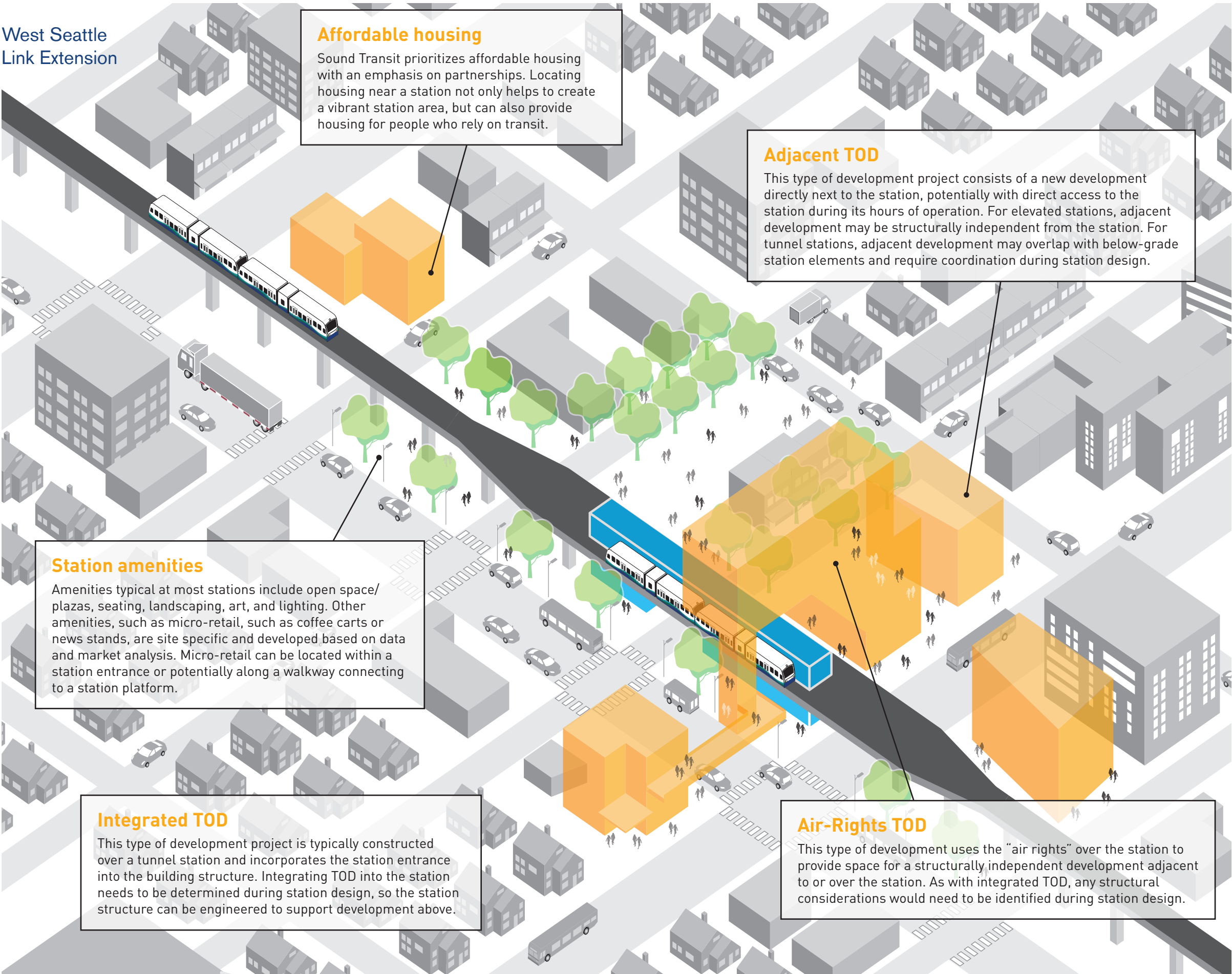
Preferred bus stop locations are adjacent to station entrances wherever possible to minimize the need to cross major streets. When street crossings are necessary, Sound Transit and the city will explore crossing enhancements, such as those listed on the previous page. Bus stop amenities can include weather protection or shelters, benches, trash cans, pedestrian lighting, wayfinding signage, and real-time travel information.

Paratransit transportation provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service. Paratransit stops are best located adjacent to station entrances with a visible and direct path to station elevators free of conflicts with bikes, scooters, and pick-up/drop-off or bus loading areas.

Transit-only streets are streets where buses have priority over other vehicles. Such streets may be as short as a single block and include special paving, pedestrian lighting, street trees, benches, and bollards designed to slow traffic and improve safety for bus patrons. Transit-only streets are developed in collaboration with partner agencies to ensure they improve transit access while considering the needs of local traffic.

Living and working near the station

Adding a light rail station introduces new opportunities to enhance livability in a neighborhood by providing opportunities for different types of housing, new shopping, additional employment connections, and public open space or other recreational amenities. Sound Transit strives to support equitable transit-oriented development (TOD) around the stations and explores opportunities to partner in potential development, with a priority on affordable housing and other uses that benefit communities. Community members will be involved as Sound Transit works to identify potential TOD sites and uses.



Affordable housing

Sound Transit prioritizes affordable housing with an emphasis on partnerships. Locating housing near a station not only helps to create a vibrant station area, but can also provide housing for people who rely on transit.

Adjacent TOD

This type of development project consists of a new development directly next to the station, potentially with direct access to the station during its hours of operation. For elevated stations, adjacent development may be structurally independent from the station. For tunnel stations, adjacent development may overlap with below-grade station elements and require coordination during station design.

Station amenities

Amenities typical at most stations include open space/plazas, seating, landscaping, art, and lighting. Other amenities, such as micro-retail, such as coffee carts or news stands, are site specific and developed based on data and market analysis. Micro-retail can be located within a station entrance or potentially along a walkway connecting to a station platform.

Integrated TOD

This type of development project is typically constructed over a tunnel station and incorporates the station entrance into the building structure. Integrating TOD into the station needs to be determined during station design, so the station structure can be engineered to support development above.

Air-Rights TOD

This type of development uses the “air rights” over the station to provide space for a structurally independent development adjacent to or over the station. As with integrated TOD, any structural considerations would need to be identified during station design.

Enjoying public space near the station

Public open space within the station area can improve the quality of how people live, work, shop, recreate, and use transit. Stations provide the opportunity to encourage the use of existing and new public space. This could be as simple as improving access to the existing public space or creating a new public space under the light rail guideway or near a station entrance to enhance the neighborhood.

Security and maintenance at and around the station can help increase the usability and vibrancy of a public space. Sound Transit and the City of Seattle will continue to assess maintenance and security needs as design work proceeds to ensure maintenance staff and public safety officials have convenient access to the stations.

Festival streets

Festival streets are a portion of public right-of-way designated by the city for recurring temporary closures to vehicles for pedestrian-oriented special events. The design of the streets should be compatible with potential community events and celebrations. Festival streets can be developed in collaboration with partner agencies or private developers.

Public plazas

Public plazas located near a station are larger than station entrance plazas and can include amenities such as outdoor dining, food trucks, and programmed activities including music and other performances. Development and management of these plazas could be a partnership between Sound Transit, other agencies, and the private sector.

Neighborhood gateways

Marking the transition into a community, neighborhood gateways may include simple elements such as banners and signage, and larger-scale elements, such as public art or a corridor with distinctive lighting and landscaping. Gateways involve coordination between the community and various partners, such as Sound Transit, the City of Seattle, and local businesses groups.

Space under the guideway

The space under the guideway provides a unique opportunity to take advantage of land not dedicated for another use. Depending on the location and specific conditions and input from the local community and partner agencies, this space could become a pedestrian or bike path, children's play area, dog park, or an extension of a natural or landscaped area. In retail or industrial areas, this space could be used as vehicle parking.

Streetscape amenities

Streetscape amenities, such as wide sidewalks, pedestrian lighting, special paving, street trees and landscaping, attractive building facades, outdoor plazas, and public art can enhance the public space along a street near a station. In some cases, the city has developed street design concept plans for streets near proposed stations. Sound Transit will coordinate with the city on all streetscapes adjacent to the stations as design work proceeds.

Station entrance plazas

Entrance plazas provide space for passengers at the start and end of their journey. These plazas provide a meeting place and may include amenities such as seating, landscaping, wayfinding, and public art.

Station context plans

Throughout this document, we use station context plans to visually represent how each station alternative could function. These context plans use a series of symbols to represent key project elements. These symbols are described to the right along with a description of best practices for each element. In addition, the station context plans include callouts describing ideas and recommendations to improve access to the station, enhance public space around the station, or encourage transit-oriented development near the station, potentially integrated with the station itself. We will continue to explore these ideas and recommendations with you as design work proceeds.

1

Station platform

A dark shaded box indicates an at-grade or elevated station platform; a box with gradient shading indicates a tunnel station platform. Station platforms are 380 feet long and the width varies.

2

Signalized intersection and/or crosswalks

Existing

Proposed

Signalized intersections and crosswalks provide safe street crossings for people walking, rolling, and biking to the station.

3

Bike and personal mobility storage

Two types of storage are planned at stations – longer term (all day/overnight) secured and covered storage, and shorter term covered or uncovered bike racks. Ideally, storage should be located along bike routes and be immediately adjacent to the station; however, it should not conflict with main pedestrian paths, bus stops, paratransit, and pick-up/drop-off areas.

14

Station entrance

A pink arrow indicates where passengers physically enter the station and the orange shading indicates the building face that is “active”. The inside space is visible to people and there is a potential for windows or storefronts (if combined with a development). The station “box” includes stairs, elevators, escalators, and support spaces, and the size varies based on station location and configuration.

13

Existing pedestrian connection

An existing off-street walkway or staircase that could be through an existing building, park, or private development.

12

Proposed pedestrian connection

A proposed off-street walkway, or a new staircase through a potential development project (public or private) or other open space.

11

Pedestrian-focused area

Sidewalk or plaza space intended to prioritize pedestrian functions including walking, sitting, dining, and recreating, generally adjacent to station entrances and along major pedestrian pathways. Improvements to these areas are often done in partnership with others.

10

Potential transit-oriented development (TOD)

Sound Transit partners with private and non-profit developers to build transit-oriented development (TOD) on property affected by construction or operation of a transit project. Sound Transit TOD projects typically focus on creating housing affordable to a range of income levels, as well as retail, restaurants, offices, and community spaces, all of which contribute to creating vibrant neighborhoods with direct access to transit.

9

Pick-up/drop-off area

On-street or off-street designated area where passengers are picked up or dropped off by others. Preferred locations are near a station entrance but away from bus stops, paratransit areas, and major streets, and ideally within view of the station entrance.

4

Existing bike route

The city’s bike network includes off-street trails, cycle tracks, protected bike lanes, and neighborhood greenways that facilitate connections to destinations throughout Seattle.

5

Planned bike route

Planned bike routes show city-led improvements to the existing network that will further improve connectivity throughout the city. As station plans are developed, planned facilities may be shifted and new routes added to best accommodate station access.

6

Bus route(s)

Bus routes are based on King County Metro’s long range plans and may not reflect routes that exist today. Sound Transit and King County Metro continue to coordinate bus routing to improve future transfers between buses and light rail.

7

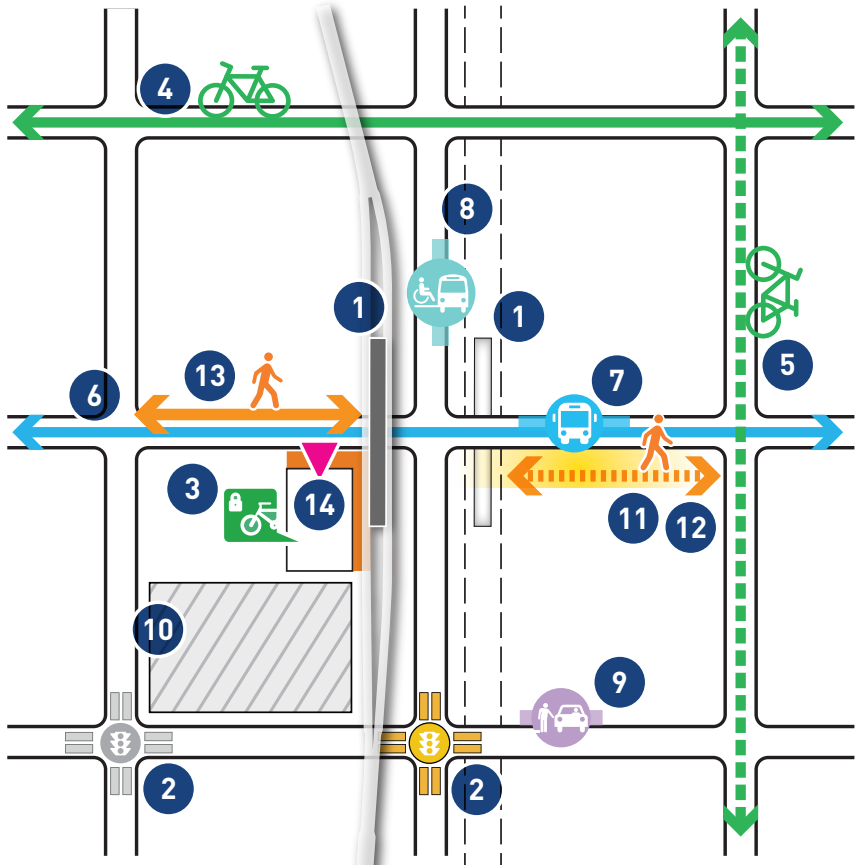
Active bus bay

Bus stops are located as close as possible to the station entrances so riders can efficiently transfer from bus to train. For rider comfort, canopy coverage, seating, and lighting is often incorporated.

8

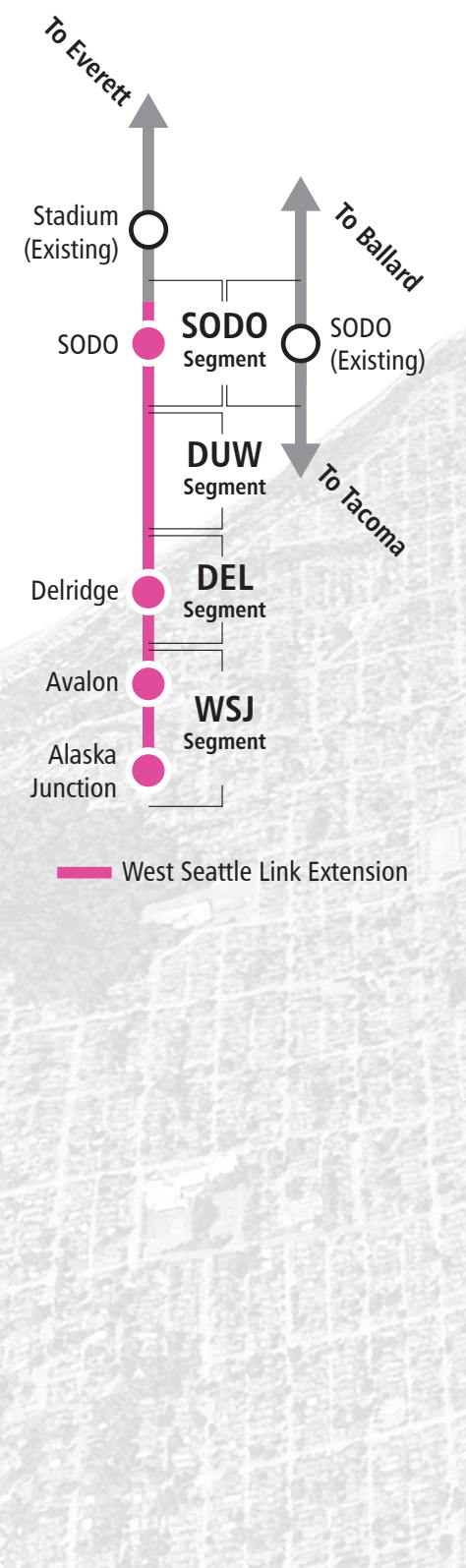
Paratransit

Service provided by King County Metro for persons with mobility challenges. Paratransit stops are located as close as possible to station entrances for direct access to the station, avoiding conflicts with other vehicles and cyclists.



West Seattle Link Extension overview

The West Seattle Link Extension adds 4.1 miles of light rail service from downtown Seattle to West Seattle’s Alaska Junction neighborhood and includes four stations between SODO and Alaska Junction connecting station areas as depicted below. Page numbers refer to the individual station chapters on the following pages. The West Seattle Link Extension has four segments: SODO (SODO), Duwamish (DUW), Delridge (DEL), and West Seattle Junction (WSJ). These segments are shown in the key map to the left.



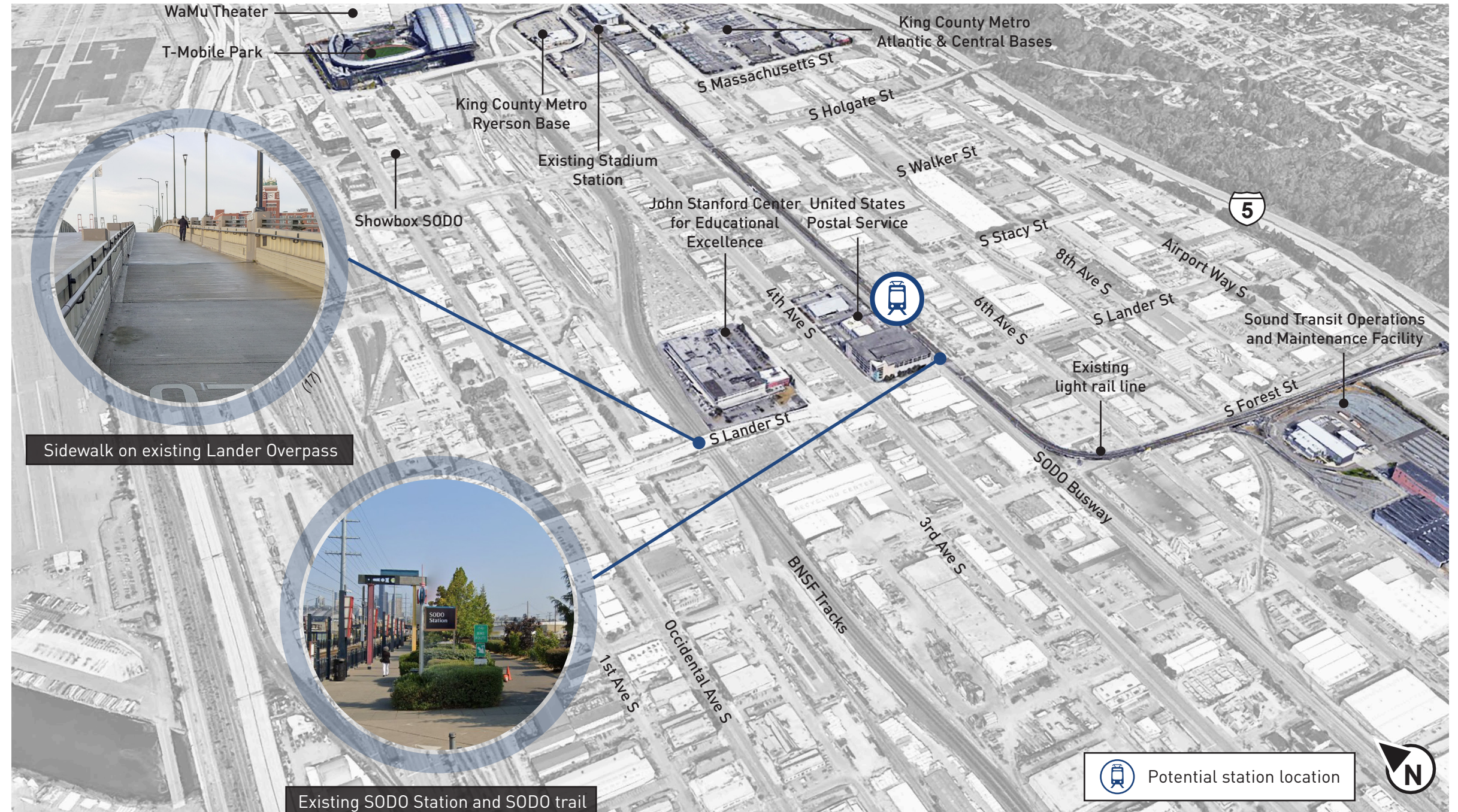
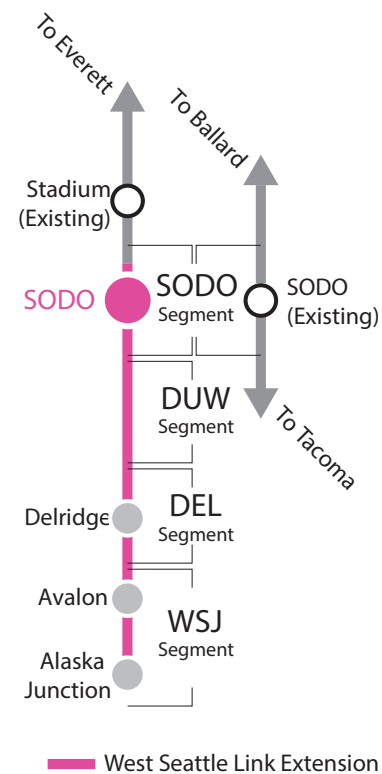
SODO Station

West Seattle Link Extension

Station Area Context

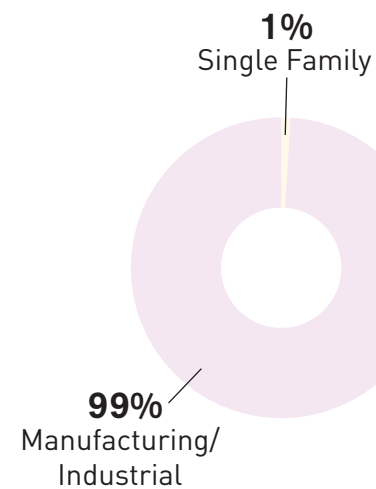
“SODO” or “south of downtown” refers to the industrial area on the filled-in tide flats where the Duwamish River empties into Elliott Bay. The tide flats were an important resource for indigenous people. After the arrival of European-American settlers, early roads and railroads were constructed across the tide flats on pilings. As the tide flats were filled, the area was developed to support shipping, logging, and other industries. Today, SODO is home to an eclectic mix of industrial uses, service businesses, retail, and offices, including local companies such as Costco, Starbucks, Filson, and Macrina Bakery. The area’s biggest draw

for tourists and locals alike is the entertainment district surrounding Lumen Field, T-Mobile Park, WaMu Theater, and Showbox SODO. SODO trail along SODO Busway is an important through connection for bikes and pedestrians. This spine is being reinforced by the city’s ongoing efforts to extend it further to the Georgetown neighborhood. The wide sidewalks on the existing Lander Overpass also facilitate east-west connection to the SODO trail.



Station Area Context

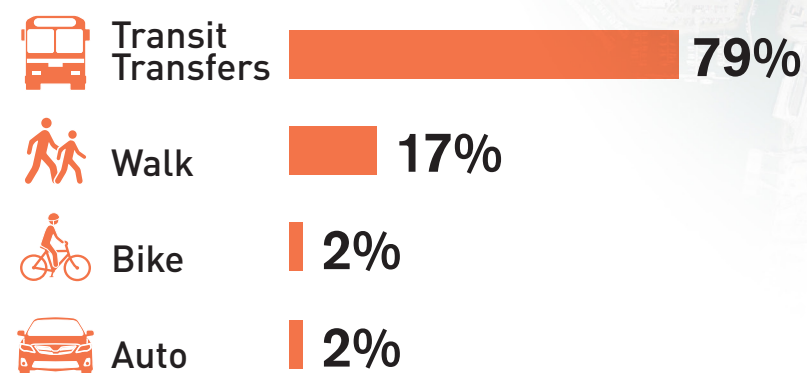
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities help frame how a station and the station area will look and function

- Provide “last mile” connections between the station and surrounding businesses by improving pedestrian and bike facilities, especially the east-west connections
- Support growth and development of existing businesses, and connect infrastructure to existing job locations
- Provide wayfinding throughout the station area
- Locate station entrances and vertical circulation to avoid or minimize circuitous pathways
- Integrate the SODO Trail with the guideway heading south and make improvements to the bike corridor
- Leverage development opportunities to support job creation, makerspace, light industrial, and modest retail amenities for local workers and transit riders

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on FEIS preferred alternative. Results for other alternatives are similar. Includes transfers from existing and new light rail as well as bus.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Neighborhood Feedback

2018-
2019

- 1 Seamless transfers between the 1 Line and 3 Line platforms is important
- 2 Station should contribute to increased vibrancy, development, and safety of the area
- 3 Walking routes to the station should be improved, especially between the station and large employment centers
- 4 Preserve freight mobility and minimize conflicts with other modes
- 5 Station could best serve members of local communities by integrating with Metro bus service and improving transit mobility in the area
- 6 Use art, landscaping, and architecture to create spaces for people, while embracing the area's industrial character
- 7 Provide an open and well-lit station to increase safety and visibility
- 8 Provide safe pedestrian and bike crossings at S Lander St and the SODO Busway

Feedback has been gathered from community members and local stakeholders at a variety of forums and workshops since 2018. Based on neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019, community members valued the mix of activities and land uses as well as employment opportunities, transit, and bike trail connections in this area.



Neighborhood Feedback

2023 -
2024

- 1 Safe, welcoming, and vibrant station area with seamless transfer between light rail lines is important
- 2 Prioritize accessibility to station including easy bus transfers, additional protected pick-up/drop-off zones, and clear ADA pathway at station
- 3 Improve access to station with bike and pedestrian improvements, including signal improvements at 4th Ave S and S Lander St, and 6th Ave and new bus loop
- 4 Provide bicycle connection to Georgetown
- 5 Provide tree canopy and landscape, lighting, on-site security, and public art around the station
- 6 Transit-oriented development focused on incubator and technology spaces, industry and laboratories, or breweries and food production
- 7 Community gathering spaces and shopping opportunities at the station

Feedback Overview

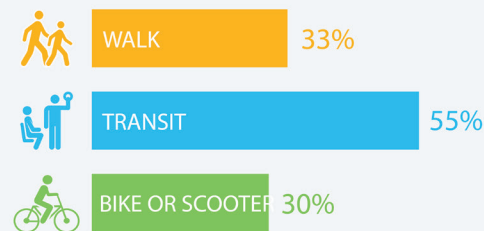
8%

of respondents said this is their primary station



Access

Ways that you would likely get to the station



*Percentages exceed 100% due to respondents selecting up to three choices

Transit-Oriented Uses

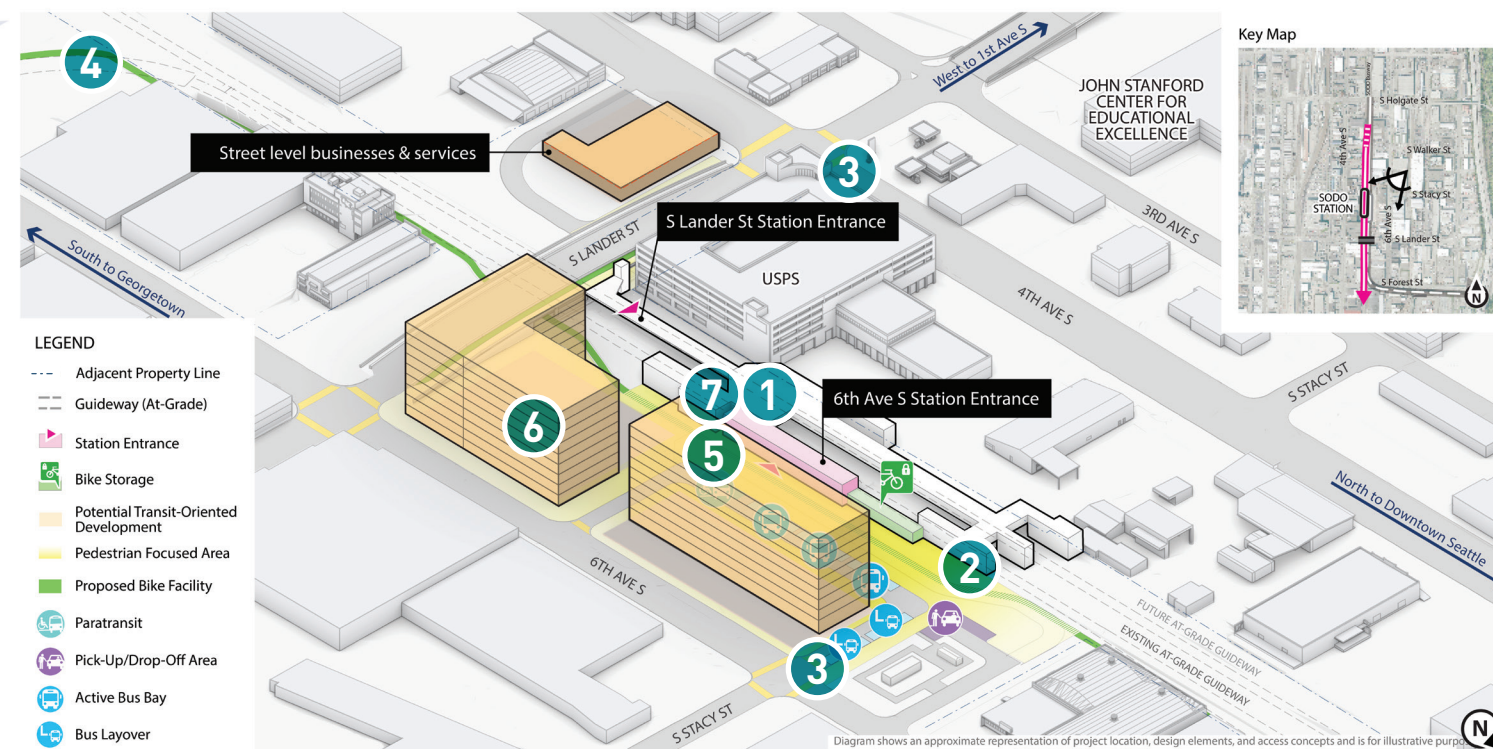
Businesses or services that would be the most useful to have near the station entrance



(TOD) uses that you'd like to see prioritized



- "Food hall and breweries"
- "Keep the area mostly industrial"
- "Arts-oriented businesses, galleries and studios"
- "Small grocery store, food/drinks, and shopping"
- "Short distance between street & platform; quick to get to and from the station"
- "Need for improved bike and pedestrian routes in the neighborhood"
- "Greenspace or plaza"



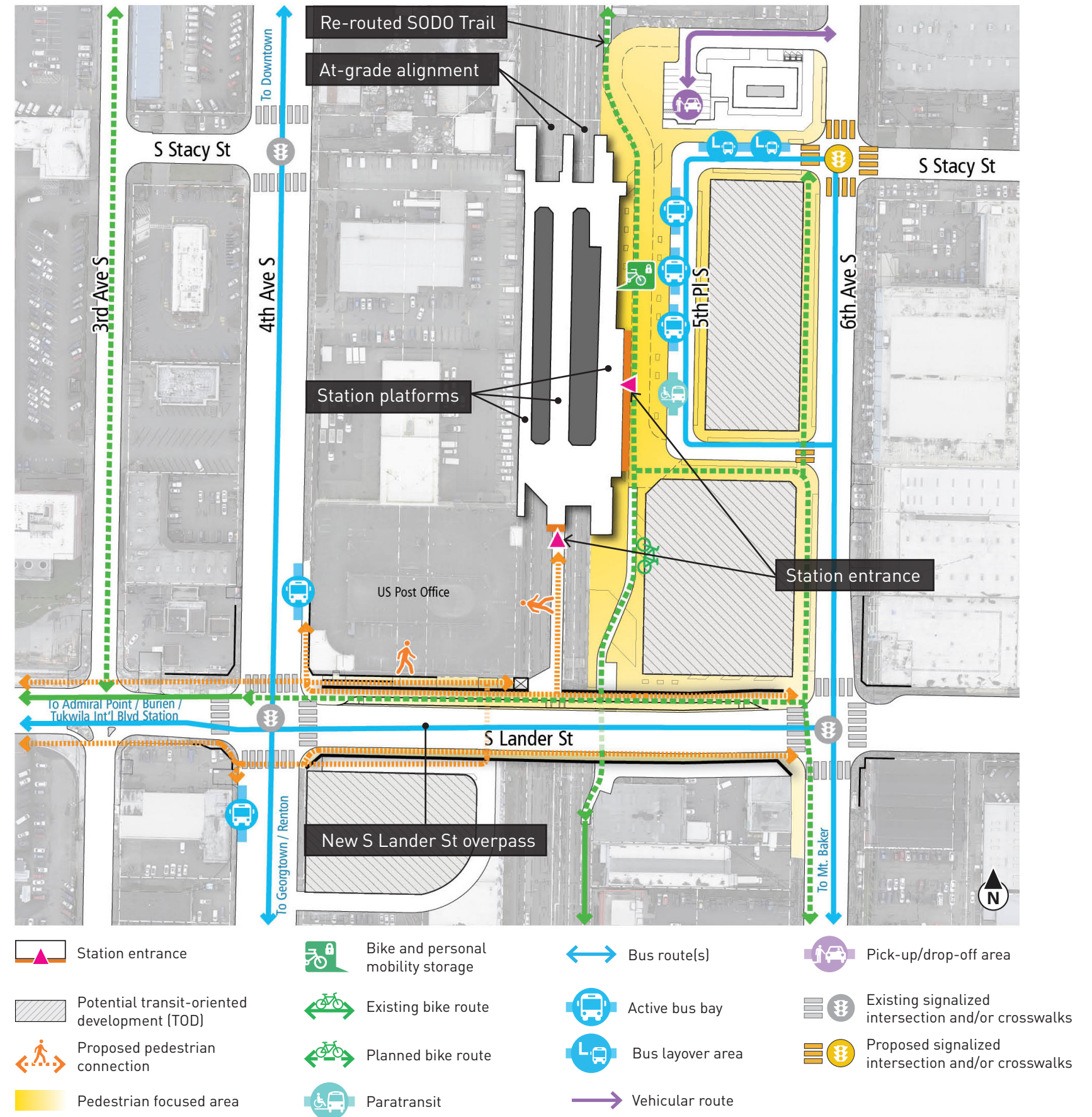
Design Preferences

- Safe & Vibrant
- Easy to Move Through
- Welcoming with Quality Materials

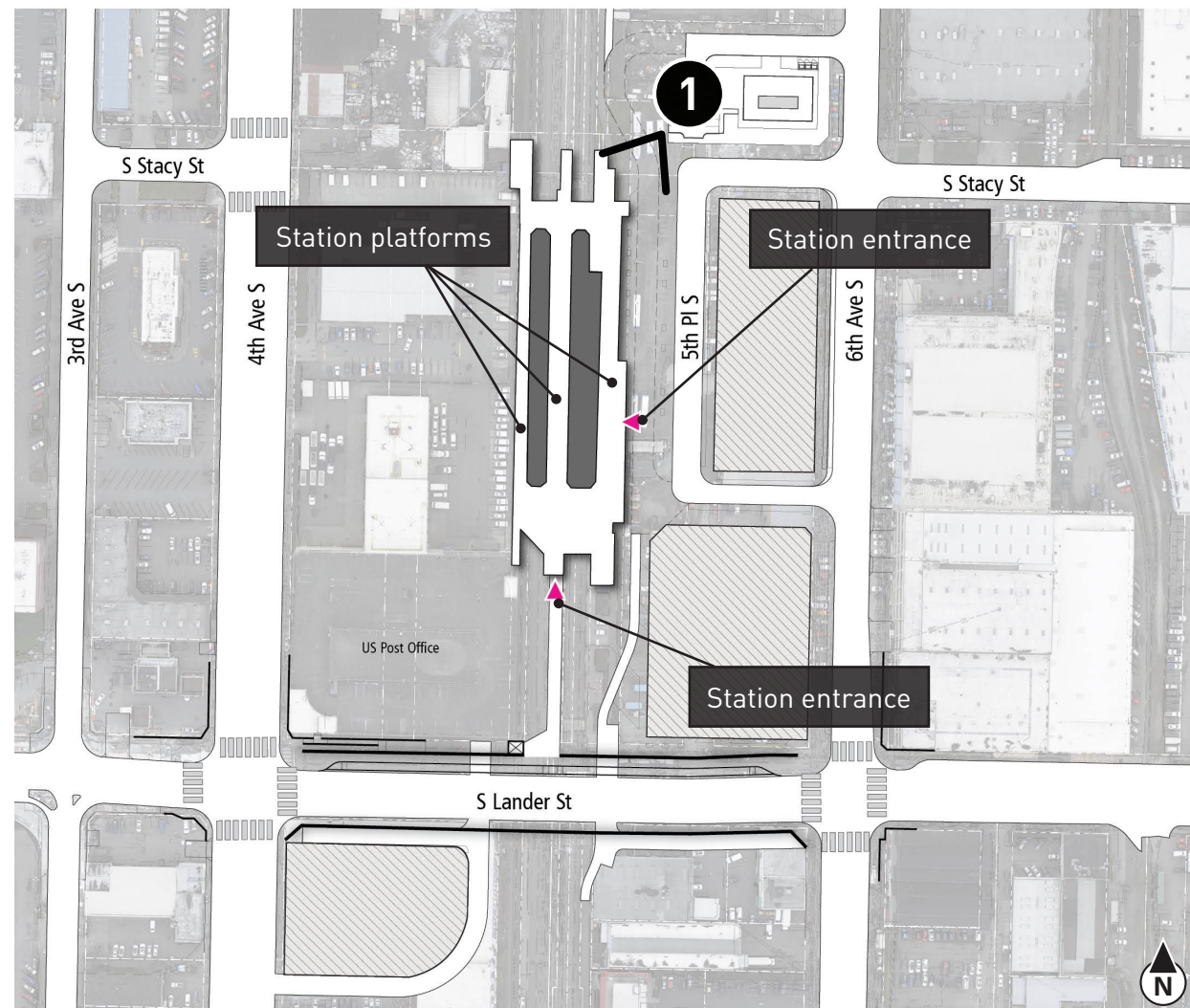
Station context plan

The new SODO Station will be located north of S Lander St where the existing SODO Station and the SODO Busway are today. The proposed station will include three parallel station platforms connected by an overhead walkway that will allow passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett).

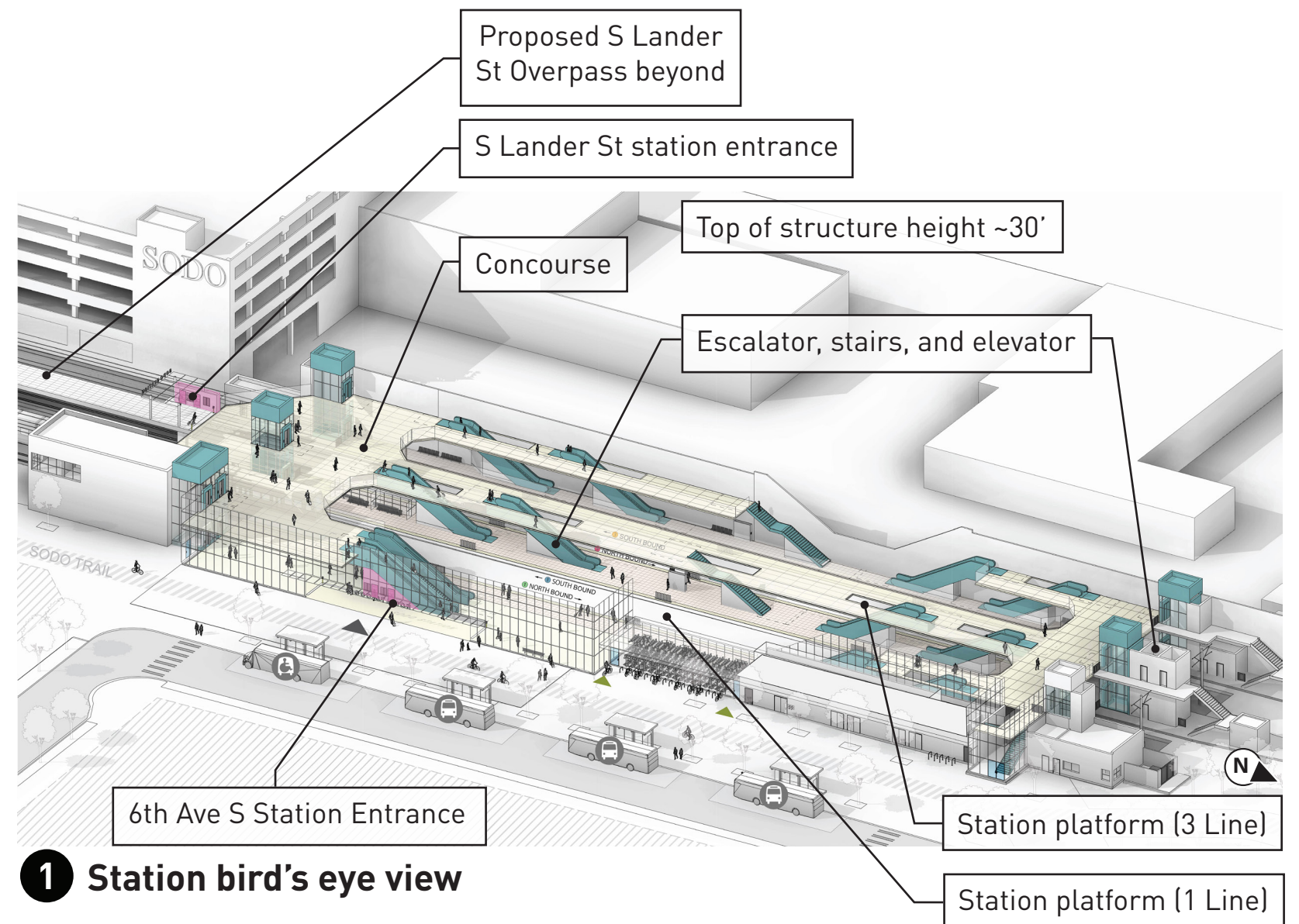
The city recently completed the S Lander St overpass west of 3rd Ave S, reducing conflicts and delays for vehicles and pedestrians traveling west. The At-Grade SODO Station alternative includes a second overpass on S Lander St between 4th Ave S and 6th Ave S with bike lanes and wide sidewalks. Passenger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



Looking inside the station



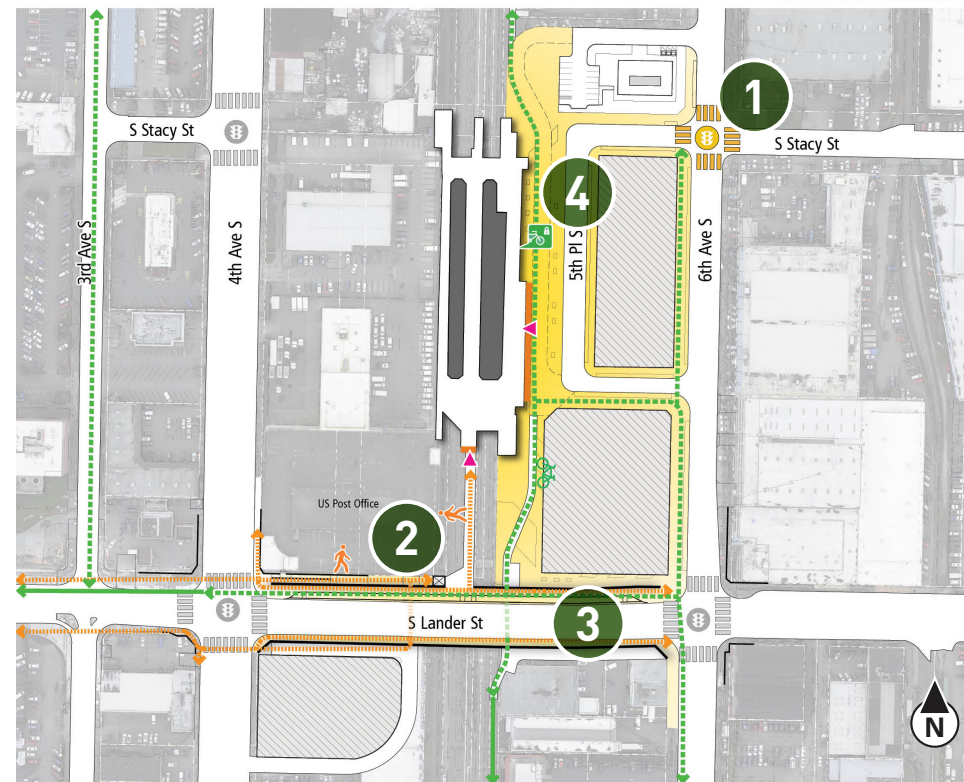
Station site plan



1 Station bird's eye view

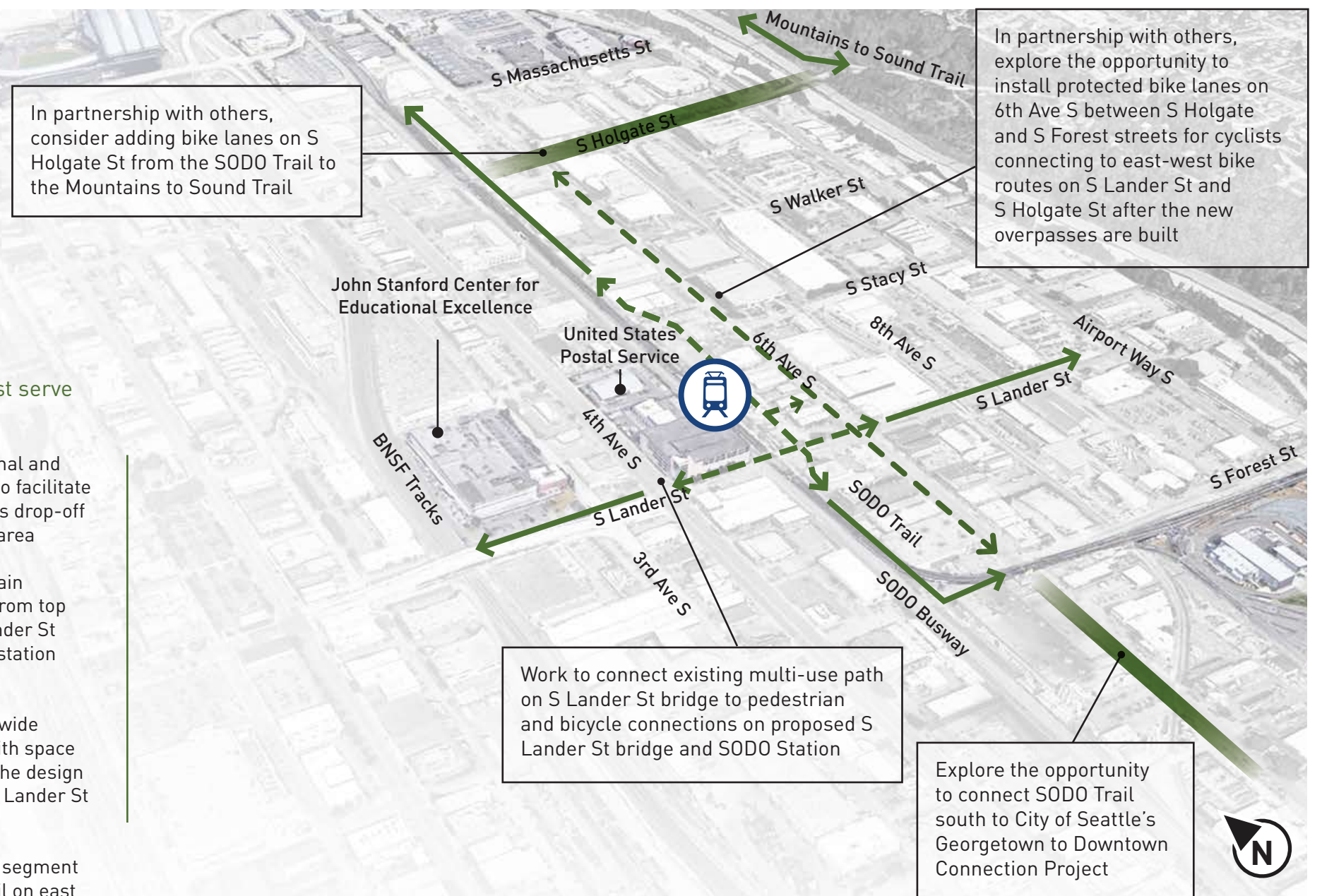
Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Proposed signalized intersection and/or crosswalks
- Proposed pedestrian connection
- Bike and personal mobility storage
- Existing bike route
- Planned bike route

- 1 Add new signal and crosswalks to facilitate access to bus drop-off and layover area
- 2 Add pedestrian connection from top of new S Lander St overpass to station concourse
- 3 Incorporate wide sidewalks with space for bikes in the design of the new S Lander St overpass
- 4 Reconstruct segment of SODO Trail on east side of station with visual cues (signage and trail markings) to slow cyclists in the station area where pedestrians are present



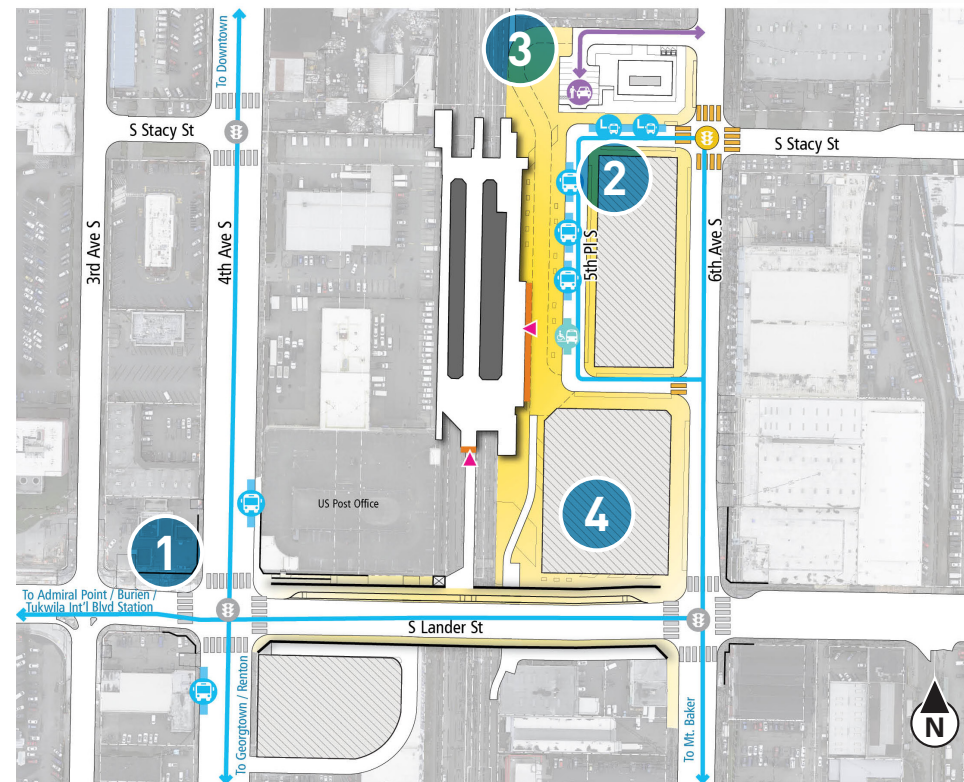
A wide sidewalk on the existing S Lander St Bridge enables pedestrians and cyclists to safely cross over busy railroad lines



Wayfinding signage helps pedestrians find key destinations nearby

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pick-up/drop-off needs.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Proposed signalized intersection and/or crosswalks
- Bus route(s)
- Active bus bay
- Bus layover area
- Paratransit
- Pick-up/drop-off area

- 1 Retain existing bus stops on 4th Ave S close to new S Lander St overpass, for simple transfer to the station
- 2 Create off-street loop for transit and paratransit users that also accommodates bus layover space
- 3 Locate pick-up/drop-off northeast of station entrance to avoid conflict with new bus transit loop
- 4 Explore station access improvements in partnership with new development(s)

Partner with others to create wayfinding to 1st Ave S businesses from the station

Provide intuitive connections between the 1 Line and the 3 Line with direct routing between platforms and clear wayfinding

To the extent feasible, locate bus bays and pick-up/drop-off area off major streets to avoid impacting freight movements



Transit loop near a station

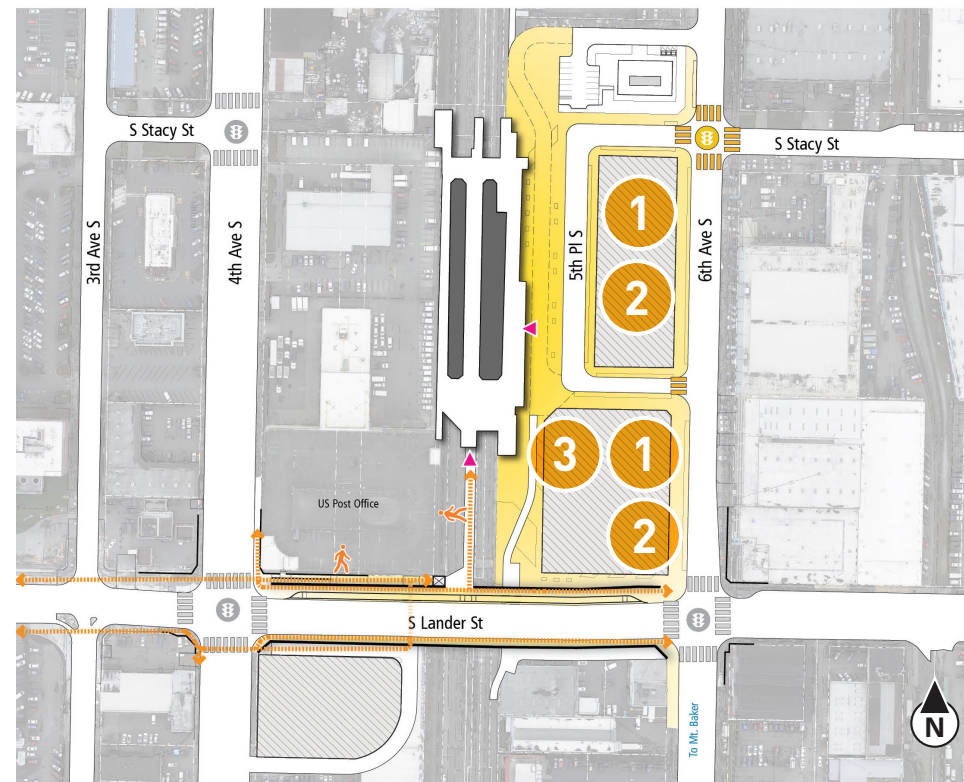


Real-time signage provides current information on bus connections

Consider potential development opportunities including industrial incubators, makerspaces, and other innovation/research and development uses with a scale and fit appropriate for SODO. Balance the existing industrial uses and associated freight movement with access needed for future development

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signalized intersection and/or crosswalks
- Proposed signalized intersection and/or crosswalks

- 1 Assess potential for flex office and industrial use with some retail opportunities to take advantage of potential foot traffic generated by the station
- 2 Although station is in an industrial area, encourage new developments near the station to incorporate building frontages that are lively and focus on pedestrian scale design features
- 3 Explore opportunities to provide access to the station concourse from an upper floor of adjacent development

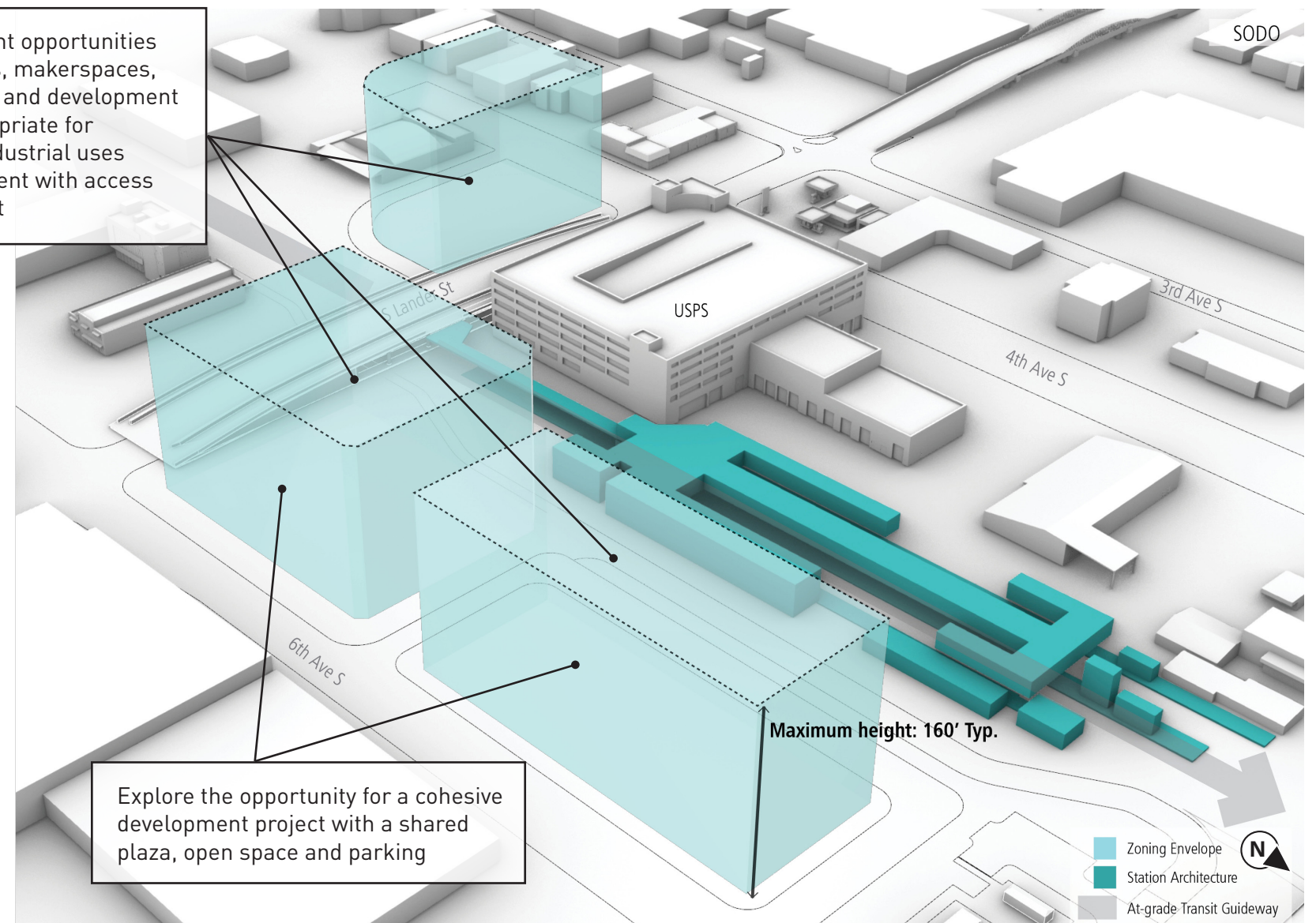


Diagram above depicts potential building envelopes based on current (2024) zoning.



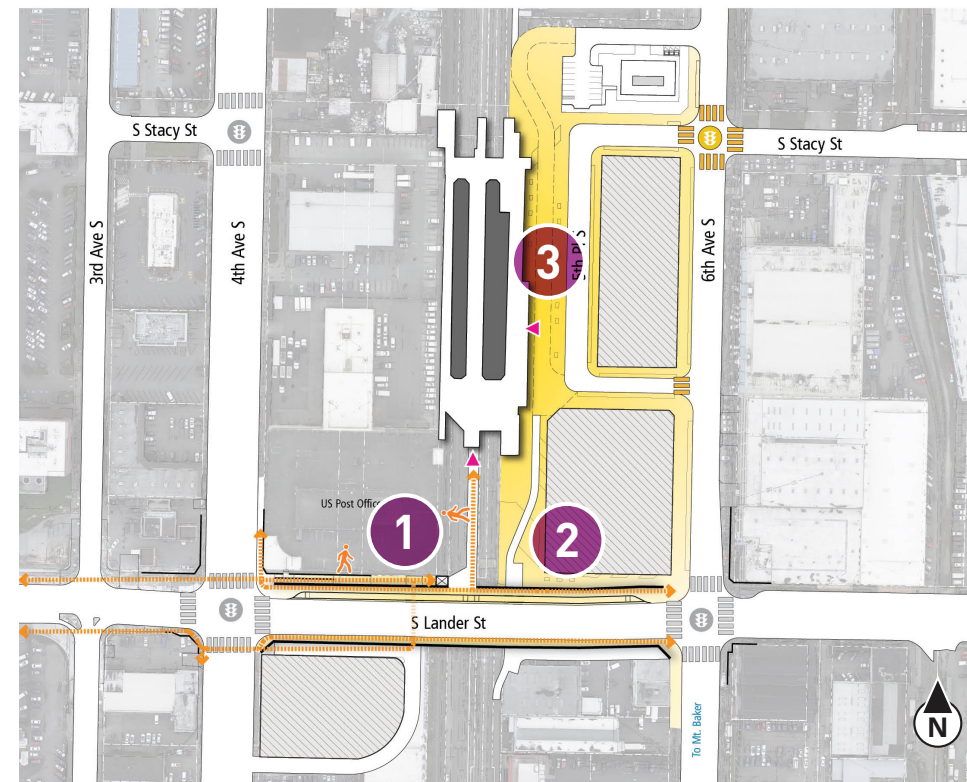
Large industrial development sites can include multiple tenants and uses



Vocational training to support local jobs is one possible future use near the station

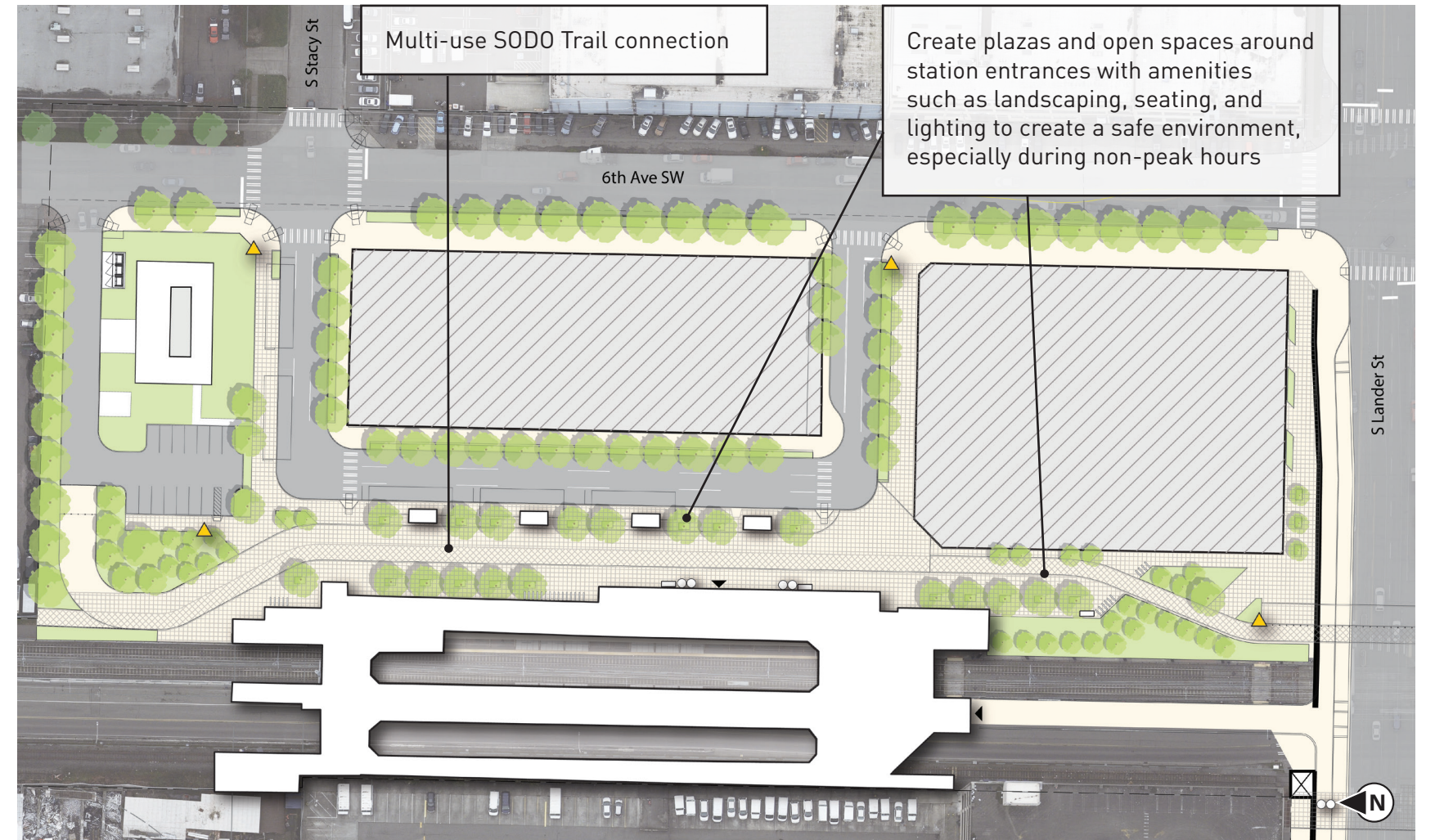
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit-oriented development (TOD)
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection

- 1 Explore design opportunities for the Lander St overpass that would complement the existing Lander St overpass to the west
- 2 Create a well-lit and safe environment for pedestrians and cyclists where the SODO Trail runs under the new Lander St overpass
- 3 Consider creating a pedestrian-oriented plaza space with adjacent active uses that leads passengers to the station entrance



- Existing street tree
- Proposed street tree
- Pedestrian focused area
- Proposed planting area
- Potential transit-oriented development (TOD)
- Wayfinding sign
- Bike rack
- Bus/Paratransit shelter
- Bench
- Trash receptacle

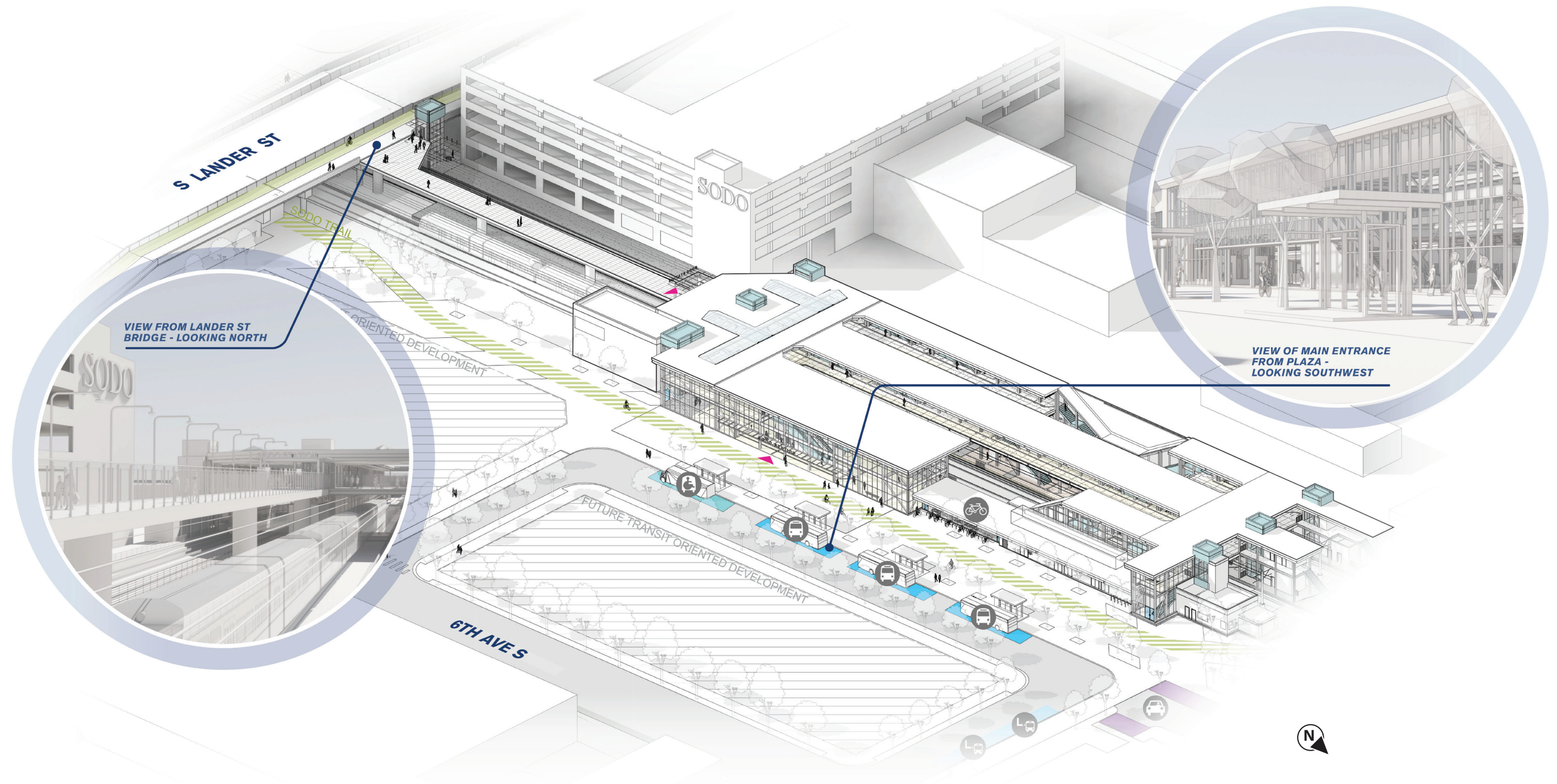


Recently completed Lander Street overpass with multi-use trail



Landscaping and bike racks are used to separate cyclists from pedestrians in an adjacent sidewalk and plaza

Site Overview



Delridge Station

West Seattle
Link extension

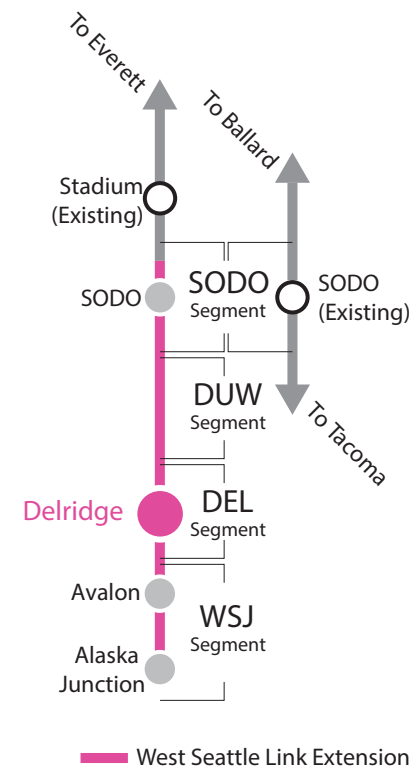
Station Area Context

West Seattle's Delridge neighborhood—west of the Duwamish Waterway and south of the West Seattle Bridge—has a mix of residential, commercial, and industrial uses as well as many opportunities for recreation.

Residents and visitors can enjoy nearby walking and biking paths such as Alki Trail, the Longfellow Creek Legacy Trail, and connections to the West Seattle Bridge Trail, Duwamish River Trail, and trails in the West Duwamish Greenbelt. Also within walking distance of the station are other recreational facilities including the West Seattle Golf Course, the Dragonfly Garden and Pavilion,

Delridge Playfield and Community Center, Delridge Skatepark, and Youngstown Cultural Arts Center.

Delridge is one of the focus areas identified by the City and Sound Transit's racial equity toolkit (RET) process to pursue more equitable outcomes. The greater Delridge area—extending south to White Center and connected to the station area by King County Metro RapidRide—is home to individuals and families that include historically underserved communities of color, immigrants, and refugees, all supported by strong social and cultural institutions.

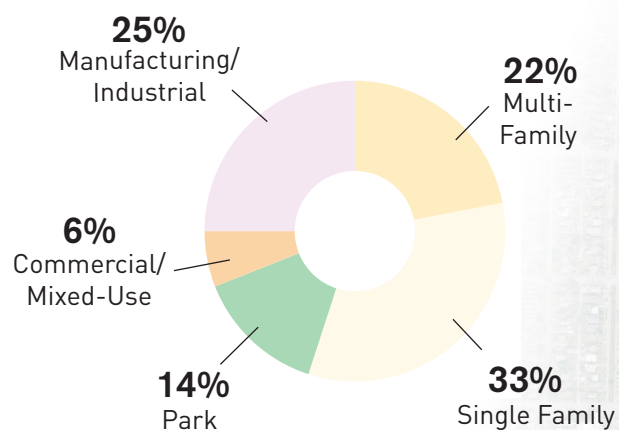


Delridge Station

West Seattle
Link extension

Station Area Context

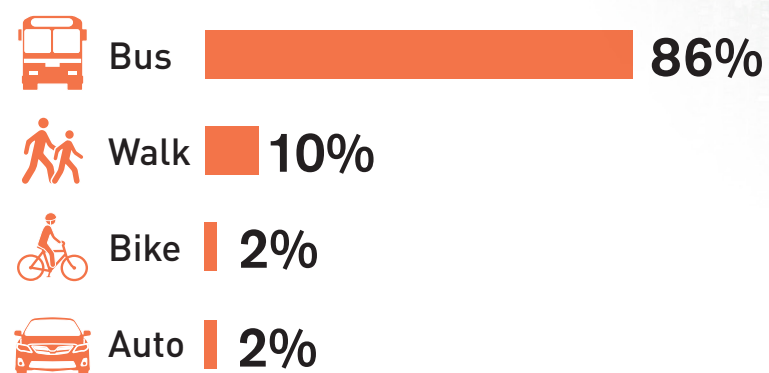
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area (2040) ^(1,4)



Planning and design priorities

Planning and design priorities help frame how a station and the station area will look and function

- Acknowledge the change brought by new light rail and leverage to meet longtime neighborhood goals
- Encourage intuitive and visible bike connections to the station entrances from existing/future bike network
- Optimize station layout to facilitate seamless transfers between buses and light rail
- Provide convenient and safe connections to open space and cultural assets
- Encourage the inclusion of family-friendly amenities in the station area
- Encourage and optimize opportunities for equitable transit-oriented development to provide affordable housing and serve other community needs, such as a grocery store and space for other small businesses

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on FEIS preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed

Delridge Station

West Seattle
Link extension

Neighborhood Feedback

Feedback has been gathered from community members and local stakeholders at a variety of forums and workshops since 2018. Based on neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019, community members value the natural environment, diversity and affordability, small-town feel, and proximity to local destinations as well as downtown.

2018-
2019

- 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

2023 - 2024

In the Fall of 2023 an open house was held to present a higher level of detail pertaining to urban design and planning strategies around the station area, as well as to solicit additional input from community members and stakeholders. The initial feedback was further confirmed and three themes in particular emerged from the communities' input.

First, a strong desire for affordable housing was voiced. Second, the station area needs pedestrian and safety improvements to address the high traffic volumes along Delridge Way SW. And third, the station and plaza should be a community hub with retail, services, and arts supporting this vibrant neighborhood.

Feedback Overview

- 1 Provide for safe accessible public plaza with open space for community events and elements such as seating, weather protection, bike and scooter parking, landscape and street trees, small-scale structure for retail/ food, public art, and community information kiosk
- 2 Interest in pedestrian improvements including wider sidewalks along the street and at bus stops, visible crosswalks with traffic signals, speed management devices
- 3 Include transit-oriented development focused on affordable, rental, and ownership housing including senior housing
- 4 Street level businesses, and services could include community centers, food, shopping, social services, convenience, and recreation
- 5 Station could best serve members of local communities by integrating with Metro bus service and improving transit mobility in the area

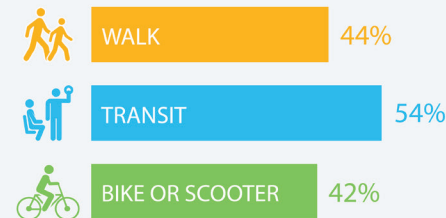
24%

of respondents said this is their primary station



Access

Ways that you would likely get to the station

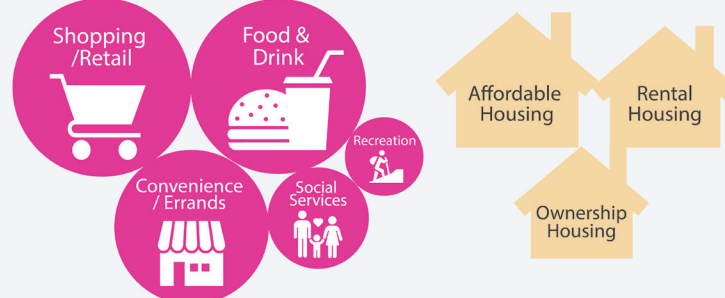


*Percentages exceed 100% due to respondents selecting up to three choices

Transit-Oriented Uses

Businesses or services that would be the most useful to have near the station entrance

(TOD) uses that you'd like to see prioritized



In-Language Focus Group Feedback

- Public restrooms
- Large apartment units with 3+ bedrooms for families

"Value community history"

"Public safety in shared spaces"

"Secure bike parking"

"A station that prioritizes getting people in and out as efficiently as possible"

"Safe bike infrastructure - separated from cars by a hard barrier"

Need grocery stores, restaurants, and similar businesses

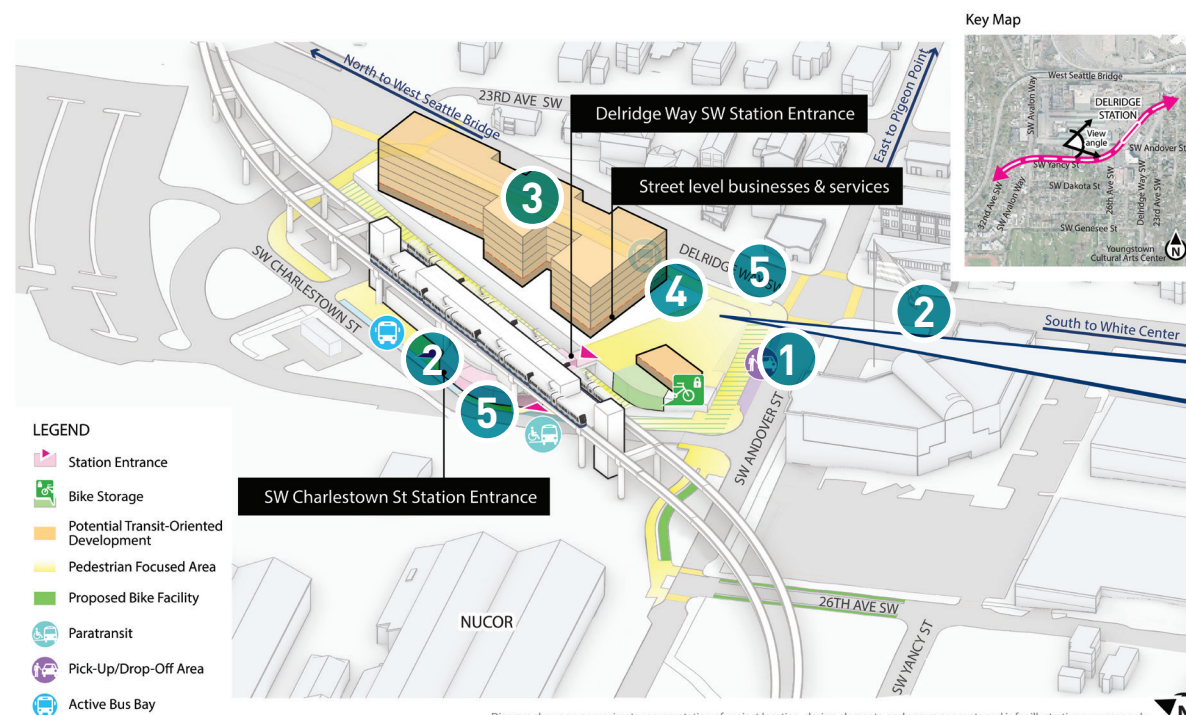


Diagram shows an approximate representation of project location, design elements, and access concepts and is for illustrative purposes only.

Feedback About the Plaza

Uses and activities that you would like to see at the public plaza

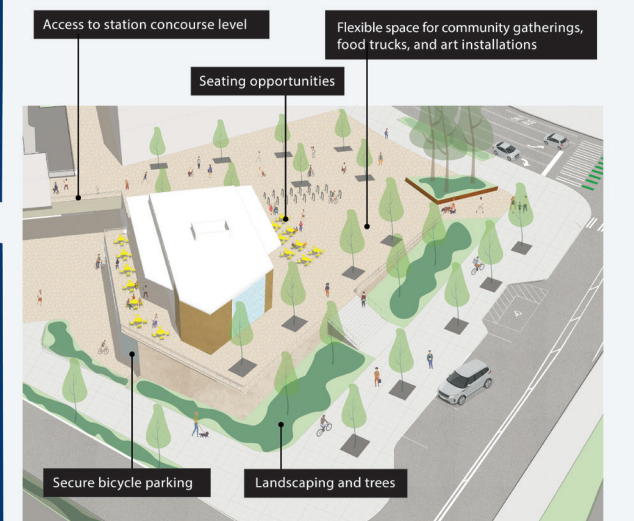


"Water feature or other elements to acknowledge Longfellow Creek nearby"

Space for buskers

"A multi-use plaza with seating, benches, and fountains. Open ground for activities"

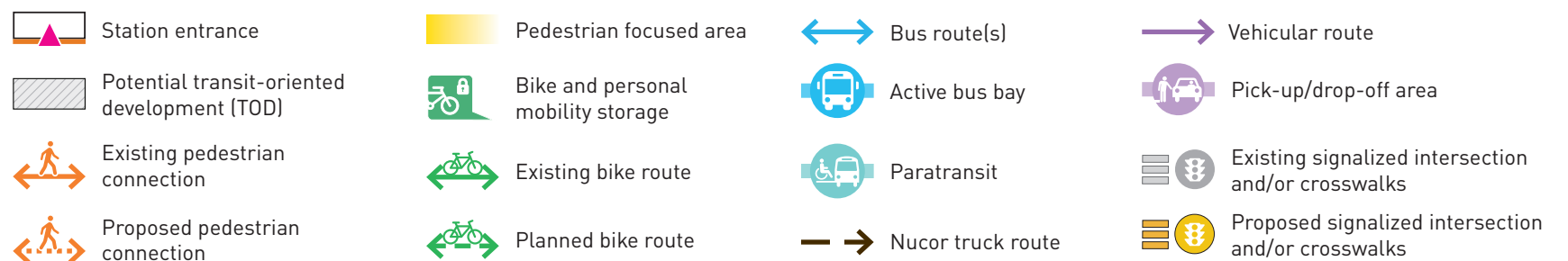
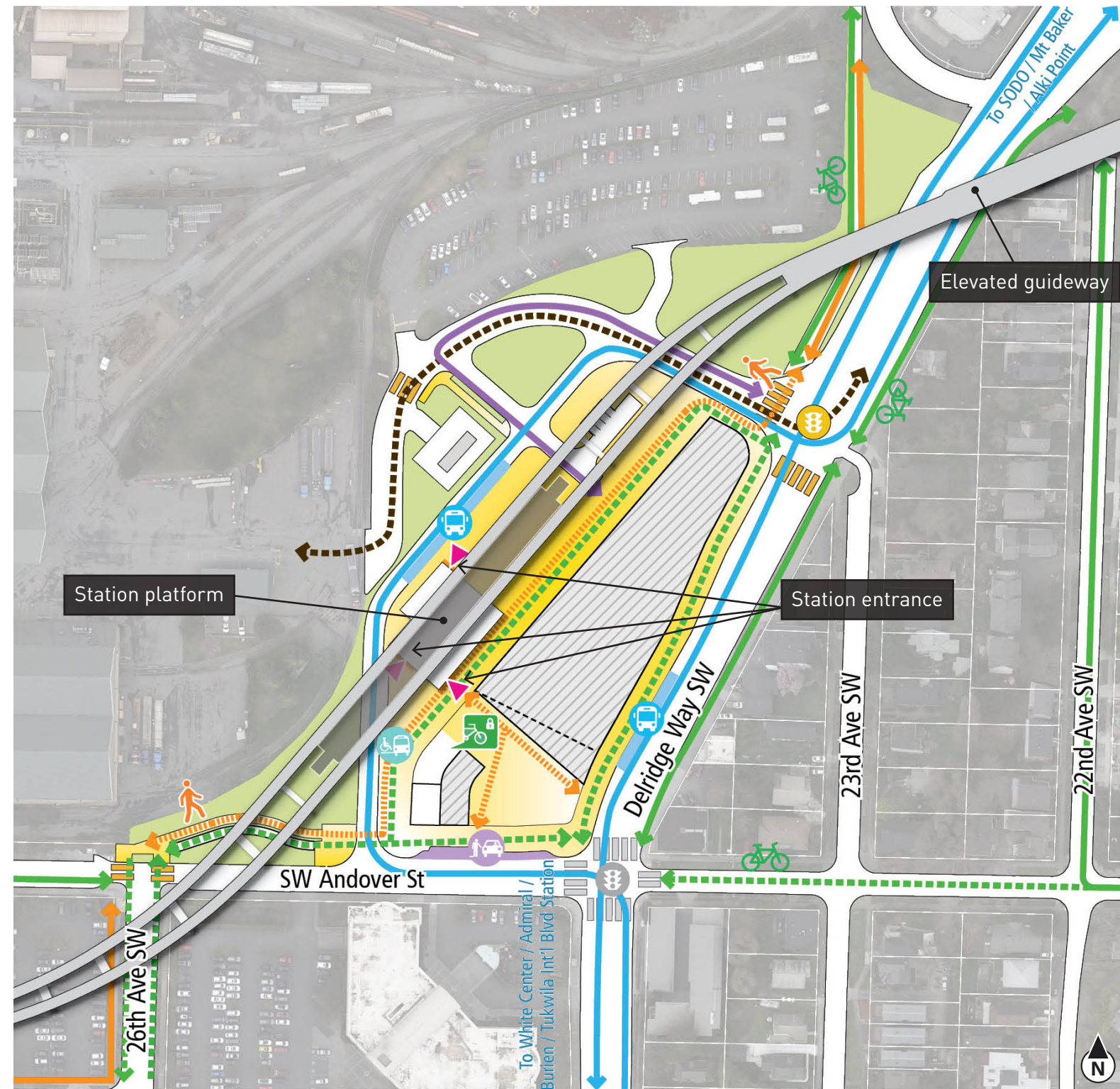
"For the plaza, safety should be a priority"



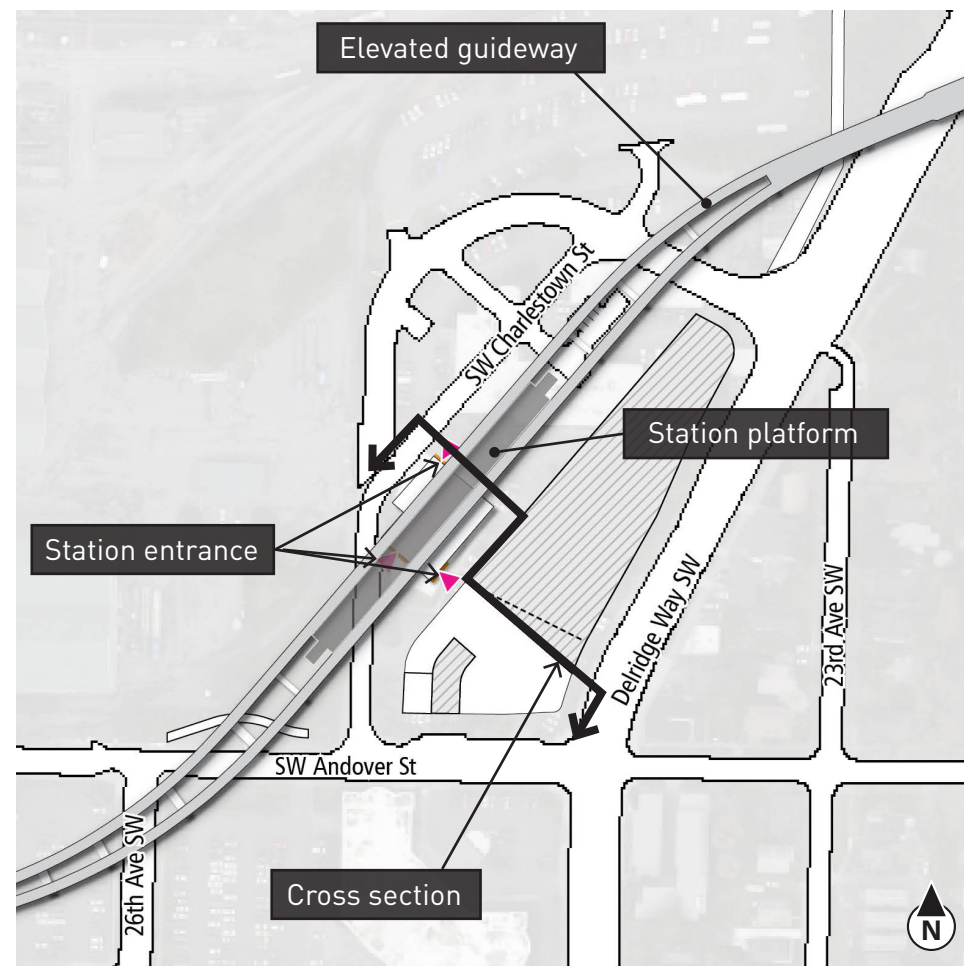
*EXAMPLE OF PLAZA TREATMENT

Station context plan

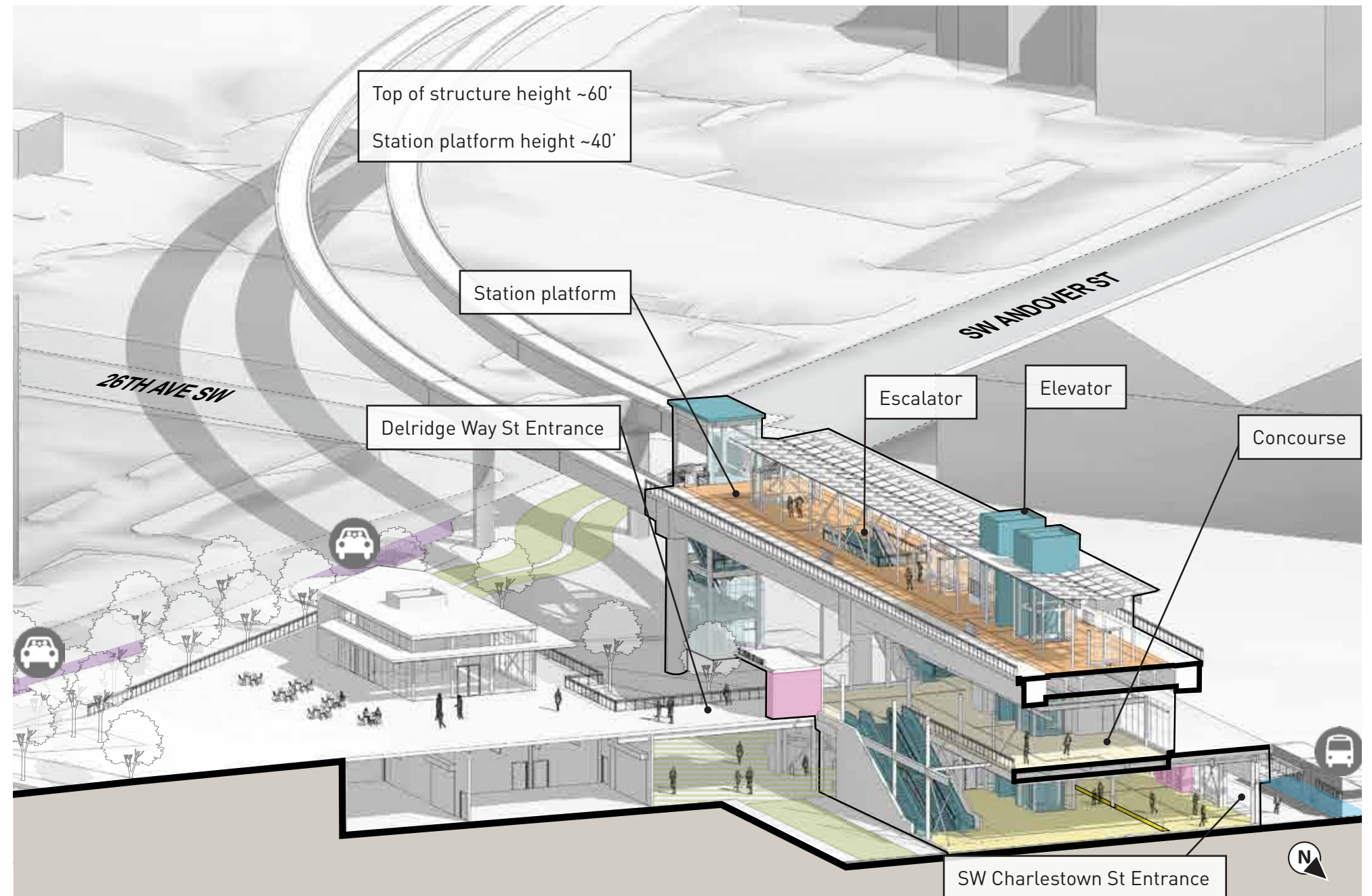
Delridge Station is located at the northern edge of the Delridge/Youngstown neighborhood just east of Nucor Steel on the site of an existing commercial development with surface parking. While the proximity to the West Seattle Bridge and Nucor Steel limit this station's walking and biking connections, a station here would be likely to spur major improvements, such as rerouting Nucor Steel trucks to reduce freight traffic on Andover, improving connections to the Alki Trail, and exploring the feasibility of creating a bus transit loop along and under the elevated station platform. The station location provides opportunities for transit-oriented development on the east side of the station and station entrances and station bike storage could be integrated into new development projects.



Looking inside the station



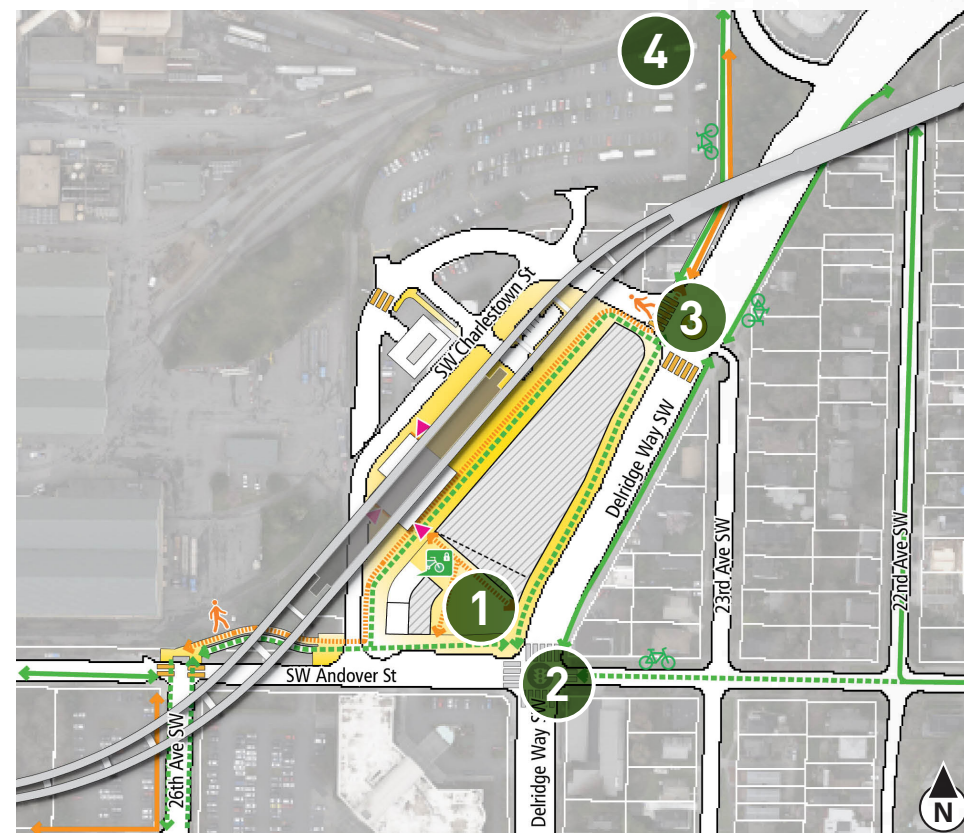
Station site plan



Station cross section

Walking and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.

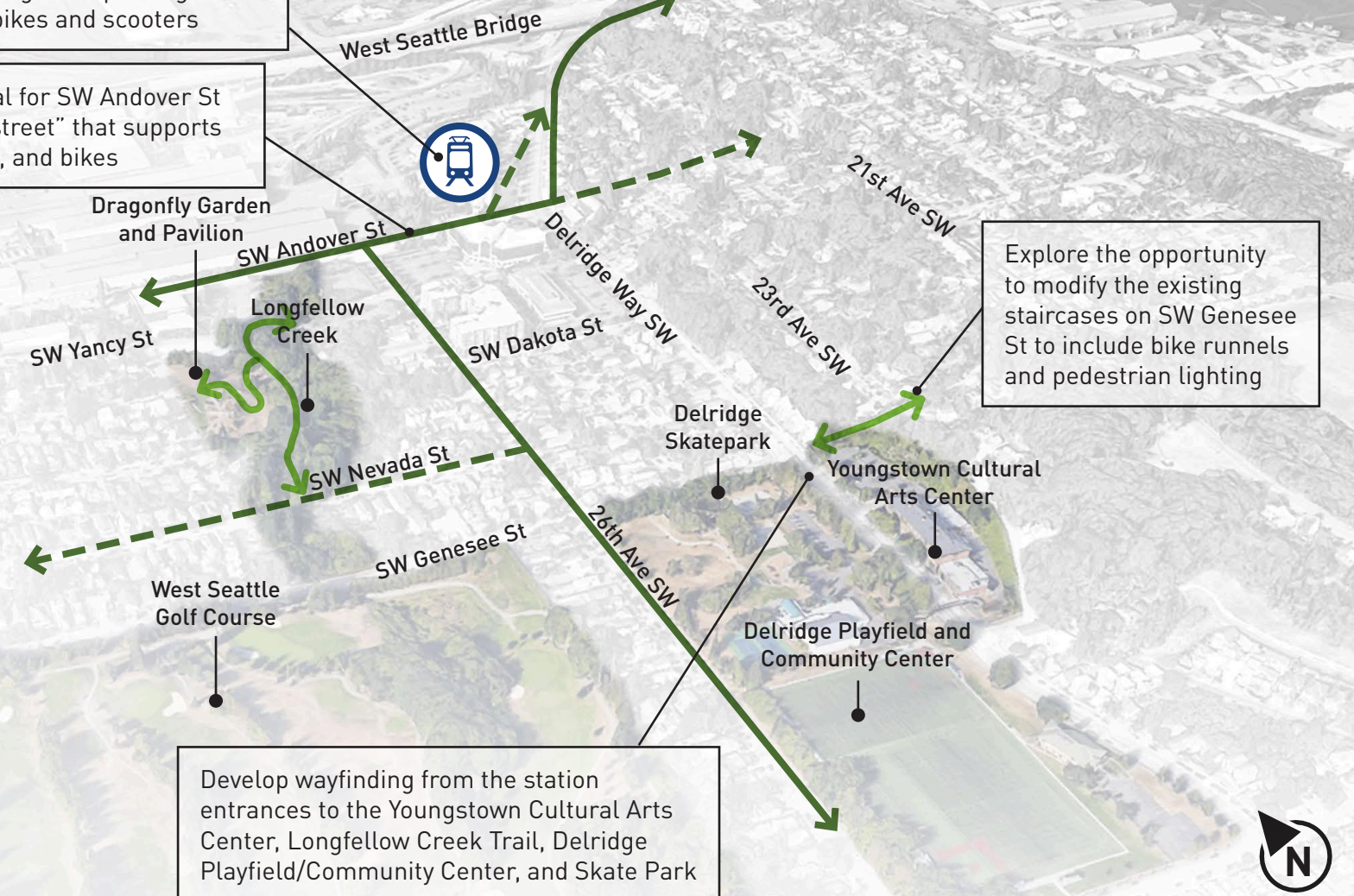


- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks
- Existing pedestrian connection
- Proposed pedestrian connection
- Bike and personal mobility storage
- Existing bike route
- Planned bike route

- 1** Integrate bike parking into public open spaces, station buildings, or transit-oriented development as close as possible to local bike routes
- 2** Explore improving the intersection for people walking, rolling, and cycling: consider bicycle boxes, modify pedestrian signal timing, and widen sidewalks where feasible
- 3** Explore improving the intersection for people walking, rolling, and cycling: consider new traffic signal, marked crosswalks and ADA curb ramps
- 4** Explore the opportunity to improve bike connection to Alki Trail by adding lighting and safety enhancements

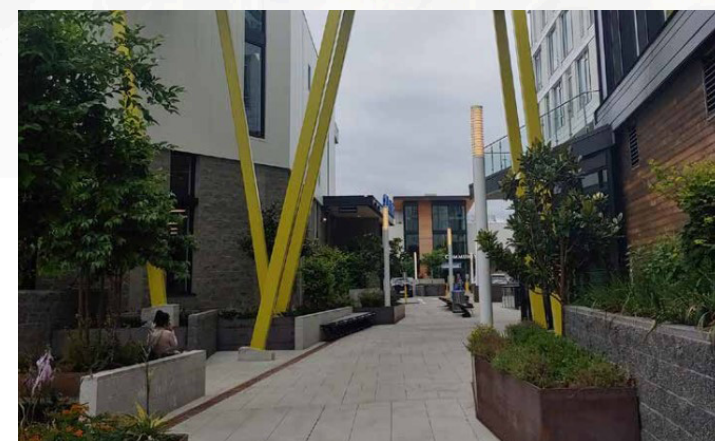
Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters

Explore the potential for SW Andover St to become a "slow street" that supports transit, pedestrians, and bikes

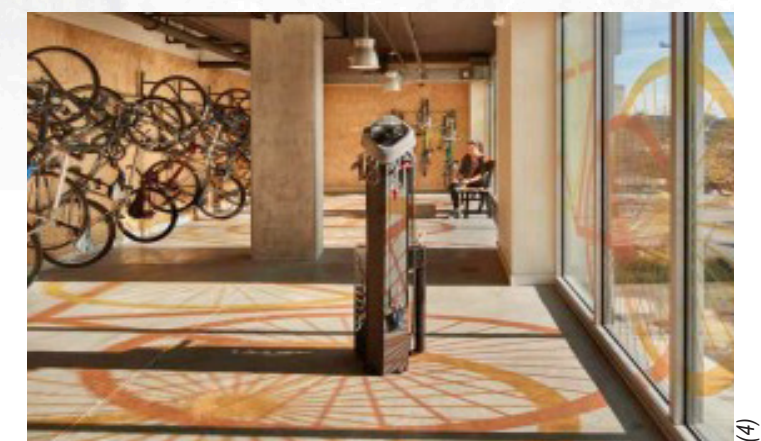


Explore the opportunity to modify the existing staircases on SW Genesee St to include bike runnels and pedestrian lighting

Develop wayfinding from the station entrances to the Youngstown Cultural Arts Center, Longfellow Creek Trail, Delridge Playfield/Community Center, and Skate Park



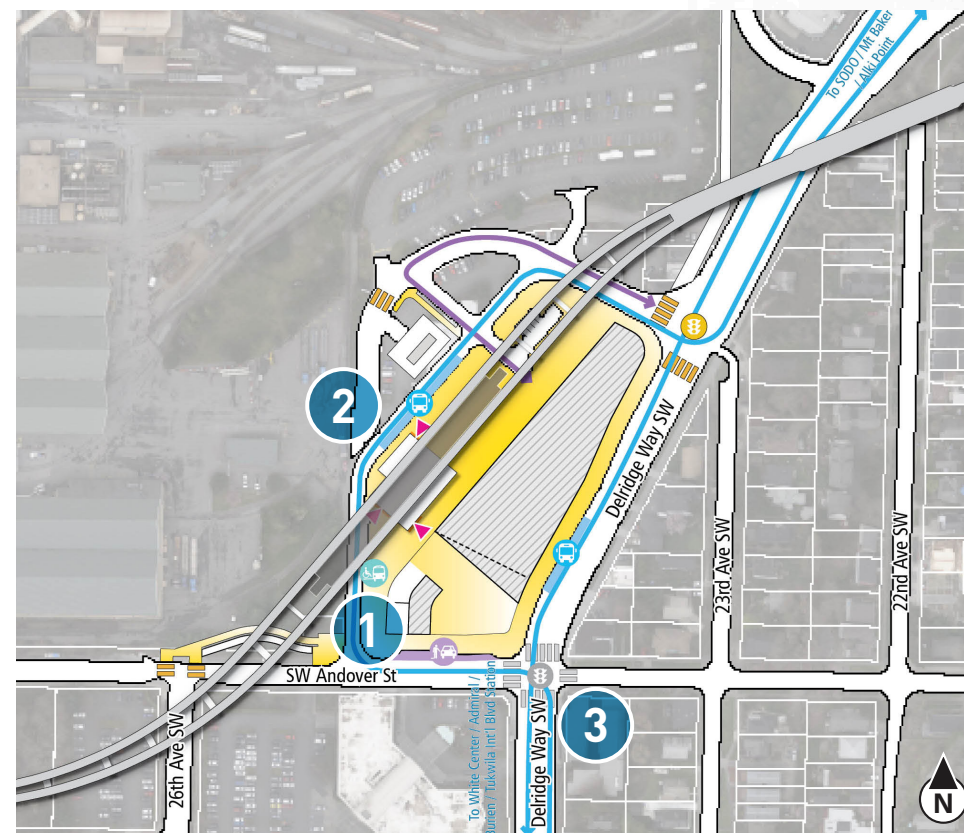
Pedestrian connection through new development



Bike storage integrated with transit-oriented development

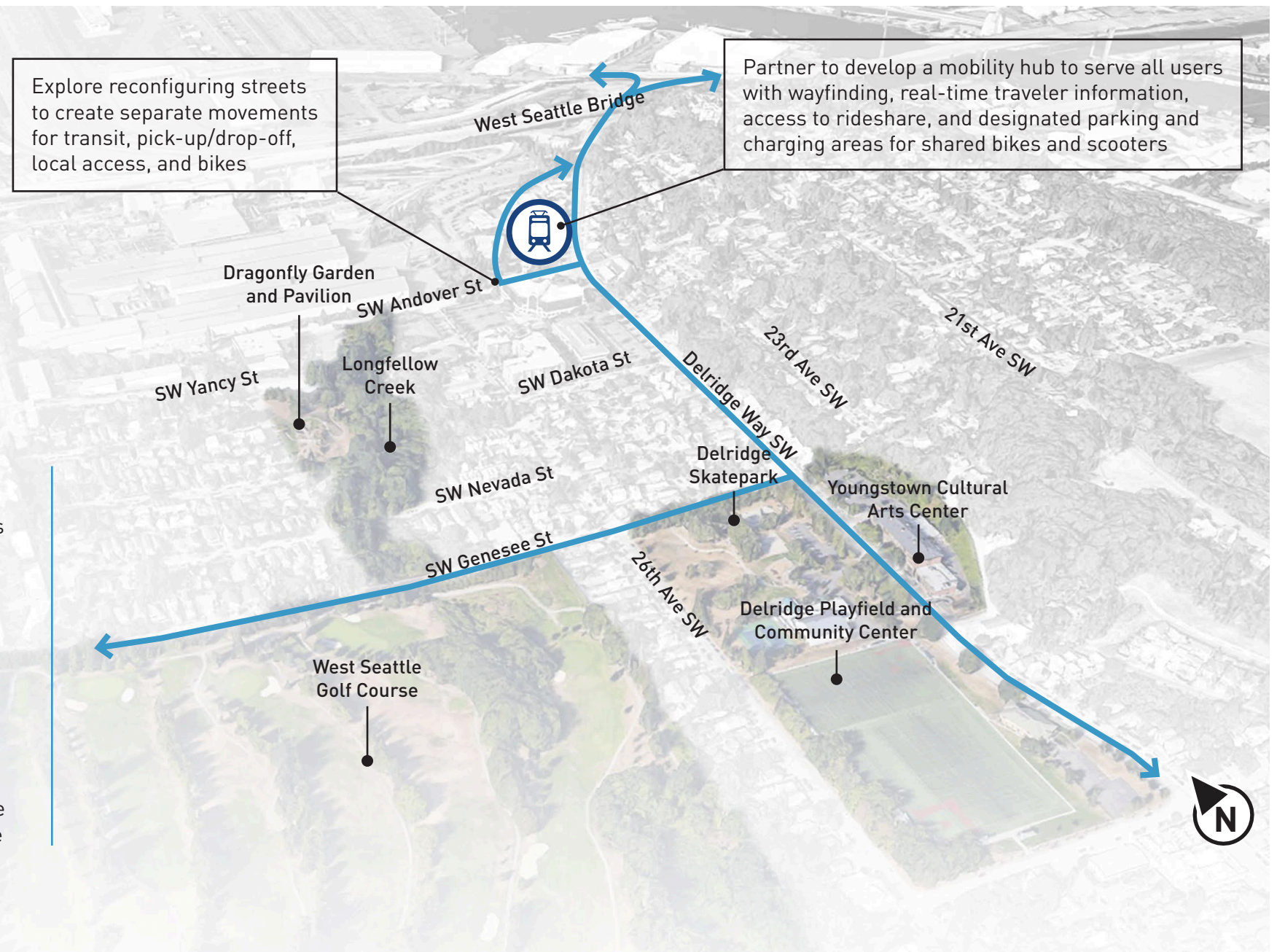
Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pick-up/drop-off needs.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Proposed signalized intersection and/or crosswalks
- Bus routes(s)
- Active bus bay
- Paratransit
- Pick-up/drop-off area

- 1 Refine pick-up/drop-off location(s) to minimize conflicts with cyclists on SW Andover St
- 2 Create off-street loop for transit and paratransit users directly adjacent to station
- 3 Explore the opportunity to create transit priority in the design of Delridge Way SW to facilitate bus access to the station



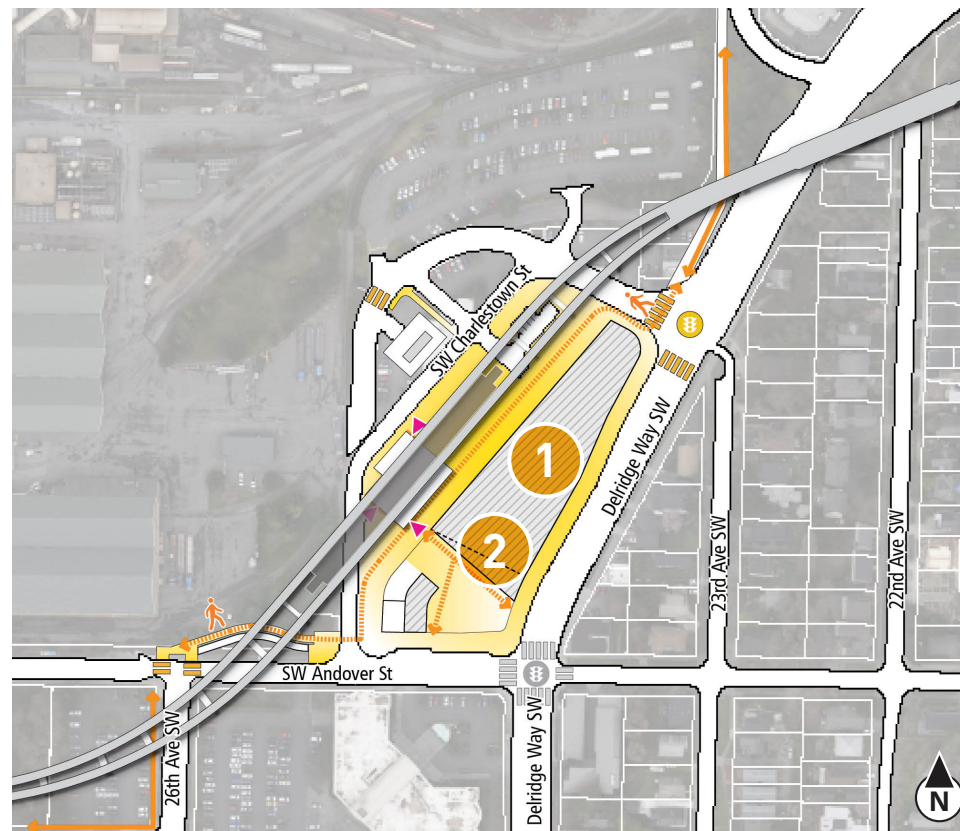
Mobility hub with amenities for cyclists, pedestrians, bus riders, and light-rail passengers










Transit only block with pedestrian amenities

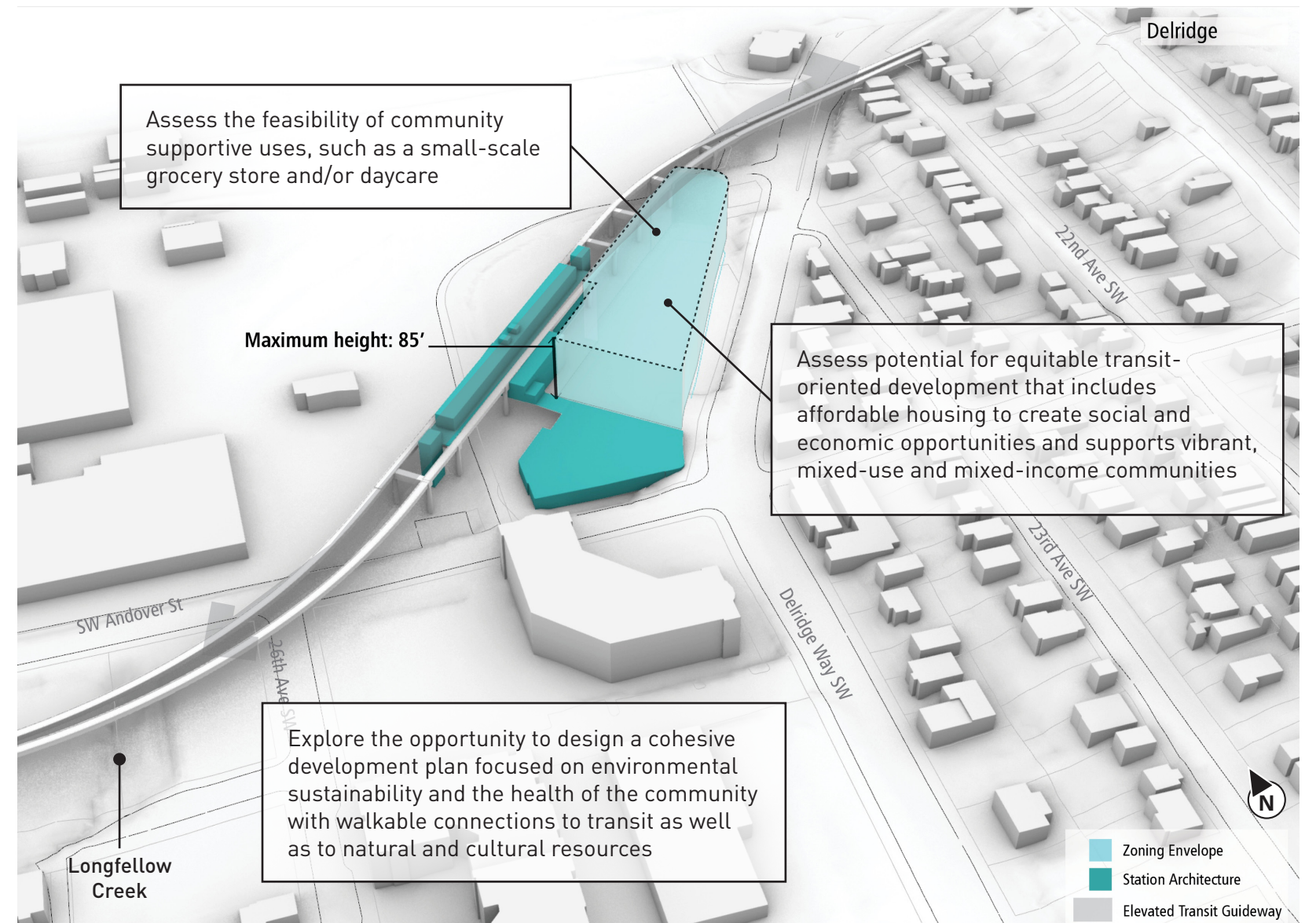
Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



-  Station entrance
-  Existing pedestrian connection
-  Existing signaled intersection and/or crosswalks
-  Potential transit-oriented development (TOD)
-  Proposed pedestrian connection
-  Proposed signaled intersection and/or crosswalks
-  Pedestrian focused area

- 1 Thoughtfully consider design of new transit-oriented development and encourage compatibility with the existing surrounding neighborhood
- 2 Integrate pedestrian-focused land uses on ground floors of TOD and a pedestrian plaza on the corner of Delridge Way SW to support a safe and comfortable environment



Master planned development that focuses on walkable connections and sustainability



Lively plaza near station entrance with space for pedestrians, cyclists, bike racks, and other active uses

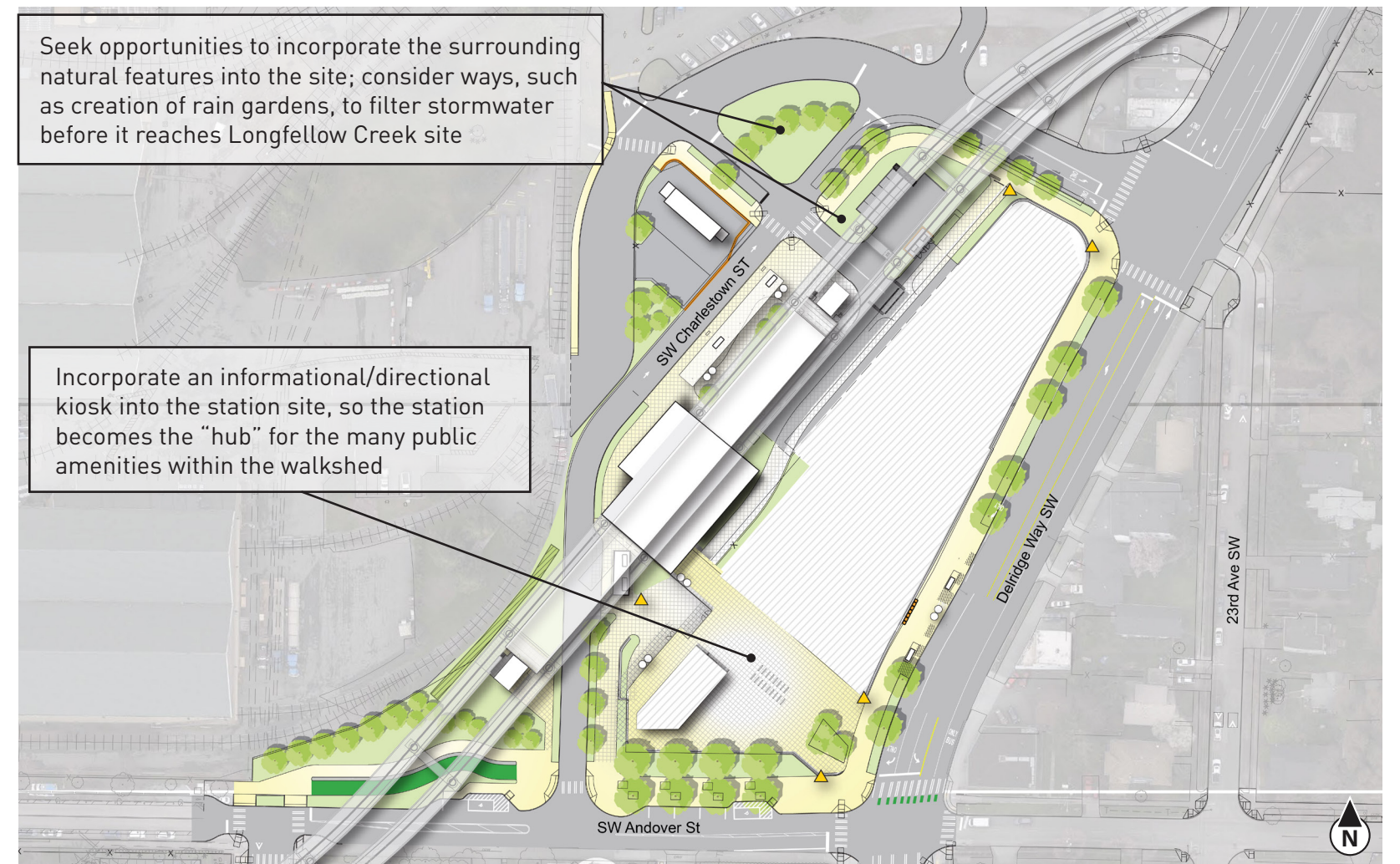
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit-oriented development (TOD)
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection

- 1 Provide pedestrian plaza between Delridge Way SW and the station that includes pedestrian lighting, wayfinding, benches, and bike racks, and accommodates pop-up retail, food trucks, and café seating
- 2 Work with community members on how to best integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway, with elements such as pocket parks, community gardens, and trails
- 3 Integrate public art into the station design and surrounding public space; solicit input from local community members and organizations to encourage a sense of belonging



- Existing street tree
- Proposed street tree
- Pedestrian focused area
- Proposed planting area
- Potential transit-oriented development (TOD)
- Wayfinding sign
- Bike rack
- Leaning rail and weather protection
- Bus/Paratransit shelter
- Bench
- Trash receptacle
- TPSS Screening/Wall
- Potential Bi-Directional bike facility

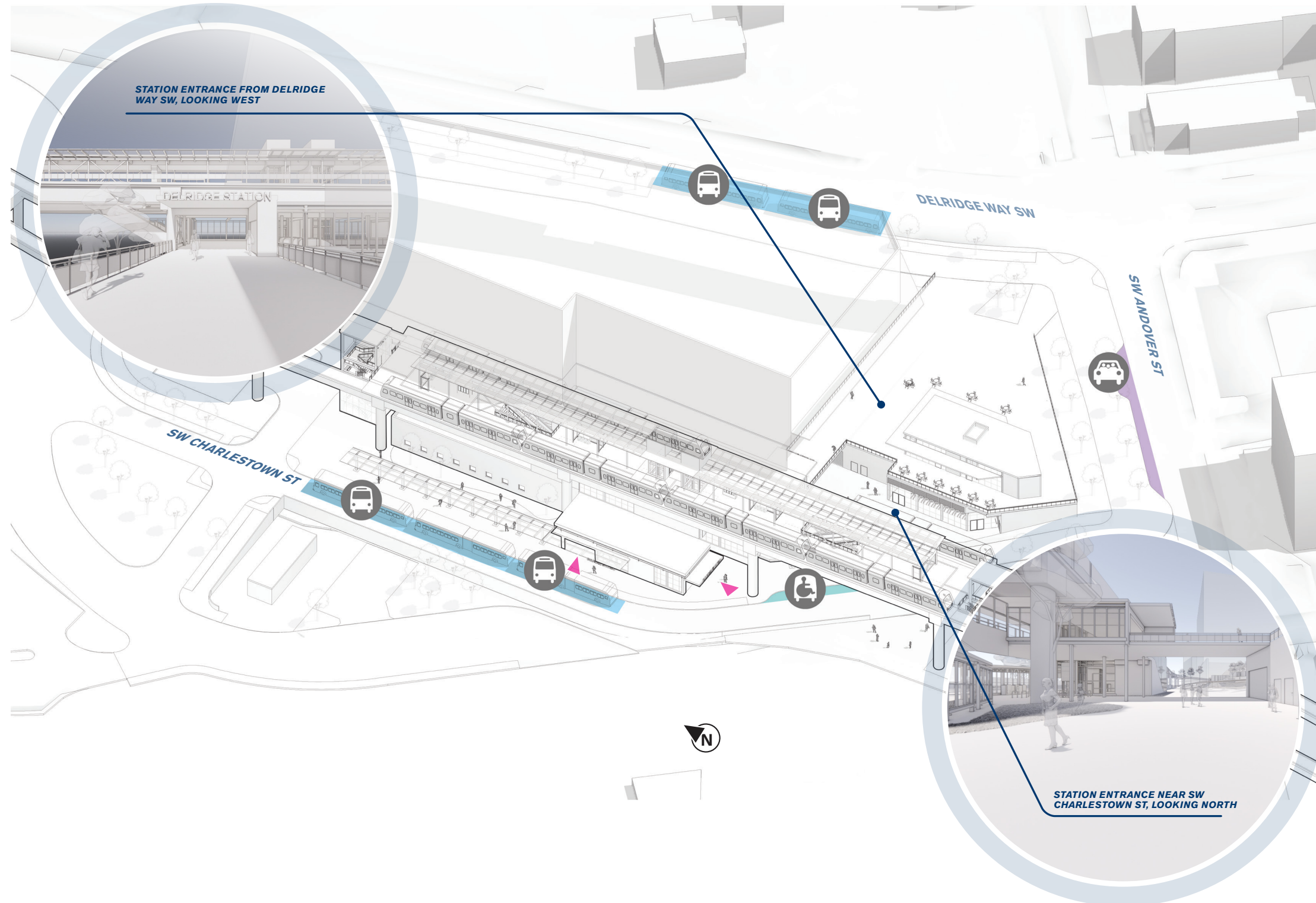


Community hub with info kiosk



Urban design treatments under guideway

Site Overview



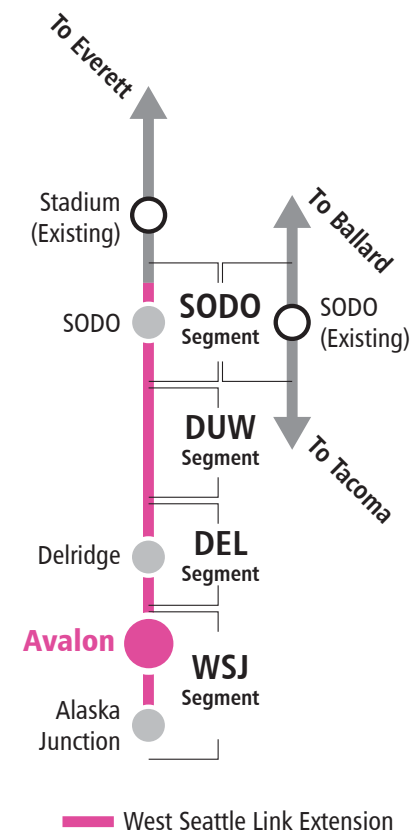
Avalon Station

West Seattle
Link extension

Station Area Context

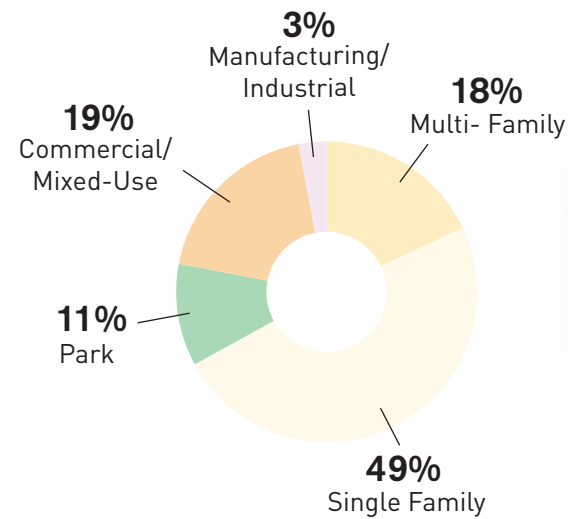
The Avalon station location at the crossroads of two principal arterials—Fauntleroy Way SW and 35th Ave SW—currently lends itself to auto-oriented commercial uses, however, there is potential for denser development to maximize the area near the station with expanded retail options and multi-family housing including market-rate and affordable residential.

The Avalon station can complement the city's Fauntleroy Way SW Boulevard Project by providing bike storage, improving pedestrian, bike, and bus access to the station, and creating attractive public spaces near station entrances.



Station Area Context

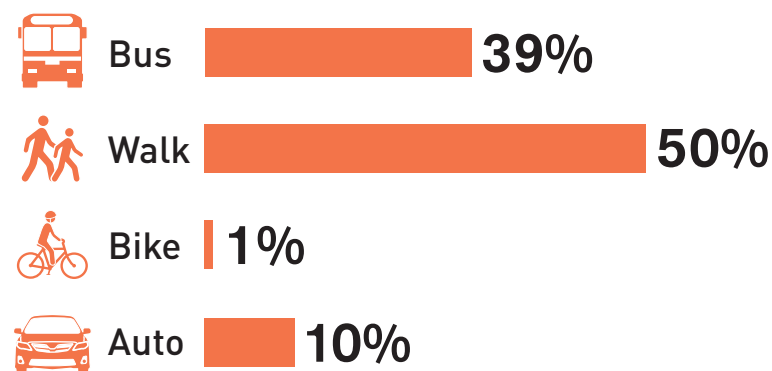
Existing land use in the station area ⁽¹⁾



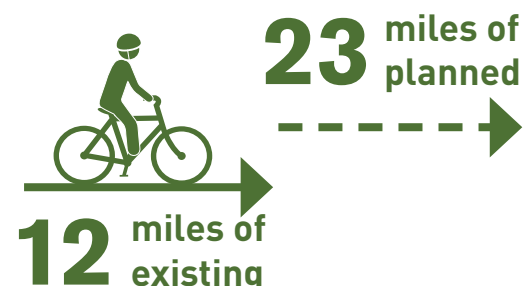
Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area (2040) ^(1,4)



Planning and design priorities

Planning and design priorities help frame how a station and the station area will look and function

- Prioritize pedestrian safety at major intersections and arterials
- Create logical pedestrian and bike flow for the station and surrounding neighborhood
- Provide access for all users, prioritizing bus transfers, walking, and biking
- Provide wayfinding to existing neighborhood assets, including the Alaska Junction core
- Leverage light rail investment to create new and enhanced public spaces in and around the station area
- Support the development of affordable housing
- Locate and design station to maximize transit-oriented development opportunities

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on FEIS preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Avalon Station

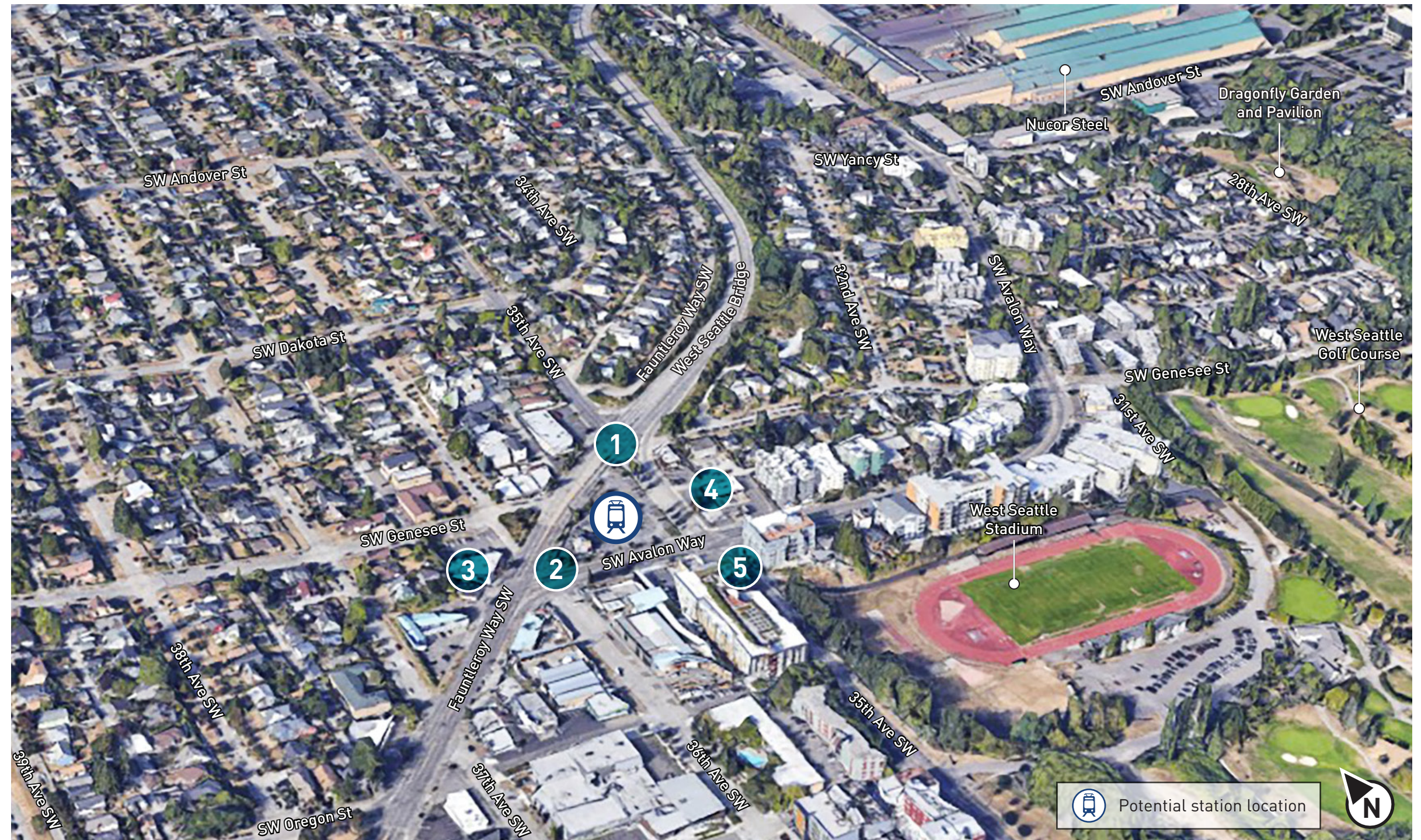
West Seattle
Link extension

Neighborhood Feedback

Feedback has been gathered from community members and local stakeholders at a variety of forums and workshops, as well as online events, beginning in 2018. Community members value the family-friendly neighborhood character, multiple small local businesses, and the area's walkability and convenience.

2018-2019

- 1 Consider the station as a gateway to West Seattle with public space, programming, 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 Ave 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



Avalon Station

West Seattle
Link extension

Neighborhood Feedback

2023-2024

- 1 Safe intersections for pedestrians and bicyclists to access the station including wider sidewalks, visible crosswalks and clear traffic signals
- 2 Provide street updates that tie in Fauntleroy Boulevard project, create safer intersections, and maintain clear traffic access to the West Seattle Bridge
- 3 Provide for safe accessible public space around the station, including landscape and street trees, lighting, public art, on-site security, and weather protection
- 4 Provide clear wayfinding for ease of access, and transfers to other modes of transportation
- 5 Provide bicycle access and parking locations
- 6 Focus transit-oriented development on affordable and rental housing, and mixed-use projects
- 7 Street level businesses and services could include retail, food and convenience options, childcare and social services, recreation, or office space

Feedback Overview

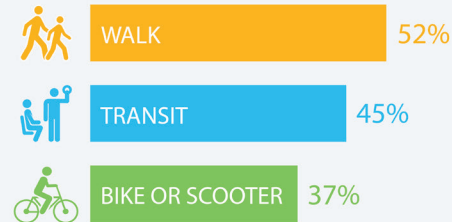
13%

of respondents said this is their primary station



Access

Ways that you would likely get to the station



*Percentages exceed 100% due to respondents selecting up to three choices

Transit-Oriented Uses

Businesses or services that would be the most useful to have near the station entrance

(TOD) uses that you'd like to see prioritized



In-Language Focus Group Feedback



Interest in every station including a youth center or youth-focused space

Wider sidewalks, visible crosswalks with traffic signals, and easy to see entrances to the station

Convenient bus access

Retail and specialty markets

"Reduced speeds on Fauntleroy to make it more pedestrian friendly"

"Restaurants and cafes"

"Dedicated pedestrian path to station"

"Protected bike lanes"

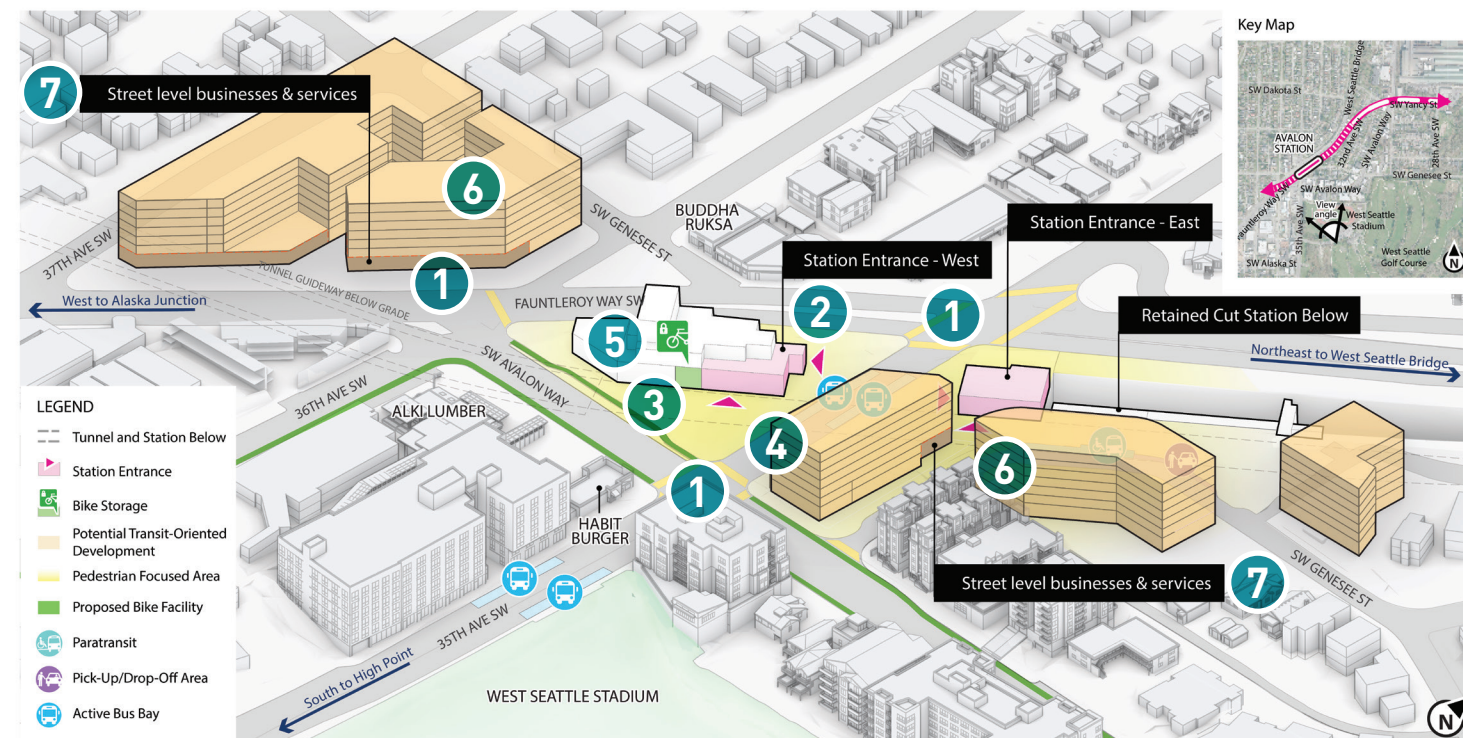


Diagram shows an approximate representation of project location, design elements, and access concepts and is for illustrative purposes only.

Design Preferences

Safe & Vibrant



Easy to Move Through



Welcoming with Quality Materials



DRAFT

WSLE Station Planning Progress Report

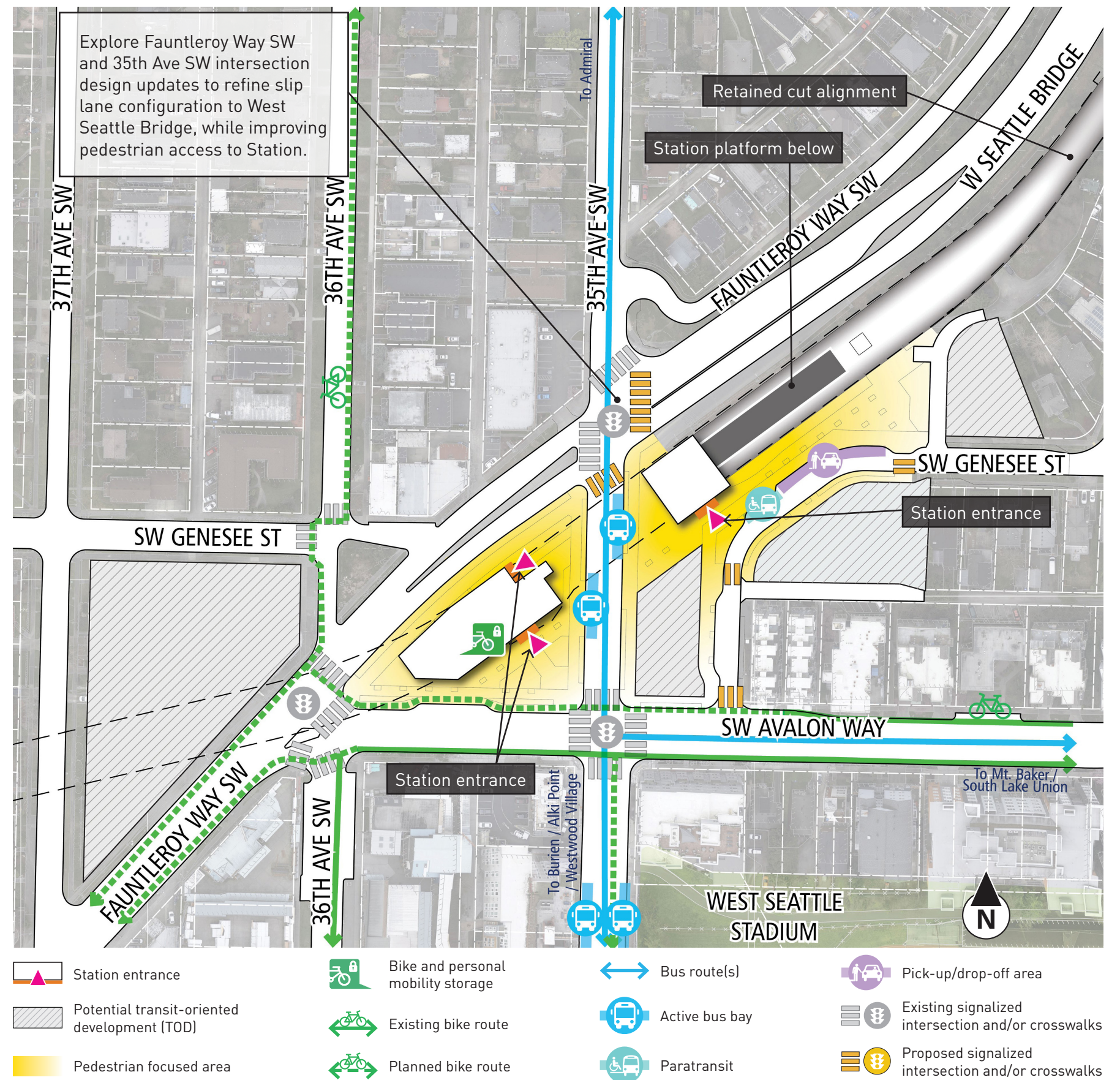
38

Summer 2025

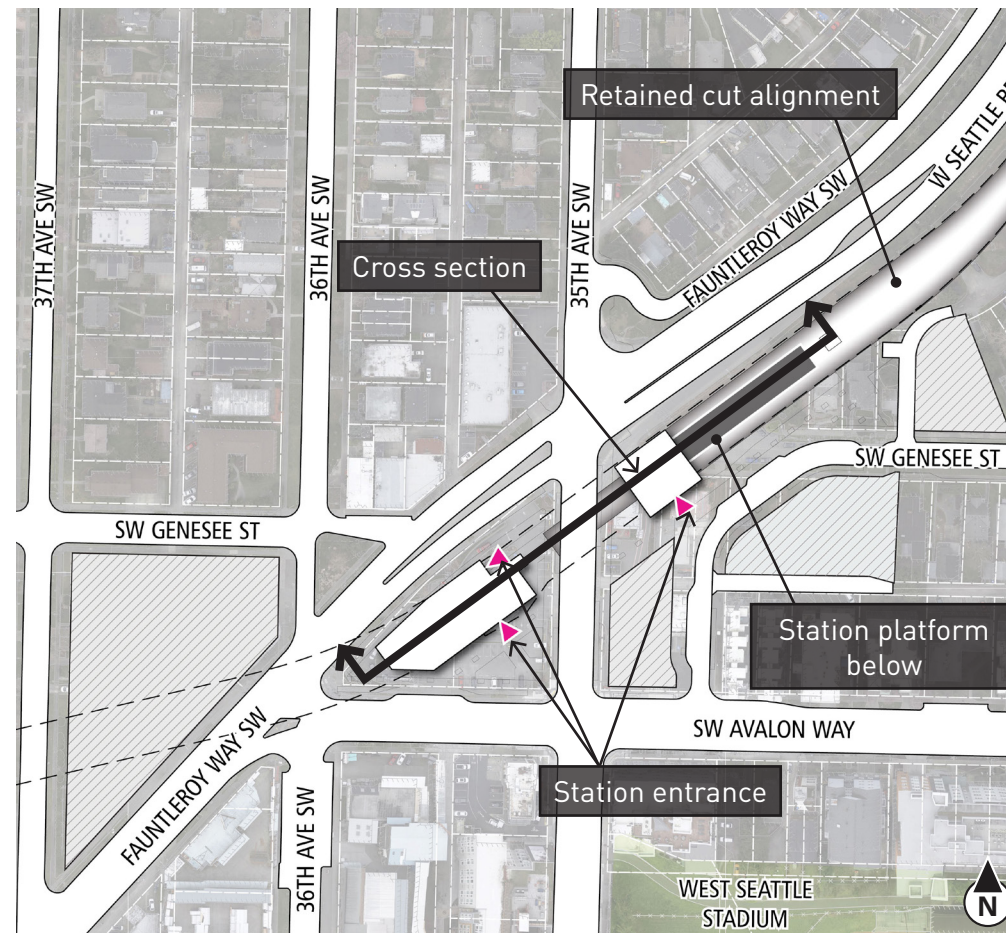
Station context plan

Avalon Station would bring daylight into the below-grade station platform with the eastern half of the platform open to the sky. This station provides an opportunity to create at-grade plazas where bike storage, seating, landscaping, pedestrian lighting, art, and potential gateway elements could be located. Plaza space can become an attractive gateway to West Seattle and function as a neighborhood hub, while potential transit-oriented development sites may have direct access to shared plaza space with uses opening directly towards the station.

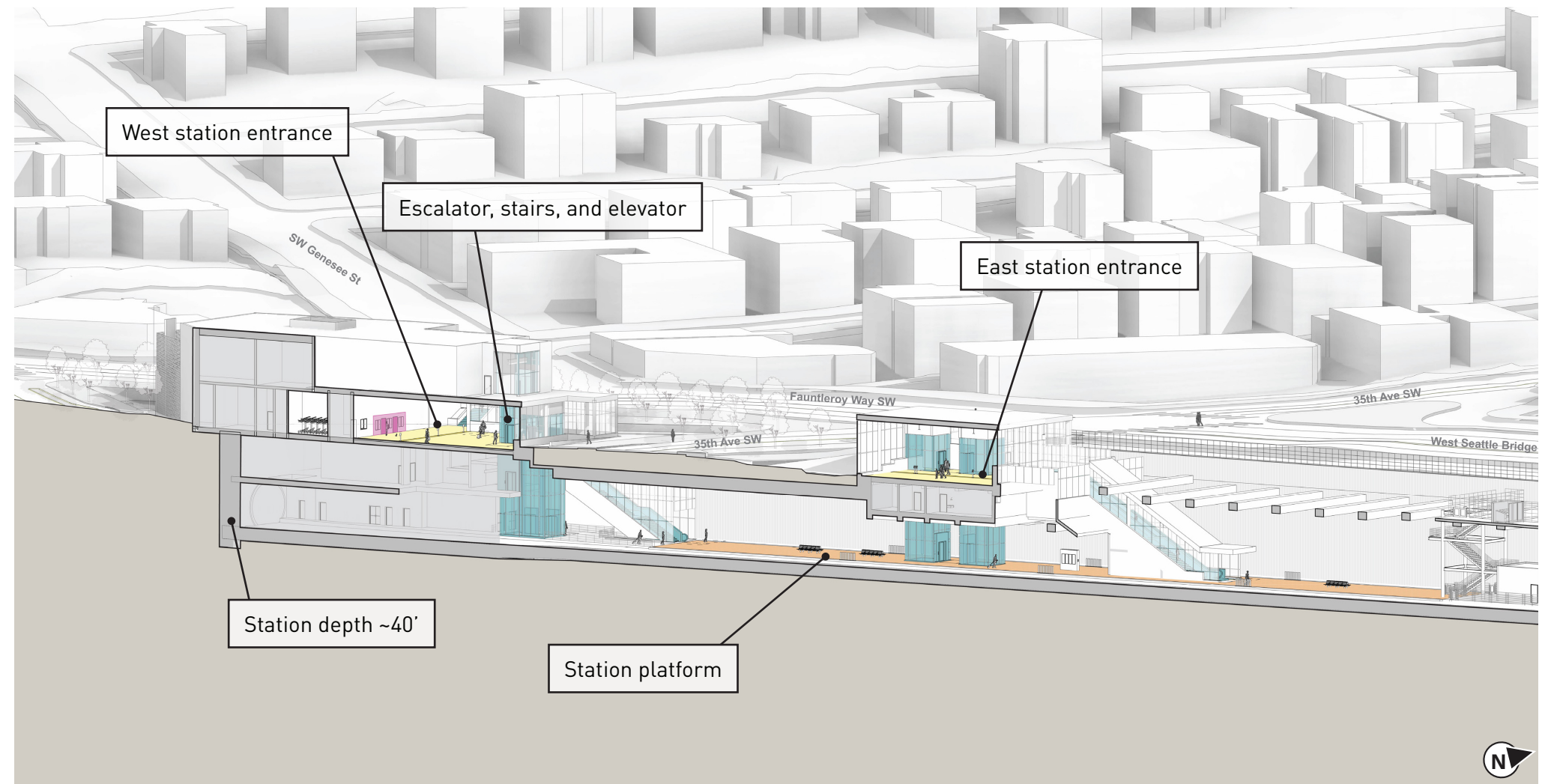
The city's planned mobility improvements to Fauntleroy Way SW will make this street more comfortable for people walking and riding bikes.



Looking inside the station



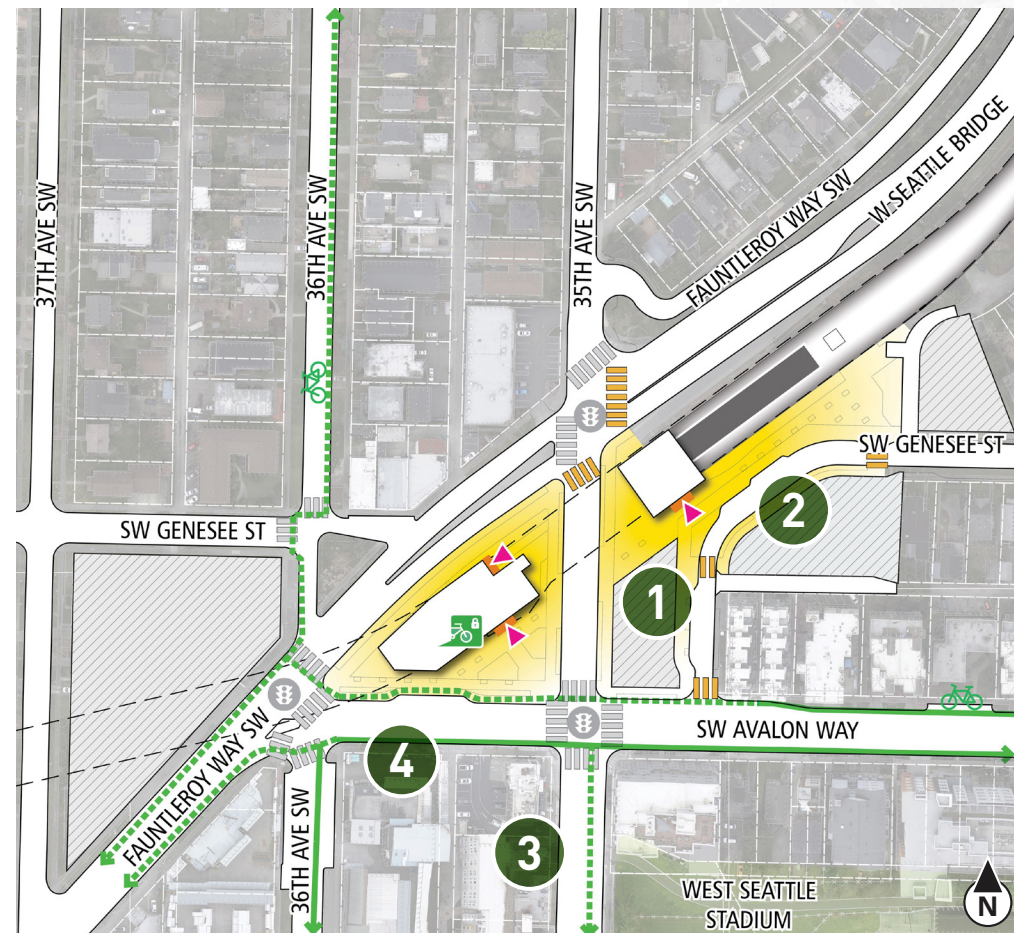
Station site plan



Station cross section

Walking and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- | | |
|--|--|
| Station entrance | Bike and personal mobility storage |
| Potential transit-oriented development (TOD) | Existing bike route |
| Pedestrian focused area | Planned bike route |
| Existing signaled intersection and/or crosswalks | Proposed signaled intersection and/or crosswalks |

- 1 Create new connections for pedestrians through the station site
- 2 Explore the opportunity to implement traffic calming measures, such as a festival street, speed bumps, chicanes, bulb-outs, etc.
- 3 Explore lane reconfigurations to ensure bus priority and pedestrian safety
- 4 Explore the potential to create a bike connection from SW Avalon Way to the station



Provide strong wayfinding/ signage to the station for cyclists coming from Fauntleroy Way SW or SW Avalon Way, as well as from side streets near the station

Coordinate with the city's planned Fauntleroy Way SW Boulevard Project to implement recommendations and consider:

- Bike facilities to connect to existing bike network
- Landscaping and street trees along sidewalks and in roadway medians
- Intersection improvements for pedestrians and cyclists



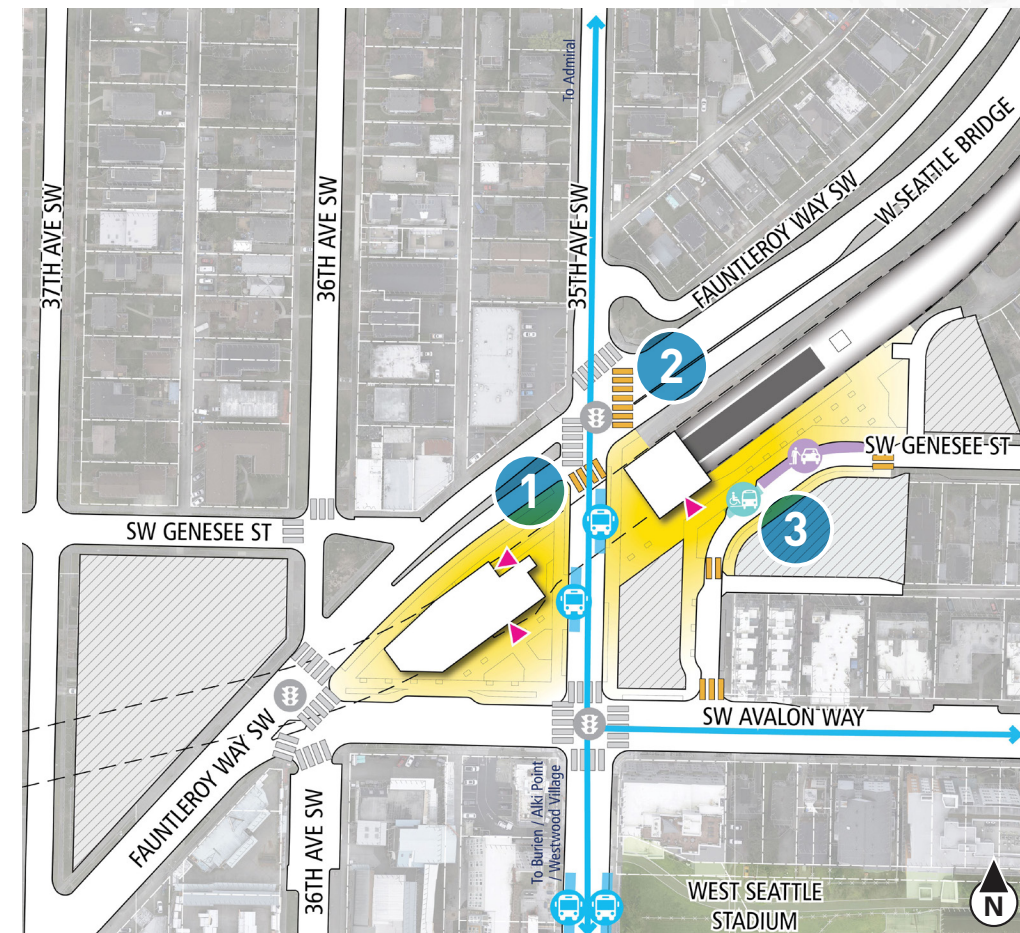
Pedestrian-friendly transit plaza at a station



"Slow streets" offer flexible space during events and pedestrian friendly space year-round

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pick-up/drop-off needs.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Proposed signalized intersection and/or crosswalks
- Bus route(s)
- Active bus bay
- Paratransit
- Pick-up/drop-off area

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

- 1 Provide wide sidewalks between building edges and curb to allow ample space for riders transferring from buses
- 2 Design intersections to prioritize access and transit reliability
- 3 Explore the opportunity to create a "slow street", prioritizing pedestrians and pick-up/drop-off



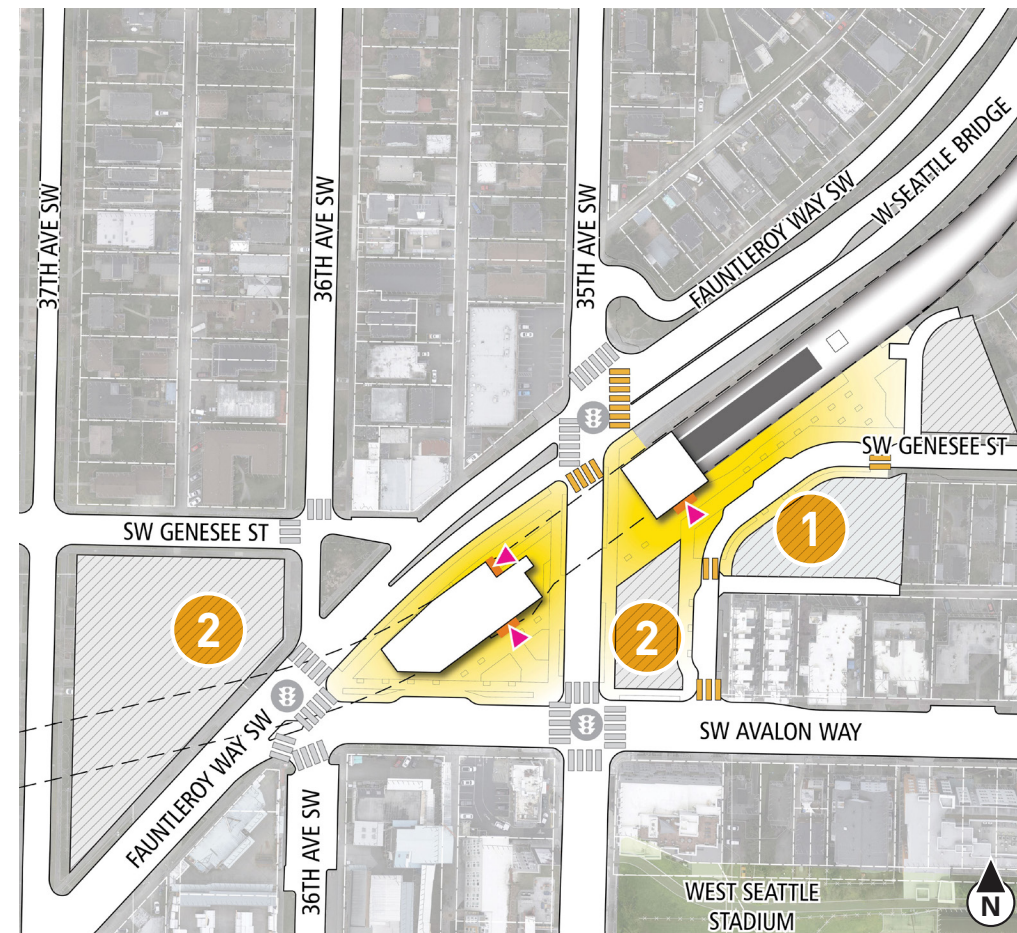
Wide sidewalks at station entrances provide ample space for pedestrians entering the station, waiting for the bus, or just passing through



Pick-up/drop-off loop integrated with public plaza

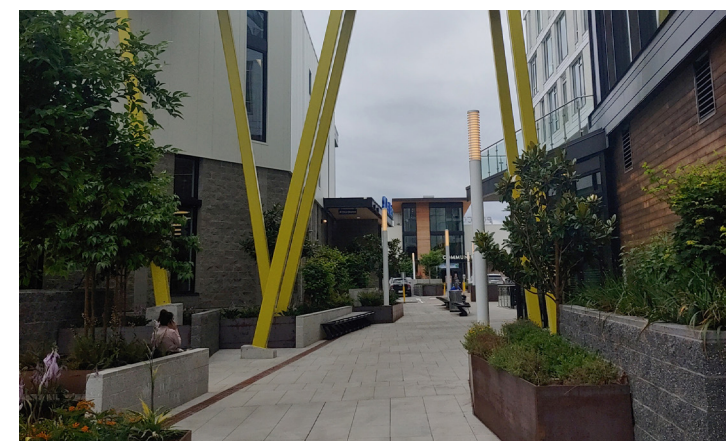
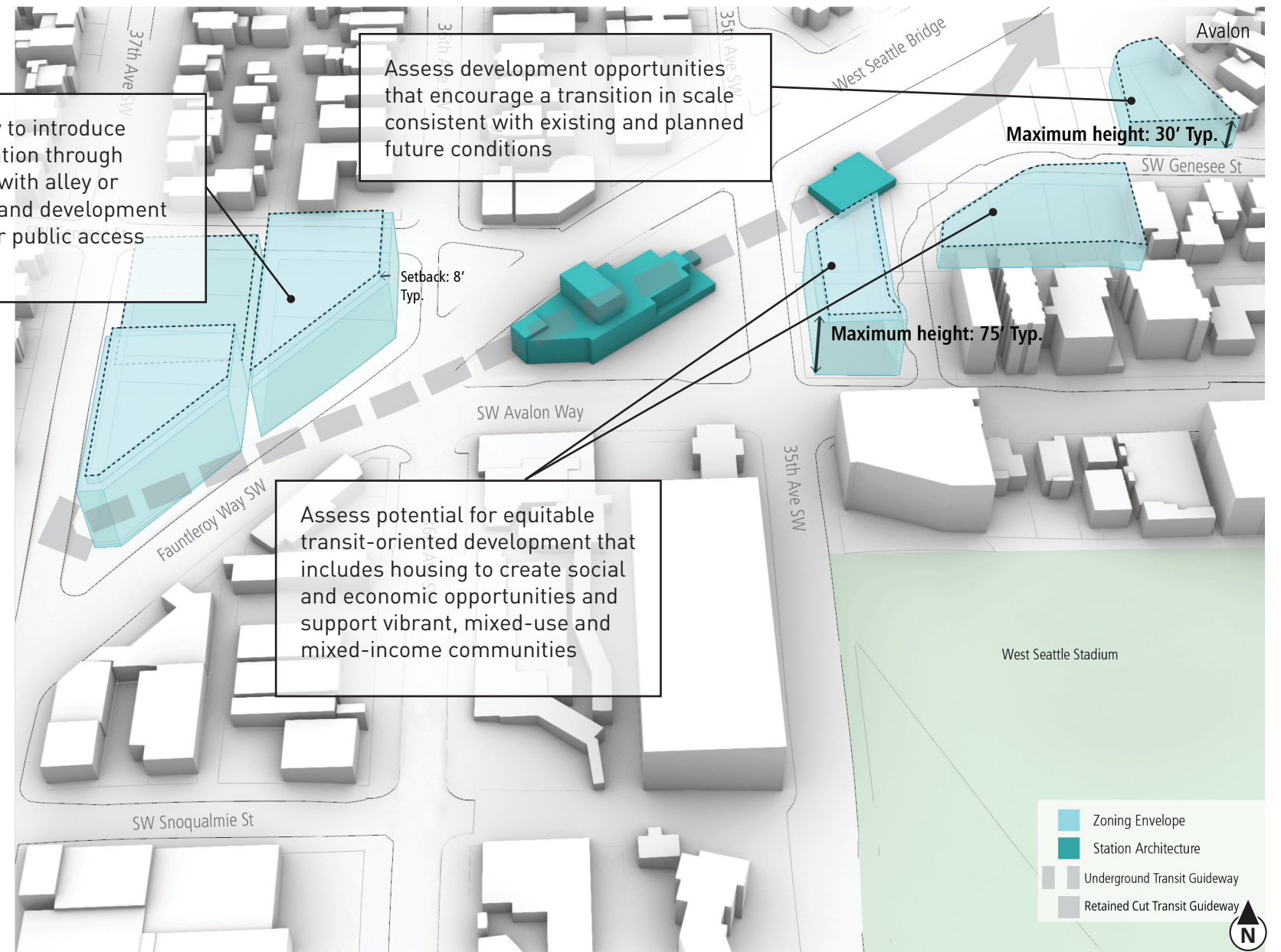
Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks

- 1 Consider ground floor uses oriented to community services, such as child care and gathering spaces as part of potential transit-oriented development
- 2 Encourage active ground-floor uses at potential transit-oriented development sites with ample setbacks, lighting, and overhead weather protection to support walkability



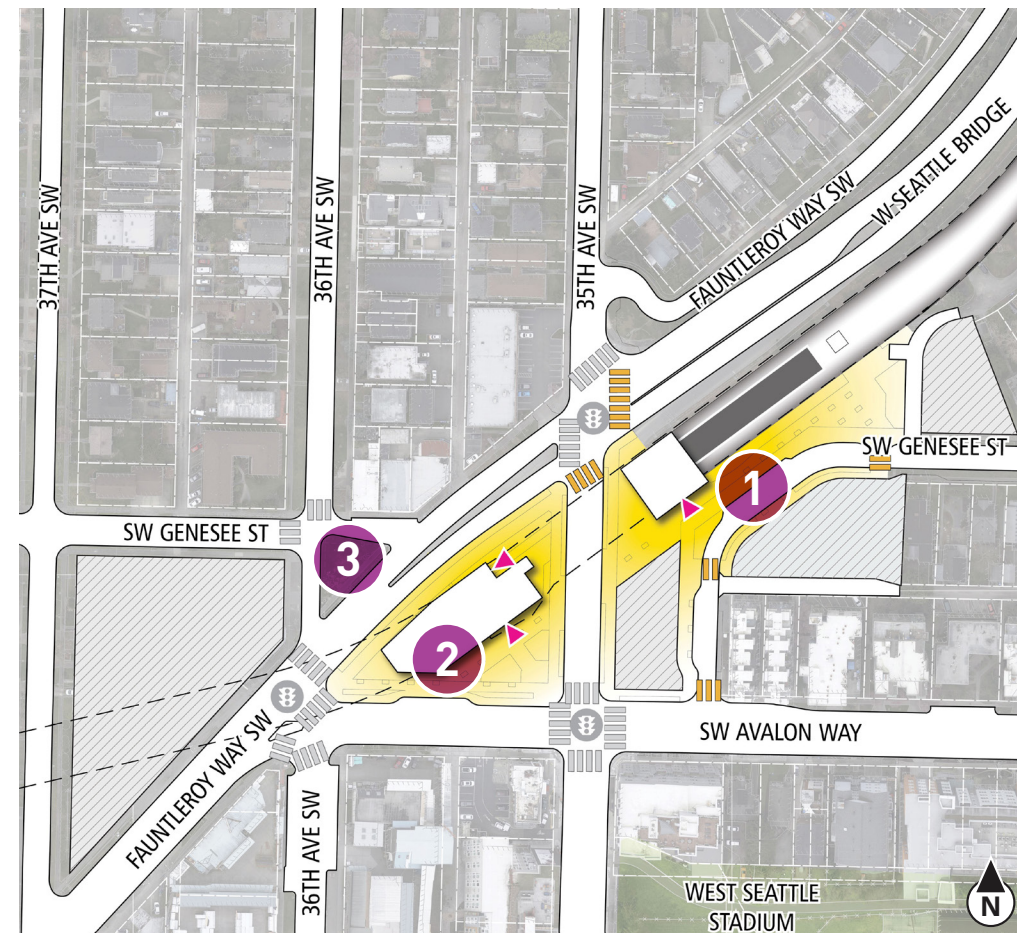
Pedestrian connection through new development



Transit station integrated with mixed-use development

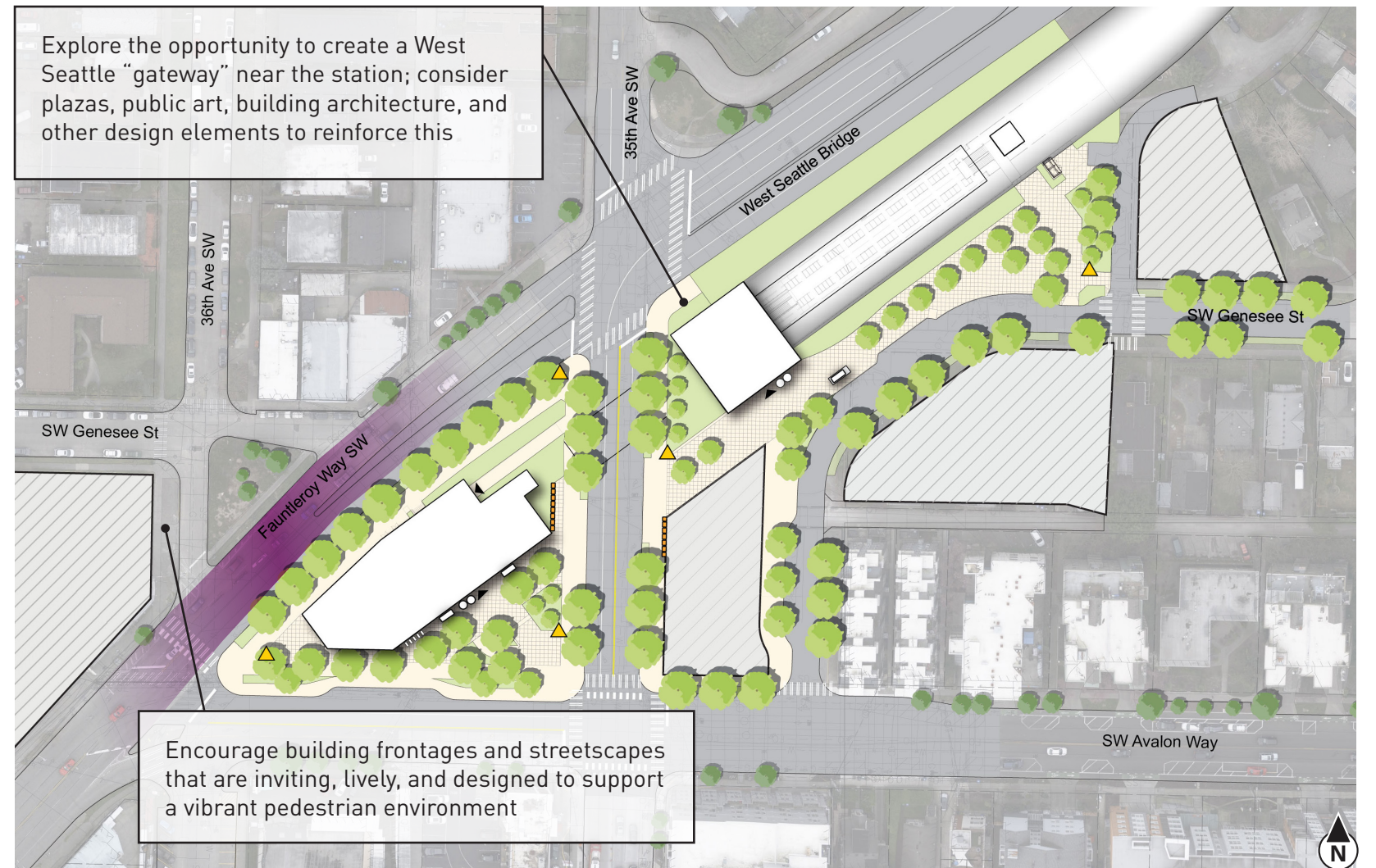
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks

- Design station plaza with amenities such as landscaping, seating, and lighting to create a lively and safe environment day and night; consider programming of plaza with food trucks and pop-up retail kiosks
- Provide wide sidewalks with landscaping, seating, and pedestrian lighting to create a place where passengers and others might want to linger
- Consider creating plaza space outside the station entrance and repurpose 36th Ave SW and SW Genesee St intersections to prioritize pedestrians and cyclists



- Existing street tree
- Proposed street tree
- Proposed planting area
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Bike rack
- Leaning rail and weather protection
- Bus/Paratransit shelter
- Bench
- Wayfinding sign
- Trash receptacle

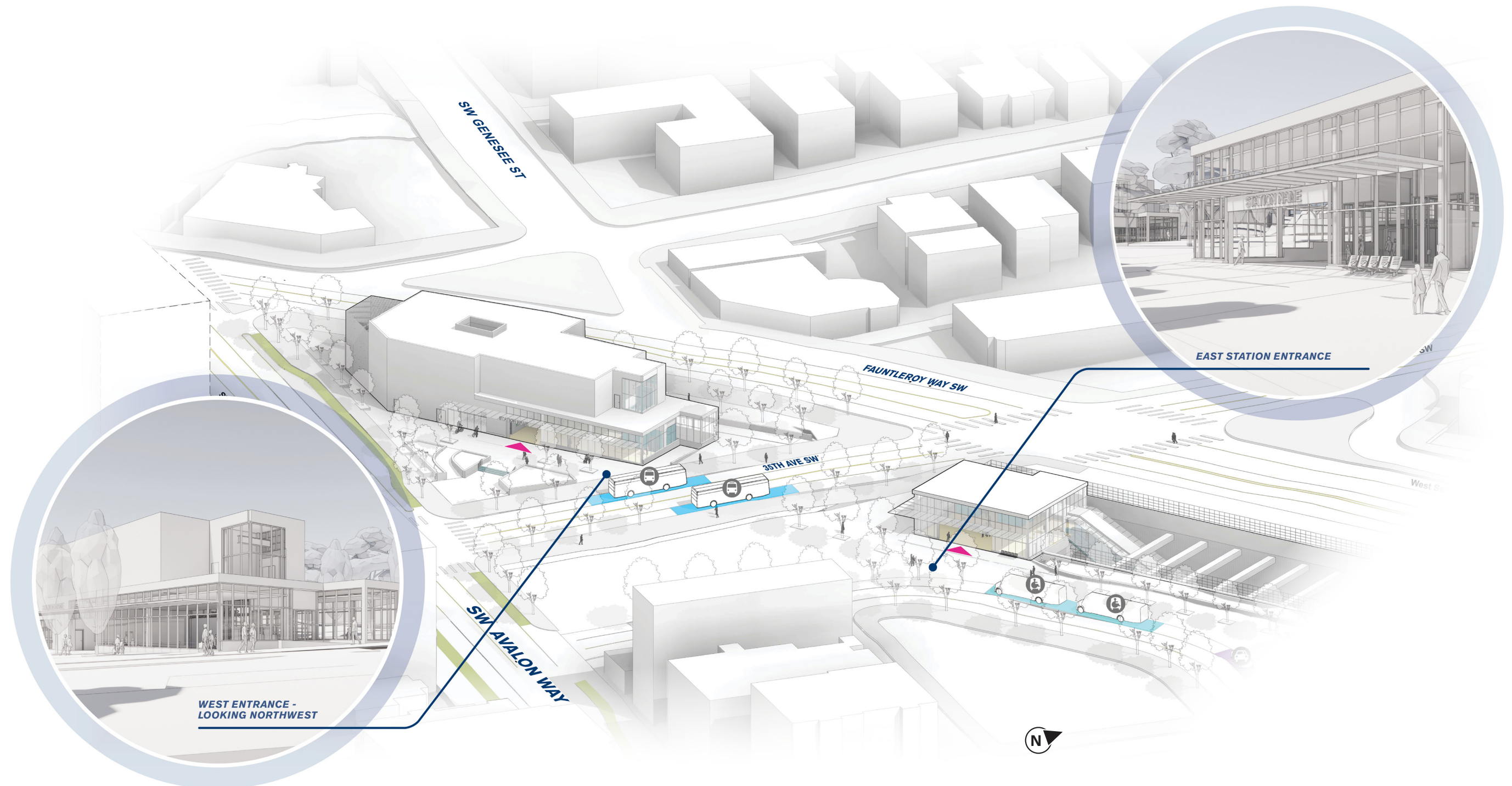


Neighborhood gateway with strong design elements



Large plaza space associated with a building entrance

Site Overview



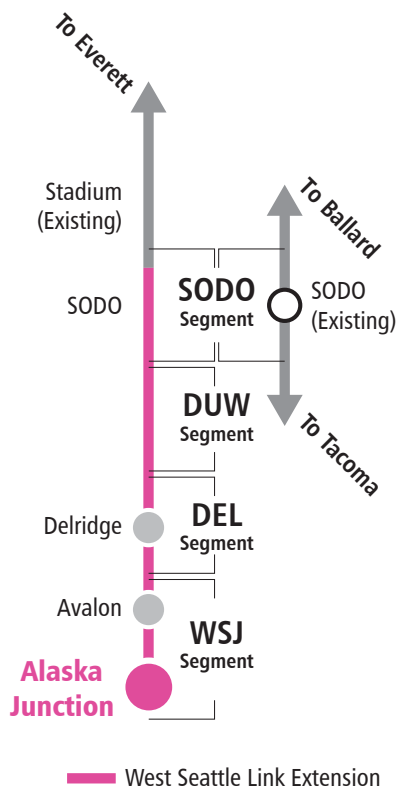
Alaska Junction Station

West Seattle
Link extension

Station area context

West Seattle’s Alaska Junction, often called simply “The Junction”, is a walkable, thriving business district centered on California Ave SW and SW Alaska St. The area gets its name from the “junction” of streetcar lines that once served the area. Its historic core is characterized by landmark buildings with small restaurants and shops. Every Sunday, a segment of California Ave SW is closed to traffic for the West Seattle Farmer’s Market, visited by both local and regional visitors. This street and other local streets in this area are closed for other annually occurring festivals.

While the neighborhood around The Junction is mostly single family residential, recent development in the core and along Fauntleroy Way SW includes mixed-use buildings and multifamily housing. As a terminus station, this location would play a prominent role in connecting the whole of West Seattle to destinations around Puget Sound.

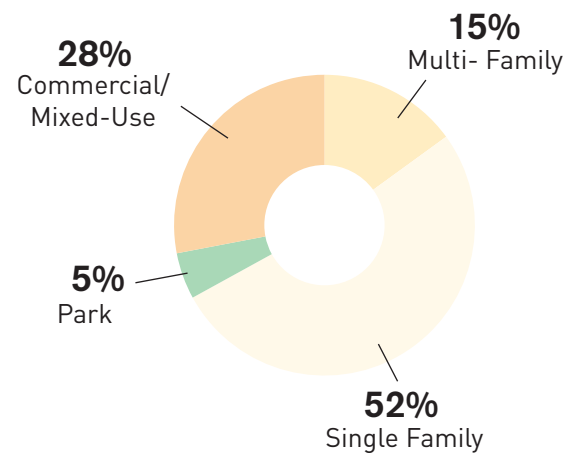


Alaska Junction Station

West Seattle
Link extension

Station area context

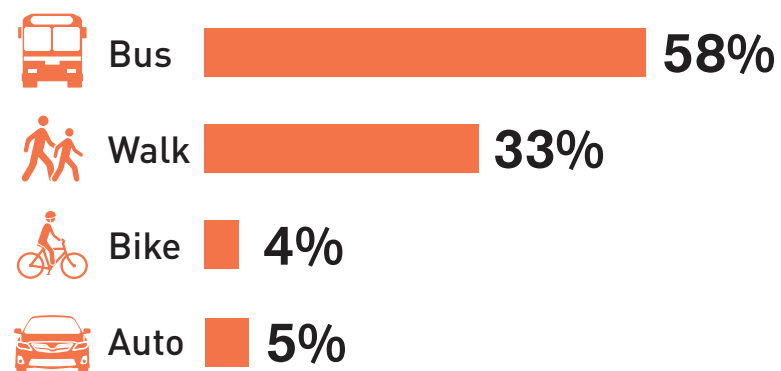
Existing land use in the station area ⁽¹⁾



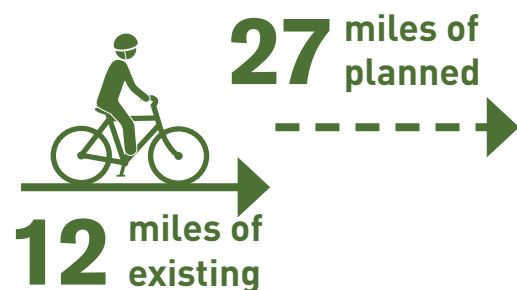
Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area (2040) ^(1,4)



Planning and design priorities

Planning and design priorities help frame how a station and the station area will look and function

- Plan for the station to be a terminus station with adequate space for multiple modes while considering future expansion southward
- Prioritize pedestrian connectivity and comfort with logical wayfinding across arterials and under guideways
- Provide wayfinding to existing neighborhood assets, including the historic neighborhood core
- Provide access for all users, prioritizing bus transfers, cyclists, other rollers, and pedestrians
- Leverage light rail investment to create new and enhanced public spaces in and around the station area
- Maximize transit-oriented development opportunities and support the development of affordable and equitable housing

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on FEIS preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed. Source: City of Seattle
4. Based on PSRC future year forecast and allocated to combined 10-minute walkshed.

West Seattle Link extension

West Seattle Link extension

West Seattle Link extension



- 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 Ave 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 Fauntleroy Way SW and SW Alaska St so it is easier to cross



Alaska Junction Station

West Seattle
Link extension

Neighborhood Feedback

Stakeholder engagement in the Fall of 2023 focused on a higher level of detail around station area planning and design. Feedback from these sessions revealed interest in safe, vibrant, and welcoming station areas. Regarding the potential transit-oriented development opportunities around Alaska Junction Station, stakeholders expressed interest in

affordable housing, offices, retail shops and restaurants, and community-serving spaces. Other priorities in station area planning and design include secure bicycle and micromobility storage, open spaces, public art, and ample lighting.

2023-2024

- 1 Interest in plaza in front of 42nd Ave SW station entrance and shared/curbless pedestrian priority street that allows vehicles at low speed, with space for business loading and unloading
- 2 Provide for safe accessible public space around the station, including lighting, weather protection, landscape and street trees, open space for community events, bike parking, and seating
- 3 Improve access to the station for pedestrians and bicyclists including wider sidewalks, visible crosswalks with traffic signals, and speed management devices on roadways such as raised bumps or crosswalks
- 4 Provide clear wayfinding and direct sightlines to the station for ease of access and transfers to other modes of transportation
- 5 Interest in bike lanes and bike parking
- 6 Transit-oriented development around the station should focus on affordable, rental, and ownership housing
- 7 Services in the vicinity of the station could include food, shopping, convenience, government and social services, office space and recreation

Feedback Overview

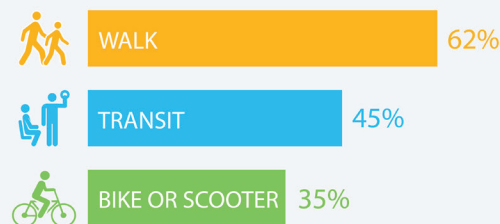
48%

of respondents said this is their primary station



Access

Ways that you would likely get to the station



*Percentages exceed 100% due to respondents selecting up to three choices

Transit-Oriented Uses

Businesses or services that would be the most useful to have near the station entrance

(TOD) uses that you'd like to see prioritized



In-Language Focus Group Feedback

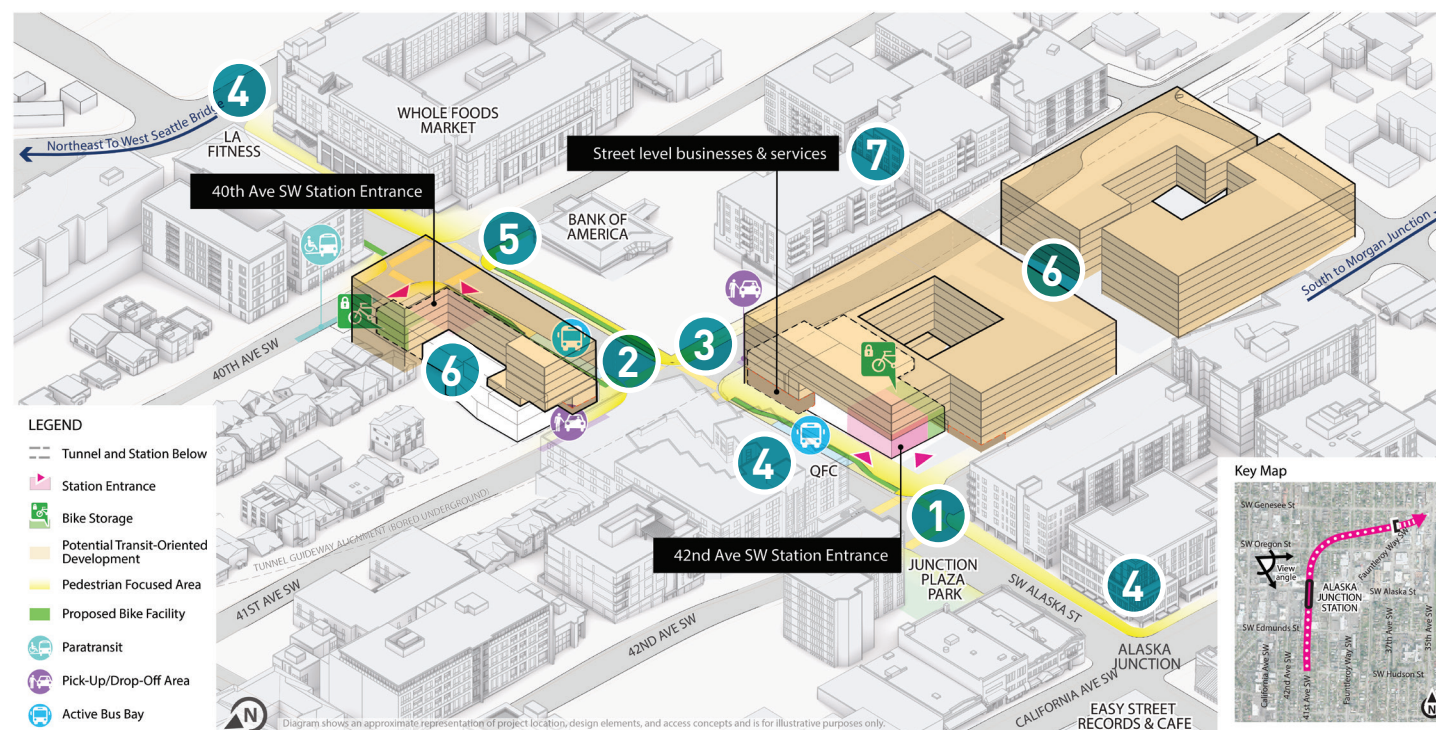
Excellent wayfinding and signage, in multiple languages

Wider sidewalks and good lighting

Design Preferences

- Safe & Vibrant
- Easy to Move Through
- Welcoming with Quality Materials

- "More restaurants and shops"
- "Small-scale retail"
- "Lights and cameras for safety, visible security"
- "Separated, protected bike lanes"
- "Easy access from street level to platform"
- "Affordable spaces for local and small businesses"
- "Natural spaces or parks"
- "Community center or open space"

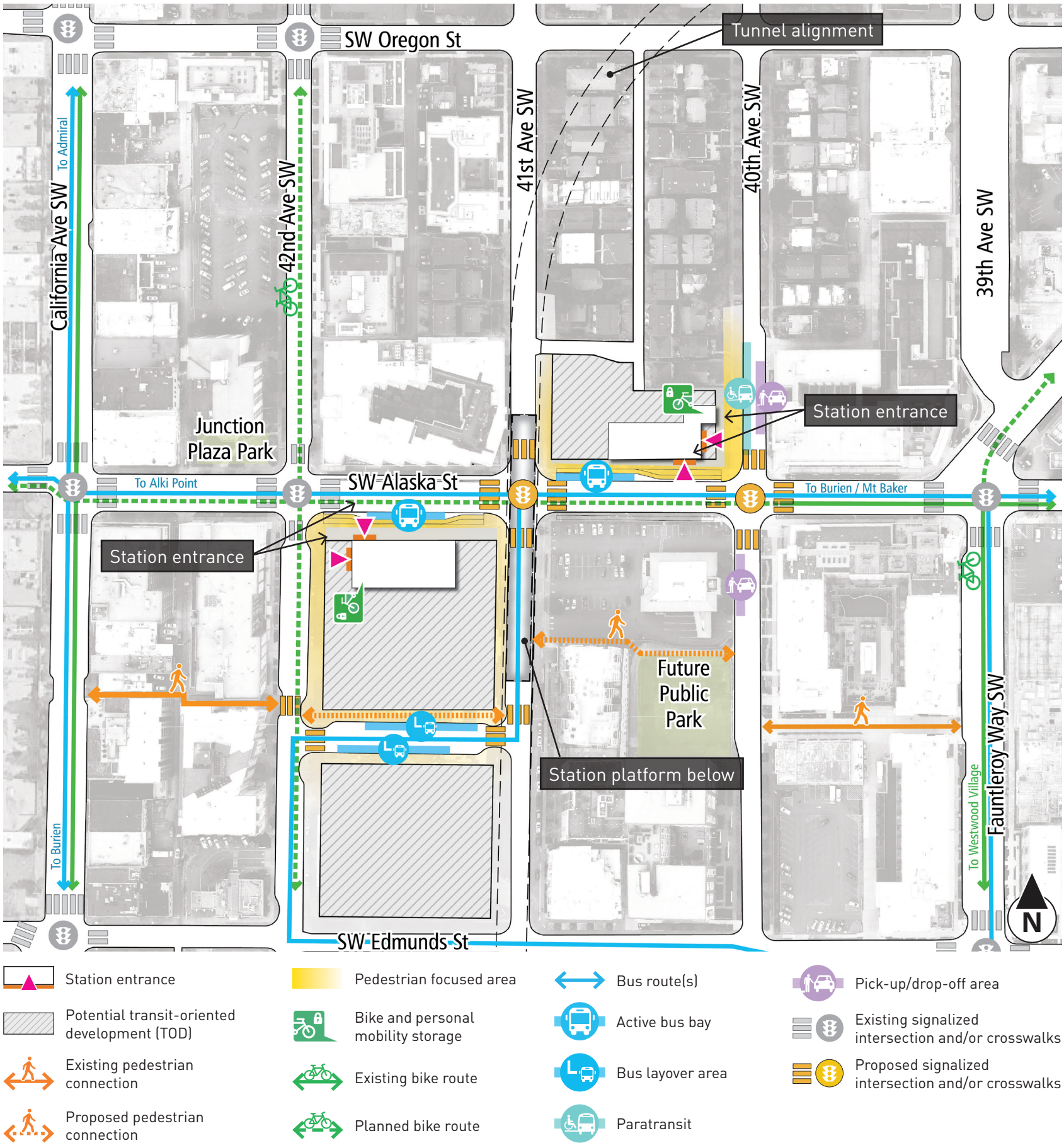


Station context plan

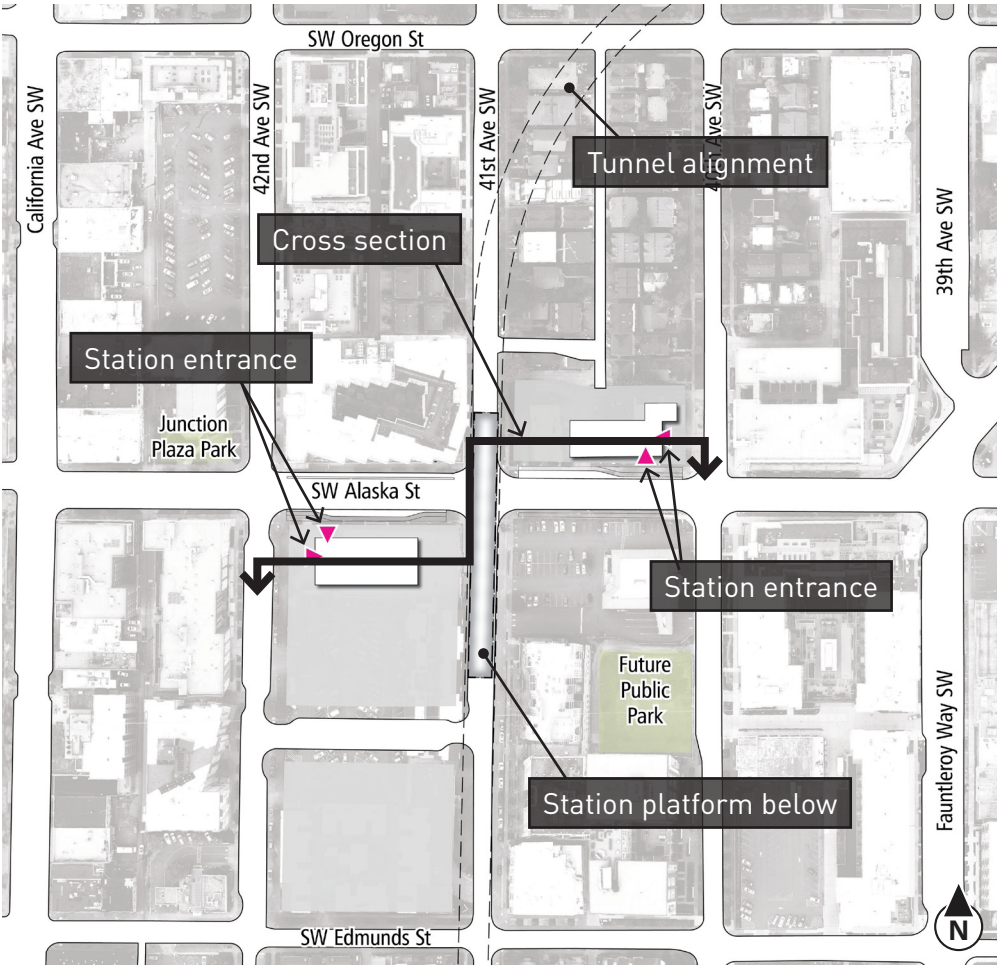
The station is located approximately 70 feet under 41st Ave SW with entrances on both sides of SW Alaska St.

Both station entrances have the potential to be integrated into new development that can include ground-floor commercial space with multi-family housing above. A new mid-block transit street can connect people to a potential pedestrian connection adjacent to a planned public park on 40th Ave SW.

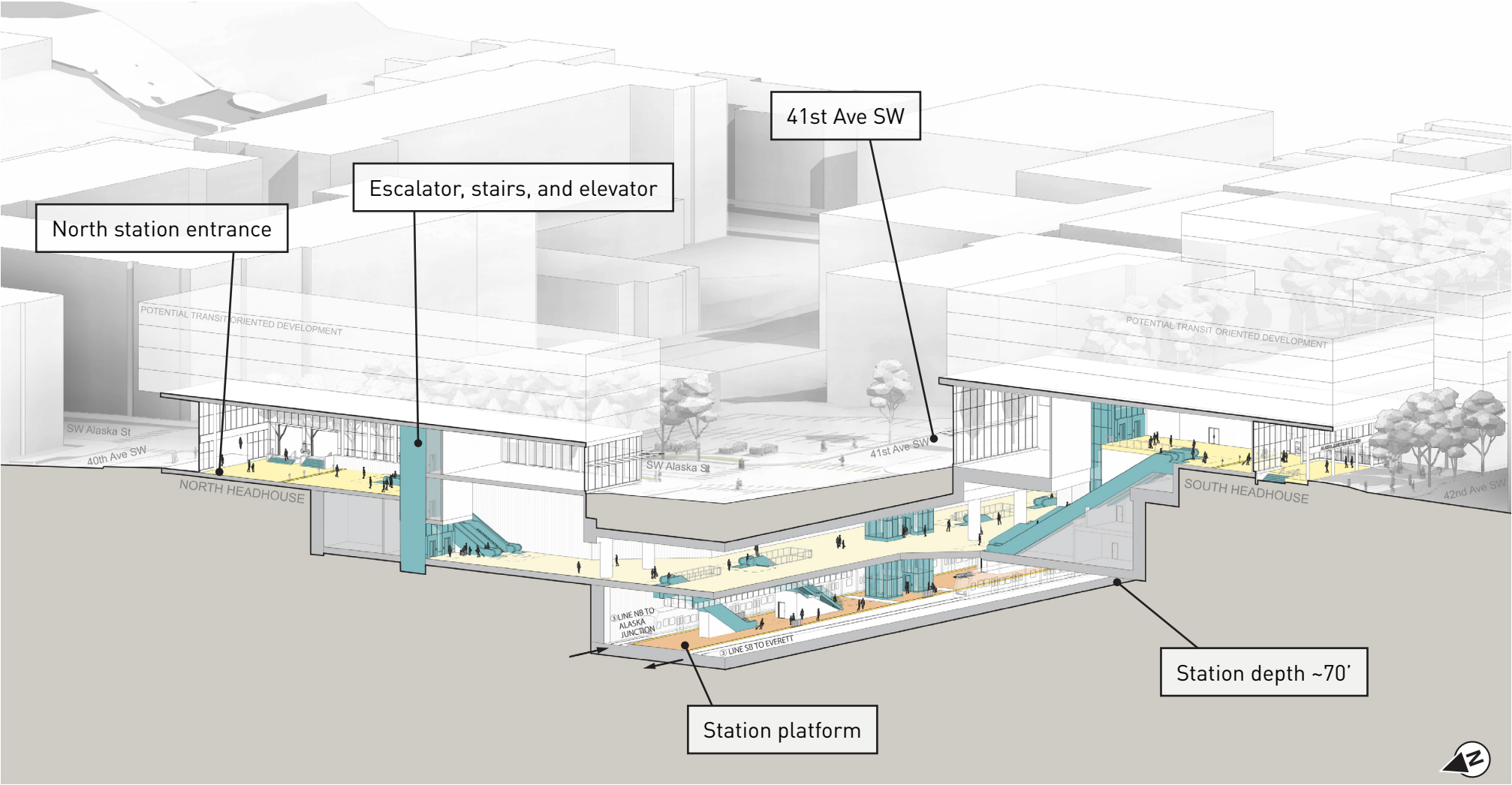
With entrances on both sides of SW Alaska St, this station provides easy access for pedestrians and cyclists with a good sidewalk network, planned neighborhood greenway on 42nd Ave SW, and protected bike lanes planned on SW Alaska St.



Looking inside the station

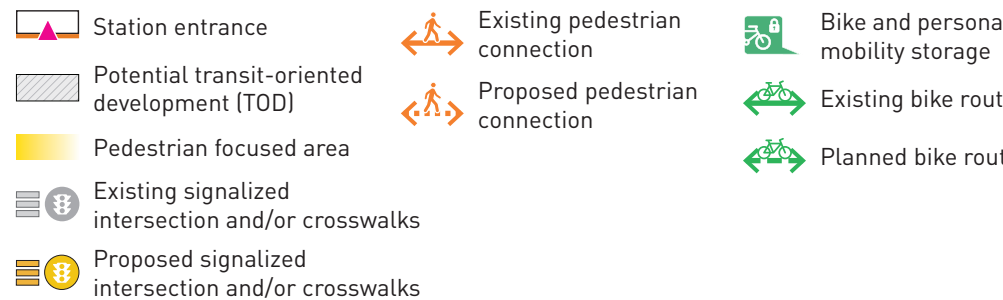


Station site plan

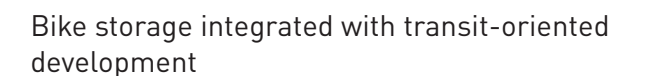
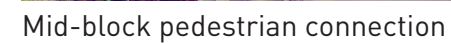
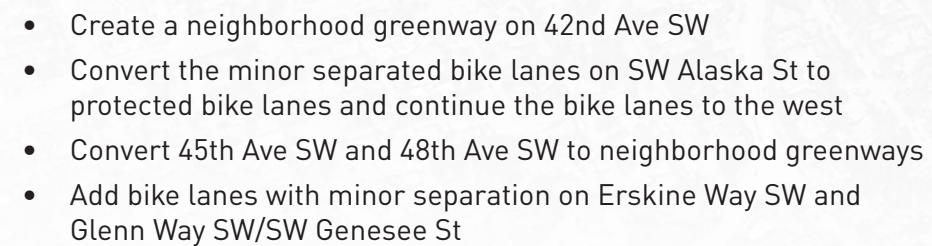


Station cross section

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.

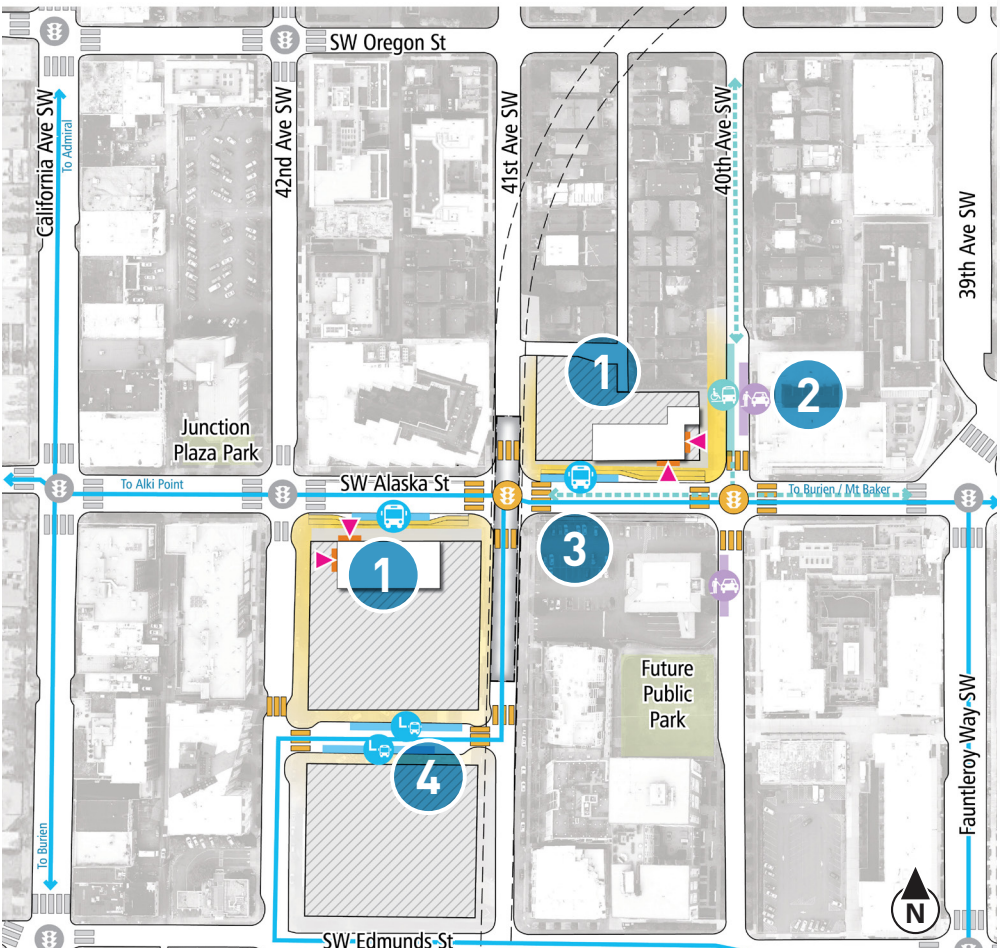


- 1 Station entrances located on either side of SW Alaska St eliminate the need for passengers traveling by foot or wheels to cross the busy arterial
- 2 Coordinate with the city to convert the minor separated bike lanes and continue the bike lanes to the west
- 3 Coordinate with a future public park project to develop a through-block pedestrian connection
- 4 Integrate bike parking into potential transit-oriented developments on either side of SW Alaska St, providing convenient access without the need to cross the street



Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pick-up/drop-off needs.



- Station entrance
- Potential transit-oriented development (TOD)
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Proposed signalized intersection and/or crosswalks
- Bus route(s)
- Active bus bay
- Bus layover area
- Paratransit
- Pick-up/drop-off area

- 1 Station entrances on both sides of street facilitate transfers from buses on SW Alaska St
- 2 Locate pick-up/drop-off areas on 40th Ave SW to avoid potential conflicts with future neighborhood greenway on 42nd Ave SW
- 3 Explore ways to minimize potential conflicts between bus loading areas, station entrances and bike lanes
- 4 Explore off-street locations for bus layover areas to minimize conflict with station entrances and bike lanes

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

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



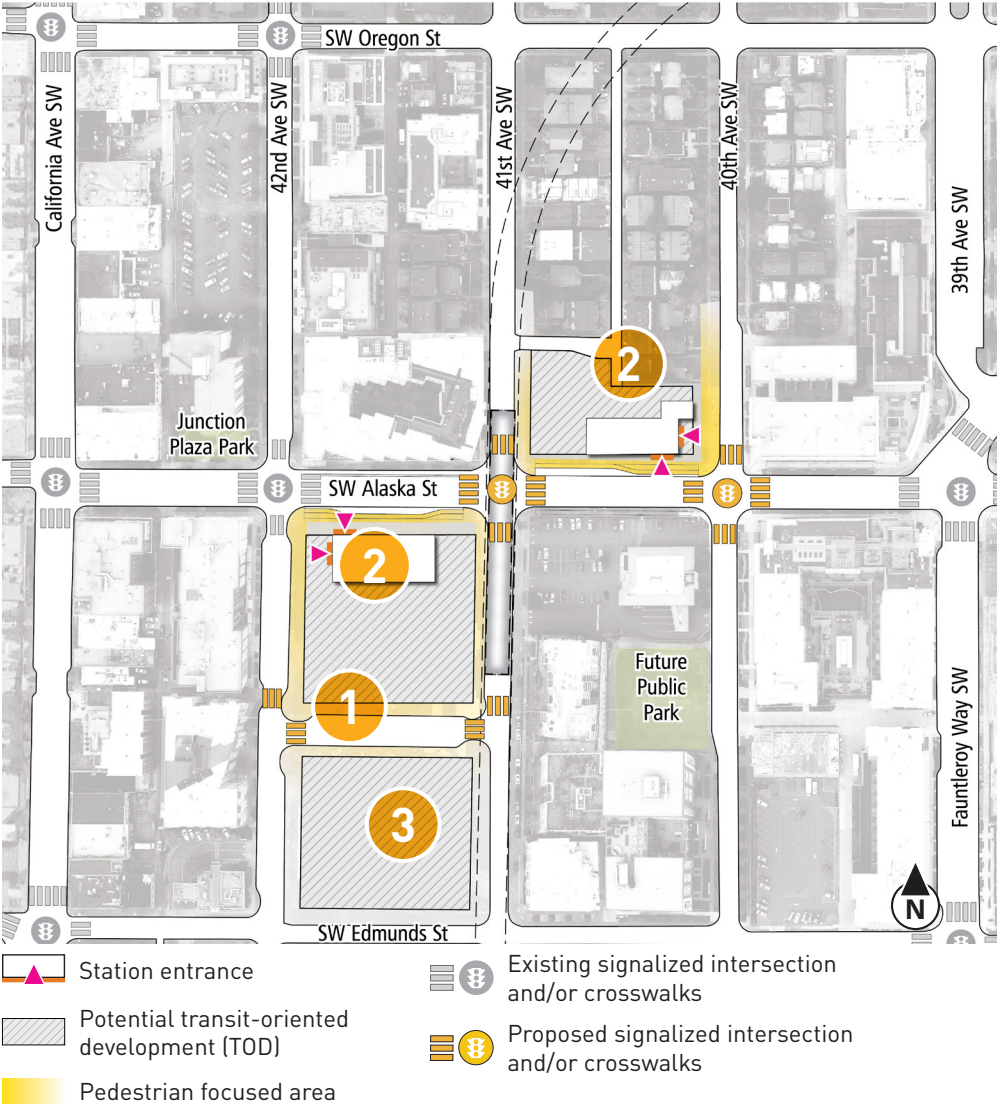
Wide sidewalks at station entrances offer ample space for pedestrians entering the station, waiting for the bus, or just passing through



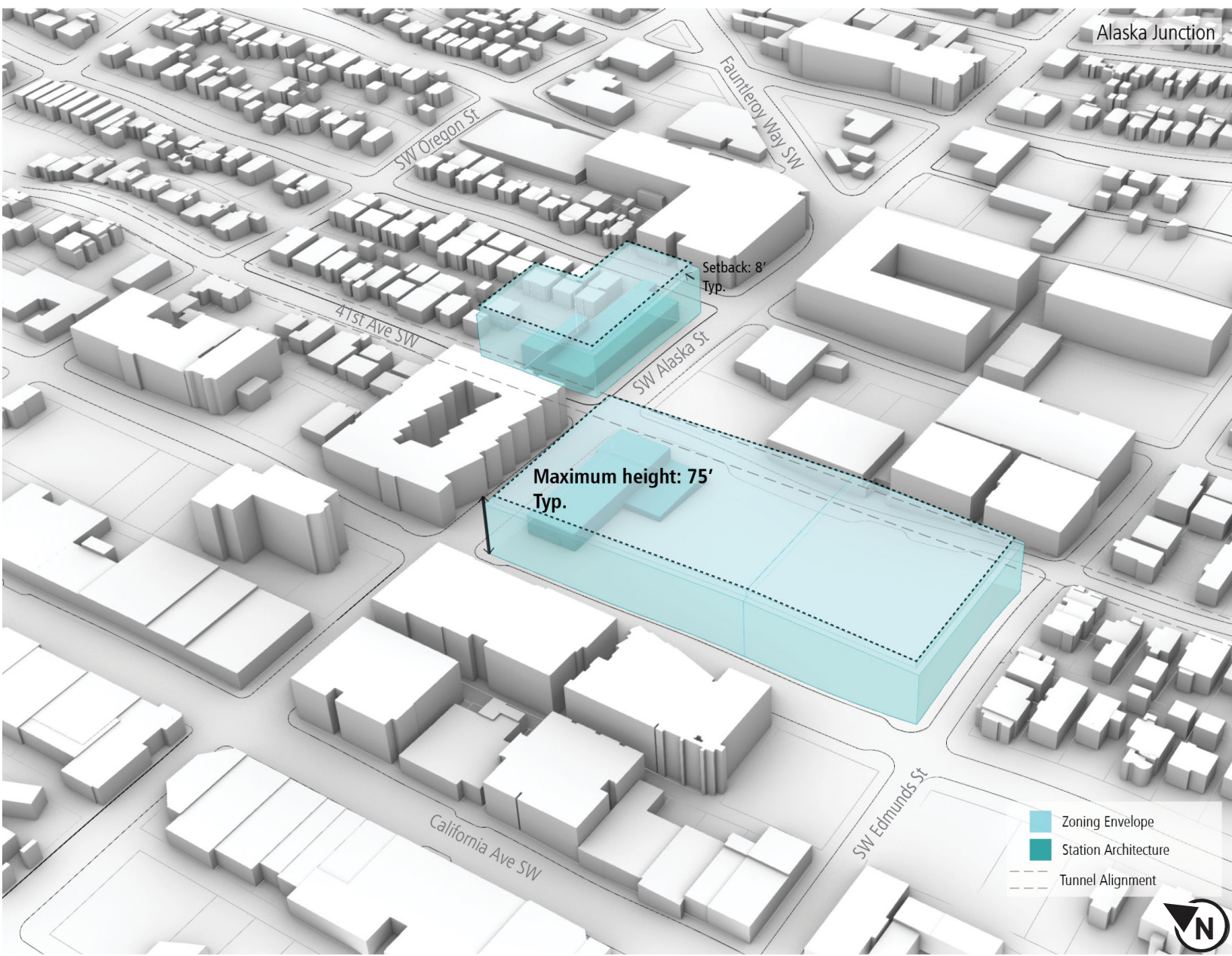
Thoughtful design of bus stops on bike routes keeps everyone moving safely

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Explore the opportunity to introduce a mid-block connection through future development or consider development strategies that allow for public and service access through the site
- 2 Design station entrance to accommodate multi-floor development above
- 3 Coordinate with future development to provide an entrance to below-grade parking that does not conflict with access to the station



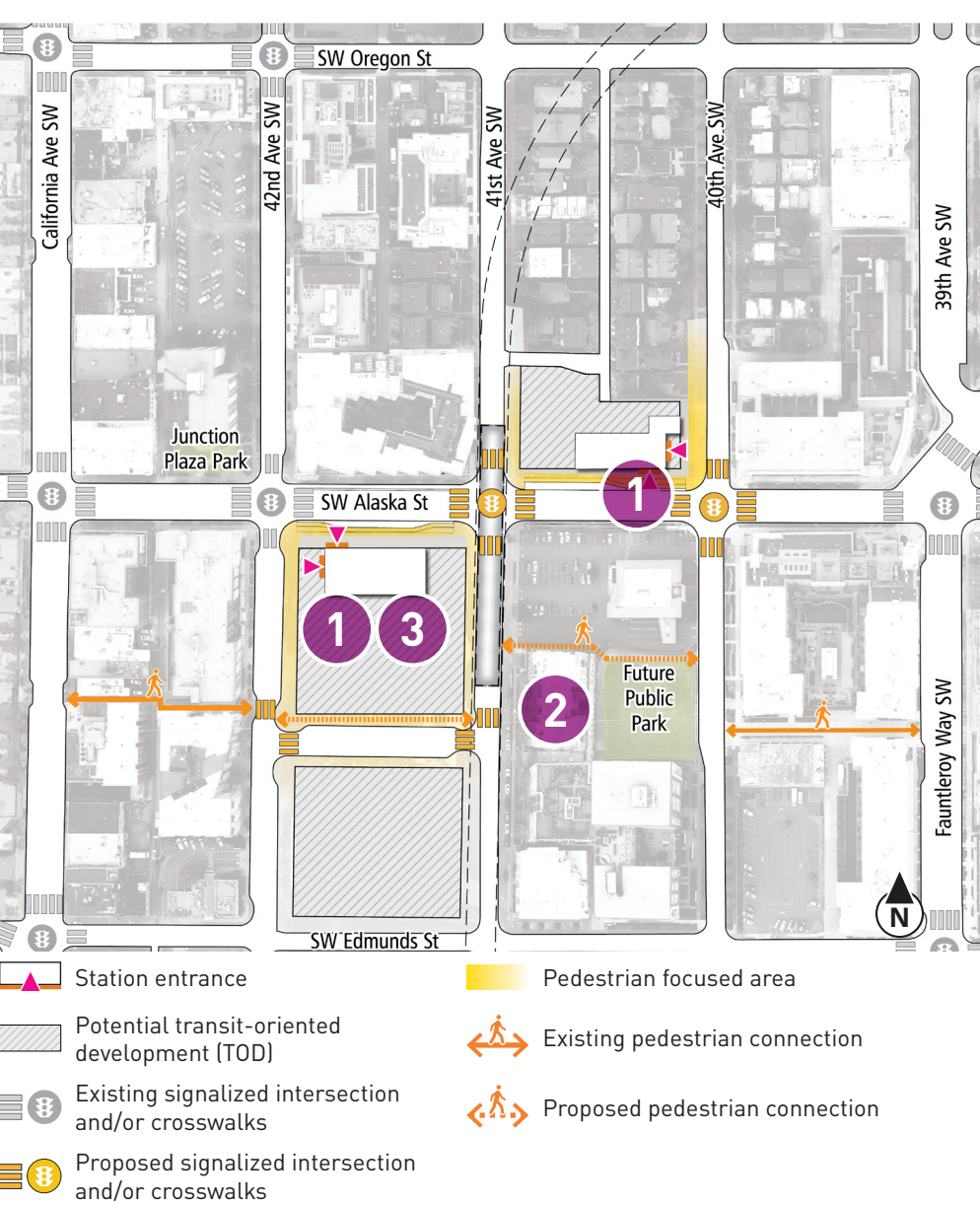
Shops with outdoor seating enliven a transit plaza



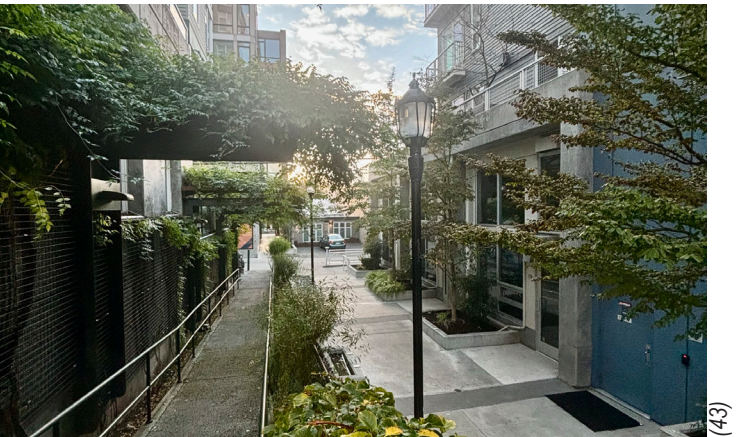
Transit station integrated with mixed-use development

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- 1 Provide wide building setbacks along streets and incorporate pedestrian-scale building frontages, lighting, and overhead weather protection; consider plaza uses such as outside café dining, seating, and public art
- 2 Coordinate with the Future Public Park project to develop a through-block pedestrian connection
- 3 Encourage building frontages that are inviting and lively; focus on pedestrian scale for building and streetscape design in the station area

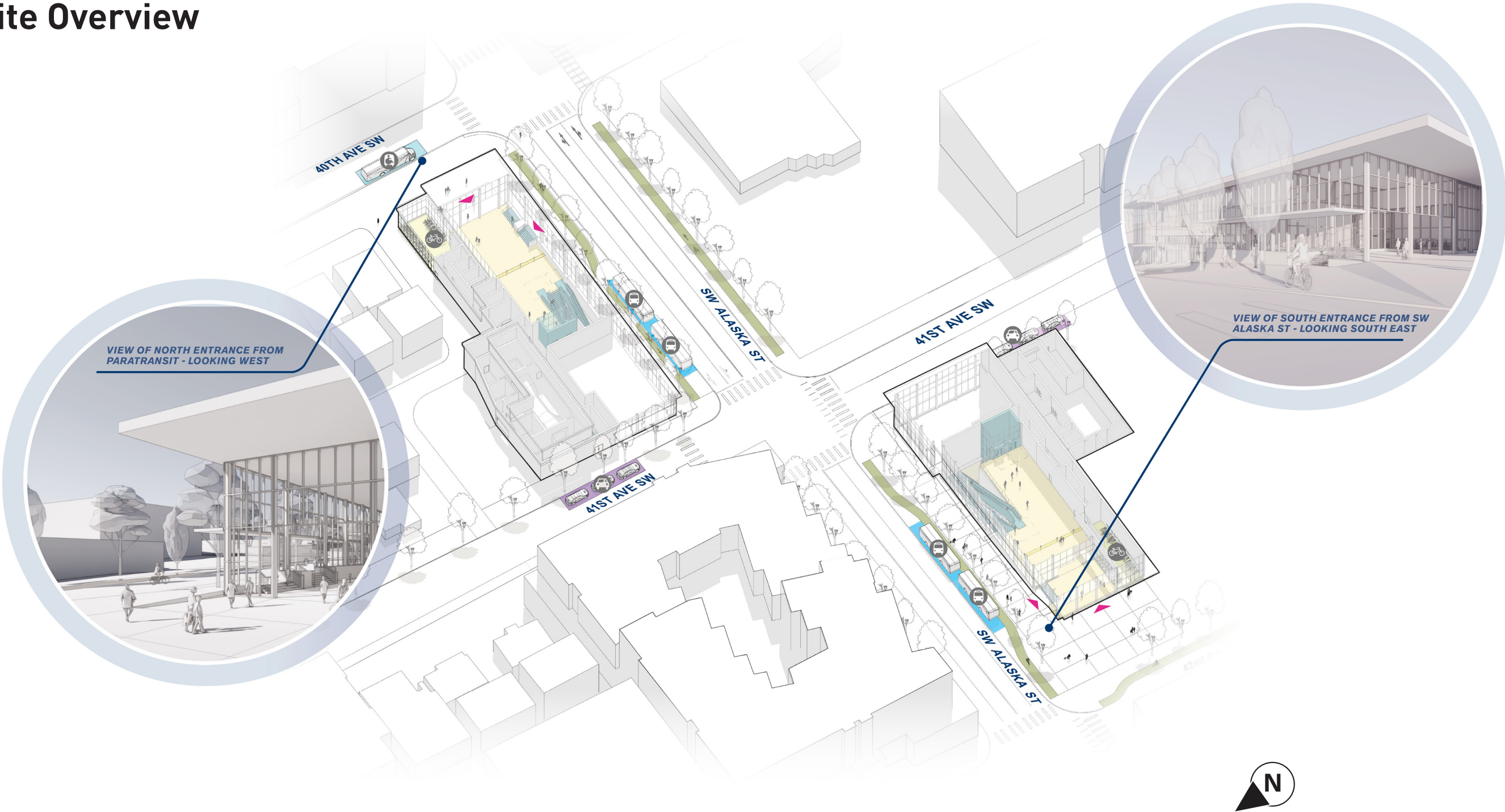


Pedestrian connection through new development



Sidewalk space with pedestrian amenities

Site Overview



10-minute bikeshed

Geographic limit of how far a cyclist could travel in ten minutes from a proposed station using the existing and proposed streets and bike network.

10-minute walkshed

Geographic limit of how far a person could walk in ten minutes from a proposed station using the existing and proposed streets and pedestrian network.

ADA curb ramp

Ramp that enables people using wheeled personal mobility devices (such as walkers, wheelchairs, or strollers) to safely transition between a crosswalk and curbed sidewalk; consistent with the Americans with Disability Act.

Bike box

Green rectangle at the head of a traffic lane at a signalized intersection that provides cyclists with a safe and visible way to get ahead of queuing vehicles when the traffic signal is red.

Bulb out/curb extension

Widened sidewalk areas that visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available sidewalk space for street furniture, benches, plantings, and street trees.

Bus layover area

Area designated for parking of buses that are not currently in service.

Chicane

A street design method to slow down traffic on a residential or low volume street that uses staggered curb edges to narrow a short section of roadway so that just one vehicle can proceed at a time.

Concourse

A self-contained intermediate level above or below a station platform that allows people to gather or pass through, and leading passengers to and from the station platforms.

Equitable transit-oriented development

Development within a 1/2 mile of a light rail station that includes housing affordable to a range of income levels with direct access to transit.

Mezzanine

An intermediate level at a station that surrounds a double-height space. A mezzanine can be elevated or below ground.

Mixed-use development

Project that contains more than one use; for example, a building with commercial uses, such as retail or dining on the ground floor and residential uses above.

Micromobility

Small, low-speed, human-or electric-powered transportation device, including bicycles, scooters, electric scooters, and other small, lightweight, wheeled conveyances.

Multi-modal

Multi-modal refers to a plan, corridor, or location that supports more than one transportation mode. Transportation modes include walking, cycling, rolling, taking public transit, traveling by rideshare or personal vehicles.

Neighborhood greenway

Local street with low speeds and traffic volumes that is designated as a cycling route with sharrows, wayfinding signage, and improved crossings at major street intersections.

Paratransit

Paratransit provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service.

Pedestrian refuge island

Protected sidewalk space between vehicle lanes where cyclists or pedestrians can wait between signals to finish crossing the street.

Pedestrian signal timing

Determines the timing and duration that a “WALK” signal is on, indicating that pedestrians can safely cross the street at a signalized intersection.

Personal mobility device

A wheeled device that facilitates transportation by an individual. Devices could include powered wheelchairs, bikes, tricycles, scooters, skateboards, hoverboards, uni-wheels, and one wheels.

Real-time traveler information

Digital signs that provide up-to-date information to riders about transit operations, such as when the next bus will arrive, notification of service delays, and contact information.

Rideshare

A service that connects passengers with drivers of vehicles for hire on short notice.

Slip lane

A travel lane that allows for free right turns at a signalized intersection, provided vehicles can safely merge into oncoming traffic on the intersecting street. These lanes typically introduce additional traffic crossings for bikes and pedestrians.

Speed bump or speed hump

Gently raised areas of roadway that are intended to slow traffic on low volume, low speed roads.

Streetscape

A broad term to mean everything that makes up the scene on a street. The typical elements include the road, buildings, sidewalks, street trees, lights, benches, trash receptacles, and adjoining open spaces.

Transit-oriented development (TOD)

Pattern of development that includes a mix of residential, commercial, and civic uses near a transit station, including affordable housing and other community-oriented uses. TOD helps to harmonize the relationship between land use and transit, with more residences and jobs accessible from transit, and vice versa. TOD is influenced through real estate markets, zoning, and location of transit and is implemented through individual decisions by property owners and developers.

References

West Seattle
Link Extension

The following documents are mentioned elsewhere in this report and helped to inform the ideas and recommendations captured here. You can view these documents at the links below.

Fauntleroy Way SW Boulevard Project
<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project>

Seattle Transportation Plan
<http://www.seattle.gov/transportation/about-us/seattle-transportation-plan>

Seattle Streets Illustrated
<https://streetsillustrated.seattle.gov/>

King County Metro Long Range Plan - Metro Connects
<https://metrotransit.net/en/connects/>

Seamless Seattle Pedestrian Wayfinding Program
<https://www.seattle.gov/transportation/projects-and-programs/programs/urban-design-program/pedestrian-wayfinding>

Street Design Concept Plans
<https://www.seattle.gov/transportation/projects-and-programs/programs/urban-design-program/street-design-concept-plans>

Note: The links above were current as of March 2025, when this document was prepared for publication.

Photo credits

West Seattle Link Extension

Cover photo (2023). [West Seattle and Ballard Link Extensions neighborhood forum for Alaska, Avalon, and SODO stations, Seattle]. Sound Transit.

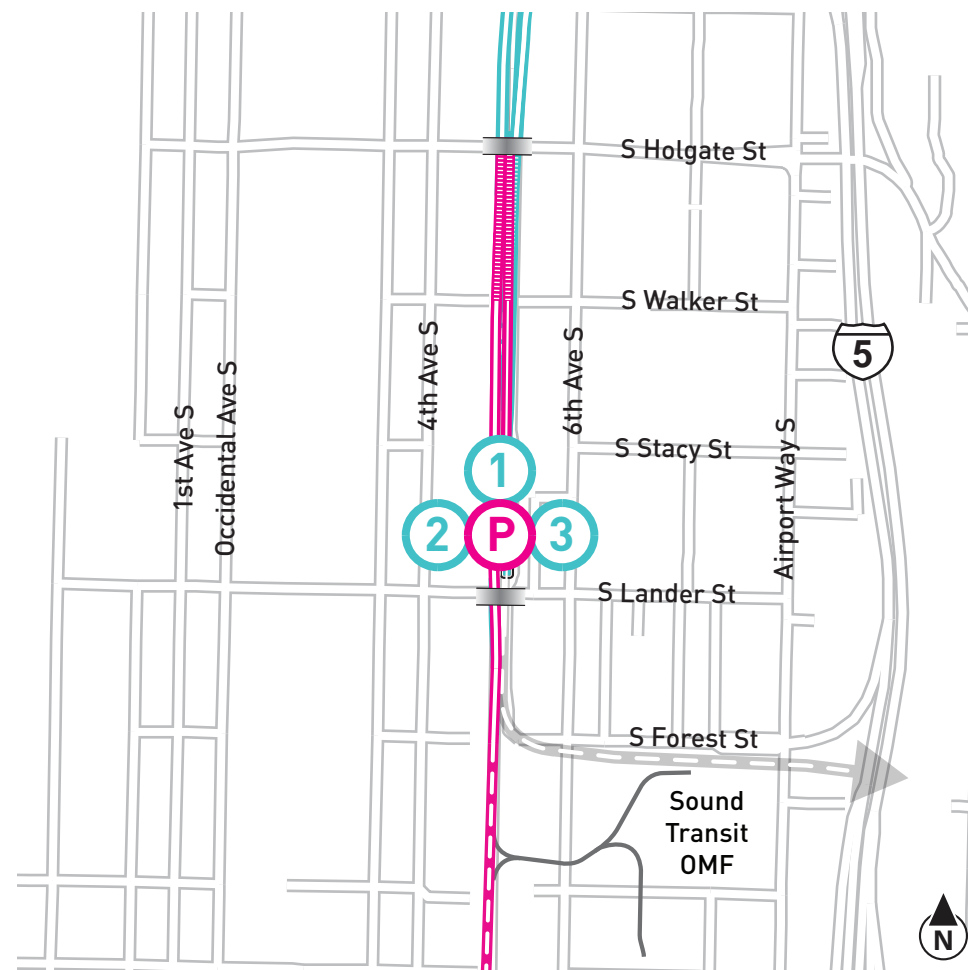
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15. (2019). [Federal Way Transit Center, Federal Way, Washington]. Sound Transit.
16. Bean, K. (2021). [Pick-up drop-off loop, Bellevue, Washington].
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38. Logan, J. (2024). [Junction Park, Seattle, Washington].
39. Logan, J. (2024). [The Junction, Seattle, Washington].
40. Logan, J. (2024). [Buddha Ruksa, Seattle, Washington].
41. Logan, J. (2024). [Rapid Ride Stop, 35th Ave SW, Seattle, Washington].
42. Weinstein, H. (2024). [Transit station integrated with mixed-use development, Seattle, Washington].
43. Perchlik, E. (2024). [Pedestrian connection through new development, Seattle, Washington].

Appendix A: Final EIS Station Alternatives

Final EIS station alternatives

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



Final EIS alternatives

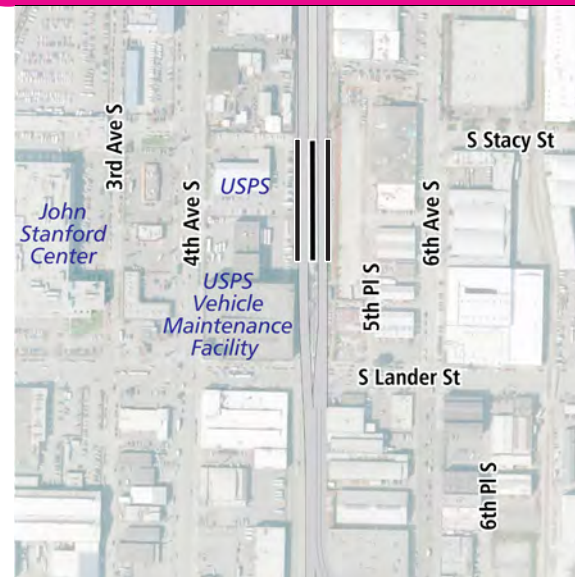
- Preferred alternative
- Other alternatives and design options

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)

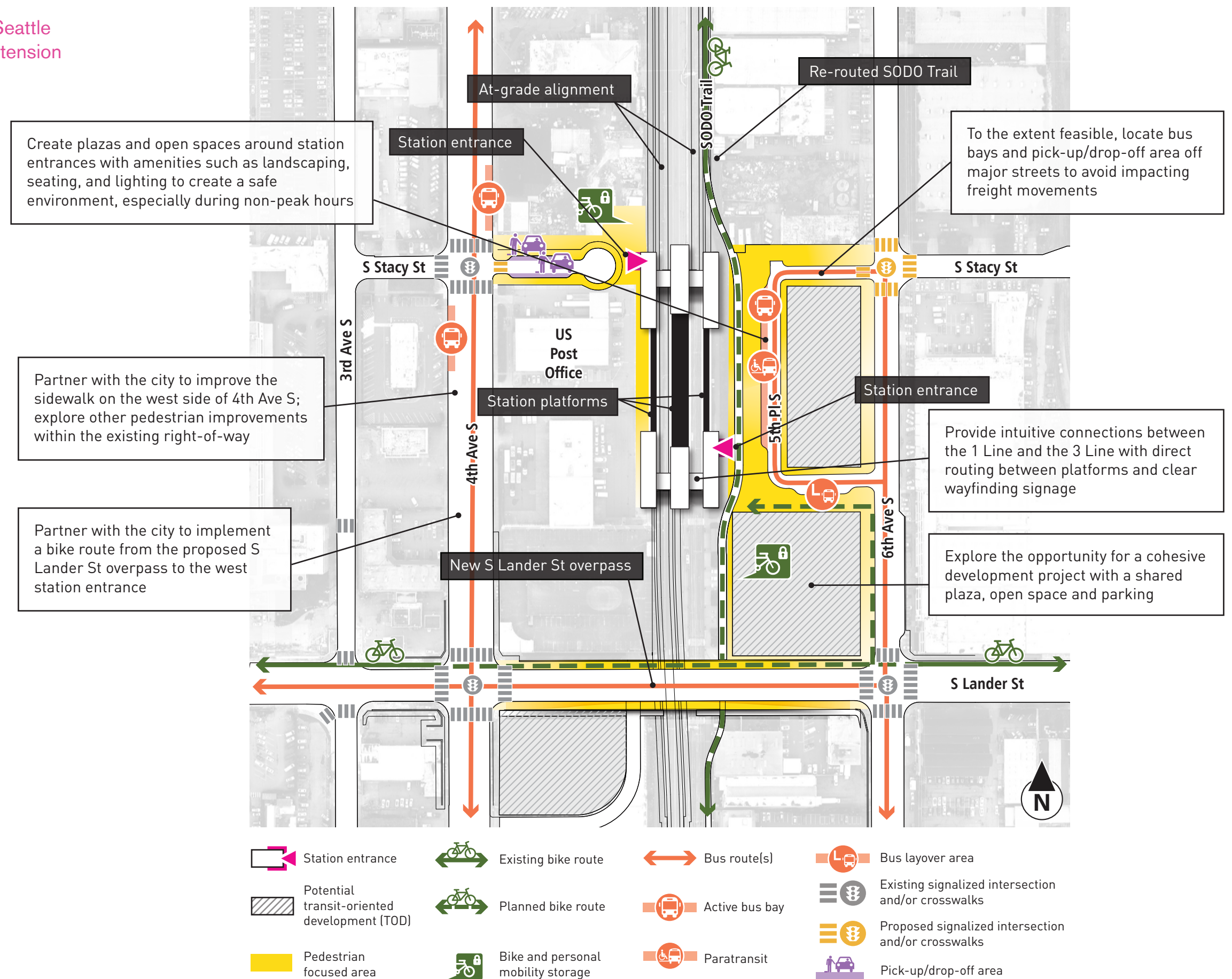
Other Alternative

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.

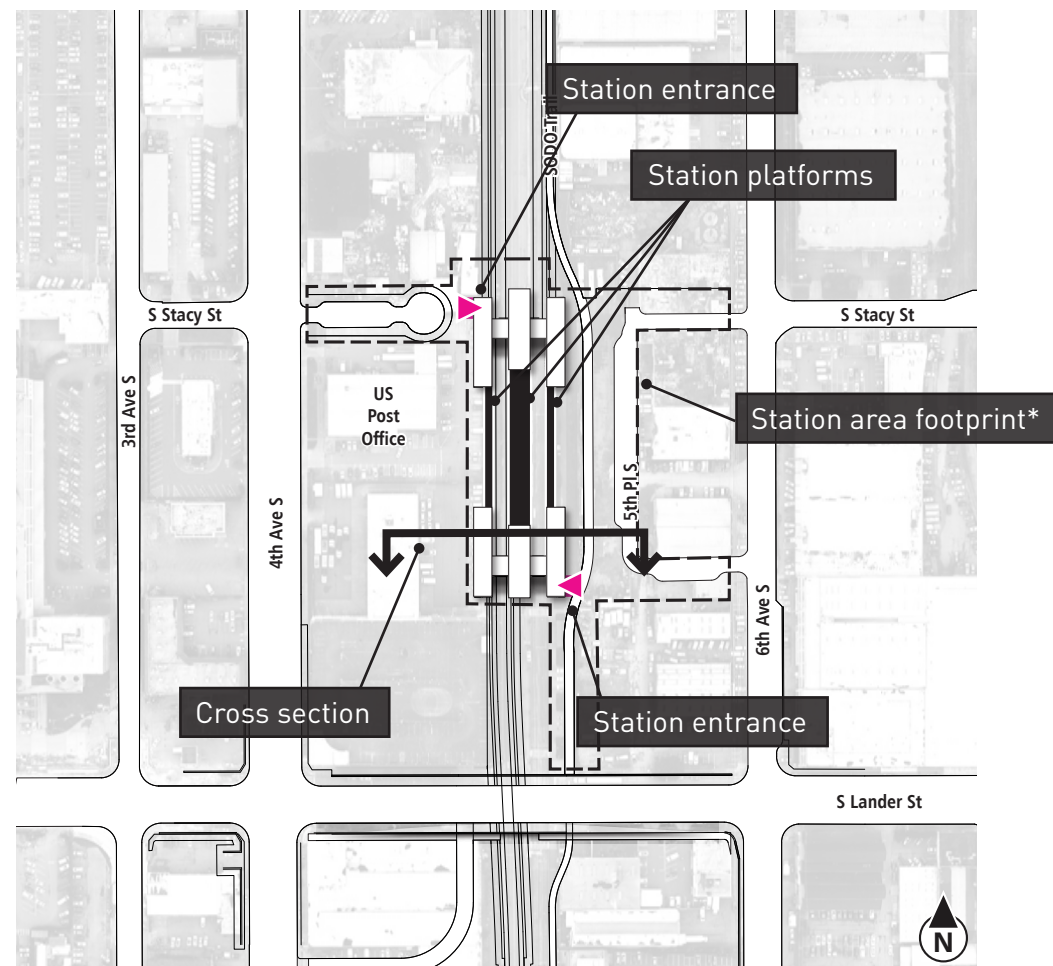


SODO Station

West Seattle
Link Extension

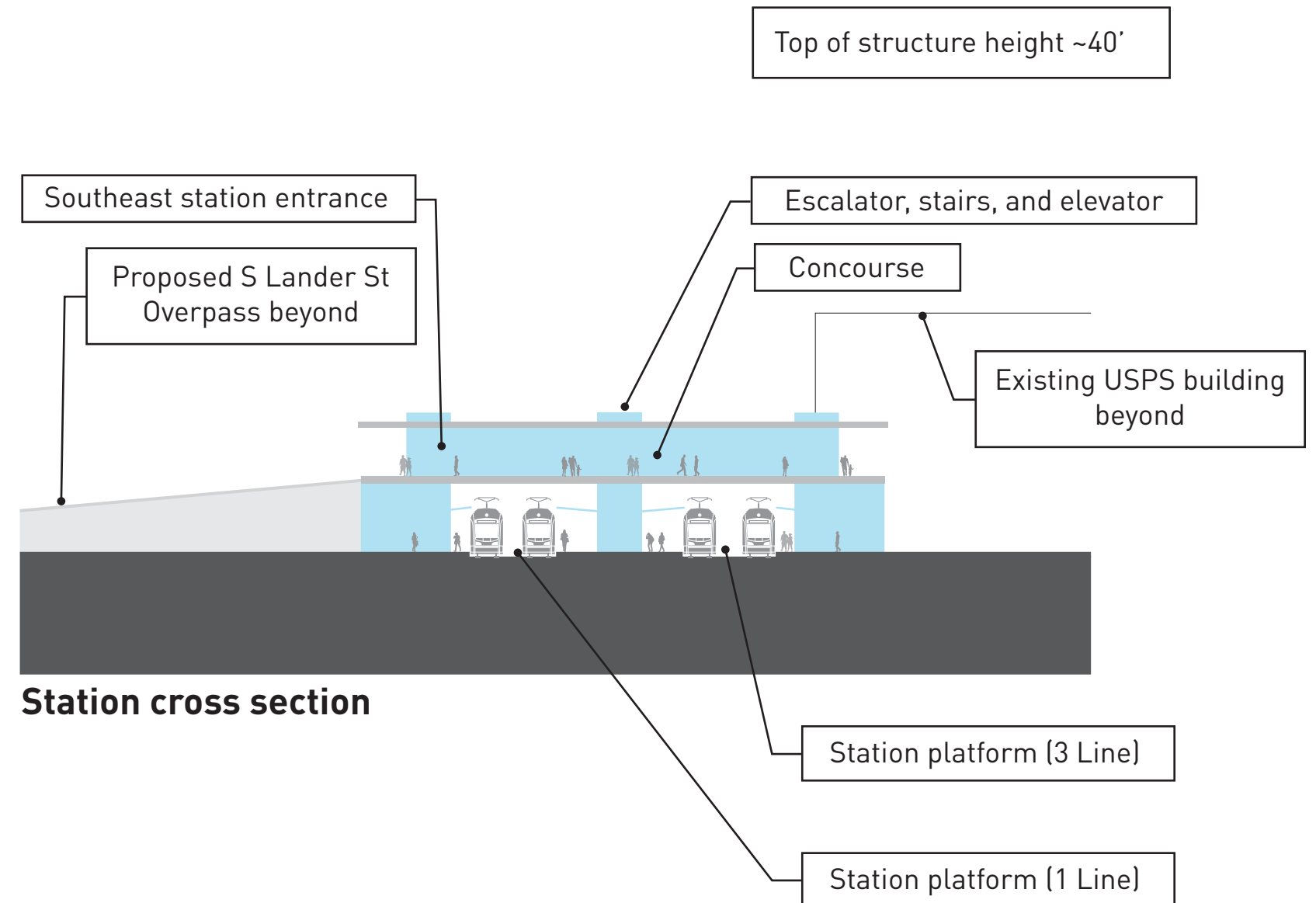
At-Grade Station (SODO-1a)

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

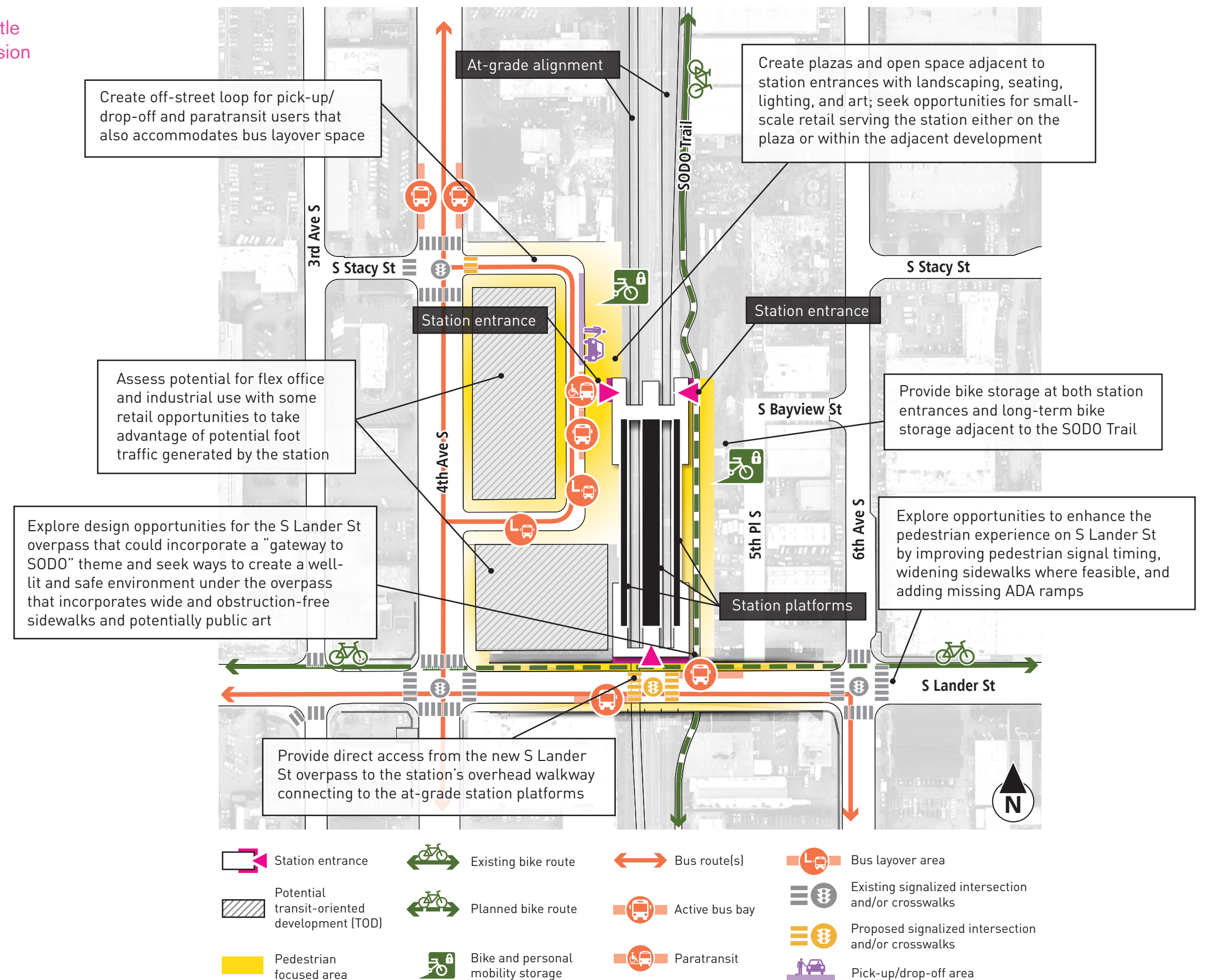
At-Grade South Station Option (SODO-1b)

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.

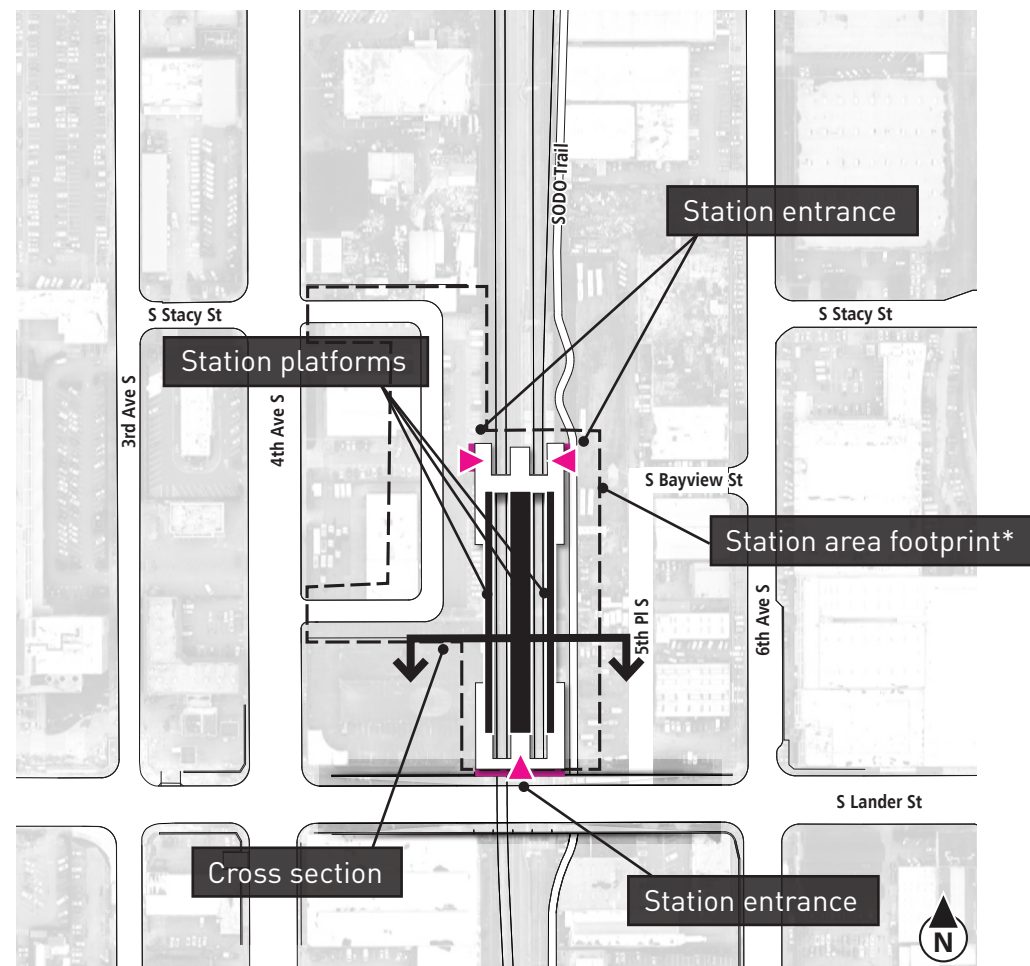


SODO Station

West Seattle
Link Extension

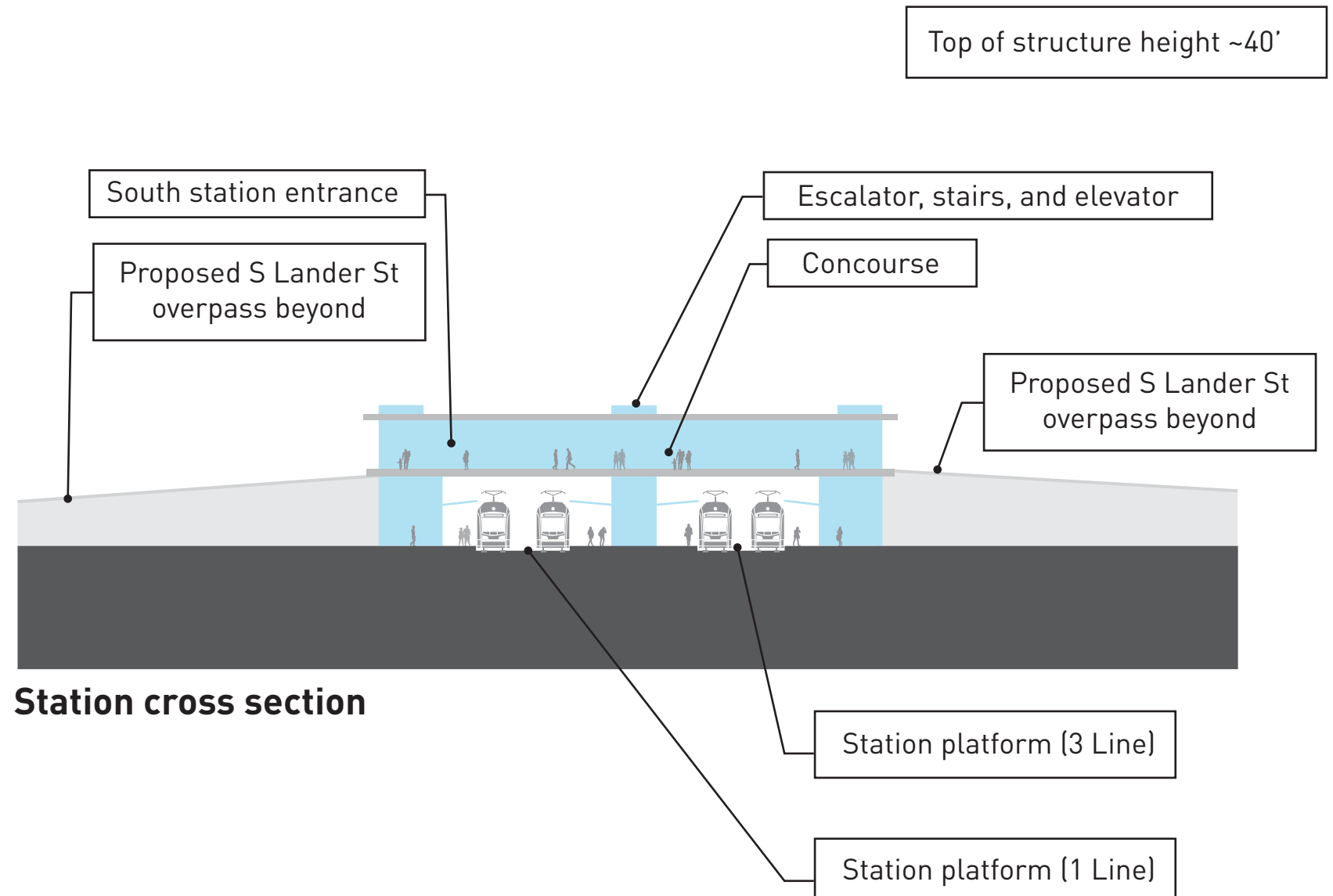
At-Grade South Station Option
(SODO-1b)

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

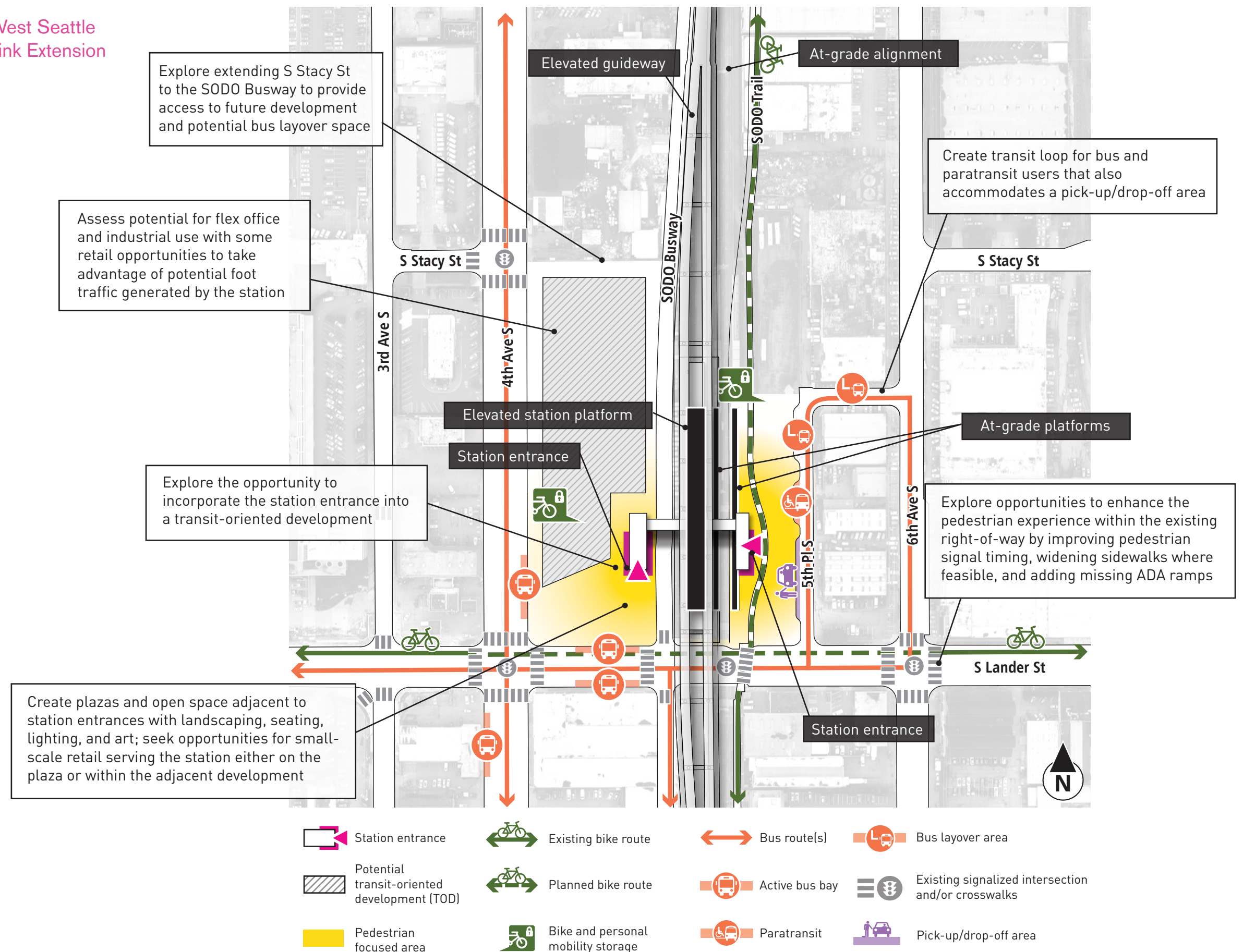
Mixed Profile Station (SODO-2)

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.

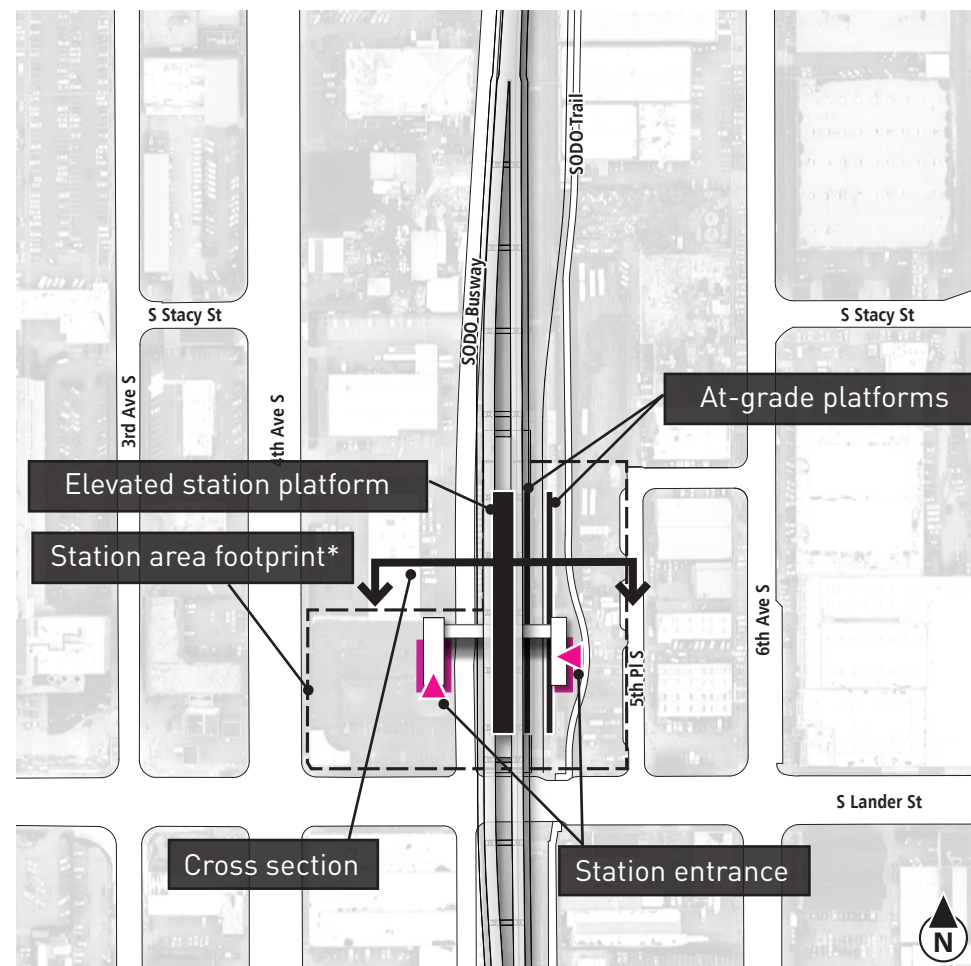


SODO Station

West Seattle
Link Extension

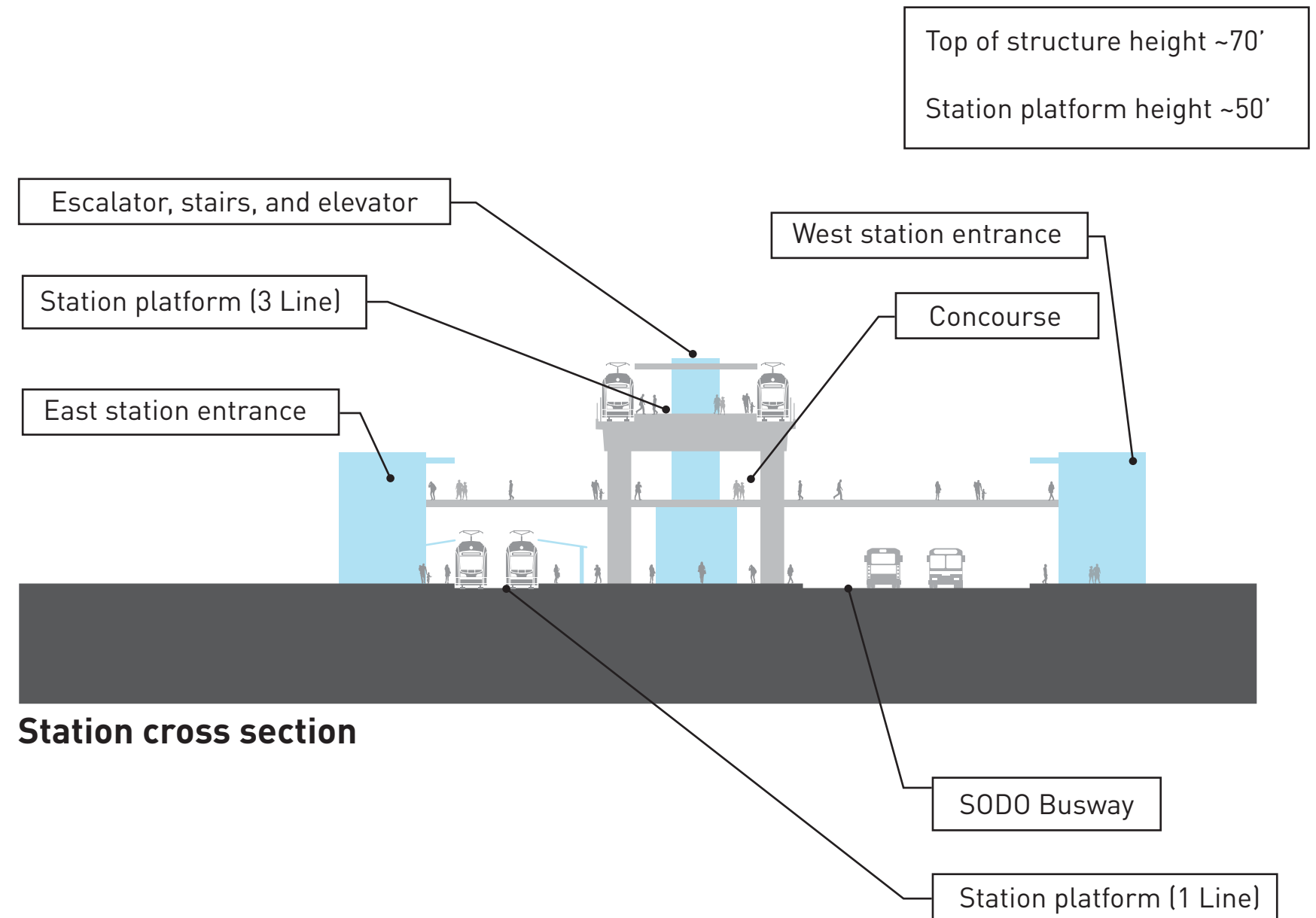
Mixed Profile Station
(SODO-2)

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

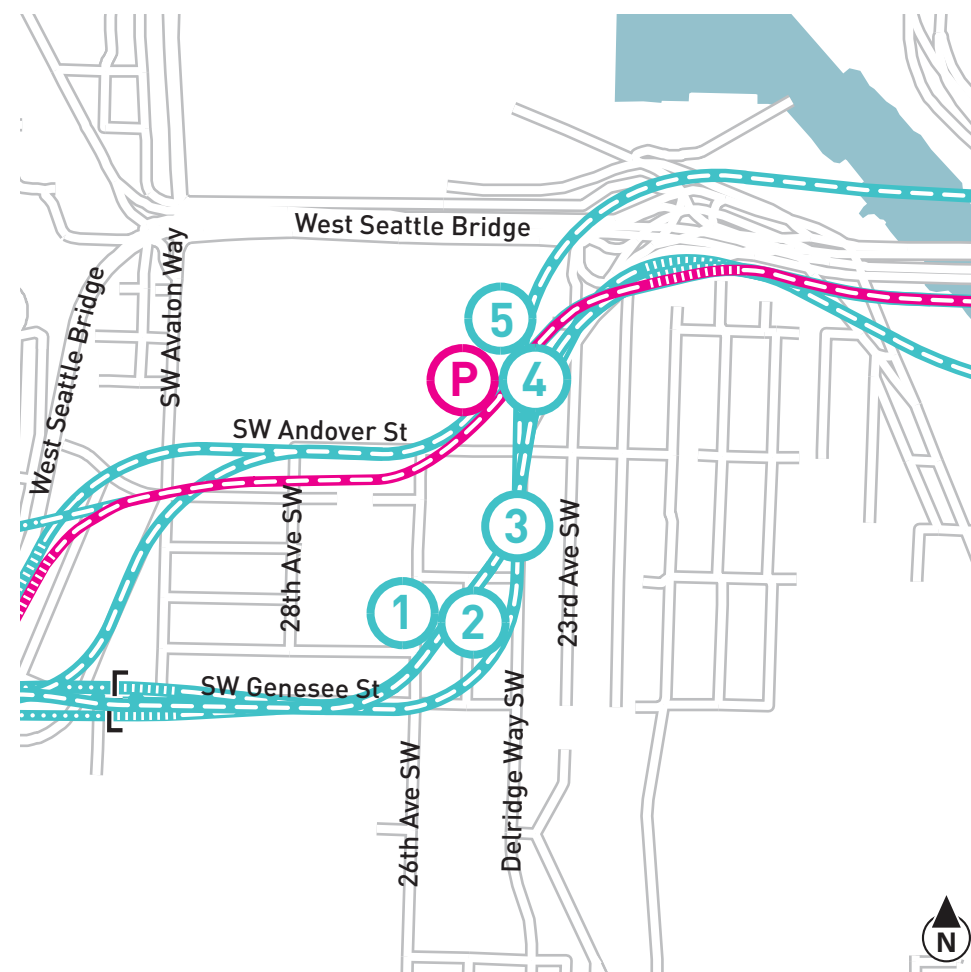
Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

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

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

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

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

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

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)

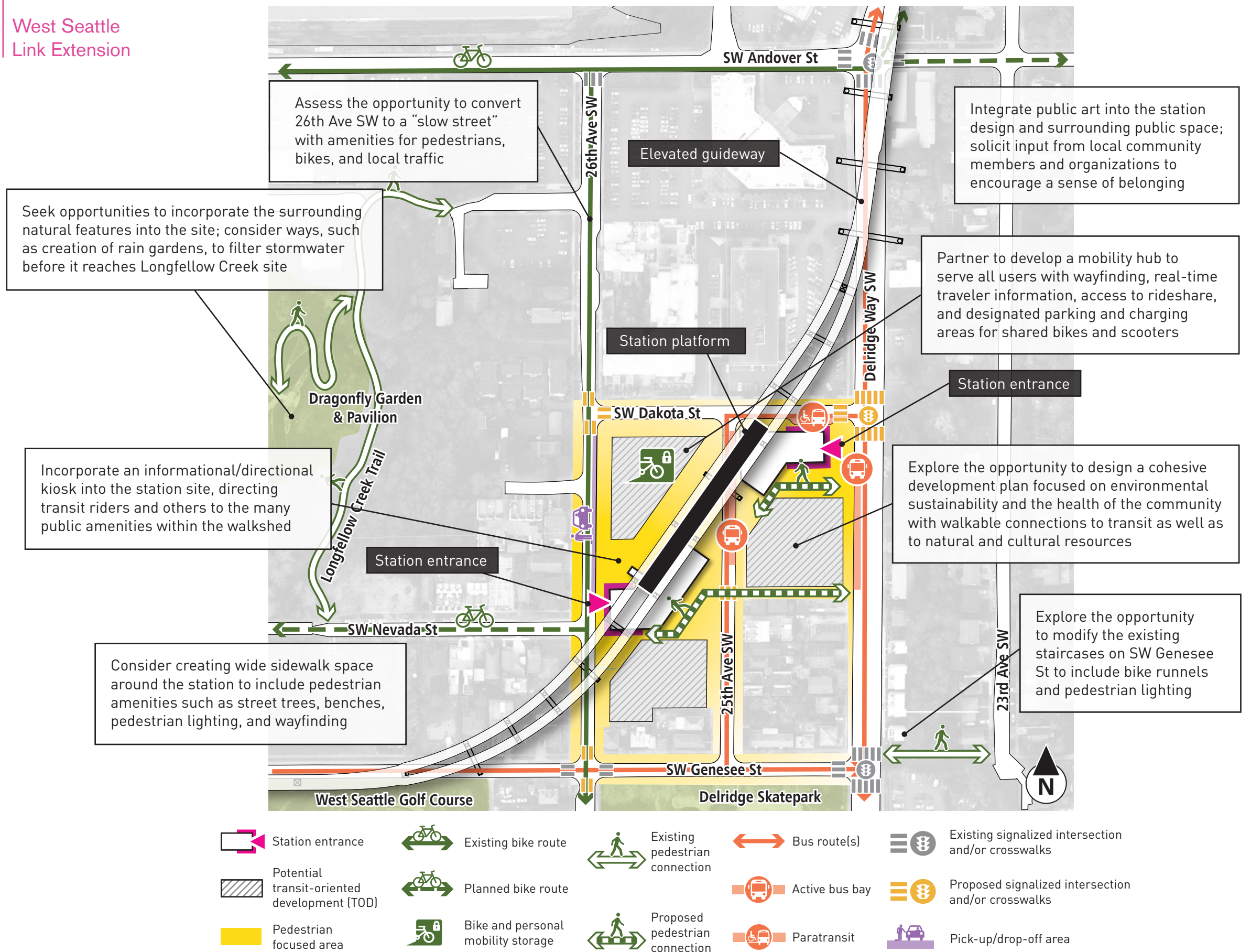
Other Alternative

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.



Delridge Station

West Seattle
Link Extension

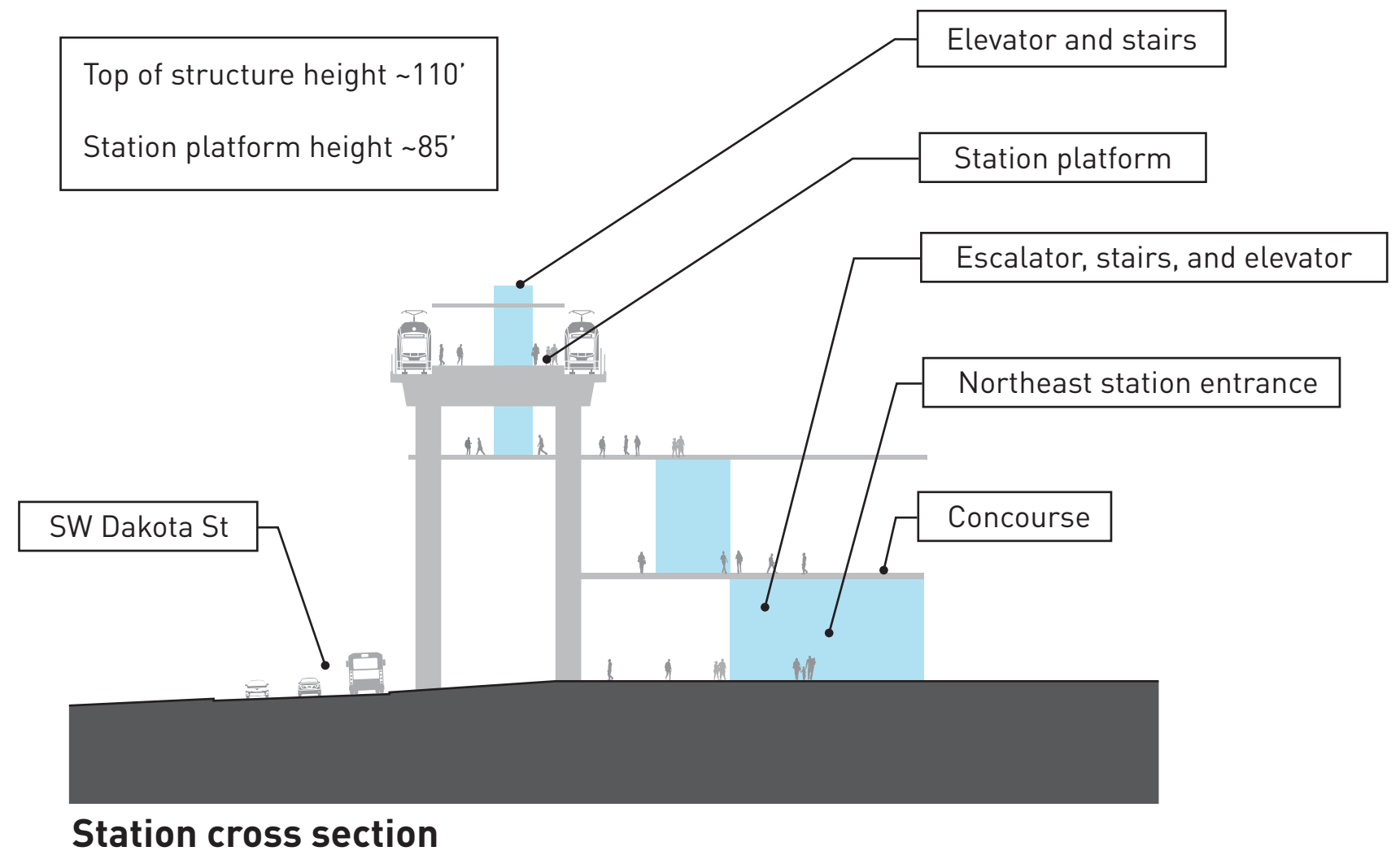
Elevated Dakota Street Station
(DEL-1a, DEL-1b)

Looking inside the station



Station site plan

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



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

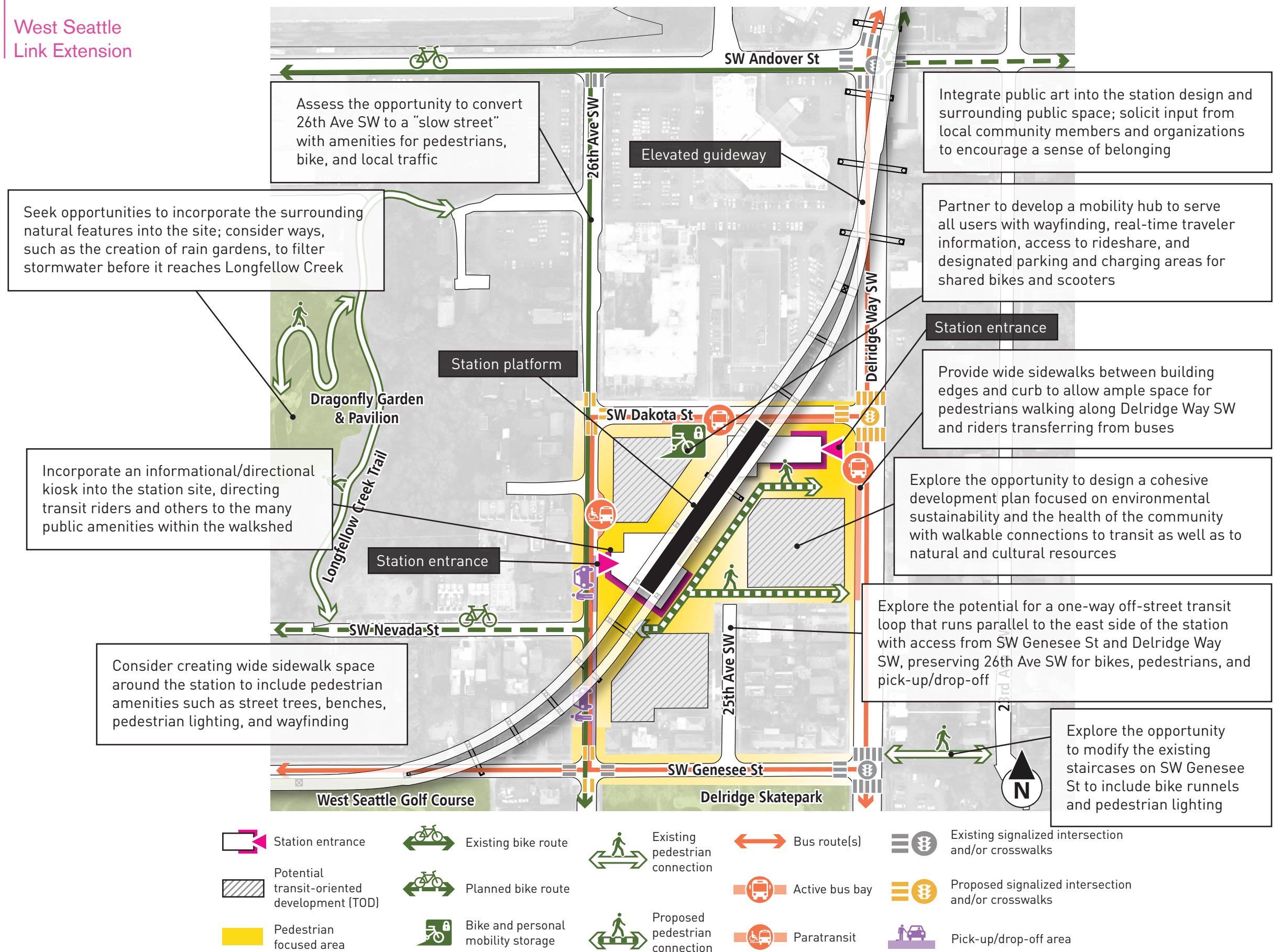
Elevated Dakota Street Station Lower Height (DEL-2a, DEL-2b)

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.

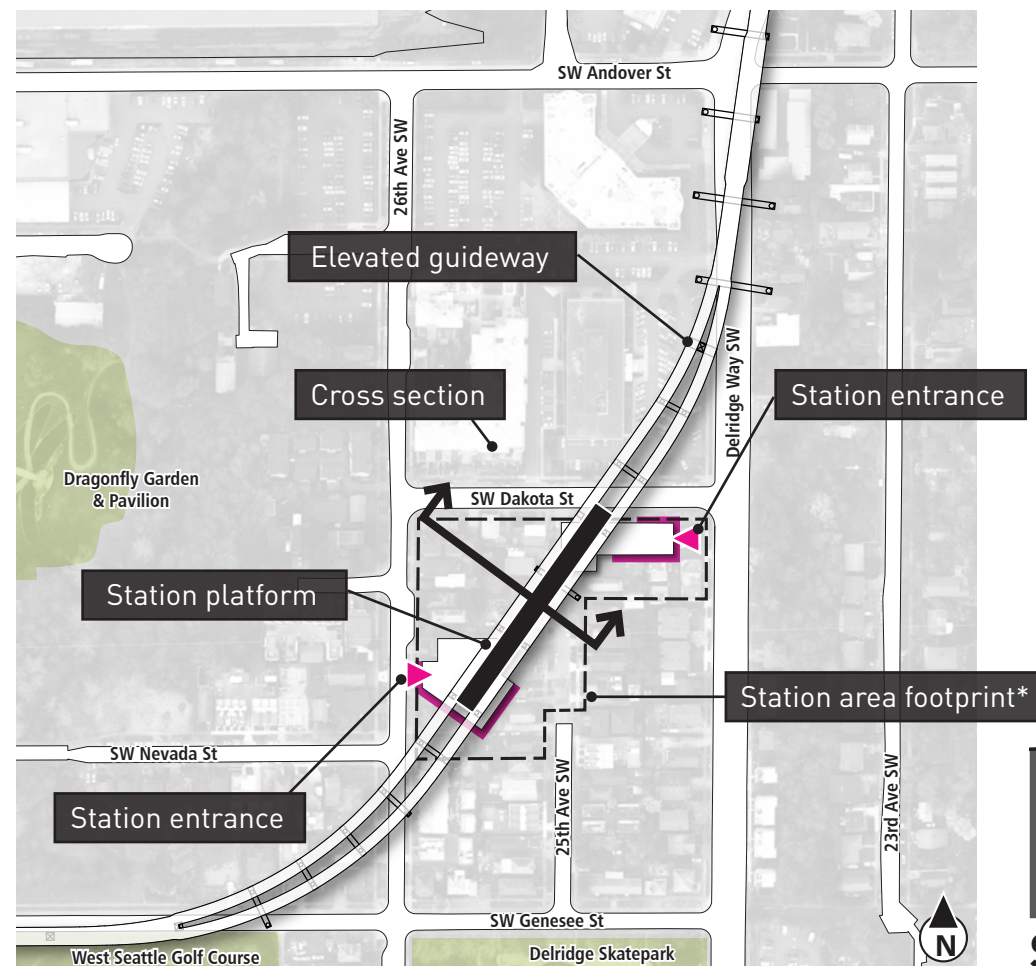


Delridge Station

West Seattle
Link Extension

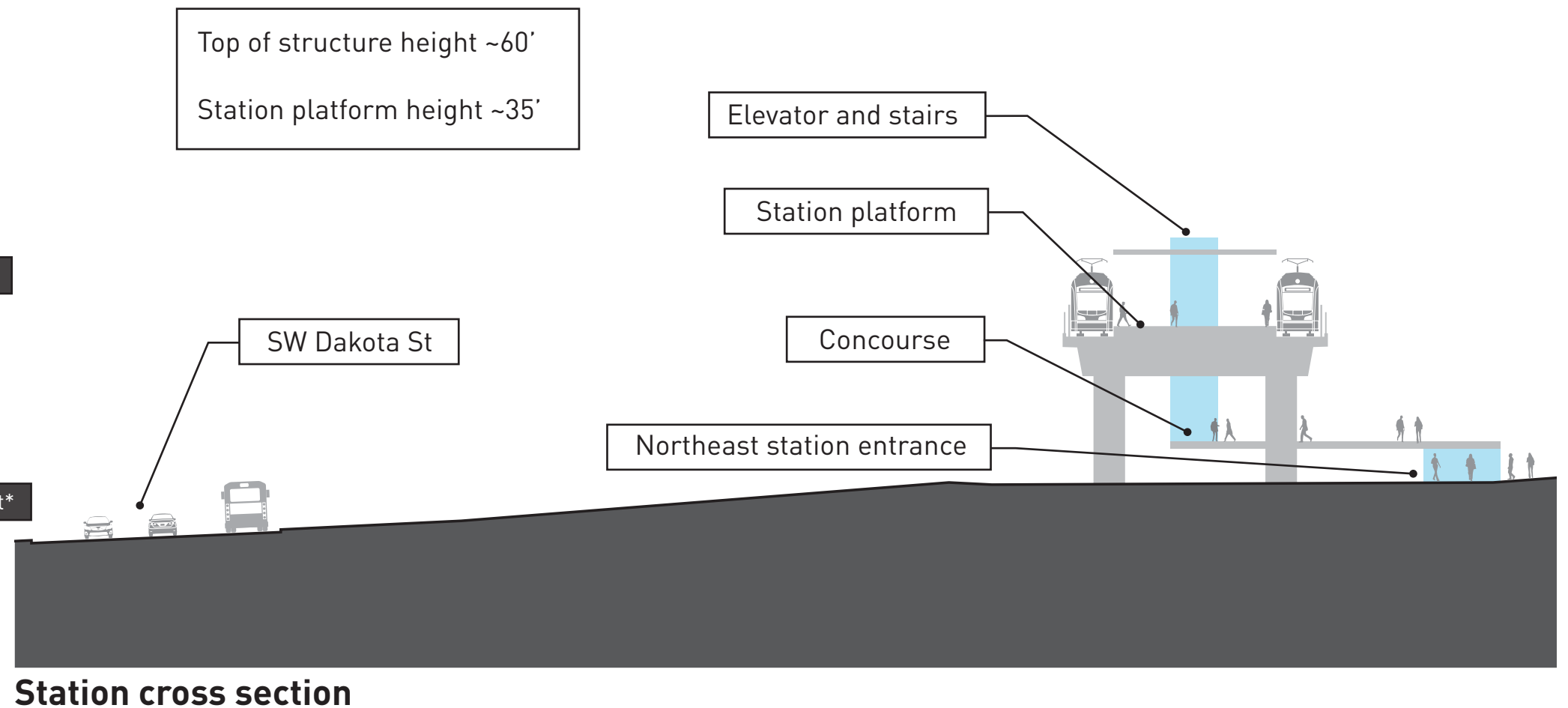
Elevated Dakota Street Station
Lower Height (DEL-2a, DEL-2b)

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)

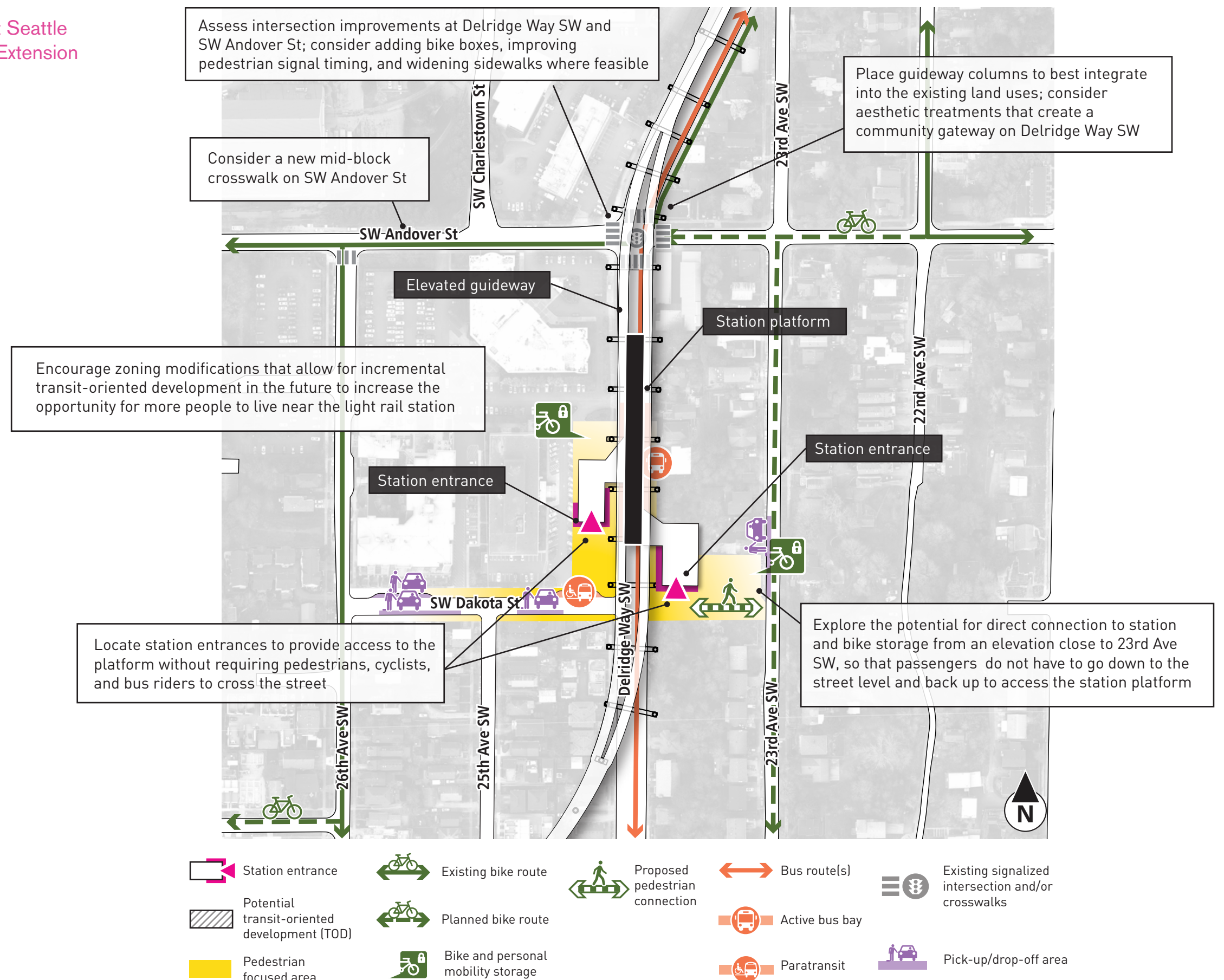
Other Alternative

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.

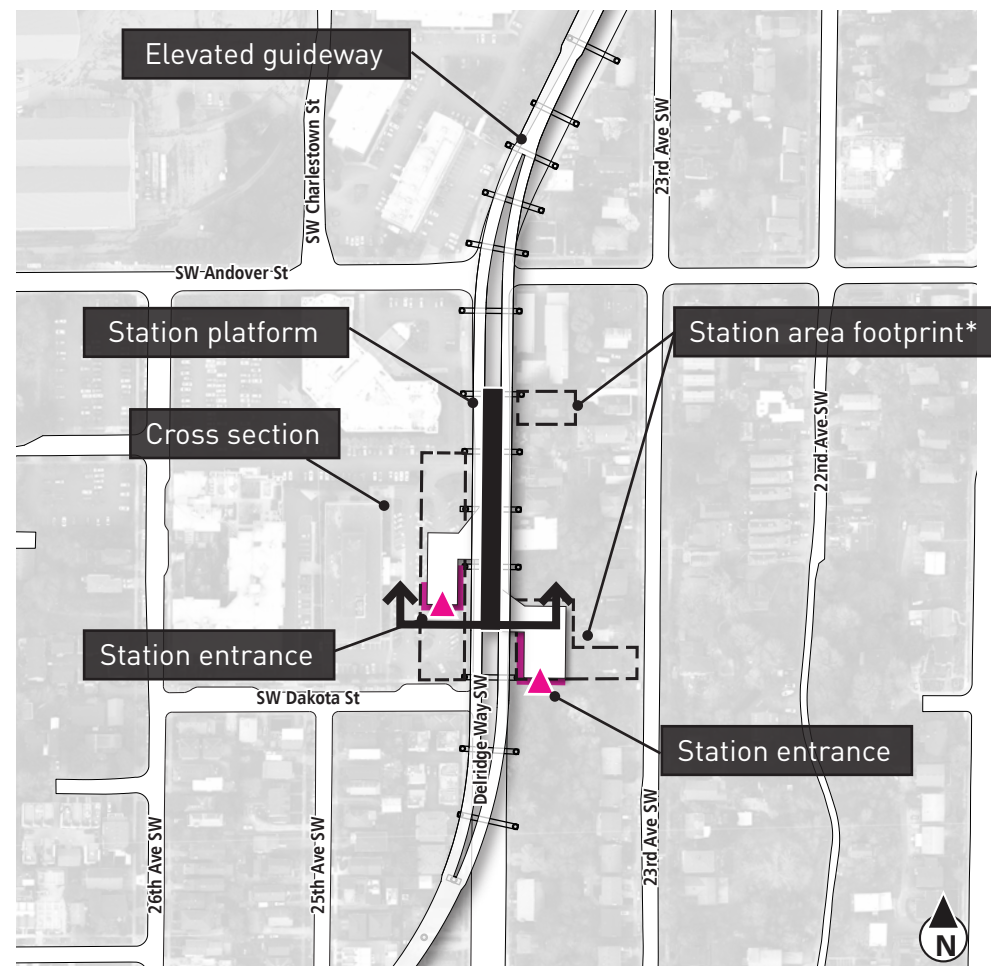


Delridge Station

West Seattle
Link Extension

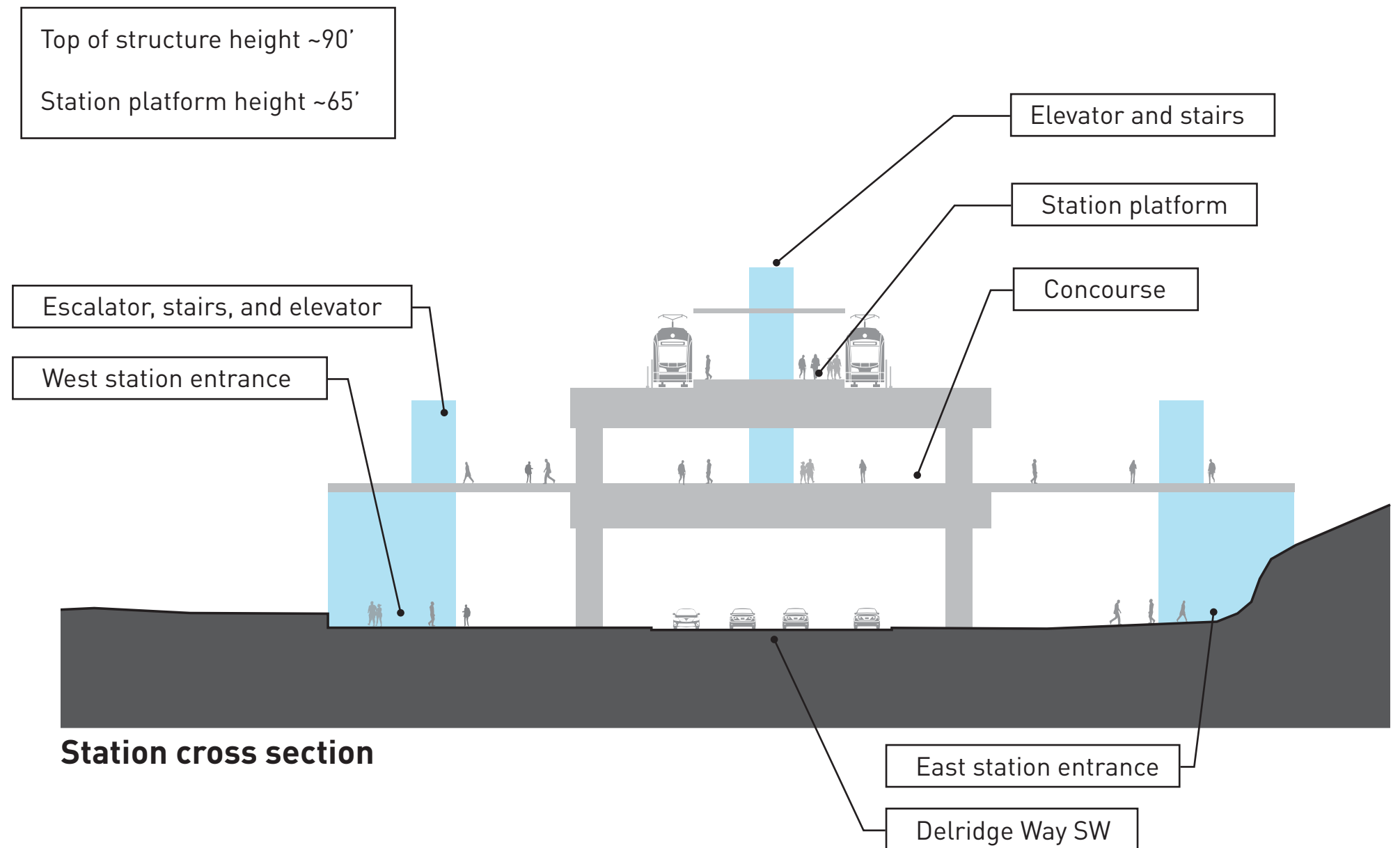
Elevated Delridge Way Station
(DEL-3, DEL-4)

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

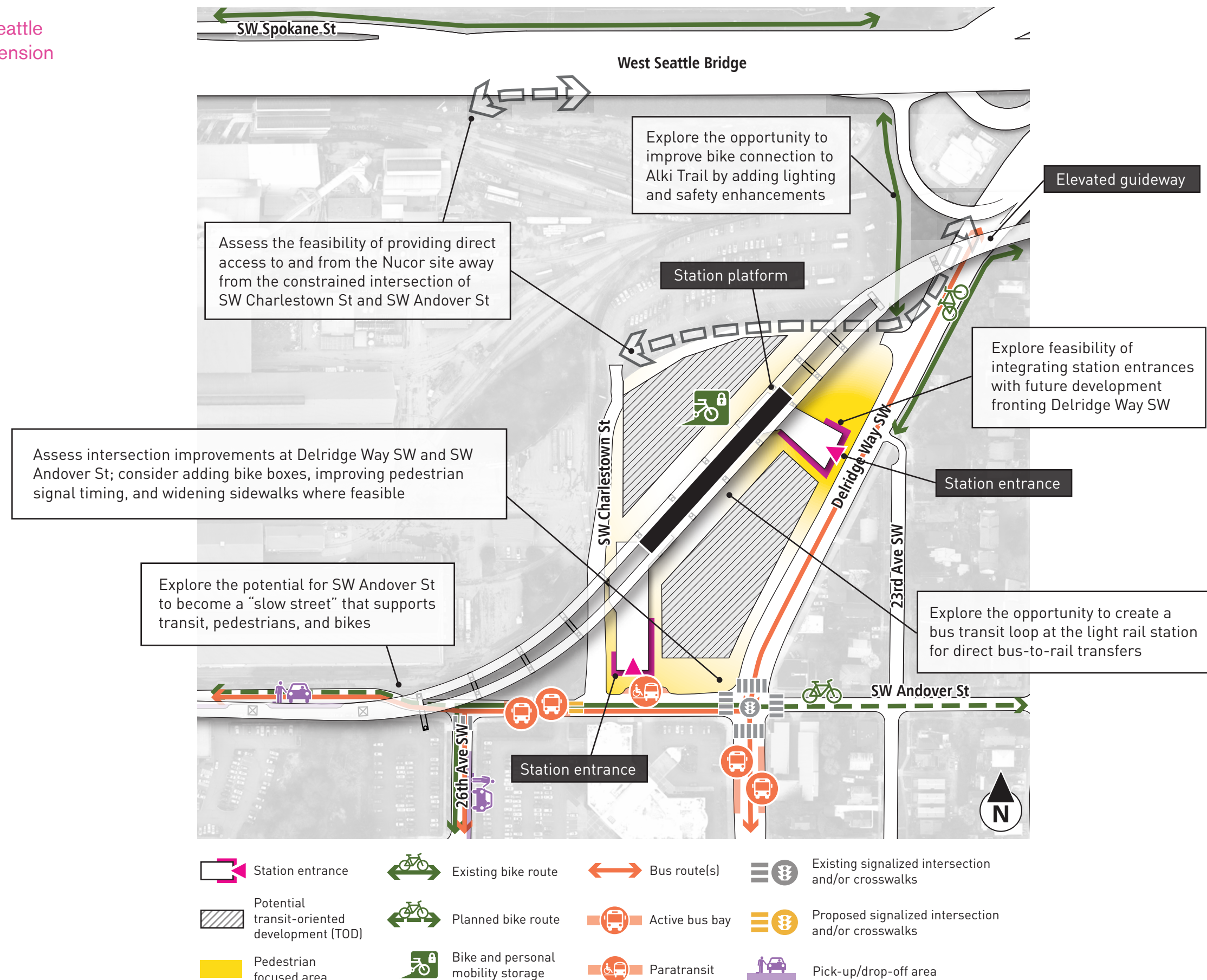
Station context plan

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.

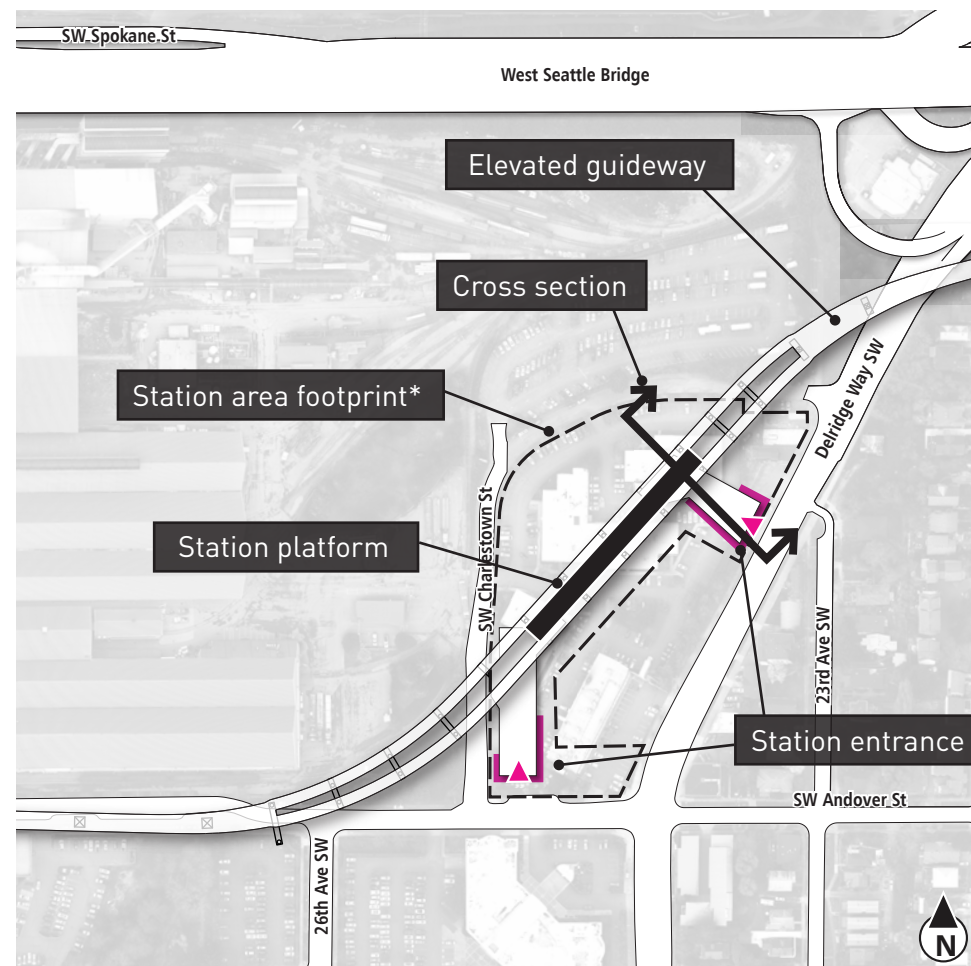


Delridge Station

West Seattle
Link Extension

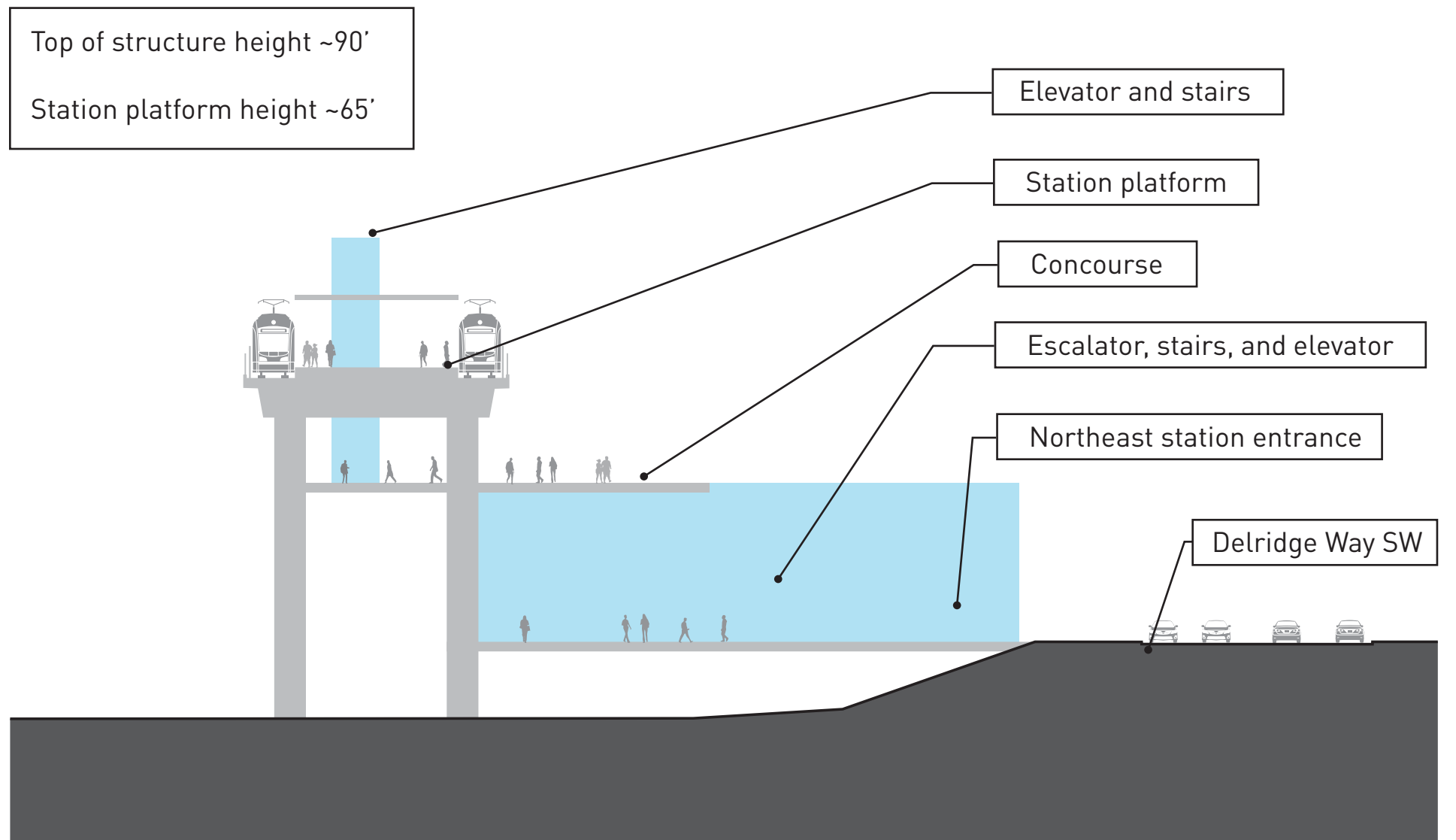
Elevated Andover Street Station
(DEL-5, DEL-6a, DEL-7)

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)

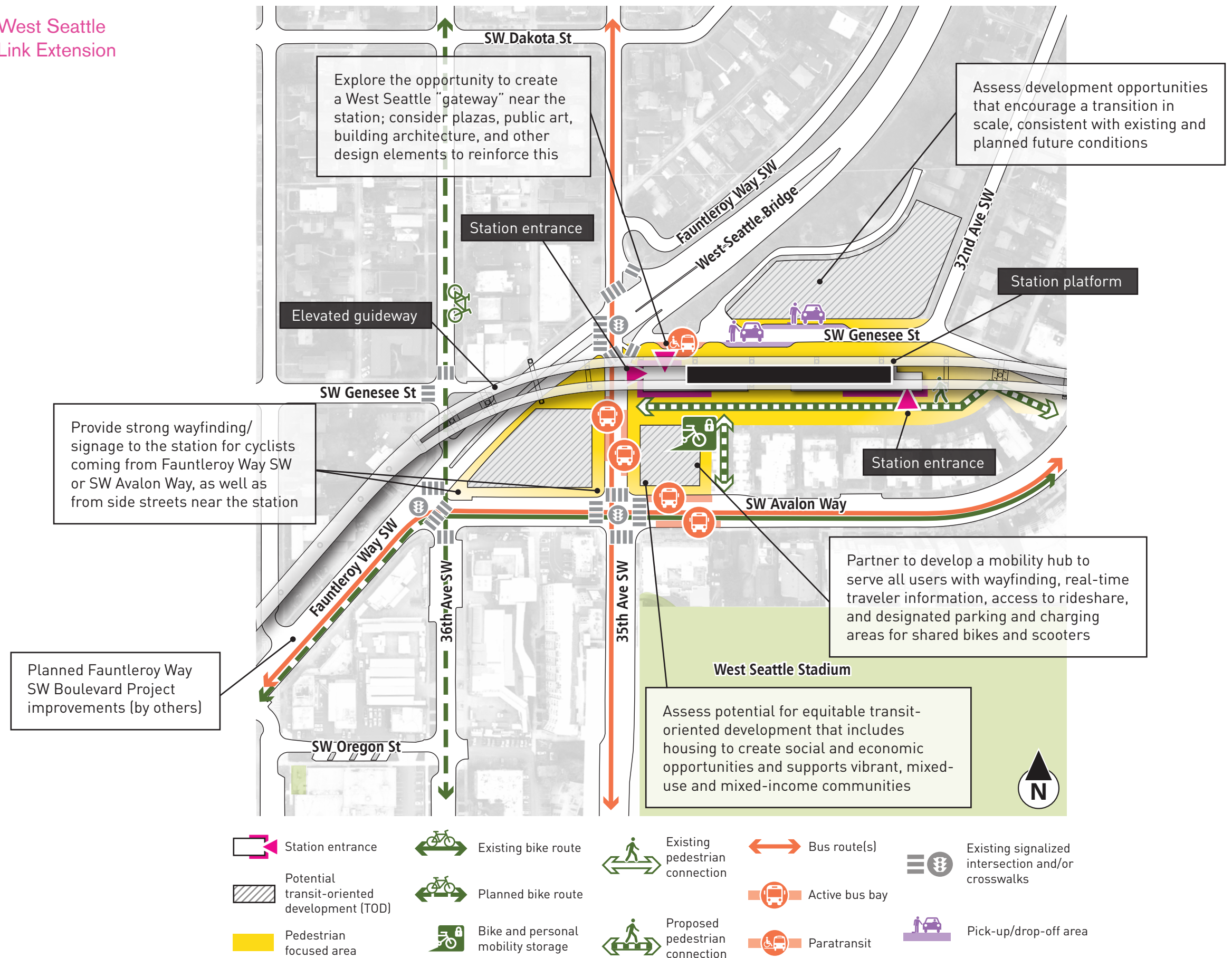
Other Alternative

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

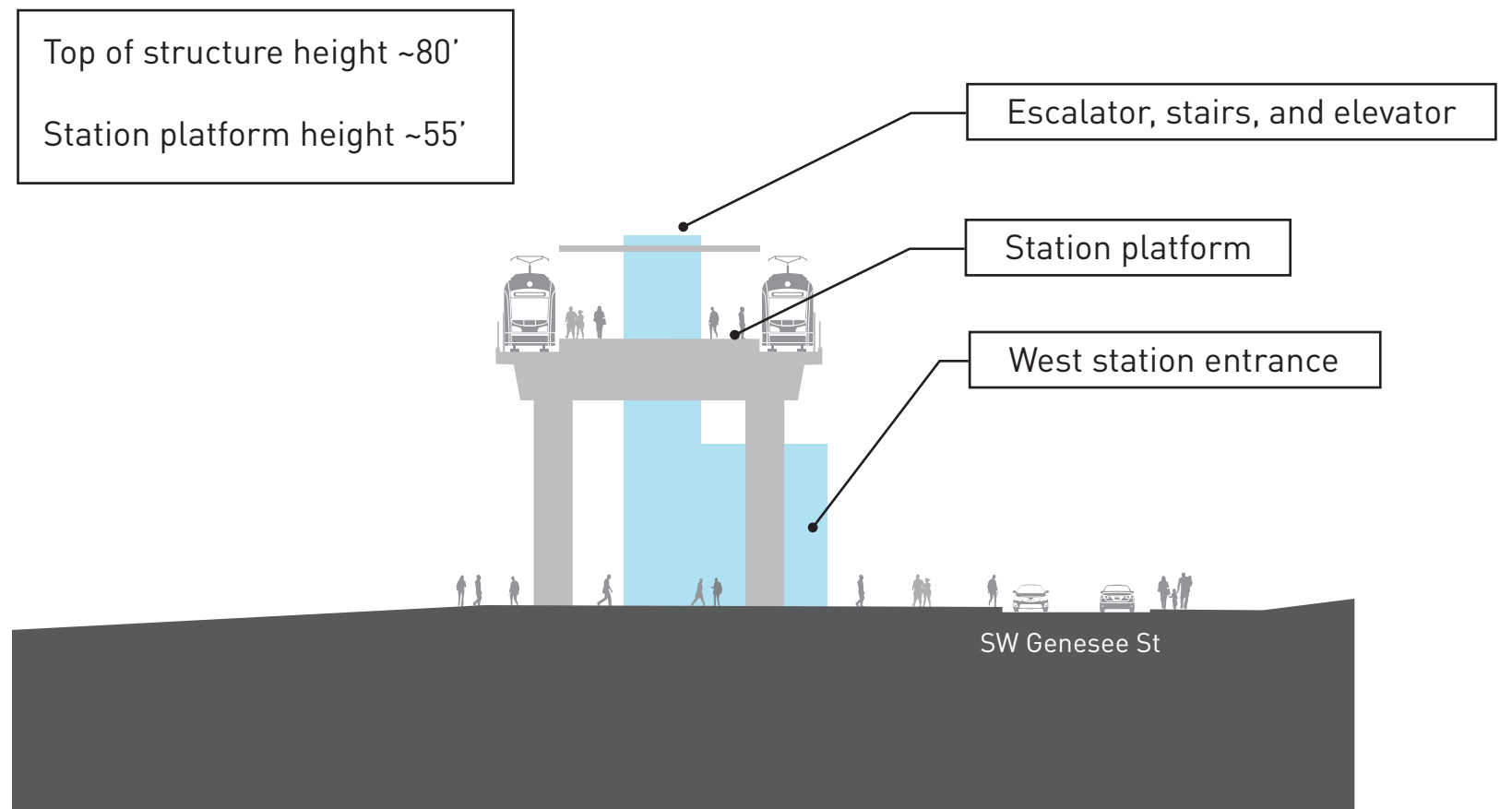
Elevated Avalon Station
(WSJ-1, WSJ-2, WSJ-4)

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

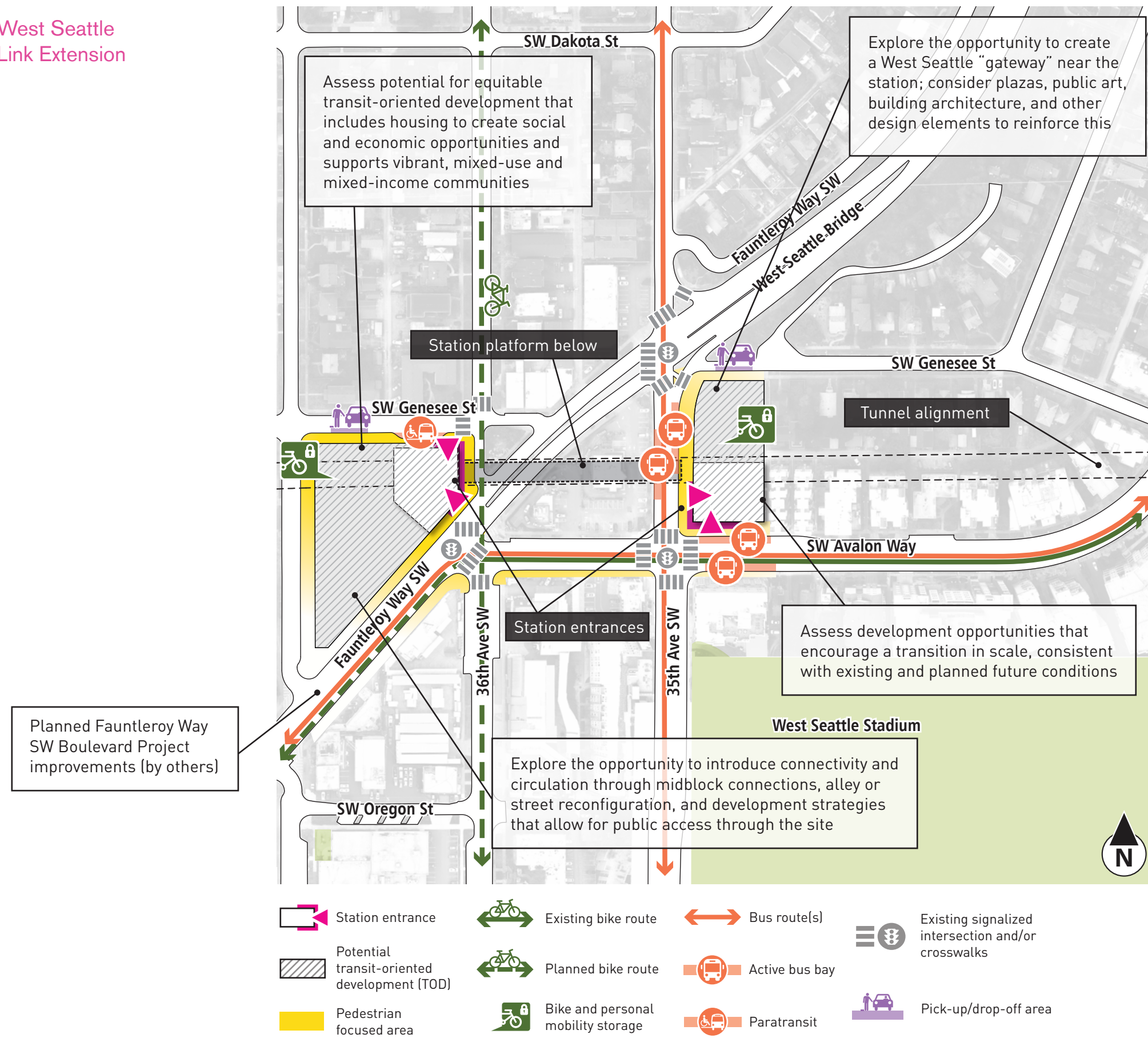
Tunnel Avalon Station
(WSJ-3a, WSJ-3b)

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.

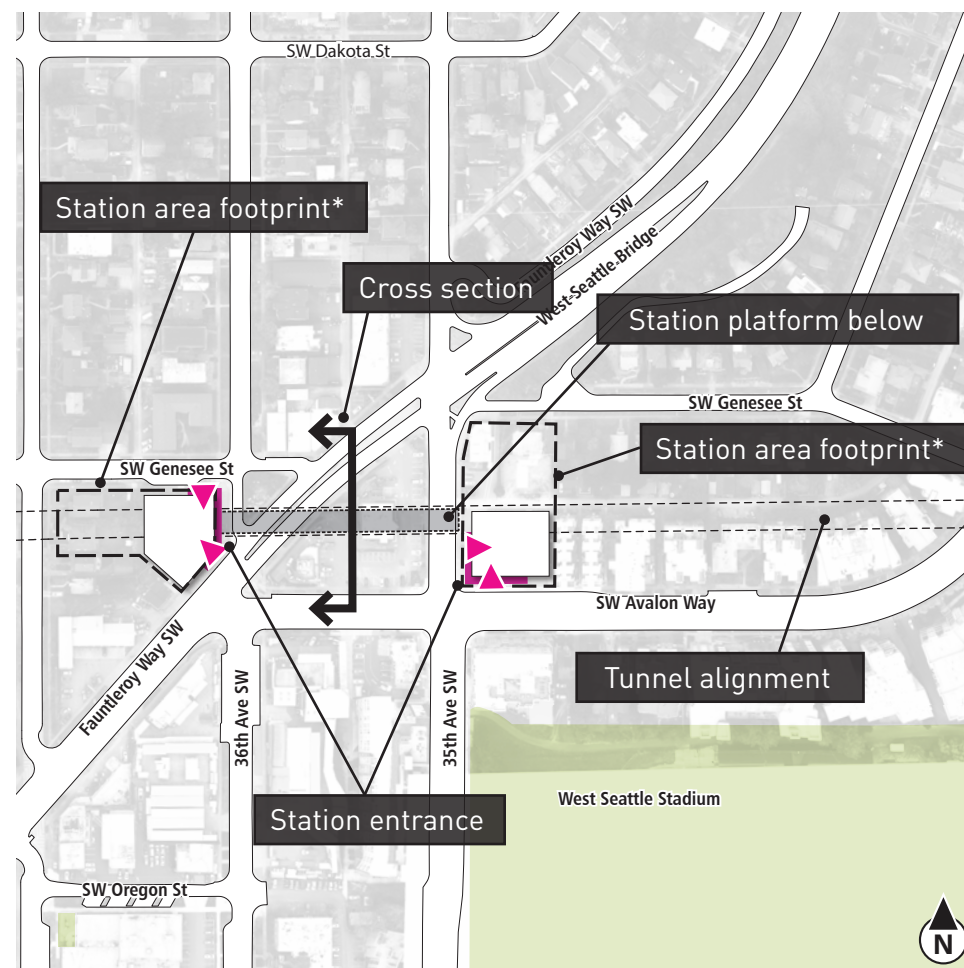


Avalon Station

West Seattle
Link Extension

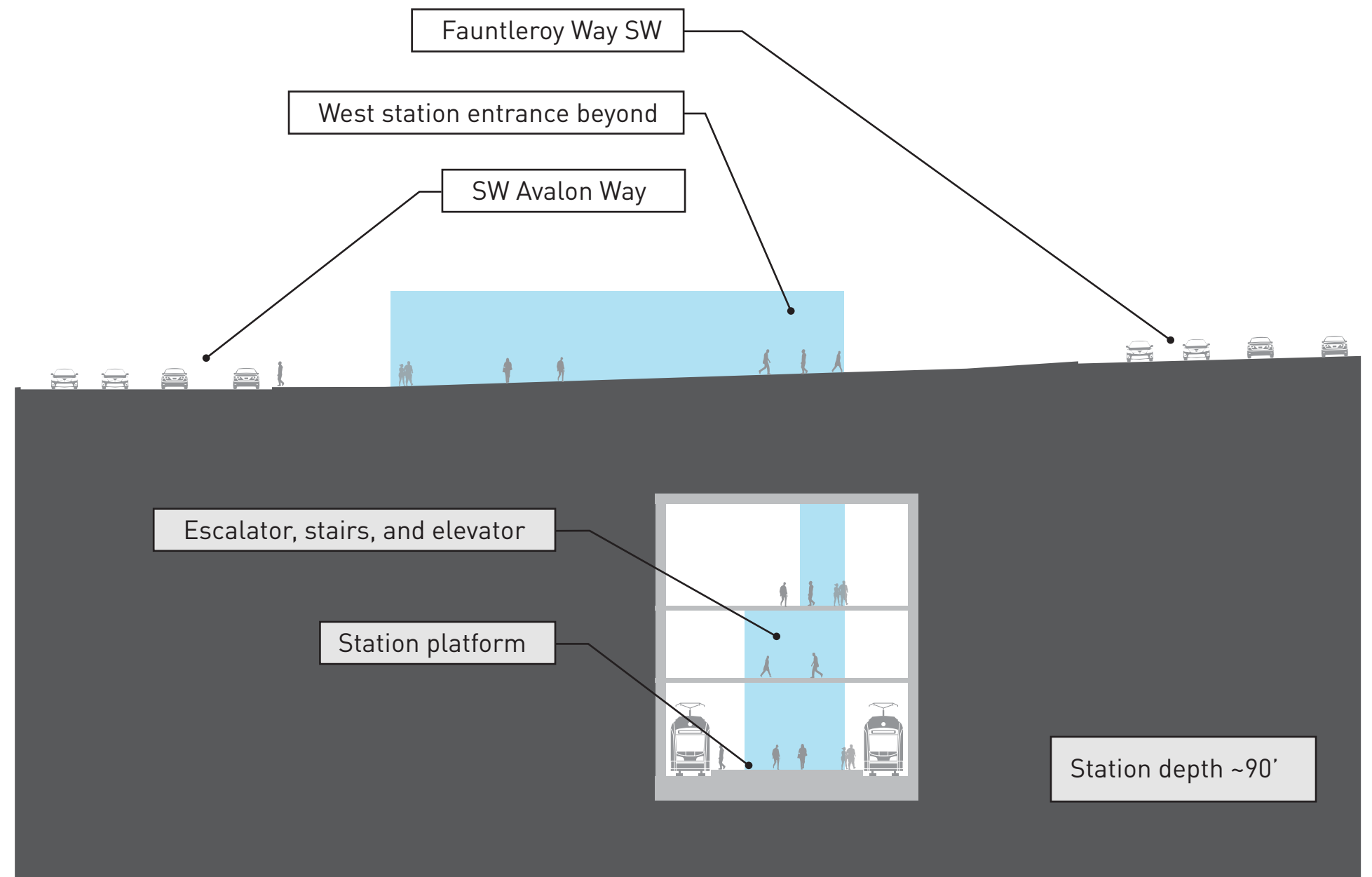
Tunnel Avalon Station
(WSJ-3a, WSJ-3b)

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

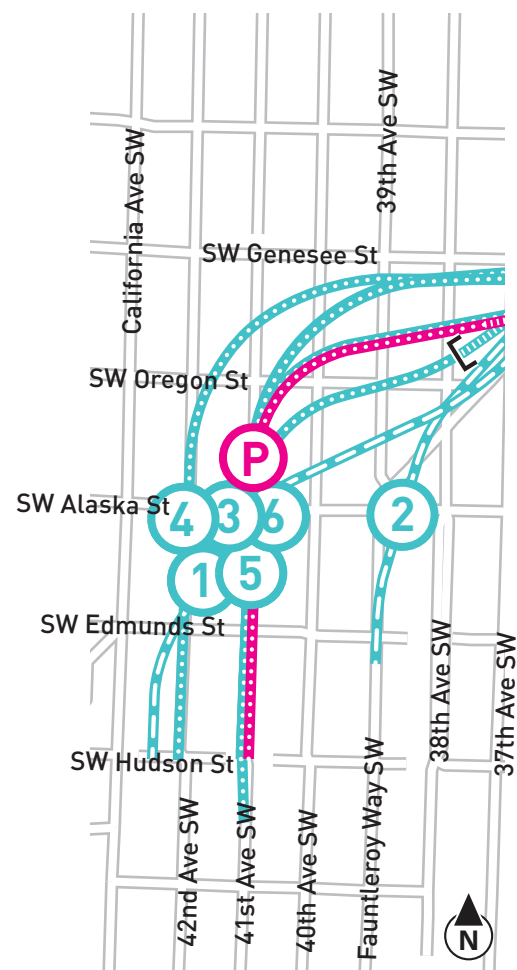
Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Alaska Junction Station

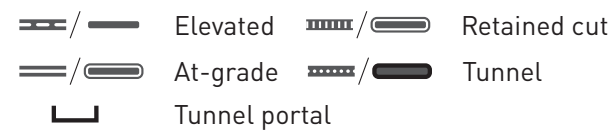
West Seattle
Link Extension

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
- Other alternatives



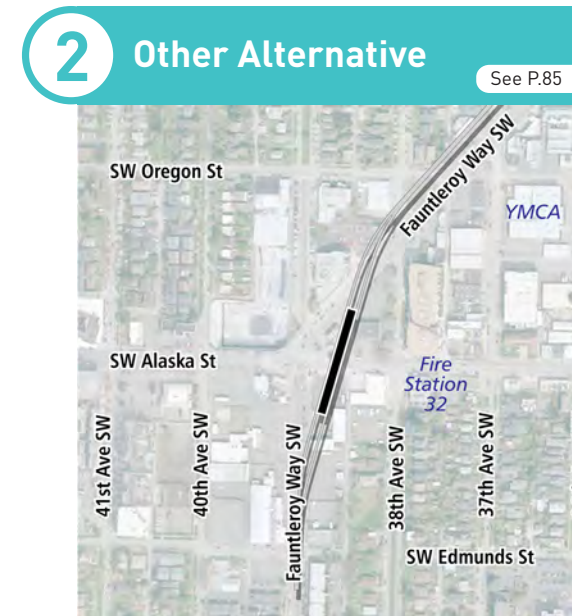
Medium Tunnel 41st Avenue Station West Entrance Option (WSJ-5b)

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



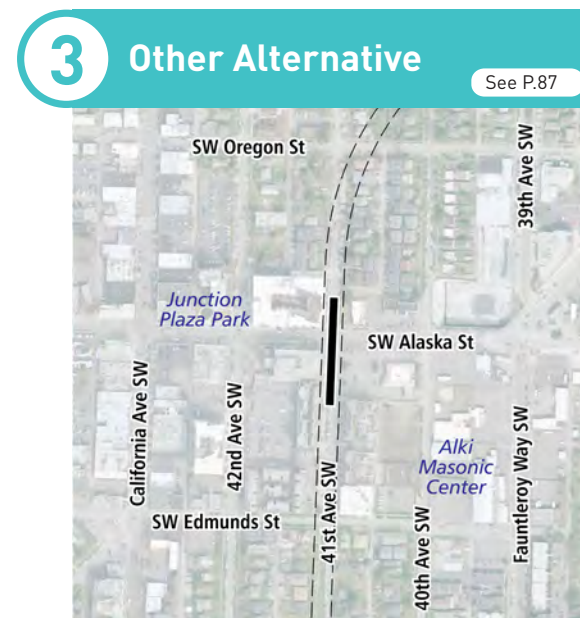
Elevated 41st/42nd Avenue Station (WSJ-1)

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



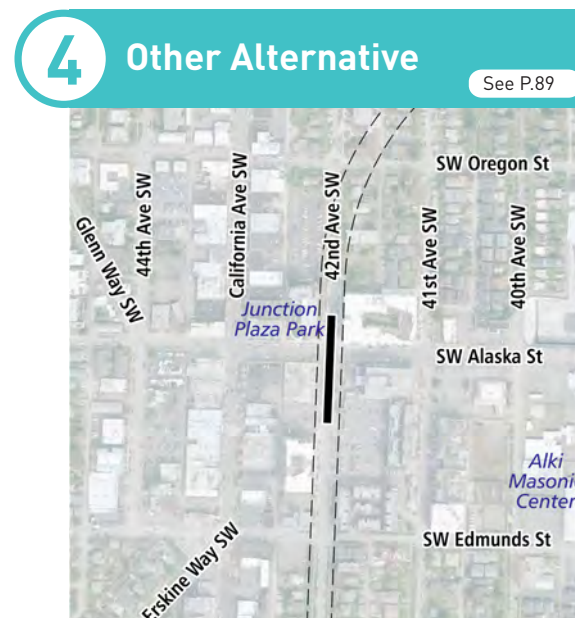
Elevated Fautleroy Way Station (WSJ-2)

Elevated station southeast of Fautleroy Way SW straddling SW Alaska St



Tunnel 41st Avenue Station (WSJ-3a)

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



Tunnel 42nd Avenue Station (WSJ-3b)

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



Short Tunnel 41st Avenue Station (WSJ-4)

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



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.

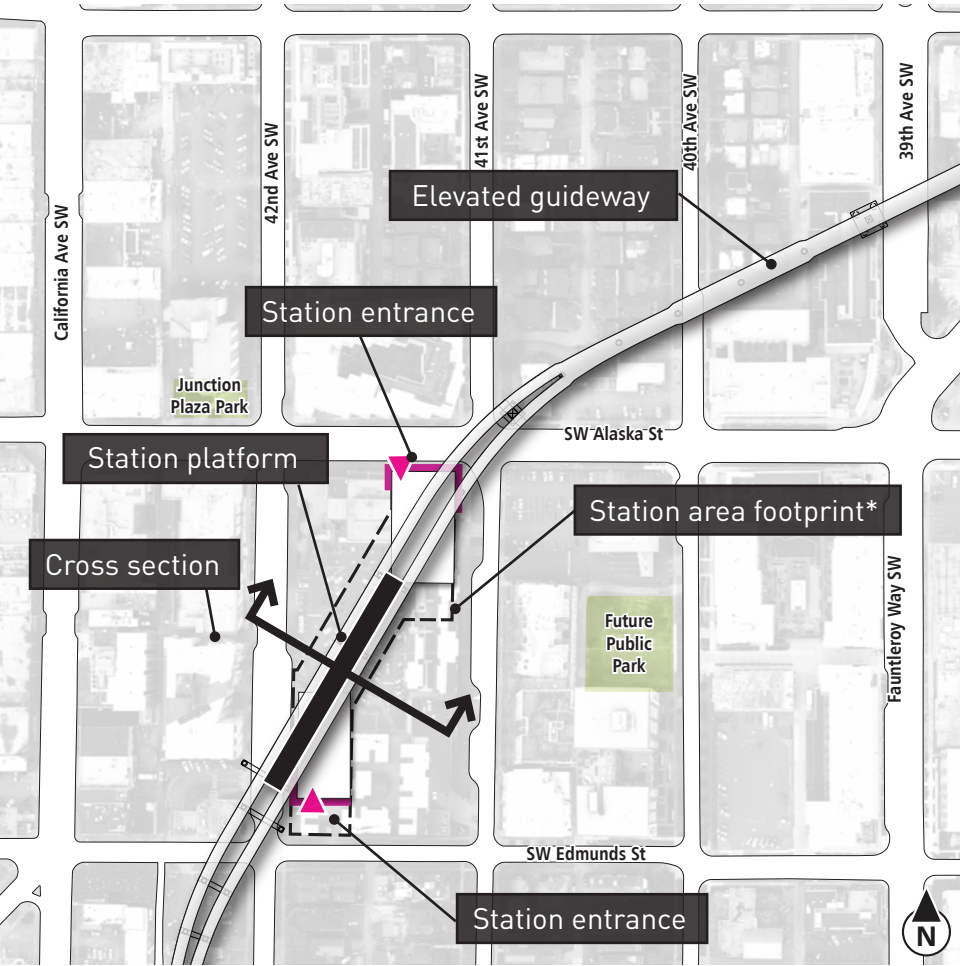


Alaska Junction Station

West Seattle
Link Extension

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

Looking inside the station

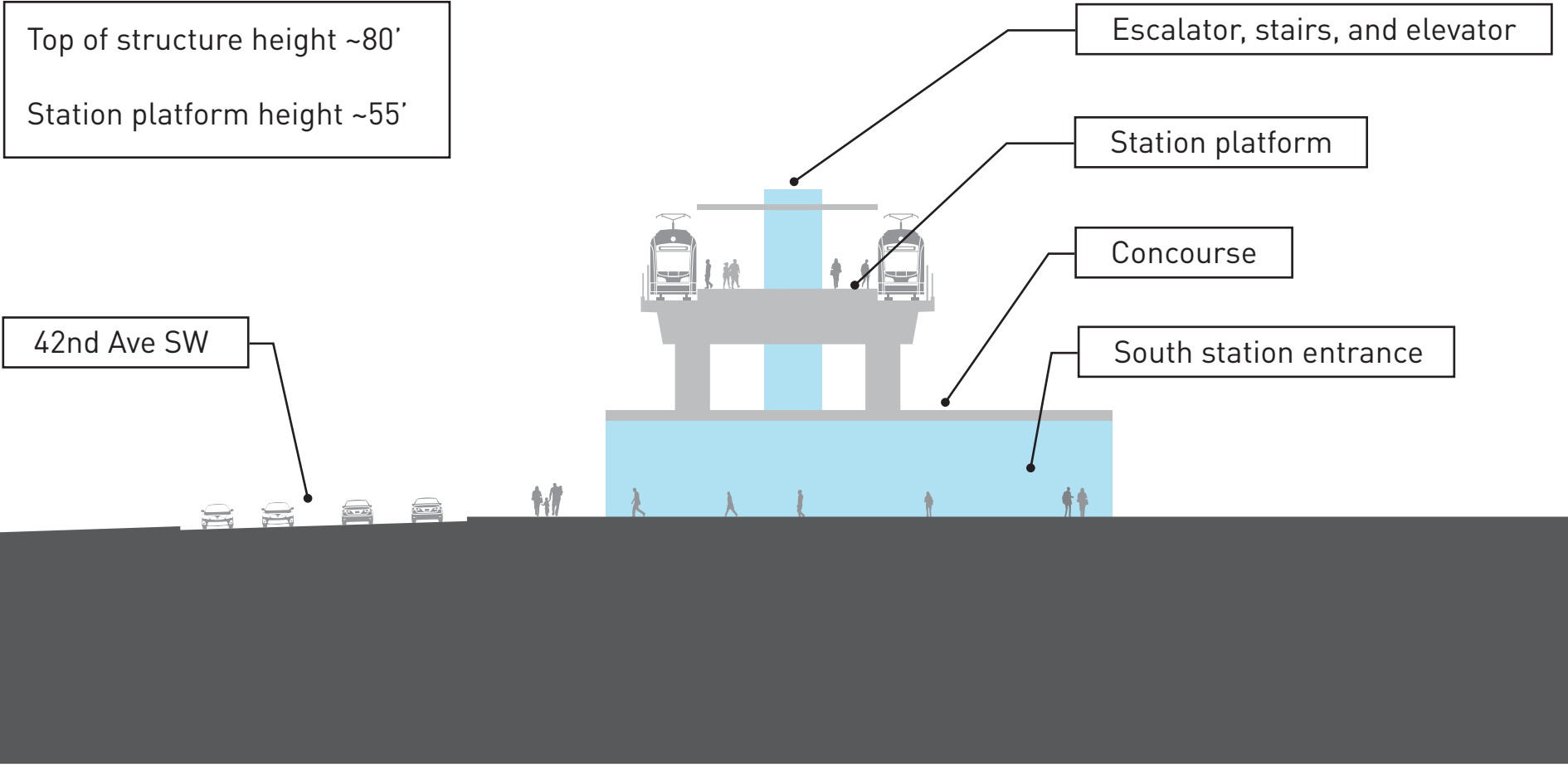


Station site plan

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

Top of structure height ~80'
Station platform height ~55'

42nd Ave SW



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 Fauntleroy Way Station (WSJ-2)

Other Alternative

Station context plan

The Elevated Fauntleroy Way station alternative would straddle SW Alaska St on the east side of Fauntleroy 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 Fauntleroy 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.



Alaska Junction Station

West Seattle Link Extension

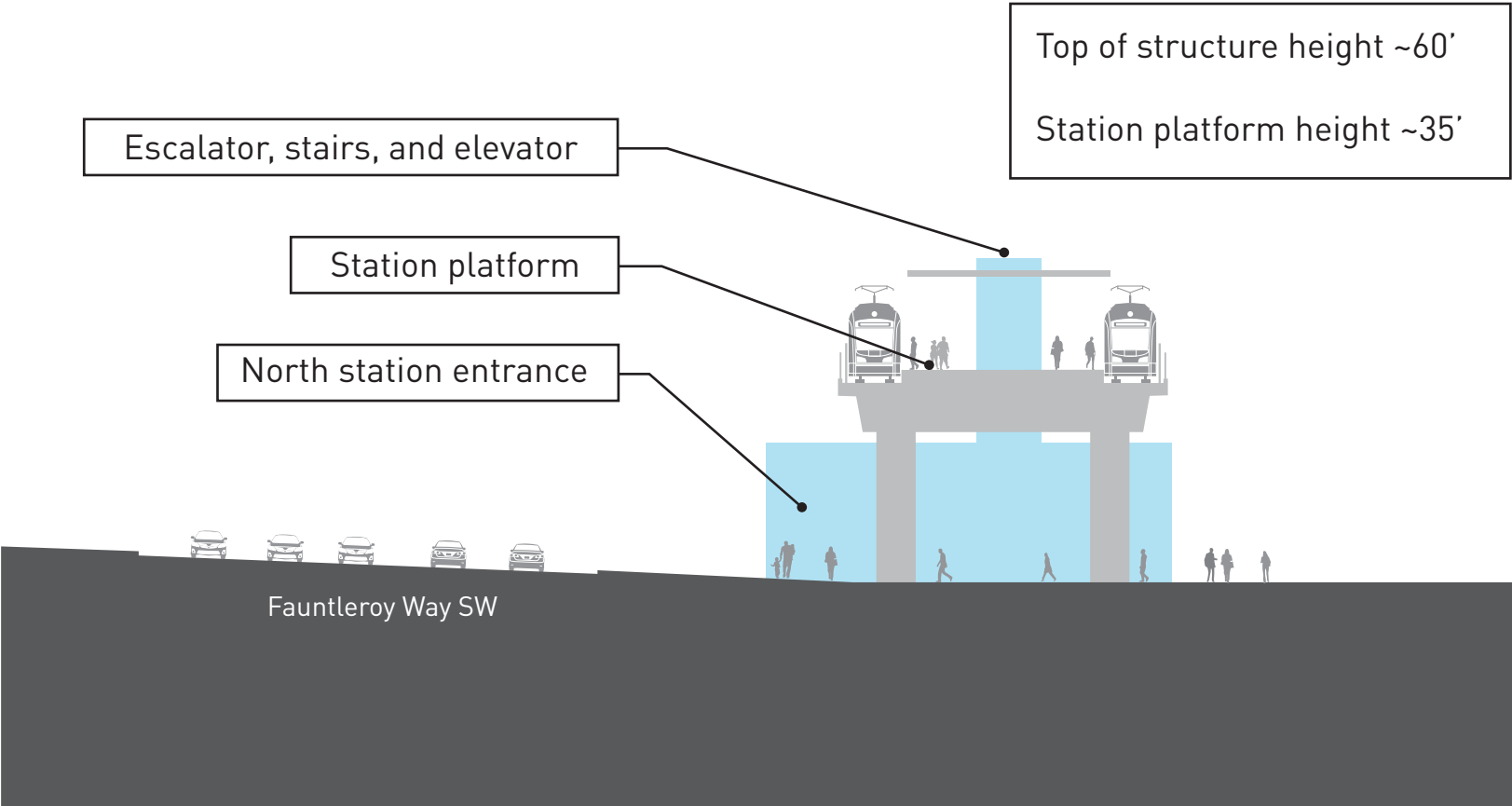
Elevated Fauntleroy Way Station
(WSJ-2)

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

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

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.

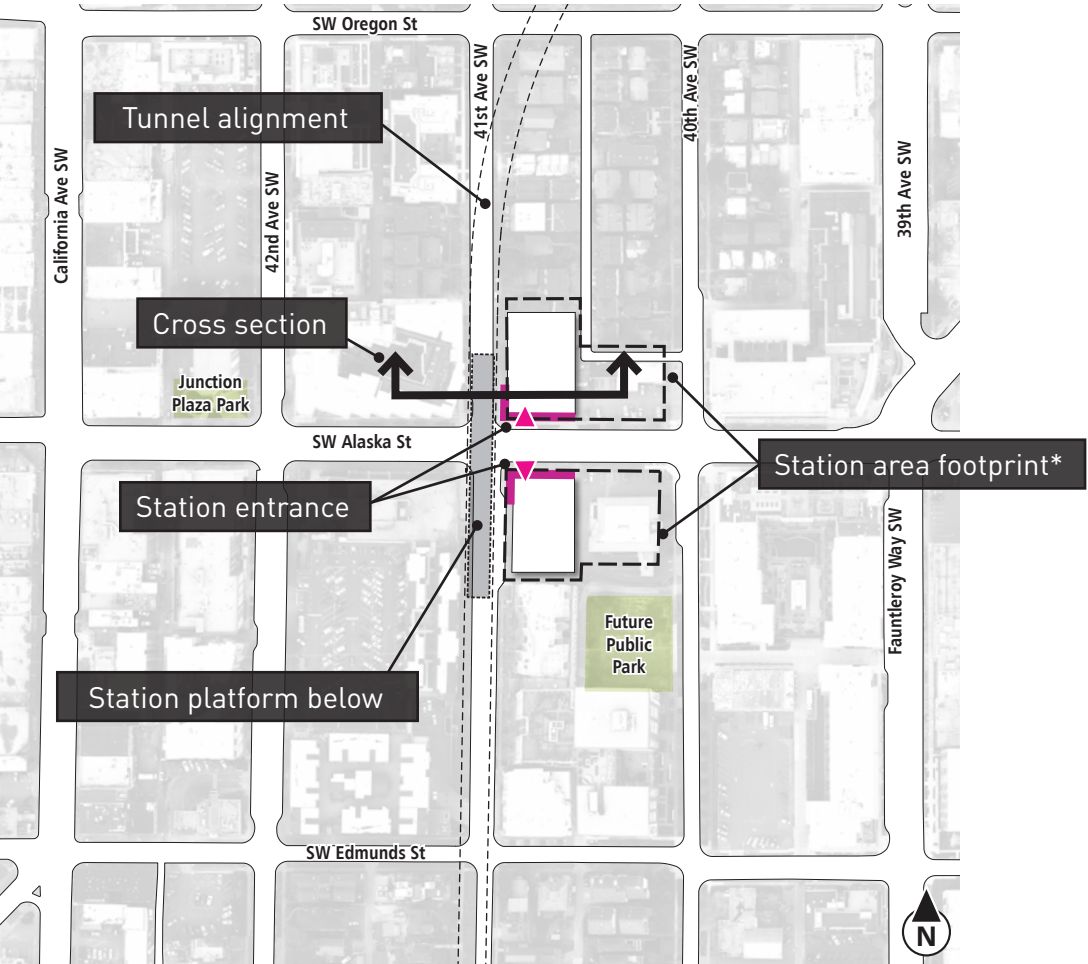


Alaska Junction Station

West Seattle
Link Extension

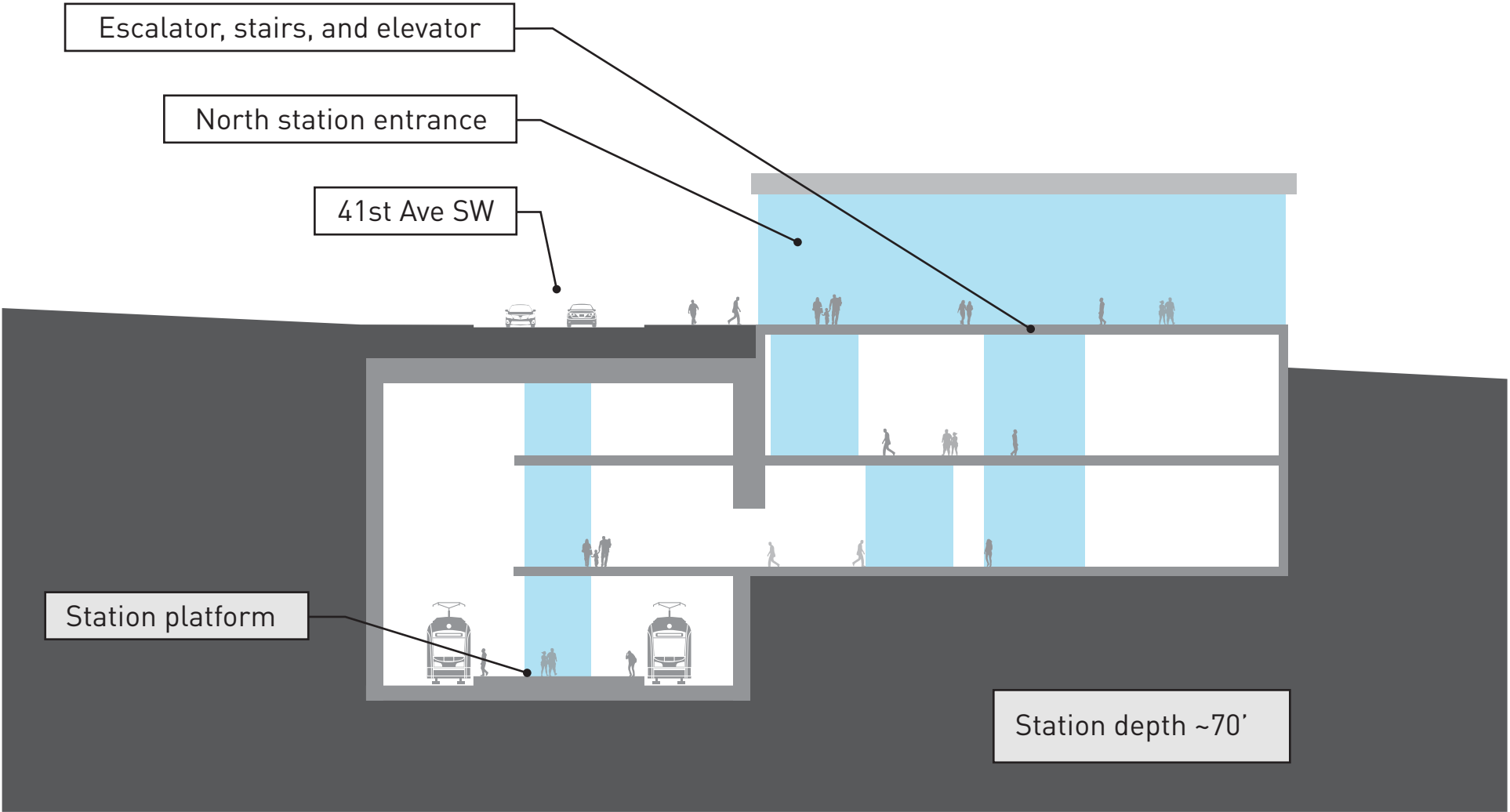
Tunnel 41st Avenue Station
(WSJ-3a)

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

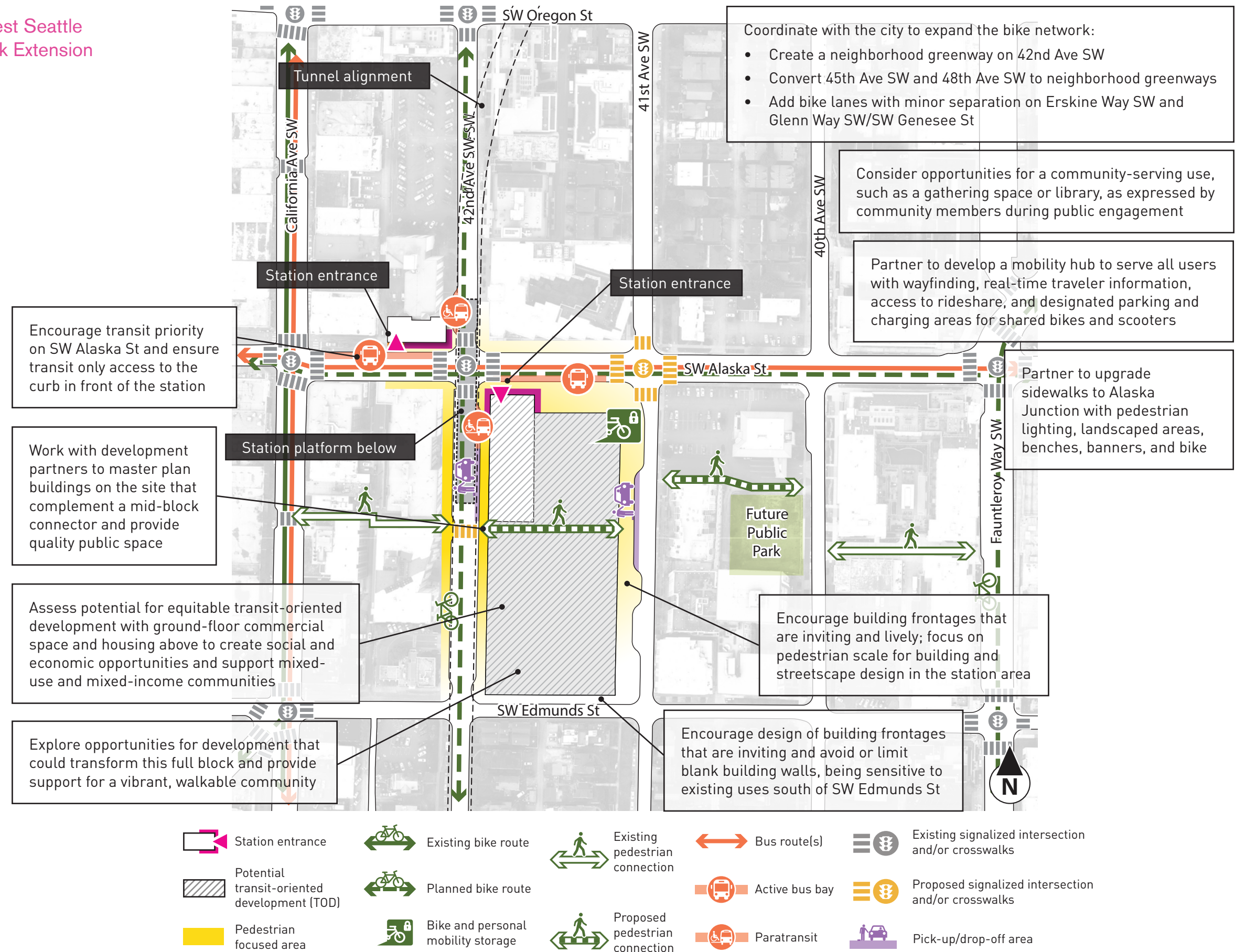
Tunnel 42nd Avenue Station (WSJ-3b)

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.

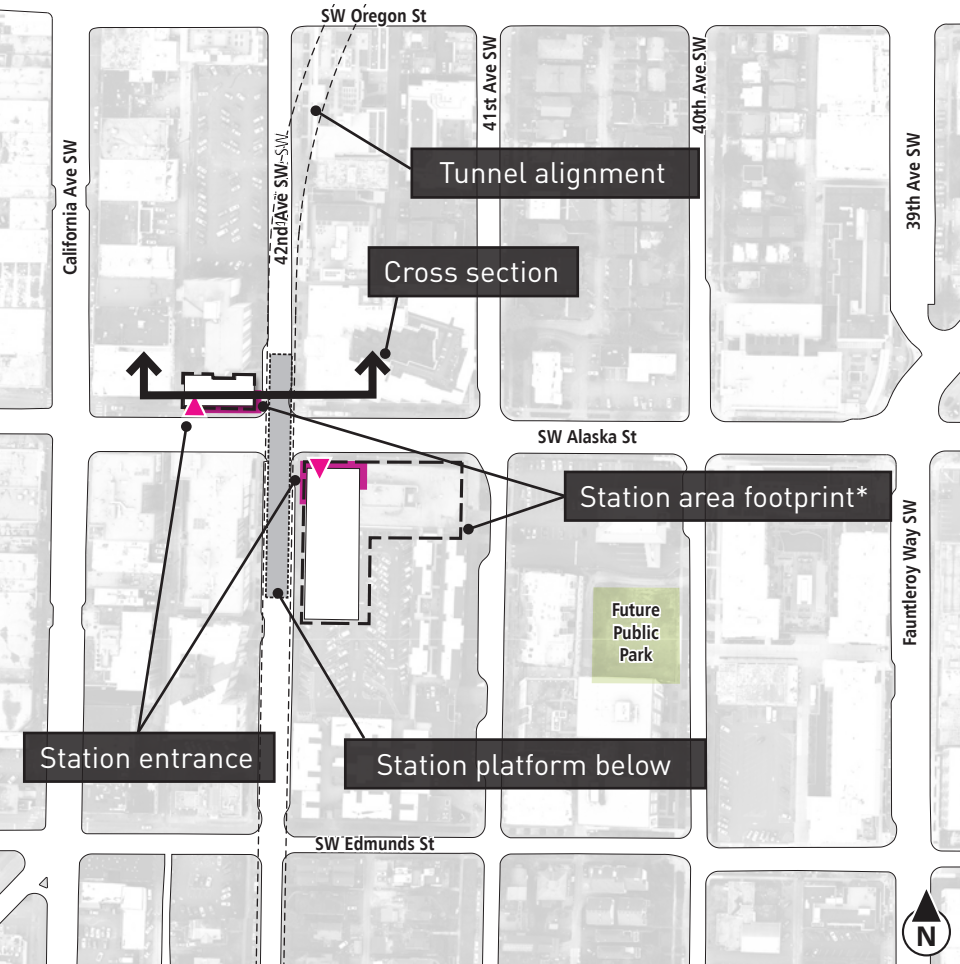


Alaska Junction Station

West Seattle
Link Extension

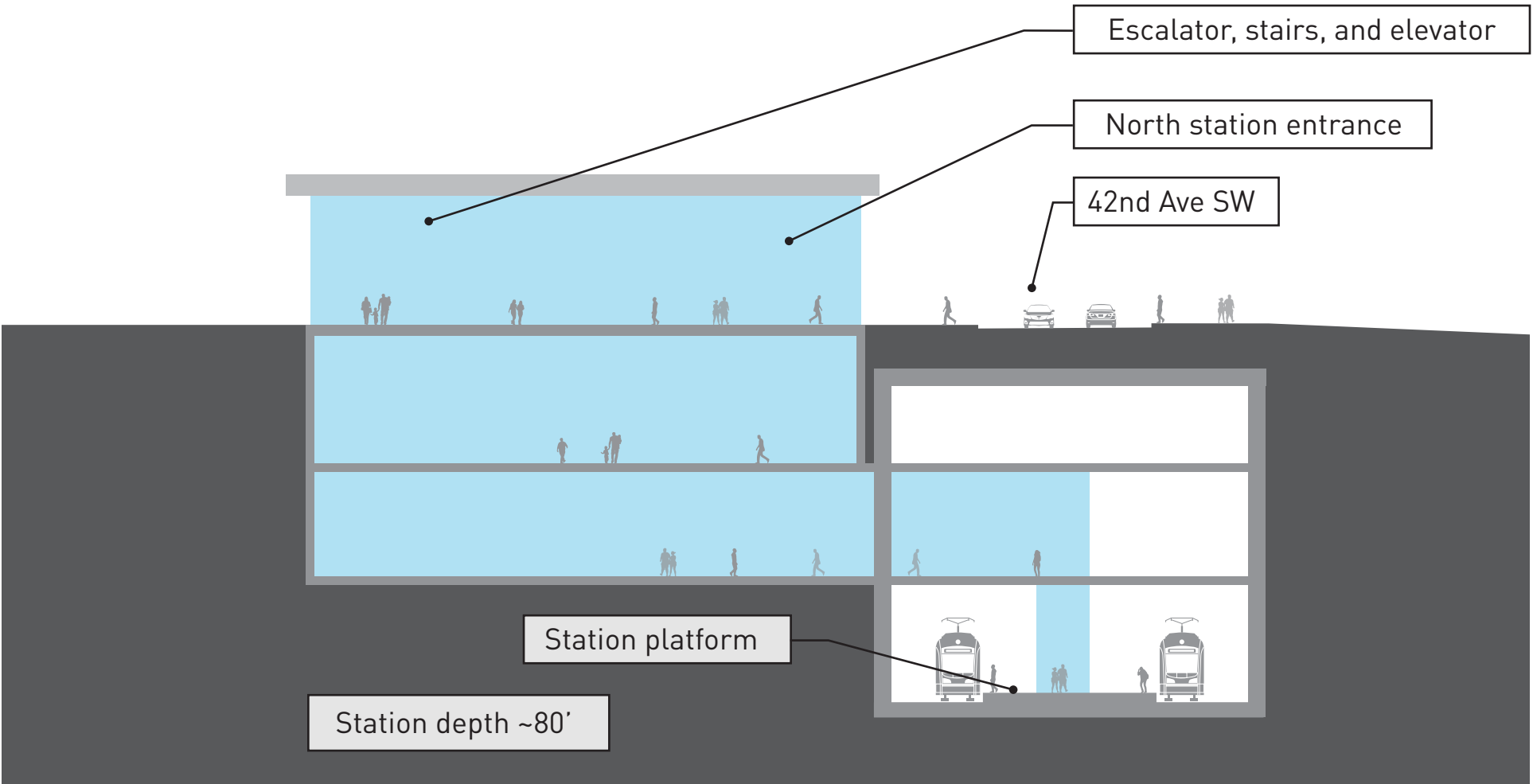
Tunnel 42nd Avenue Station
(WSJ-3b)

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

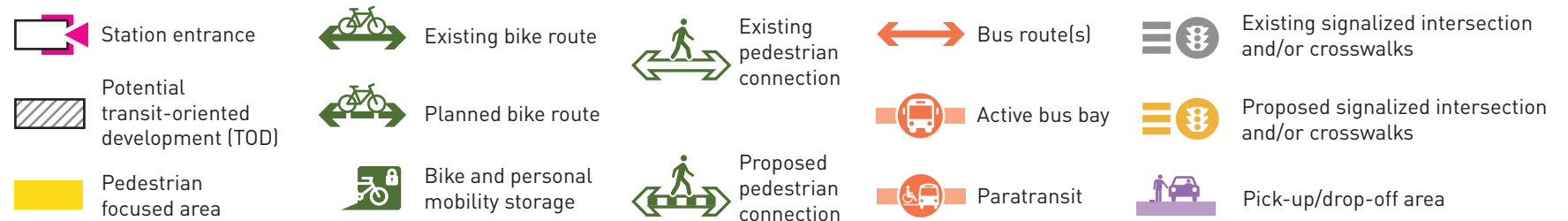
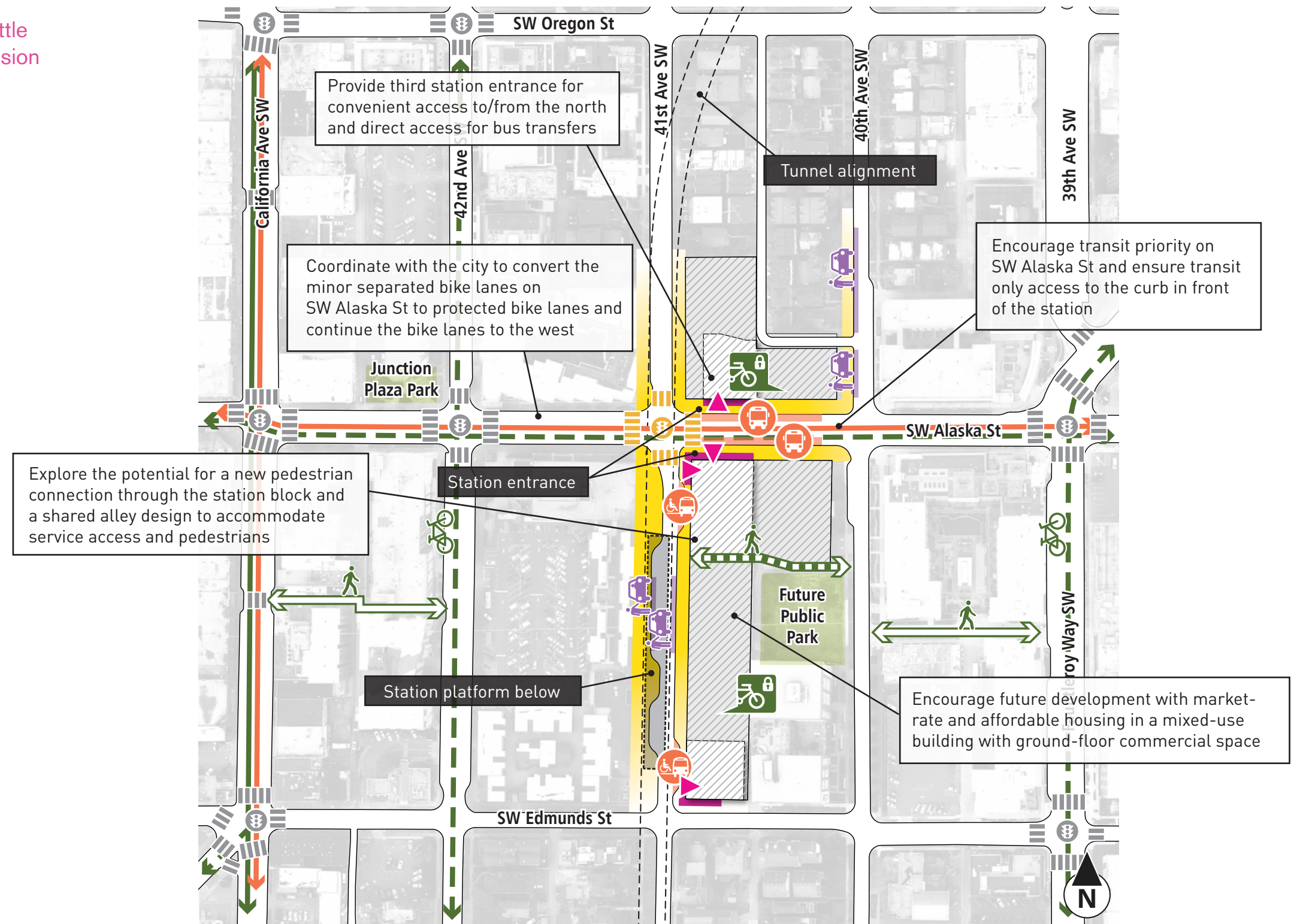
Short Tunnel 41st Avenue Station (WSJ-4)

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.

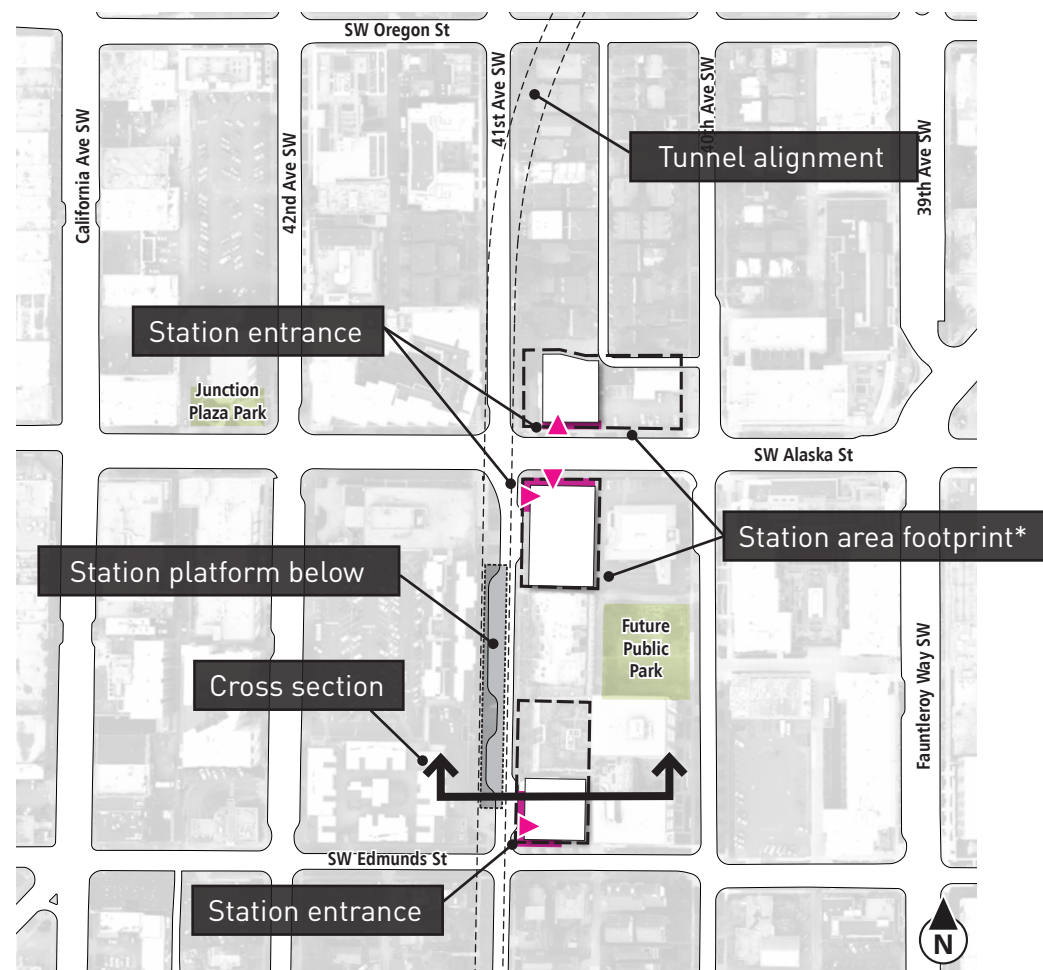


Alaska Junction Station

West Seattle
Link Extension

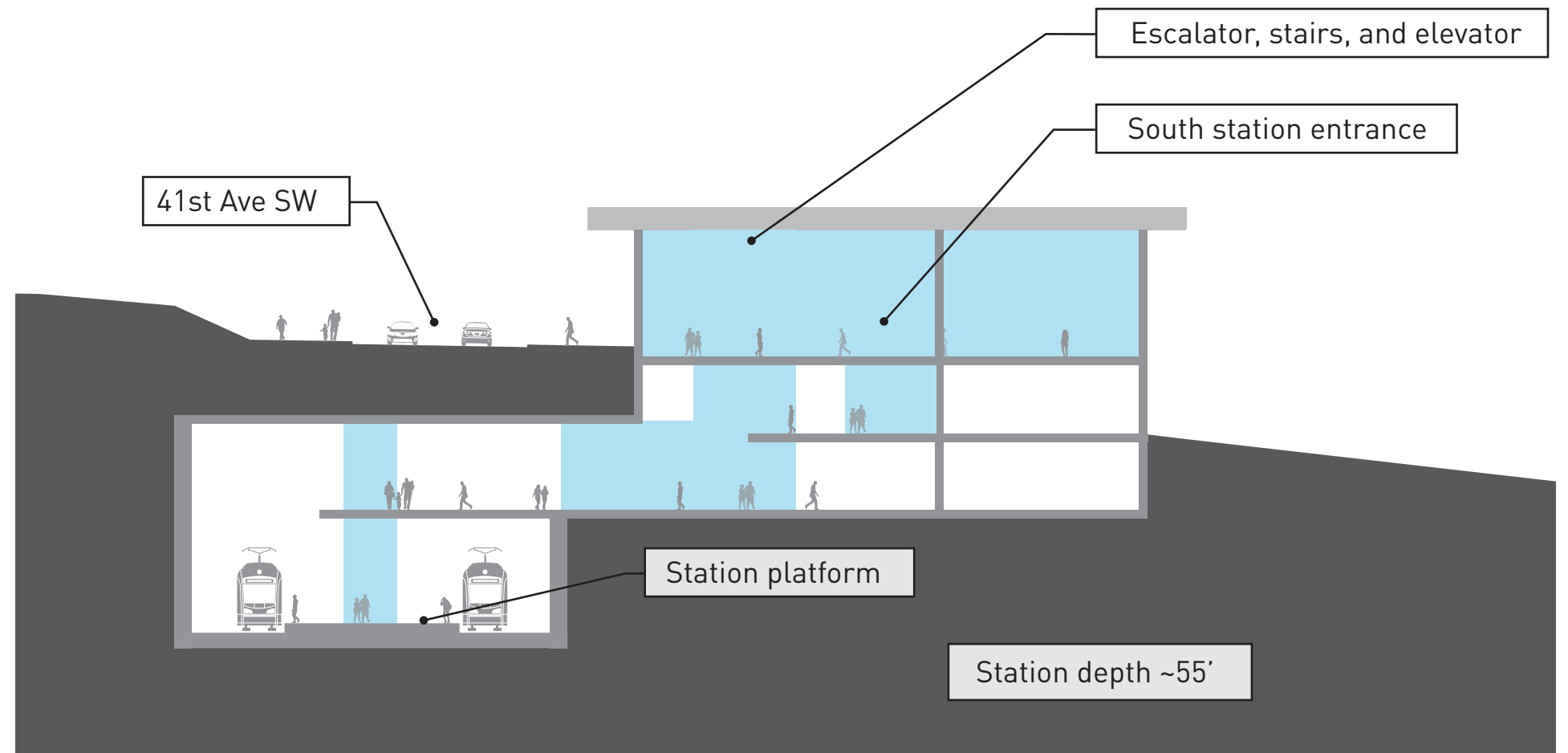
Short Tunnel 41st Avenue
Station (WSJ-4)

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

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

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

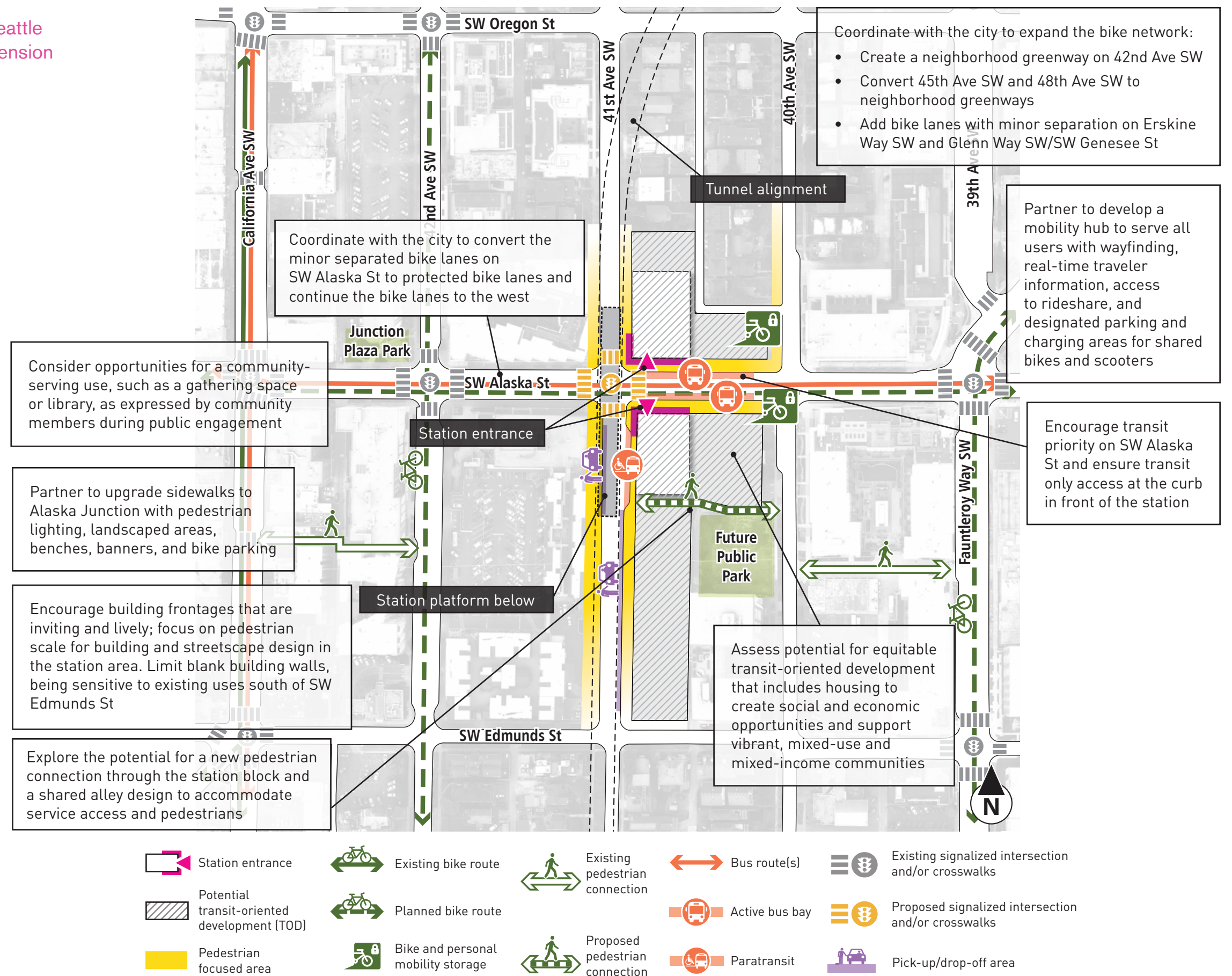
Other Alternative

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.

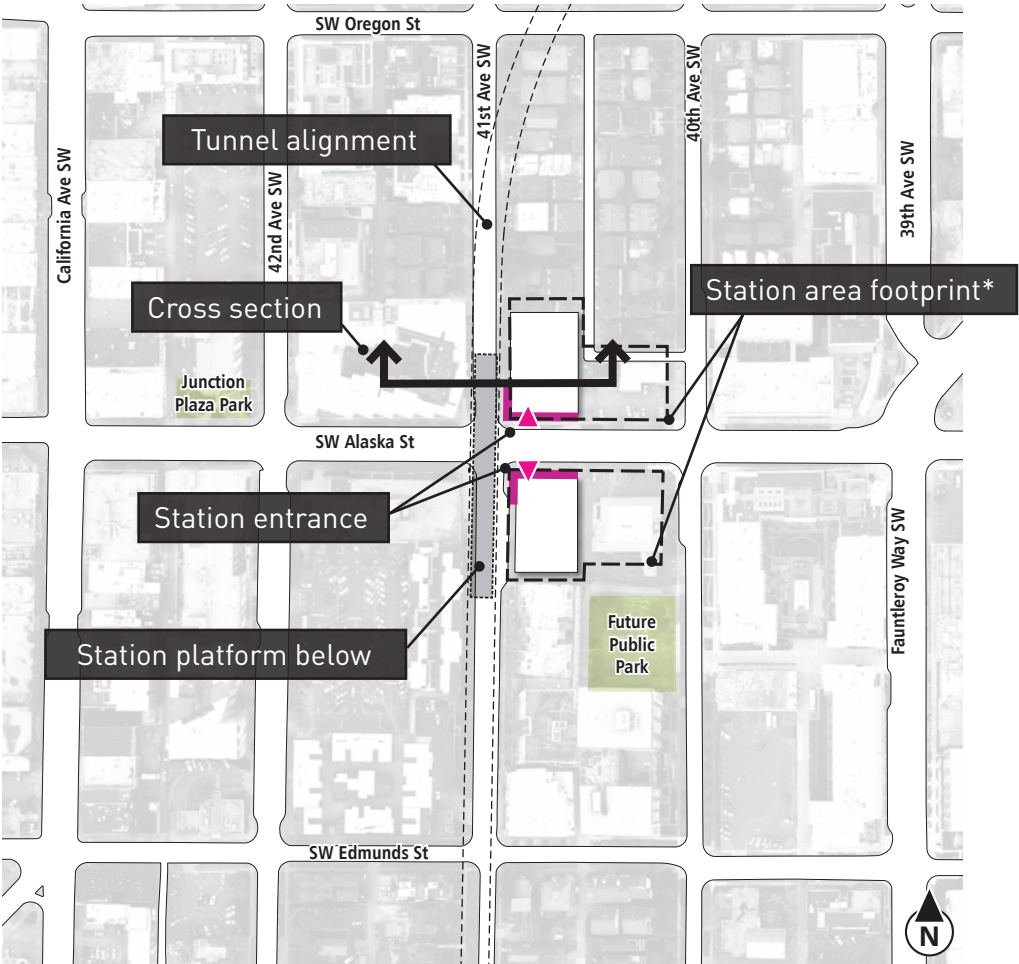


Alaska Junction Station

West Seattle
Link Extension

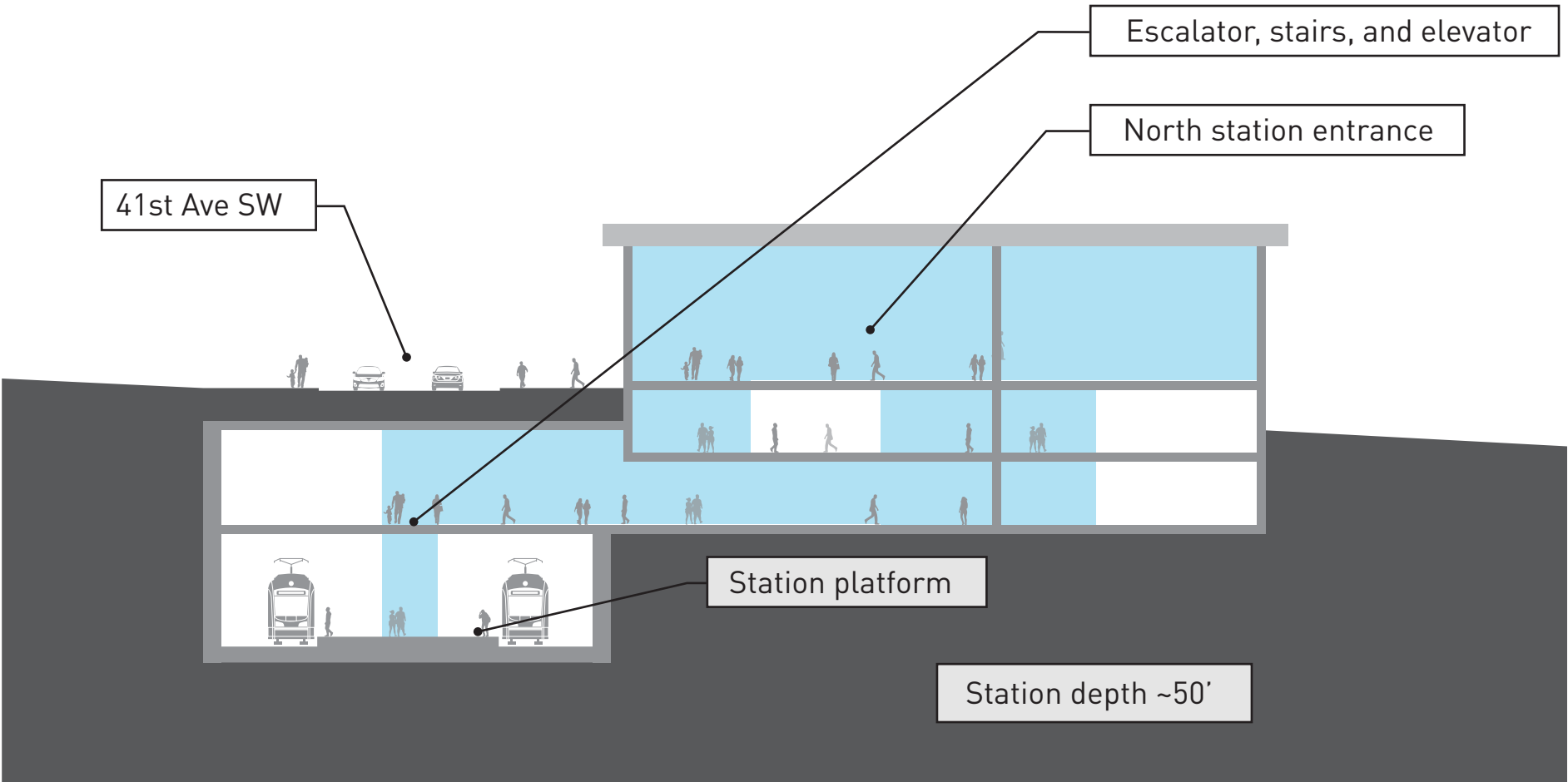
Medium Tunnel 41st Avenue
Station (WSJ-5a, 6)

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

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Station architectural and landscape design is not complete.

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