

Alaska Junction Station

West Seattle Link Extension

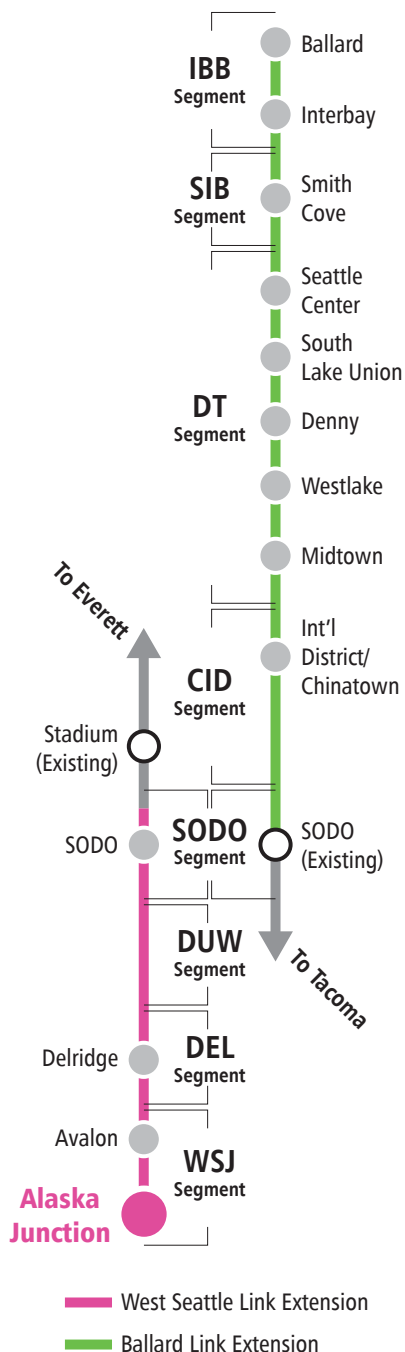
Station area context

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, an area once served by streetcars. Its historic core is characterized by landmark buildings with small restaurants and shops. Every Sunday, California Ave SW and other local streets are closed to traffic for the West Seattle Farmer's Market, which is visited by both local and regional visitors.

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.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the walkability and convenience of the area, as well as the neighborhood character with small and local businesses.



What we heard so far

NEIGHBORHOOD FEEDBACK

- 1 Create a destination that reinforces the character of the neighborhood and supports businesses on California Ave SW
- 2 Prioritize pedestrian connectivity and comfort with enhanced street crossings, wide sidewalks and pedestrian lighting
- 3 Complete bike connections to the station
- 4 Investigate ways to connect the station to the future public park on 40th 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



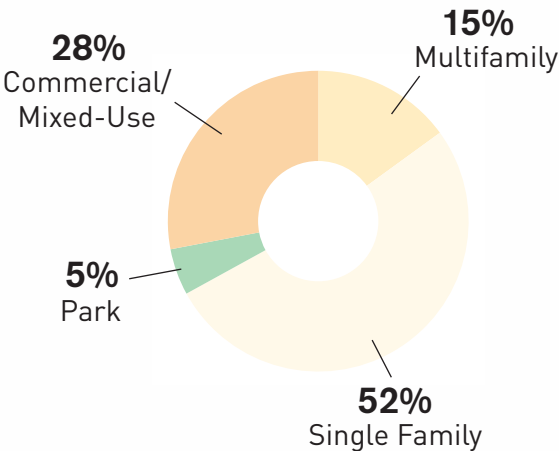
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

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Station area context

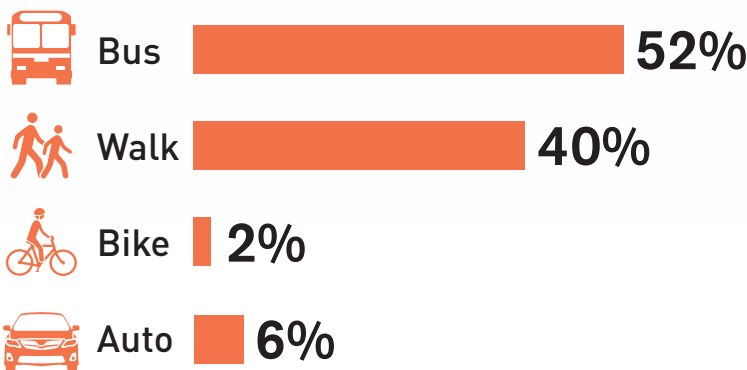
Existing land use in the station area ⁽¹⁾



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)



Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on 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.

Planning and design priorities

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

- Plan for the station to be a terminus station with adequate space for multiple modes and consider future expansion southward
- Prioritize pedestrian connectivity and comfort with logical wayfinding across arterials and under any elevated 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

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Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains six alternatives for the Alaska Junction Station.



Draft EIS alternatives

- Preferred alternatives
- Preferred alternatives with third-party funding
- Other alternatives

Route and station profiles

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

1 Preferred Alternative

See P.66

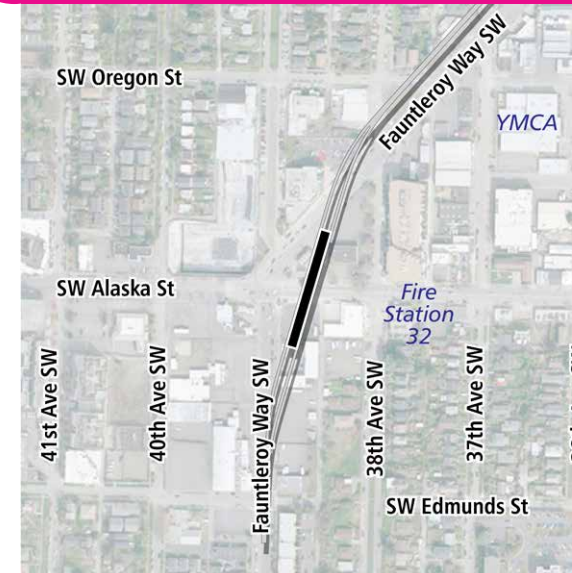


Elevated 41st/42nd Avenue Station (WSJ-1)

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

2 Preferred Alternative

See P.72



Elevated Fautleroy Way Station (WSJ-2)

Elevated station south of Fautleroy Way SW straddling SW Alaska St

3 Preferred Alternative with Third-Party Funding

See P.78

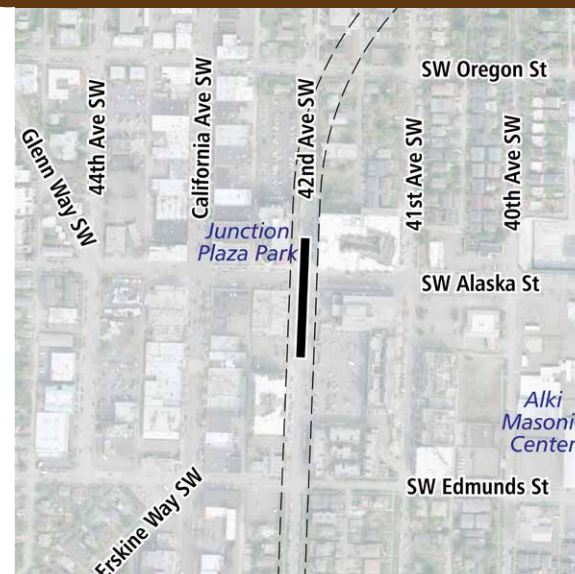


Tunnel 41st Avenue Station (WSJ-3a)

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

4 Preferred Alternative with Third-Party Funding

See P.84



Tunnel 42nd Avenue Station (WSJ-3b)

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

5 Other Alternative

See P.90



Short Tunnel 41st Avenue Station (WSJ-4)

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

6 Other Alternative

See P.92



Medium Tunnel 41st Avenue Station (WSJ-5)

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

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

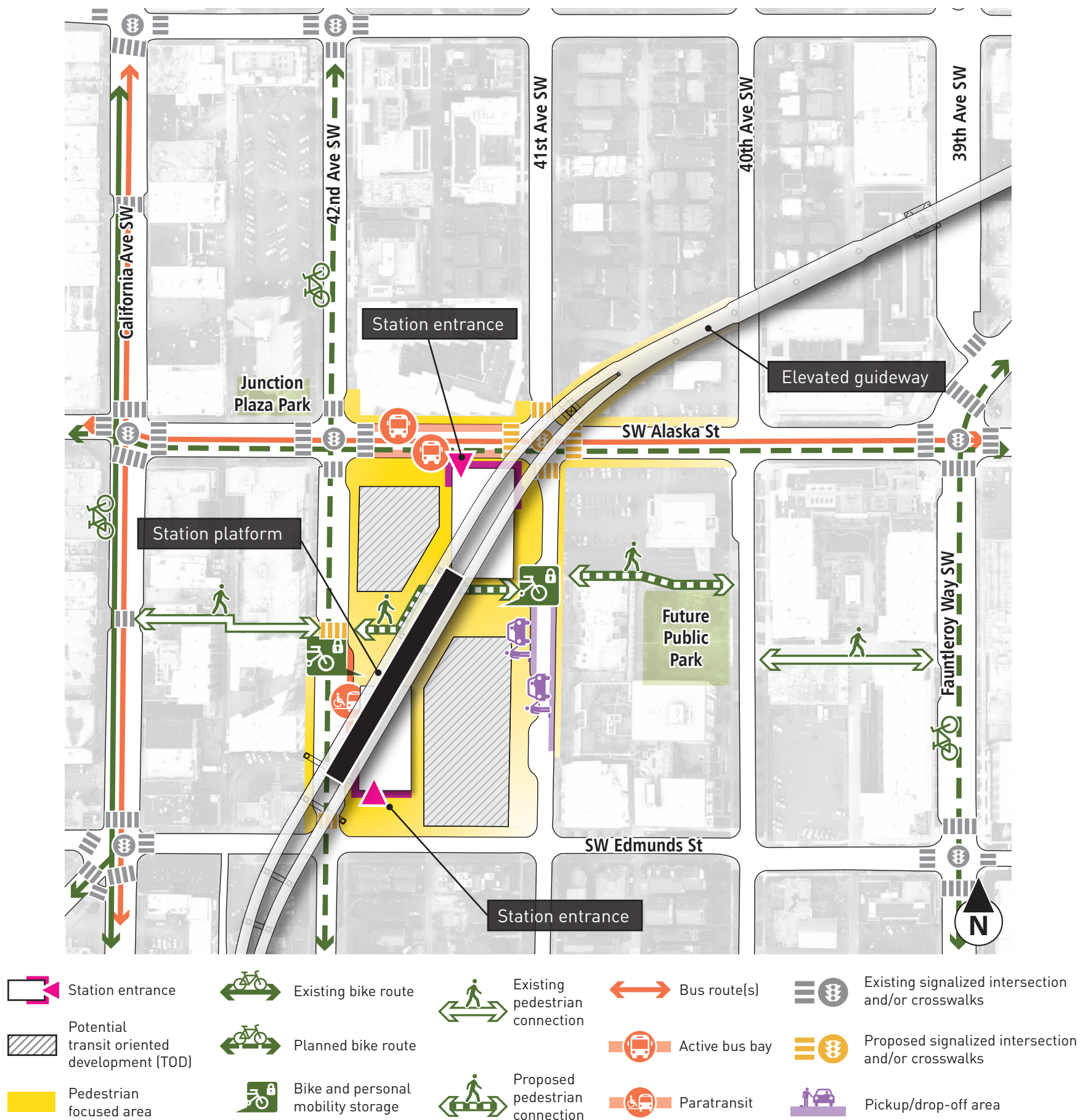
Preferred Alternative

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 Fauntleroy Way SW.

This station alternative would provide an opportunity to transform an entire block, which is currently surface and underground parking mixed with apartments and businesses. 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.

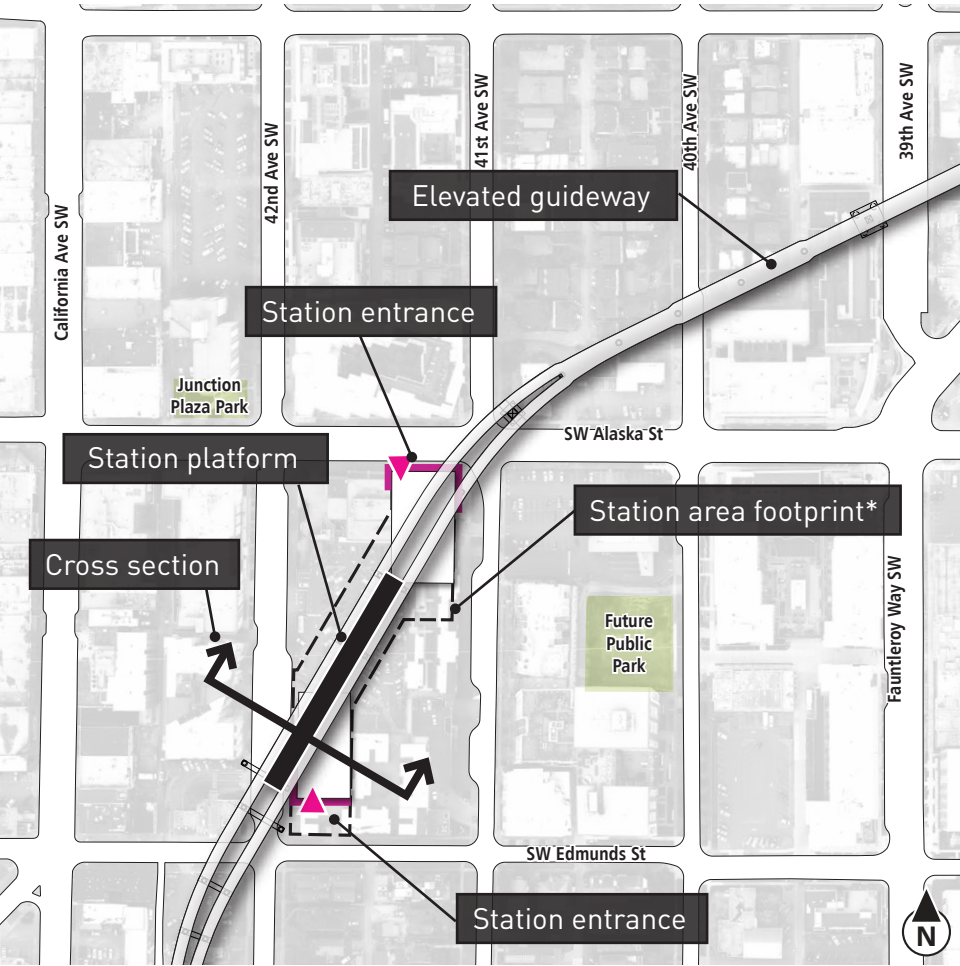


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Elevated 41st/42nd Avenue
Station (WSJ-1)

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.

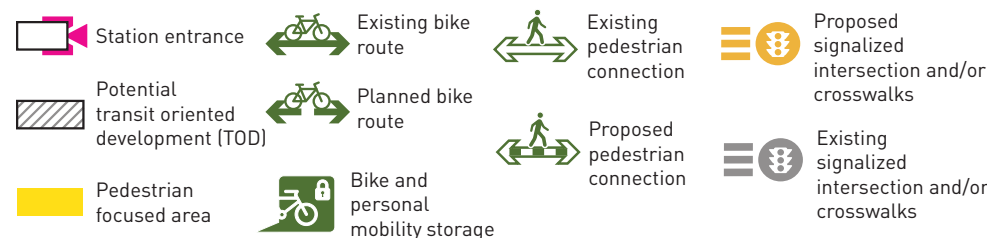
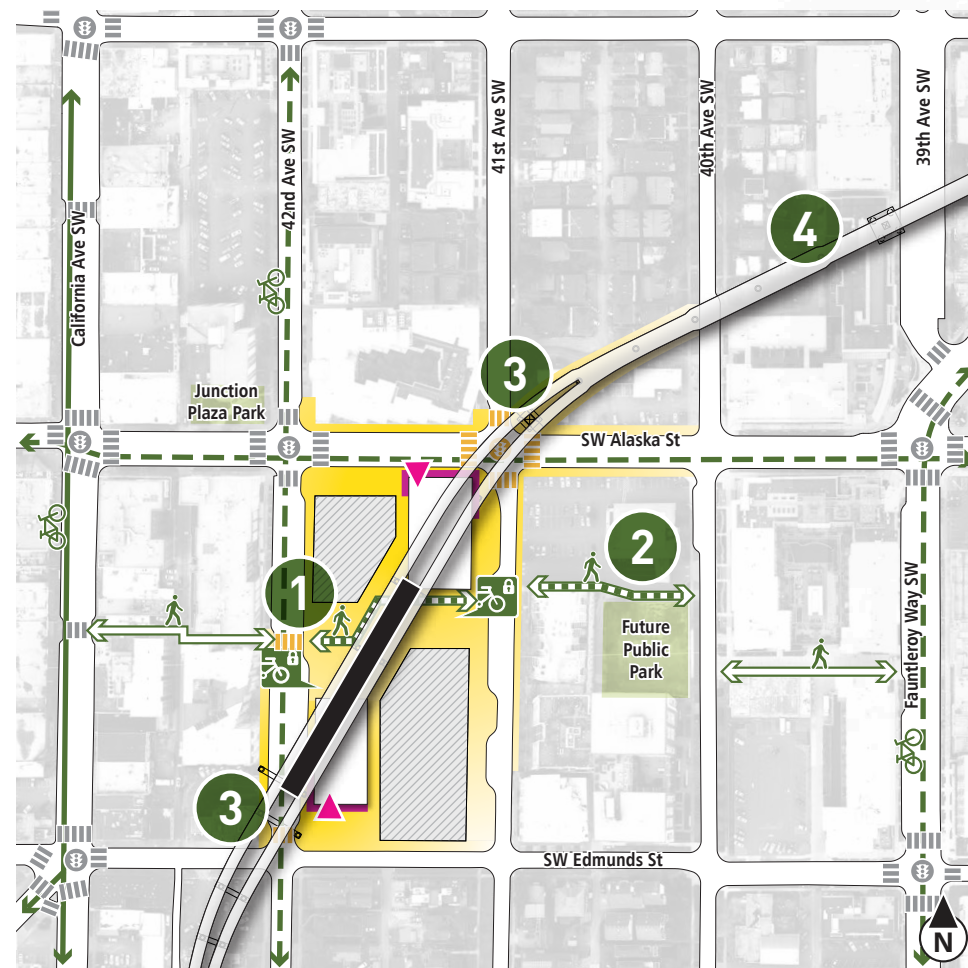
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Elevated 41st/42nd Avenue
Station (WSJ-1)

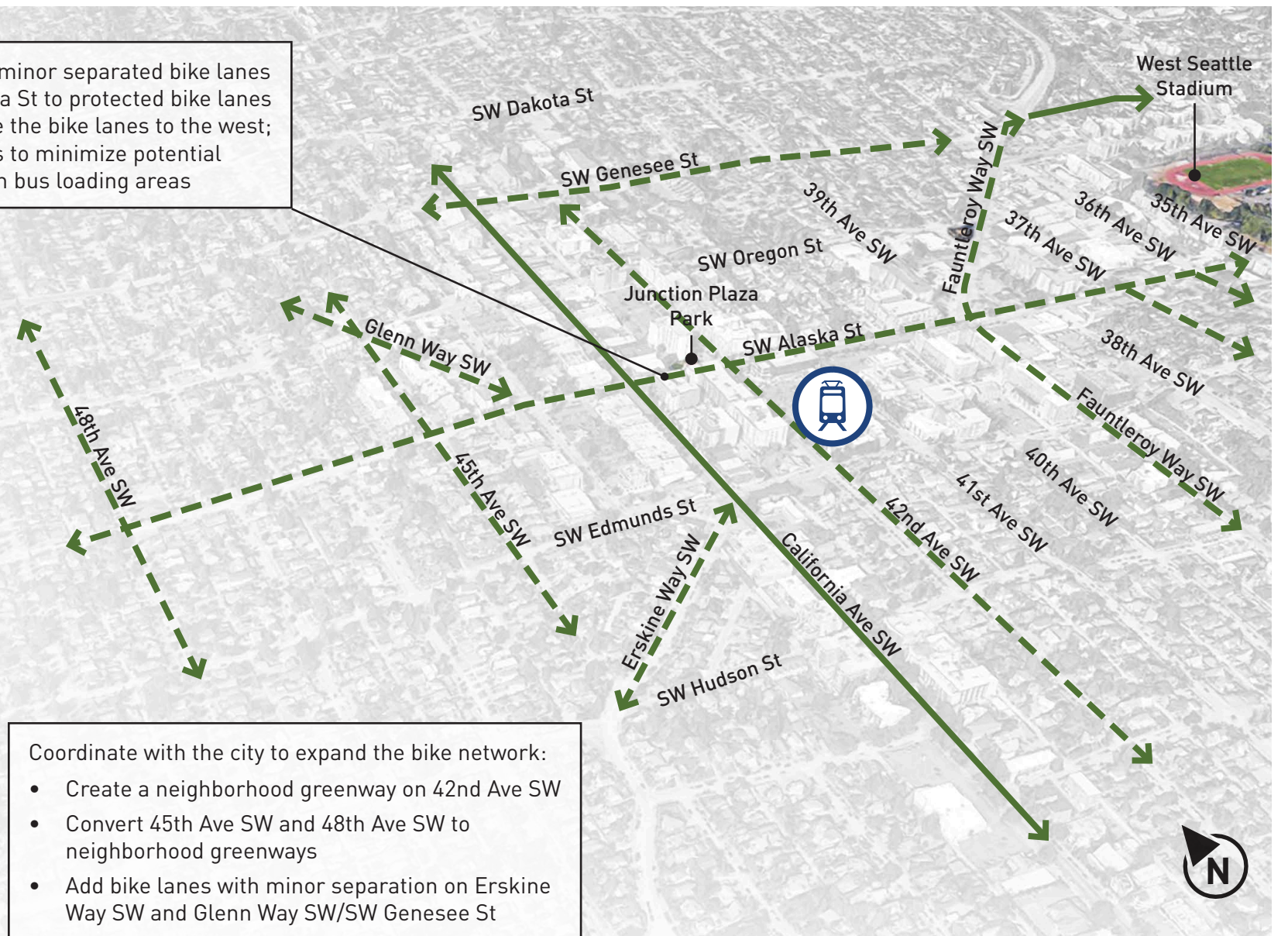
Walking, biking, and rolling to the station

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



- 1 Create a mid-block connection through the station site; explore the opportunity to add a marked crosswalk with curb bulbs
- 2 Coordinate with the future public park project to develop a mid-block pedestrian connection
- 3 Implement intersection improvements under the guideway potentially including pedestrian signals and marked crosswalks
- 4 Explore a pedestrian connection under the guideway that could incorporate a trail for people walking, rolling, and cycling, and consider seating, landscaping, and lighting

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



Coordinate with the city to expand the bike network:

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



Streetscape with pedestrian amenities



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

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

Connecting to the station

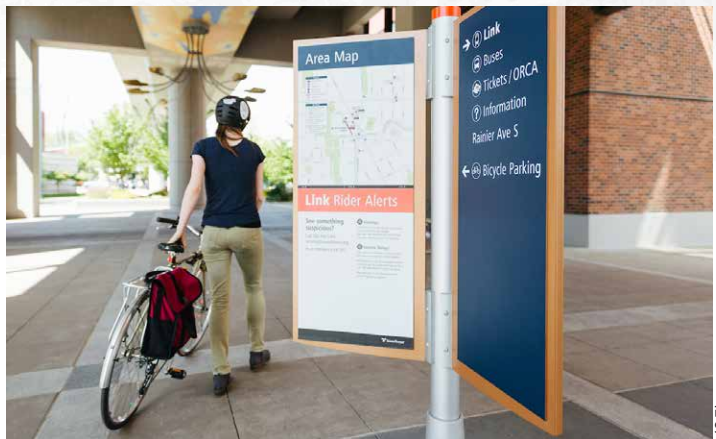
Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



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

- 1 Explore ways to minimize potential conflicts between bus loading areas, station entrances and bike lanes on SW Alaska St
- 2 Provide visual cues/wayfinding between the station entrances and pickup/drop-off areas

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



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



Bus stop adjacent to transit oriented development

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

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 Provide ample space for pedestrian movement and amenities by including wide sidewalks along new buildings with active storefronts, pedestrian lighting, and overhead weather protection
- 2 Ensure active uses occupy the ground level of any development

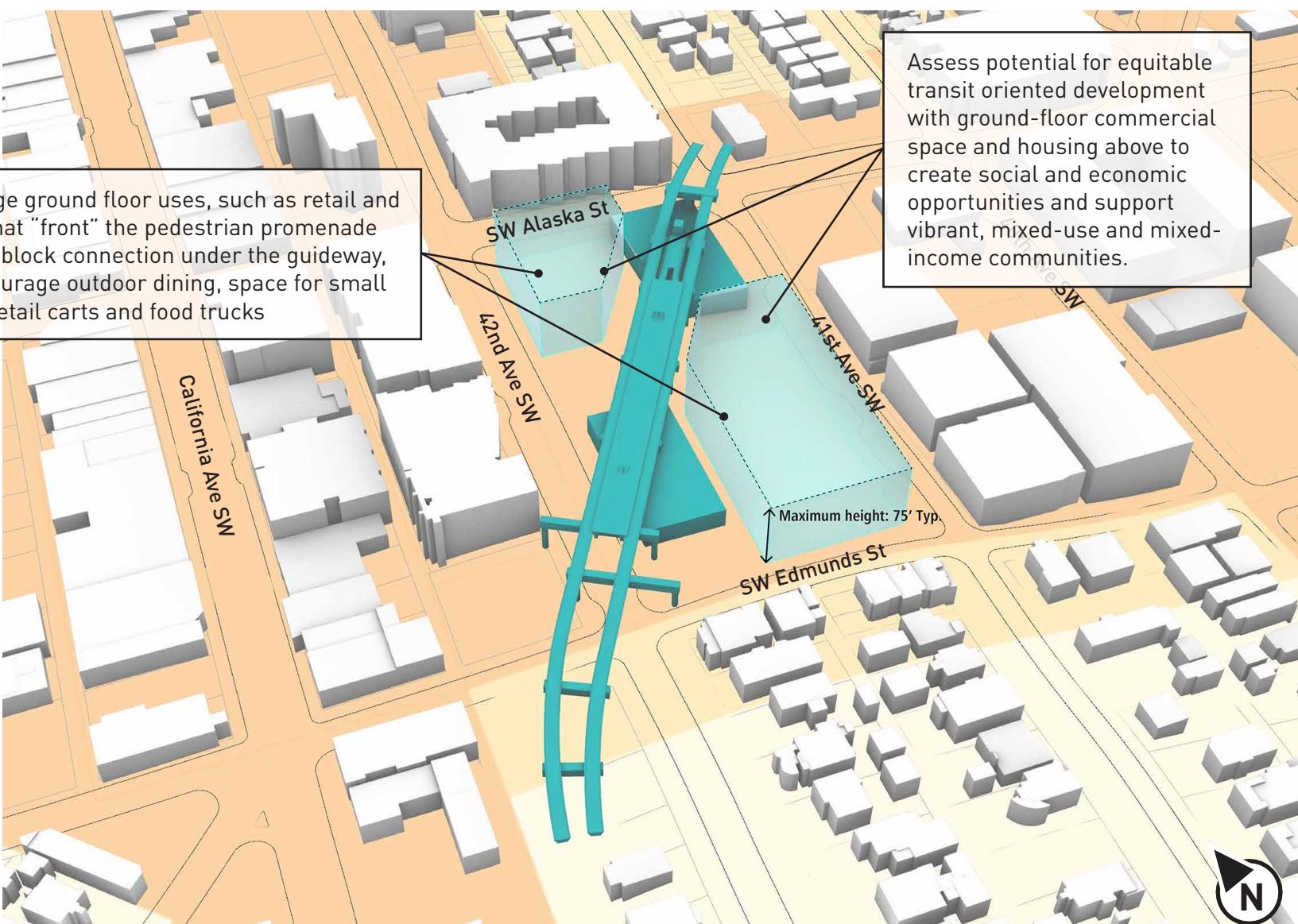
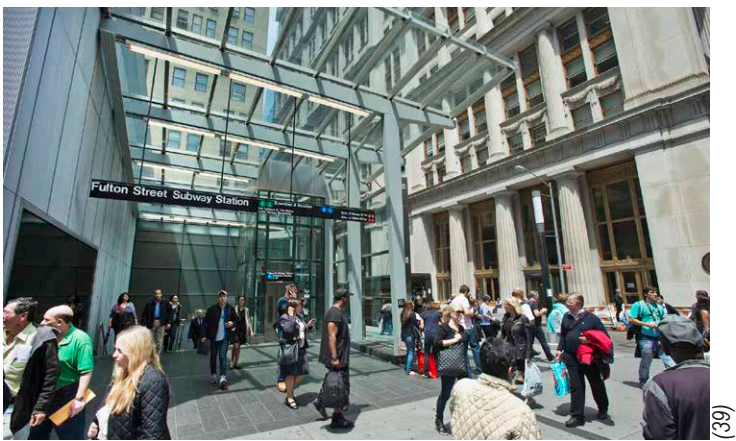


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Multifamily Single Family



Transit station integrated with mixed-use development



Development with internal pedestrian "streets"

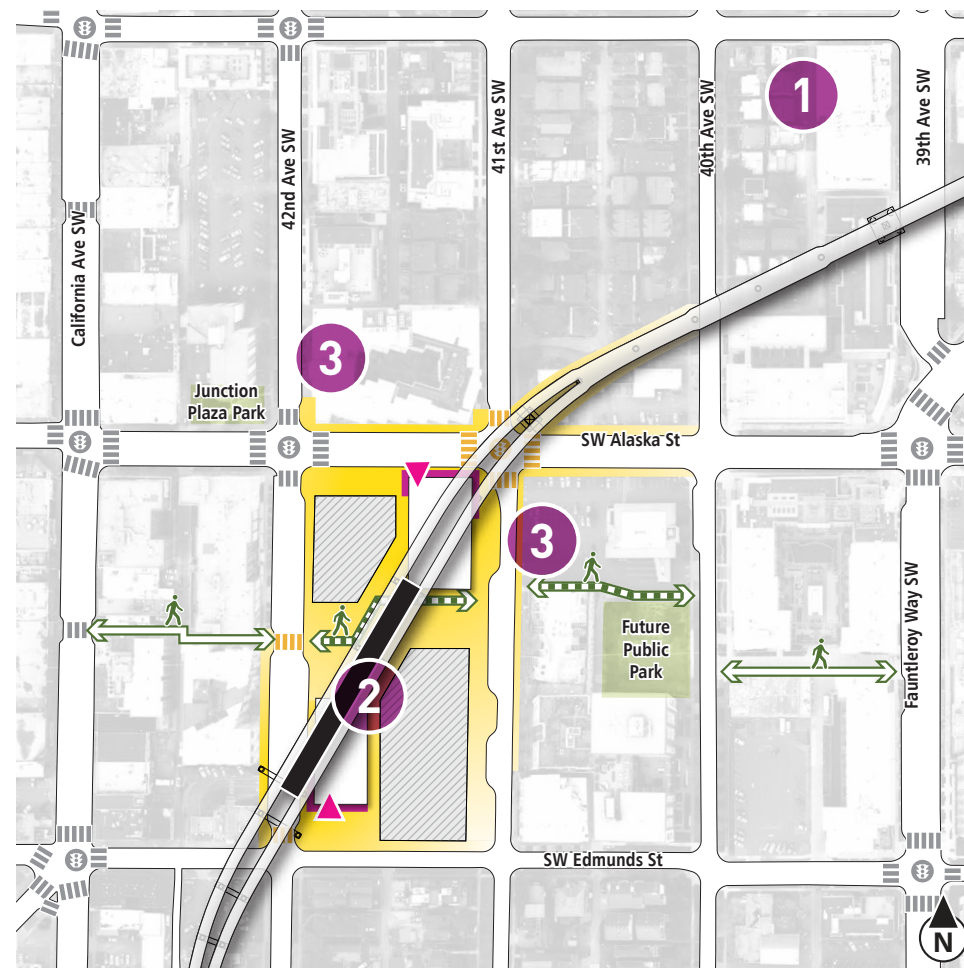
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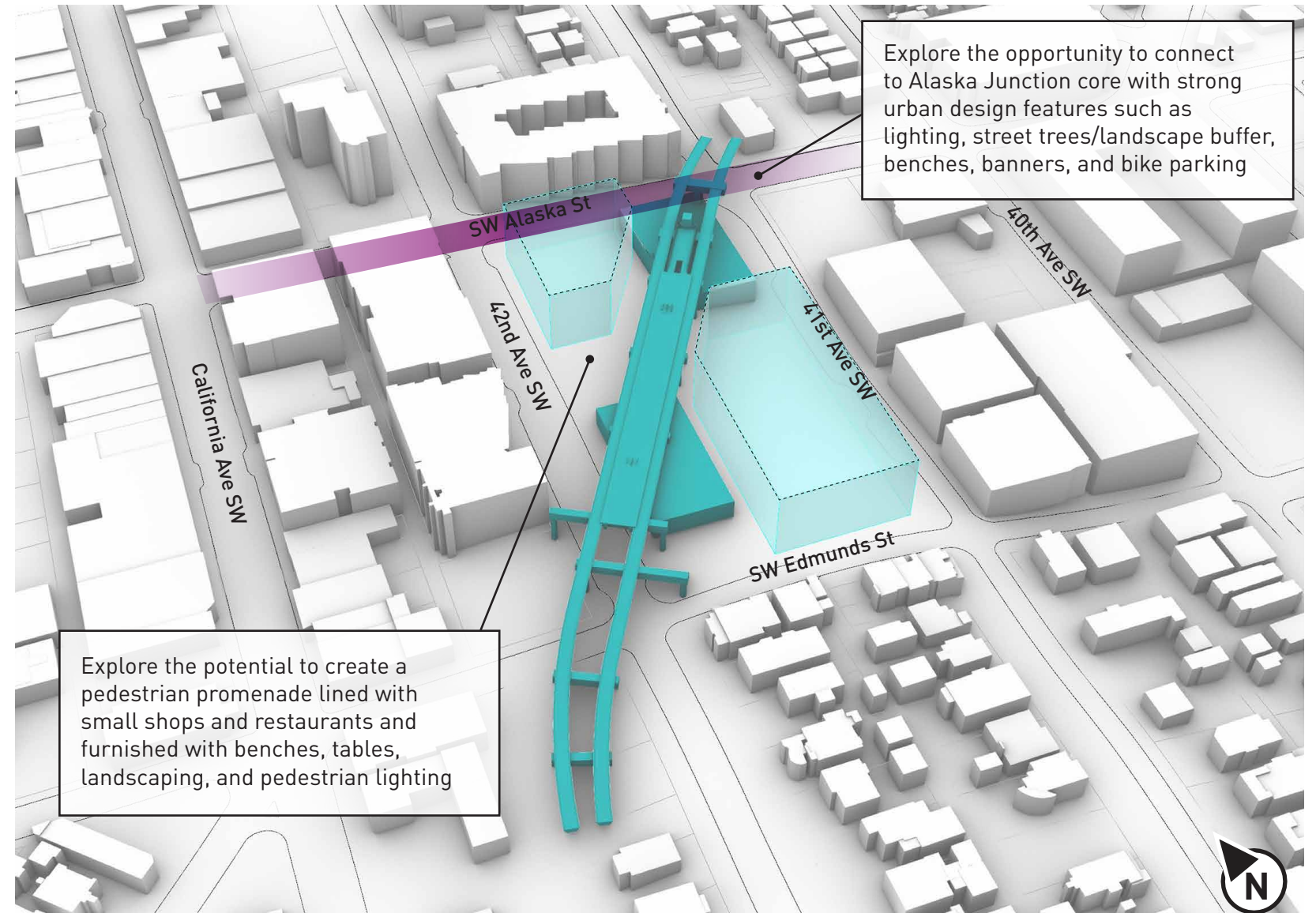
Elevated 41st/42nd Avenue
Station (WSJ-1)

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 Work with community members on how to best integrate the elevated structure into the neighborhood; explore potential for a park-like connection under the guideway between 40th Ave SW and Fauntleroy Way SW
- 2 Consider creating a pedestrian promenade and mid-block connection under the guideway
- 3 Encourage building frontages that are inviting and lively; focus on pedestrian scale for building and streetscape design in the station area



Transit oriented development near a light rail station



Shops with outdoor seating enliven a transit station plaza

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Elevated Fauntleroy Way Station (WSJ-2)

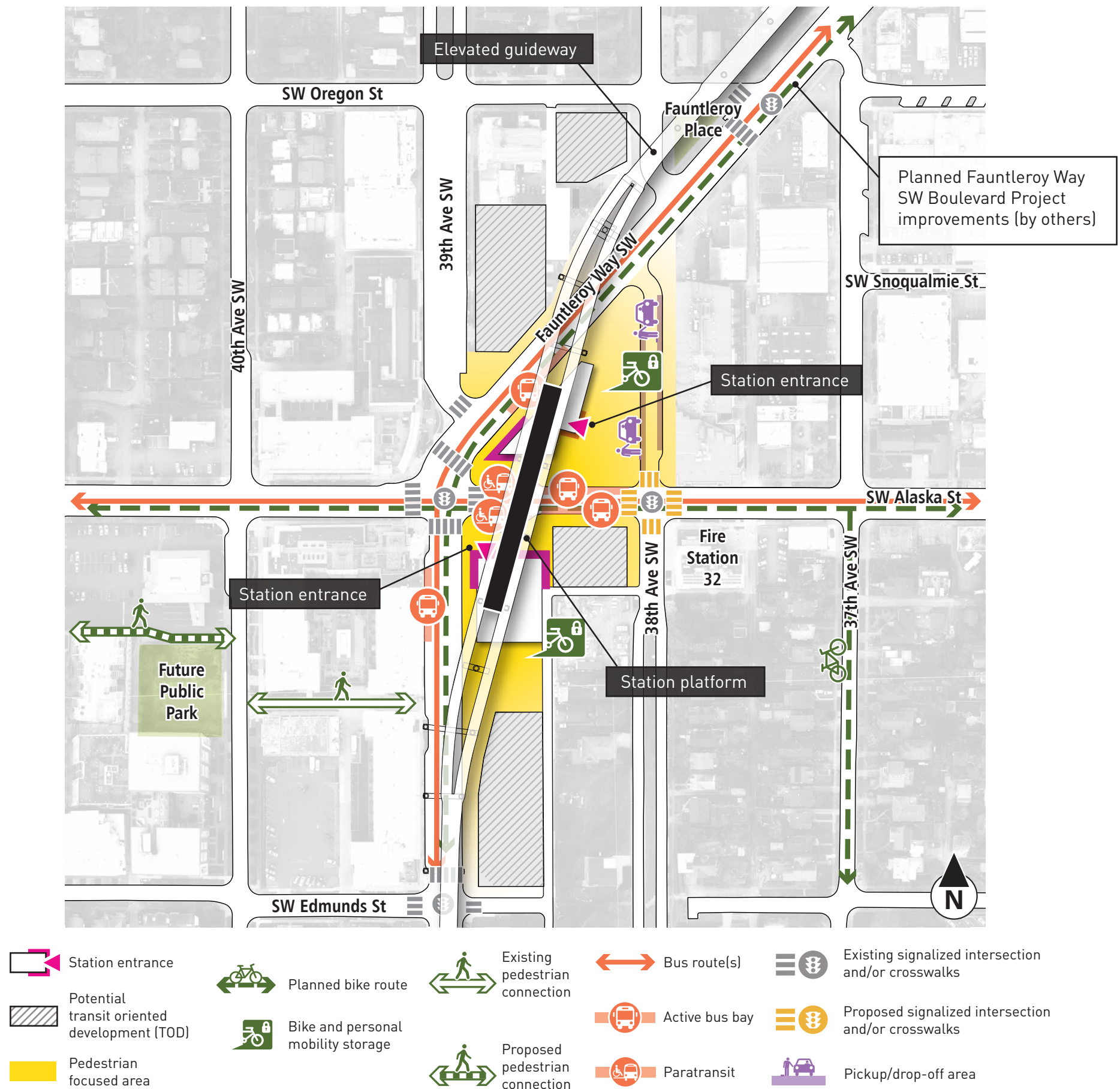
Preferred Alternative

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 could 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, pickup/drop-off areas, bike storage and plazas along with potential transit oriented development would create a welcoming environment around the station.



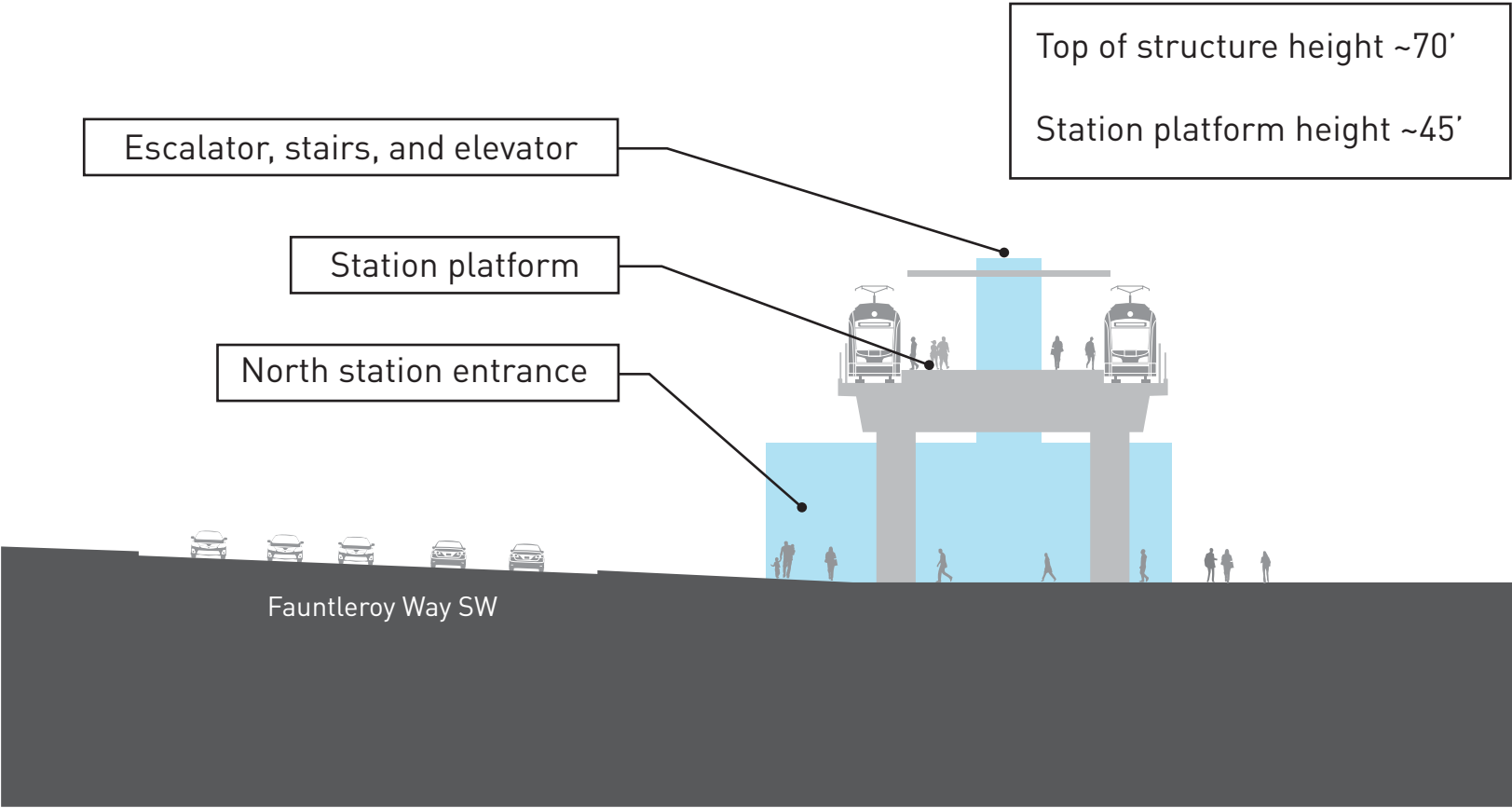
Elevated Fauntleroy Way Station
(WSJ-2)

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.

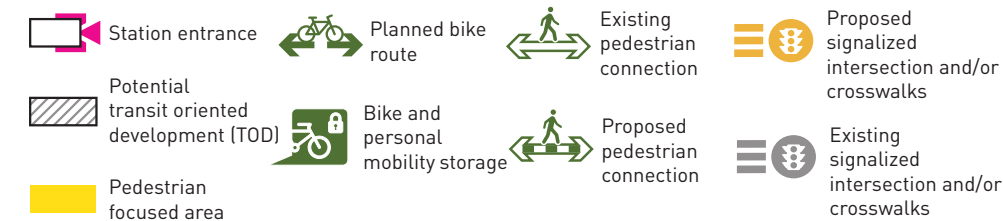
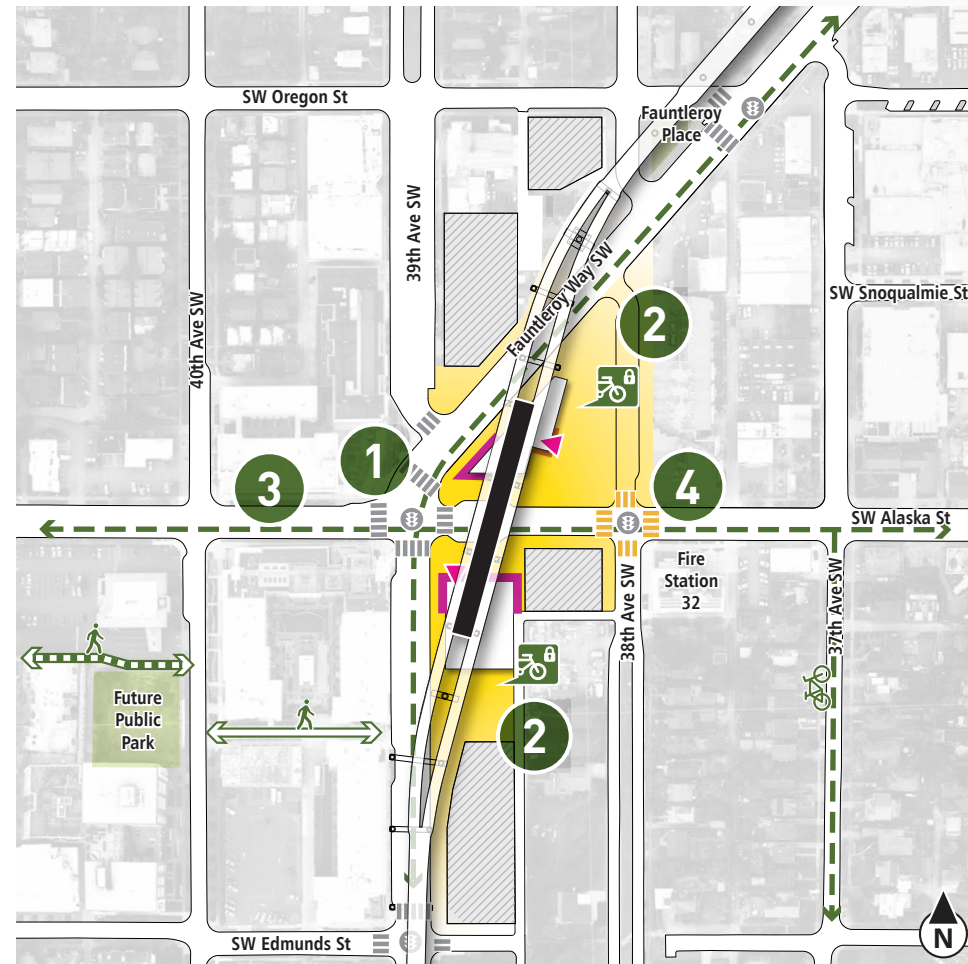
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Elevated Fautleroy Way Station (WSJ-2)

Walking, biking, and rolling to the station

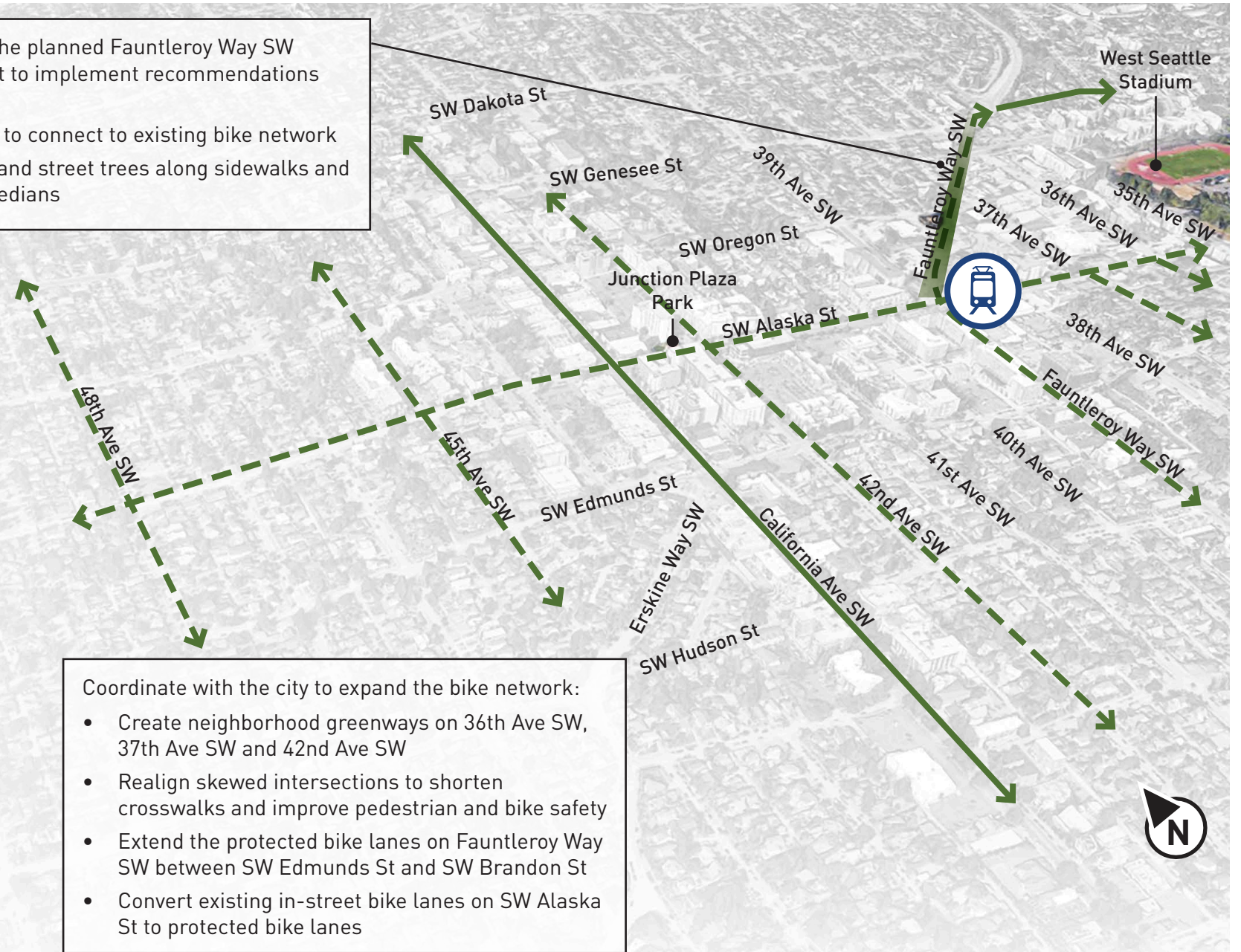
Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Consider bike boxes at intersections along with bike-only signals to improve safety for cyclists
- 2 Locate bike parking close to station entrance and adjacent to existing and planned bike routes
- 3 Develop clear wayfinding for pedestrians to connect from The Junction to the station
- 4 Explore the potential for a new signal and crosswalks; coordinate with Fire Station 32

Coordinate with the planned Fautleroy 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



Coordinate with the city to expand the bike network:

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



Streetscape with pedestrian amenities



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

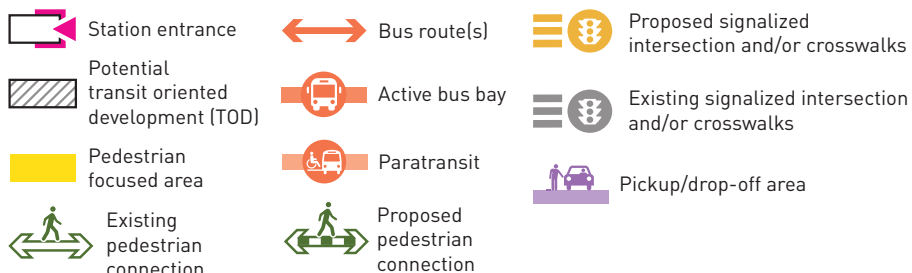
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Elevated Fauntleroy Way Station
(WSJ-2)

Connecting to the station

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



- 1 Consider moving pickup/drop-off areas to 39th Ave SW north of Fauntleroy Way SW to encourage pedestrian use and minimize vehicles using this block
- 2 Coordinate with the city to create safe pedestrian and bike connections across Fauntleroy Way SW to The Junction
- 3 Refine pickup/drop-off areas and explore moving them south of SW Alaska St, potentially utilizing the alley space adjacent to the station site
- 4 Explore the opportunity to create a festival street designed to accommodate pickup/drop-off and encourage pedestrian use

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

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



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



Bus stop adjacent to transit oriented development

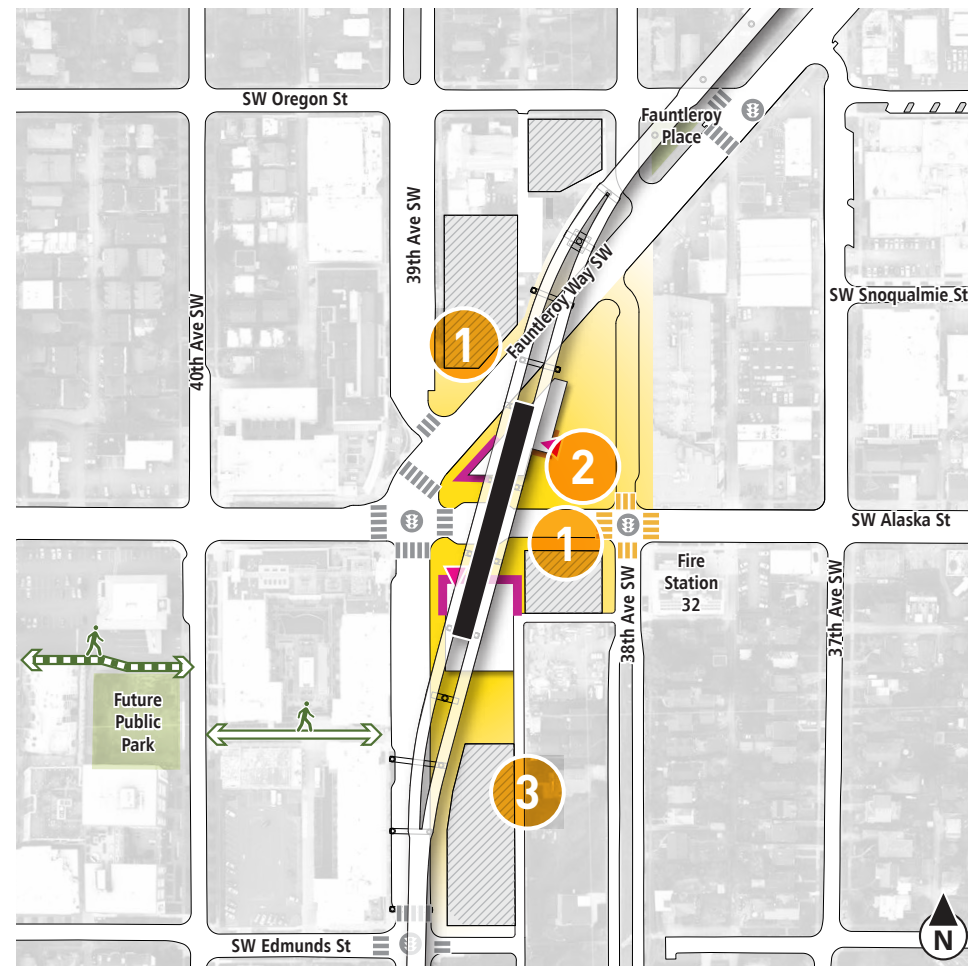
Alaska Junction Station

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Elevated Fauntleroy Way Station
(WSJ-2)

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 Provide ample building setbacks at new developments and incorporate pedestrian-scale building frontages, lighting, and overhead weather protection
- 2 Explore integrating station entrance into smaller-scale building containing retail or community-oriented uses
- 3 Consider designing the alley as a pedestrian-friendly space that also accommodates access for future development

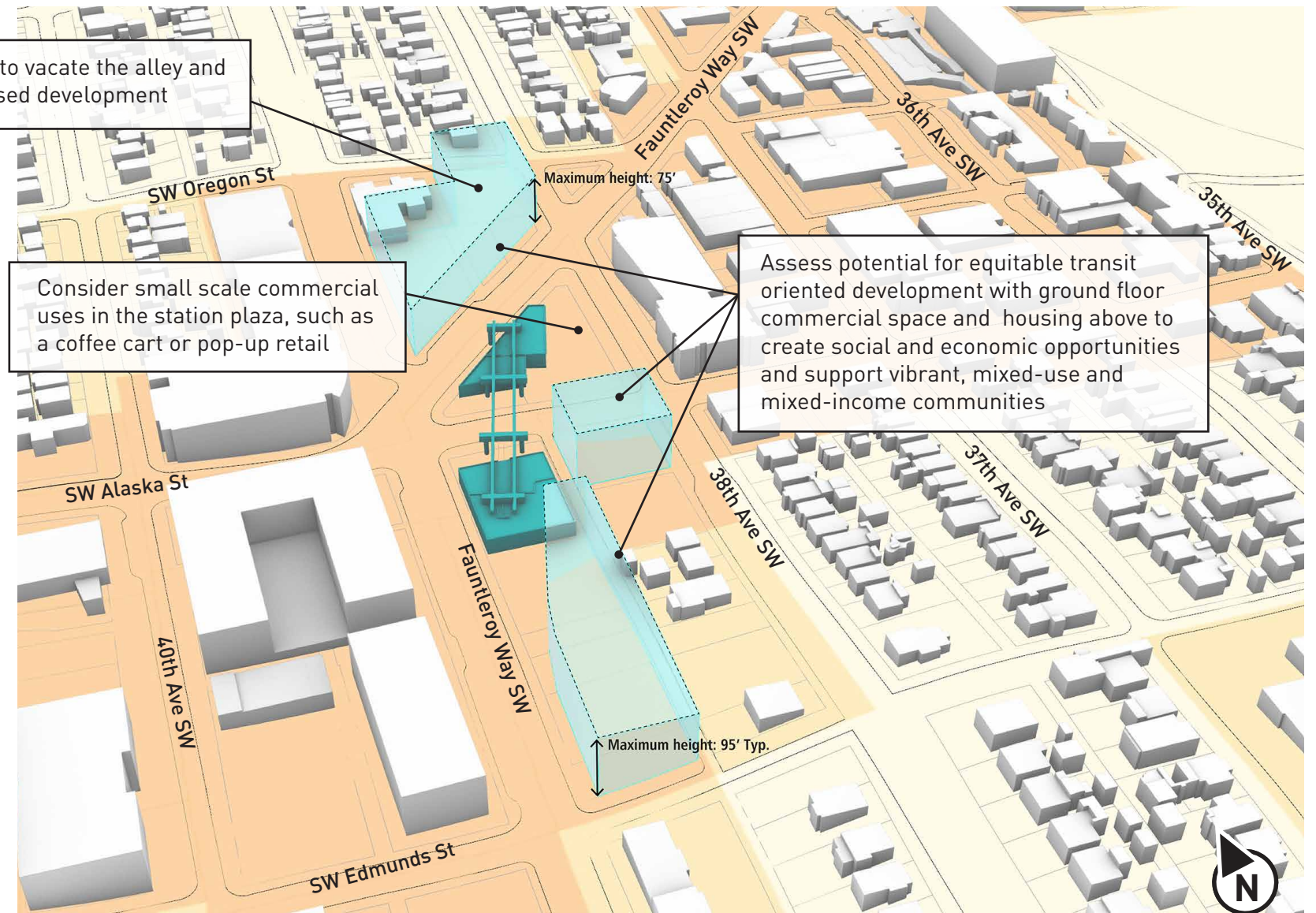


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Multifamily Single Family



Transit oriented development near a light rail station



Shops with outdoor seating enliven a transit station plaza

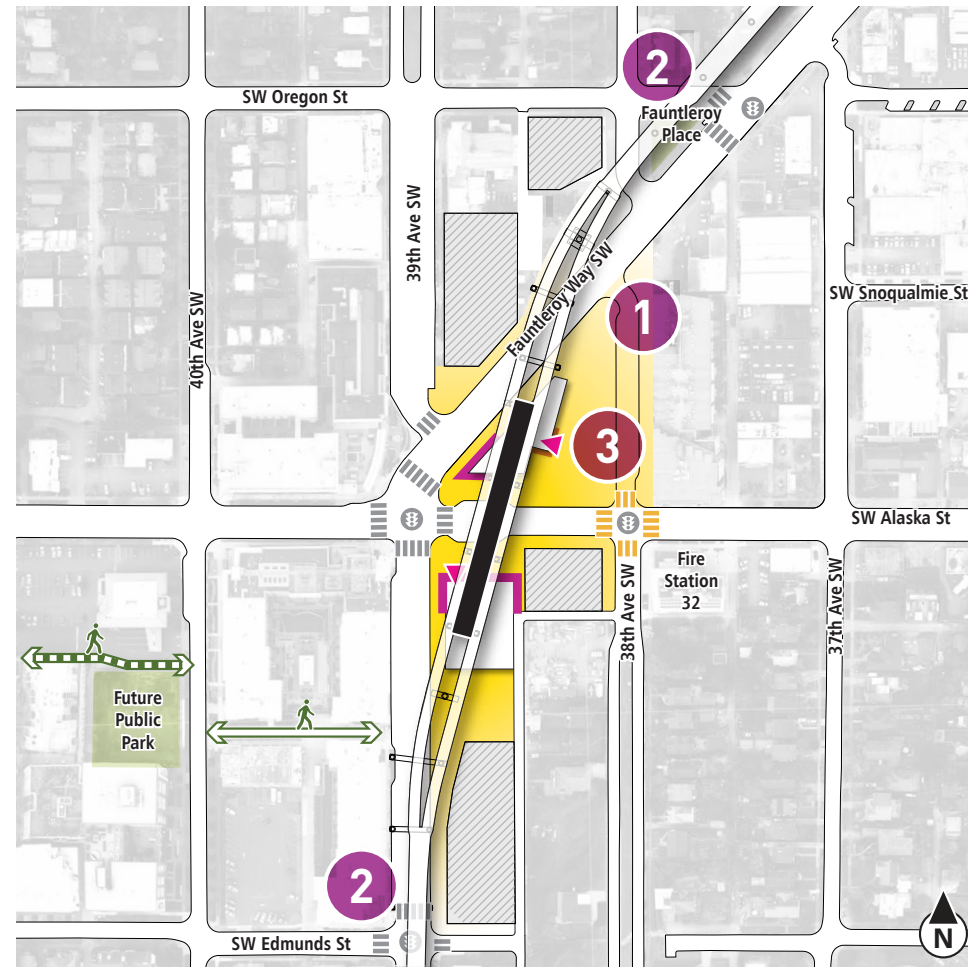
Alaska Junction Station

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Elevated Fauntleroy Way Station (WSJ-2)

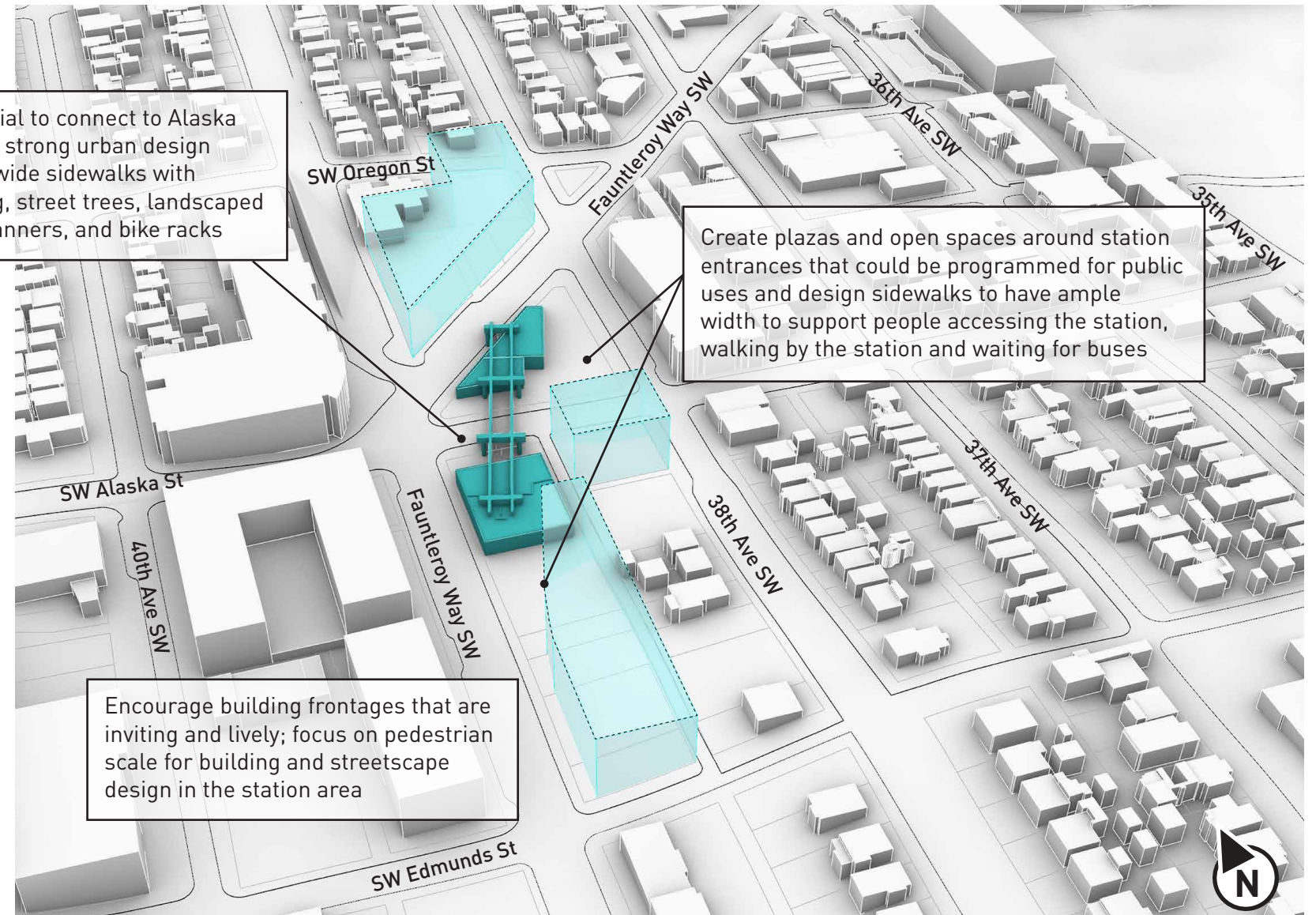
Enjoying public space near the station

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
- Proposed signalized intersection and/or crosswalks
- Existing signalized intersection and/or crosswalks
- Existing pedestrian connection
- Proposed pedestrian connection

- 1 Explore potential to designate 38th Ave SW as a festival street that limits general vehicular traffic but allows pickup/drop-off, and incorporates wide sidewalks, special paving, pedestrian lighting, and landscaping
- 2 Work with community members on how to best integrate the elevated structure into the neighborhood by encouraging active or passive uses under the guideway, such as pocket parks or trails for pedestrians and cyclists
- 3 Consider design of open space at the station to create a park-like plaza with tree canopy, bike parking, and space for retail kiosks or other pop-ups



Festival streets offer flexible space during events and pedestrian space year-round



Urban design treatments under guideway

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Tunnel 41st Avenue Station (WSJ-3a)

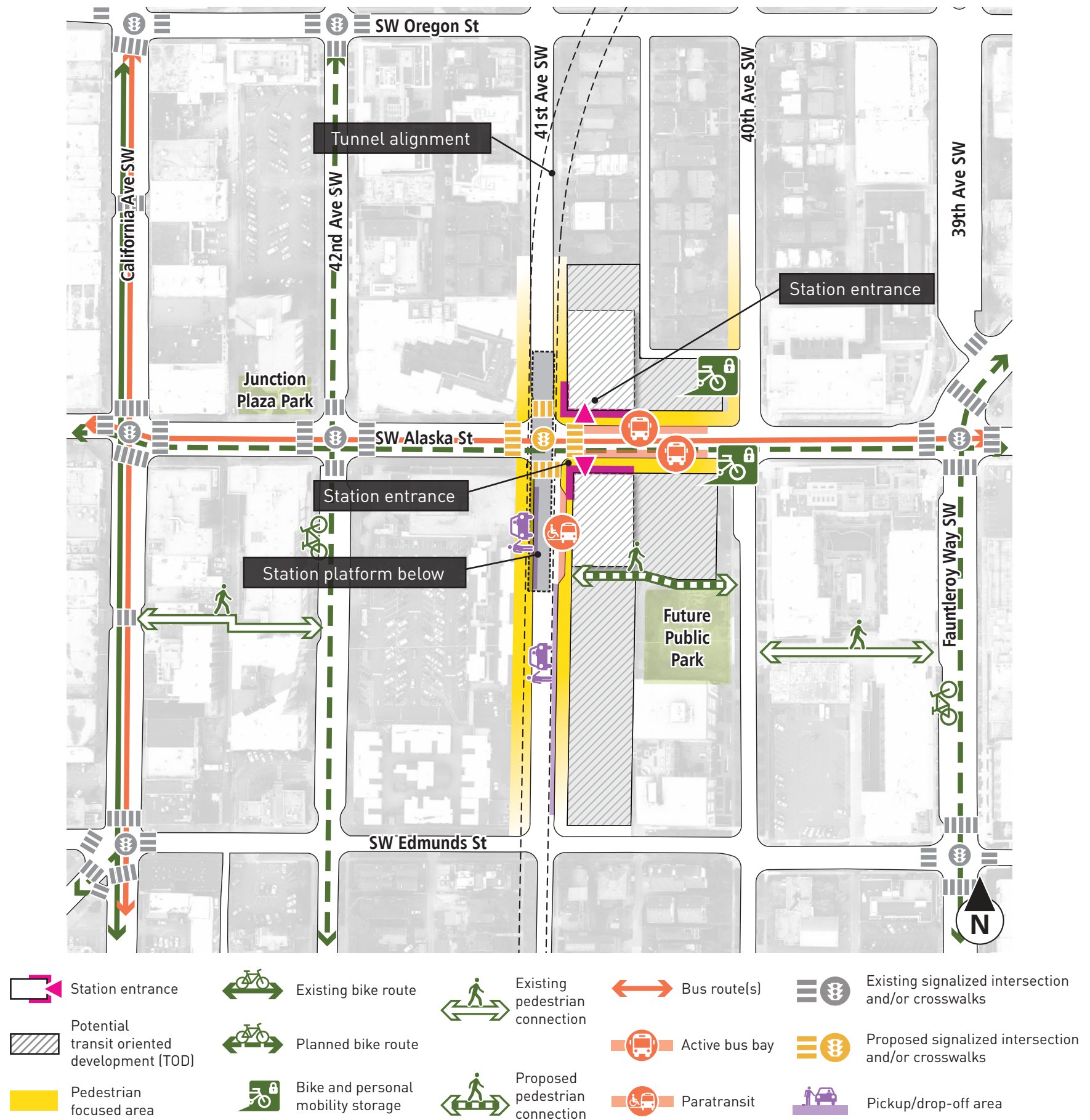
Preferred Alternative with Third-Party Funding

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-5, but below grade it is approximately 20 feet deeper than the WSJ-5 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 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.

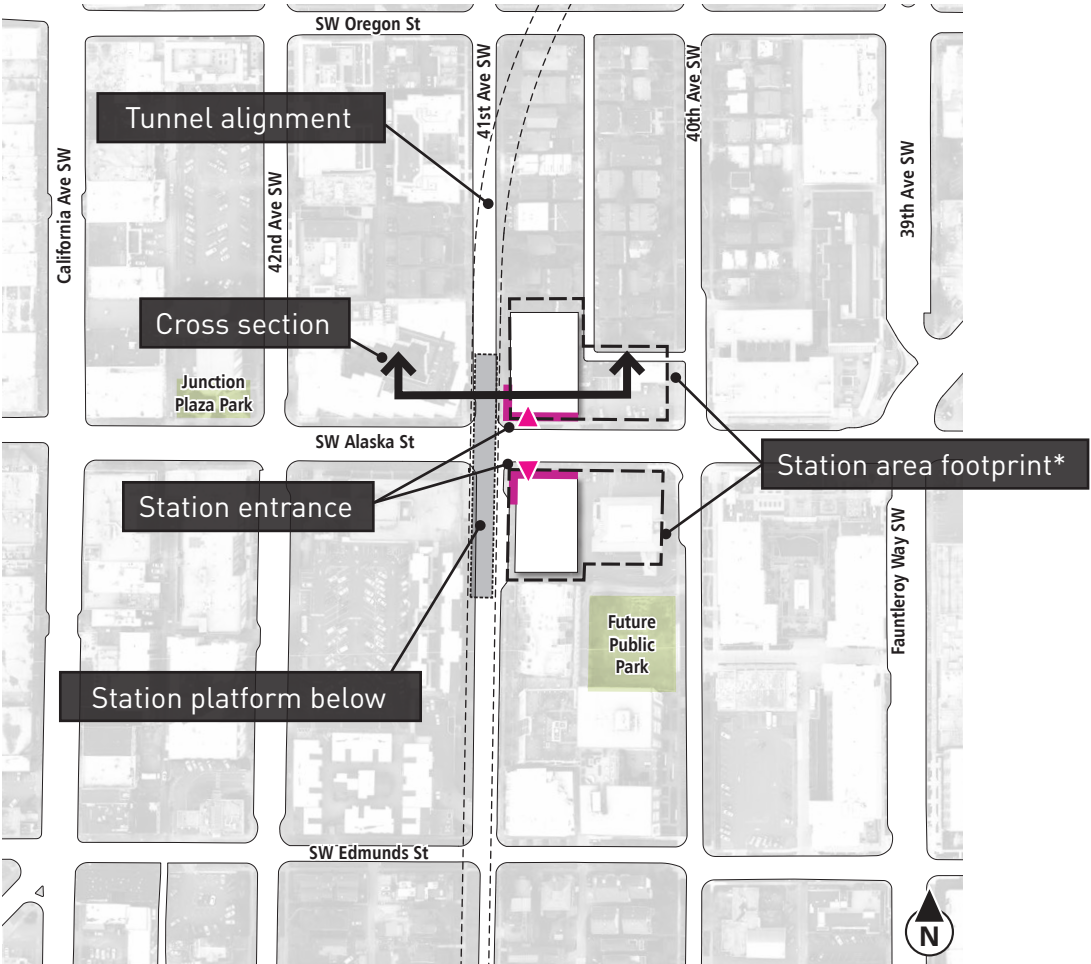


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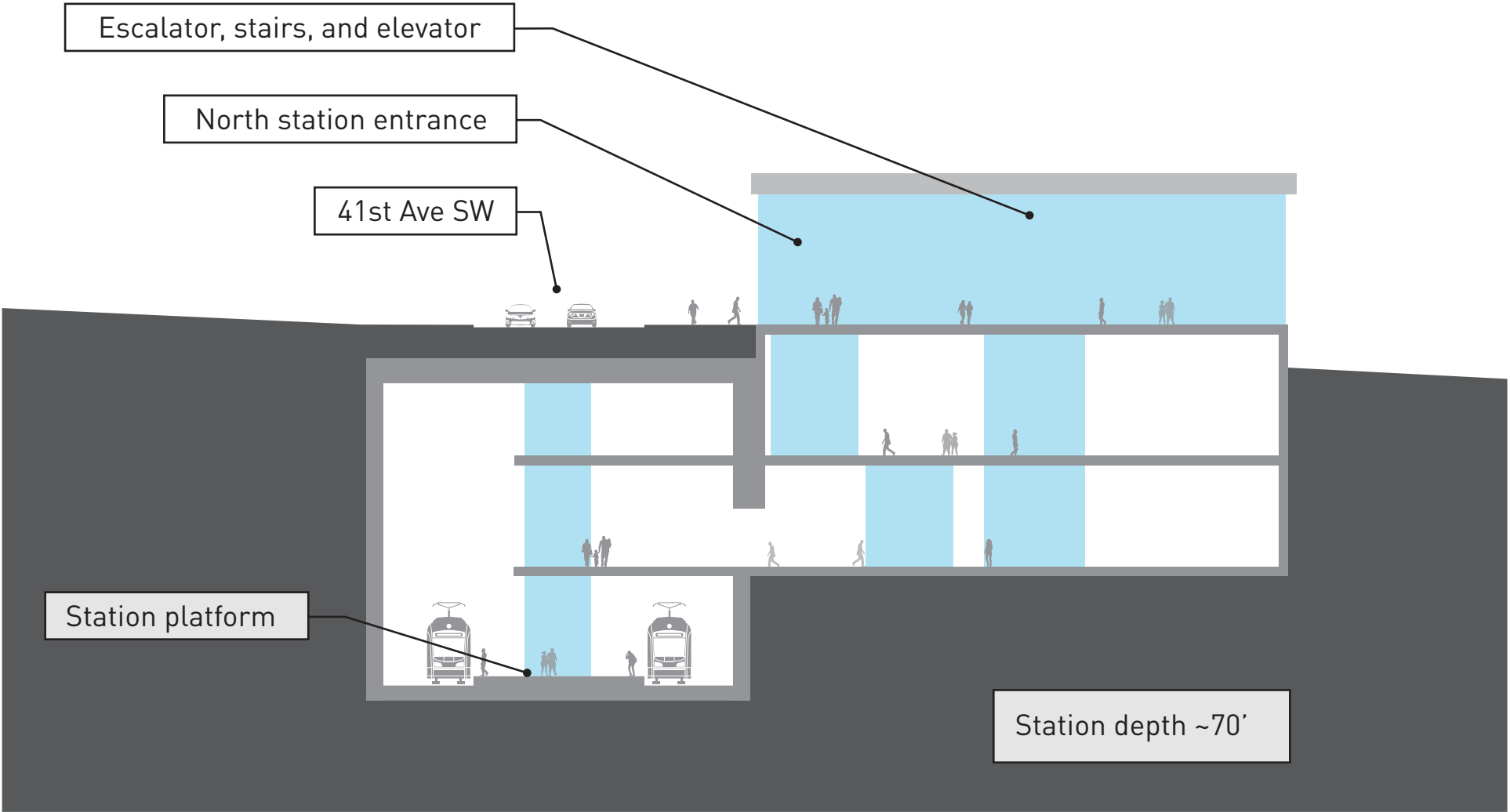
Tunnel 41st Avenue Station
(WSJ-3a)

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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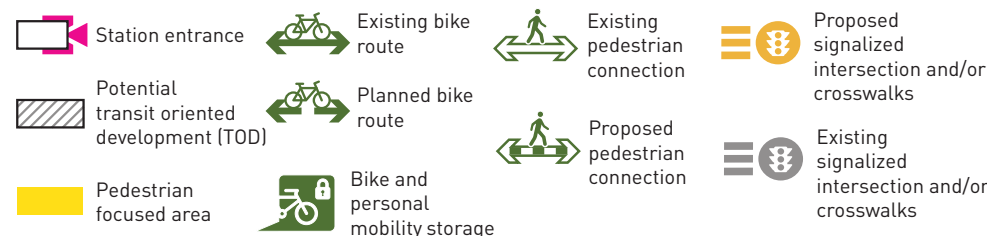
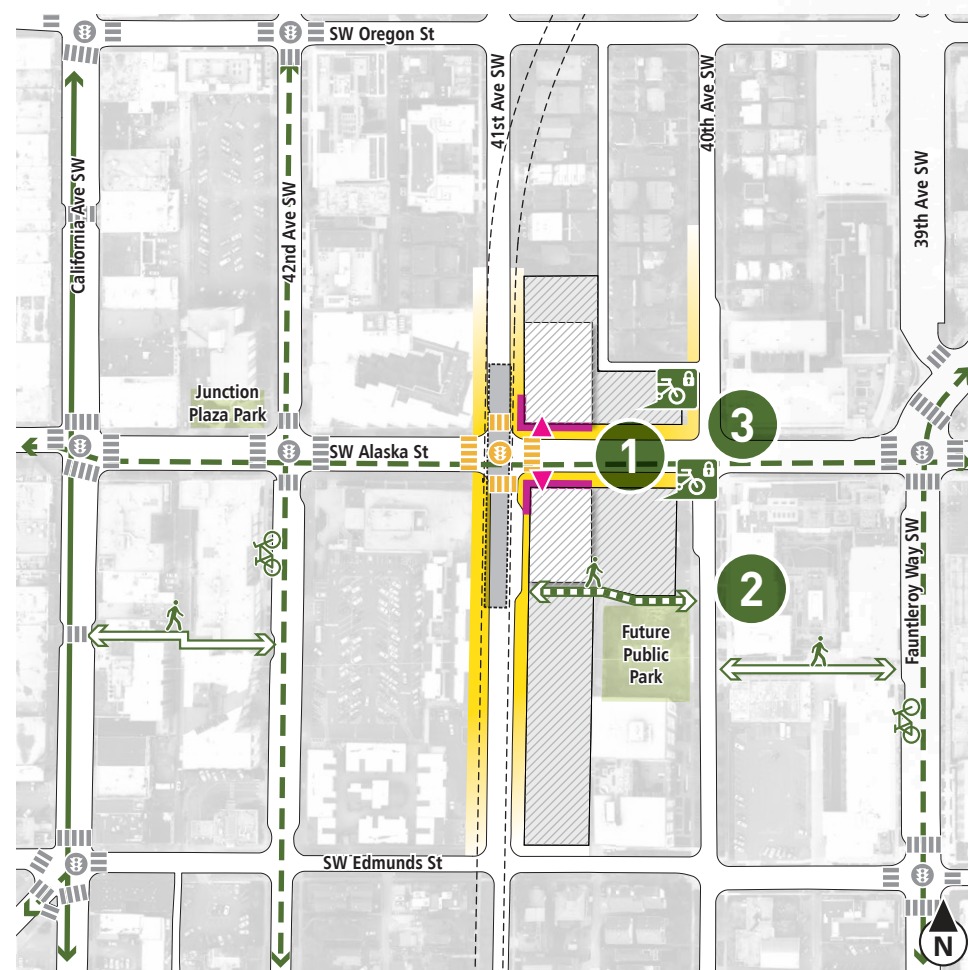
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Tunnel 41st Avenue Station
(WSJ-3a)

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.



- 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 Explore creating a new pedestrian connection through the station site and explore the potential for a shared alley design to accommodate service access as well as pedestrians
- 3 Integrate bike storage into potential transit oriented developments on either side of SW Alaska St, providing convenient access without the need to cross the street

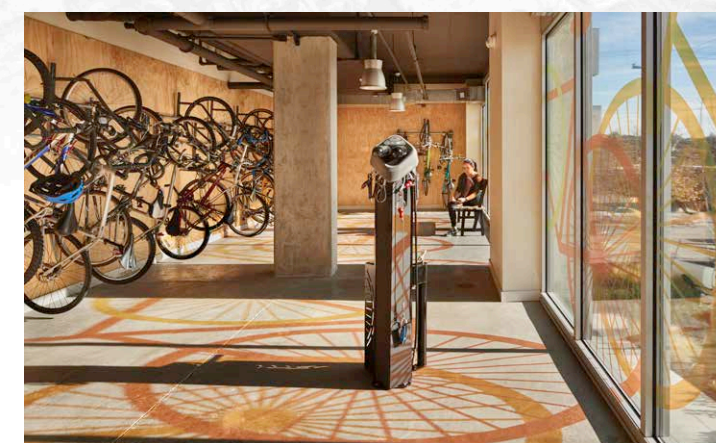


Coordinate with the city to expand the bike network:

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



Mid-block pedestrian connection



Bike storage integrated with transit oriented development

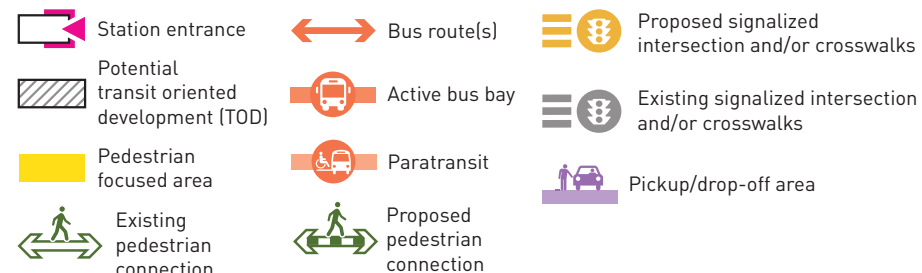
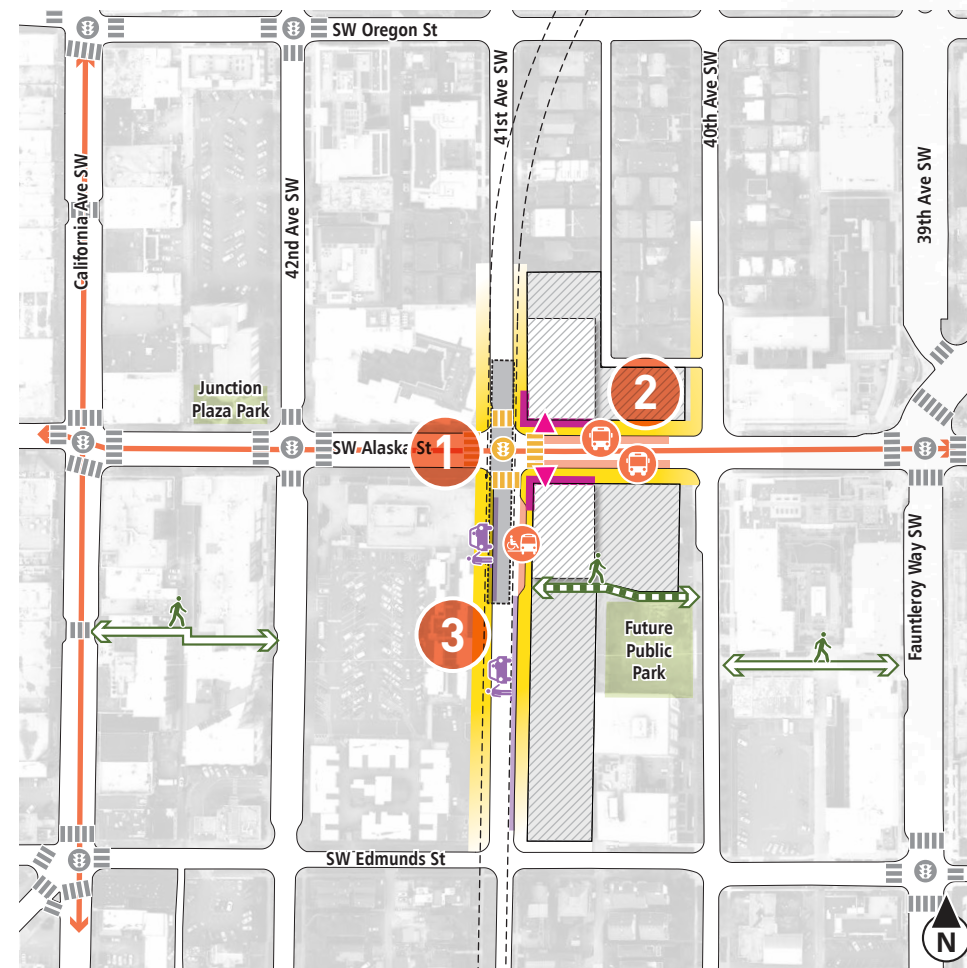
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Tunnel 41st Avenue Station (WSJ-3a)

Connecting to the station

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



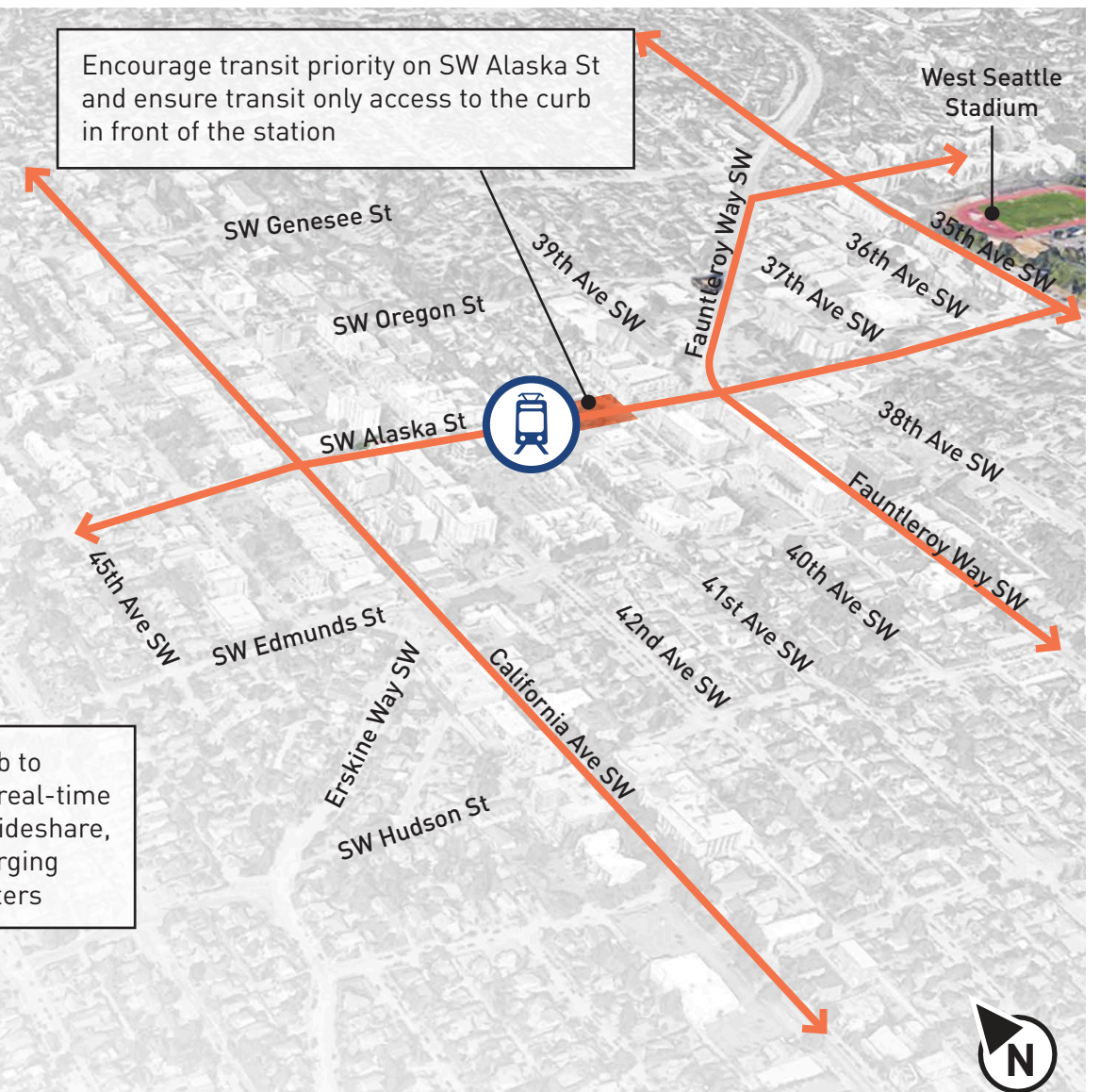
- 1 Station entrances on both sides of street facilitate transfers from buses on SW Alaska St
- 2 Explore ways to minimize potential conflicts between bus loading areas, station entrances and bike lanes
- 3 Refine pickup/drop-off area(s) and explore locations away from bus routes and bike lanes on SW Alaska St to minimize potential conflicts



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

Encourage transit priority on SW Alaska St and ensure 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



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

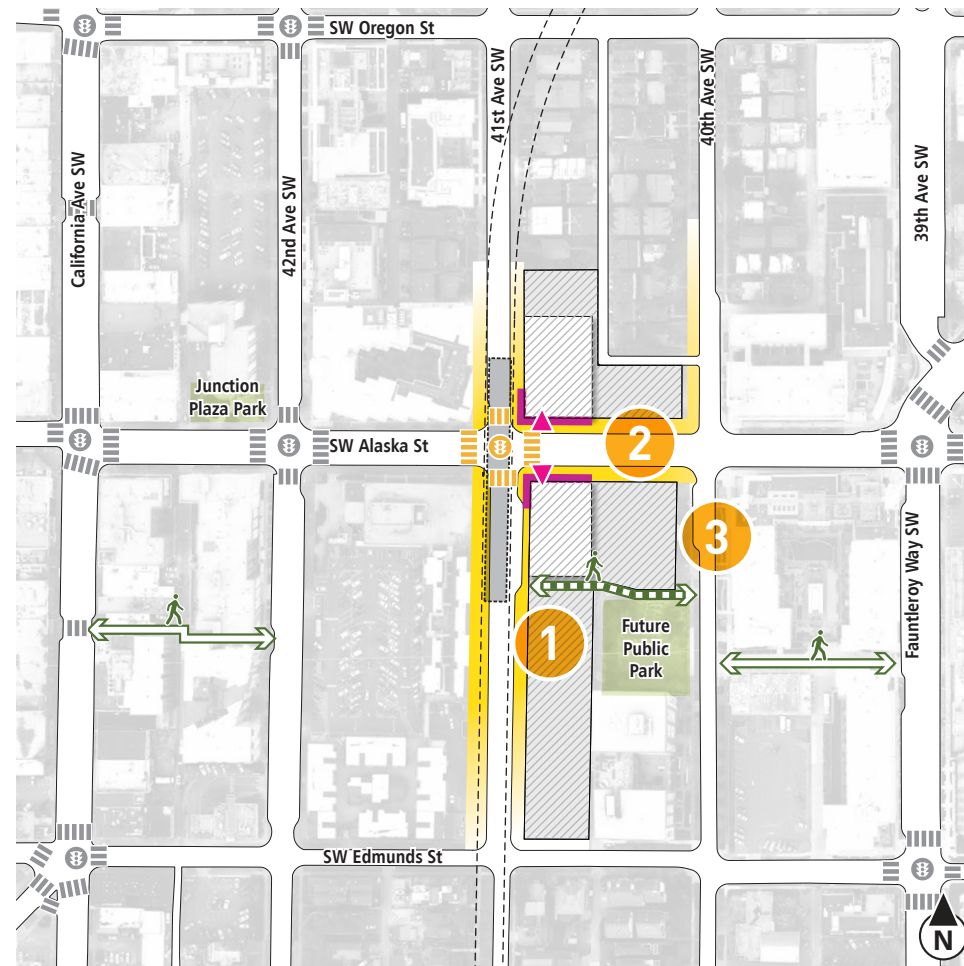
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Tunnel 41st Avenue Station
(WSJ-3a)

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 connectivity and circulation midblock through existing and future developments and consider strategies that allow for public access through the site
- 2 Design station entrance to accommodate multi-floor development above
- 3 Coordinate with future development to ensure that parking and service uses do not conflict with access to the station

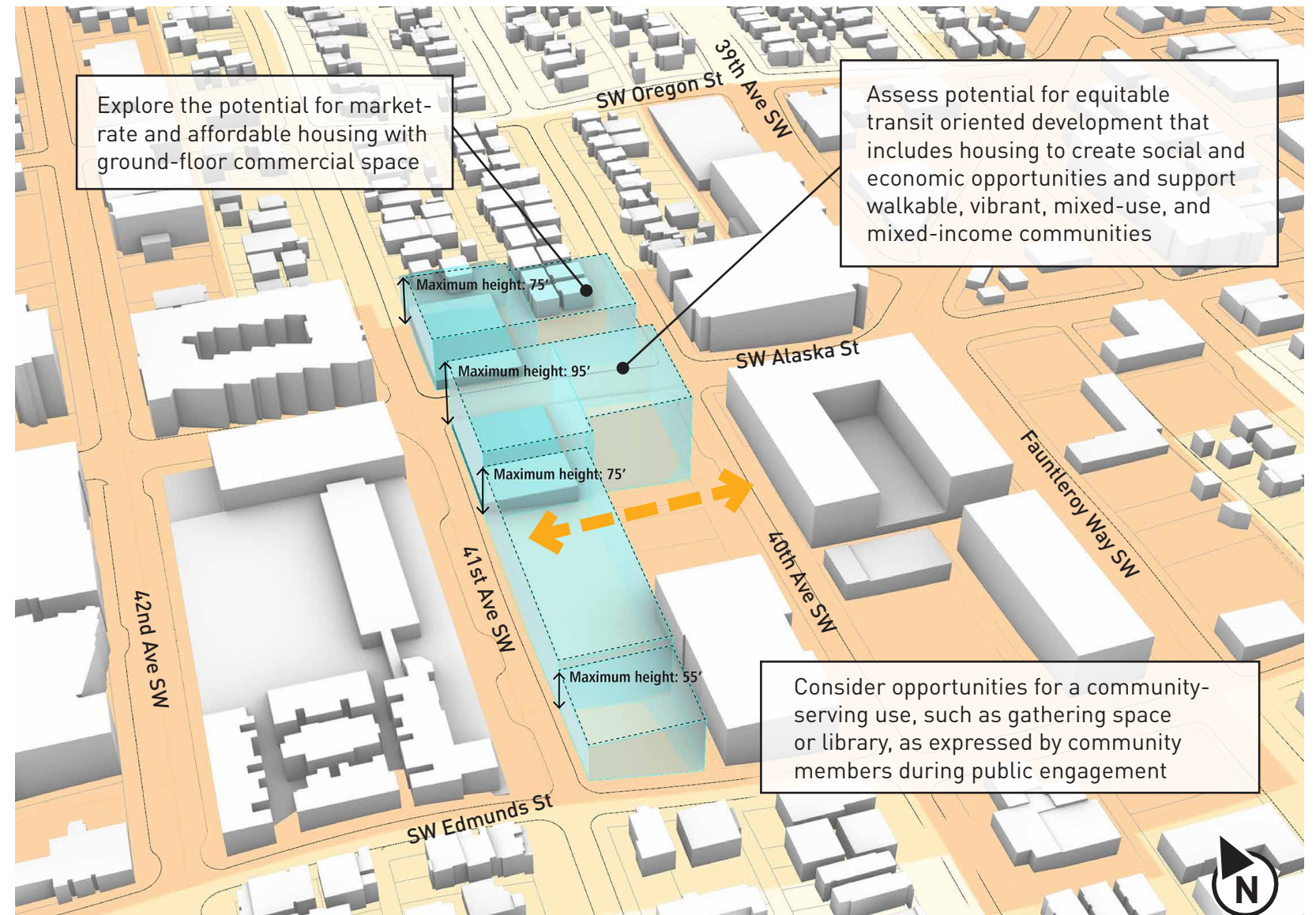
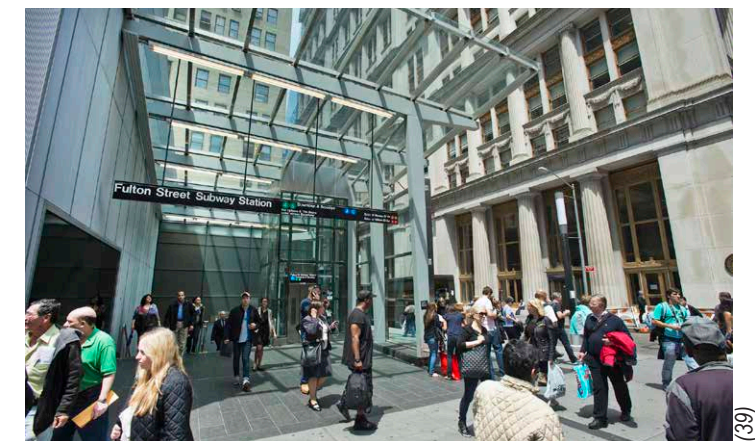


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Multifamily Single Family



Shops with outdoor seating enliven a transit plaza



Transit station integrated with mixed-use development

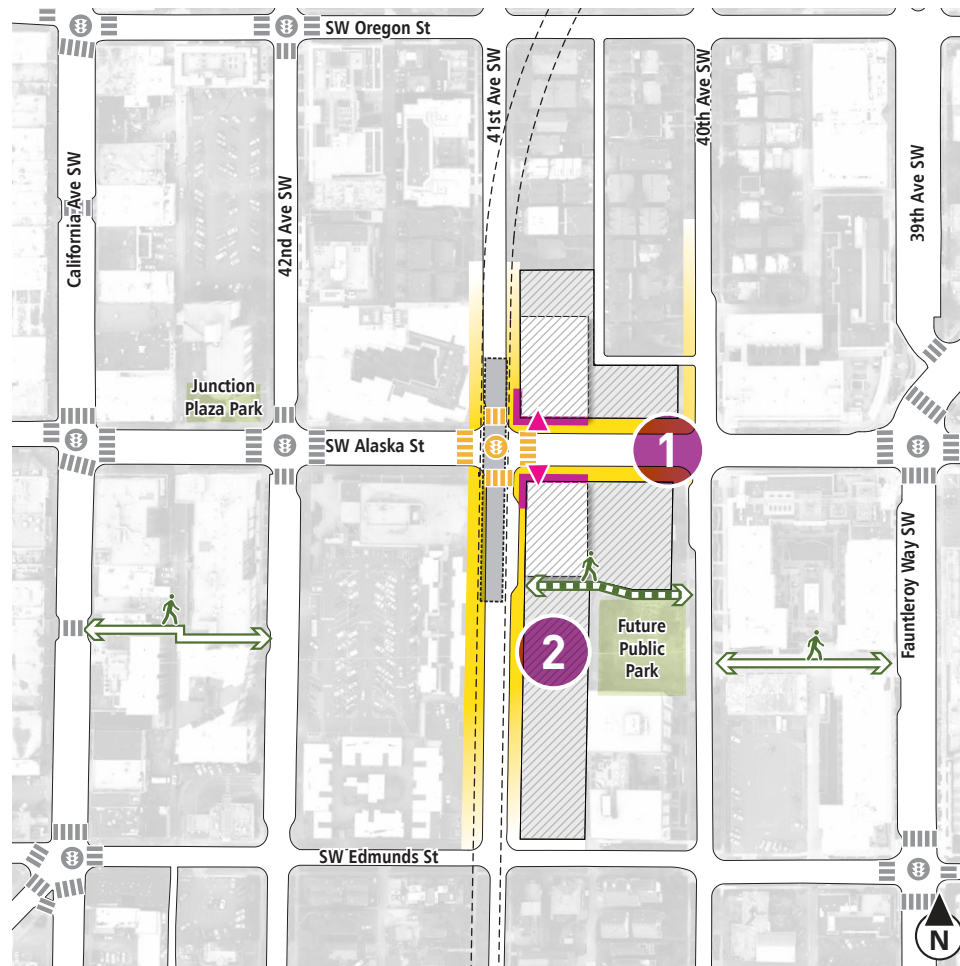
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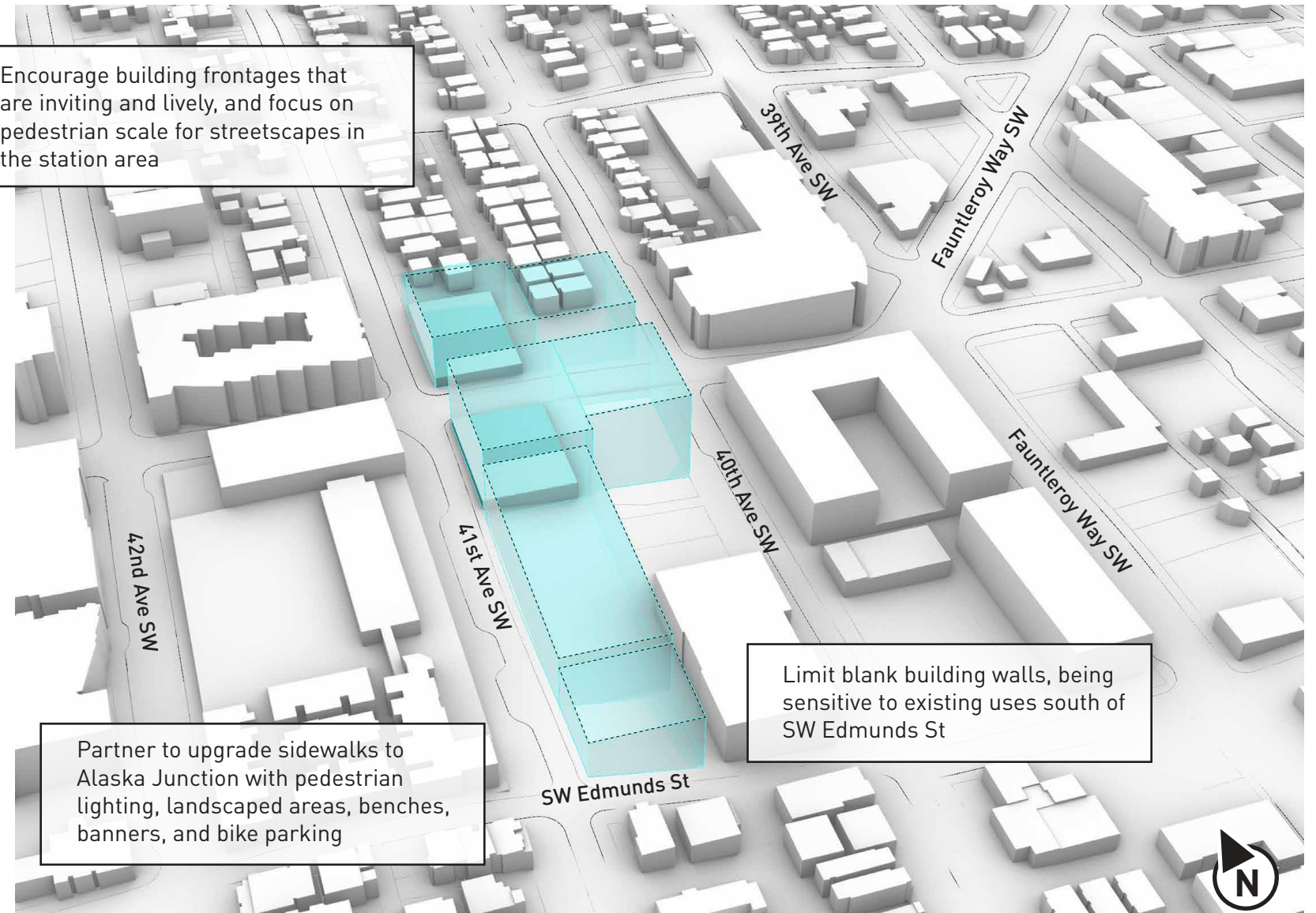
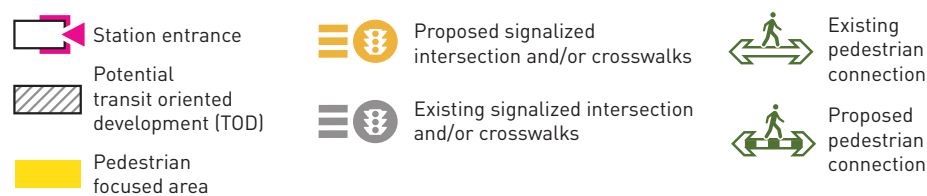
Tunnel 41st Avenue Station
(WSJ-3a)

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 at 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 Encourage the proposed pedestrian connection through the block east of 41st Ave SW to incorporate design features such as seating, lighting, signage, and public art



Pedestrian connection through new development



Sidewalk space with pedestrian amenities

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West Seattle
Link Extension

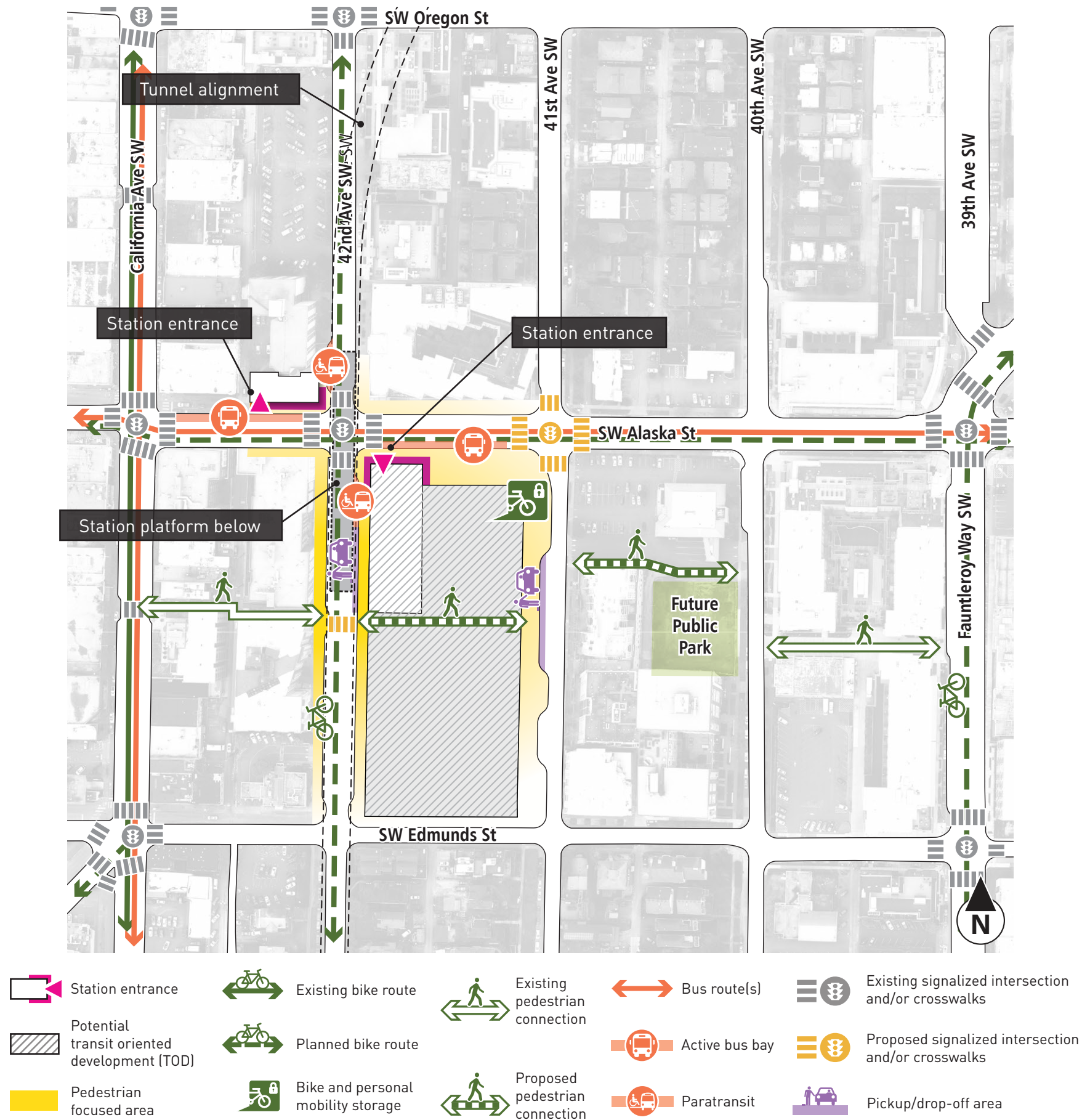
Tunnel 42nd Avenue Station
(WSJ-3b)

Preferred Alternative with Third-Party Funding

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.

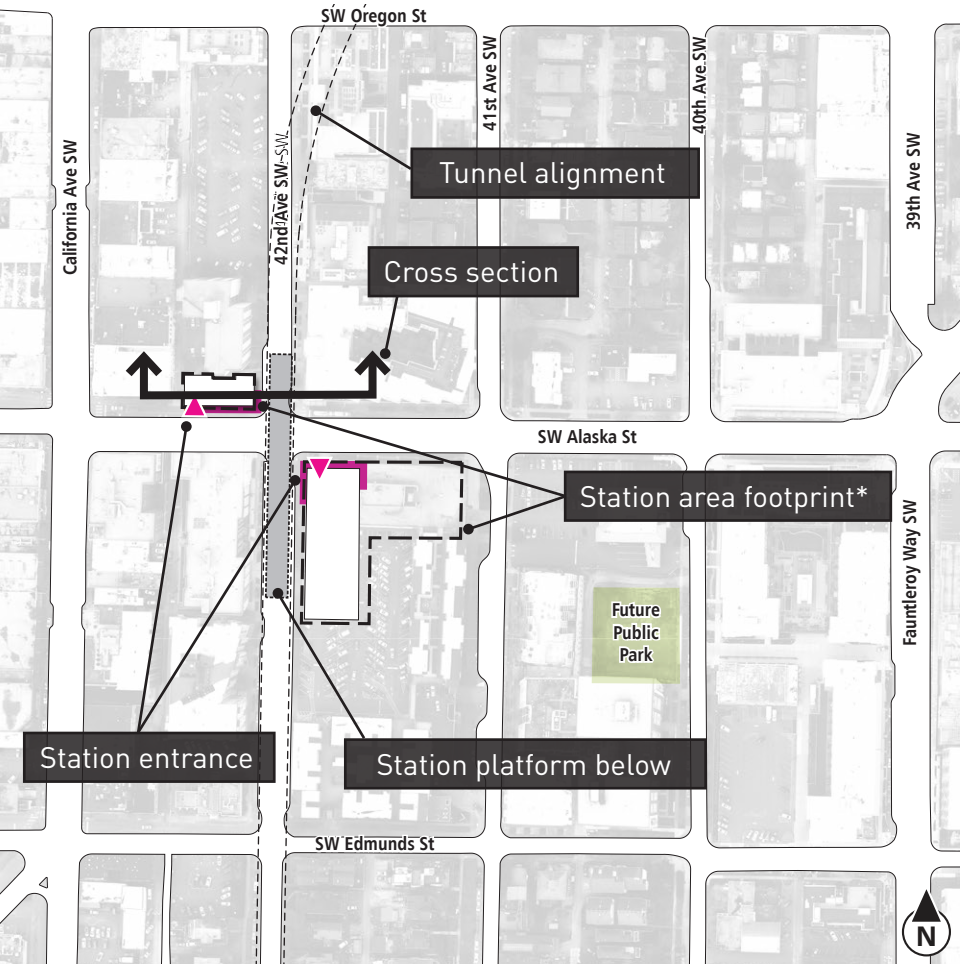


Alaska Junction Station

West Seattle
Link Extension

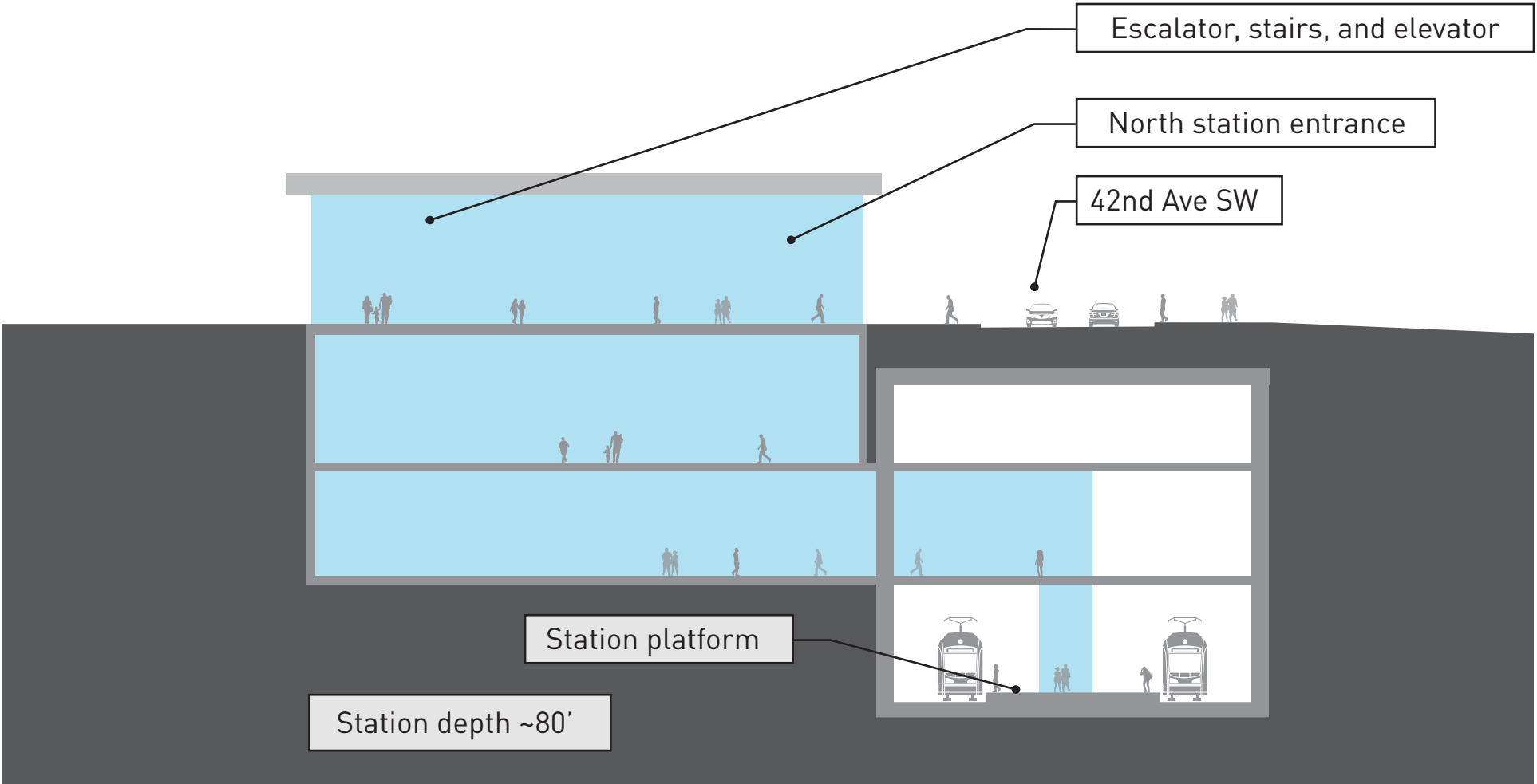
Tunnel 42nd Avenue Station
(WSJ-3b)

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

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

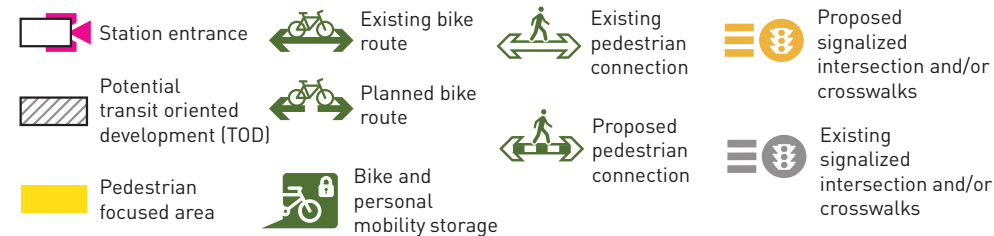
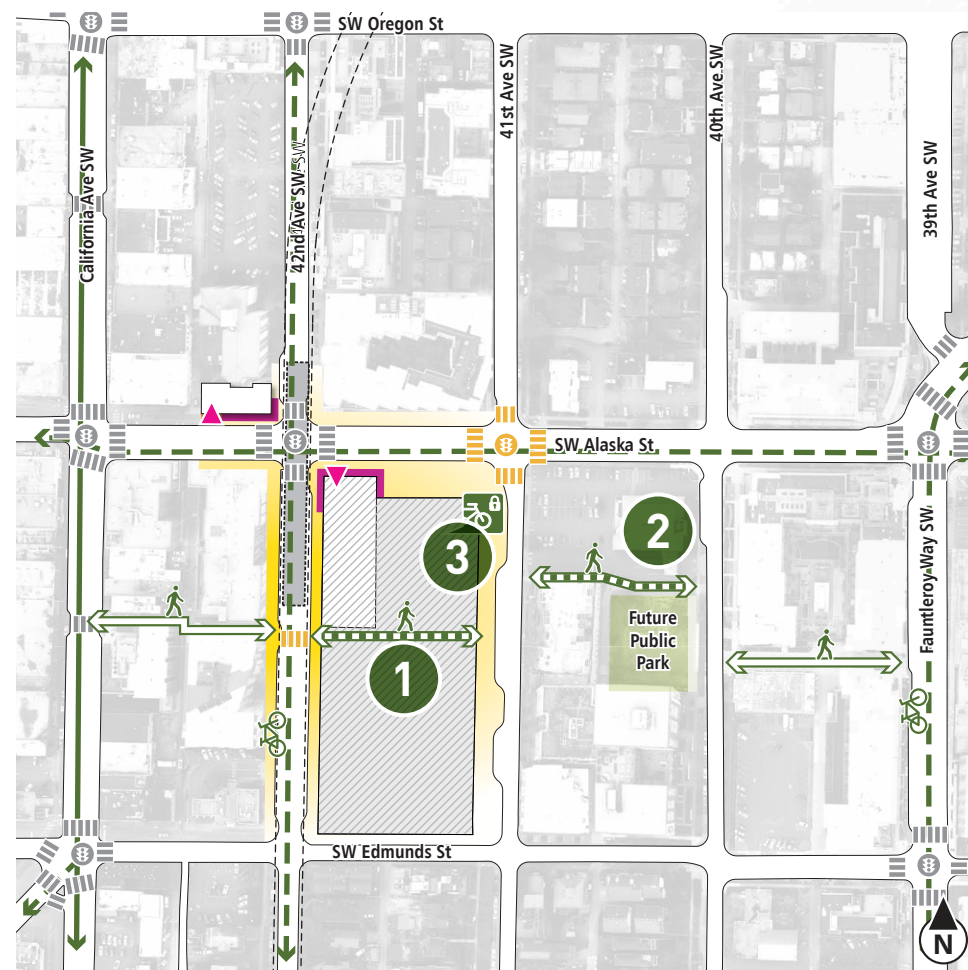
Alaska Junction Station

West Seattle
Link Extension

Tunnel 42nd Avenue Station
(WSJ-3b)

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.



- 1 Create a mid-block connection through the station site
- 2 Coordinate with a future public park project to develop a through-block pedestrian connection
- 3 Integrate bike parking into potential transit oriented development

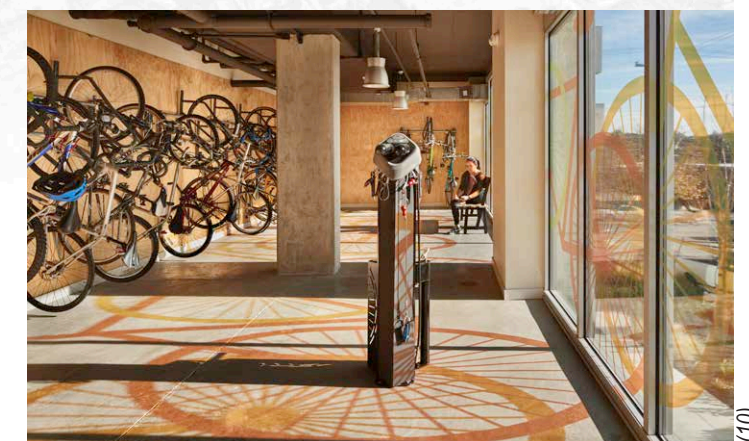


Coordinate with the city to expand the bike network:

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



Mid-block pedestrian connection



Bike storage integrated with transit oriented development

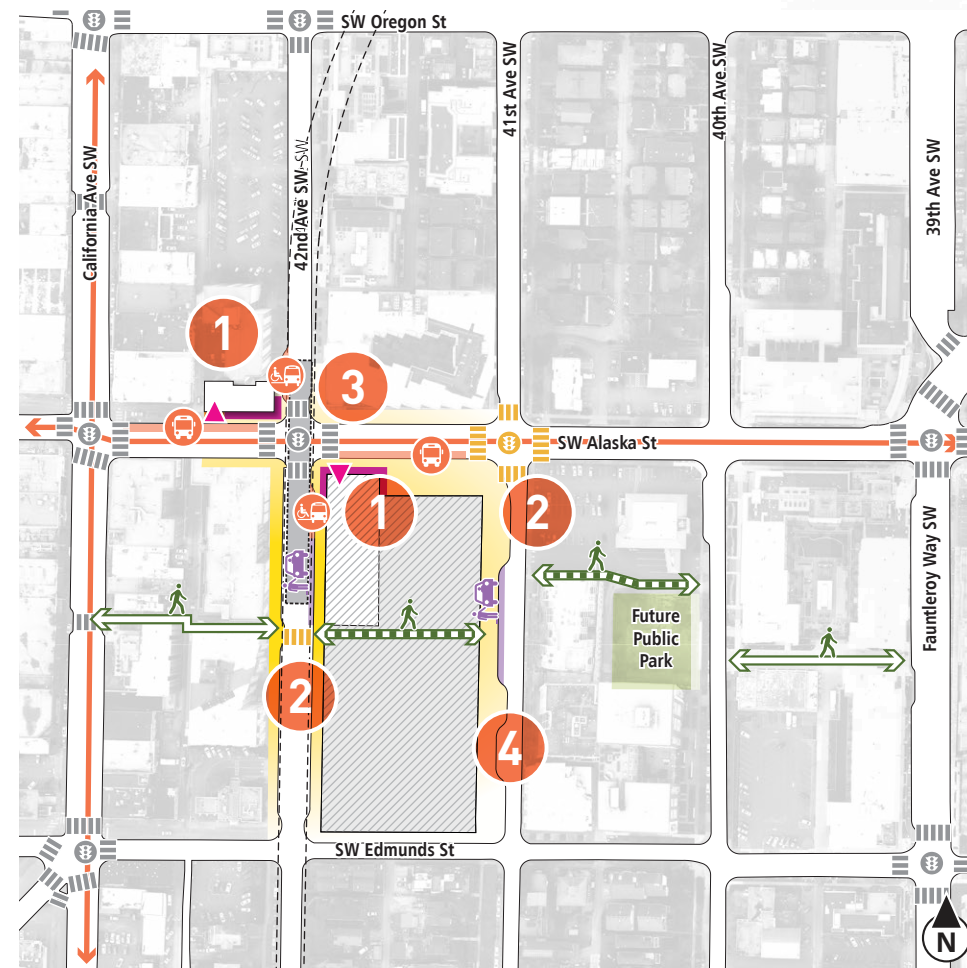
Alaska Junction Station

West Seattle Link Extension

Tunnel 42nd Avenue Station (WSJ-3b)

Connecting to the station

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



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

- 1 Station entrances on both sides of street facilitate transfers from buses on SW Alaska St
- 2 Refine pickup/drop-off area(s) and explore locations 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 Provide visual cues/wayfinding between the station entrance and pickup/drop-off areas

Encourage transit priority on SW Alaska St and ensure 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

Continue to explore options to locate the bus layover areas at an off-street location



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

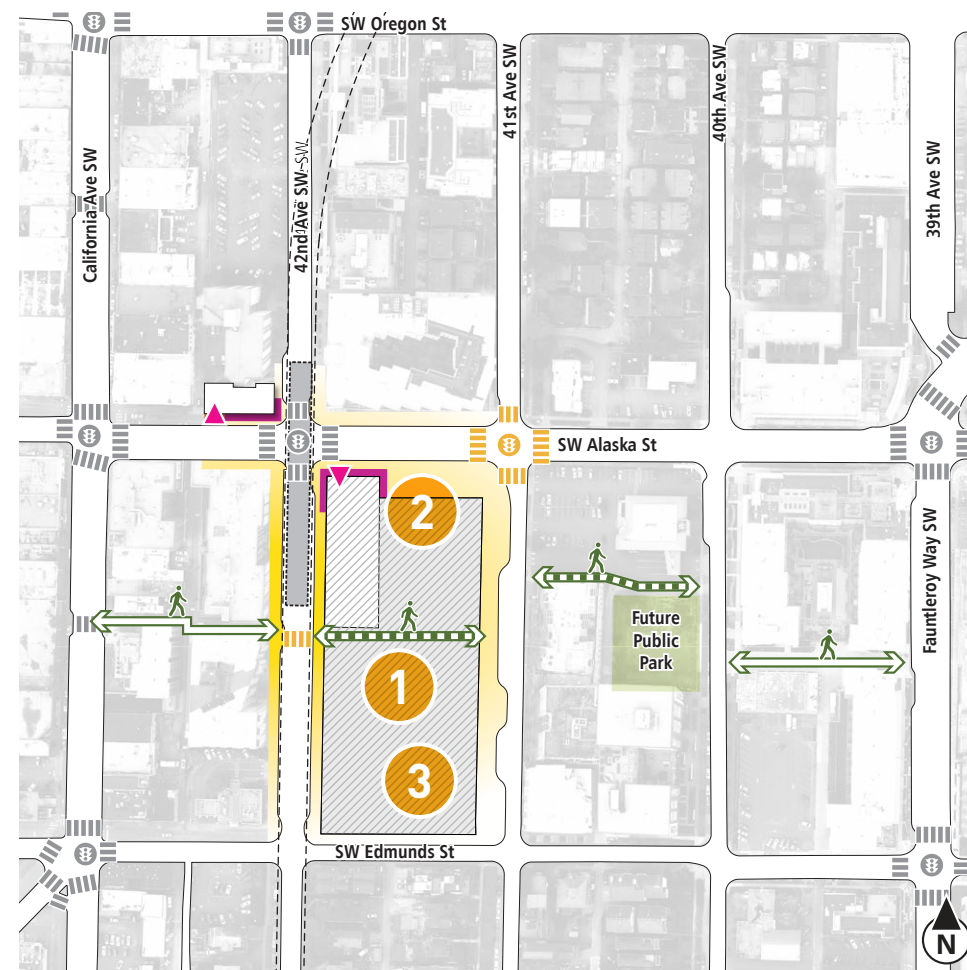
Alaska Junction Station

West Seattle
Link Extension

Tunnel 42nd Avenue Station
(WSJ-3b)

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
- Proposed signaled intersection and/or crosswalks
- Existing signaled intersection and/or crosswalks
- Existing pedestrian connection
- Proposed pedestrian connection

- 1 Explore the opportunity to introduce a mid-block connection through future development or consider development strategies that allow for public 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

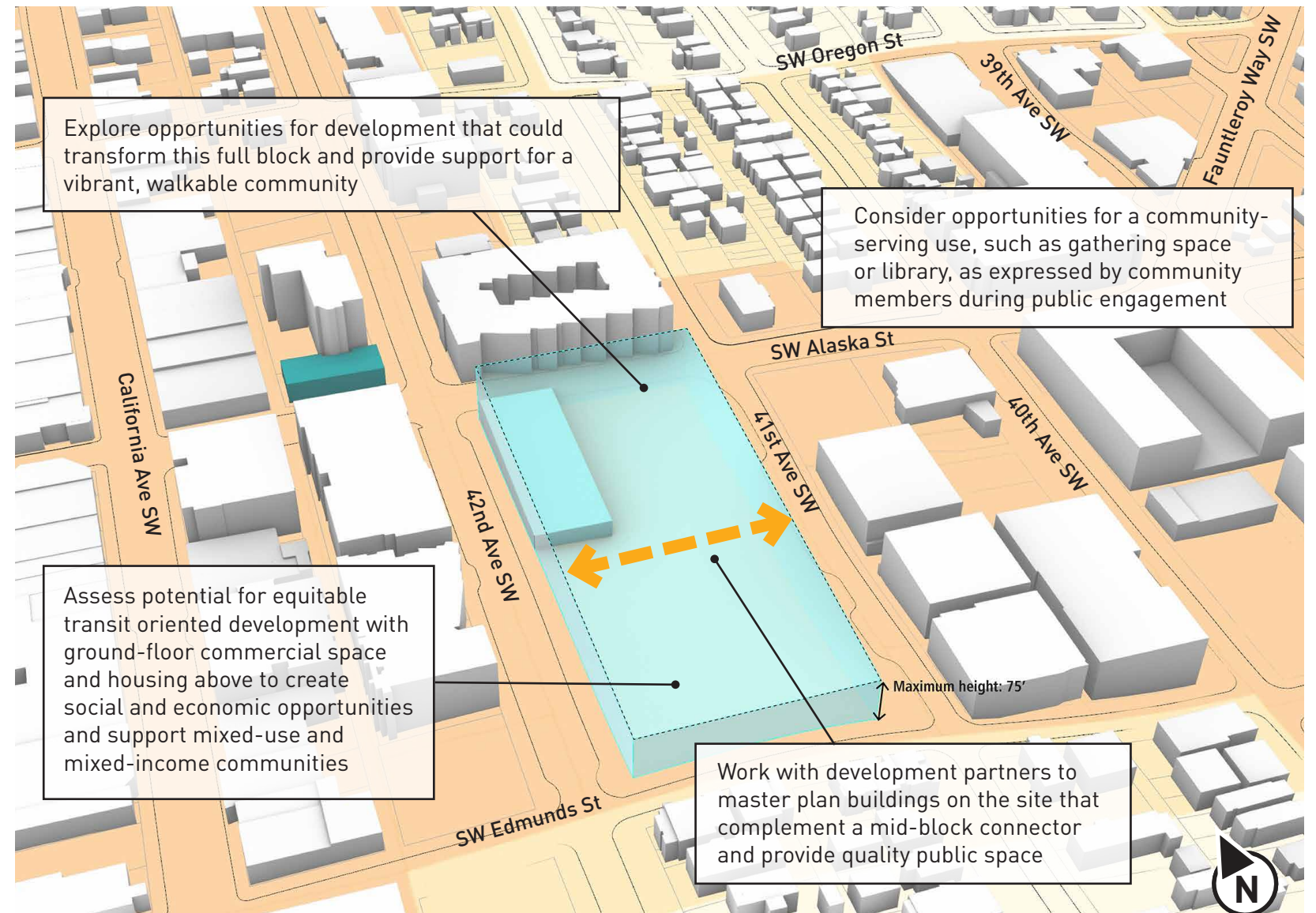
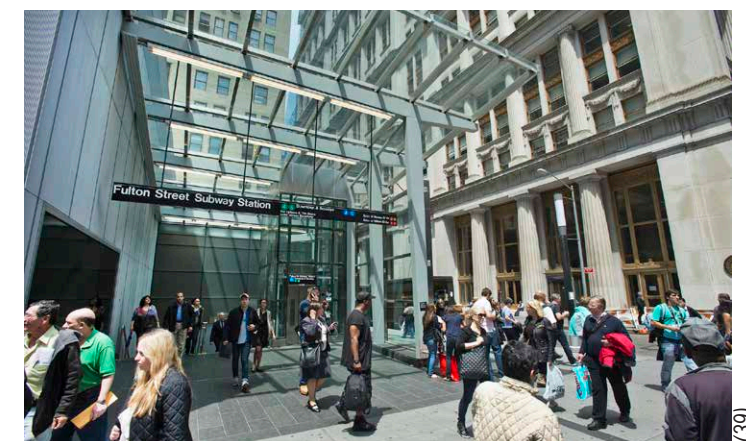


Diagram above depicts potential building envelopes based on current (2021) zoning.

- Commercial/Mixed-Use
- Multifamily
- Single Family



Shops with outdoor seating enliven a transit plaza



Transit station integrated with mixed-use development

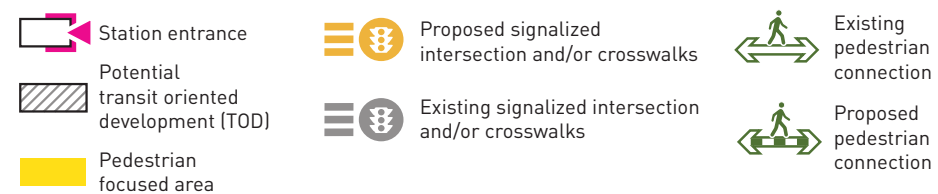
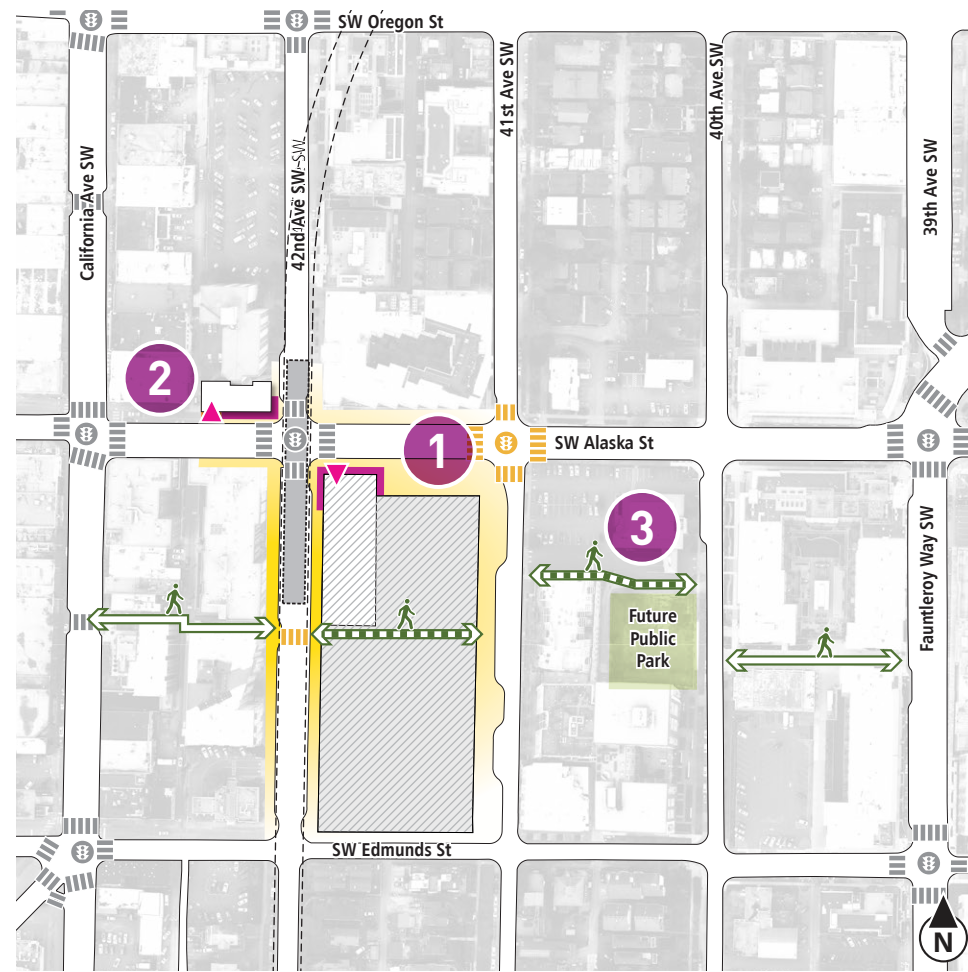
Alaska Junction Station

West Seattle
Link Extension

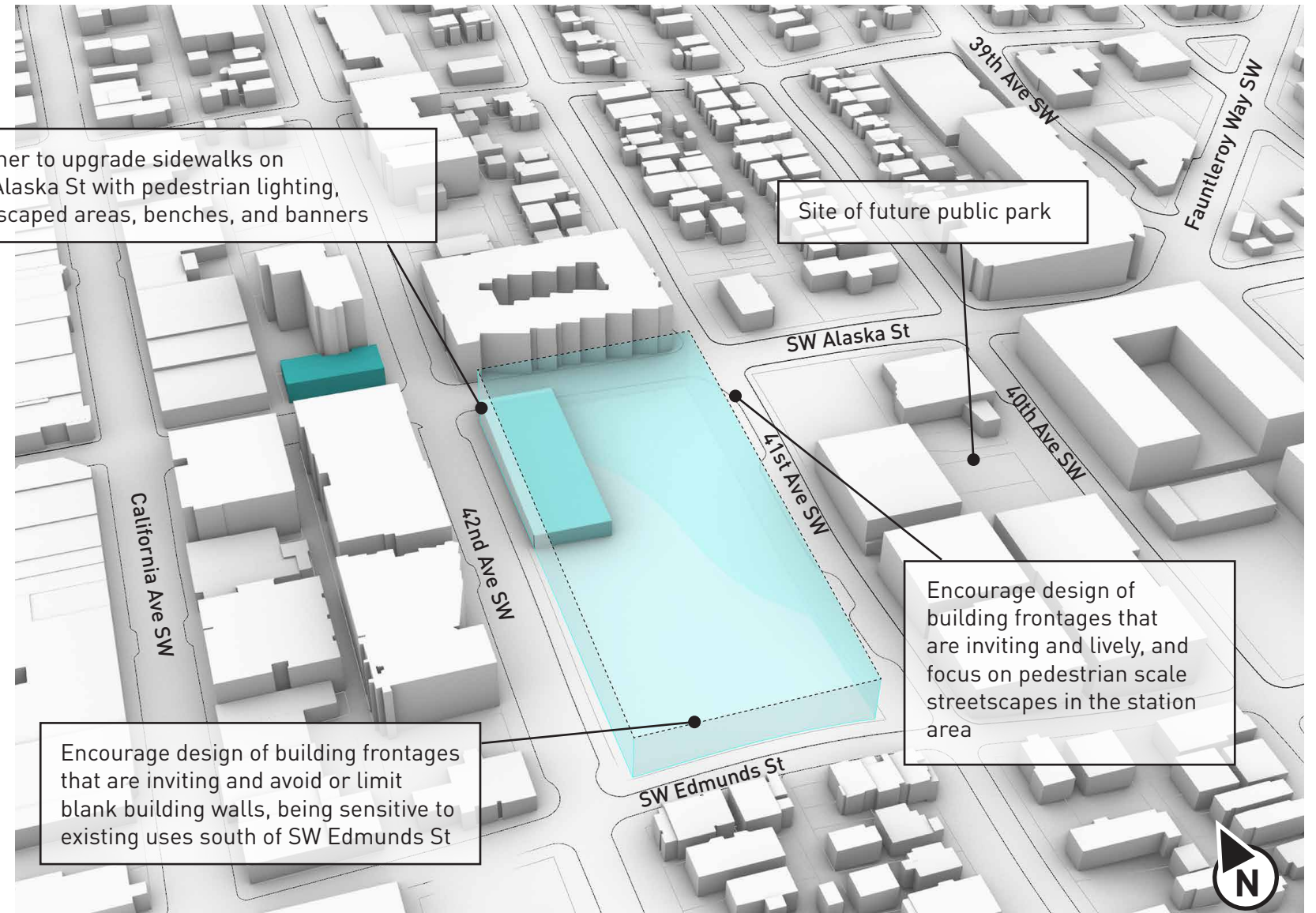
Tunnel 42nd Avenue Station
(WSJ-3b)

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 city to relocate the existing West Seattle Junction Park, and explore potential to integrate it into the large transit oriented development site to the south
- 3 Coordinate with the future public park project to develop a through-block pedestrian connection



Pedestrian connection through new development



Sidewalk space with pedestrian amenities

Alaska Junction Station

West Seattle Link Extension

Short Tunnel 41st Avenue Station (WSJ-4)

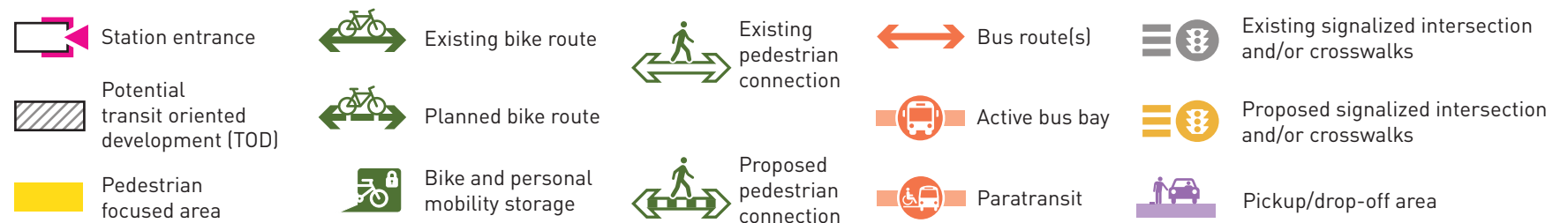
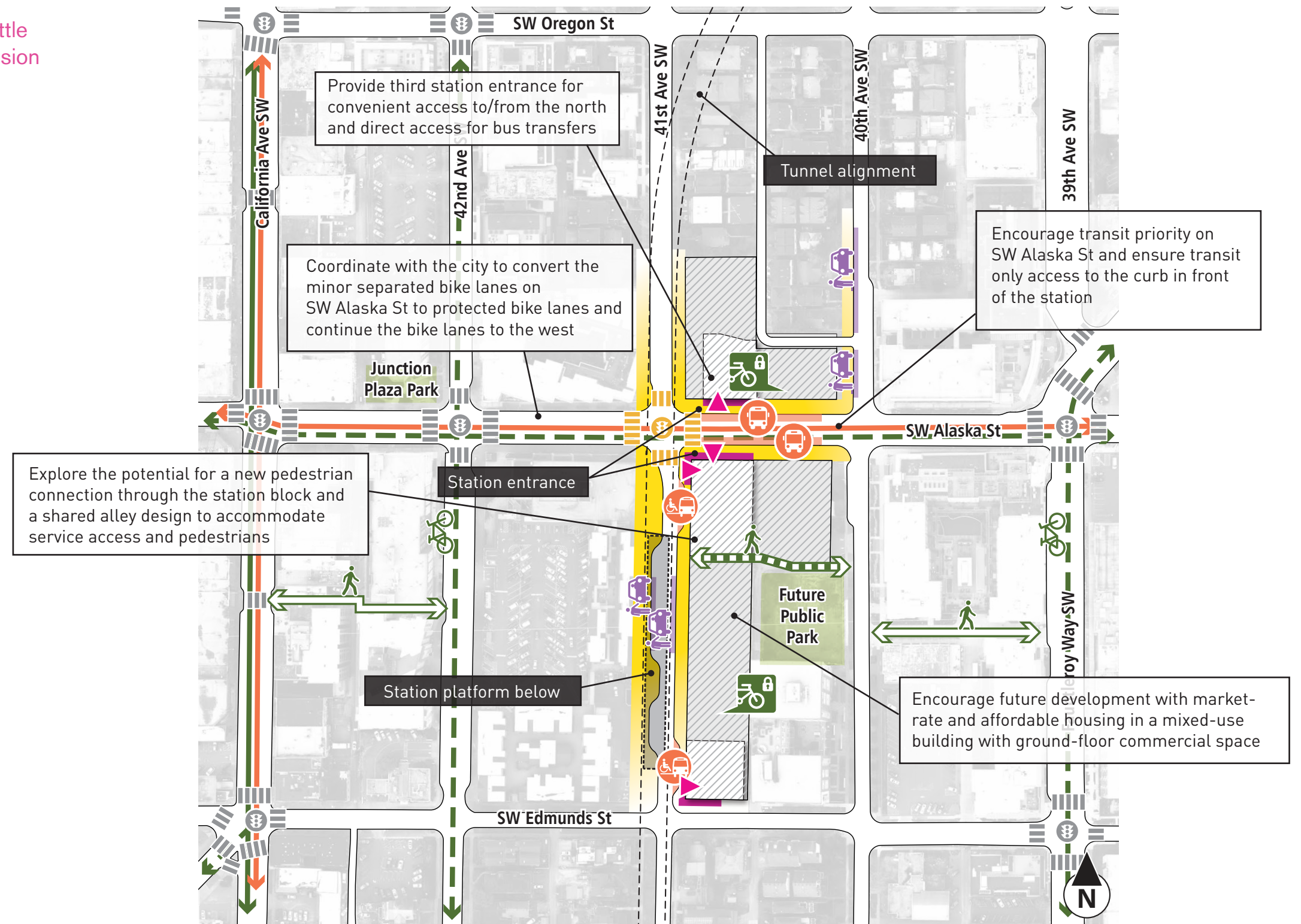
Other Alternative

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 could 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 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.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

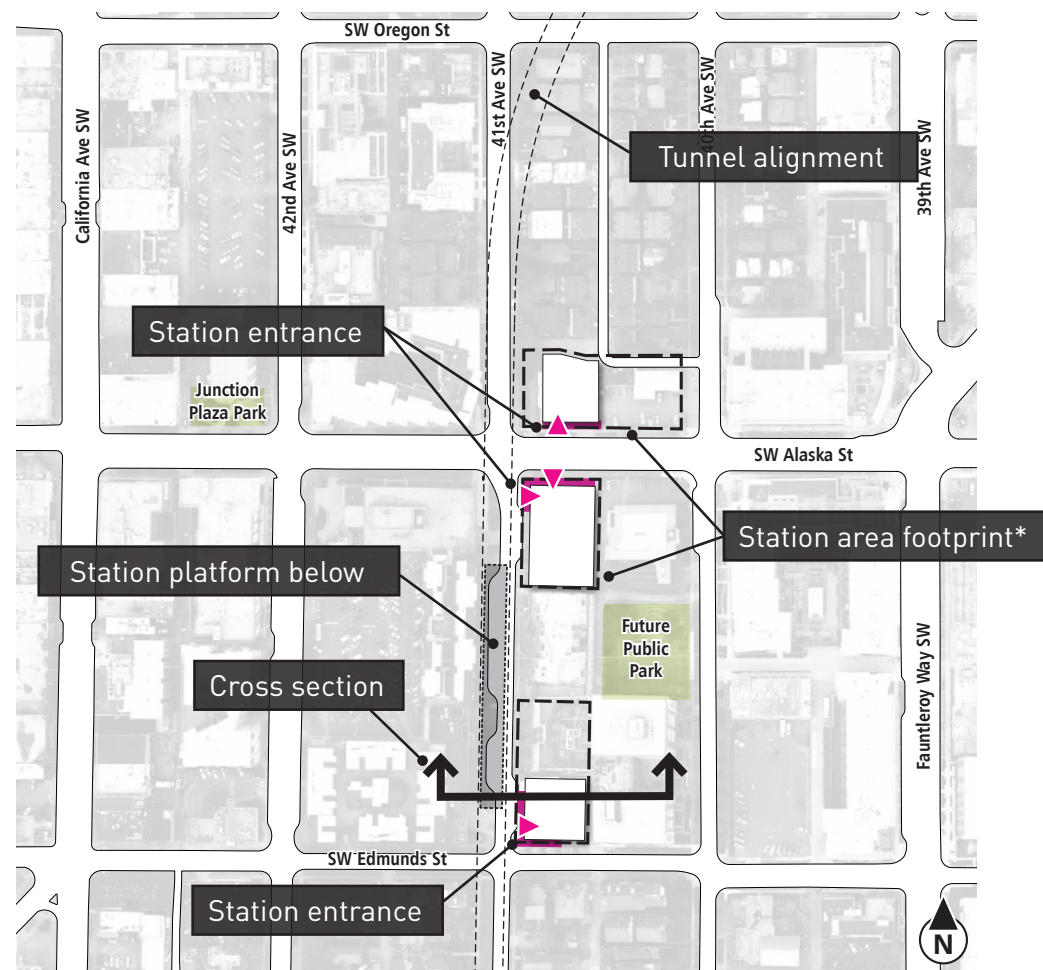


Alaska Junction Station

West Seattle
Link Extension

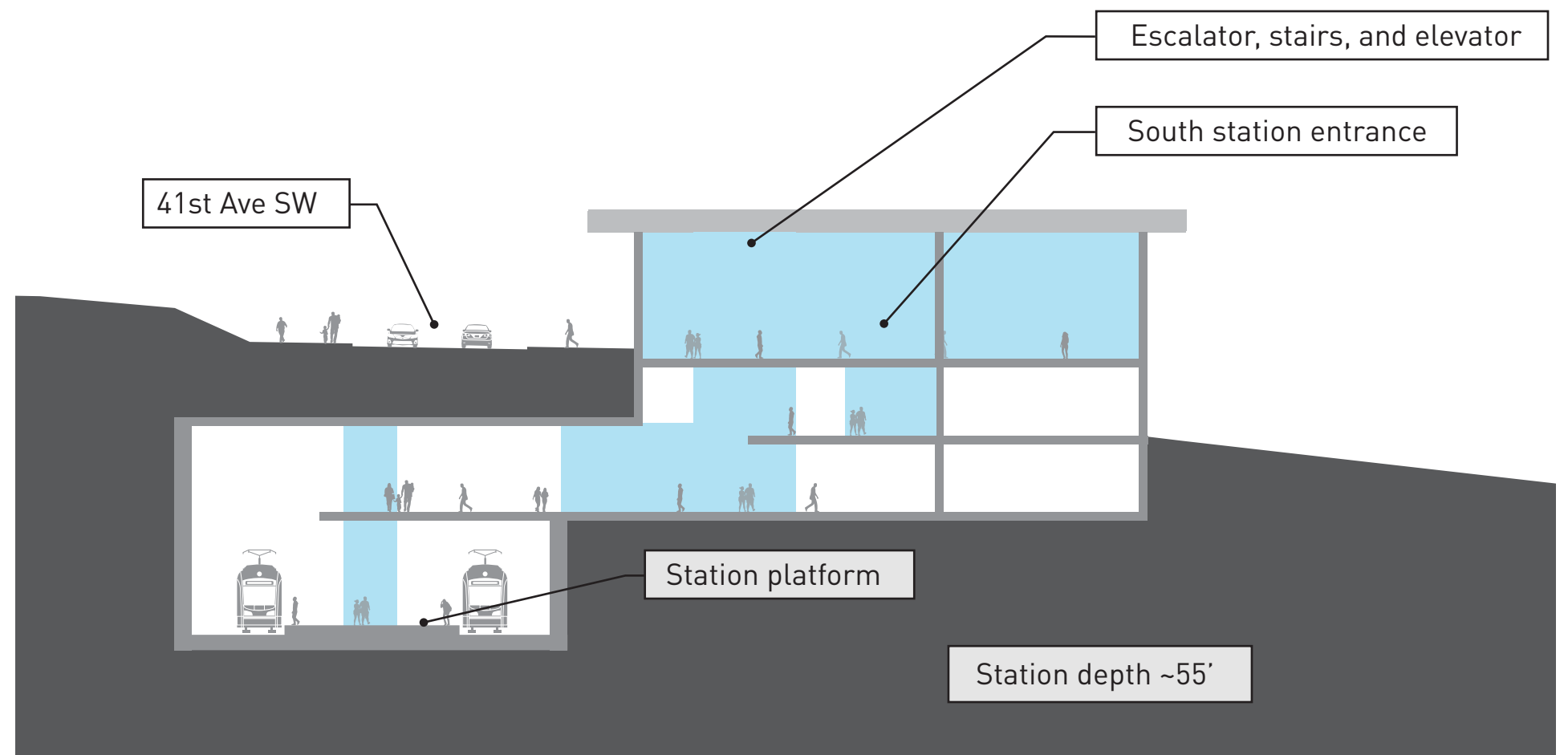
Short Tunnel 41st Avenue
Station (WSJ-4)

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-5)

Other Alternative

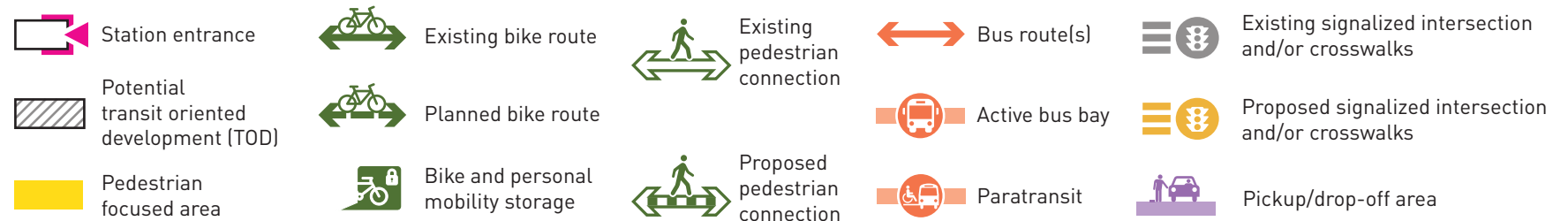
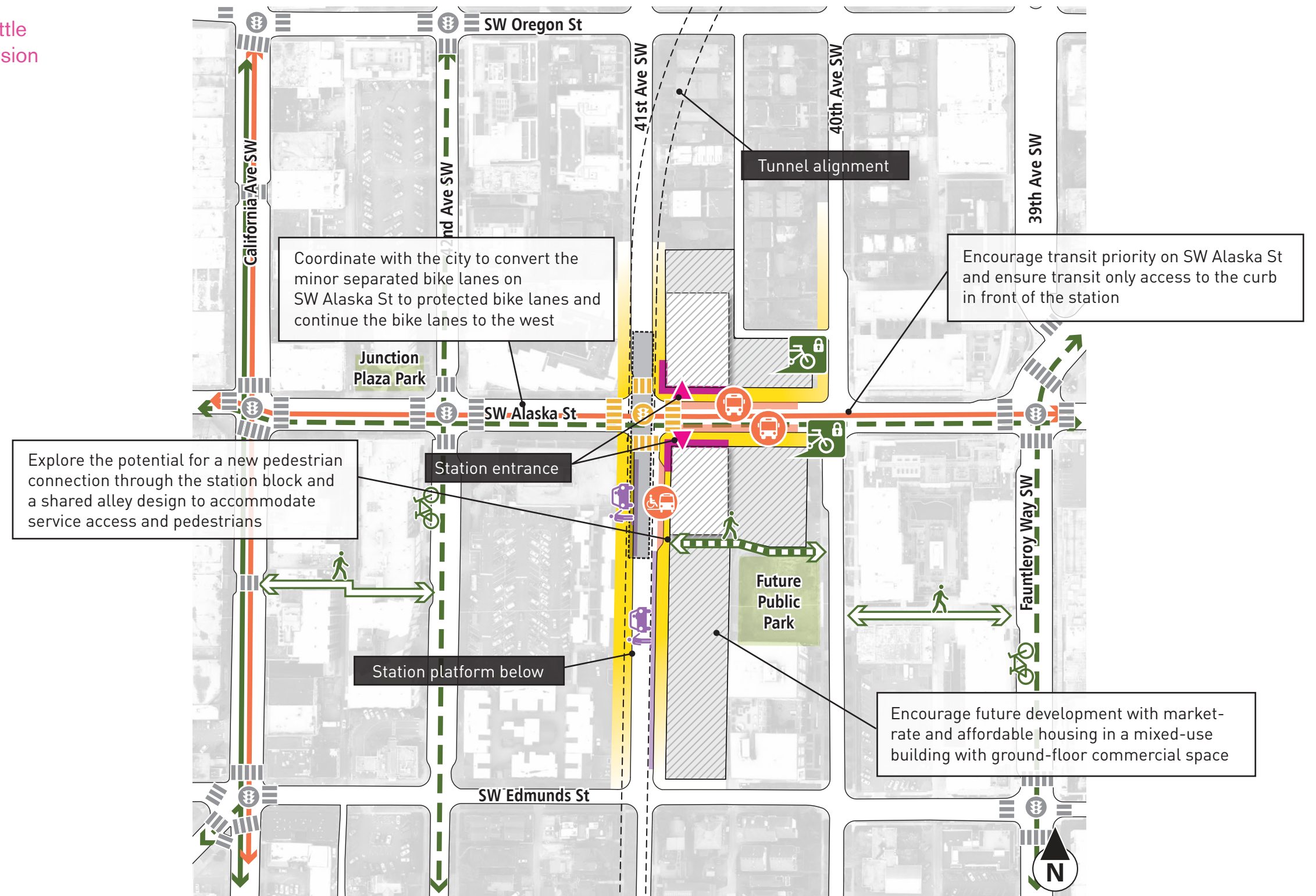
Station context plan

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.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

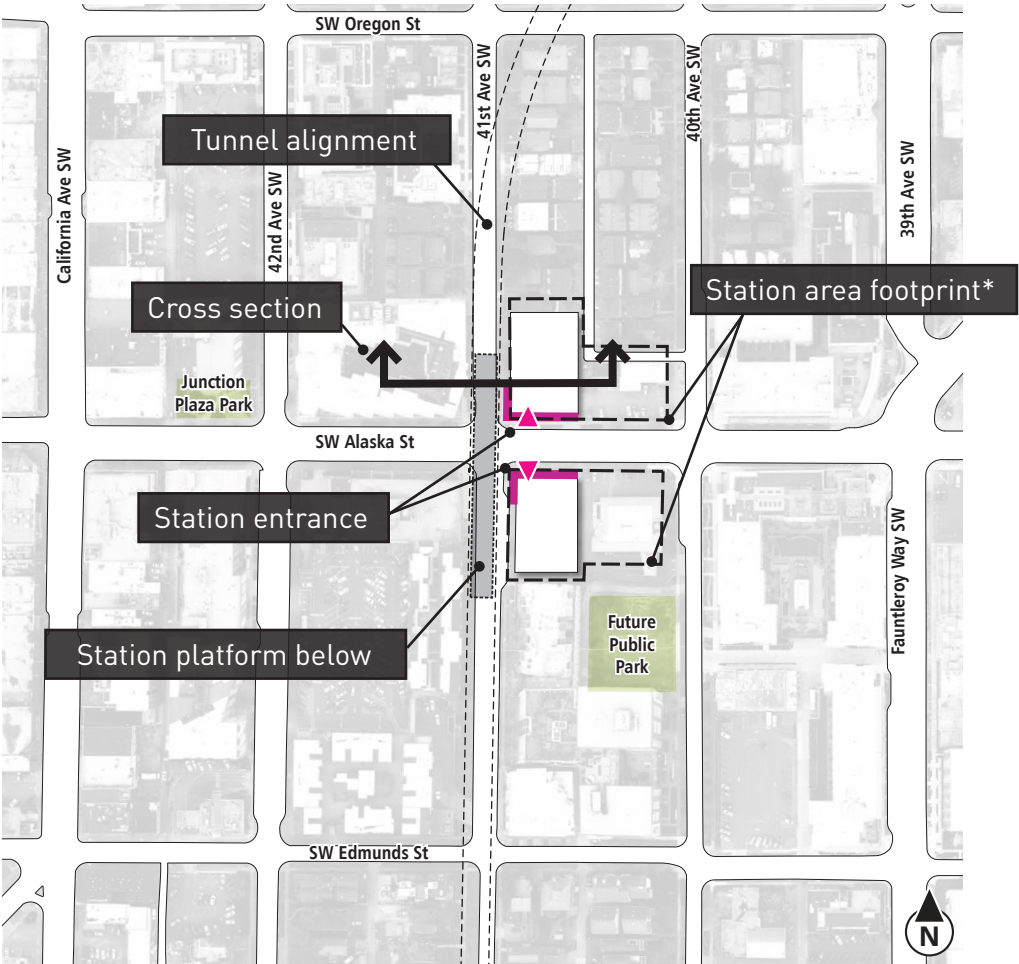


Alaska Junction Station

West Seattle
Link Extension

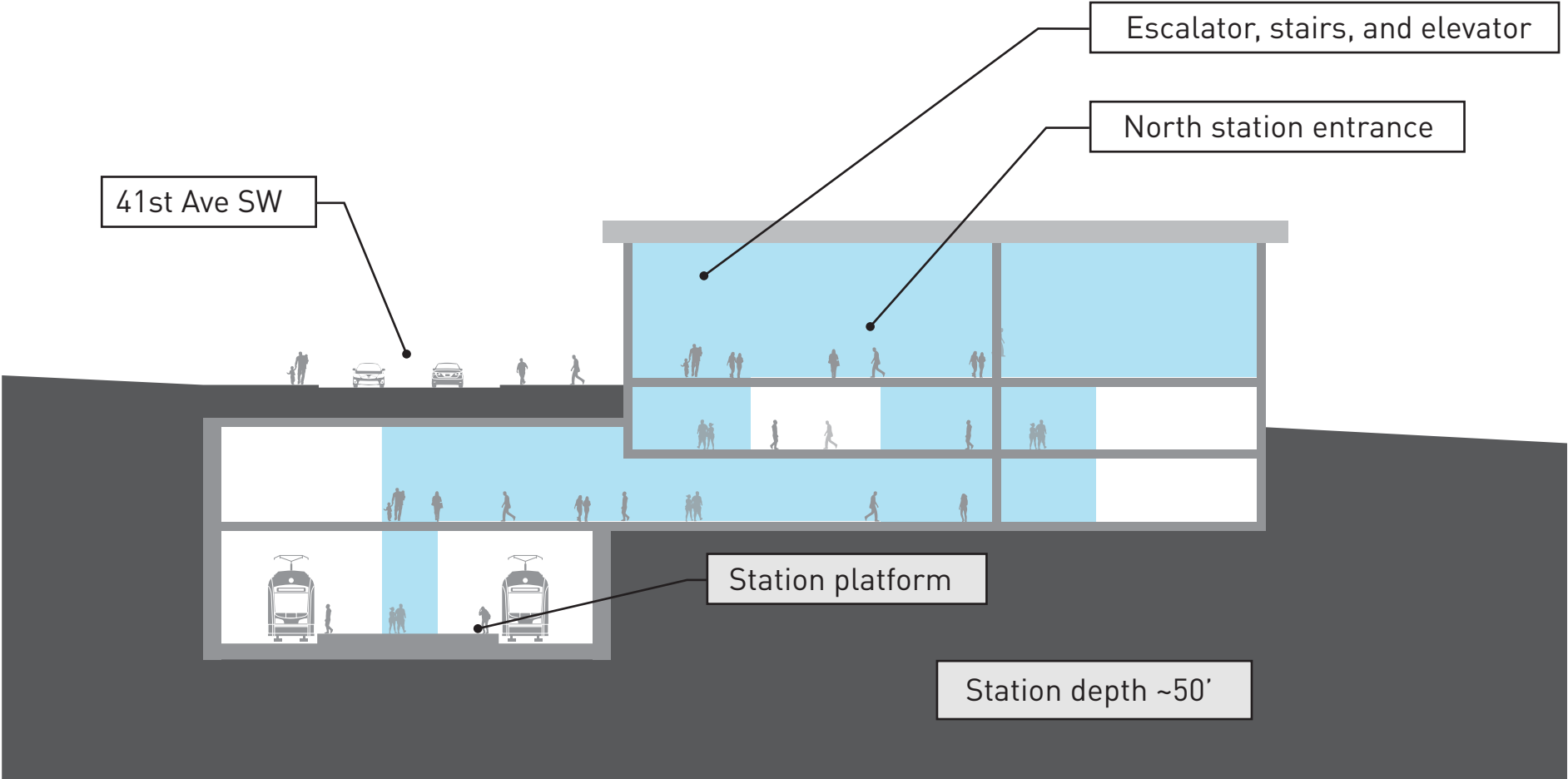
Medium Tunnel 41st Avenue
Station (WSJ-5)

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.