

# Midtown Station

## Station area context

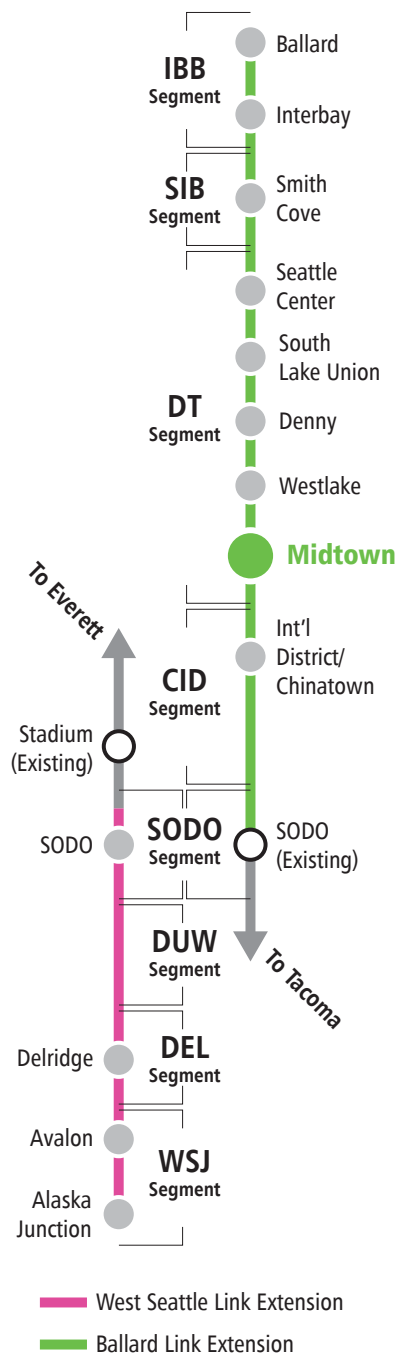
Ballard  
Link Extension

Midtown Station would serve the neighborhood around key buildings in Seattle, including the Seattle Municipal Tower, Central Library, City Hall, and U.S. Courthouse, as well as the YWCA, YMCA and many hotels. During the day, street activity in the neighborhood caters largely to office workers and tourists with activity decreasing in the evening.

The First Hill neighborhood is home to many medical facilities, a university and other educational institutions, dense residential

developments, and dining and retail establishments. Spring St and Madison St serve as the primary connections between the station and First Hill destinations.

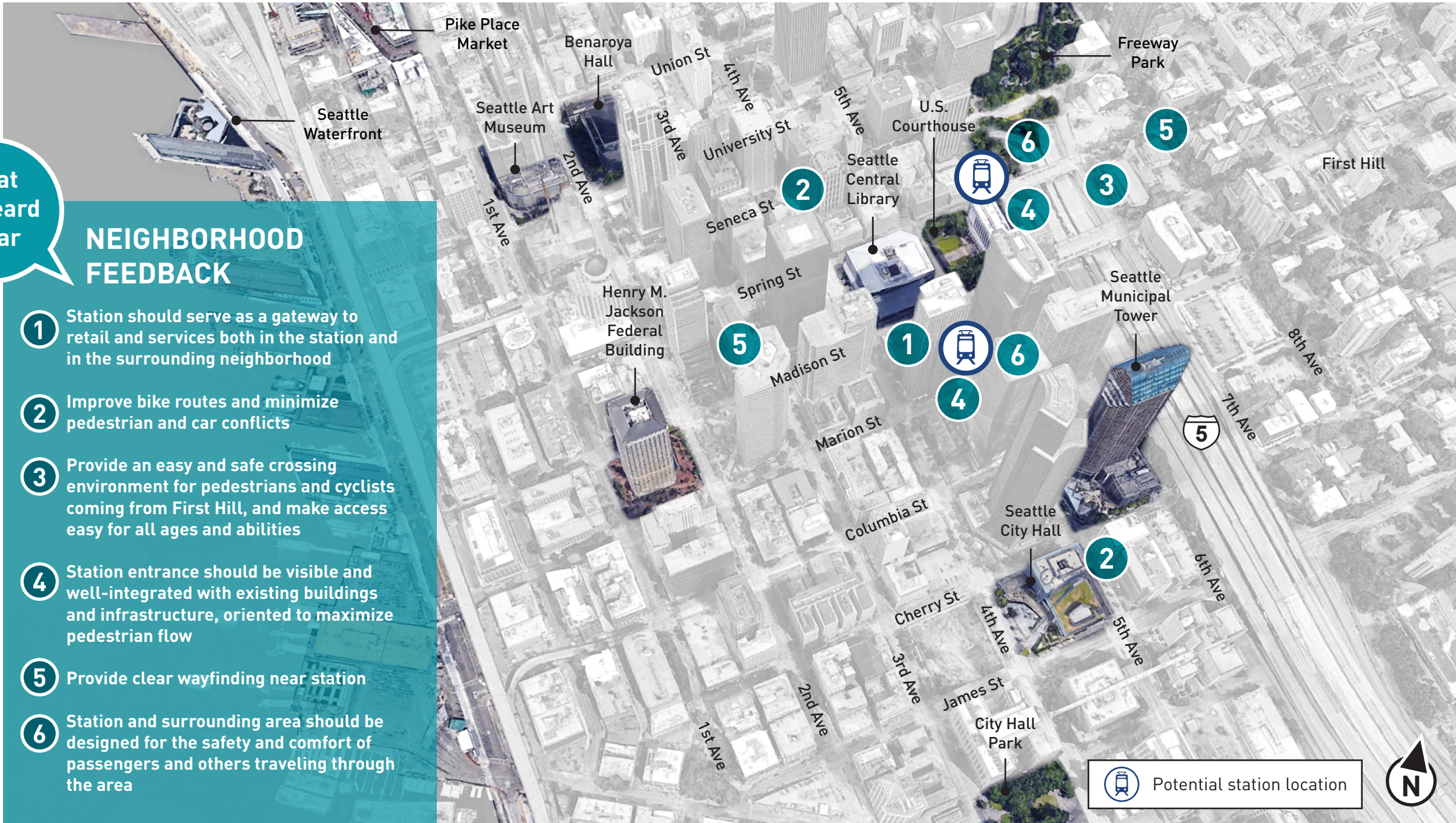
Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the walkability of this city center neighborhood, accessibility to key destinations, and the many transit connections.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 1 Station should serve as a gateway to retail and services both in the station and in the surrounding neighborhood
- 2 Improve bike routes and minimize pedestrian and car conflicts
- 3 Provide an easy and safe crossing environment for pedestrians and cyclists coming from First Hill, and make access easy for all ages and abilities
- 4 Station entrance should be visible and well-integrated with existing buildings and infrastructure, oriented to maximize pedestrian flow
- 5 Provide clear wayfinding near station
- 6 Station and surrounding area should be designed for the safety and comfort of passengers and others traveling through the area



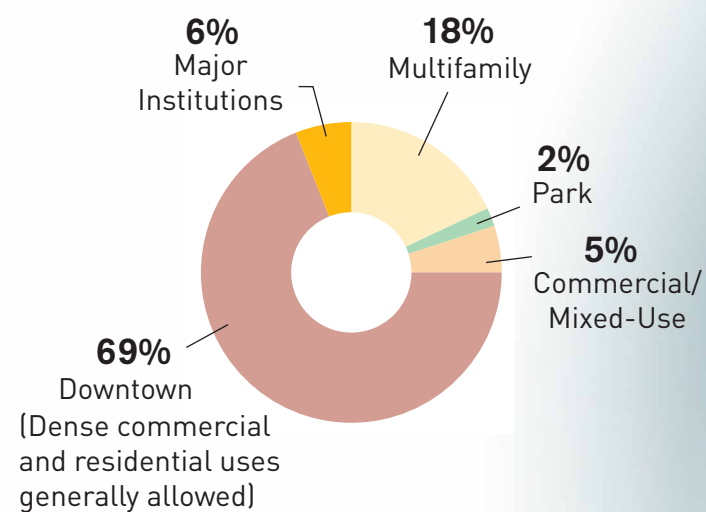
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

# Midtown Station

Ballard Link Extension

## Station area context

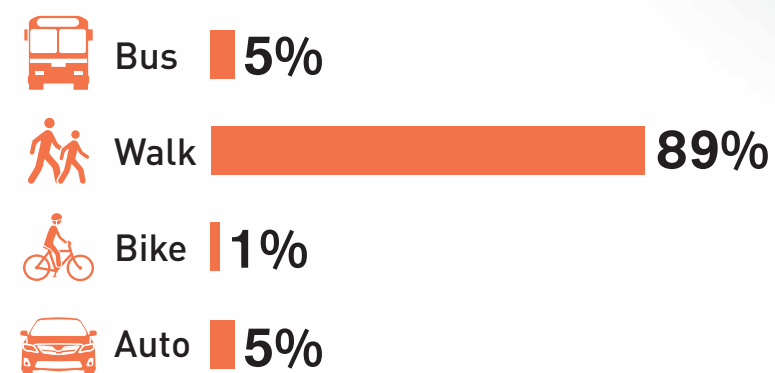
### Existing land use in the station area <sup>(1)</sup>



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



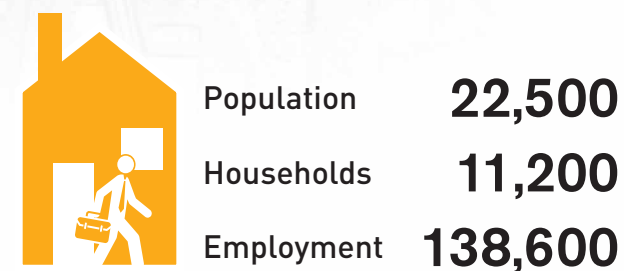
### How people will travel to the station <sup>(2)</sup>



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



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



## Planning and design priorities

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

- Leverage the station to connect to First Hill medical facilities, prioritizing bus connections to the east
- Connect directly to surrounding transportation options
- Provide well-designed open space(s), seamlessly integrated with the public realm
- Prioritize pedestrian and transit access to the station
- Provide a variety of station entrances, including main and secondary entrances to maximize station access where feasible
- Enhance public areas at station entrances, providing adequate space for pedestrian movement

### Footnotes:

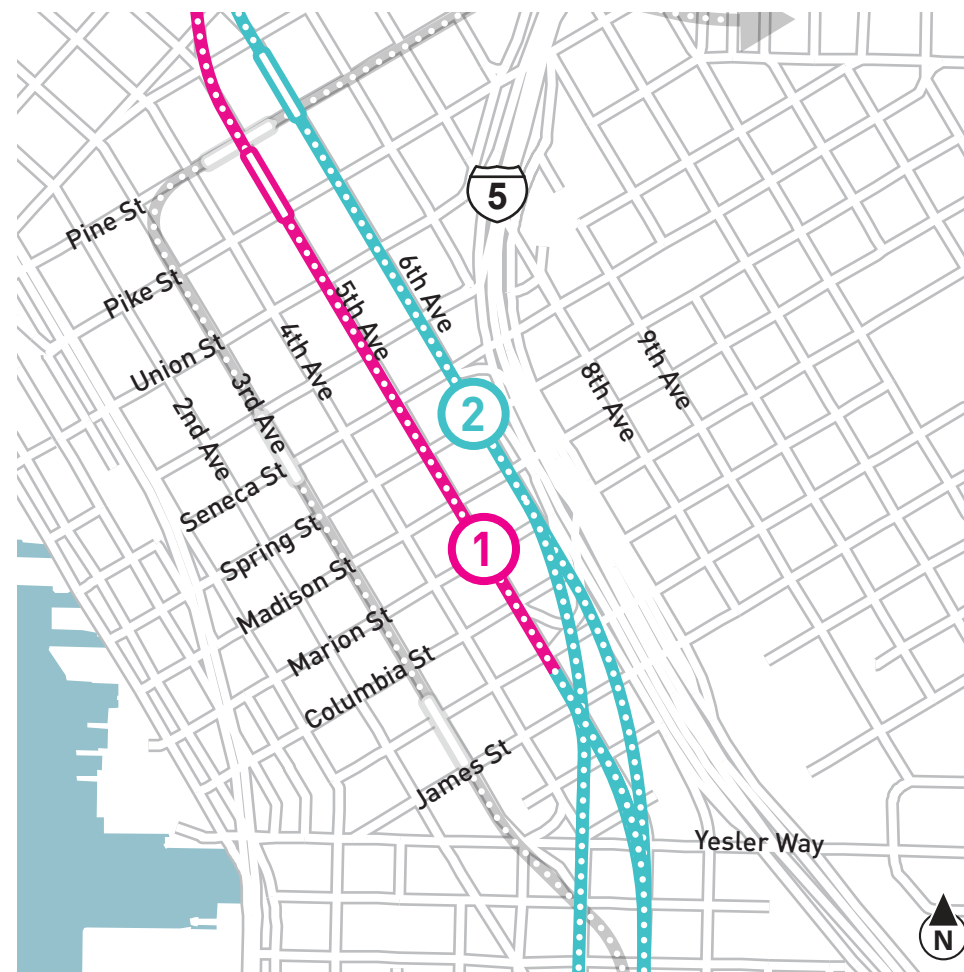
1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute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

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## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternative locations for the Midtown Station.



### Draft EIS alternatives

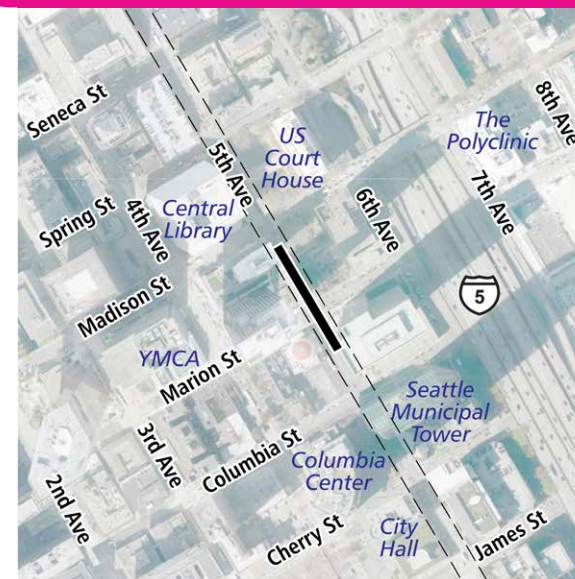
- Preferred alternative
- Other alternative
- Existing tunnel route and station

### Route and station profiles

Tunnel

## 1 Preferred Alternative

See P.119



### Tunnel 5th Avenue Station (DT-1)

Tunnel station under 5th Ave between Madison St and Columbia St

## 2 Other Alternative

See P.125



### Tunnel 6th Avenue Station (DT-2)

Tunnel station under 6th Ave between Seneca St and Madison St

## Midtown Station

Ballard Link Extension

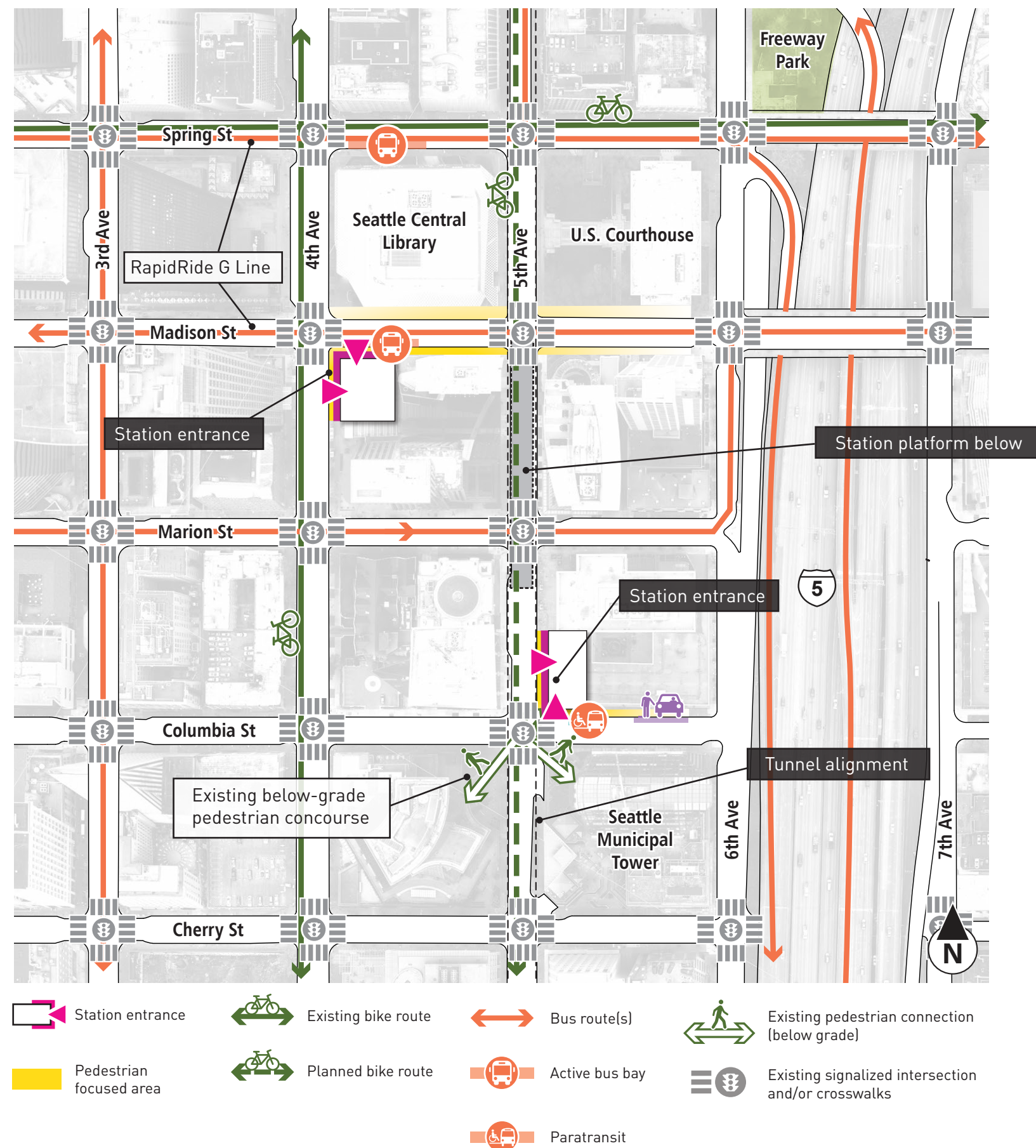
Tunnel 5th Avenue Station (DT-1)

Preferred Alternative

## Station context plan

The Tunnel 5th Avenue station alternative includes entrances at 4th Ave and Madison St and at 5th Ave and Columbia St. The north station entrance on Madison St would be across the street from the Seattle Public Library and provide direct access to the future RapidRide G Line, connecting to the waterfront and First Hill. Both station entrances provide access to Seattle's downtown office core, and the south entrance provides direct access to the Seattle Municipal Tower and Columbia Tower, through an existing underground pedestrian concourse.

Planned bike lanes on 5th Ave, Spring St, and Seneca St will improve bike connections to and from the station. While the station itself would be too compact to accommodate bike storage, Sound Transit would work with the city to identify bike storage facilities nearby.

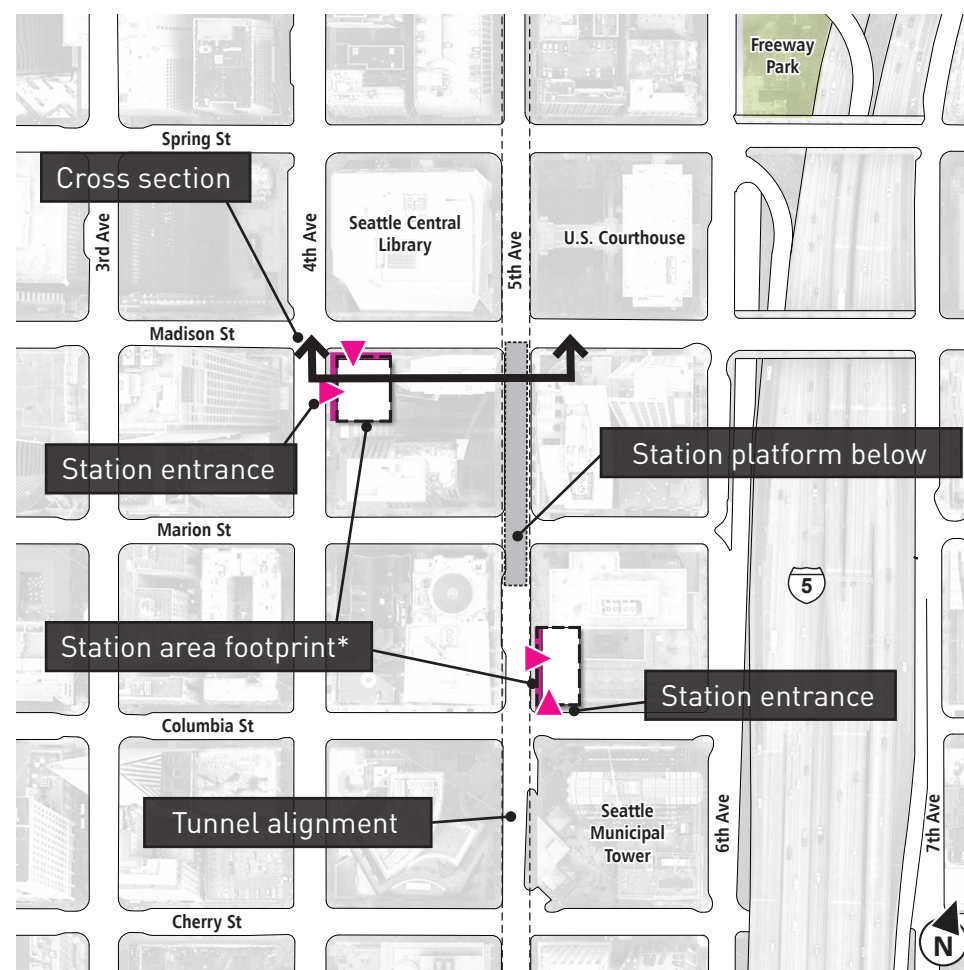


# Midtown Station

Ballard Link Extension

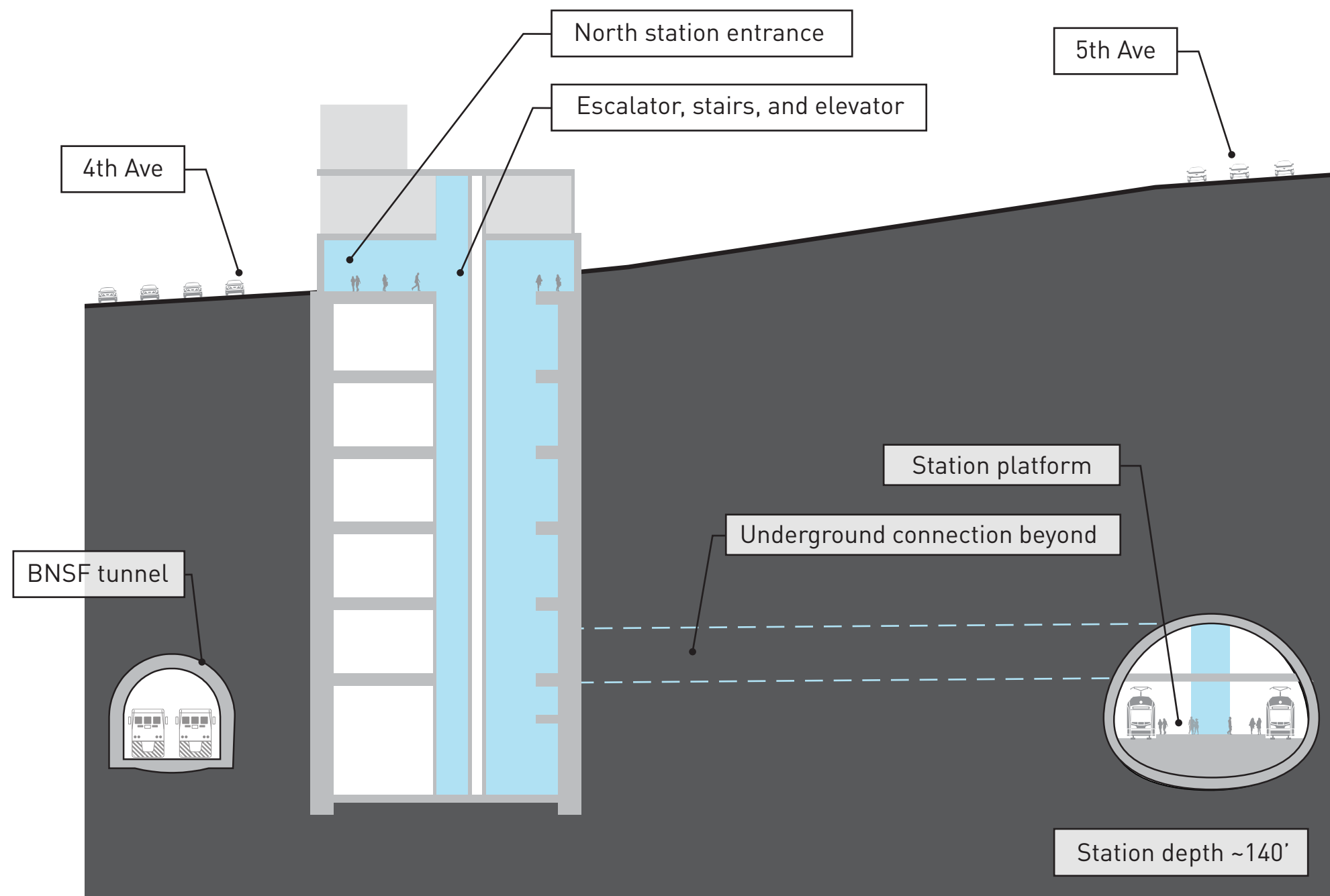
Tunnel 5th Avenue Station (DT-1)

## Looking inside the station



### Station site plan

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



### Station cross section

1. Station depth illustrated above shows the depth of Midtown Station when it connects to the Chinatown/International District, 5th Ave Shallow alternative. The Midtown Station would be approximately 200 feet deep when connecting to other Chinatown/International District alternatives and design options.
2. The south station entrance (not pictured above) would provide elevator-only access to the station platform.

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

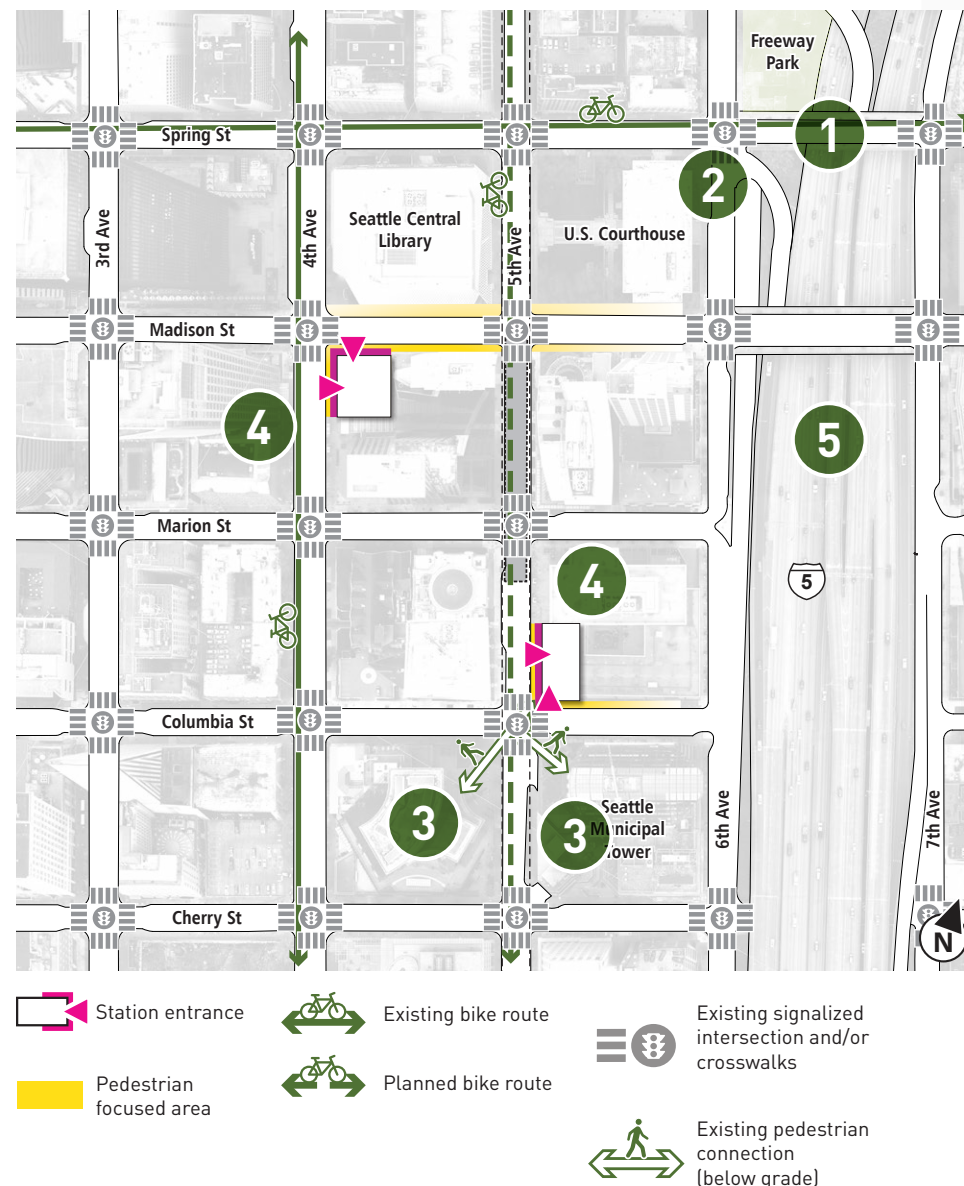
## Midtown Station

Ballard Link Extension

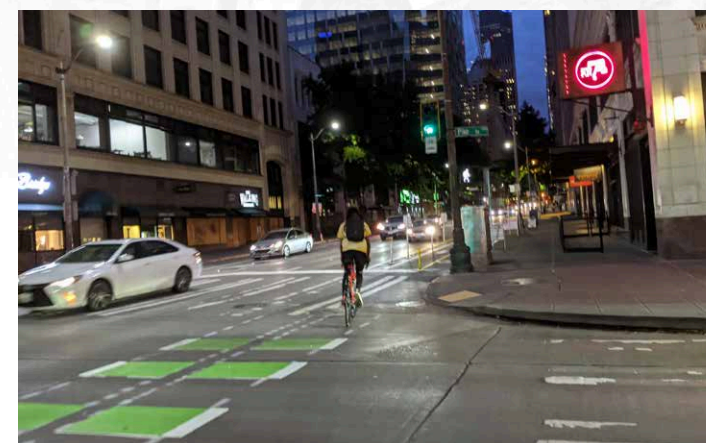
Tunnel 5th Avenue Station (DT-1)

## 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 Explore the opportunity to remove parking along Spring St from 6th to 7th avenues to allow for wider sidewalks and improved landscaping
- 2 Consider improving walk signal timing for pedestrians to enhance pedestrian comfort and safety
- 3 Connect station to Columbia Center and Seattle Municipal Tower using existing underground concourse and clear directional signage
- 4 Coordinate with the city to identify bike storage locations near the station
- 5 If I-5 is lidded in the future, explore opportunities to provide additional pedestrian and bike connections across the interstate



Protected bike lanes downtown are popular with commuters and tourists alike



Wide sidewalks with weather protection provided by adjacent building canopies

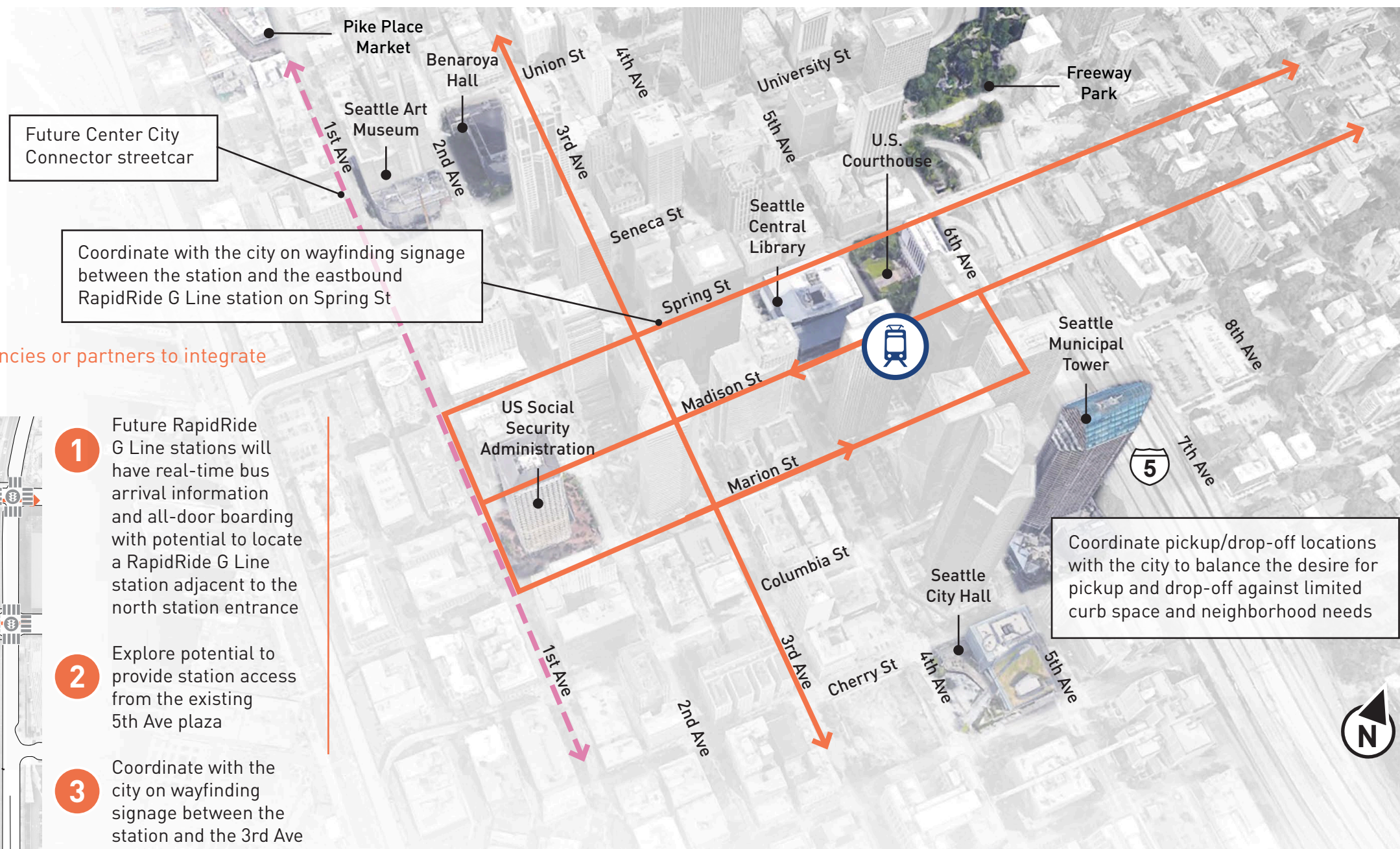
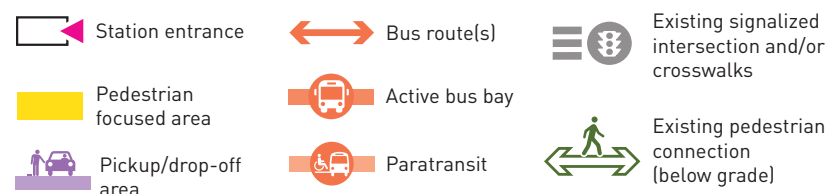
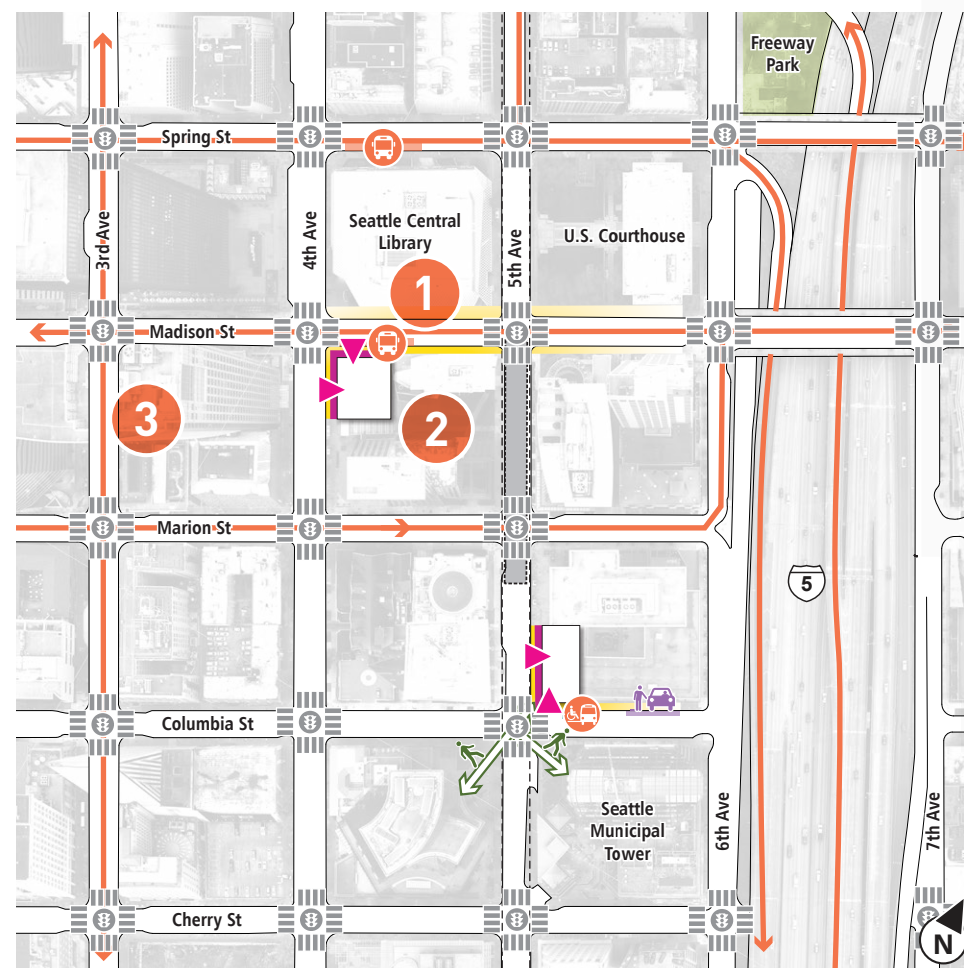
# Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

## Connecting to the station

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



RapidRide stations, such as this one, are planned for Madison and Spring streets to connect to First Hill



Integrated system signage helps passengers make connections between light rail, bus, and other public transit

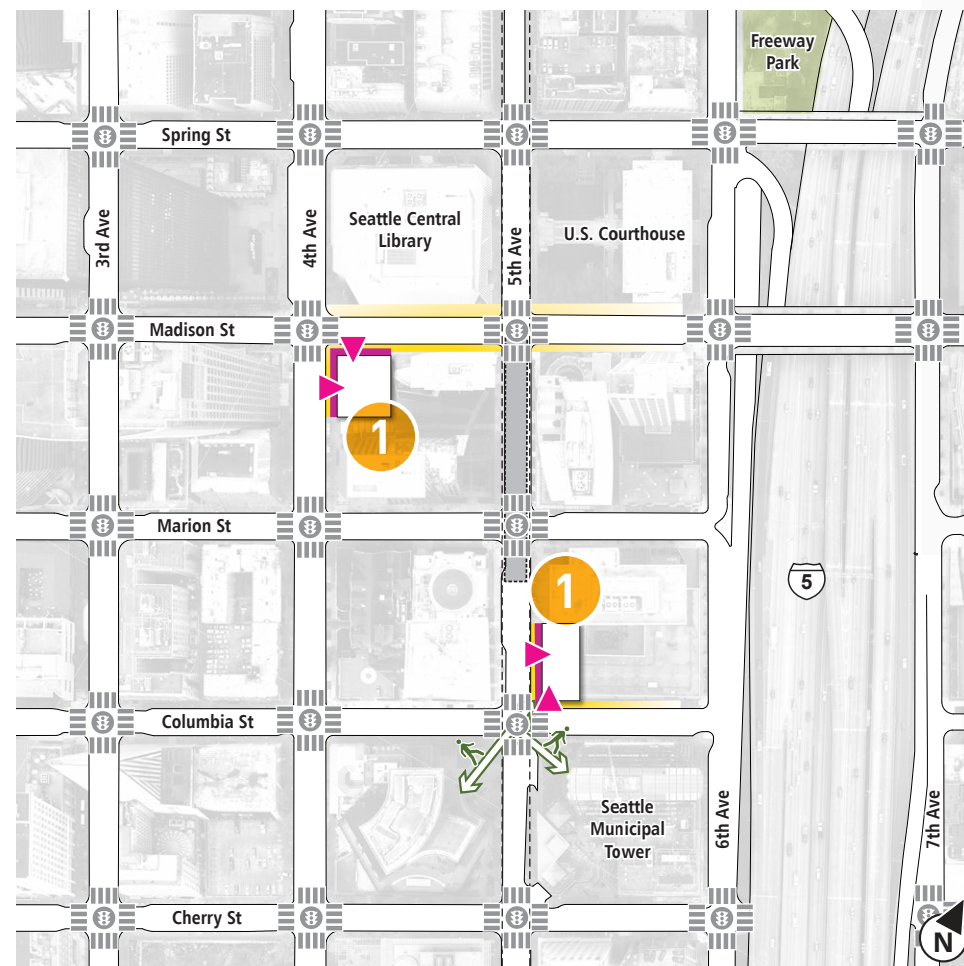
# Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-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.



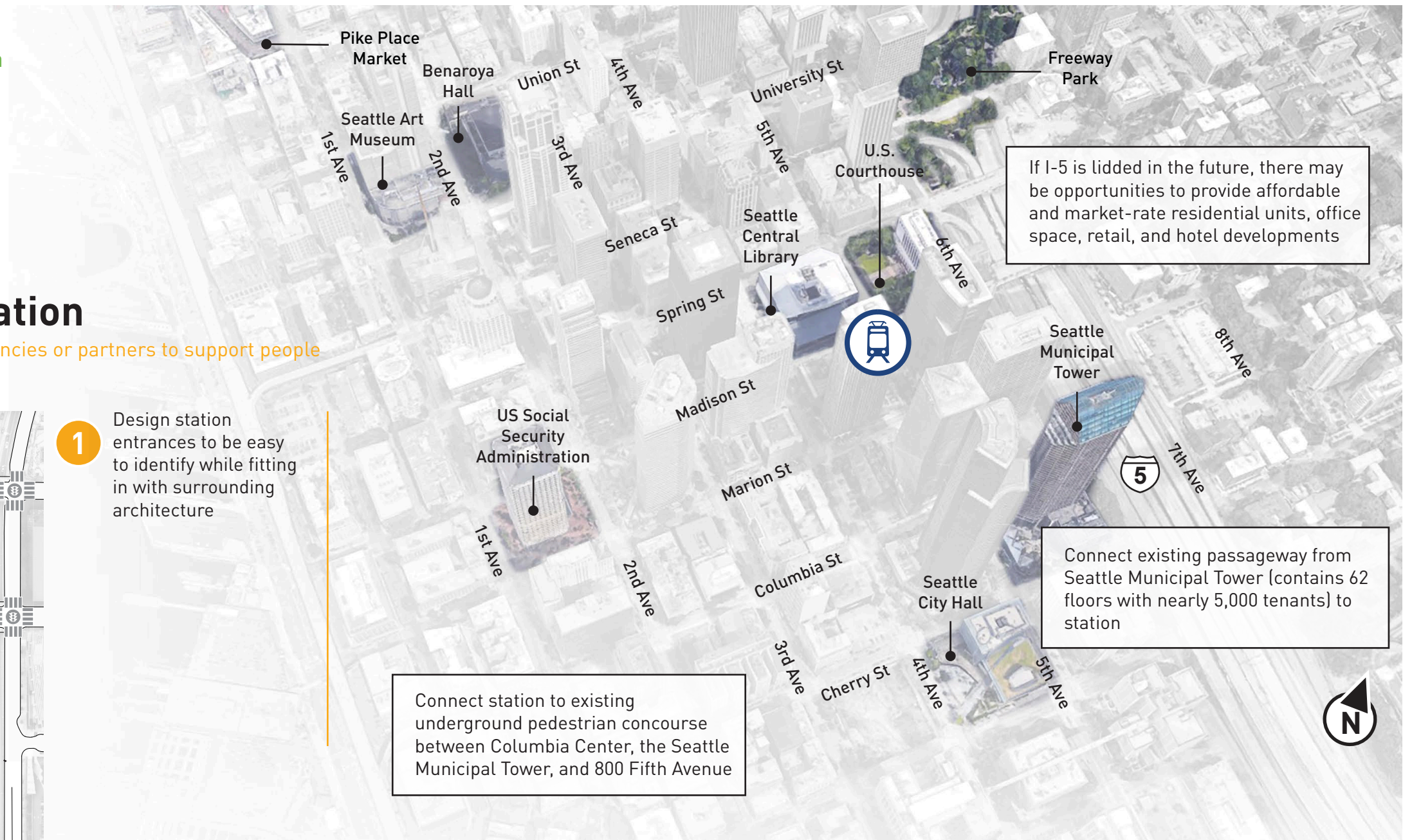
- Station entrance
- Pedestrian focused area
- Existing signaled intersection and/or crosswalks
- Existing pedestrian connection (below grade)

- Design station entrances to be easy to identify while fitting in with surrounding architecture

Connect station to existing underground pedestrian concourse between Columbia Center, the Seattle Municipal Tower, and 800 Fifth Avenue



Seattle Central Library would be across the street from the north station entrance



If I-5 is widened in the future, there may be opportunities to provide affordable and market-rate residential units, office space, retail, and hotel developments

Connect existing passageway from Seattle Municipal Tower (contains 62 floors with nearly 5,000 tenants) to station



The station would connect to the existing underground concourse connecting the Seattle Municipal Tower, 800 Fifth Avenue, and Columbia Center

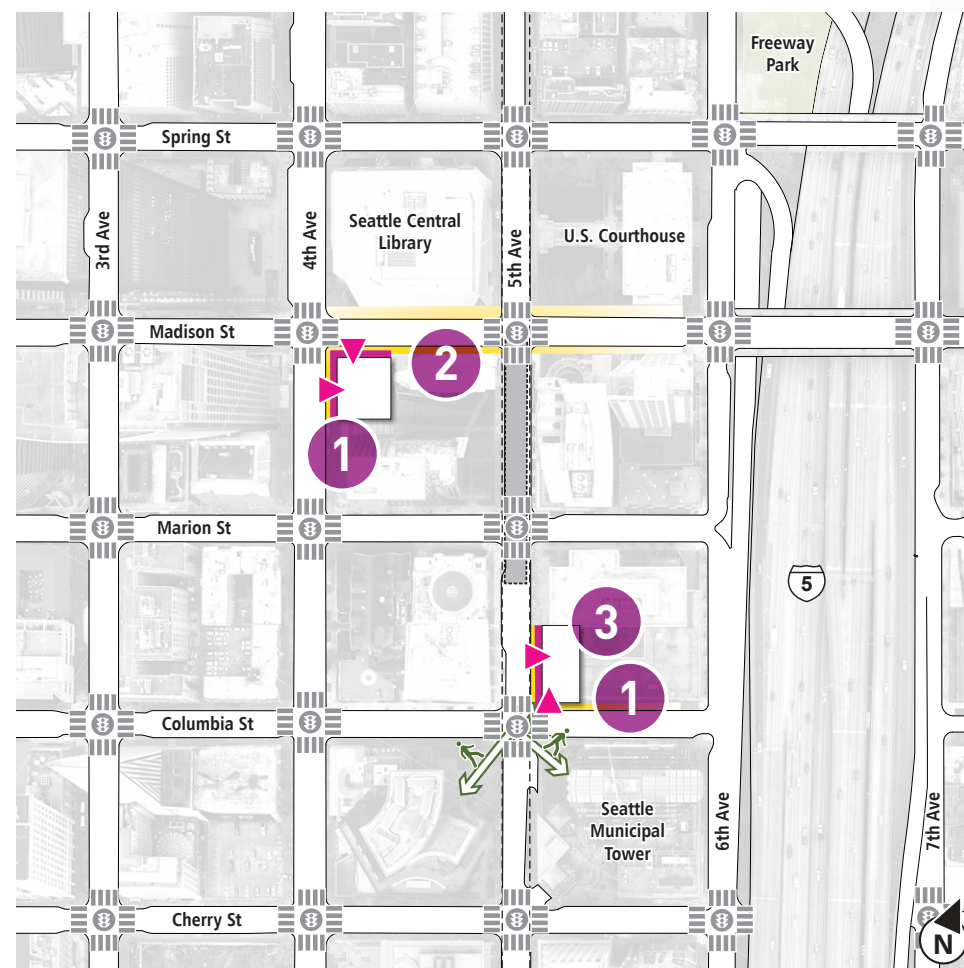
# Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

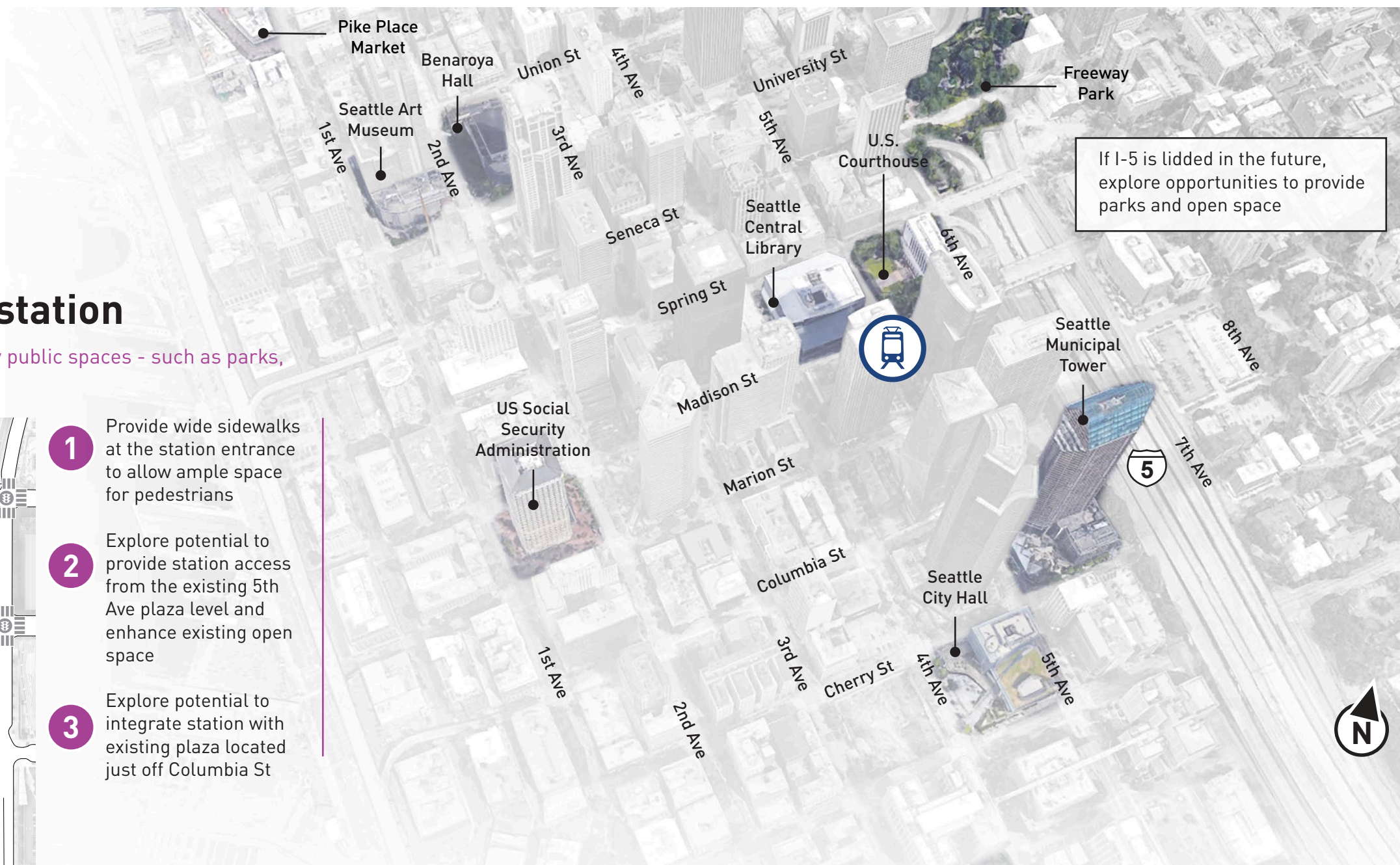
## Enjoying public space near the station

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



- Station entrance
- Existing signalized intersection and/or crosswalks
- Pedestrian focused area
- Existing pedestrian connection (below grade)

- 1 Provide wide sidewalks at the station entrance to allow ample space for pedestrians
- 2 Explore potential to provide station access from the existing 5th Ave plaza level and enhance existing open space
- 3 Explore potential to integrate station with existing plaza located just off Columbia St



Wider sidewalks at station entrances allow opportunities for attractive public space



Station entrance with strong, identifiable features

# Midtown Station

Ballard Link Extension

## Tunnel 6th Avenue Station (DT-2)

Other Alternative

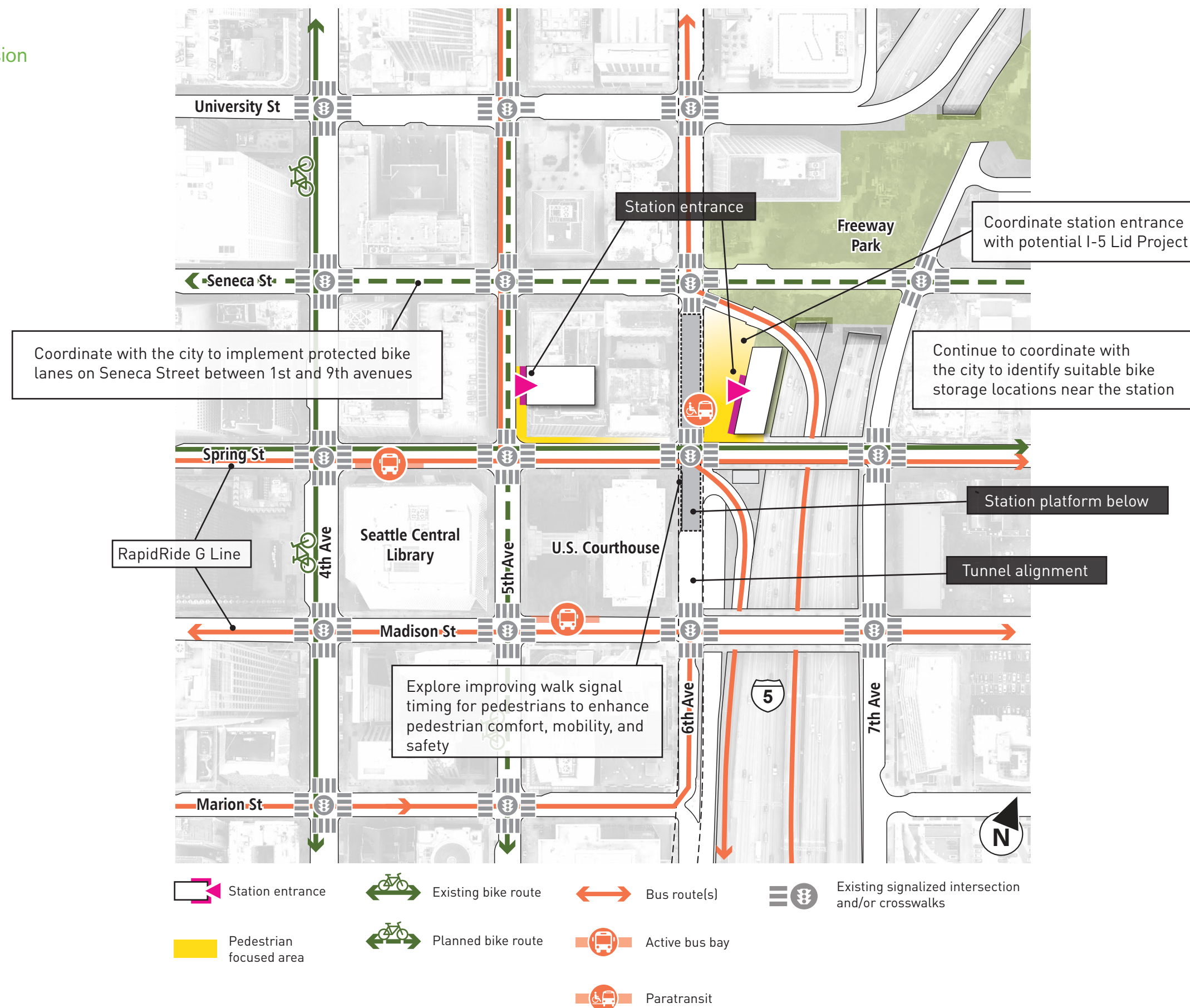
## Station context plan

The Tunnel 6th Avenue station alternative includes a west entrance on 5th Ave between Spring and Seneca streets and an east entrance between I-5 and 6th Ave just north of Spring St. While the east entrance would be closer to First Hill, the west entrance would be closer to the RapidRide G Line, which connects the waterfront to Madison Park via First Hill. Wayfinding signage would direct passengers to the RapidRide G Line stations on Madison and Spring streets.

The east entrance would be sited to integrate well with the existing plaza and fountain. The west entrance would be designed to complement adjacent historic buildings.

Planned bike lanes on 5th Ave and Seneca St will improve bike connections to and from the station. While the station itself would be too compact to accommodate bike storage, Sound Transit would work with the city to identify bike storage facilities nearby.

*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.*

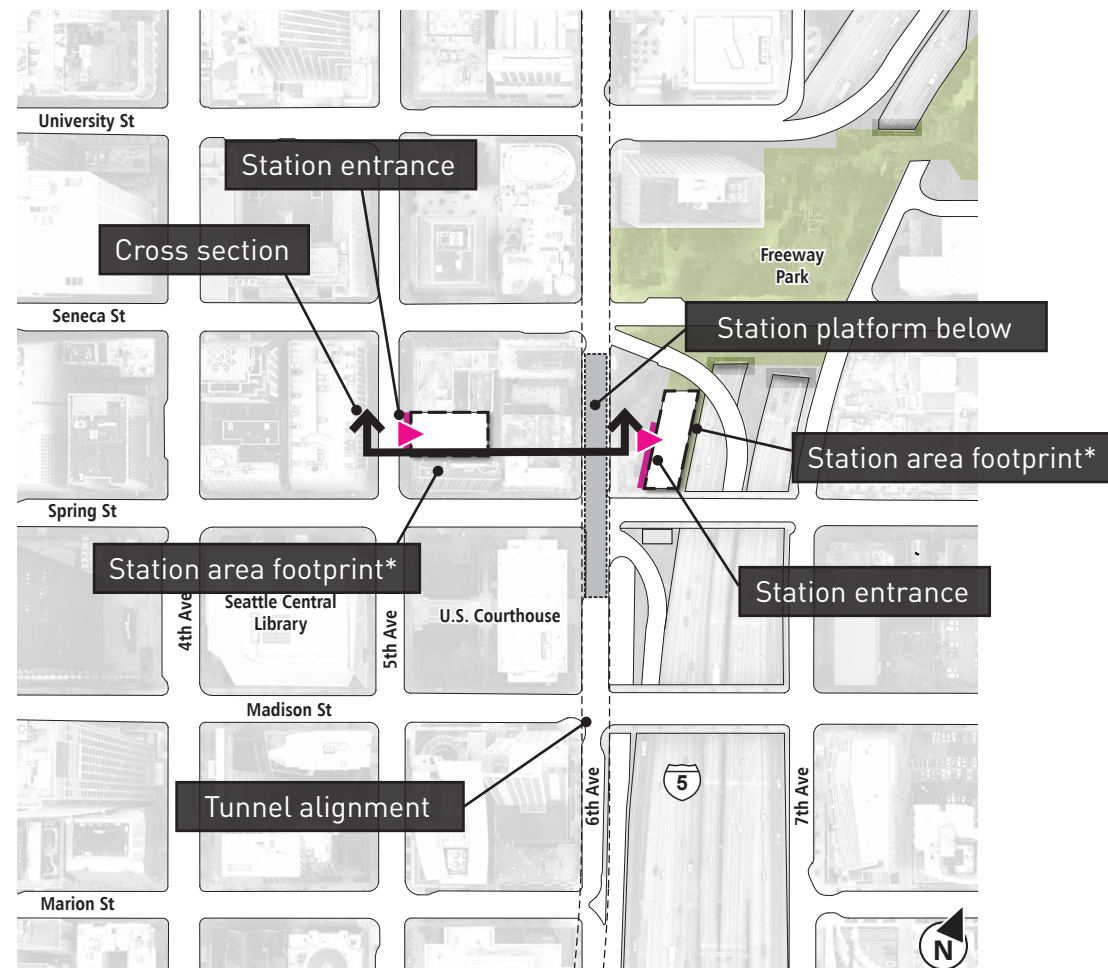


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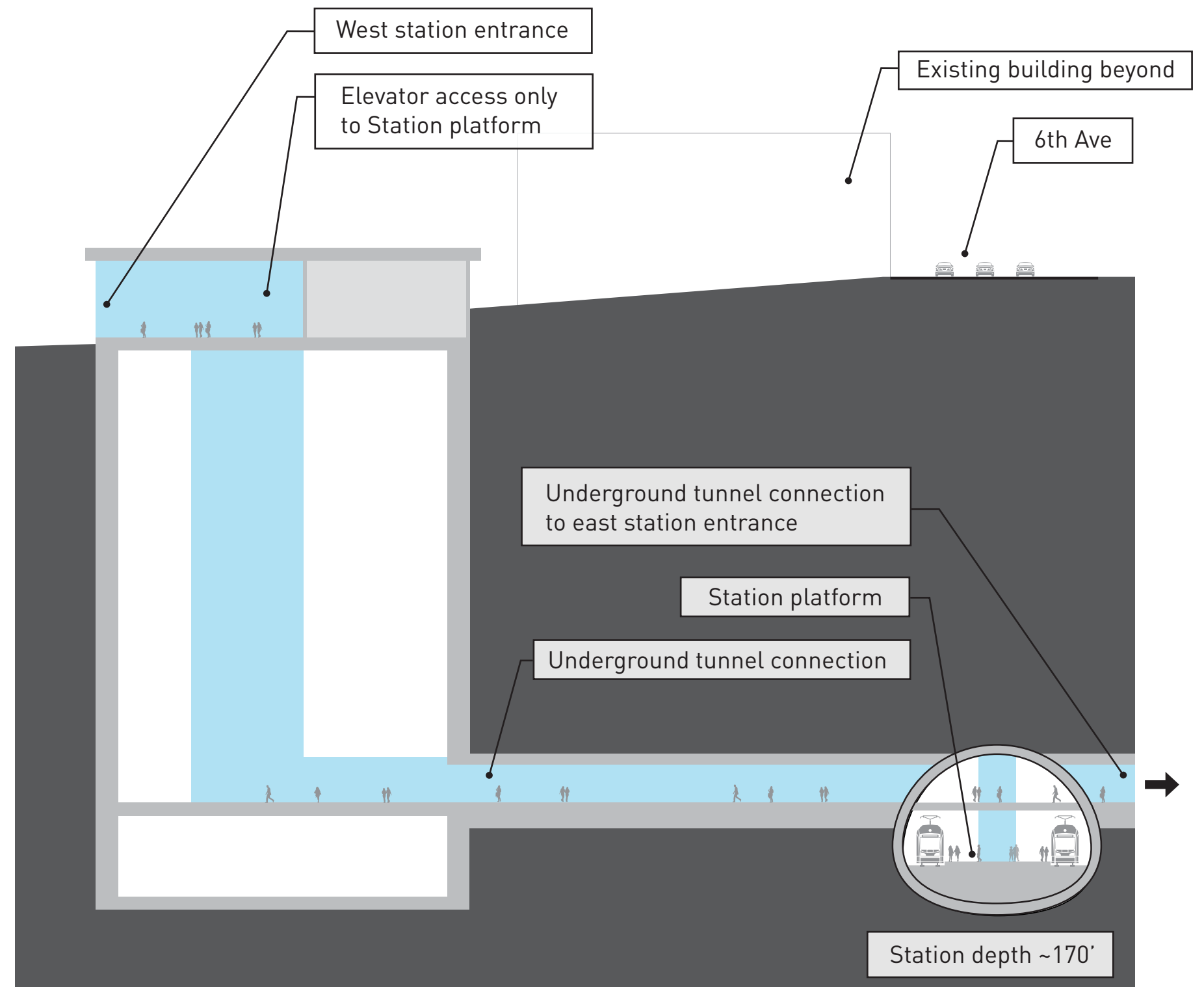
Tunnel 6th Avenue Station (DT-2)

## Looking inside the station



### Station site plan

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



### Station cross section

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