



# West Seattle and Ballard Link Extensions

## Station Planning Progress Report





# Welcome!

This document is designed to complement the Draft Environmental Impact Statement (EIS) developed for the West Seattle and Ballard Link Extensions project. While the Draft EIS studies 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. As Covid-19 unfolded, we heard from more of you through our project web site, phone calls, and virtual community briefings. We look forward to seeing you in person again soon.







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## Project overview

The West Seattle and Ballard Link Extensions would extend the 3 Line to the SODO, Delridge, Avalon, and Alaska Junction neighborhoods, and the 1 Line to the Denny Triangle, South Lake Union, Uptown, Smith Cove, Interbay and Ballard neighborhoods north of downtown. As part of the 1 Line extension, the project would construct a second tunnel through downtown to expand light rail system capacity at SODO, Chinatown-International District, Midtown, and Westlake.

The diagram at the right shows the Sound Transit network when the projects funded by ST3, including the West Seattle and Ballard Link Extensions, are complete. At the Westlake station and the International District/Chinatown station, passengers would be able to transfer between the 1 Line, 2 Line, and 3 Line. At the SODO station, passengers would be able to transfer between the 1 Line and 3 Line.



## 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 begins with the publication and public review of a “Draft” EIS. A “Final” EIS is then prepared and published, with responses to substantive comments. Your input on the Draft EIS is important and will help shape the final project. We encourage you to review the Draft EIS at [wsblink.participate.online](https://wsblink.participate.online) and submit comments.



## Project timeline



\*The Board’s realigned capital plan identifies 2032 as the timeframe Sound Transit can affordably deliver service from SODO to West Seattle. At the same time, Sound Transit is managing the Ballard Link Extension toward a 2037 delivery target by working to close a project affordability gap. If it is not possible to close the gap, current financial assumptions reflect Sound Transit’s ability to affordably open service to Smith Cove in 2037 and to Ballard in 2039.

## Draft EIS alternatives

Three types of alternatives, including route and station options, have been identified for study in the Draft EIS.

### Preferred Alternatives

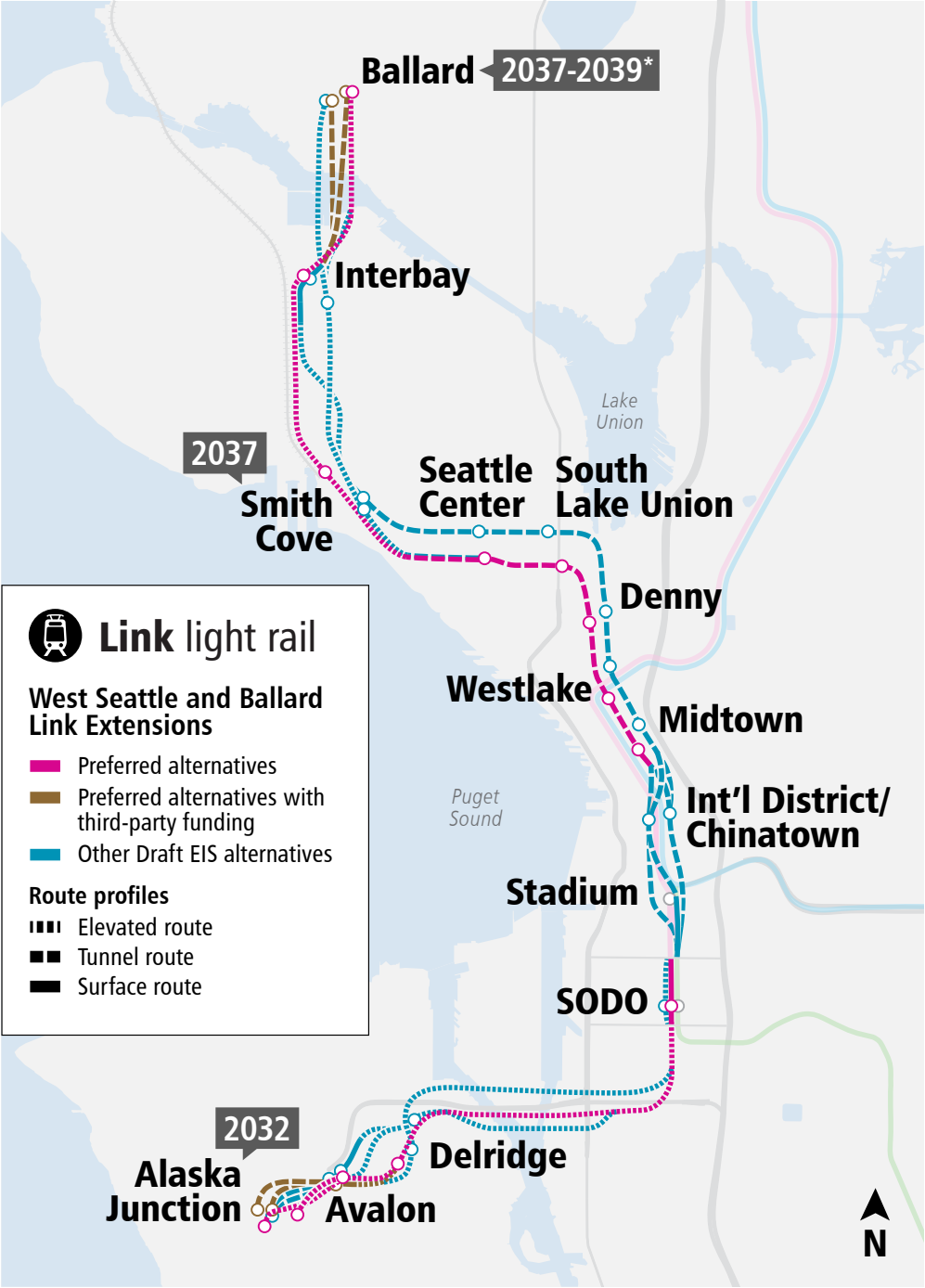
Identified by the Sound Transit Board in May 2019 (Board Motion Identifying Alternatives for DEIS, M2019-51) based on community and stakeholder input in the Alternatives Development phase. The Draft EIS further evaluates the preferred alternatives as well as other route and station options.

### Preferred with Third-Party Funding Alternatives

Also identified by the Board for study in the Draft EIS. Preferred alternatives with third-party funding include enhancements to the scope of the Sound Transit 3 Plan that could require third-party funding partnerships, such as contributions from partner agencies.

### Other Alternatives

Identified by the Board for study in the Draft EIS but not identified as preferred.

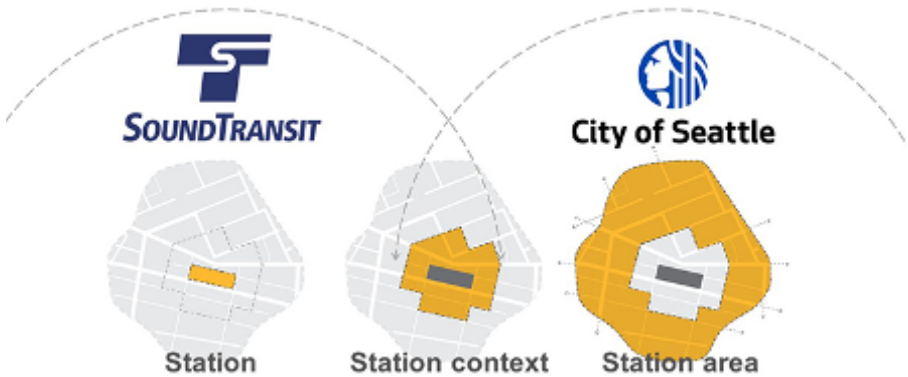




# Partnering with the City of Seattle and others



As part of our on-going partnership with the City of Seattle, we’ve 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 is responsible for the design of the station and the City of Seattle is responsible for shaping the “station area”—the neighborhood around the station. Sound Transit and the city may partner on improvements within the “station context”—typically two or three blocks from the 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 WSBLE project, beginning in 2018 during the alternatives development phase. The RET is designed to implement the city’s commitment to the Race and Social Justice Initiative, 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 the community to achieve racial equity across the City of Seattle. Corridor-wide outcomes 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 will be published in early 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 WSBLE corridor.

## Next steps

We look forward to hearing your thoughts on the Draft EIS. Your comments will inform the Sound Transit Board as they confirm or modify the preferred alternative we study for the Final EIS. Your input will also shape improvements around the stations in your neighborhood. As we continue our station planning for the Final EIS, 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. First, we want to understand how people get to the station—walking, rolling, biking, taking the bus, or being dropped off—and identify ways we can make these trips safer and more convenient. Next, we look at how the neighborhood around the station might change after the light rail is constructed by identifying opportunities to create housing, office space, shops, or public open space, bearing in mind what we’ve heard from community members about their needs and desires.

Additionally, 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.

## Walking, biking, and rolling to the station

Ideas and recommendations to encourage walking, rolling, or biking to the station. Improvement ideas 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

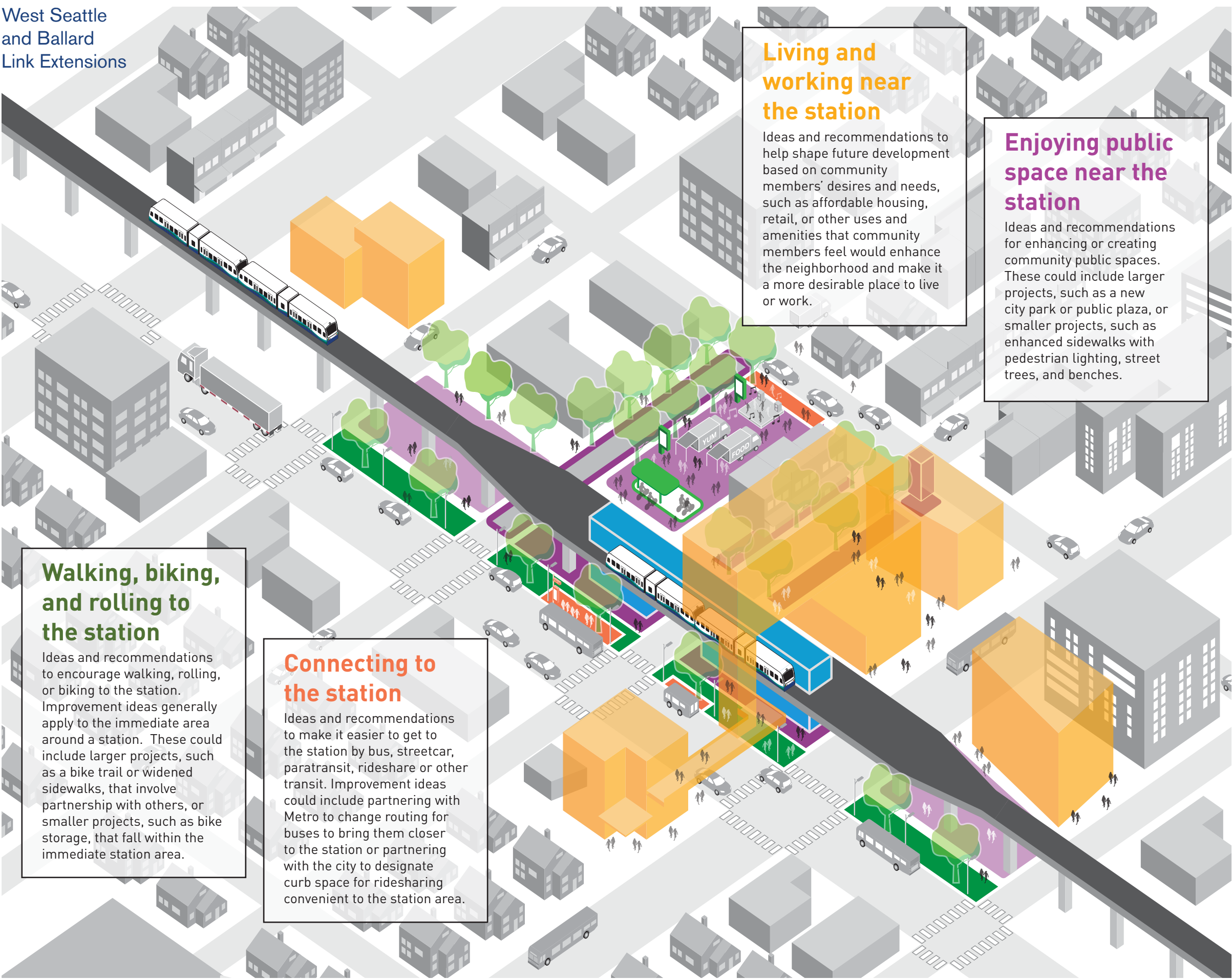
Ideas and recommendations to make it easier to get to the station by bus, streetcar, paratransit, rideshare or other transit. Improvement ideas could include partnering with Metro to change routing for buses to bring them closer to the station or partnering with the city to designate curb space for ridesharing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

## Enjoying public space near the station

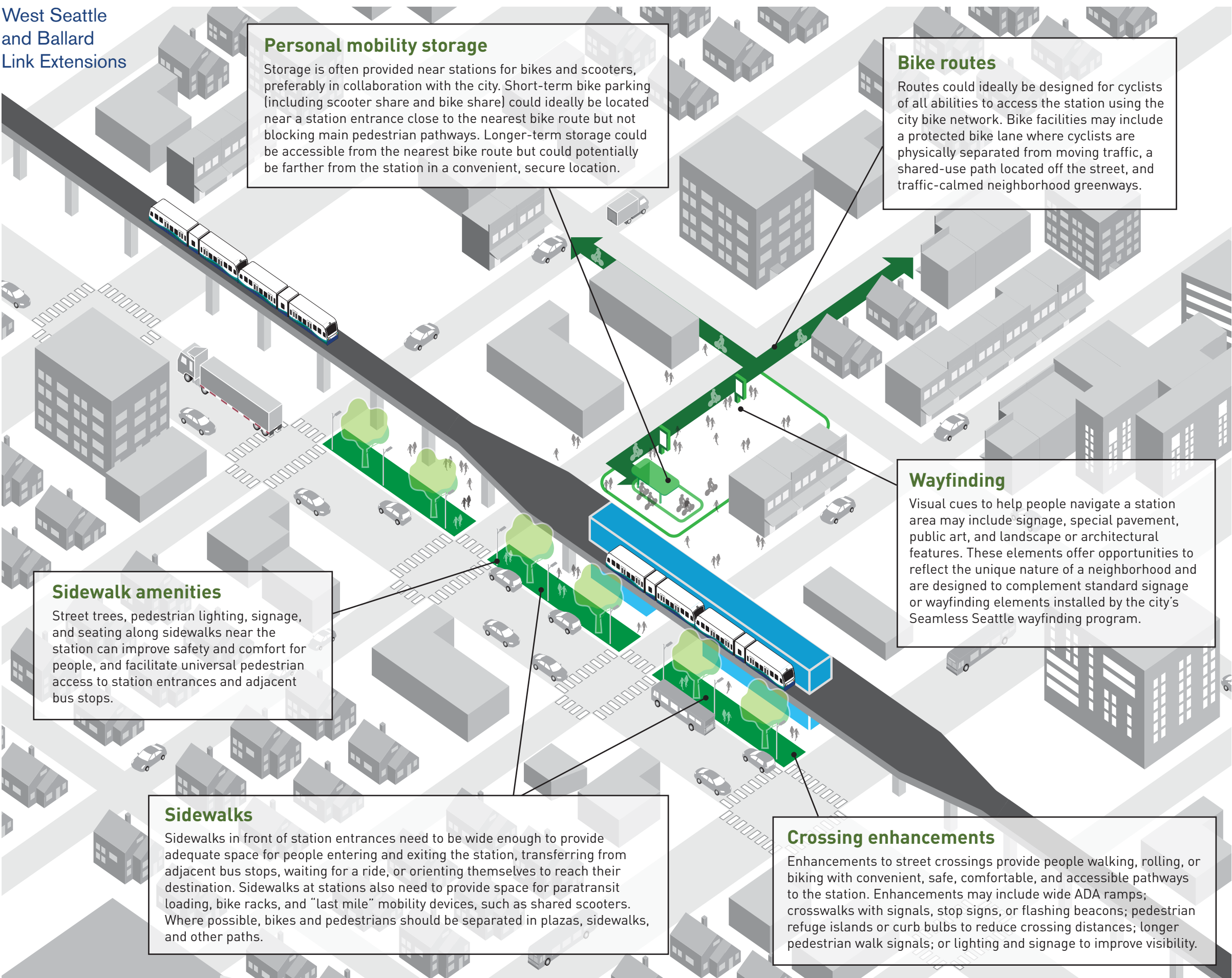
Ideas and recommendations for enhancing or creating community public spaces. These could include larger projects, such as a new city park or public plaza, or smaller projects, such as enhanced sidewalks with pedestrian lighting, street trees, and benches.





# Walking, biking, and rolling to the station

Each station area would 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 to 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) could ideally be located near a station entrance close to the nearest bike route but not blocking main pedestrian pathways. Longer-term storage could be accessible from the nearest bike route but could potentially be farther from the station in a convenient, secure location.

## Bike routes

Routes could ideally 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 may include signage, special pavement, public art, and landscape or architectural features. These elements offer opportunities to reflect the unique nature of a neighborhood and are designed to complement standard signage or wayfinding elements installed by the city's Seamless Seattle wayfinding program.

## Crossing enhancements

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

## 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.

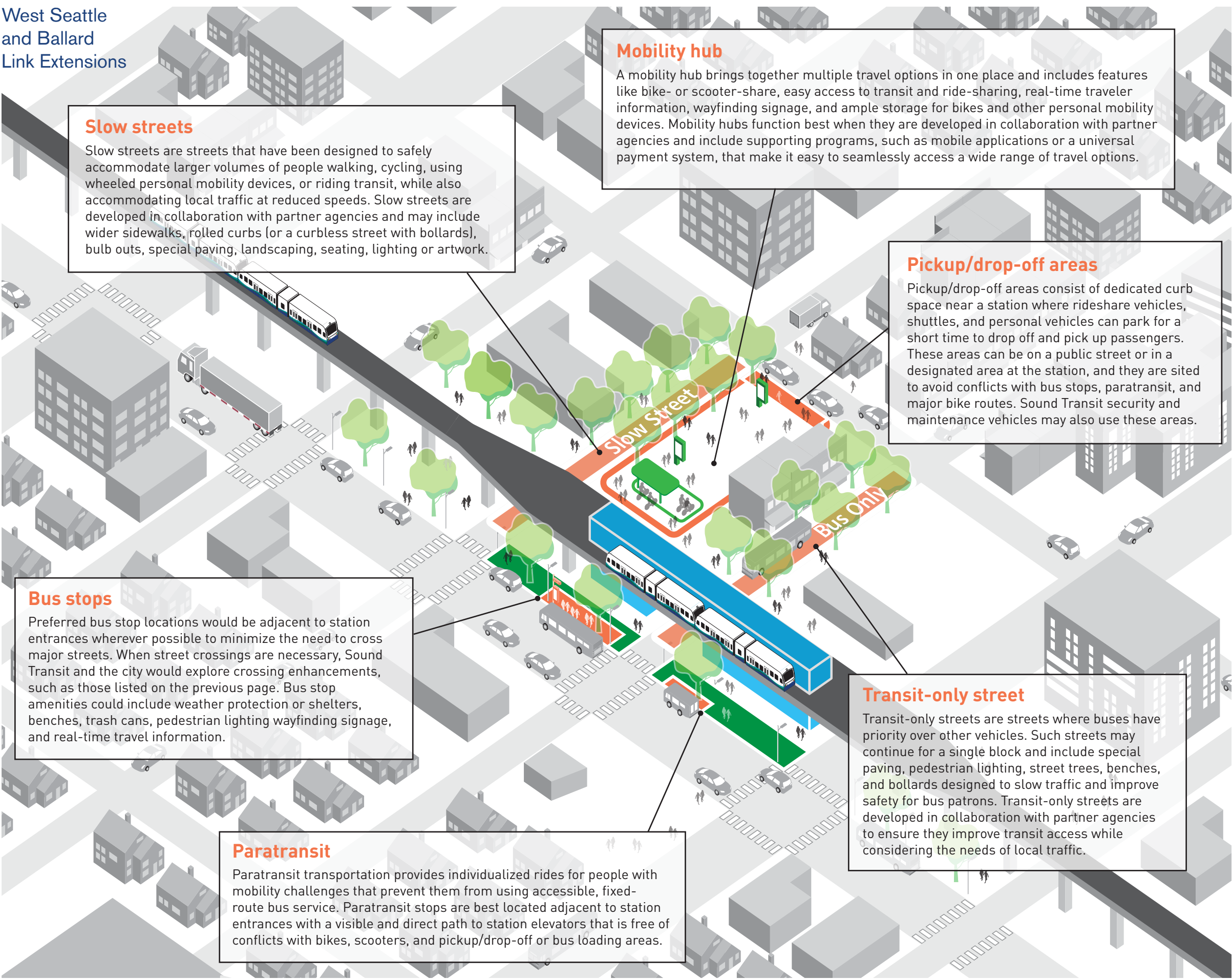
## Sidewalk amenities

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.



# Connecting to the station

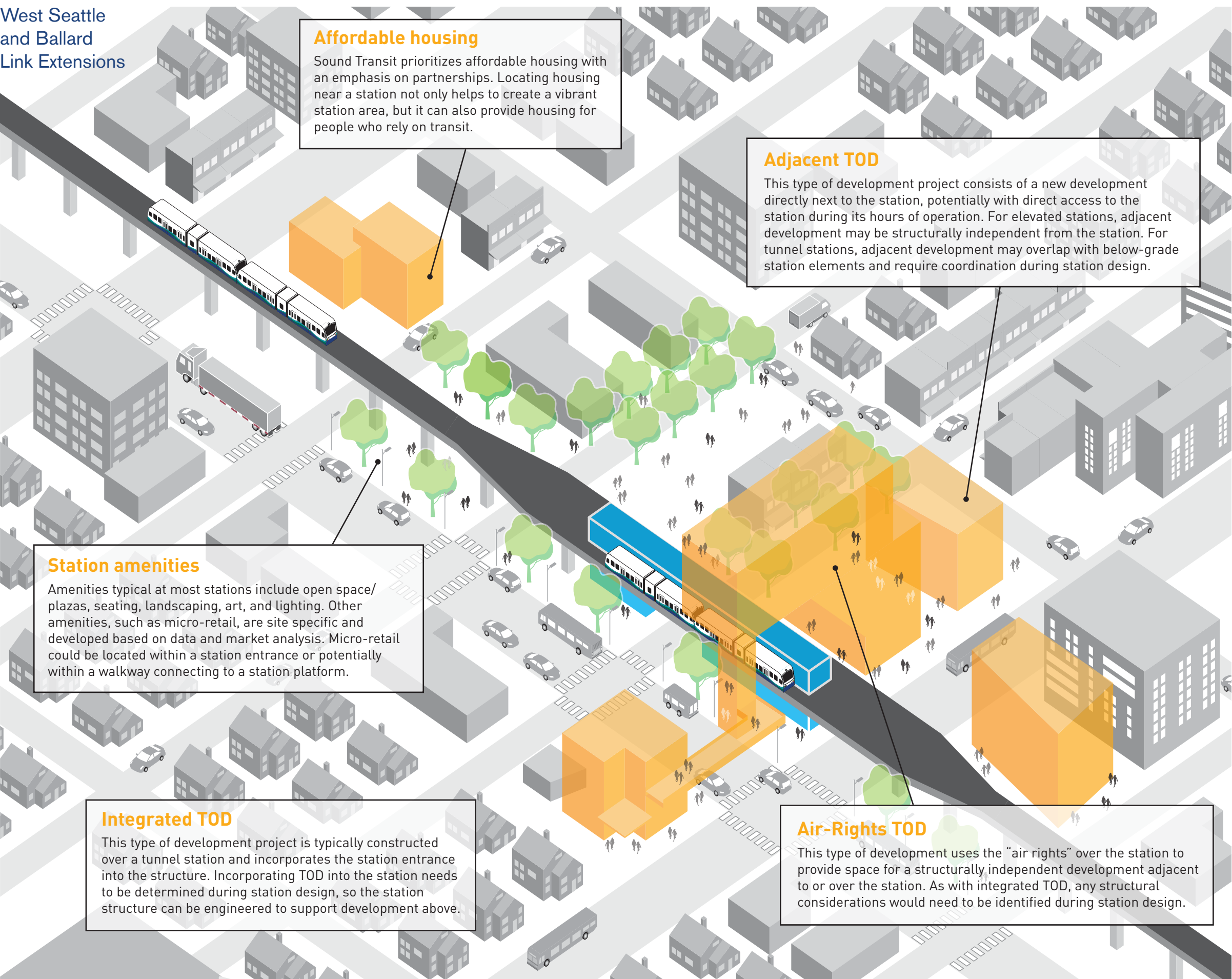
For passengers coming to the station by bus, streetcar, commuter rail, taxi, rideshare, or drop-off, the transfer to light rail should be a simple and intuitive experience. Sound Transit and the City of Seattle prioritize walking, rolling, biking and bus transfers over other vehicle modes.





# Living and working near the station

Adding a light rail station to a neighborhood introduces new opportunities to enhance livability in a neighborhood by adding different types of housing, new shopping, employment opportunities, 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 begins 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 it 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, are site specific and developed based on data and market analysis. Micro-retail could be located within a station entrance or potentially within 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 structure. Incorporating 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

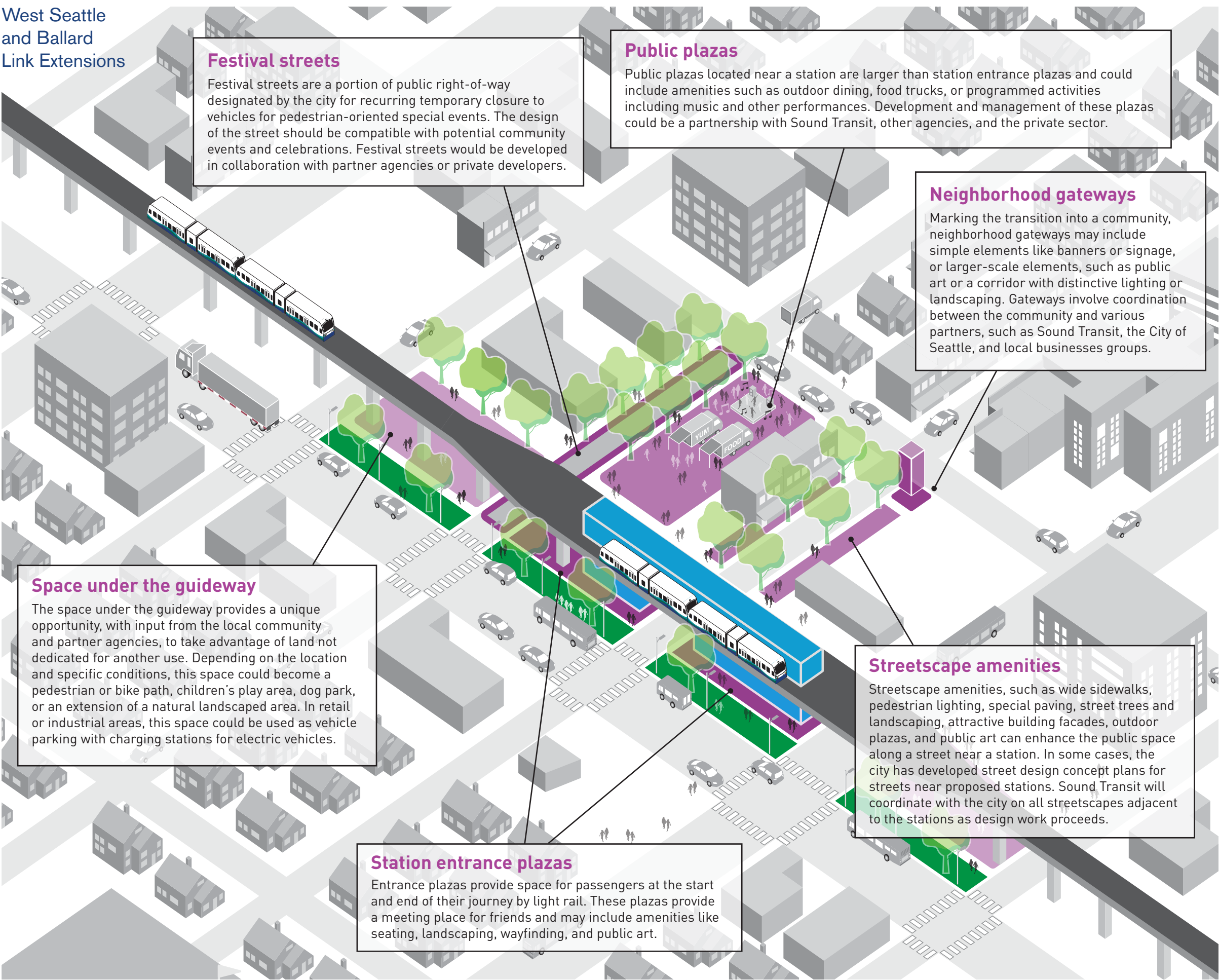
This type of development uses the “air rights” over the station to provide space for a structurally independent development adjacent to or over the station. As with integrated TOD, any structural considerations would need to be identified during station design.



# 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 opportunities to utilize new and existing public space. This could be as simple as improving access to an existing public space or creating a new public space under the light rail guideway or near a station entrance to enhance the community.

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 closure to vehicles for pedestrian-oriented special events. The design of the street should be compatible with potential community events and celebrations. Festival streets would 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 could include amenities such as outdoor dining, food trucks, or programmed activities including music and other performances. Development and management of these plazas could be a partnership with Sound Transit, other agencies, and the private sector.

**Neighborhood gateways**  
Marking the transition into a community, neighborhood gateways may include simple elements like banners or signage, or larger-scale elements, such as public art or a corridor with distinctive lighting or 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, with input from the local community and partner agencies, to take advantage of land not dedicated for another use. Depending on the location and specific conditions, this space could become a pedestrian or bike path, children's play area, dog park, or an extension of a natural landscaped area. In retail or industrial areas, this space could be used as vehicle parking with charging stations for electric vehicles.

**Station entrance plazas**  
Entrance plazas provide space for passengers at the start and end of their journey by light rail. These plazas provide a meeting place for friends and may include amenities like seating, landscaping, wayfinding, and public art.

**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.




# Navigating the report

West Seattle  
and Ballard  
Link Extensions

## 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, 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 dashed box with light shading indicates a tunnel station platform. Station platforms are 380 feet long and the width varies.

2




Existing signalized intersection and/or crosswalks



Proposed signalized intersection and/or crosswalks

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 pickup/drop off areas.


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 routes 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.


14



Station entrance

A pink arrow indicates where passengers physically enter the station and the pink shading indicates the building face that is "active" – inside space is visible to people with 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

Proposed off-street walkway, or a new staircase, that could be through 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)

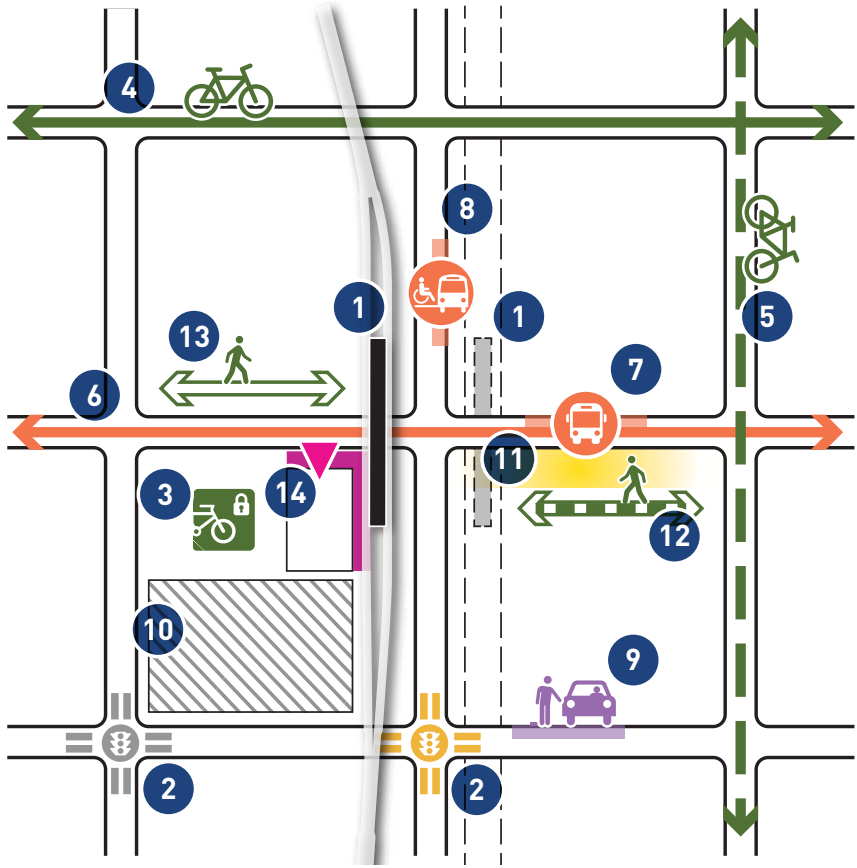
Sound Transit partners with private and non-profit developers to build transit oriented development (TOD) on property affected by construction or operation of a transit project. Sound Transit TOD projects typically focus on creating housing affordable to a range of income levels, as well as retail, restaurants,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

9



Pickup/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.

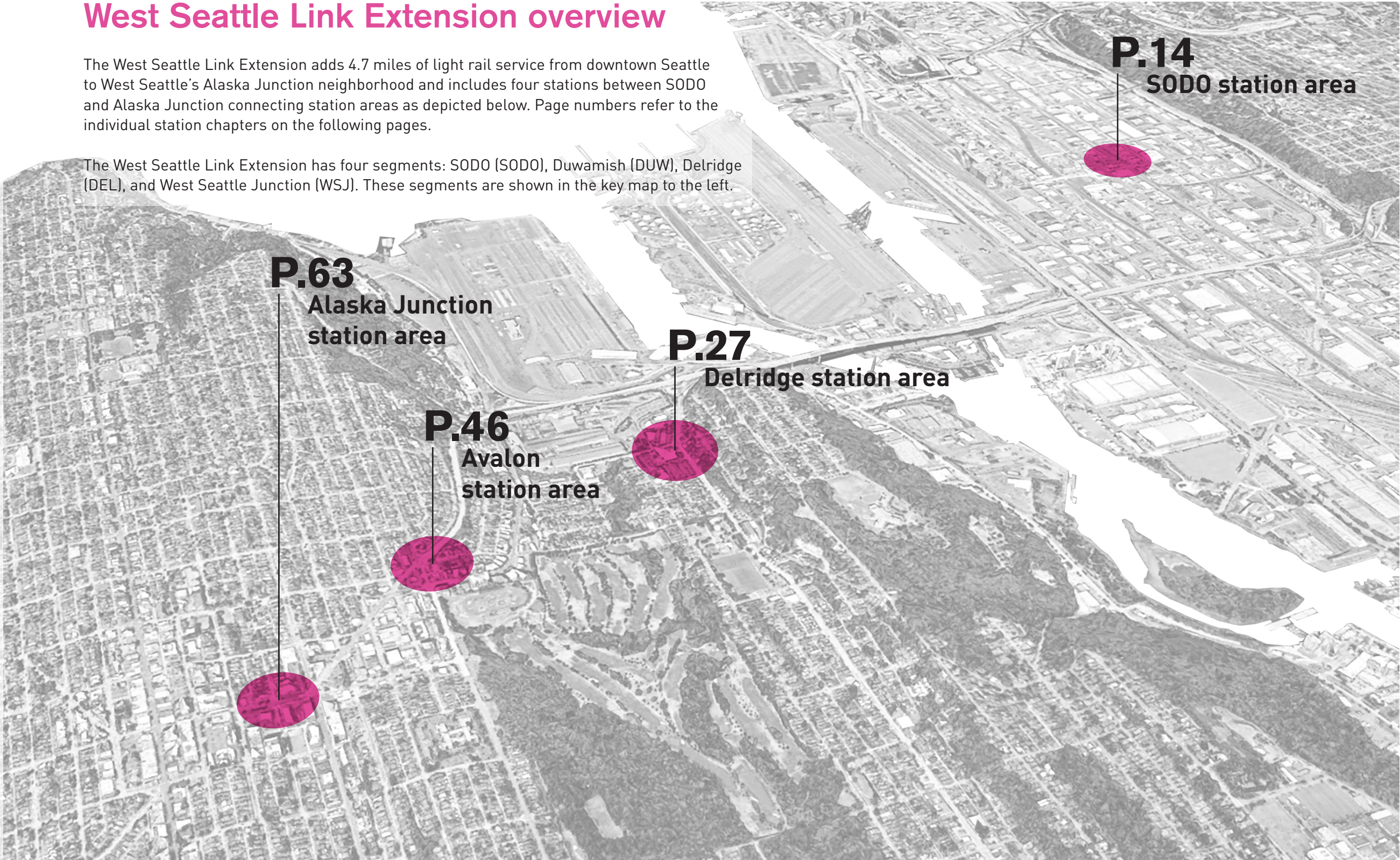
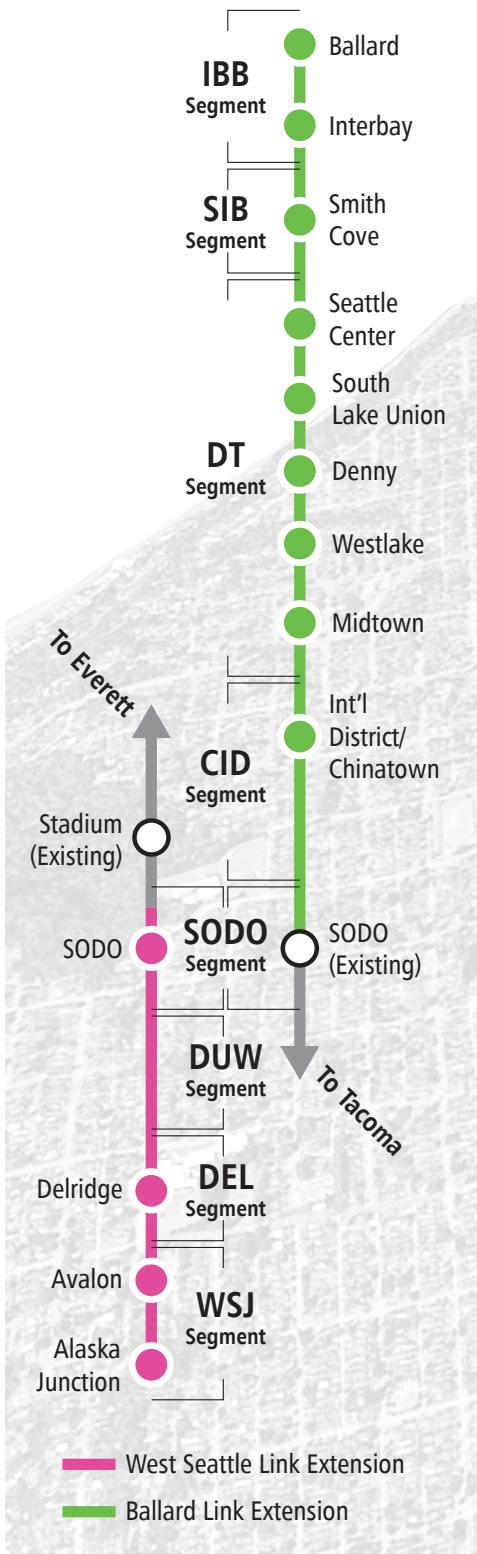




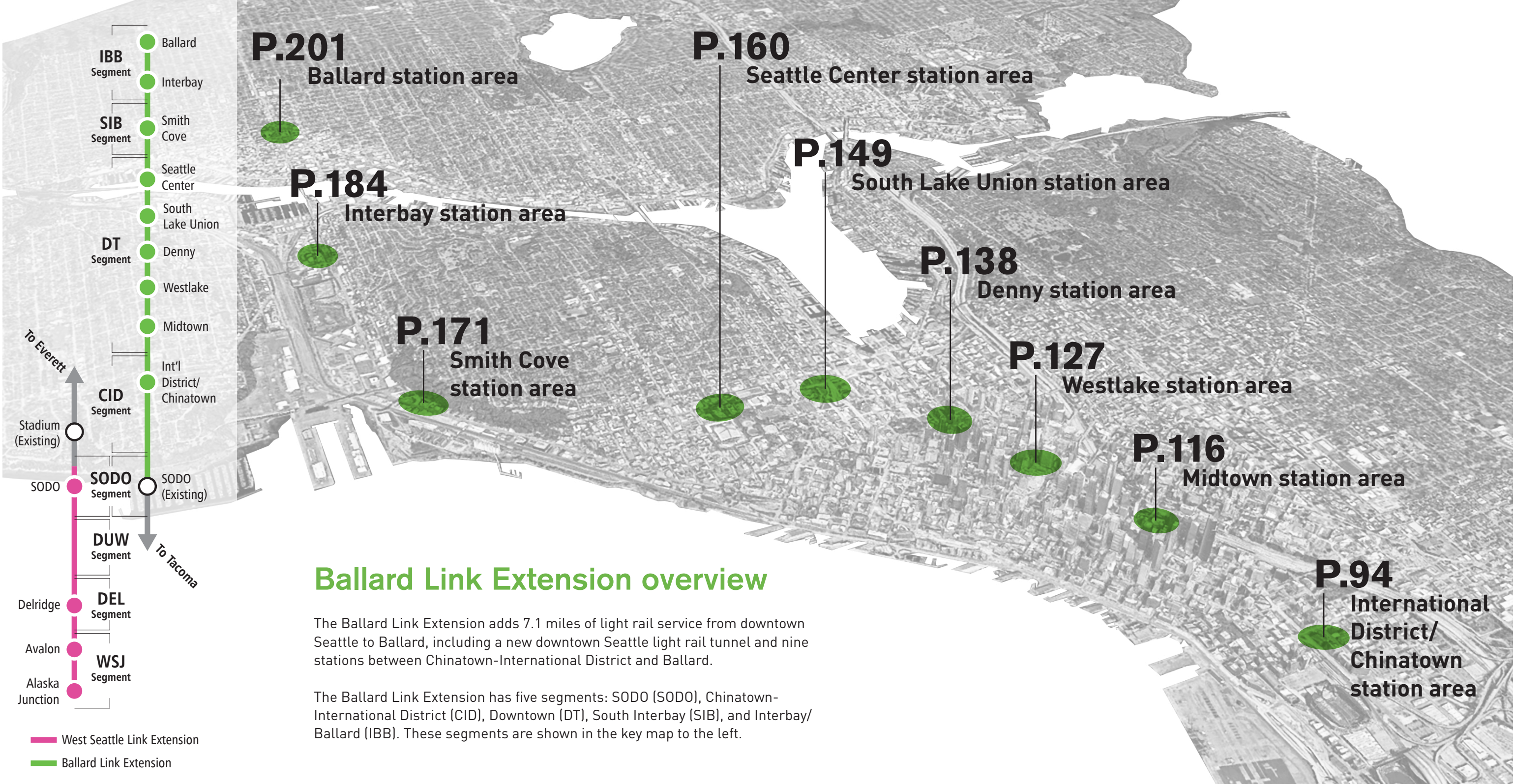
## West Seattle Link Extension overview

The West Seattle Link Extension adds 4.7 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

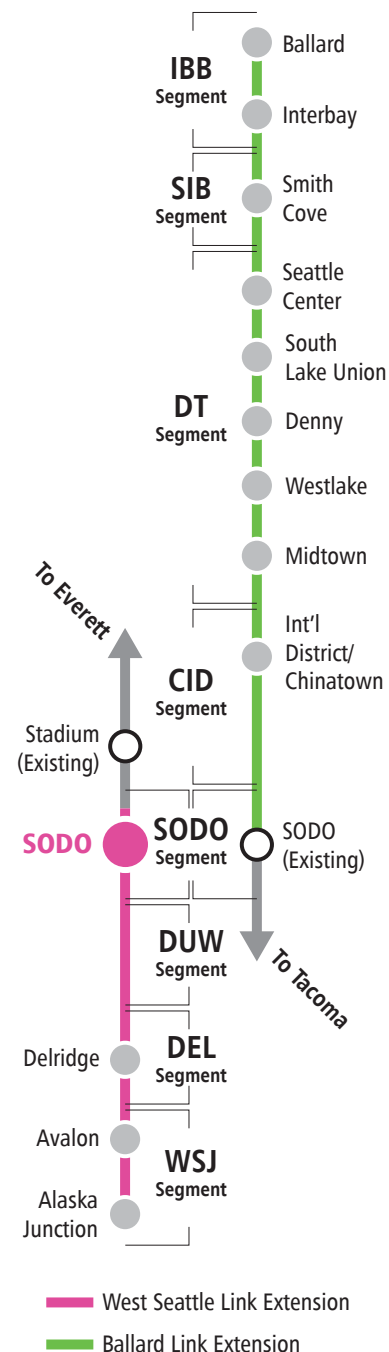
## Station area context

“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.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the mix of activities and land uses as well as employment opportunities, transit, and bike trail connections.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 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

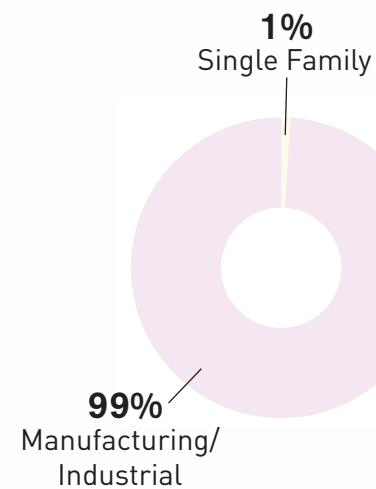


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



## Station area context

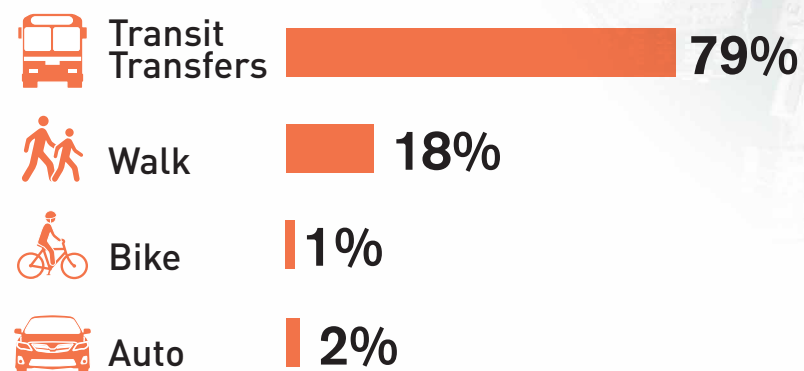
### Existing land use in the station area <sup>(1)</sup>



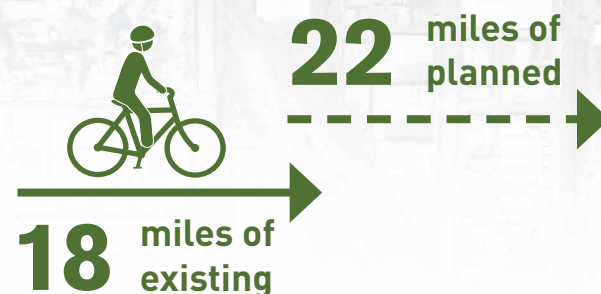
### Ridership/daily boardings <sup>(2)</sup>



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



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



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



### Planning and design priorities

Planning and design priorities can help frame how a station and 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 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.



# SODO Station

West Seattle  
Link Extension

## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains three alternatives for expanding SODO Station.



### Draft EIS alternatives

- Preferred alternative
- Other alternatives and design options

### Route and station profiles

- Elevated
- At-grade
- Retained cut

## 1 Preferred Alternative

See P.17



### At-Grade Station (SODO-1a)

New at-grade station on the west side of the existing SODO station.

## 2 Other Alternative

See P.23

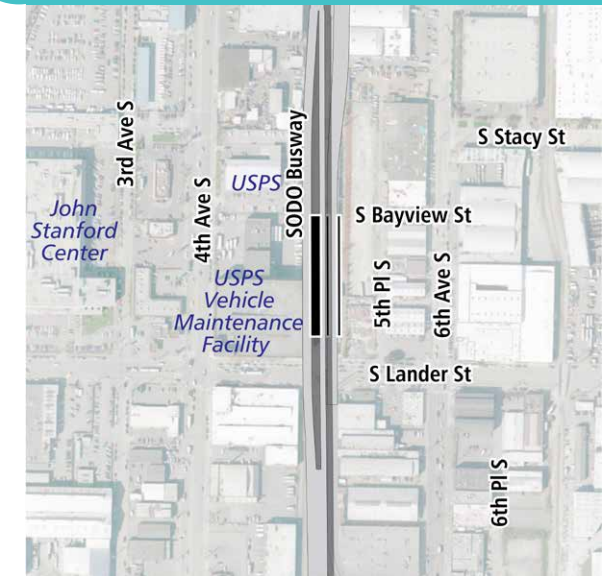


### At-Grade South Station Option (SODO-1b)

New at-grade station and existing SODO station shifted closer to S Lander St

## 3 Other Alternative

See P.25



### Mixed Profile Station (SODO-2)

New elevated station and existing SODO station shifted closer to S Lander St



## At-Grade Station (SODO-1a)

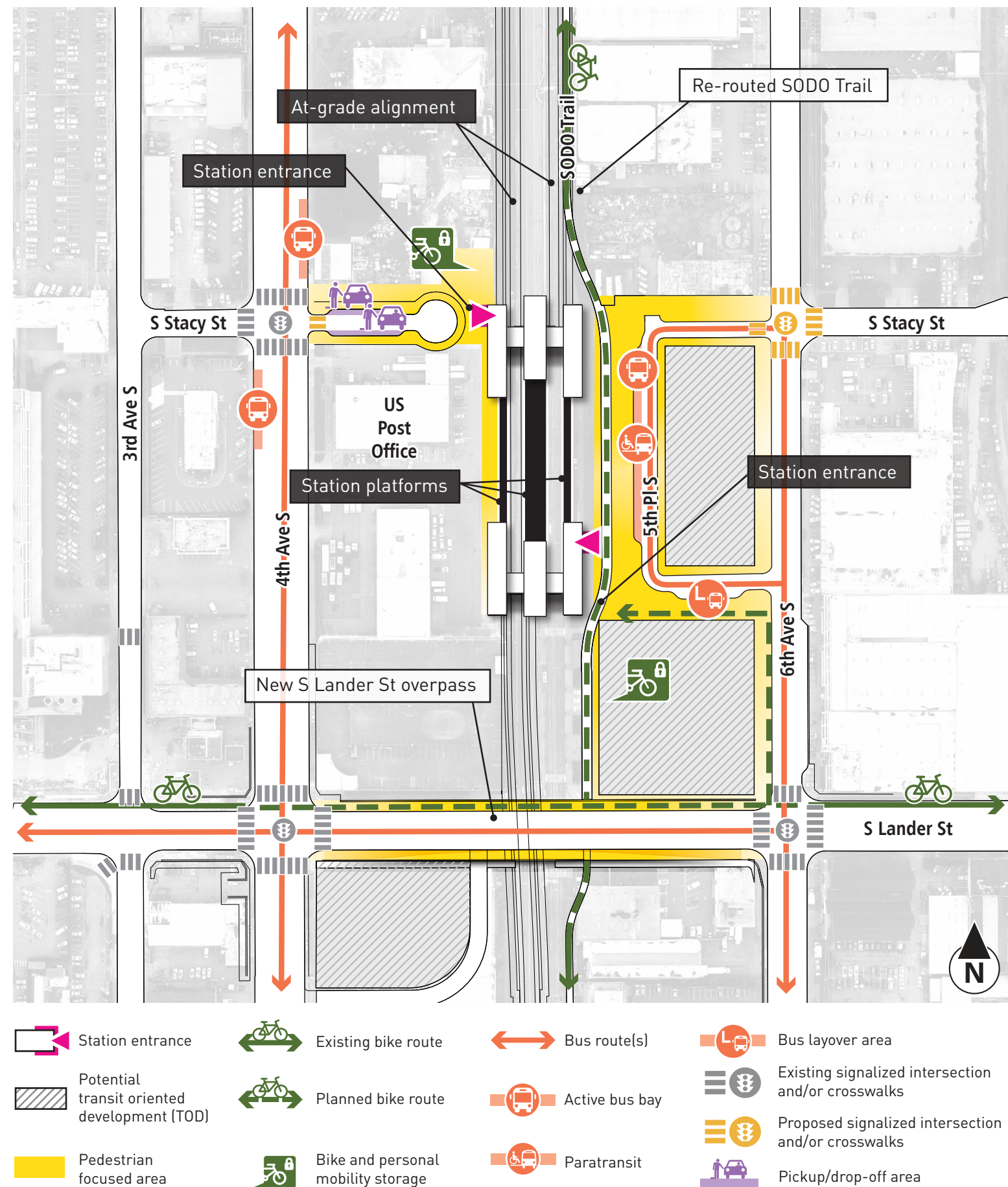
Preferred Alternative

### 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. A variation of this alternative would shift the west platform of the new station slightly to the north.<sup>1</sup> 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 pickup/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.

<sup>1</sup> The SODO-1a alternative also has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. The staggered station configuration features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north. This configuration is described in more detail in the Draft EIS.



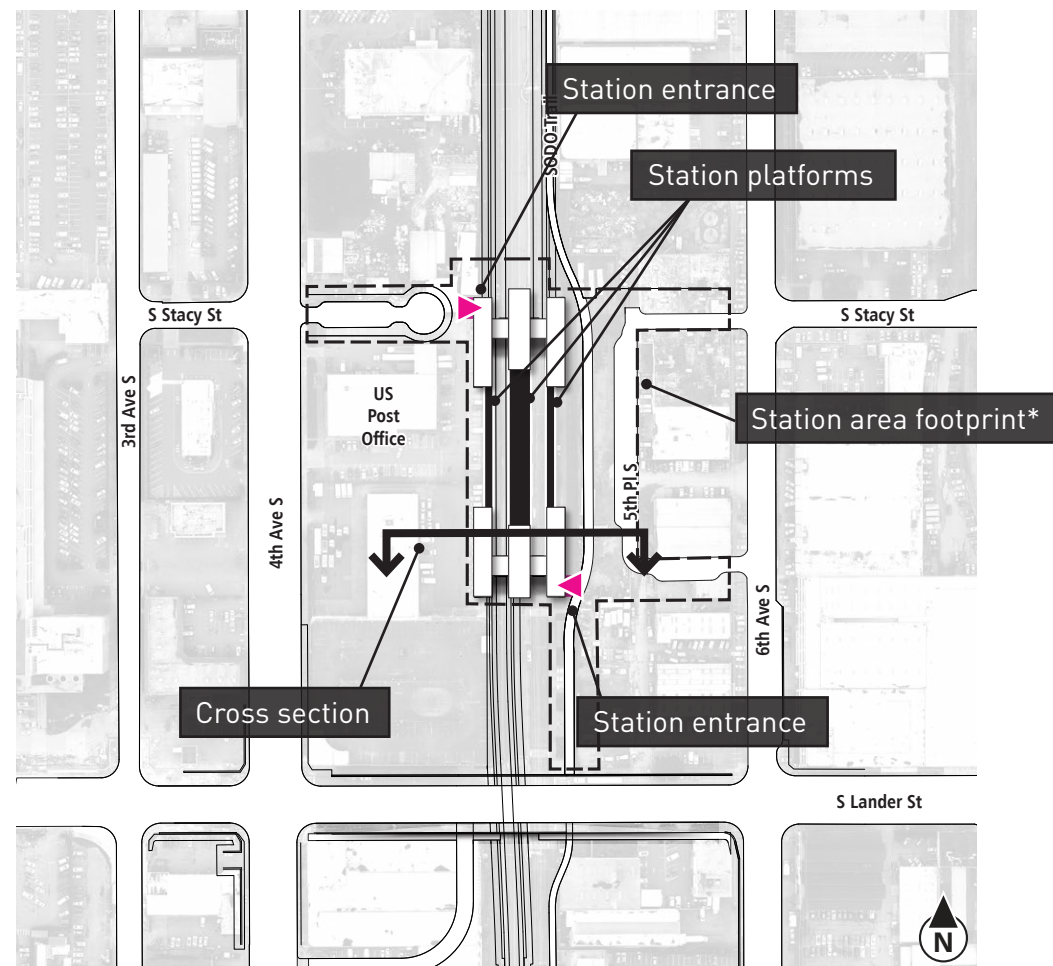


# SODO Station

West Seattle  
Link Extension

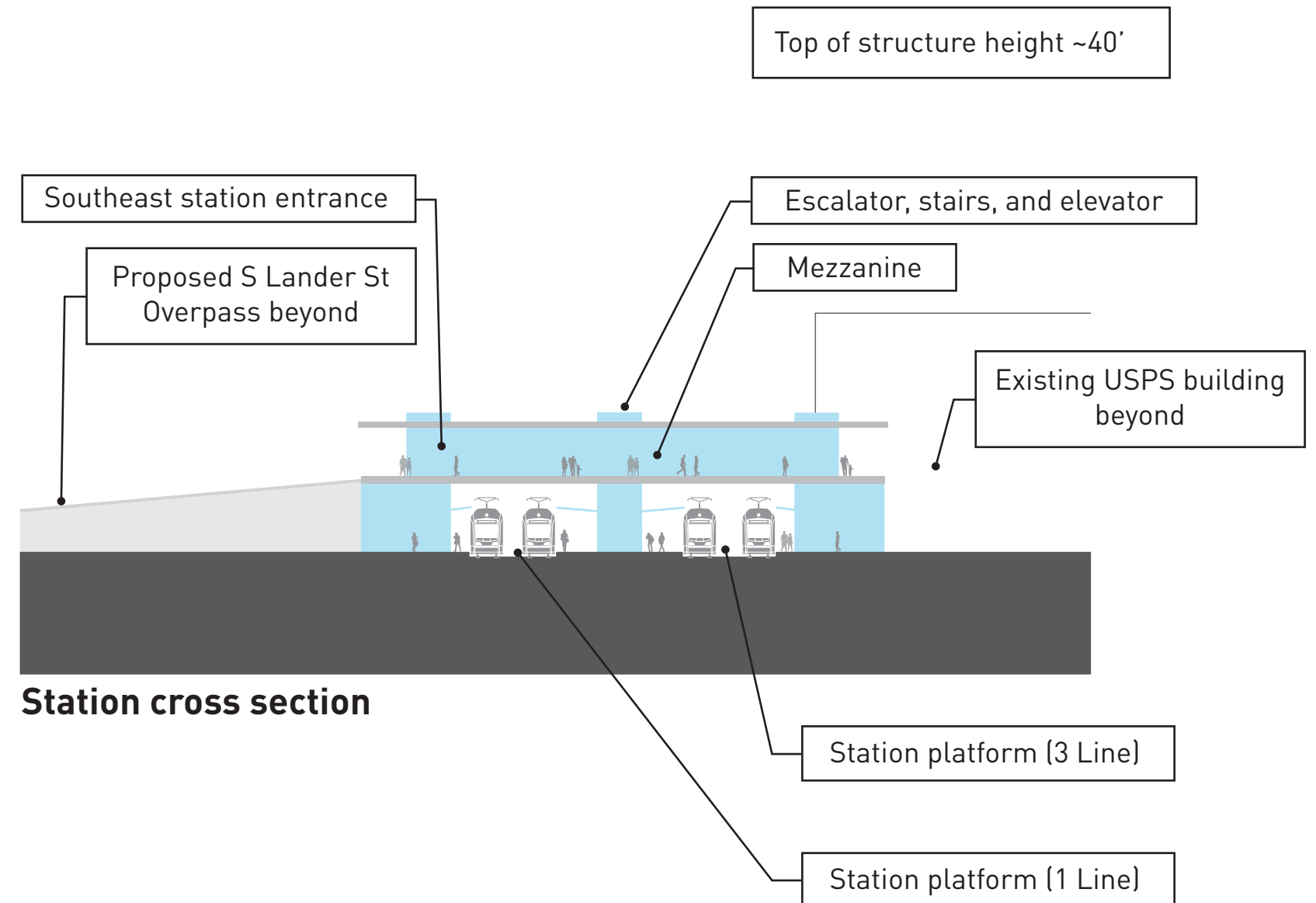
At-Grade Station (SODO-1a)

## 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

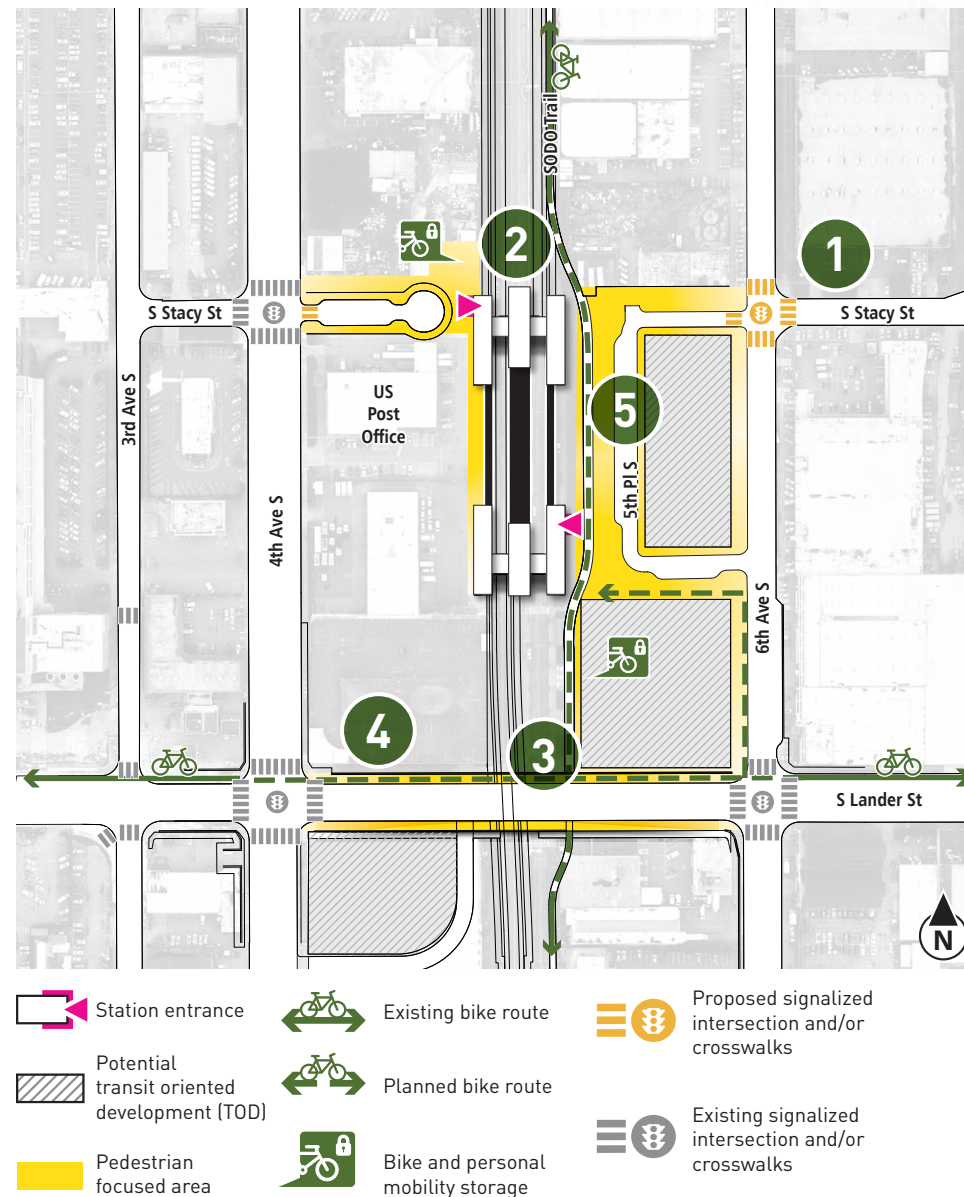
Cross section is an approximate representation of station configuration for illustrative purposes only.  
Station architectural and landscape design is not complete.



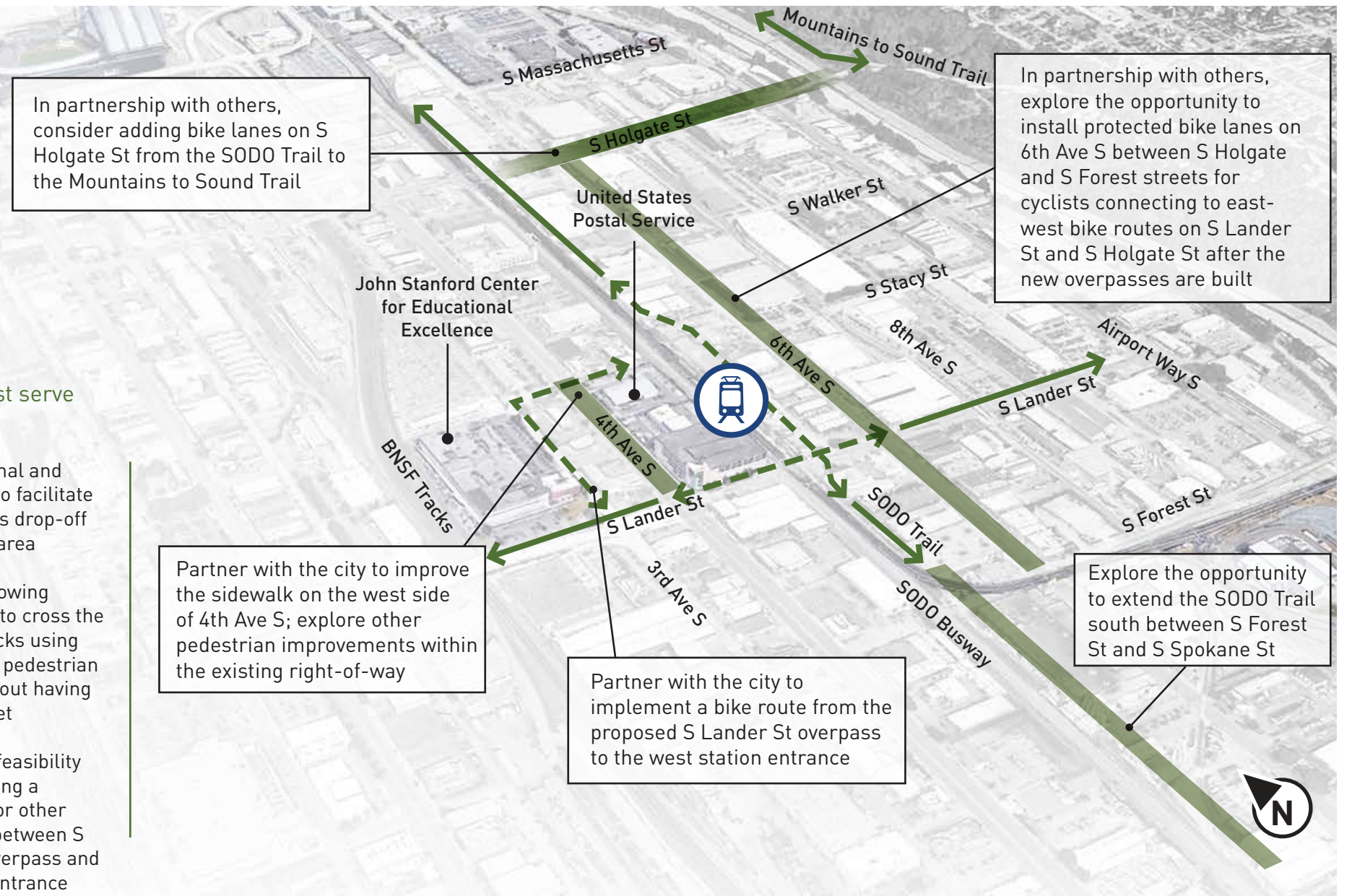
### At-Grade Station (SODO-1a)

## 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 Add new signal and crosswalks to facilitate access to bus drop-off and layover area
- 2 Consider allowing pedestrians to cross the light rail tracks using the station's pedestrian bridges without having to buy a ticket
- 3 Explore the feasibility of constructing a public stair or other connection between S Lander St overpass and the station entrance
- 4 Incorporate wide sidewalks with space for bikes in the design of the new S Lander St overpass
- 5 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



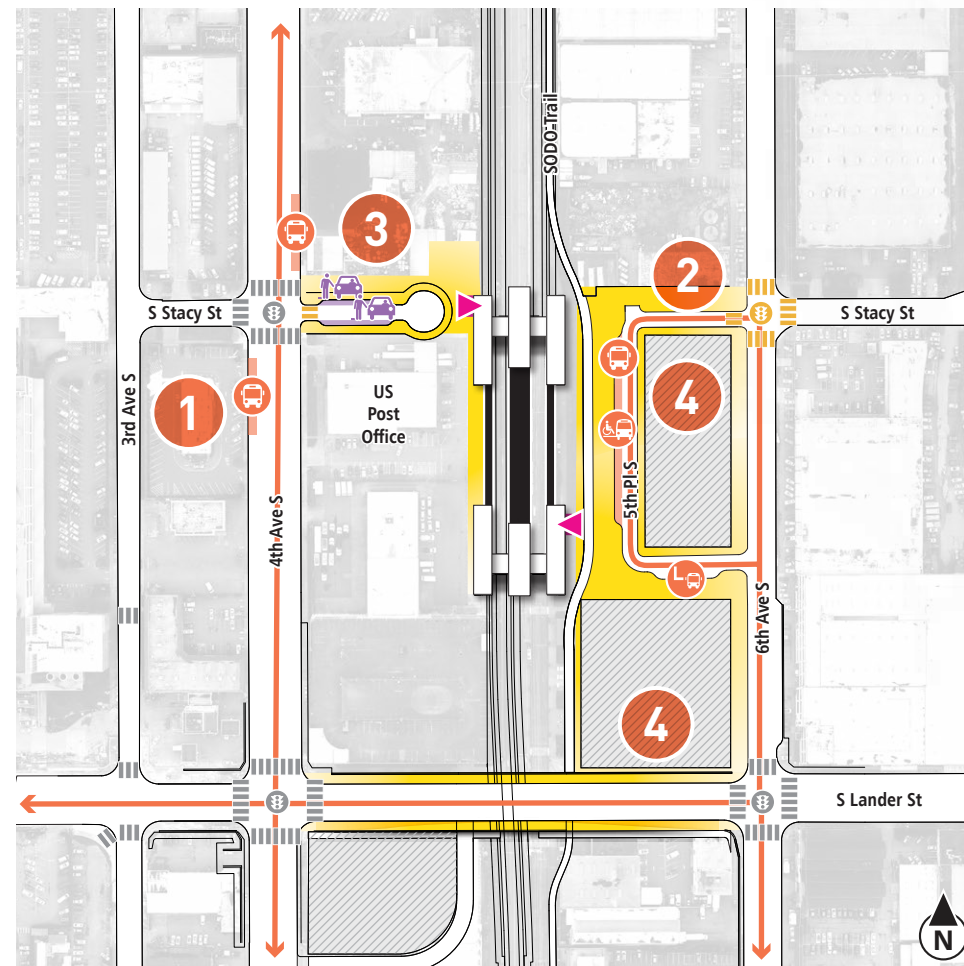
Wayfinding signage helps pedestrians find key destinations nearby



### At-Grade Station (SODO-1a)

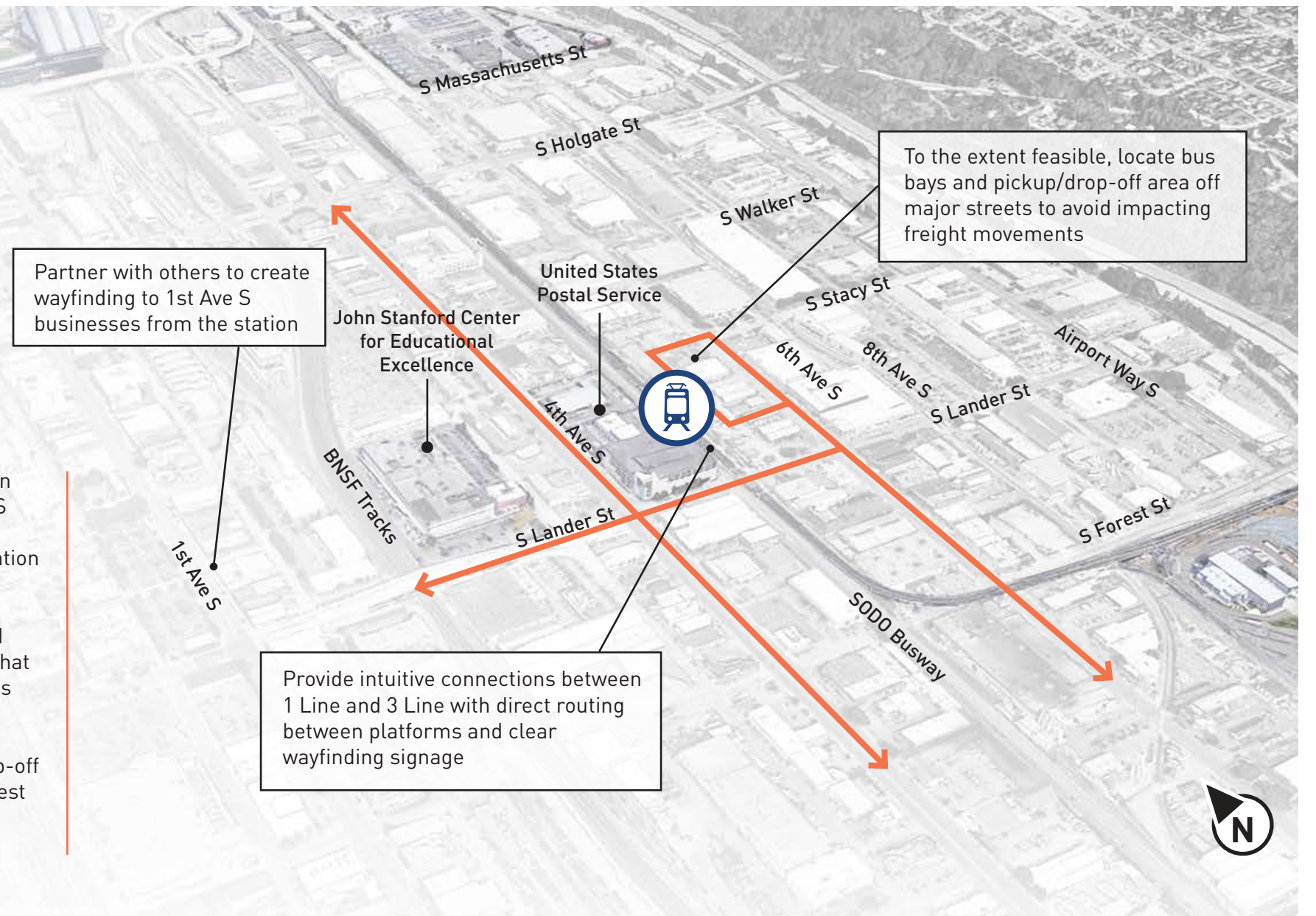
## Connecting to the station

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



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

1. Locate bus stops on 4th Ave S close to S Stacy St for simple transfers to the station
2. Create off-street loop for transit and paratransit users that also accommodates bus layover space
3. Locate pickup/drop-off area at the northwest station entrance to reduce potential conflicts with bus stops on 4th Ave S
4. Explore station access improvements in partnership with new development(s)



Transit loop near a station



Real-time signage provides current information on bus connections



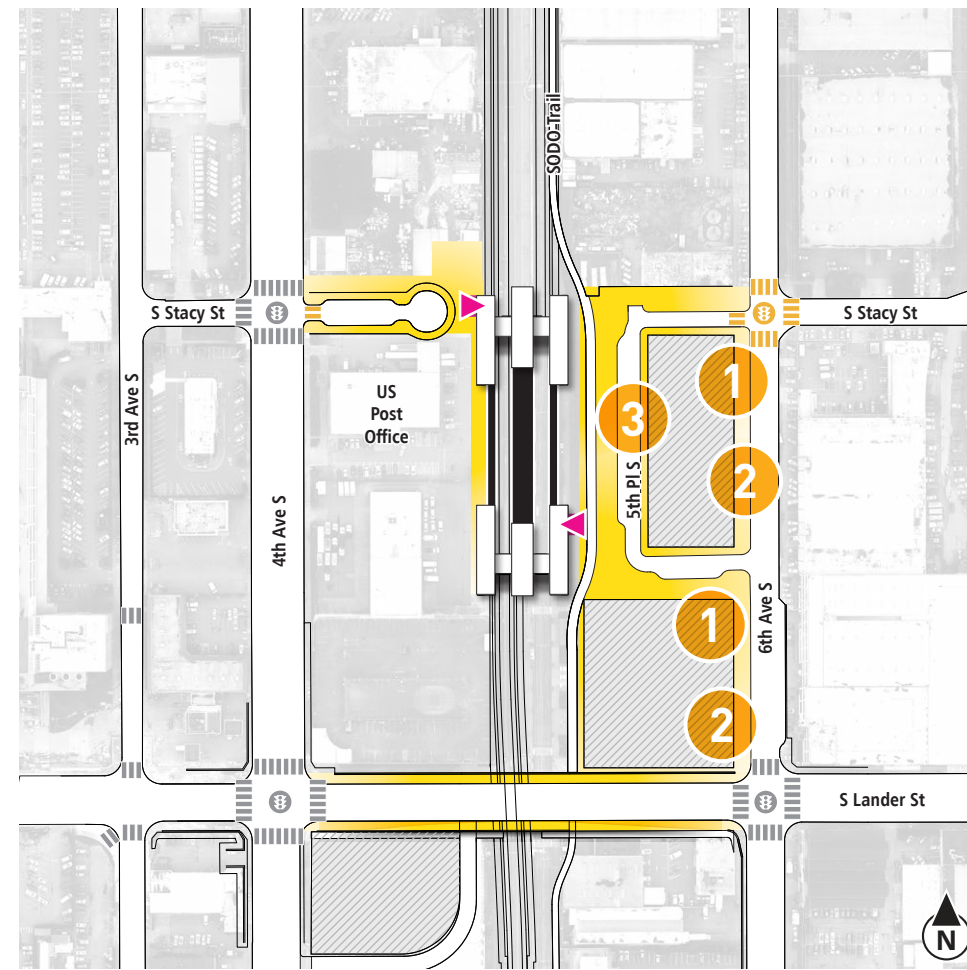
# SODO Station

West Seattle  
Link Extension

At-Grade Station (SODO-1a)

## 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

- 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 mezzanine from an upper floor of adjacent development

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

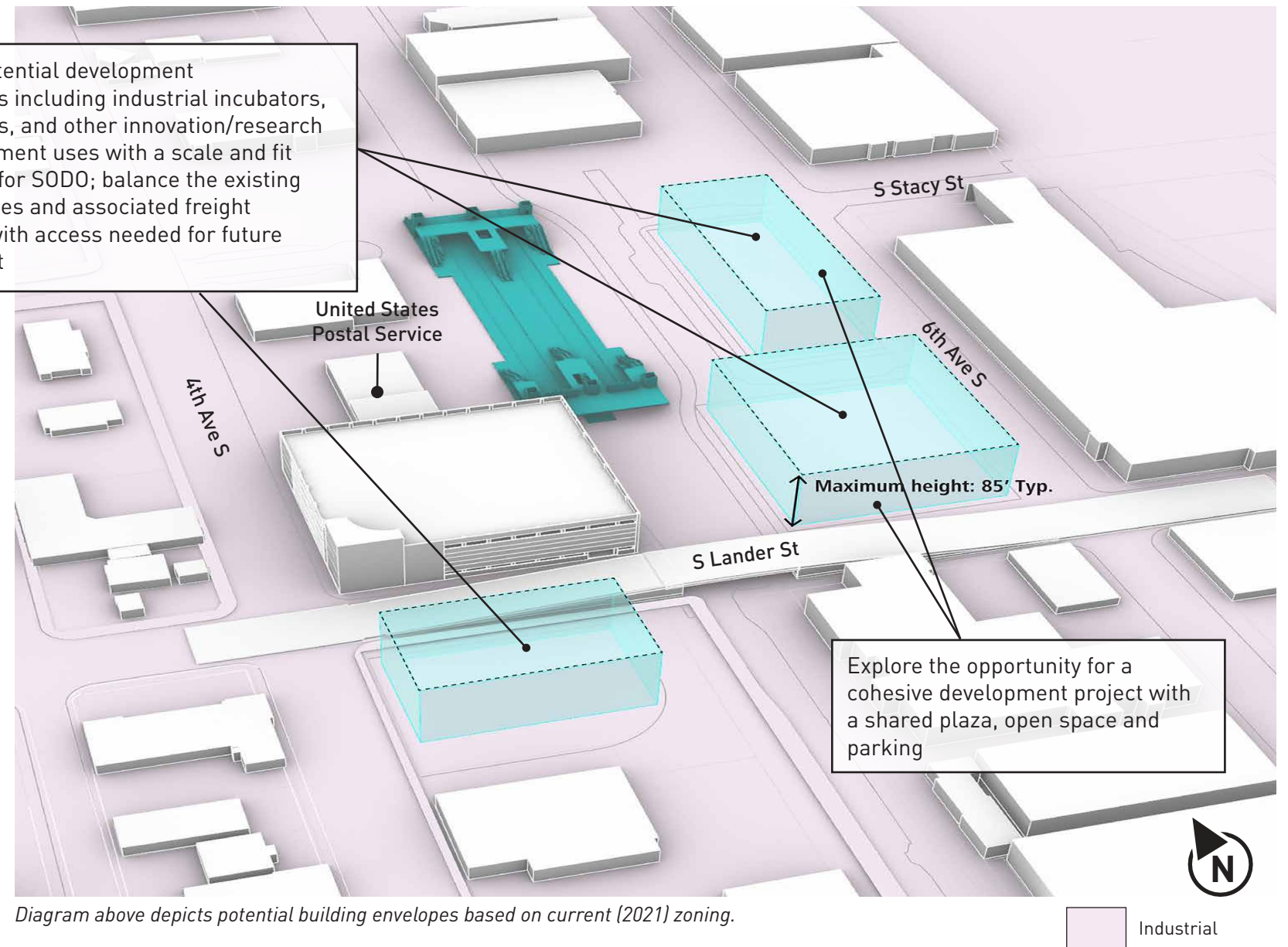


Diagram above depicts potential building envelopes based on current (2021) zoning.



Large industrial development sites can include multiple tenants and uses



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



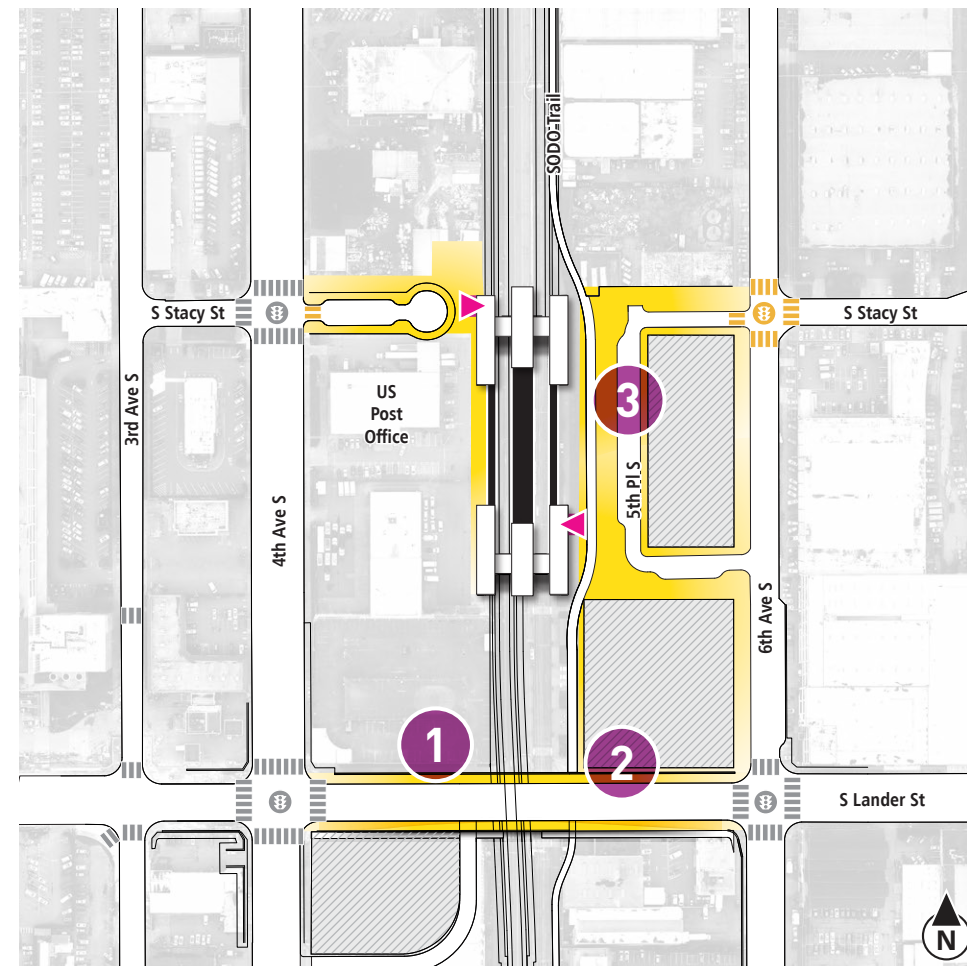
# SODO Station

West Seattle  
Link Extension

At-Grade Station (SODO-1a)

## Enjoying public space near the station

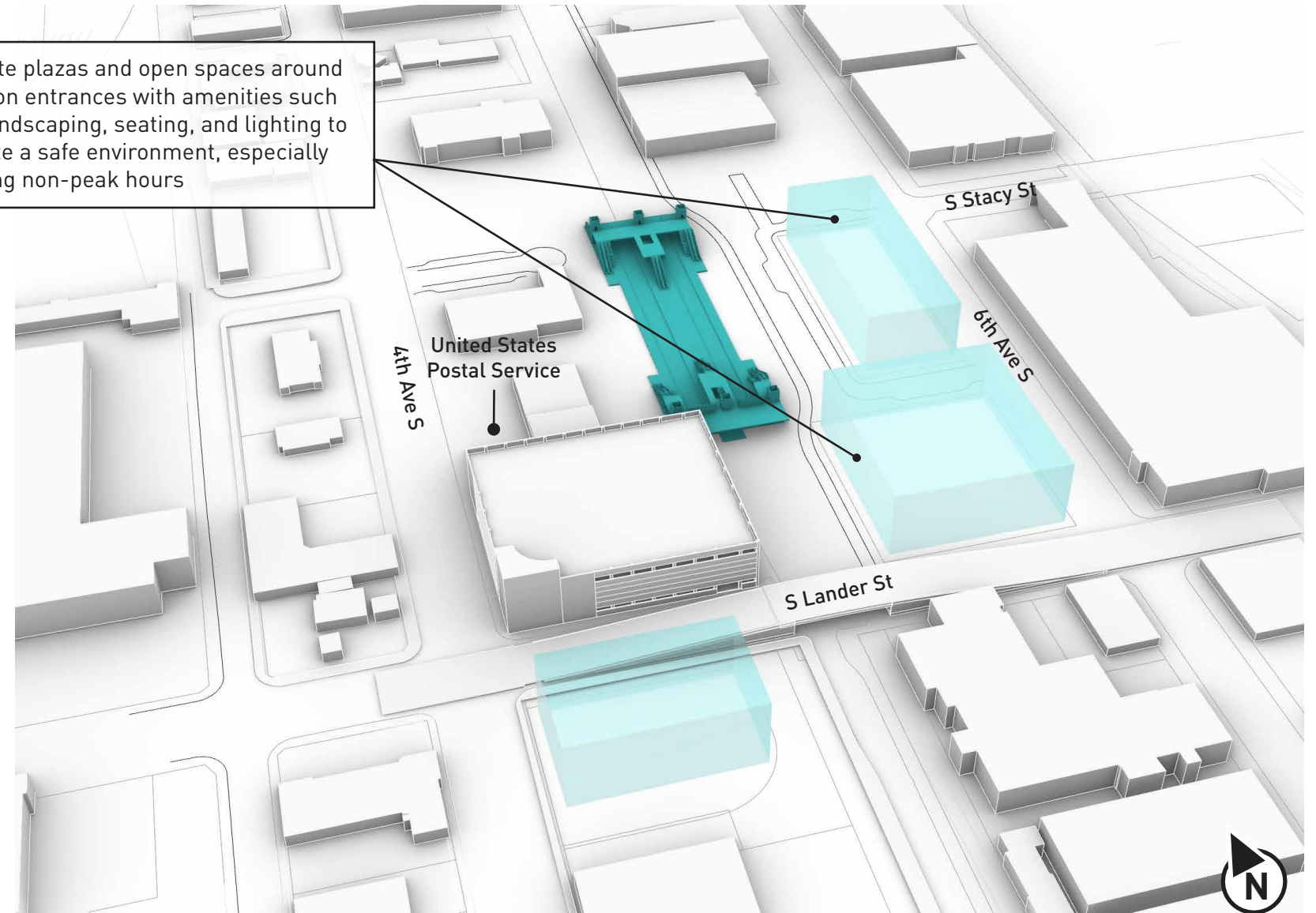
Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



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

- 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

Create plazas and open spaces around station entrances with amenities such as landscaping, seating, and lighting to create a safe environment, especially during non-peak hours



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



# SODO Station

West Seattle Link Extension

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

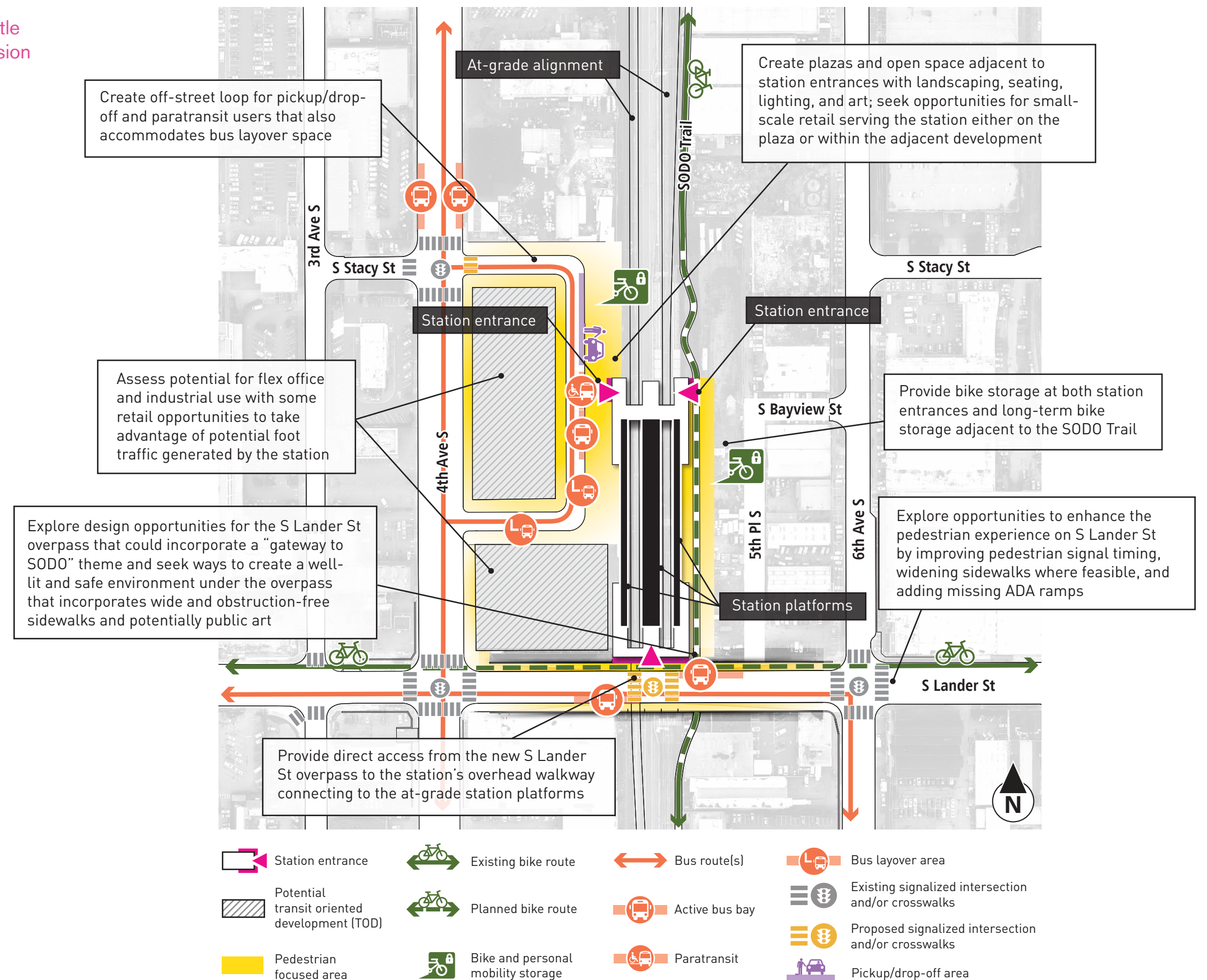
Other Alternative

## 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 pickup/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 pickup/drop-off and a new bus loop would be west of the station on 4th Avenue, providing seamless bus-to-rail transfers.

*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.*



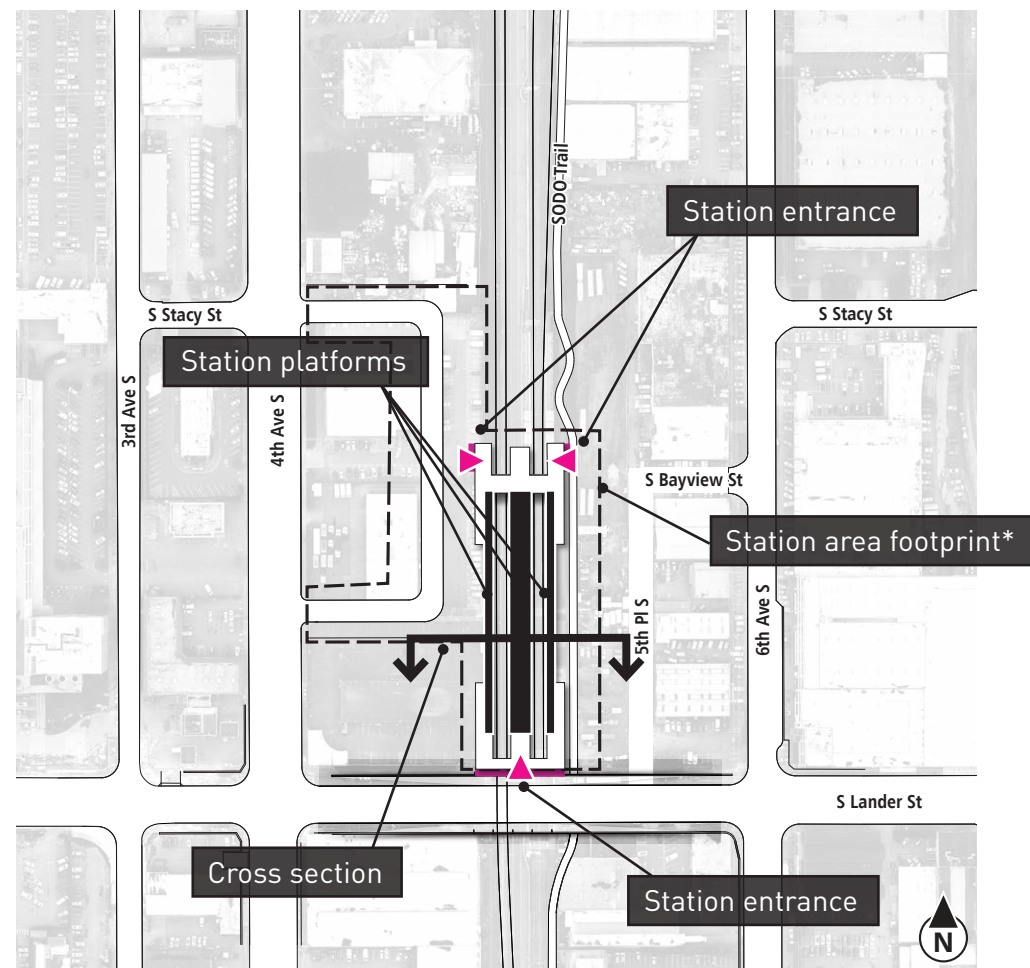


# SODO Station

West Seattle  
Link Extension

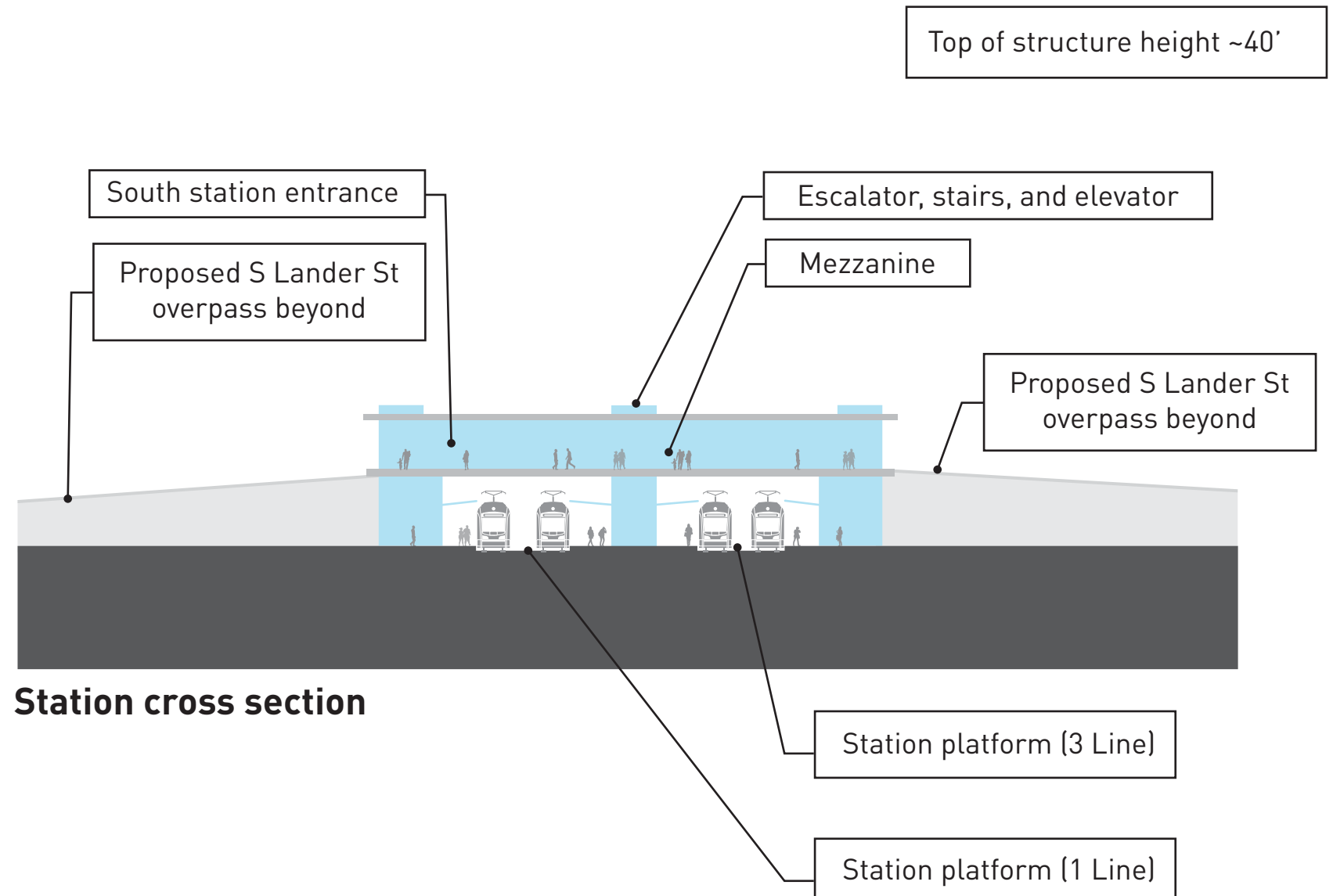
At-Grade South Station Option  
(SODO-1b)

## 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)

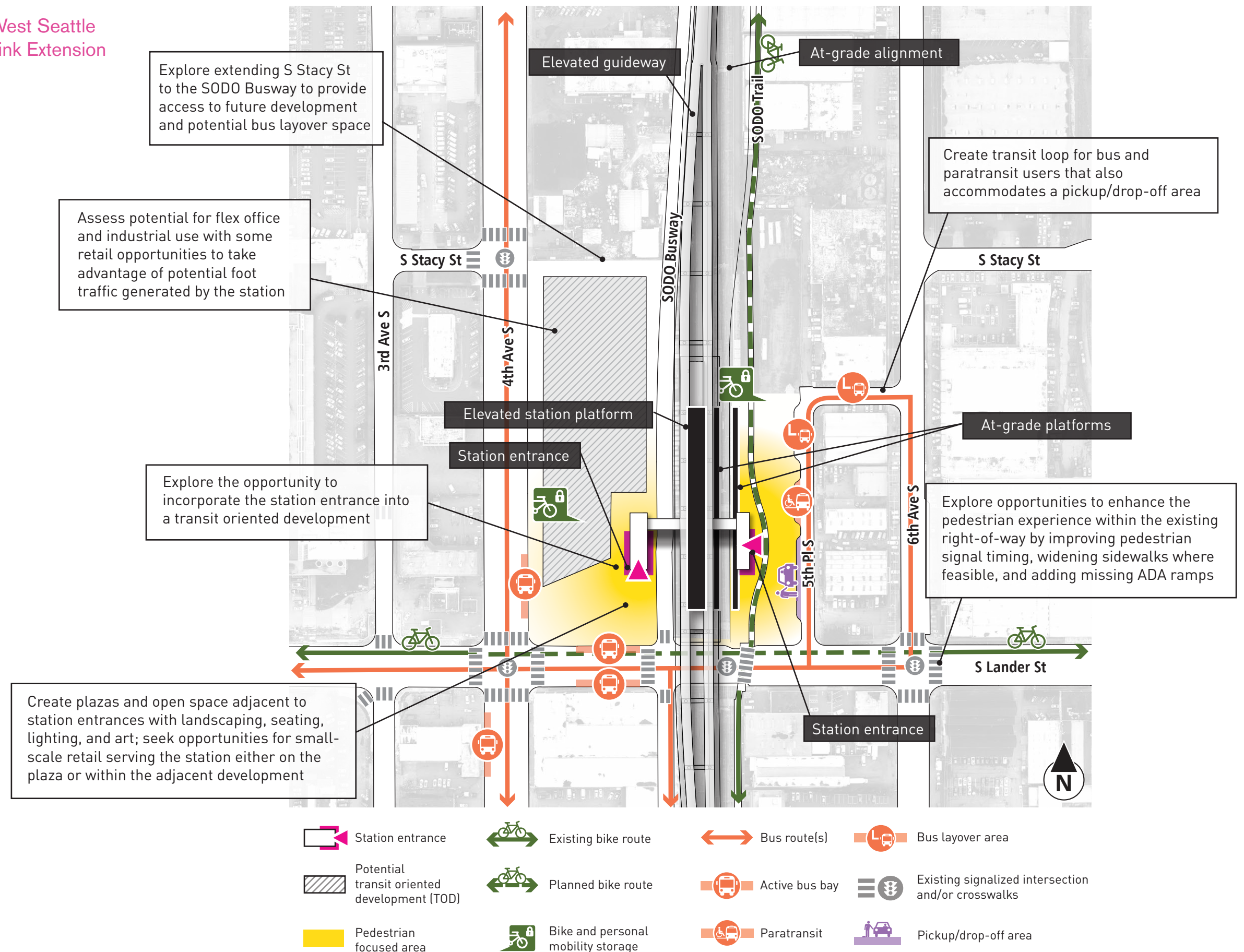
Other Alternative

### 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 pickup/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.

*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.*



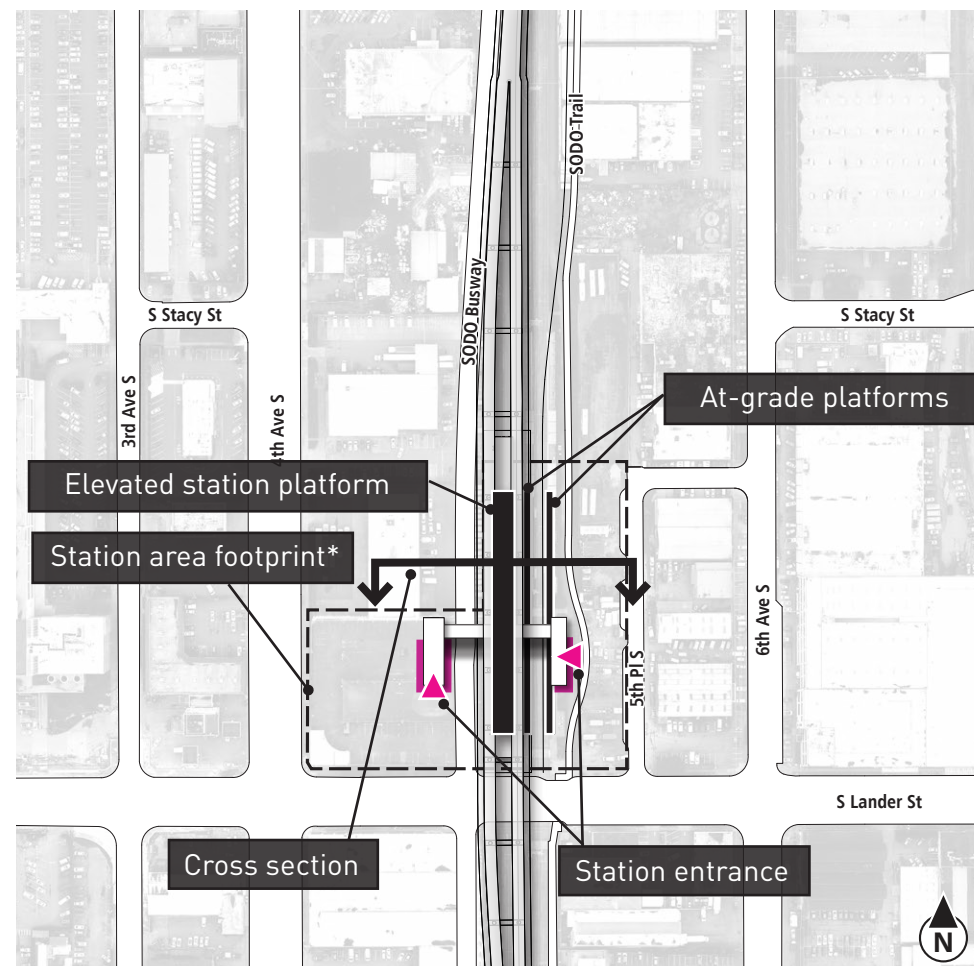


# SODO Station

West Seattle  
Link Extension

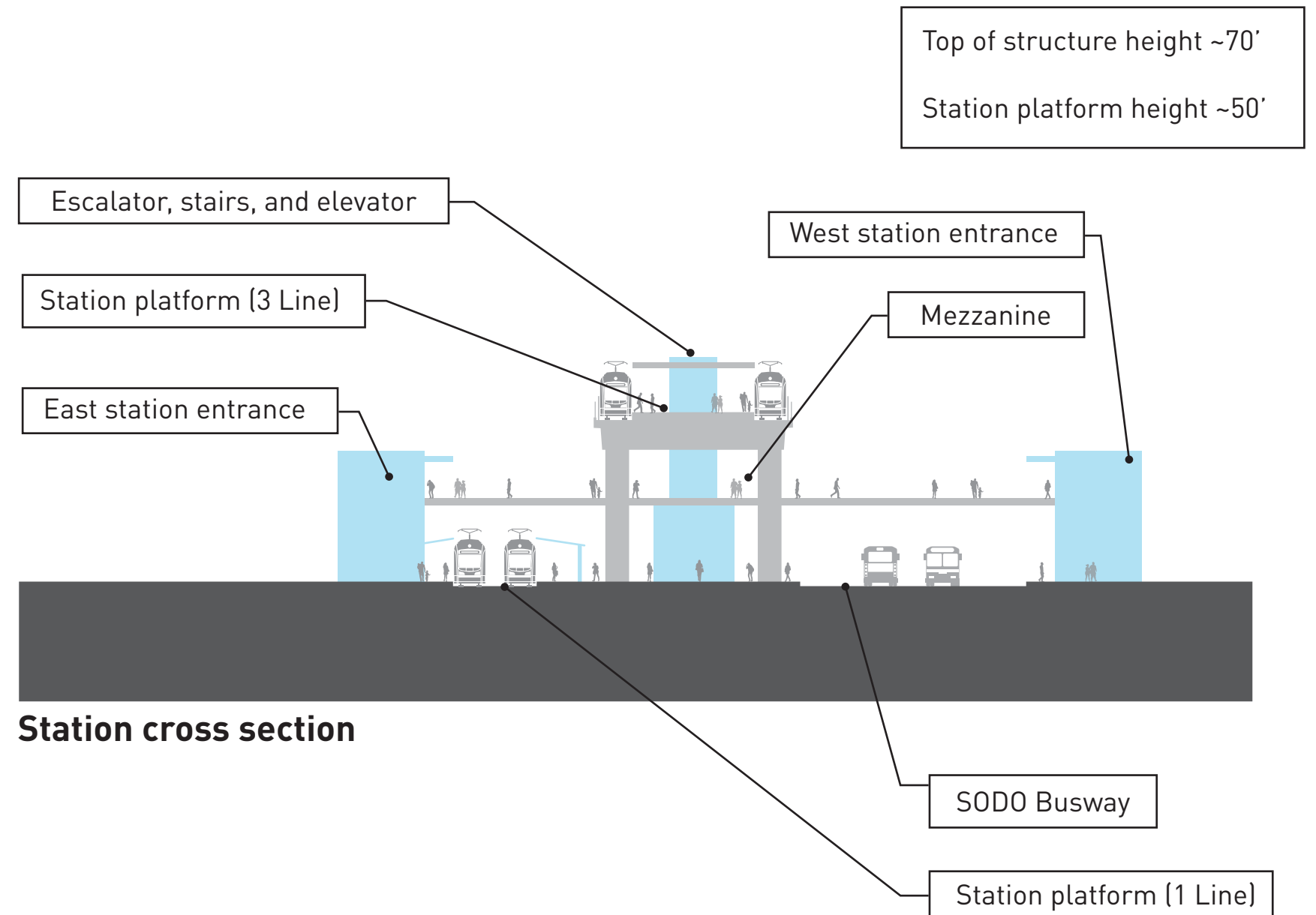
Mixed-Profile Station  
(SODO-2)

## 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

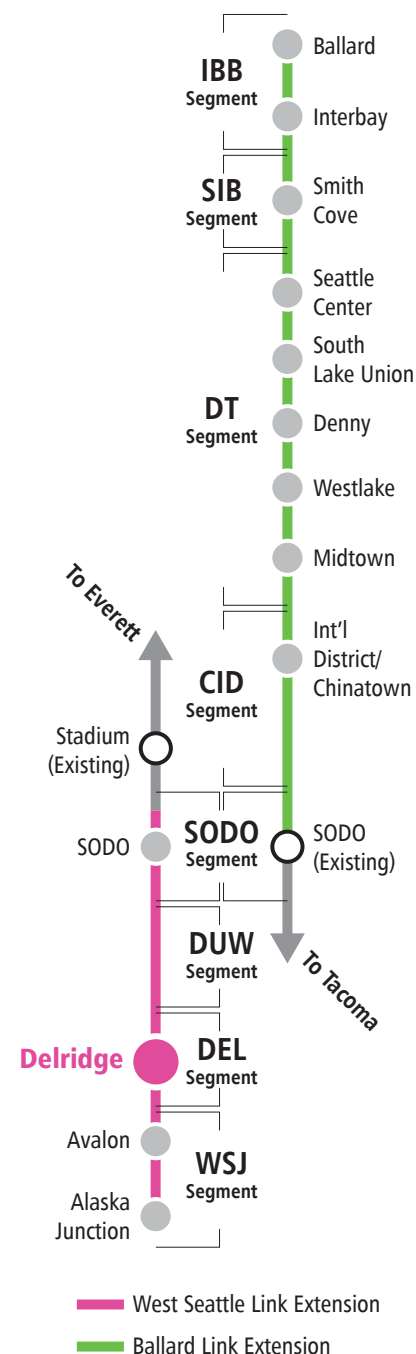
West Seattle Link Extension

## Station area context

West Seattle's Delridge neighborhood, located west of the Duwamish Waterway and south of the West Seattle Bridge, has a mix of residential, commercial, and industrial uses. The greater Delridge area extends south to White Center and is home to individuals and families, including historically underserved communities of color, immigrants, and refugees, all supported by strong social and cultural institutions. For this reason, Delridge is one of the focus areas for the city and Sound Transit's Racial Equity Toolkit (RET) process. Residents and visitors can enjoy nearby trails such as Alki Trail and the Longfellow Creek Legacy Trail, as well as other recreational facilities, such as the Dragonfly

Garden and Pavilion, Delridge Community Center, Delridge Skatepark, and Youngstown Cultural Arts Center.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the natural environment, diversity and affordability, small-town feel, and proximity to local destinations as well as downtown.



What we heard so far

### NEIGHBORHOOD FEEDBACK

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



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

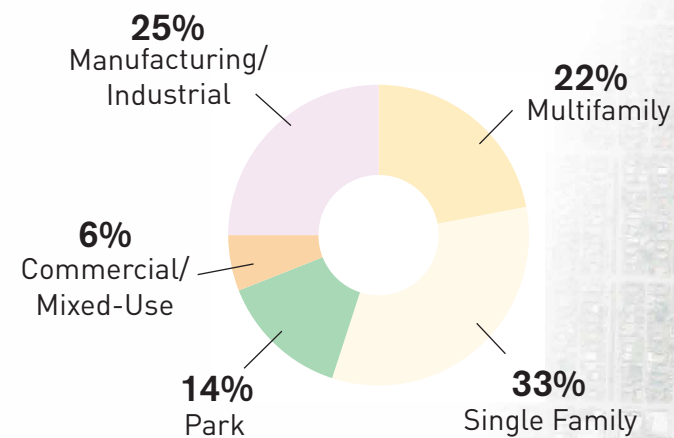


# Delridge Station

West Seattle  
Link Extension

## Station area context

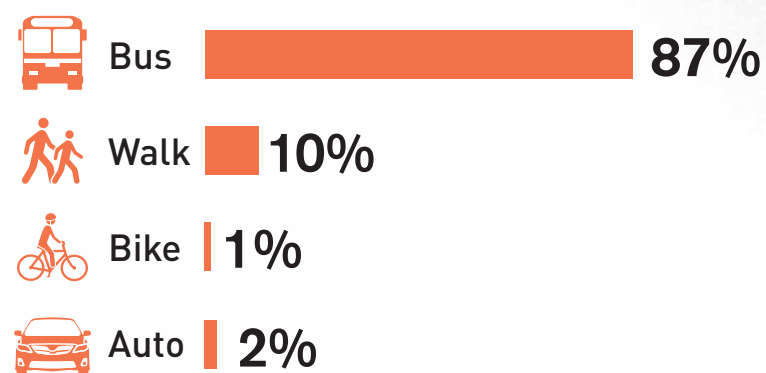
### Existing land use in the station area <sup>(1)</sup>



### 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 can help frame how a station and station area will look and function

### Planning and design priorities

- 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 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.

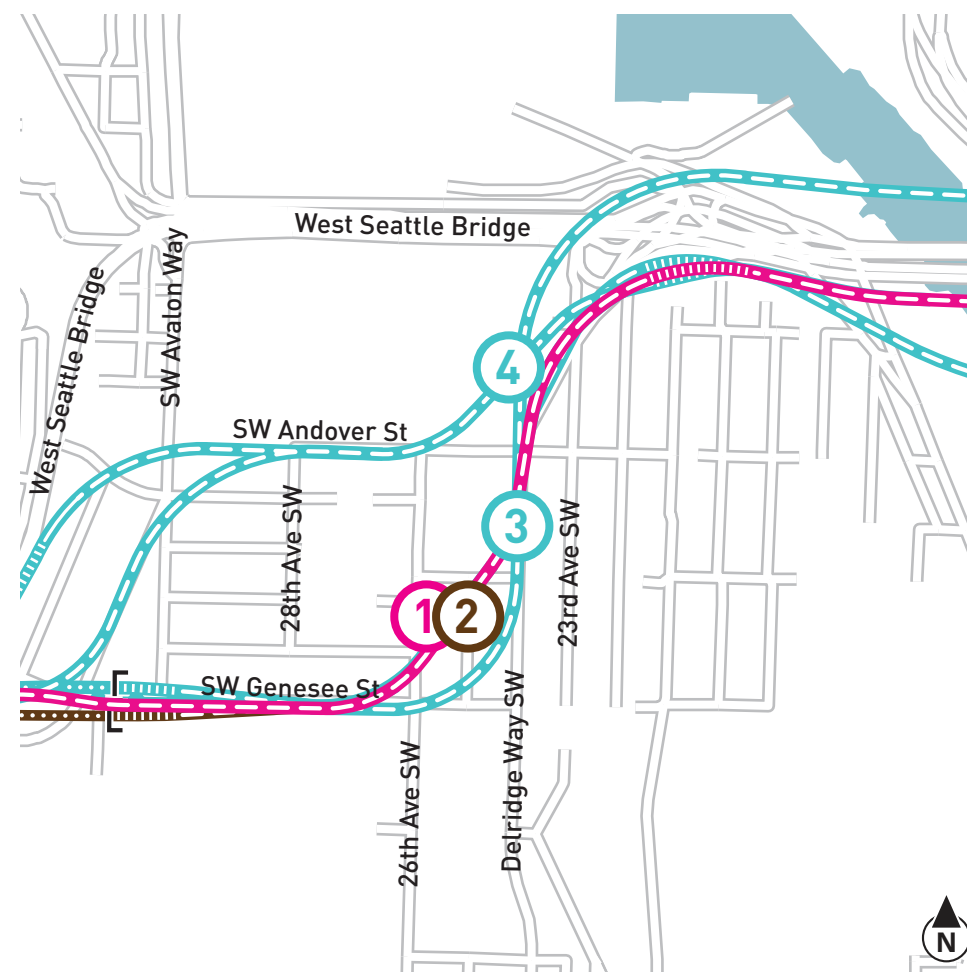


# Delridge Station

West Seattle  
Link Extension

## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains six alternatives in four locations for the Delridge Station.



### Draft EIS alternatives

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

### Route and station profiles

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

## 1 Preferred Alternative

See P.30

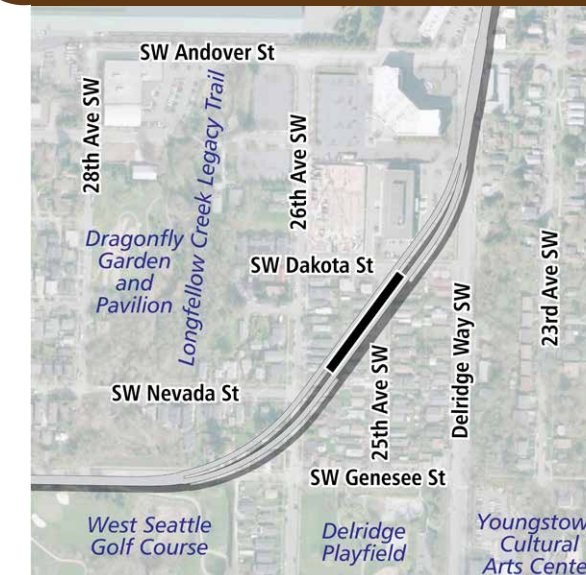


### Elevated Dakota Street Station (DEL-1a)

Elevated station west of Delridge Way SW between SW Dakota St and SW Genesee St

## 2 Preferred Alternative with Third-Party Funding

See P.36



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

Elevated station (lower height) west of Delridge Way SW between SW Dakota St and SW Genesee St

## 3 Other Alternative

See P.42



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

Elevated station on Delridge Way SW north of SW Dakota St

## 4 Other Alternative

See P.44



### Elevated Andover Street Station (DEL-5, DEL-6)

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)

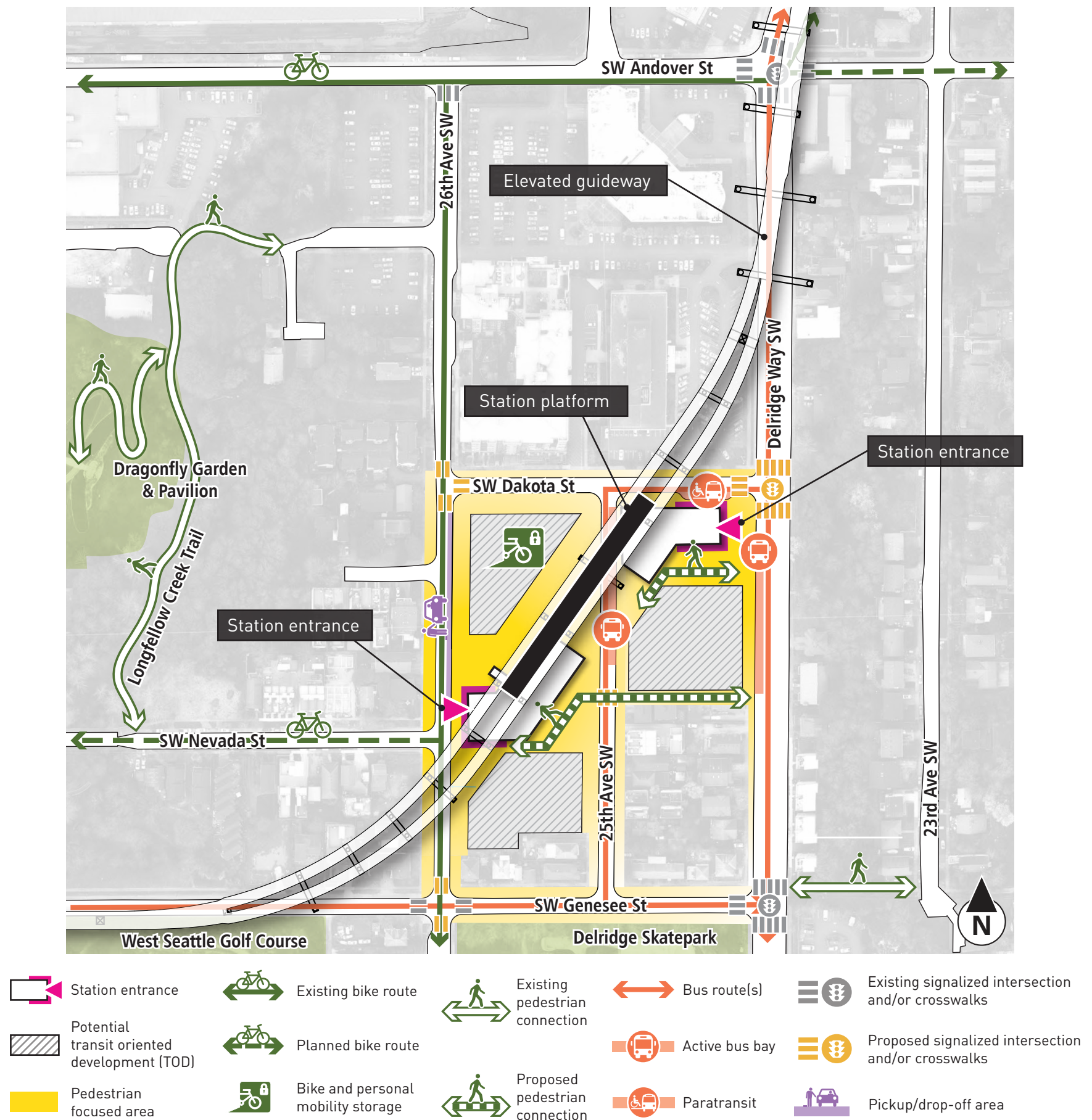
Preferred Alternative

## 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

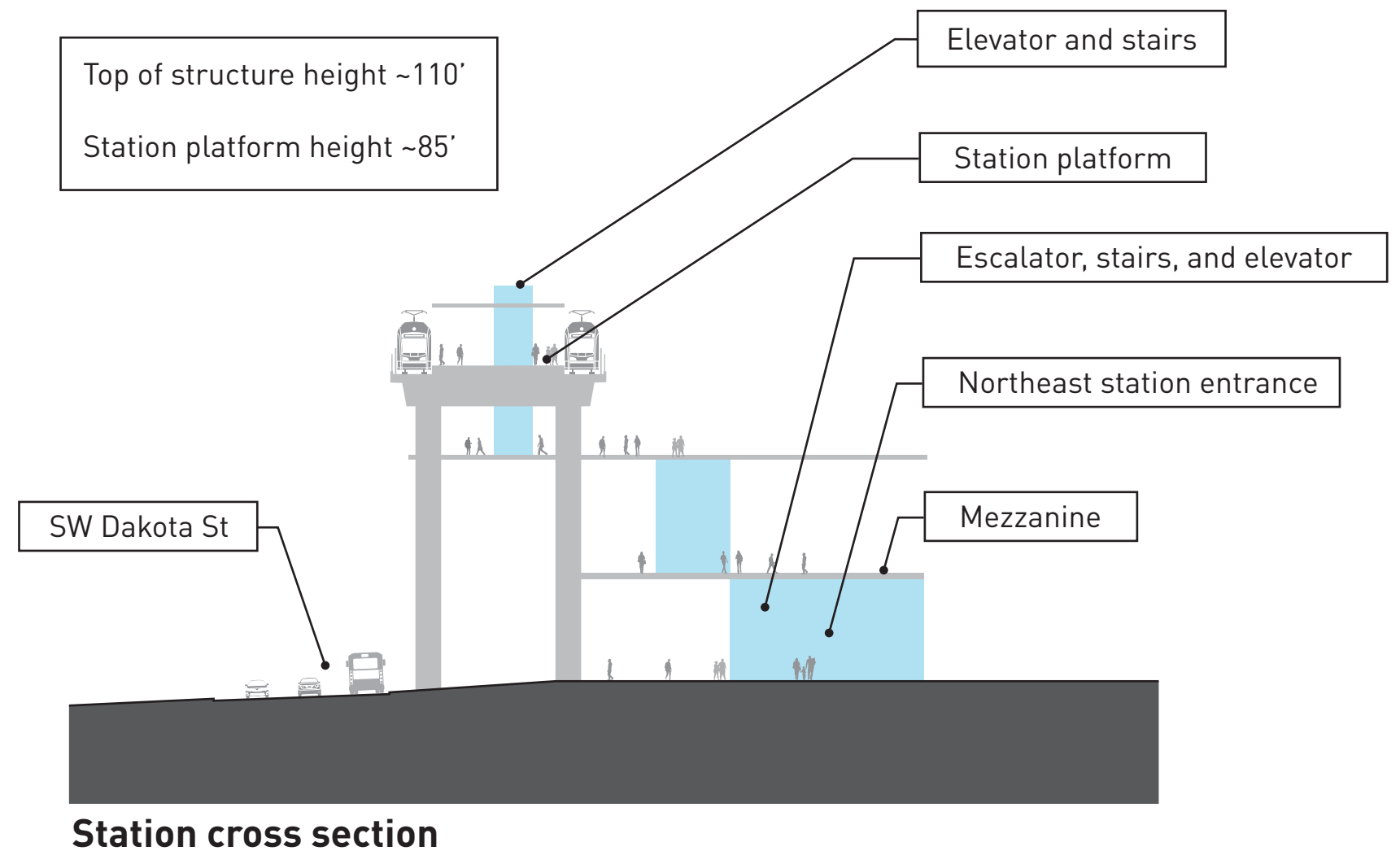
Elevated Dakota Street Station  
(DEL-1a)

## Looking inside the station



## Station site plan

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



## Station cross section

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



# Delridge Station

West Seattle  
Link Extension

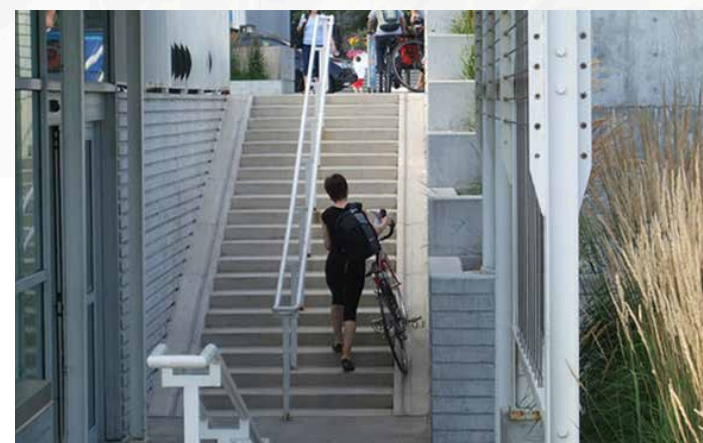
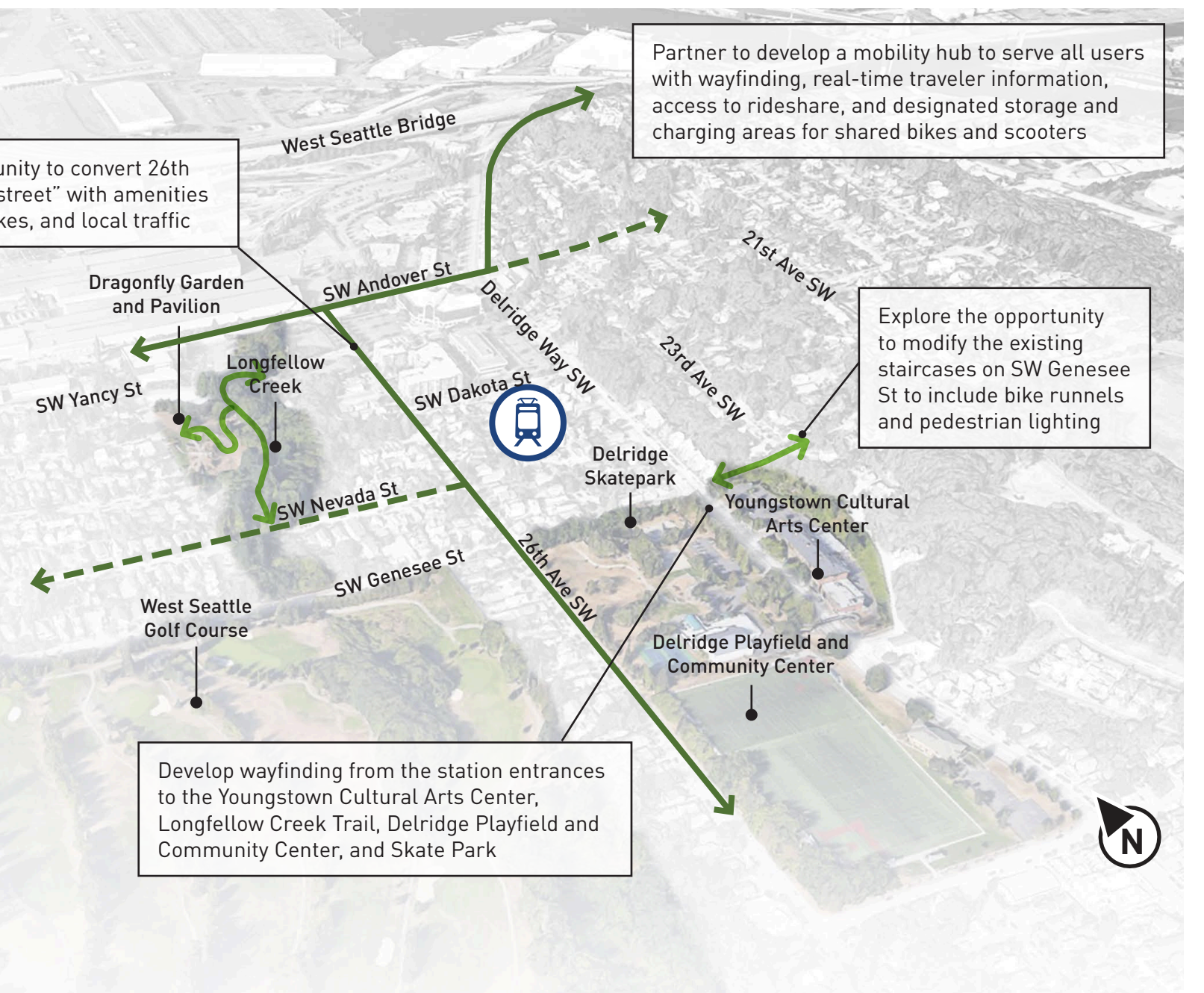
Elevated Dakota Street Station  
(DEL-1a)

## 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 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 adding bike boxes, modifying pedestrian signal timing, and widening 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 Consider mid-block pedestrian connections to provide shorter and more direct routes for pedestrians accessing the station



Stairs with bike runnel



Mid-block pedestrian connection



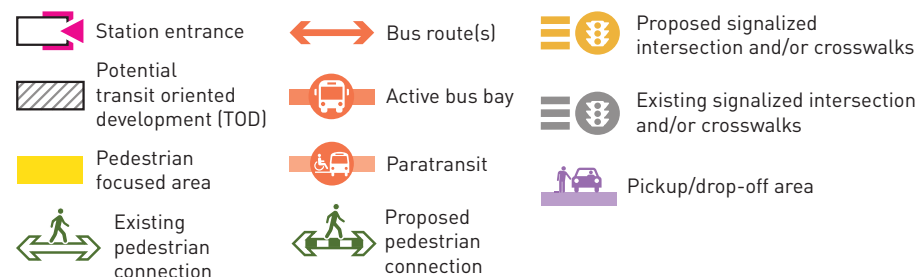
# Delridge Station

West Seattle  
Link Extension

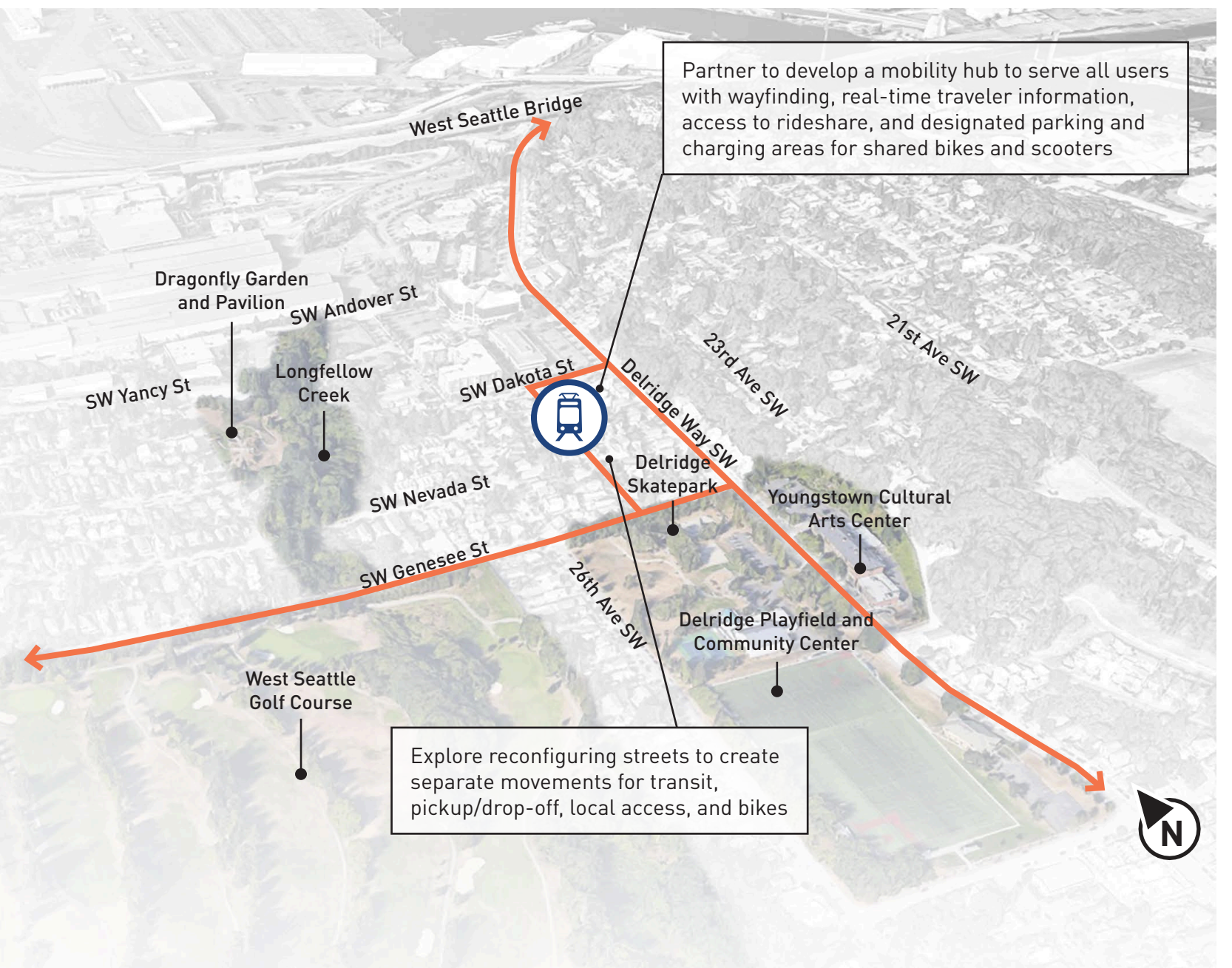
Elevated Dakota Street Station  
(DEL-1a)

## Connecting to the station

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



- 1 Refine pickup/drop-off location(s) to minimize conflicts with cyclists on 26th Ave SW
- 2 Explore the opportunity to prioritize street for use by buses, pedestrians, and local access
- 3 Locate paratransit on SW Dakota St to reduce conflicts with buses
- 4 Explore the opportunity to create transit priority in the design of SW Dakota St 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



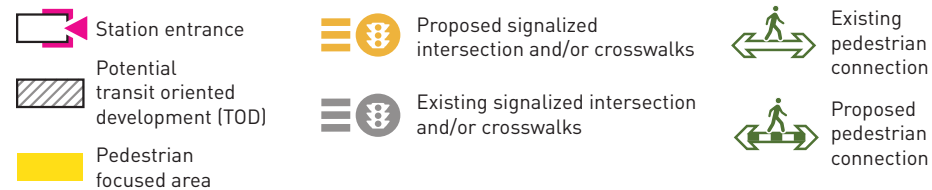
# Delridge Station

West Seattle  
Link Extension

Elevated Dakota Street Station  
(DEL-1a)

## 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 Thoughtfully consider design of new transit oriented development and encourage compatibility with the existing surrounding neighborhood
- 2 Integrate pedestrian-generating land uses on ground floors facing Delridge Way SW, 26th Ave SW and a pedestrian walkway through the site to support a safe and comfortable environment

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

Explore the opportunity to design a cohesive development plan focused on environmental sustainability and the health of the community with walkable connections to transit as well as to natural and cultural resources

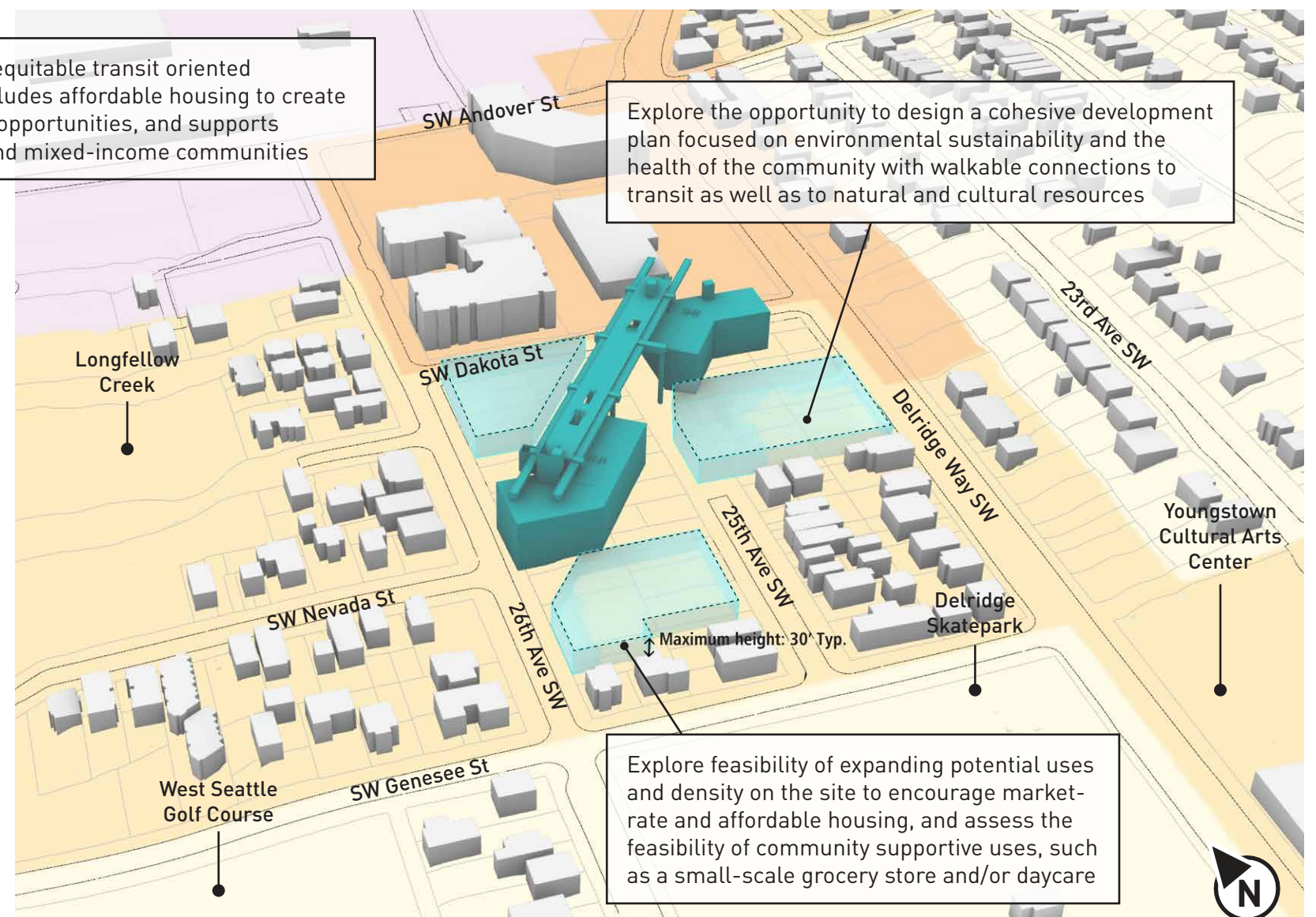


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Industrial Multifamily Single Family



Master planned development that focuses on walkable connections and sustainability



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



# Delridge Station

West Seattle  
Link Extension

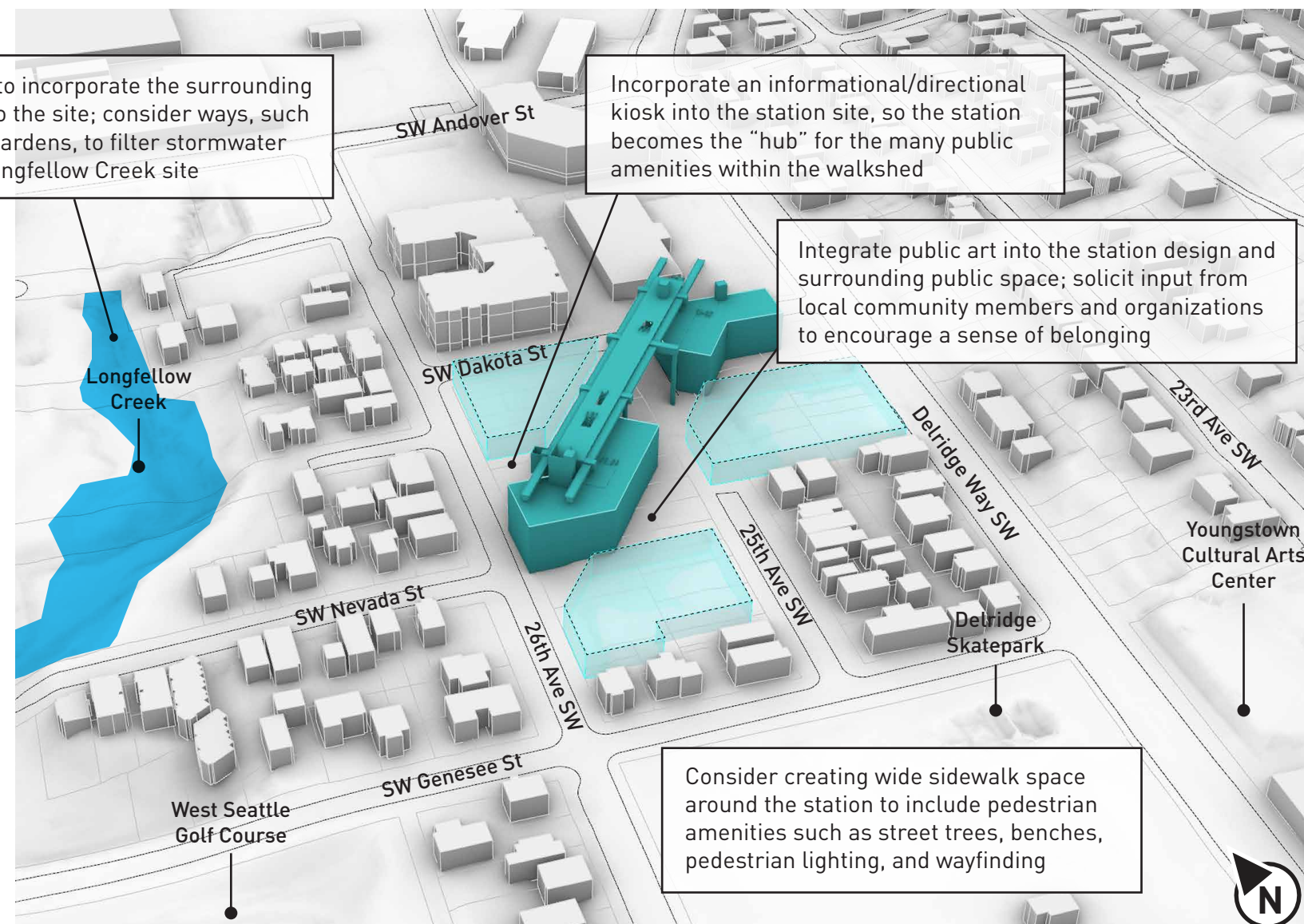
Elevated Dakota Street Station  
(DEL-1a)

## 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 plazas between new developments and the station that include pedestrian lighting, wayfinding, benches, bike racks, and accommodations 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, such as pocket parks, community gardens, and trails
- 3 Explore the opportunity to transform the street into a shared transit and pedestrian plaza, particularly at the north end of the block, while providing access to the adjacent transit oriented development at the south end of the block



Community hub with information kiosk



Urban design treatments under guideway



# Delridge Station

West Seattle  
Link Extension

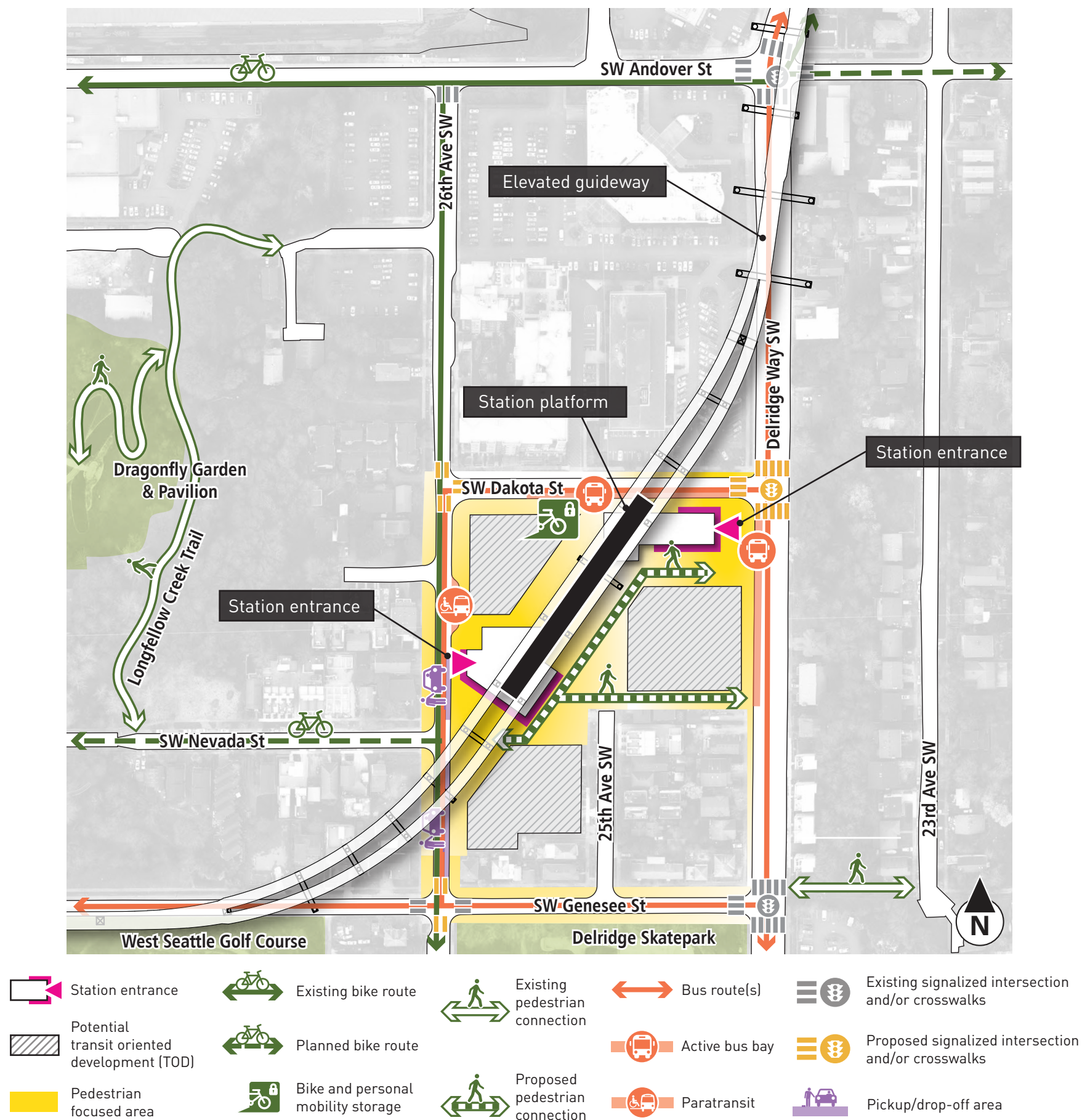
## Elevated Dakota Street Station Lower Height (DEL-2a)

Preferred Alternative with Third-Party Funding

## 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, 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.



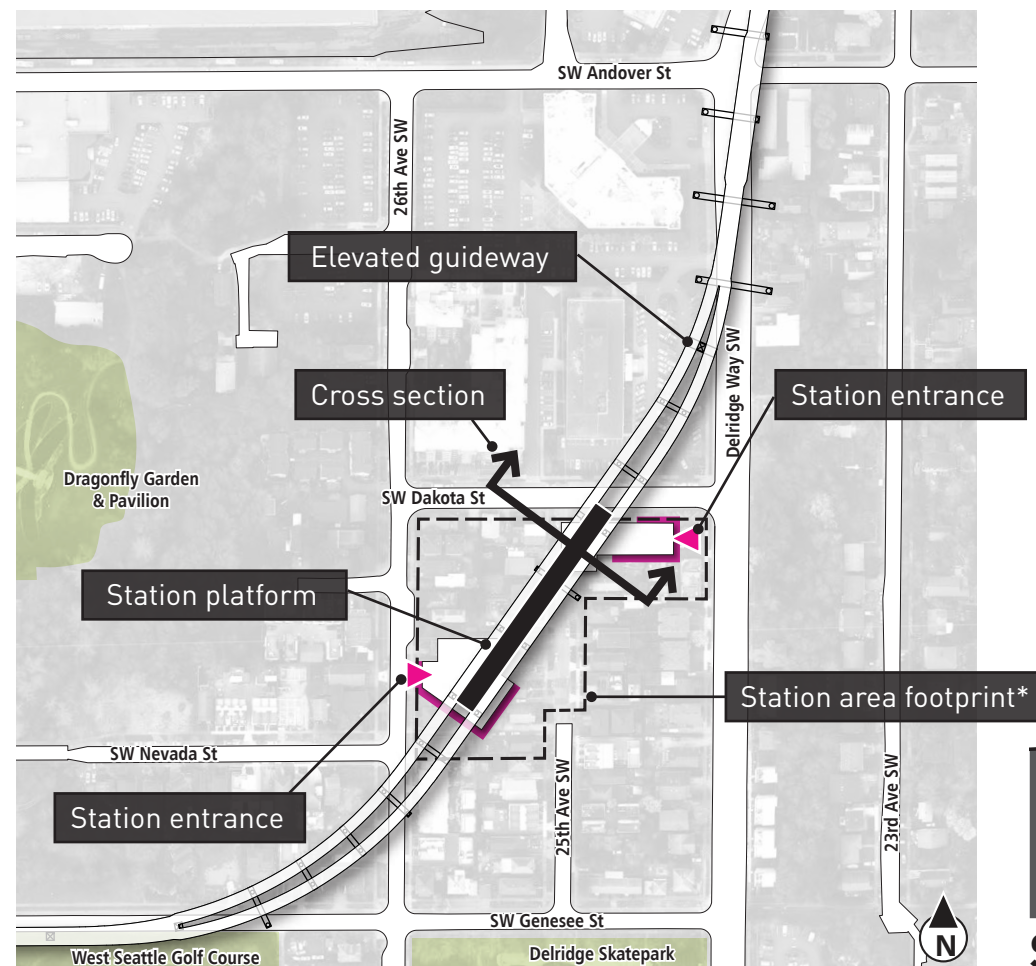


# Delridge Station

West Seattle  
Link Extension

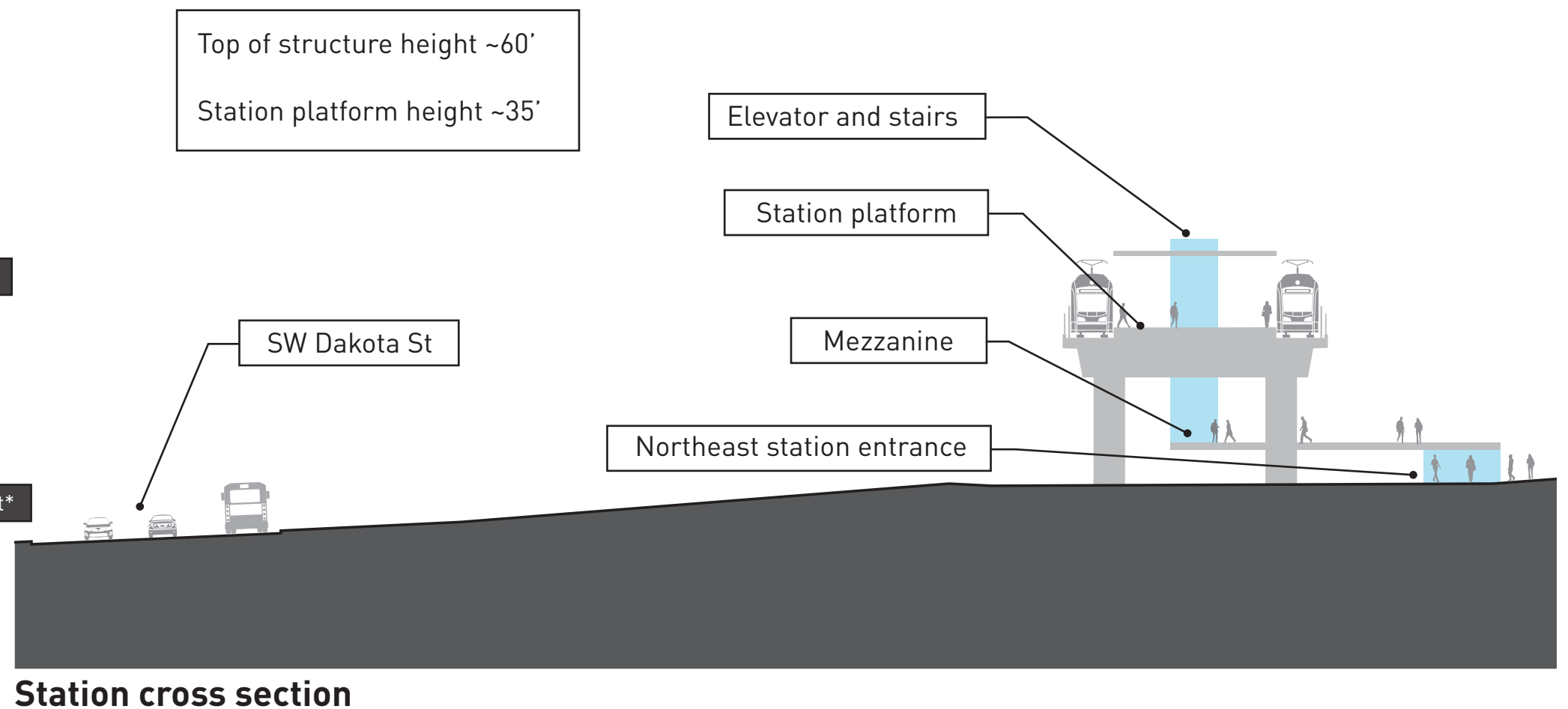
Elevated Dakota Street Station  
Lower Height (DEL-2a)

## Looking inside the station



### Station site plan

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



### Station cross section

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



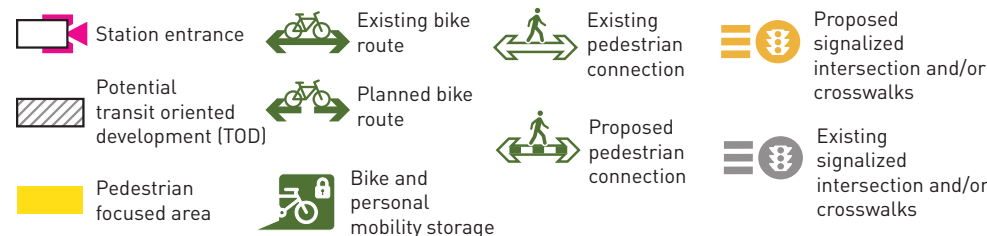
# Delridge Station

West Seattle  
Link Extension

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

## 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.

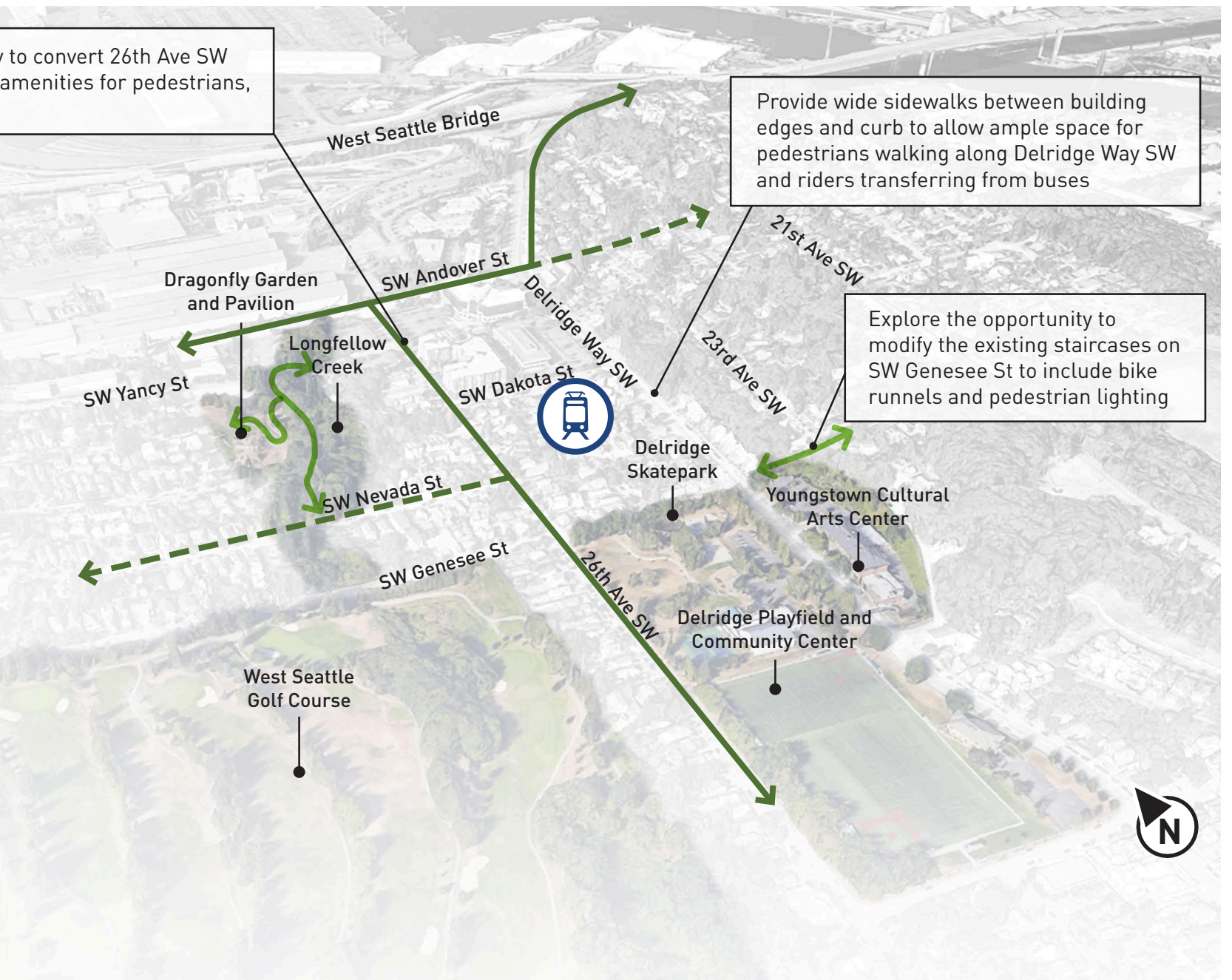


- 1 Integrate bike storage into station entrance buildings and public open spaces where practical
- 2 Explore improving the intersection for people walking, rolling, and cycling: consider adding bike boxes, modifying pedestrian signal timing, and widening sidewalks where feasible
- 3 Explore improving intersection for people walking, rolling, and cycling: consider new traffic signal, marked crosswalks and ADA curb ramps

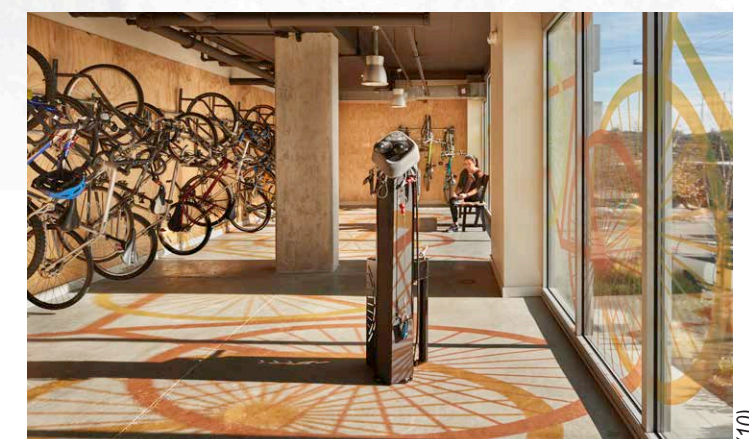
Assess the opportunity to convert 26th Ave SW to a "slow street" with amenities for pedestrians, bikes, and local traffic

Provide wide sidewalks between building edges and curb to allow ample space for pedestrians walking along Delridge Way SW and riders transferring from buses

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



Pedestrian connection through new development



Bike storage integrated with transit oriented development



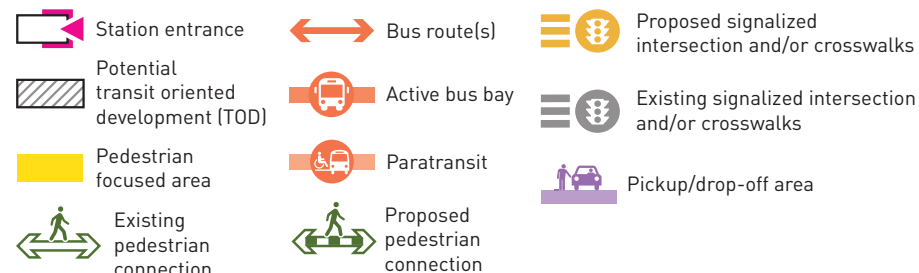
# Delridge Station

West Seattle  
Link Extension

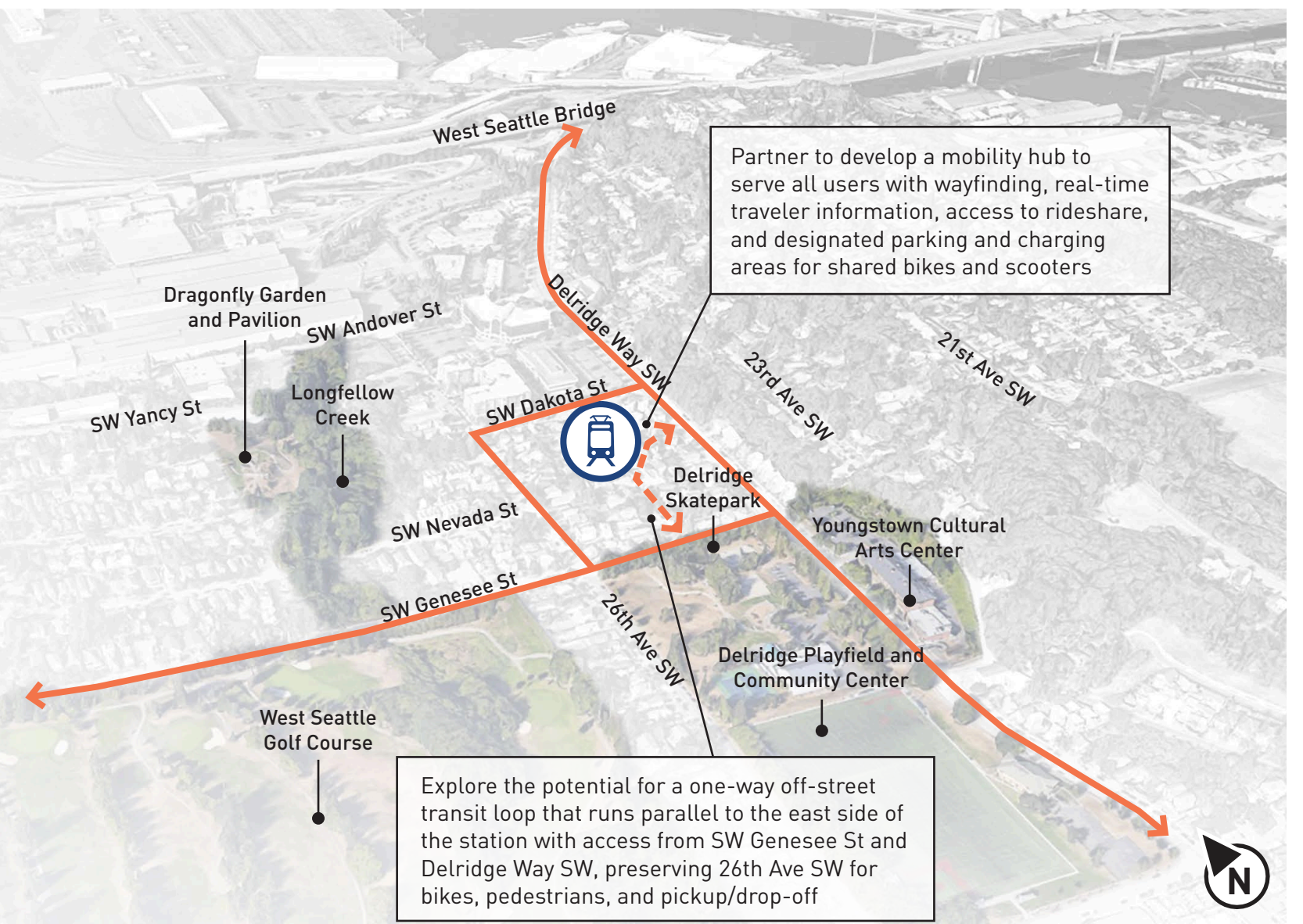
Elevated Dakota Street Station  
Lower Height (DEL-2a)

## Connecting to the station

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



- 1 Develop wayfinding from the west station entrance to the Delridge Community Center and Skatepark
- 2 Refine pickup/drop-off location(s) to minimize conflicts with cyclists on 26th Ave SW
- 3 Explore the opportunity to prioritize 25th Ave SW for bike and pedestrian uses; allow local access to adjacent development(s) at south end of site
- 4 Construct independent pull in/out paratransit space to reduce conflicts with bus activity



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



Transit-only block with pedestrian amenities



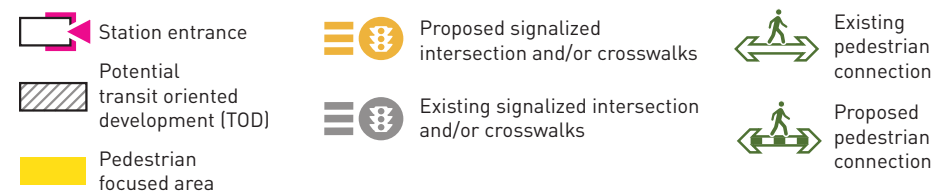
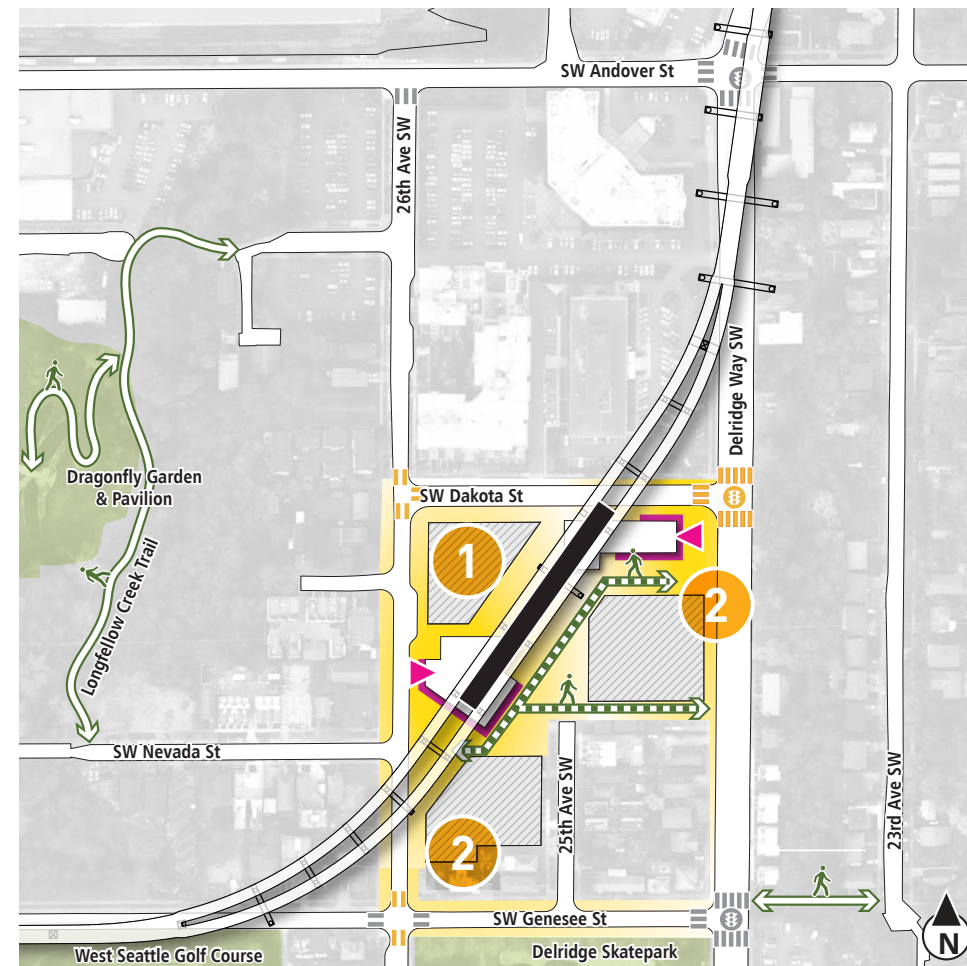
# Delridge Station

West Seattle  
Link Extension

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

## 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 Thoughtfully consider design of new transit oriented development and encourage compatibility with the existing surrounding neighborhood
- 2 Integrate pedestrian-generating land uses on ground floors facing Delridge Way SW, 26th Ave SW and include a pedestrian walkway through the site to support a safe and comfortable environment

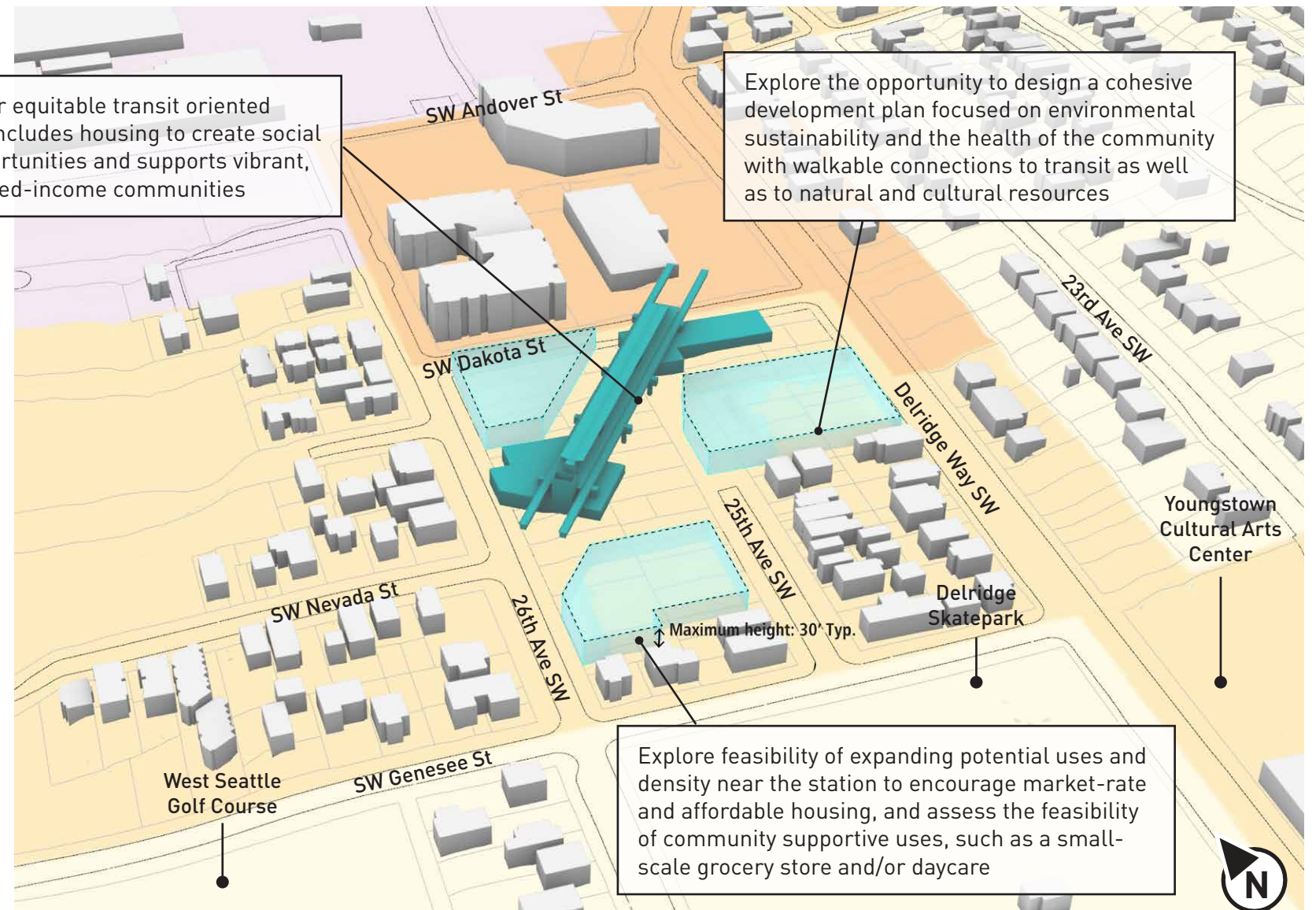


Diagram above depicts potential building envelopes based on current (2021) zoning.



Cohesive planned development that focuses on walkable connections and sustainability



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



# Delridge Station

West Seattle  
Link Extension

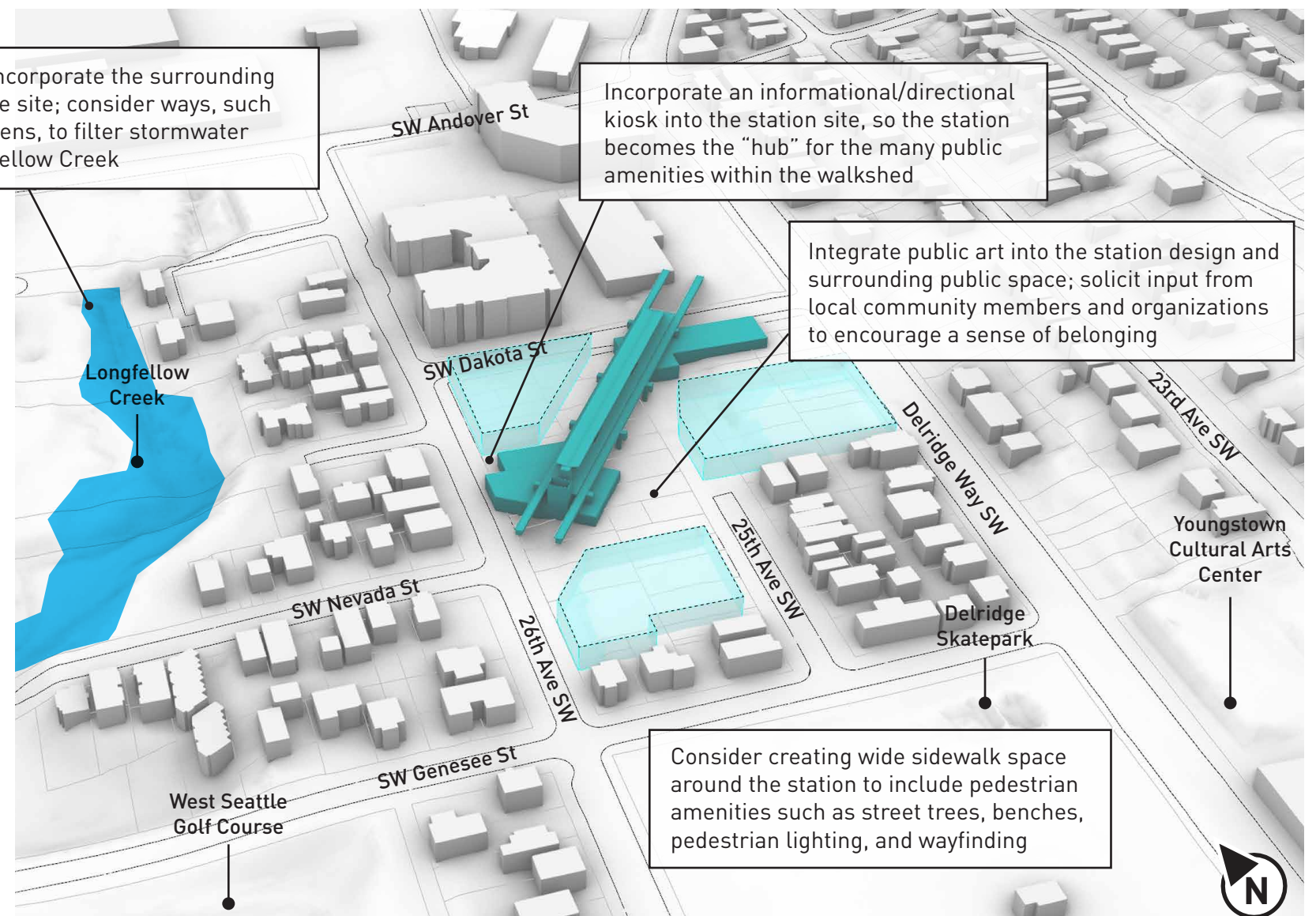
Elevated Dakota Street Station  
Lower Height (DEL-2a)

## 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 plazas between new developments and the station that include pedestrian lighting, wayfinding, benches, bike racks, and accommodations 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, such as pocket parks, community gardens, and trails
- 3 Explore the opportunity to transform the south end of street as a low-traffic street with access restricted to adjacent transit oriented development while the north end of the of street becomes a pedestrian plaza



Community hub with information kiosk



Urban design treatments under guideway



# Delridge Station

West Seattle  
Link Extension

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

Other Alternative

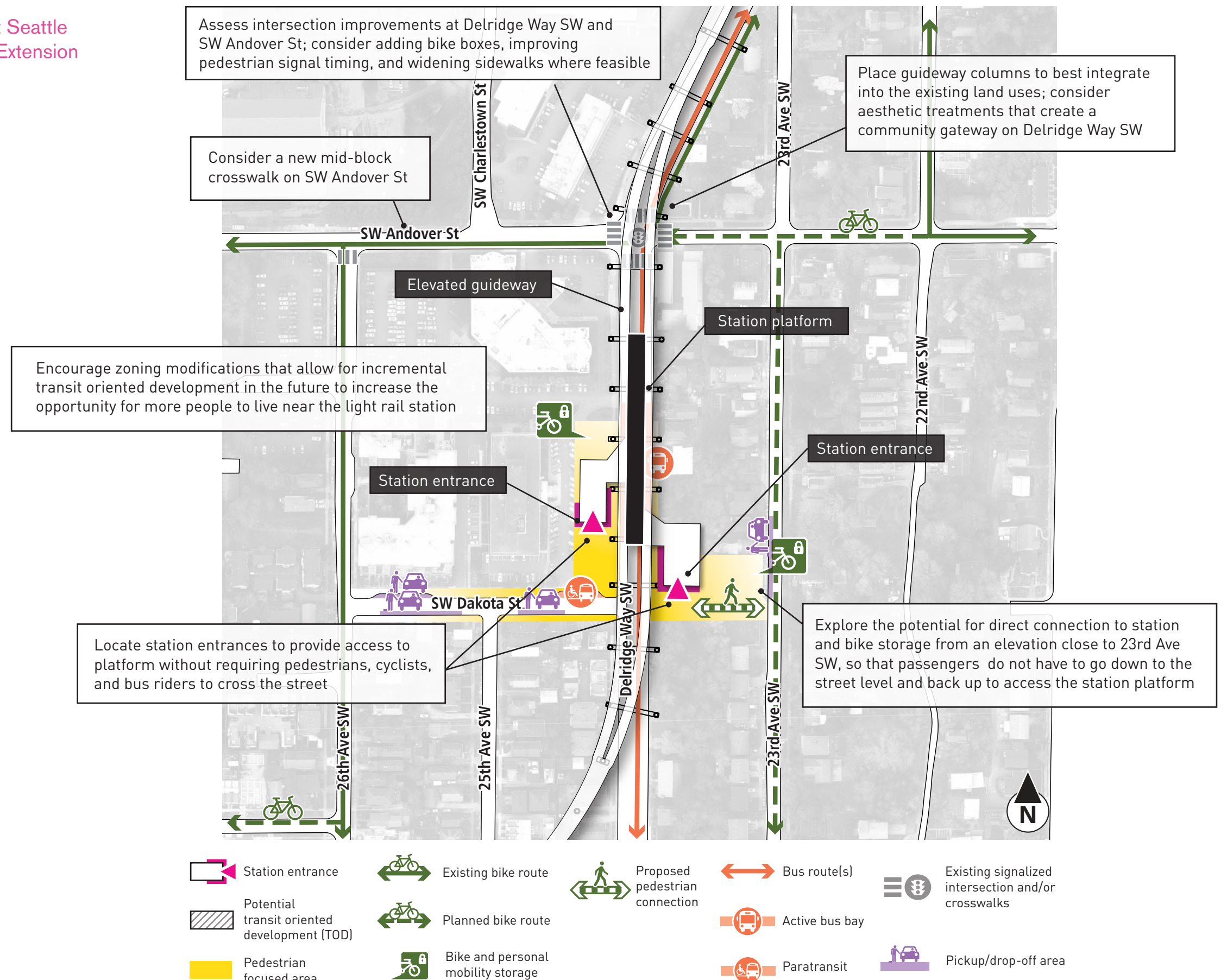
## Station context plan

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.

There are two station alternatives at this location with about a two-foot difference in the heights of their respective station platforms, depending upon whether they connect to an elevated or tunnel station at Avalon.

*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.*



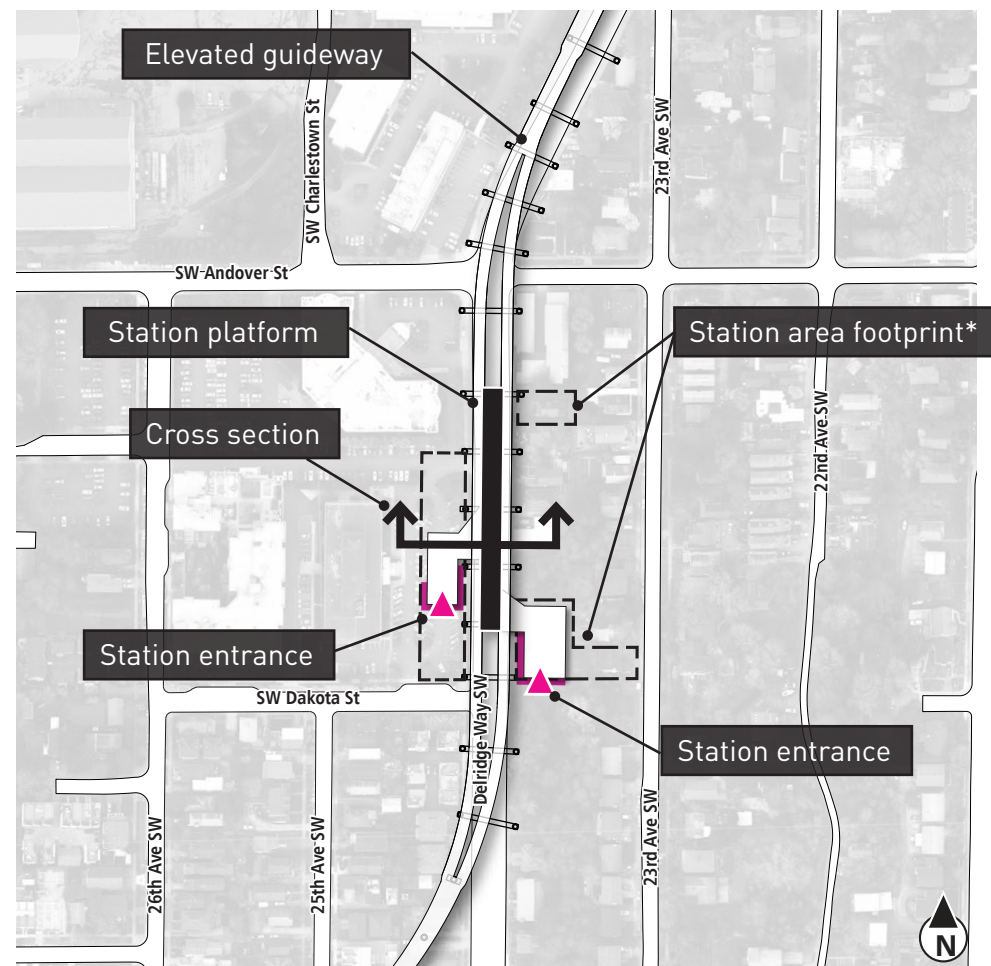


# Delridge Station

West Seattle  
Link Extension

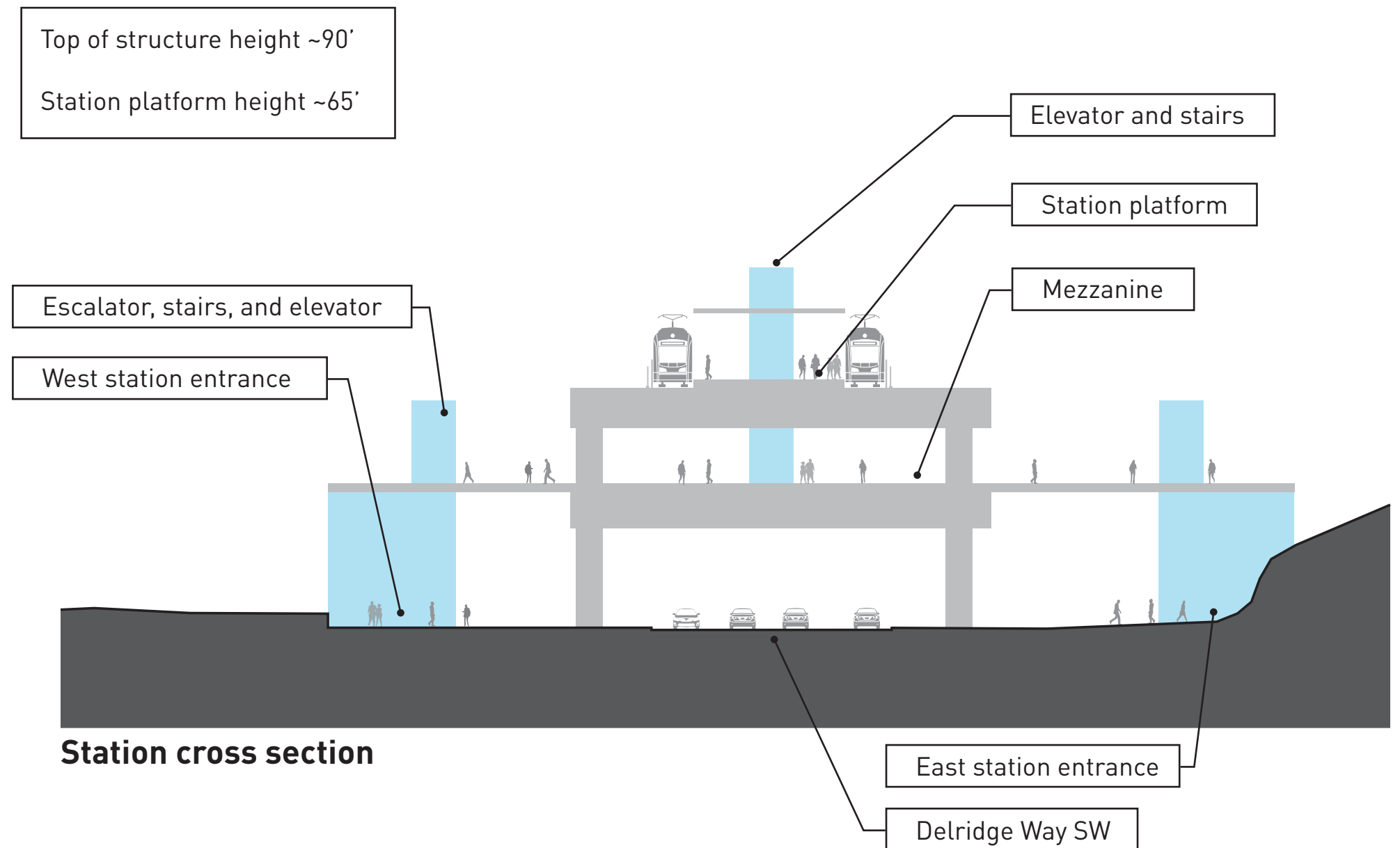
Elevated Delridge Way Station  
(DEL-3, DEL-4)

## 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-6)

Other Alternative

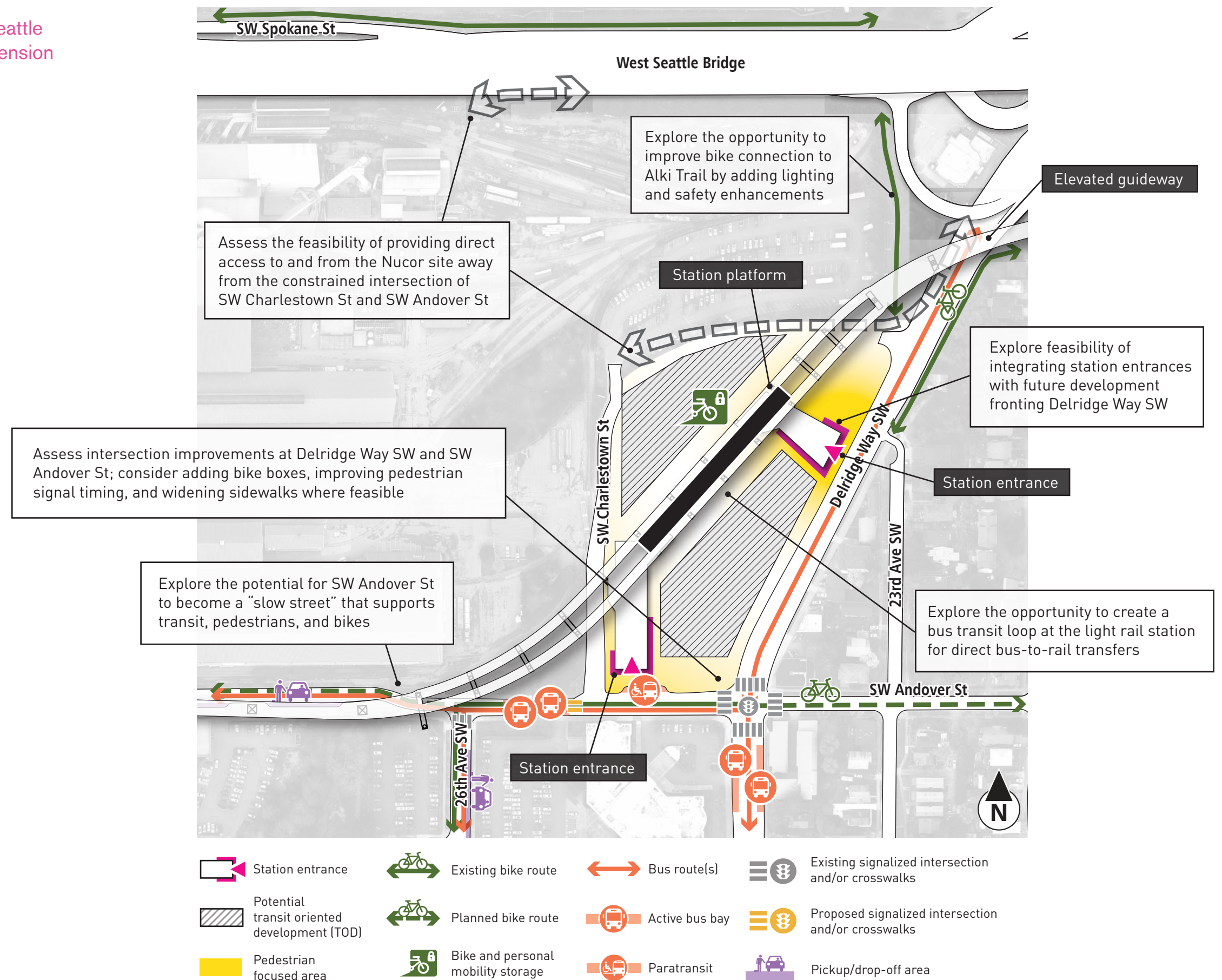
## Station context plan

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

*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.*



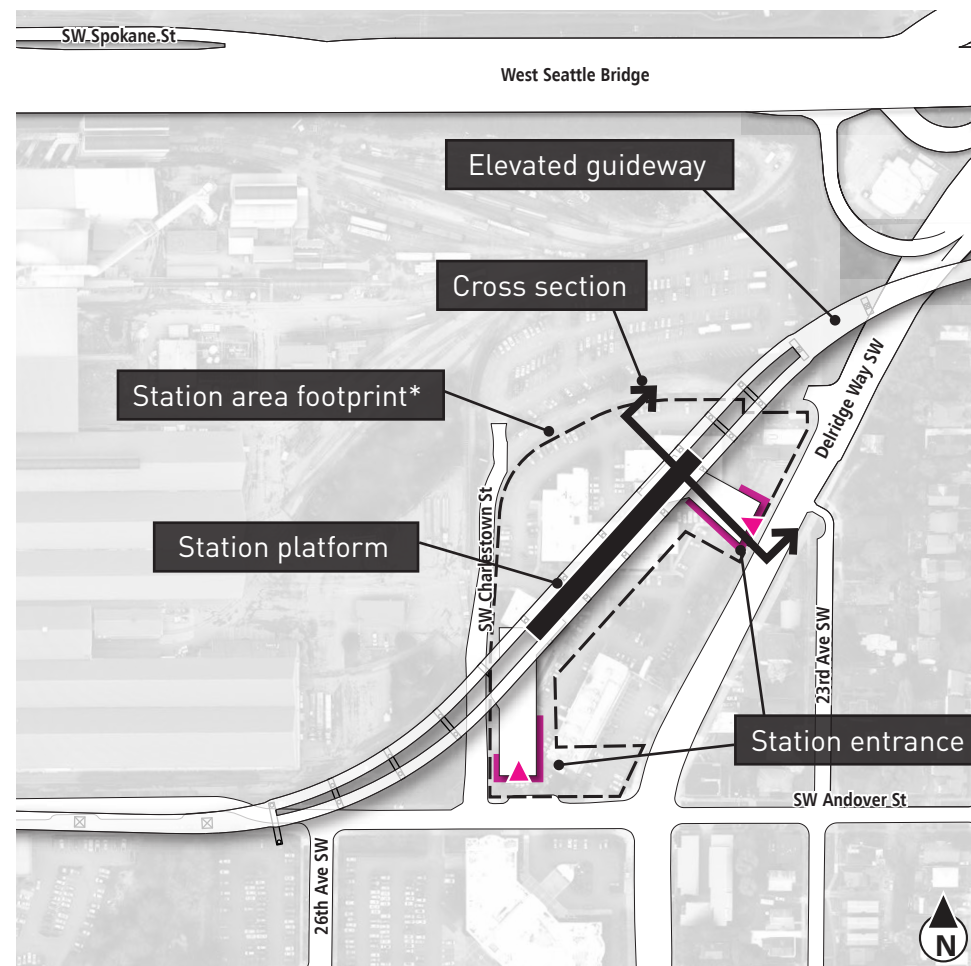


# Delridge Station

West Seattle  
Link Extension

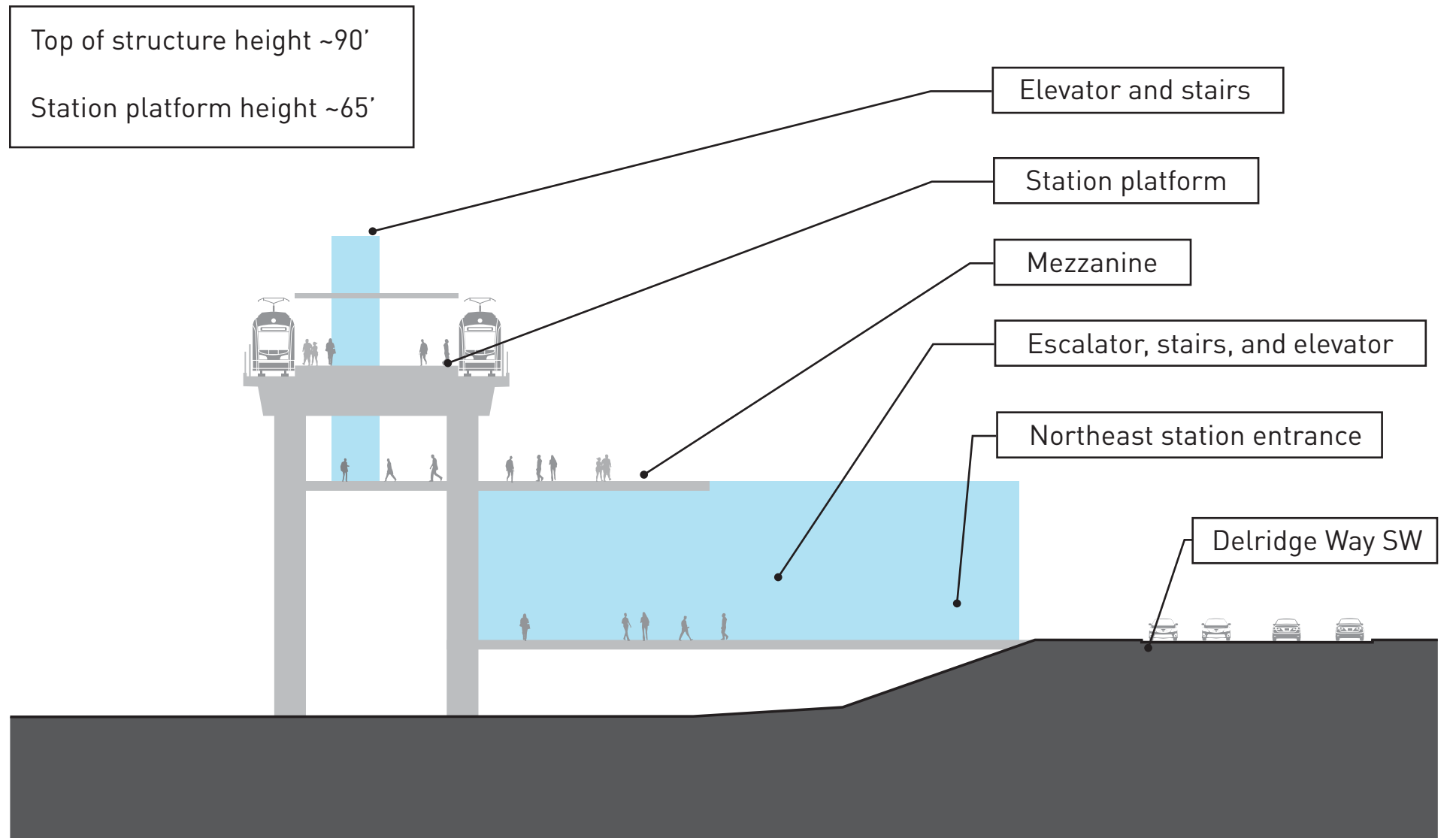
Elevated Andover Street Station  
(DEL-5, DEL-6)

## 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

1. Illustration above shows the station height for the DEL-6 alternative that connects to the Retained Cut Avalon Station (WSJ-5) alternative. The DEL-5 station alternative, which connects to the Elevated Avalon Station (WSJ-1, WSJ-2) alternatives, would be approximately 10 feet taller.

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

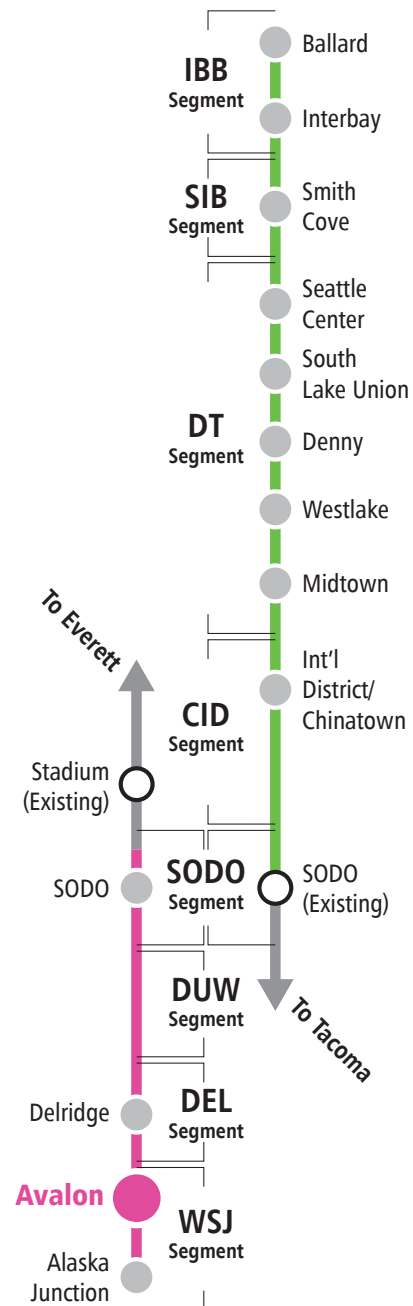
## Station area context

The Avalon station would be a gateway to West Seattle, serving community members that—based on feedback received at the Fall 2019 Neighborhood Forum—value the family-friendly neighborhood character, multiple small local businesses, and the area’s walkability and convenience.

The 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 location near the station with expanded retail options and multifamily housing, including market-rate and affordable residential.

The Avalon station could complement the city’s planned 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.



What  
we heard  
so far

### NEIGHBORHOOD FEEDBACK

- 1 Consider the station as a gateway to West Seattle with public space, programming, space for art and improved wayfinding
- 2 Create safe walking routes and minimize the number of crossings to reach a station entrance at the complex intersections of Avalon Way SW, Fauntleroy Way SW, and 35th 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

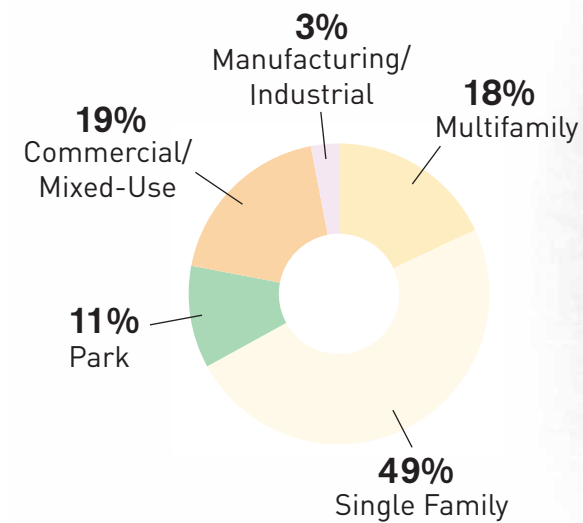


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



## Station area context

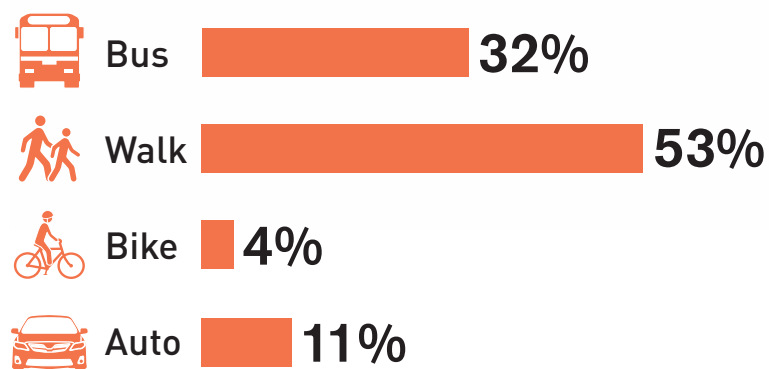
### Existing land use in the station area <sup>(1)</sup>



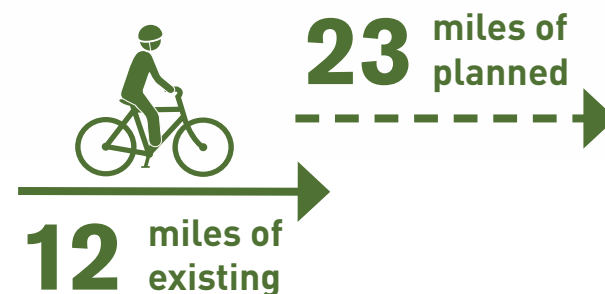
### Ridership/daily boardings <sup>(2)</sup>



### 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 can help frame how a station and station area will look and function

#### Planning and design priorities

- 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 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.

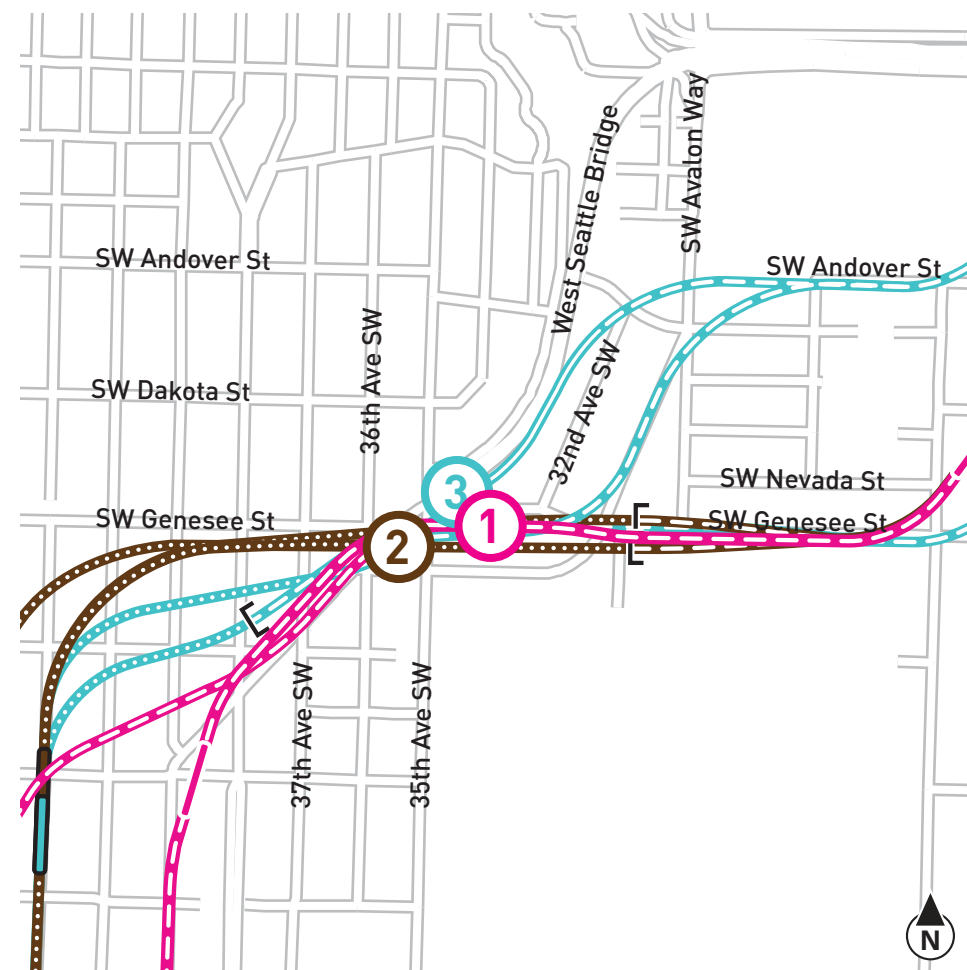


# Avalon Station

West Seattle  
Link Extension

## Draft EIS station alternatives

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



### Draft EIS alternatives

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

### Route and station profiles

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

## 1 Preferred Alternative

See P.49



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

Elevated station south of SW Genesee St and east of Fauntleroy Way SW

## 2 Preferred Alternative with Third-Party Funding

See P.55

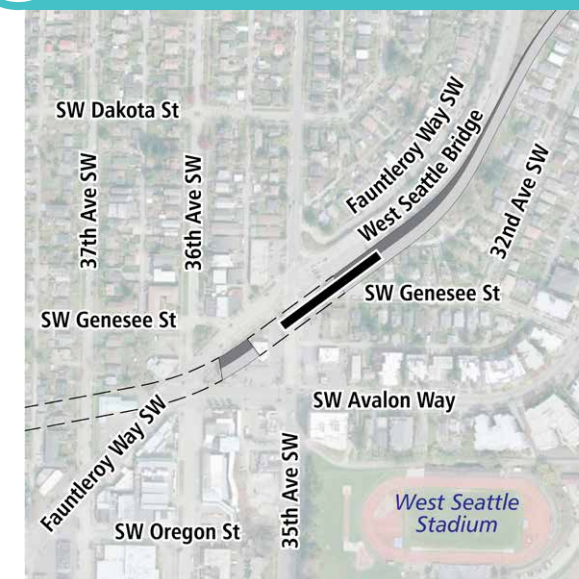


### Tunnel Avalon Station (WSJ-3a, WSJ-3b)

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

## 3 Other Alternative

See P.61



### Retained Cut Avalon Station (WSJ-5)

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



# Avalon Station

West Seattle Link Extension

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

Preferred 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.

Planned Fauntleroy Way SW Boulevard Project improvements (by others)





# Avalon Station

West Seattle  
Link Extension

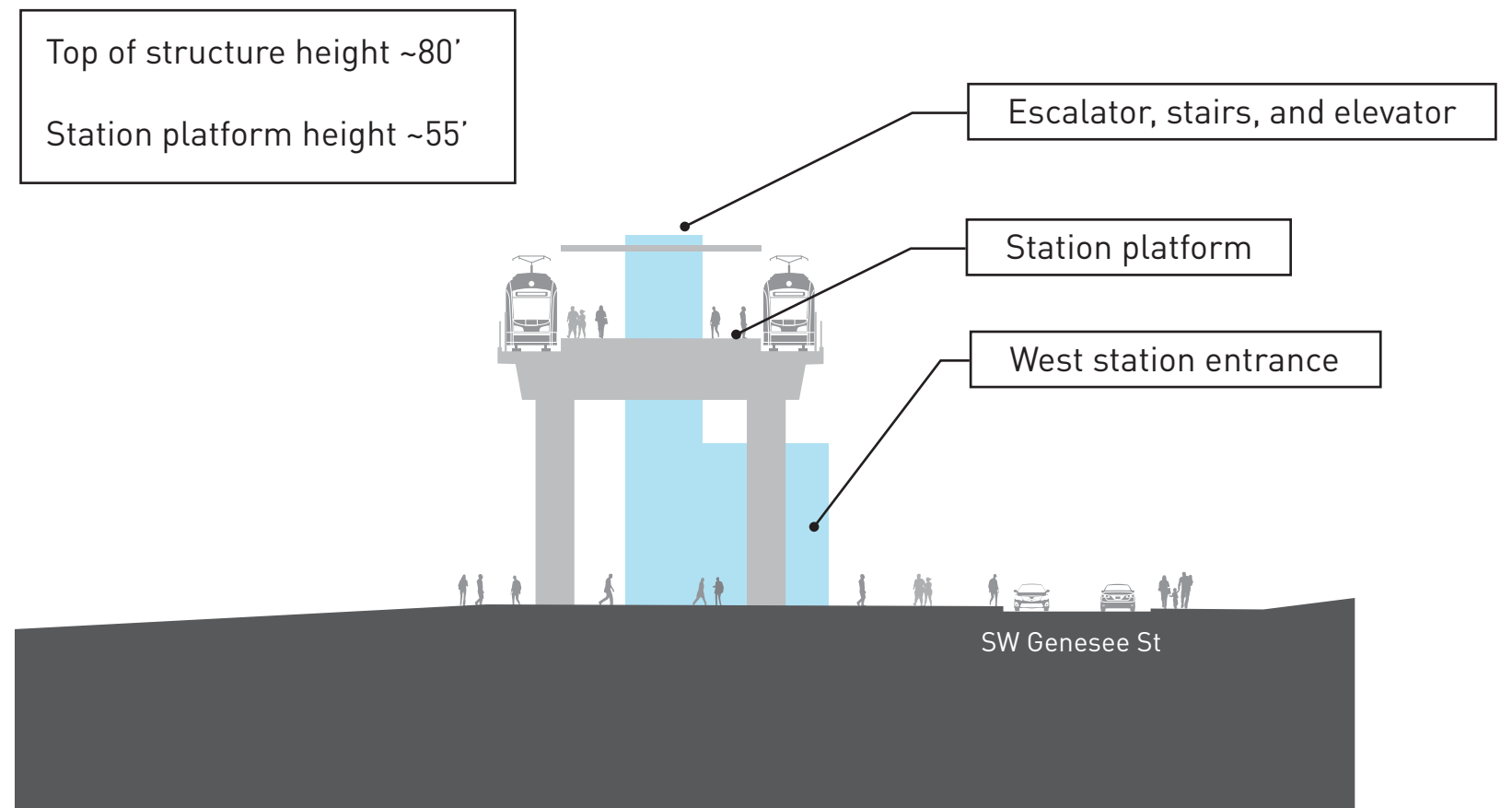
Elevated Avalon Station  
(WSJ-1, WSJ-2)

## 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.



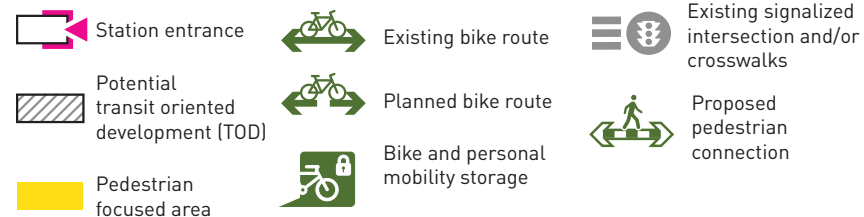
# Avalon Station

West Seattle  
Link Extension

Elevated Avalon Station  
(WSJ-1, 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 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 Avalon Way SW to the station



Coordinate with the city's 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
- 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



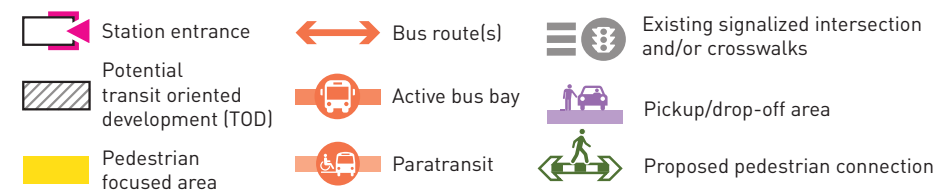
# Avalon Station

West Seattle Link Extension

Elevated Avalon Station  
(WSJ-1, 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.



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 universal pedestrian access and transit reliability
- 3 Explore the opportunity to create a "slow street," prioritizing pedestrians, bikes, and pickup/drop-off
- 4 Refine pickup/drop-off area and explore the potential to develop a pickup/drop-off loop on the station site with right-in only access from 35th and access from SW Genesee St



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



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



Pickup/drop-off loop integrated with public plaza



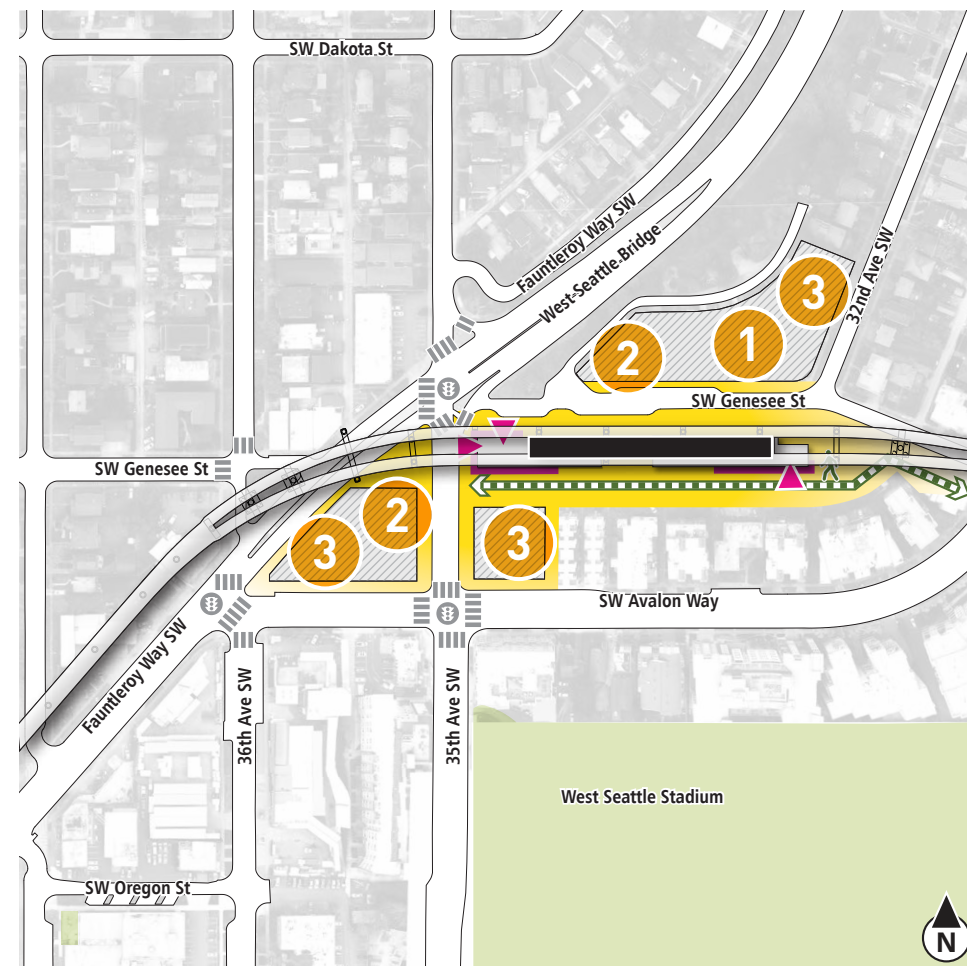
# Avalon Station

West Seattle  
Link Extension

Elevated Avalon Station  
(WSJ-1, 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 Consider ground floor uses oriented to community services, such as child care and gathering space, in new development north of the station
- 2 Encourage active ground-floor uses serving passengers accessing light rail at potential transit oriented development sites
- 3 Work with developers to provide ample building setbacks, lighting, and overhead weather protection to support walkability

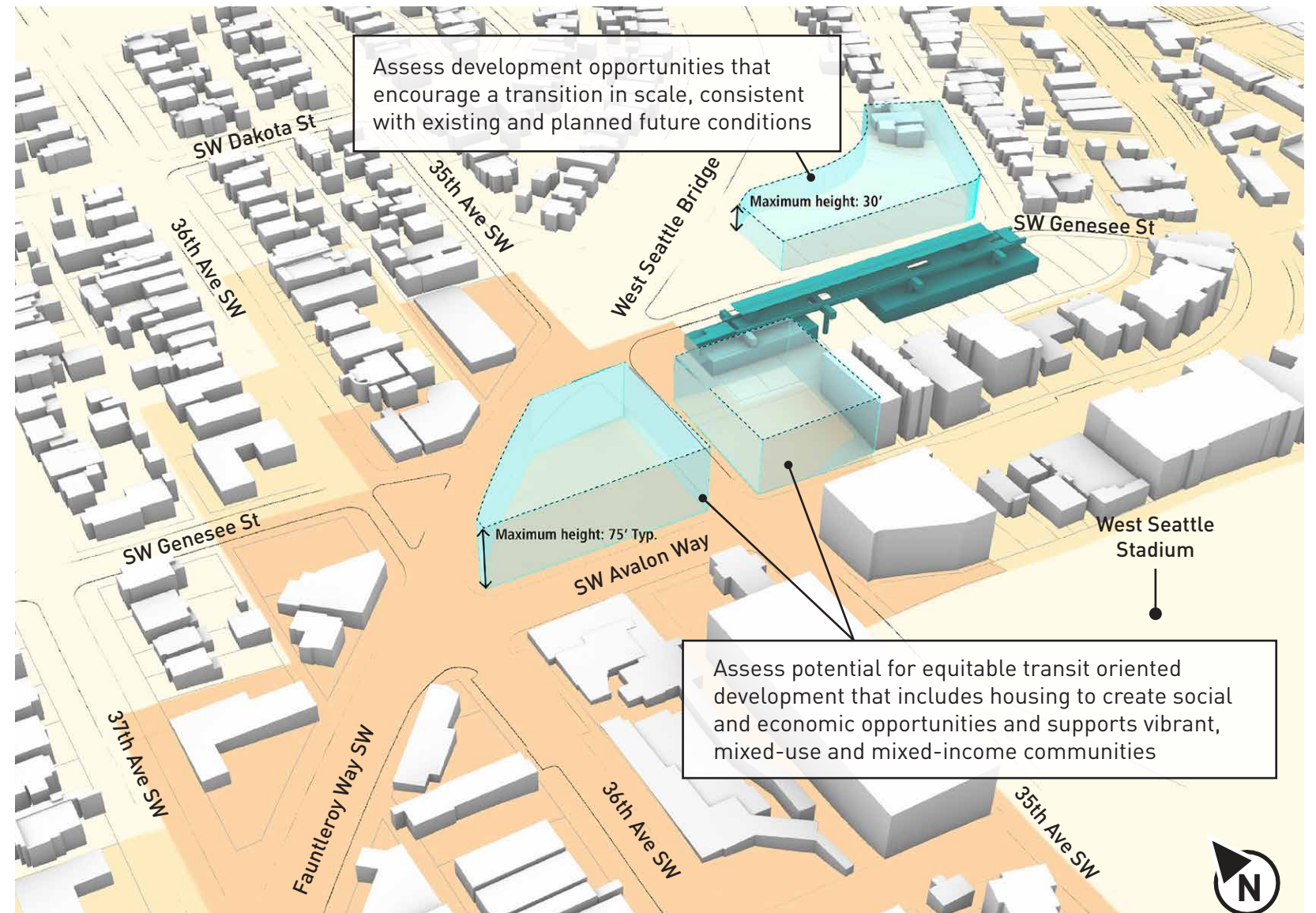


Diagram above depicts potential building envelopes based on current (2021) zoning.



New development with ground floor retail and ample sidewalk width/entrance plaza



Transit oriented development near a light rail station



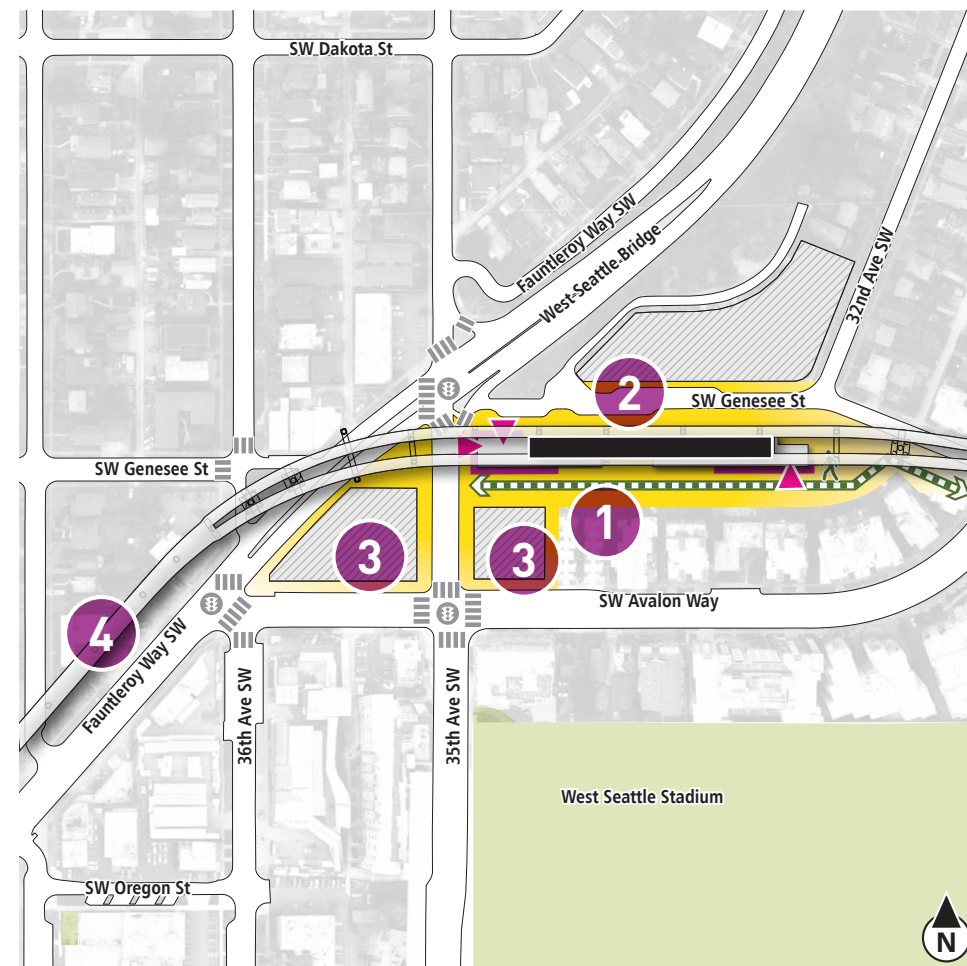
# Avalon Station

West Seattle  
Link Extension

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

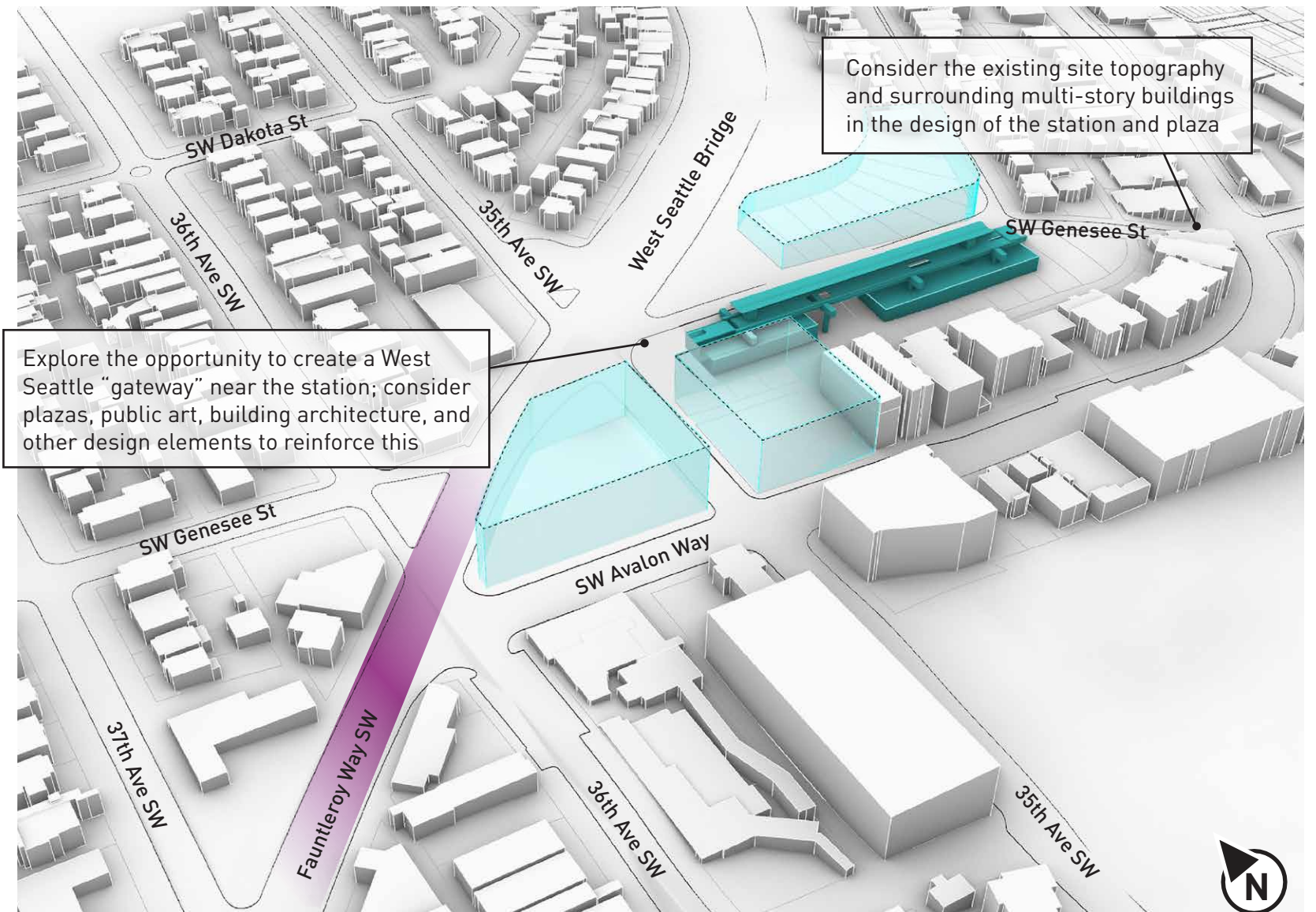
## Enjoying public space near the station

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

- 1 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
- 2 Explore potential to extend plaza north and combine improvements with a possible "slow street" on SW Genesee St, tying the station more closely to the neighborhood
- 3 Provide wide sidewalks with landscaping, seating and pedestrian lighting to create a place where passengers and others might want to linger
- 4 Work with community members on integrating the elevated structure into the neighborhood by encouraging uses under the guideway, such as pocket parks and trails



Bike storage integrated with transit oriented development



Neighborhood gateway with strong design elements



# Avalon Station

West Seattle Link Extension

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

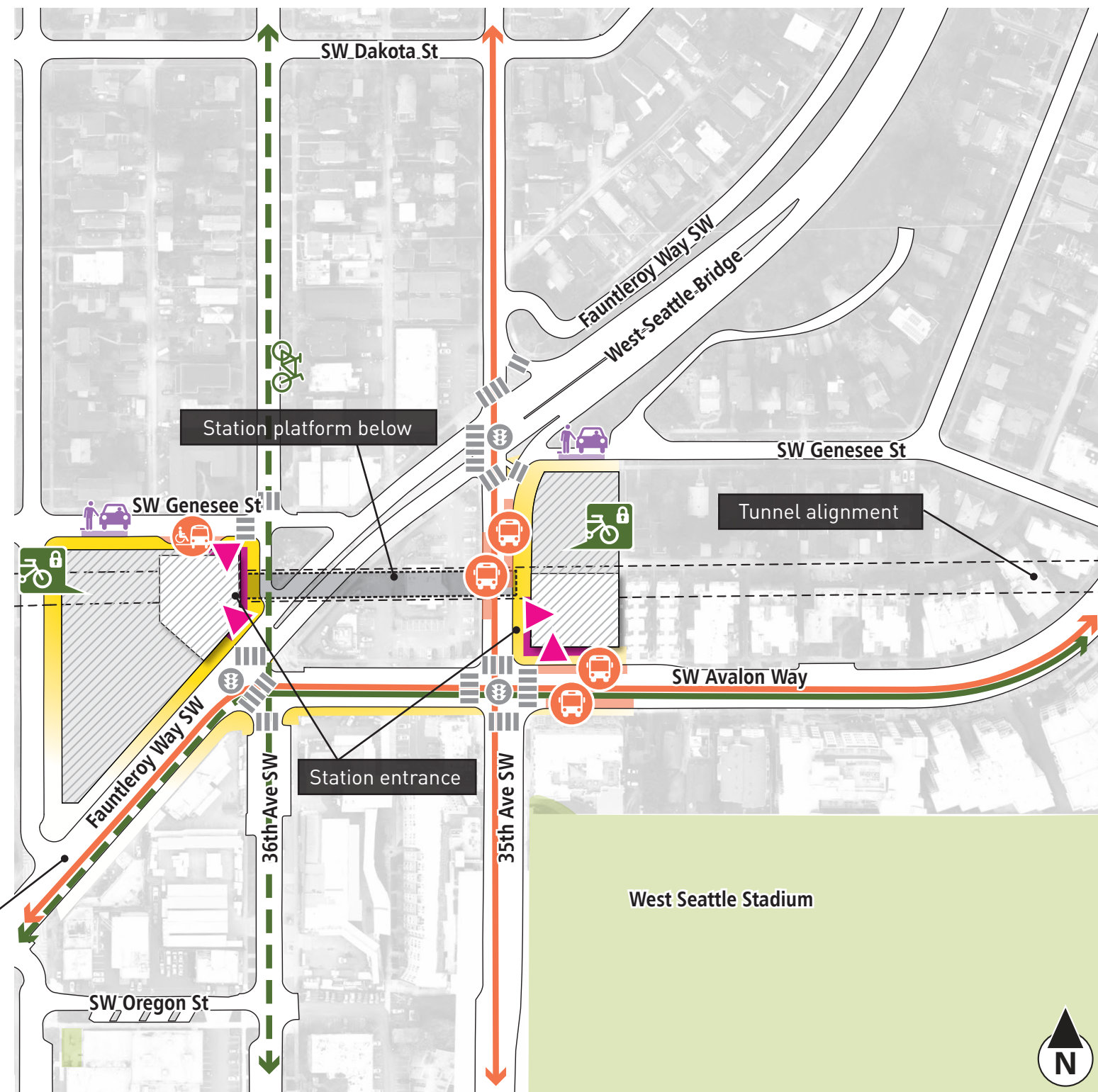
Preferred Alternative with Third-Party Funding

## 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 could 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.

Planned Fauntleroy Way SW Boulevard Project improvements (by others)



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

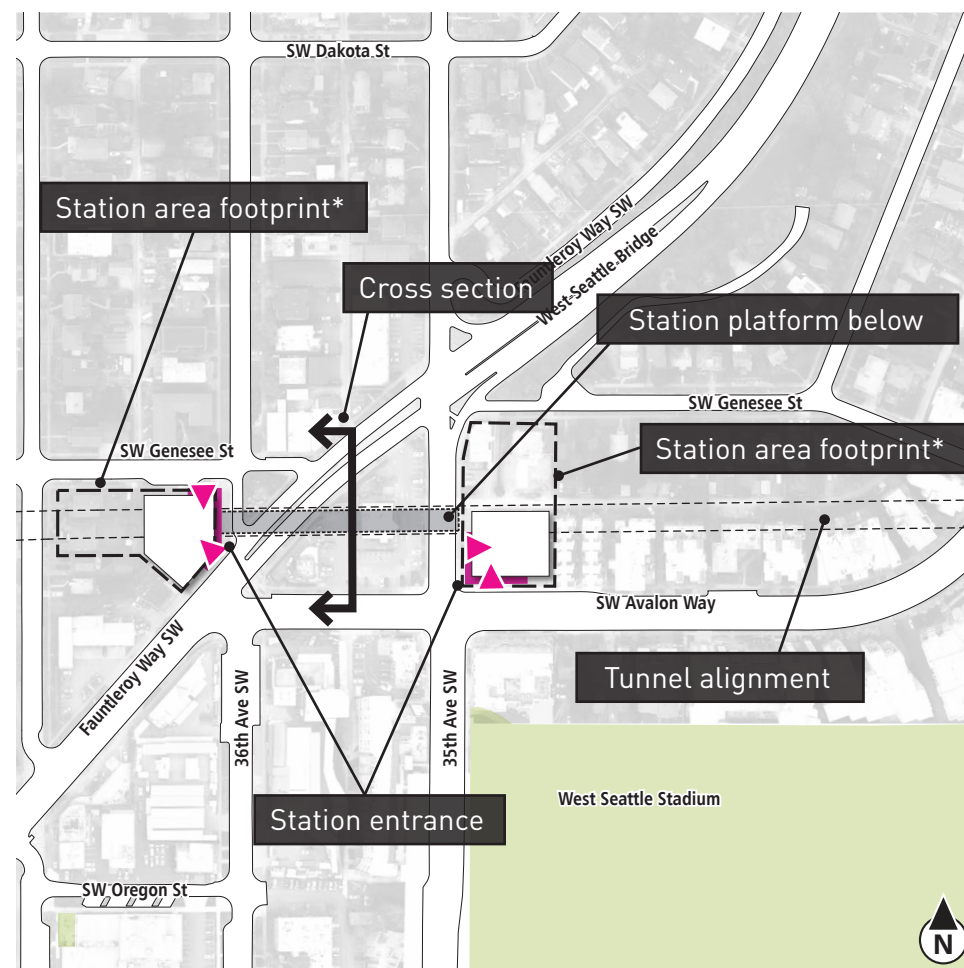


# Avalon Station

West Seattle  
Link Extension

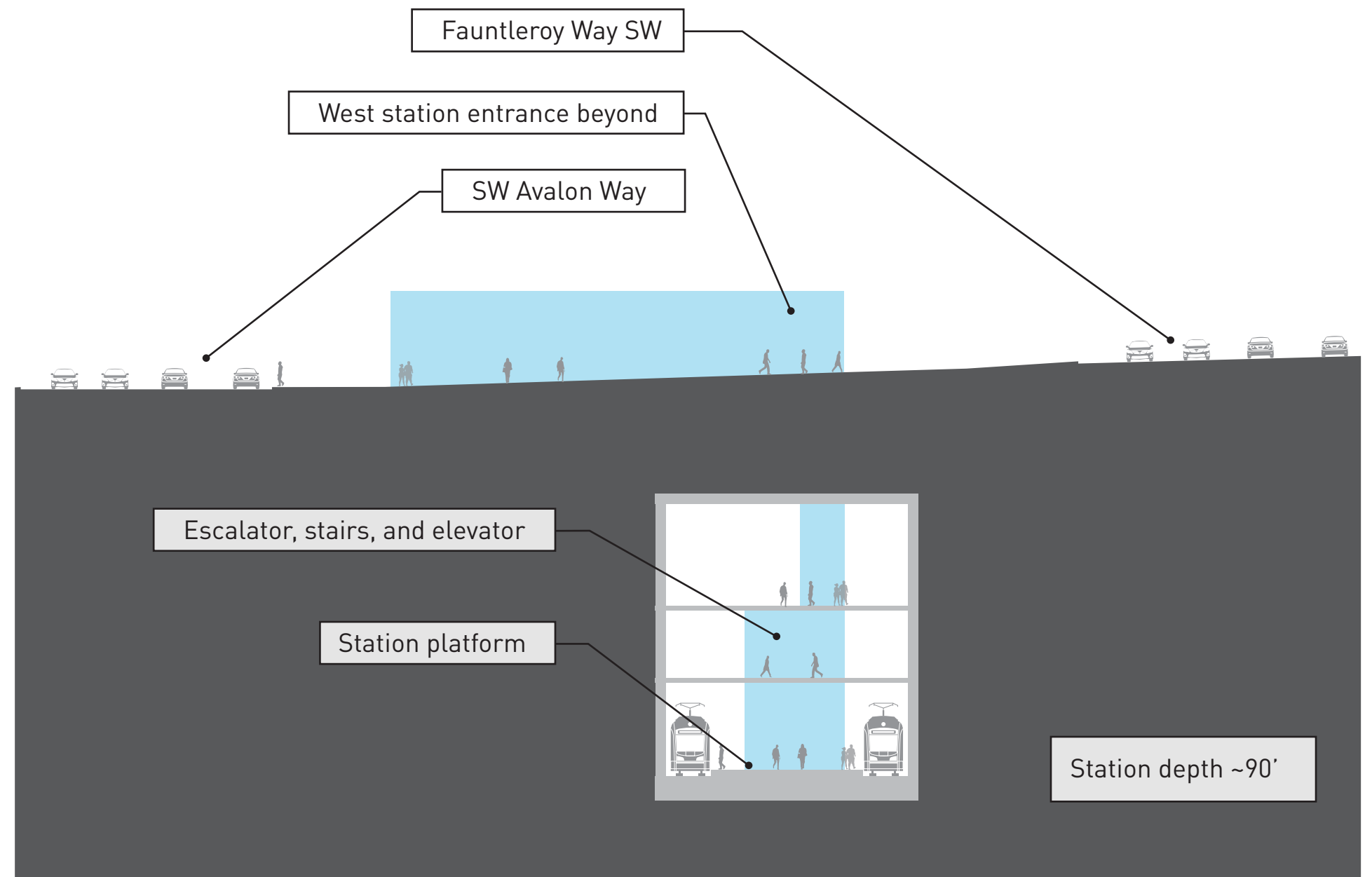
Tunnel Avalon Station  
(WSJ-3a, WSJ-3b)

## 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.



# Avalon Station

West Seattle  
Link Extension

Tunnel Avalon Station  
(WSJ-3a, 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.



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

- Partner with the city to upgrade the facilities on the planned 36th Ave SW neighborhood greenway including the potential for crossing improvements at Fautleroy Way SW to stitch together north-south and east-west bike facilities
- Locate bike storage areas at each station entrance, providing access for cyclists coming from multiple directions without the need to cross the busy arterial; consider incorporating bike parking into potential transit oriented development projects
- Explore potential to eliminate the slip lane that allows right turns to the West Seattle Bridge from 35th Ave SW



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
- Intersection improvements for pedestrians and cyclists



Cycle center with storage, rental, and repair



Separated bike lanes on SW Avalon Way



# Avalon Station

West Seattle Link Extension

Tunnel Avalon Station (WSJ-3a, 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
- Bus route(s)
- Active bus bay
- Paratransit
- Existing signalized intersection and/or crosswalks
- Pickup/drop-off area

- 1 Provide wide sidewalks between building edges and curb to allow ample space for riders transferring from buses
- 2 Explore "slow street" design and potentially incorporate pickup/drop-off area
- 3 Coordinate traffic signals to encourage traffic operations to flow smoothly with a priority on transit speed and reliability
- 4 Refine pickup/drop-off area(s) and explore location away from arterials, bus zones and bike facilities on the east and west sides of Fauntleroy Way SW



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



Streetscape with pedestrian amenities



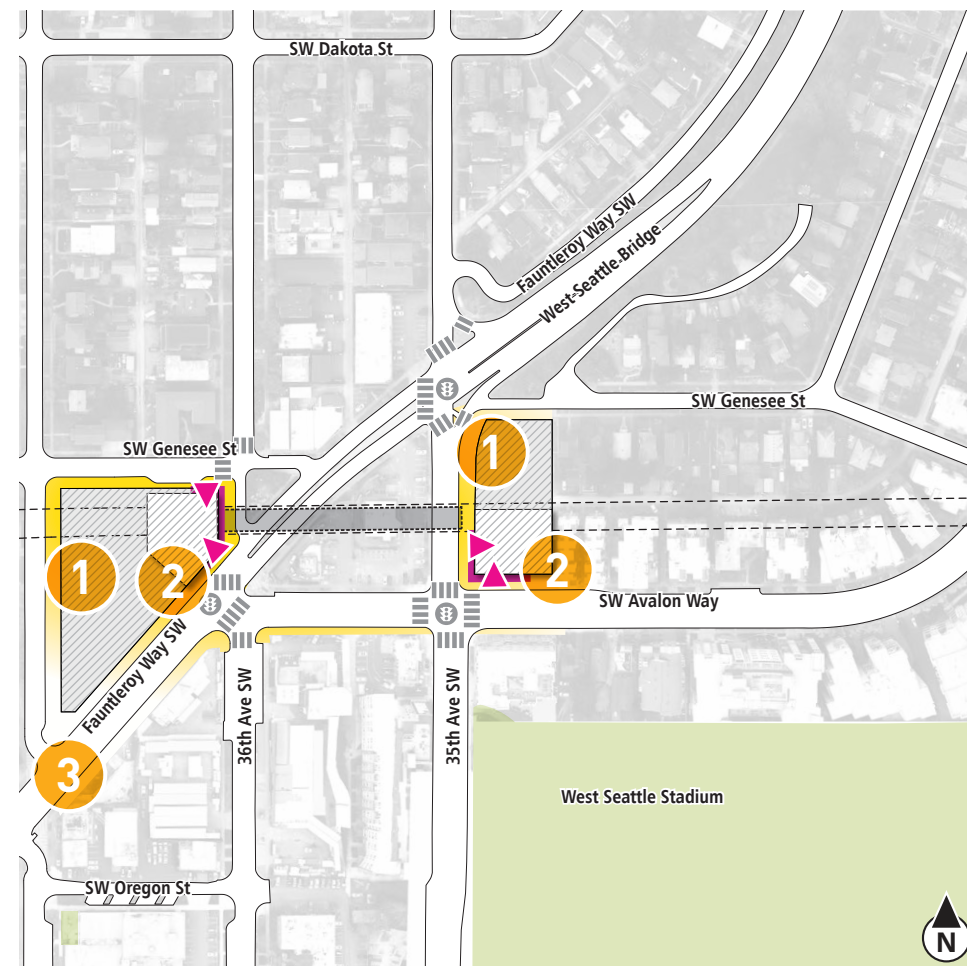
# Avalon Station

West Seattle Link Extension

Tunnel Avalon Station  
(WSJ-3a, 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
- Existing signalized intersection and/or crosswalks

- 1 Design station entrances to accommodate potential development above
- 2 Encourage active ground-floor uses at potential transit oriented development sites with ample building setbacks, lighting, and overhead weather protection to support walkability
- 3 Consider incorporating public space at corner of irregularly shaped potential transit oriented development site

Explore the opportunity to introduce connectivity and circulation through midblock connections, alley or street reconfiguration, and development strategies that allow for public access through the site

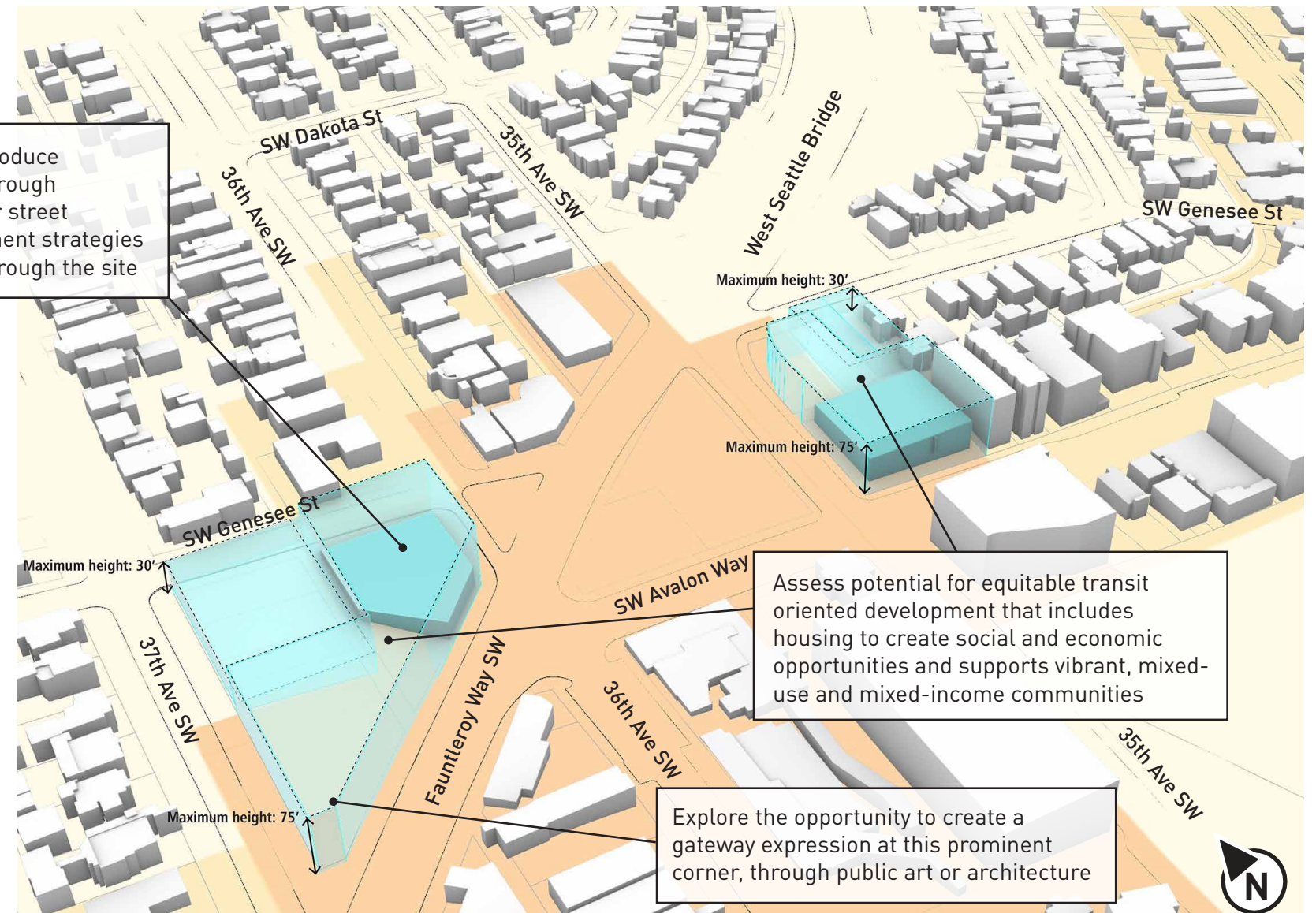


Diagram above depicts potential building envelopes based on current (2021) zoning.

- Commercial/Mixed-Use
- Multifamily
- Single Family

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

Explore the opportunity to create a gateway expression at this prominent corner, through public art or architecture



Pedestrian connection through new development



Transit station integrated with mixed-use development



# Avalon Station

West Seattle  
Link Extension

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

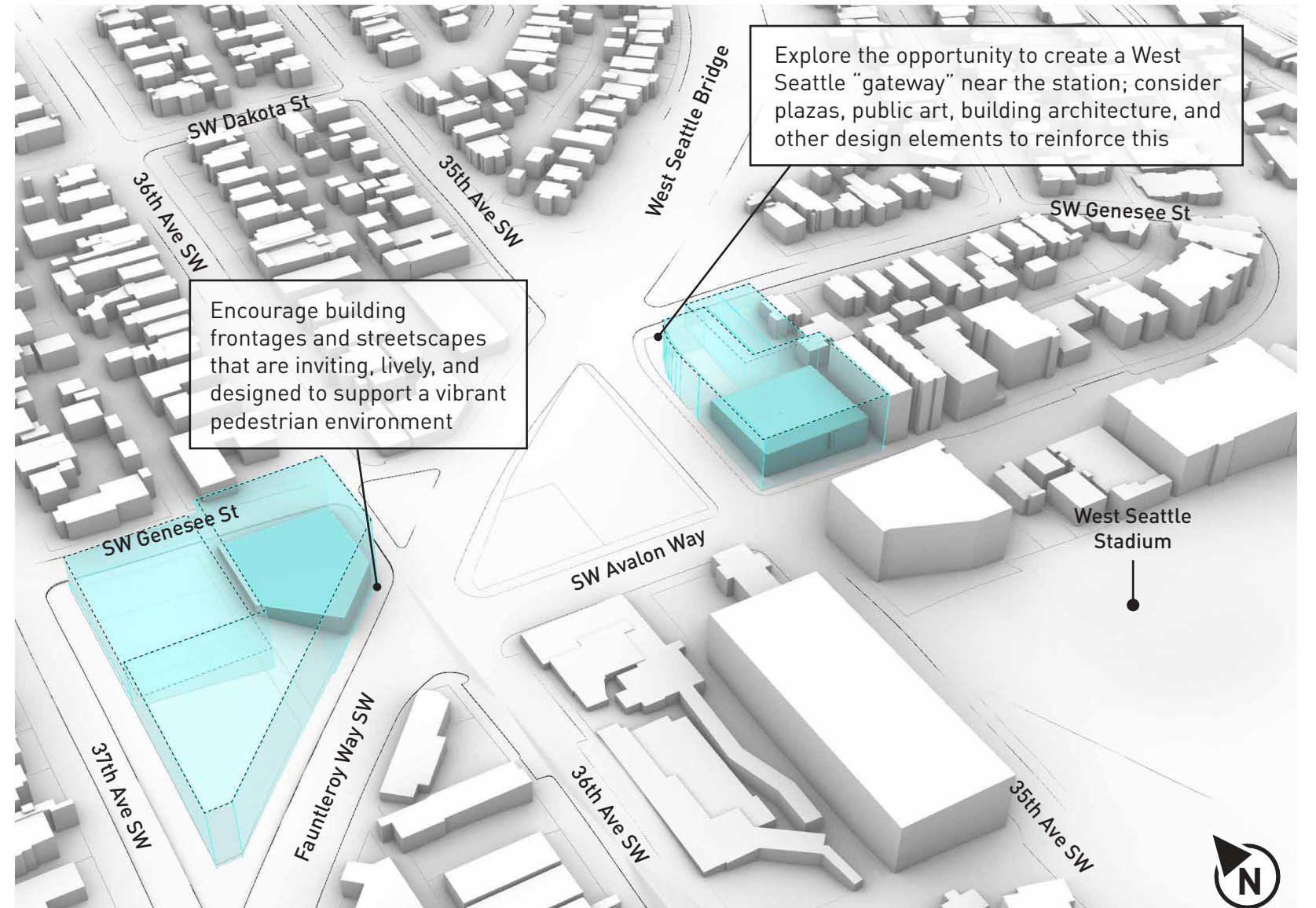
## Enjoying public space near the station

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

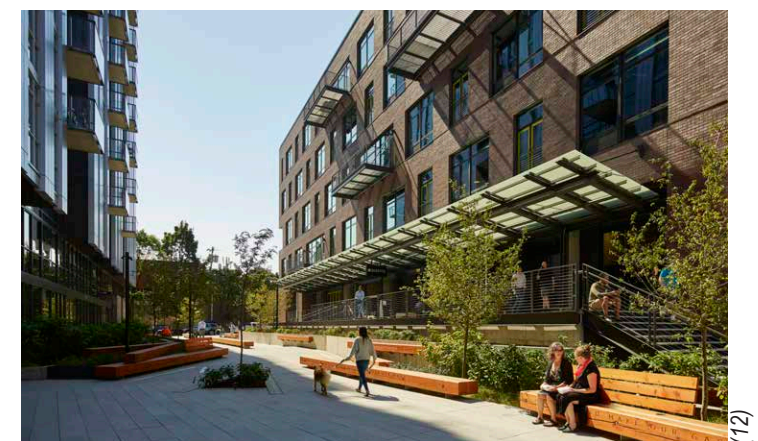


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks

- 1 Create plazas/wide sidewalks around station entrances, to accommodate bus transfer facilities and pedestrian amenities
- 2 Consider creating plaza space outside the station entrance and repurpose 36th Ave SW and SW Genesee St intersections to prioritize pedestrian and bike uses
- 3 Explore potential public uses for this strategically placed parcel, such as a community facility or gathering space



Neighborhood gateway with strong design elements



Large plaza space associated with a building entrance



# Avalon Station

West Seattle Link Extension

## Retained Cut Avalon Station (WSJ-5)

Other Alternative

## Station context plan

The Retained Cut Avalon station alternative would bring daylight into the below-grade station platform with views open to the sky. This station alternative would provide an opportunity to create at-grade plazas where bike storage, seating, landscaping, pedestrian lighting, art, and potential gateway elements could be located. Plaza space could 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 would make this street more comfortable for people walking and riding bikes.

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





# Avalon Station

West Seattle  
Link Extension

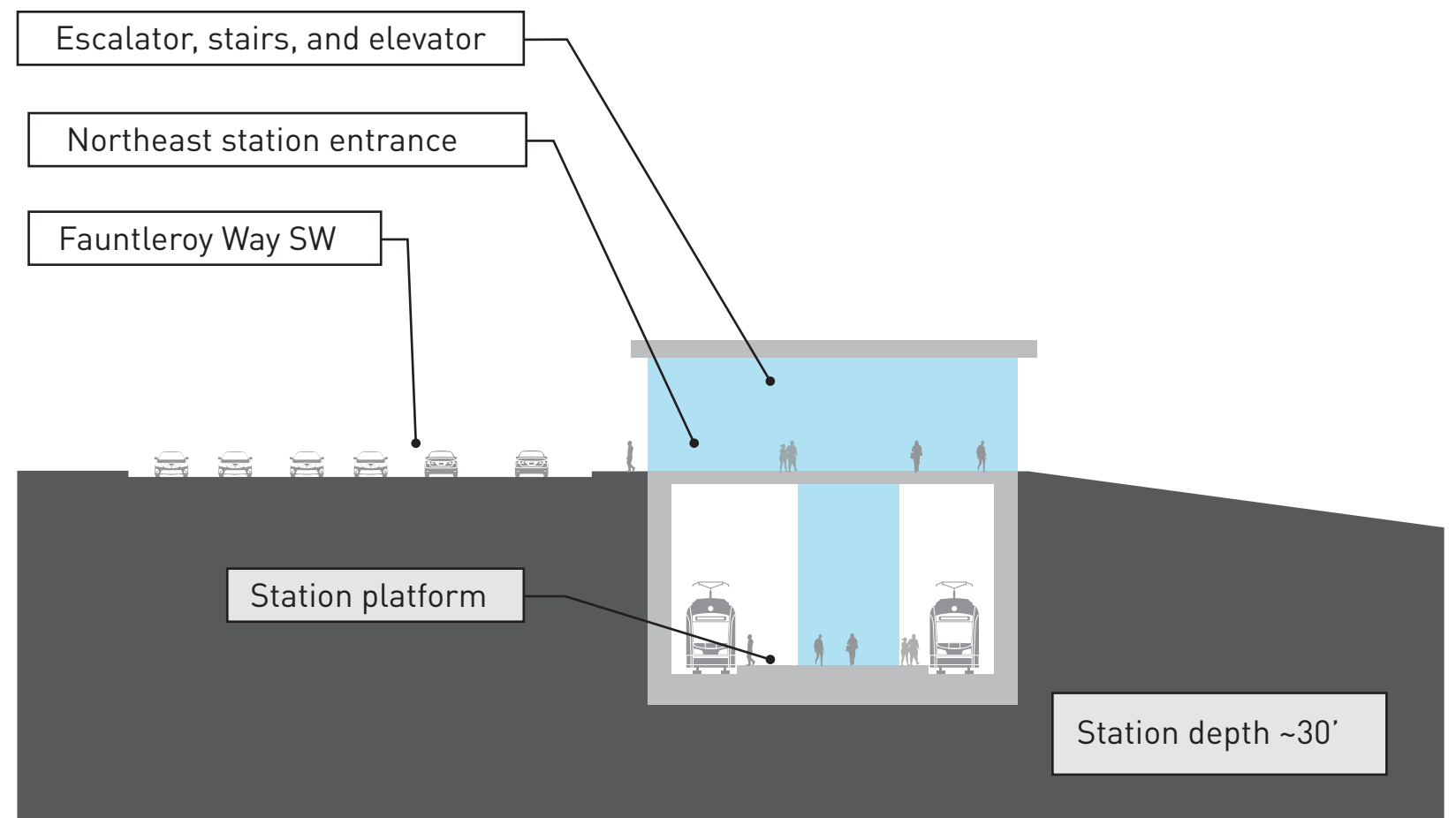
Retained Cut Avalon Station  
(WSJ-5)

## 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.



# Alaska Junction Station

West Seattle Link Extension

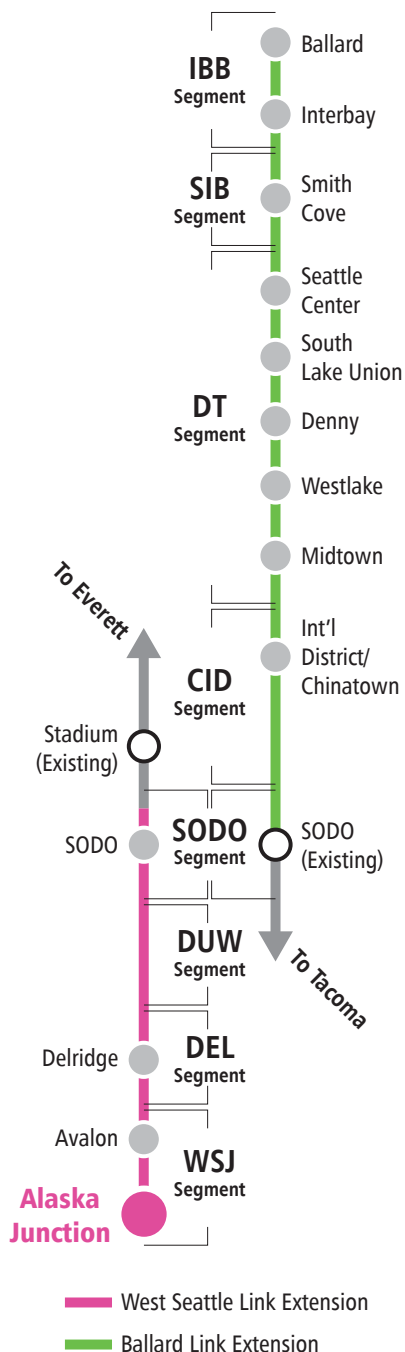
## Station area context

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.

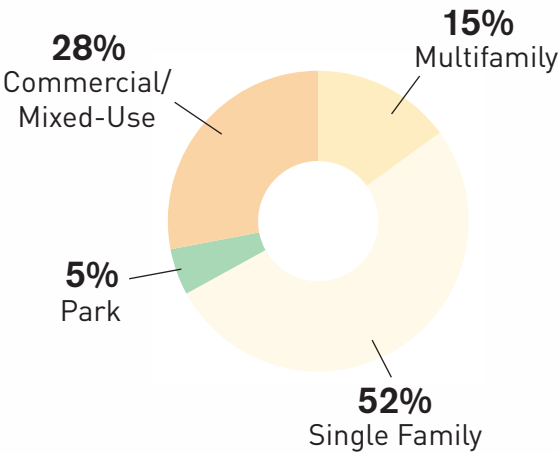


# Alaska Junction Station

West Seattle  
Link Extension

## Station area context

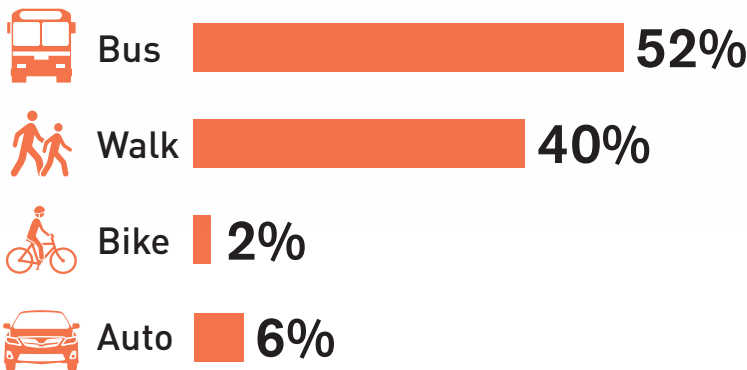
Existing land use in the station area<sup>(1)</sup>



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



**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

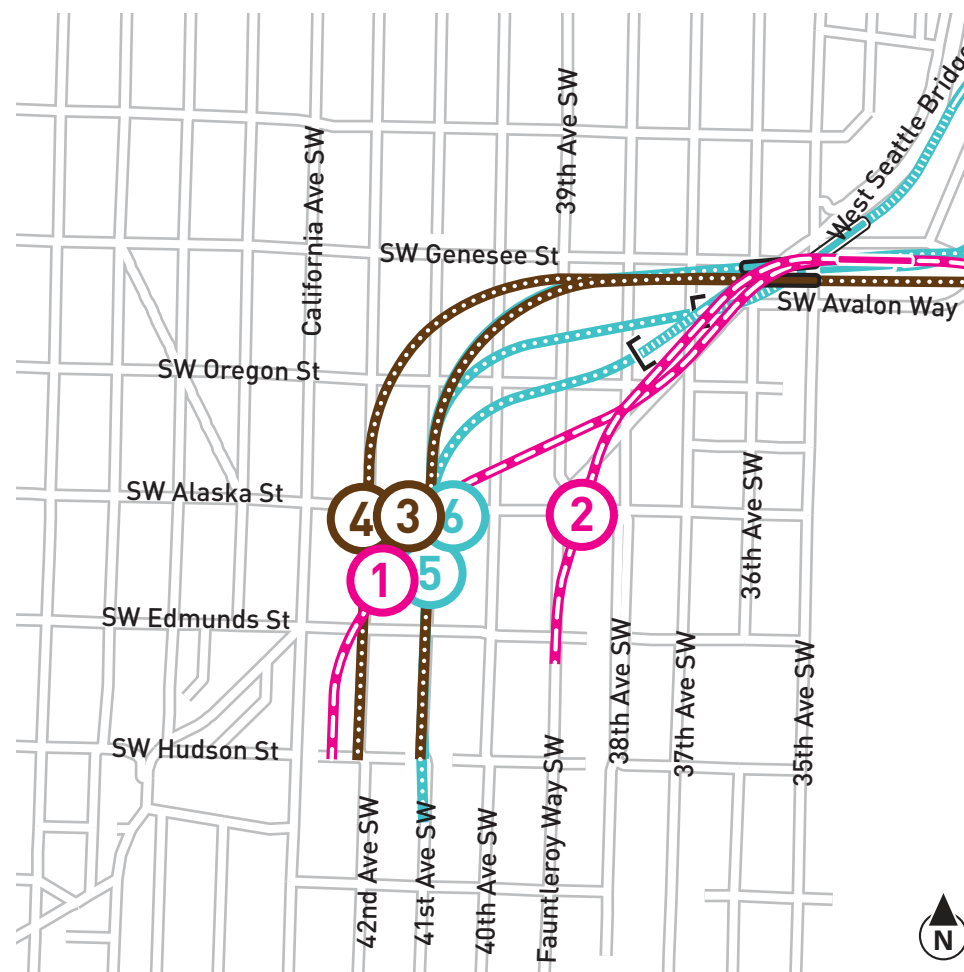


# Alaska Junction Station

West Seattle Link Extension

## 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 Fauntleroy Way Station (WSJ-2)

Elevated station south of Fauntleroy 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



# Alaska Junction Station

West Seattle Link Extension

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

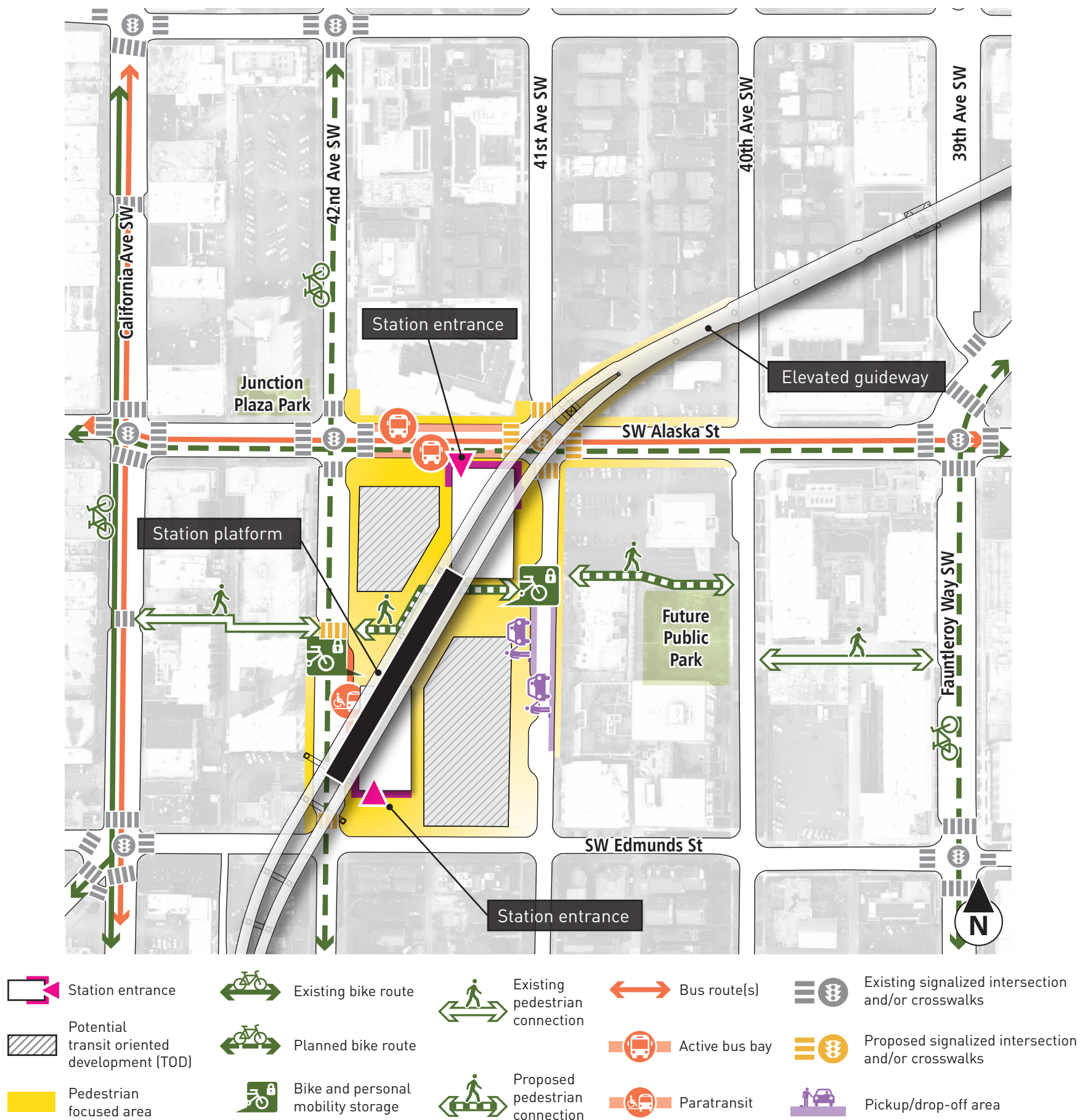
Preferred Alternative

## 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.



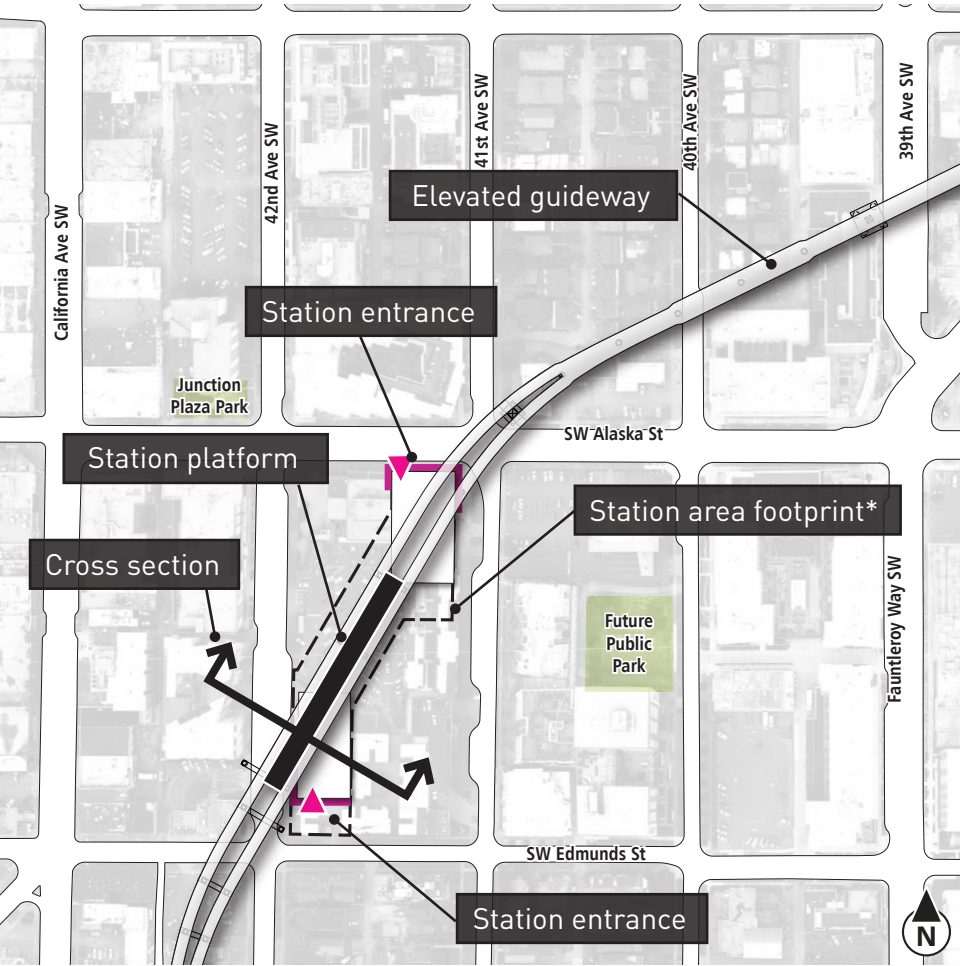


# Alaska Junction Station

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.



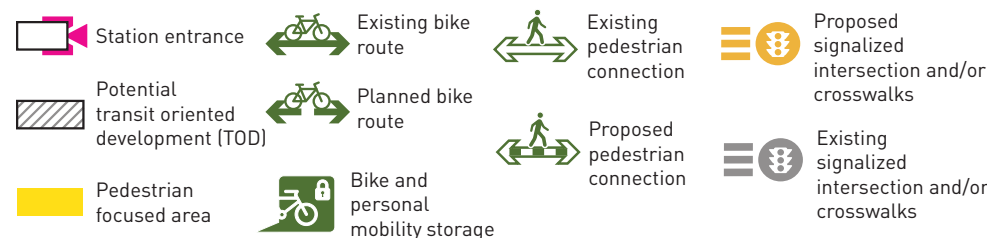
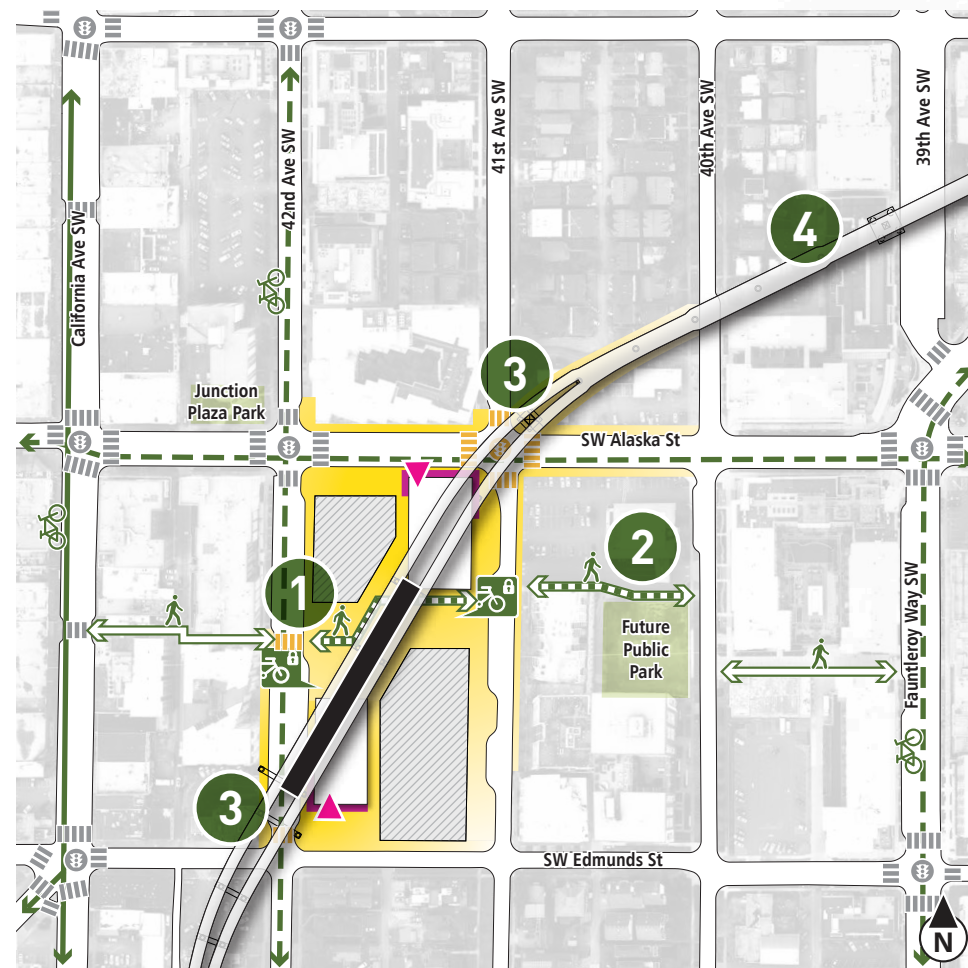
# Alaska Junction Station

West Seattle  
Link Extension

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

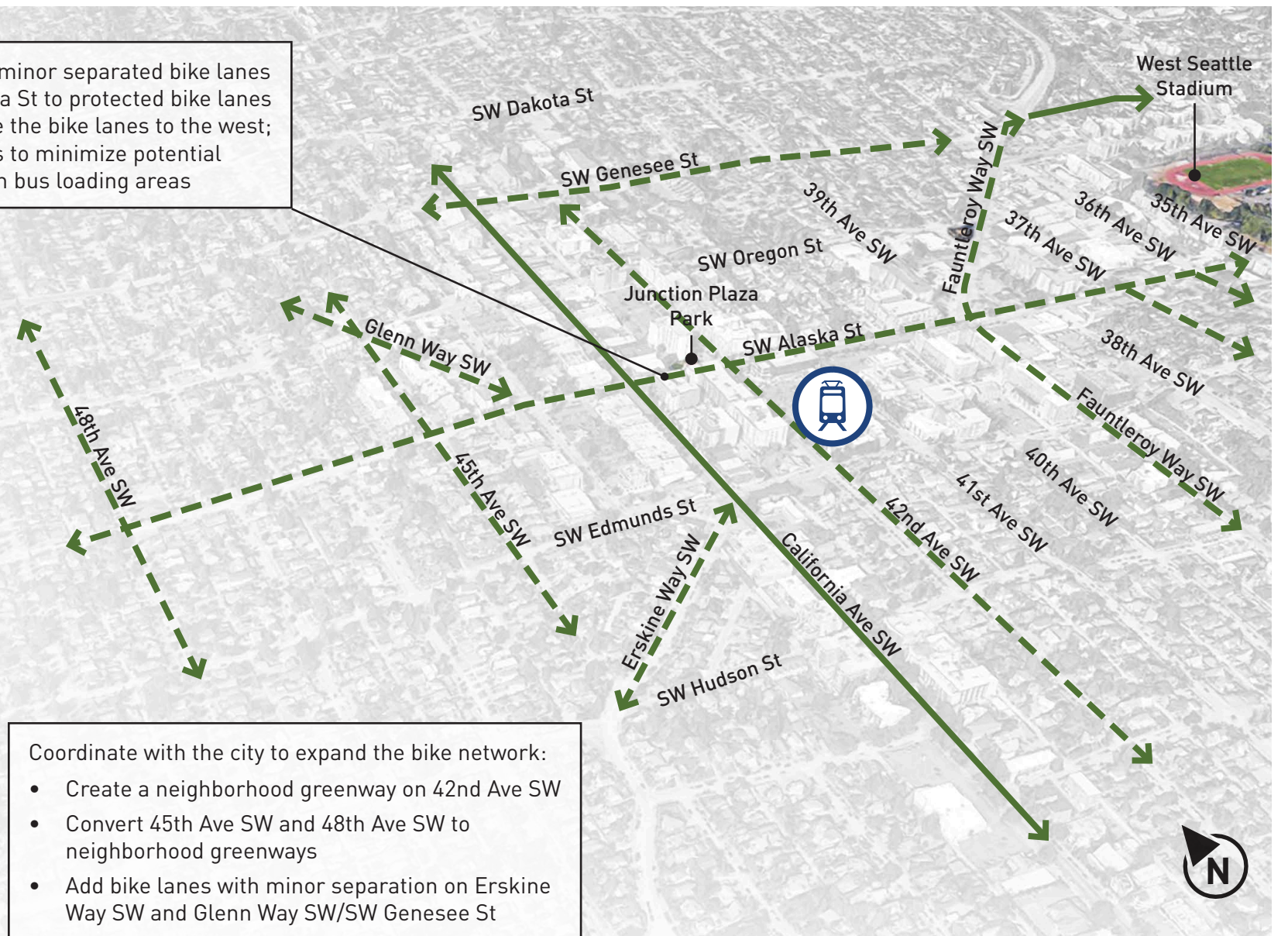
## Walking, biking, and rolling to the station

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



# Alaska Junction Station

West Seattle  
Link Extension

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

- Explore ways to minimize potential conflicts between bus loading areas, station entrances and bike lanes on SW Alaska St
- 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



# Alaska Junction Station

West Seattle  
Link Extension

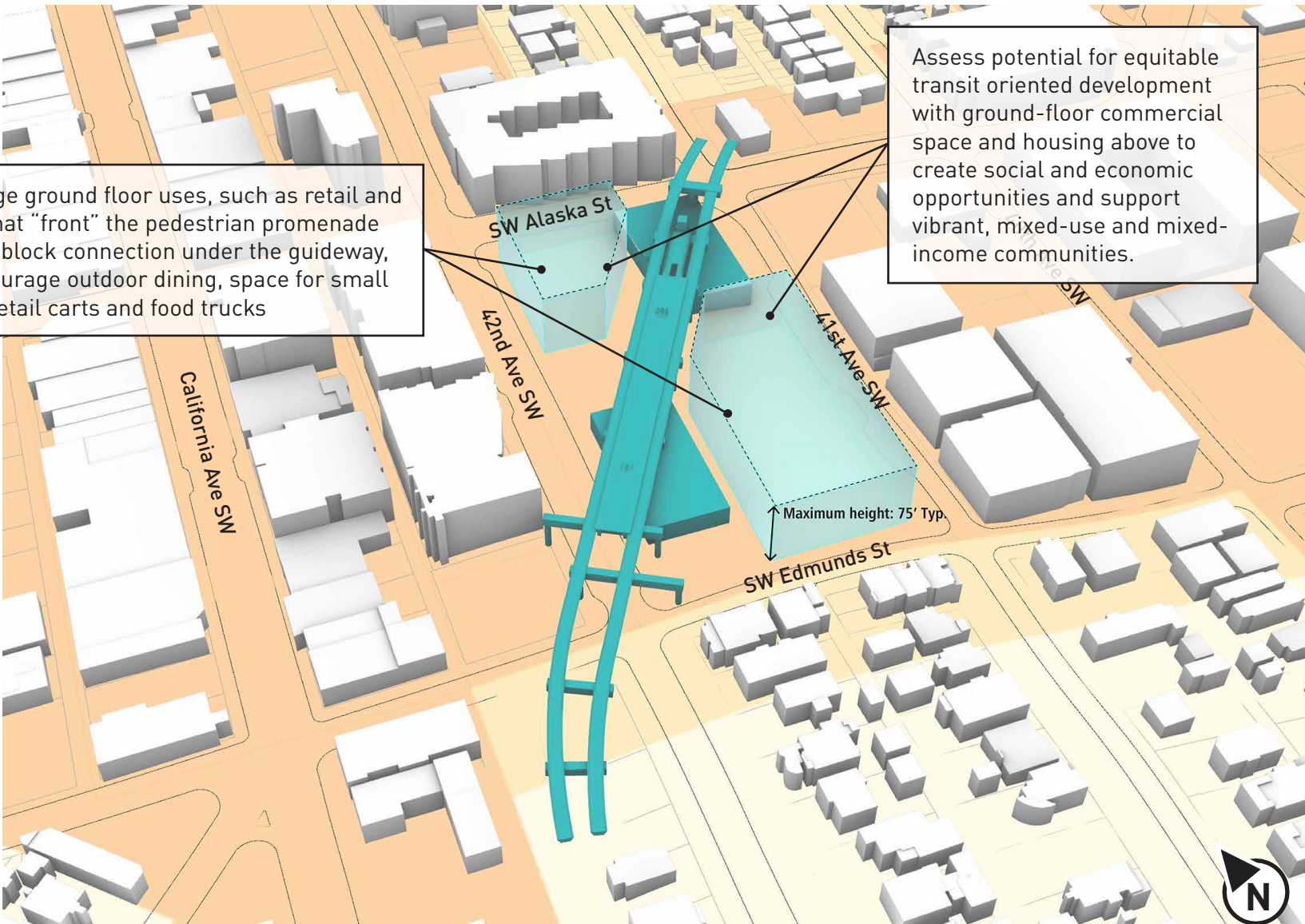
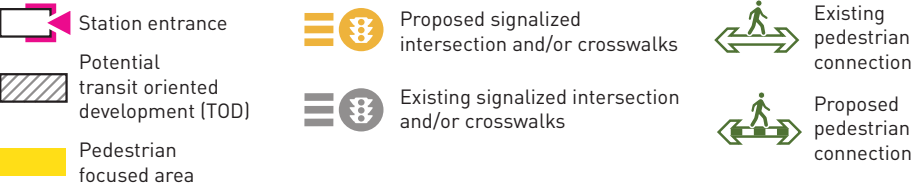
Elevated 41st/42nd Avenue  
Station (WSJ-1)

## 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



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

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

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



Transit station integrated with mixed-use development



Development with internal pedestrian “streets”



# Alaska Junction Station

West Seattle  
Link Extension

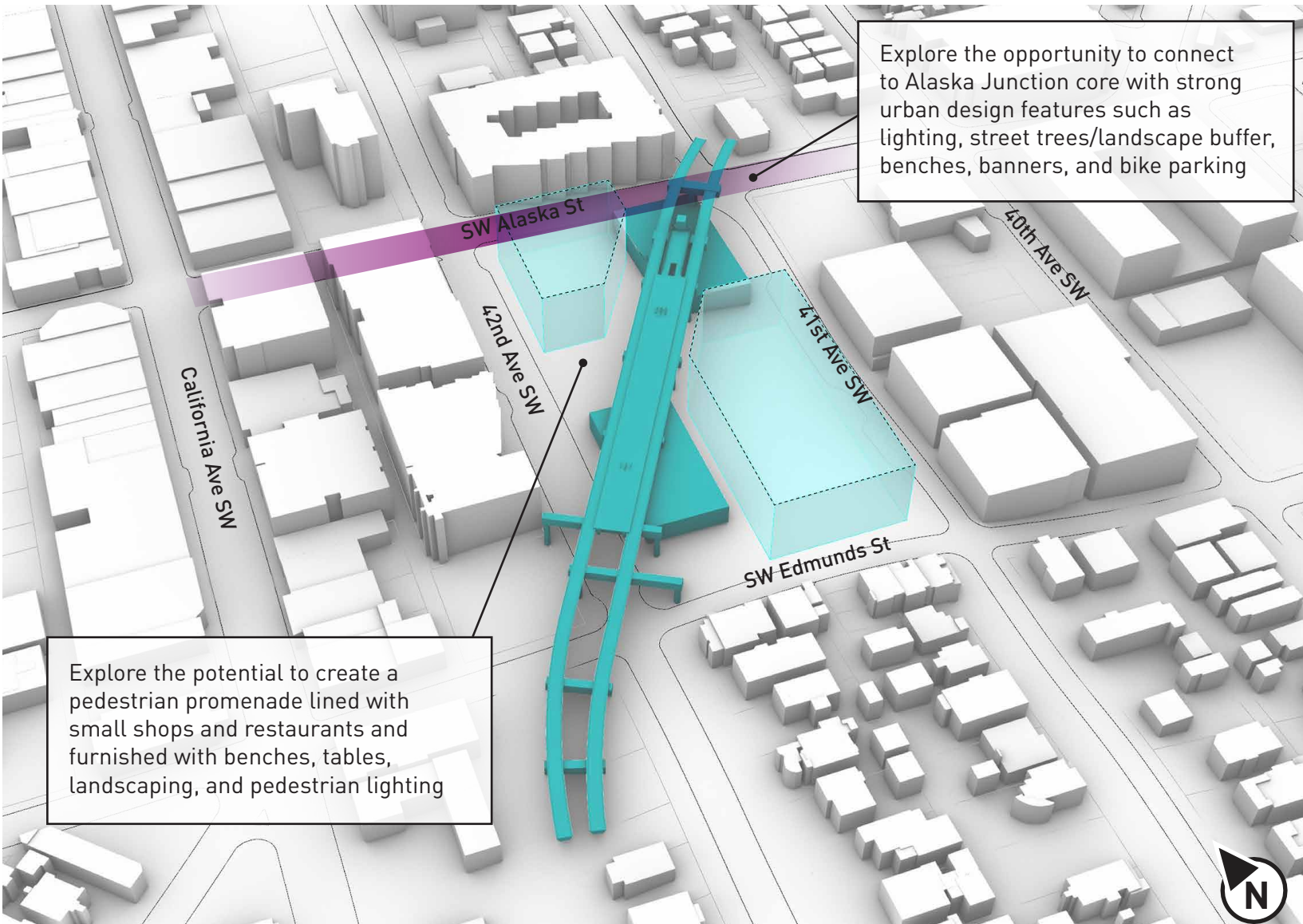
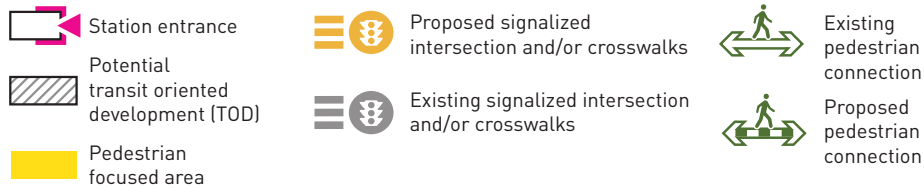
Elevated 41st/42nd Avenue  
Station (WSJ-1)

## 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



# Alaska Junction Station

West Seattle Link Extension

## Elevated Fauntleroy Way Station (WSJ-2)

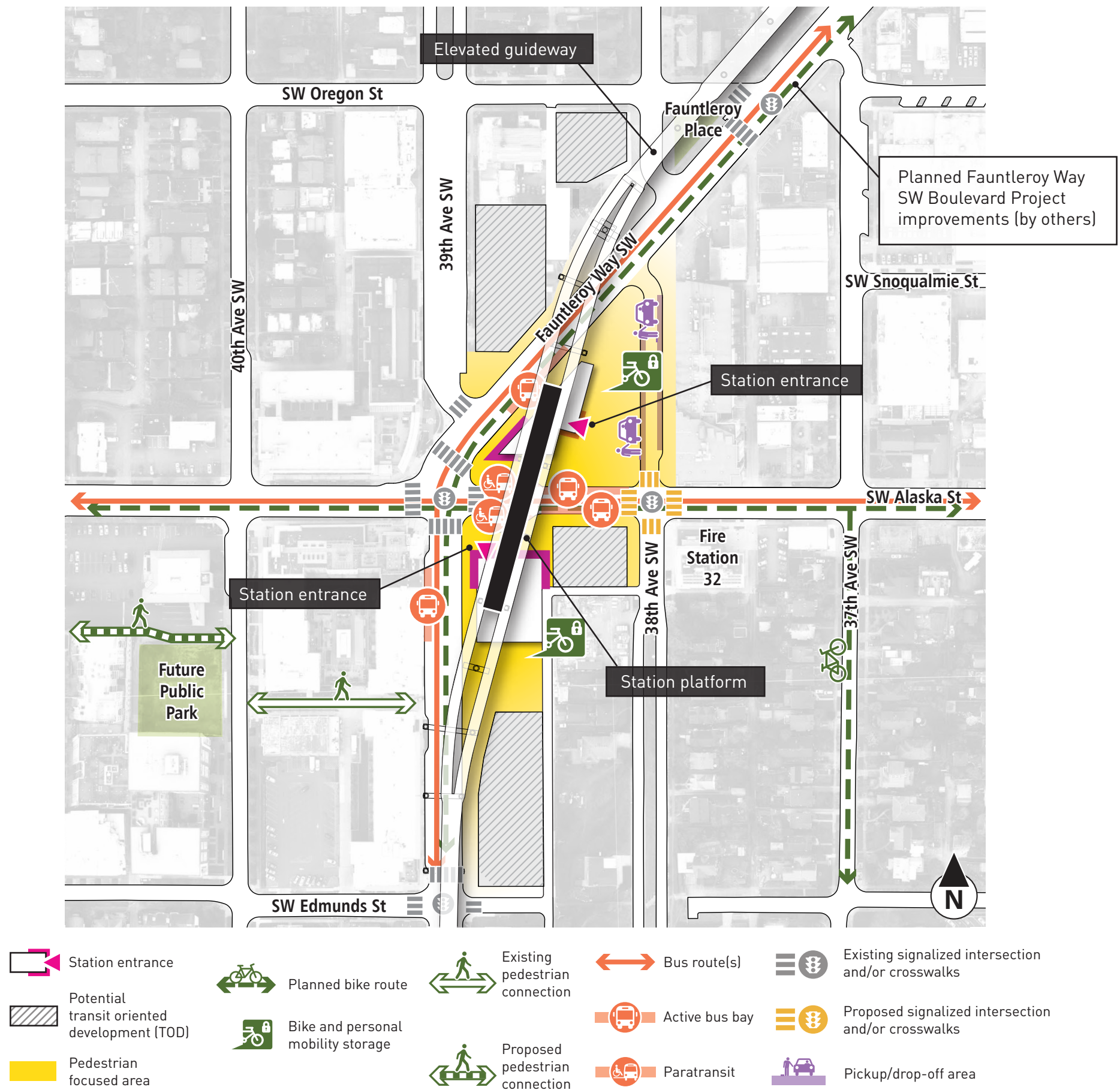
Preferred Alternative

## 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”.

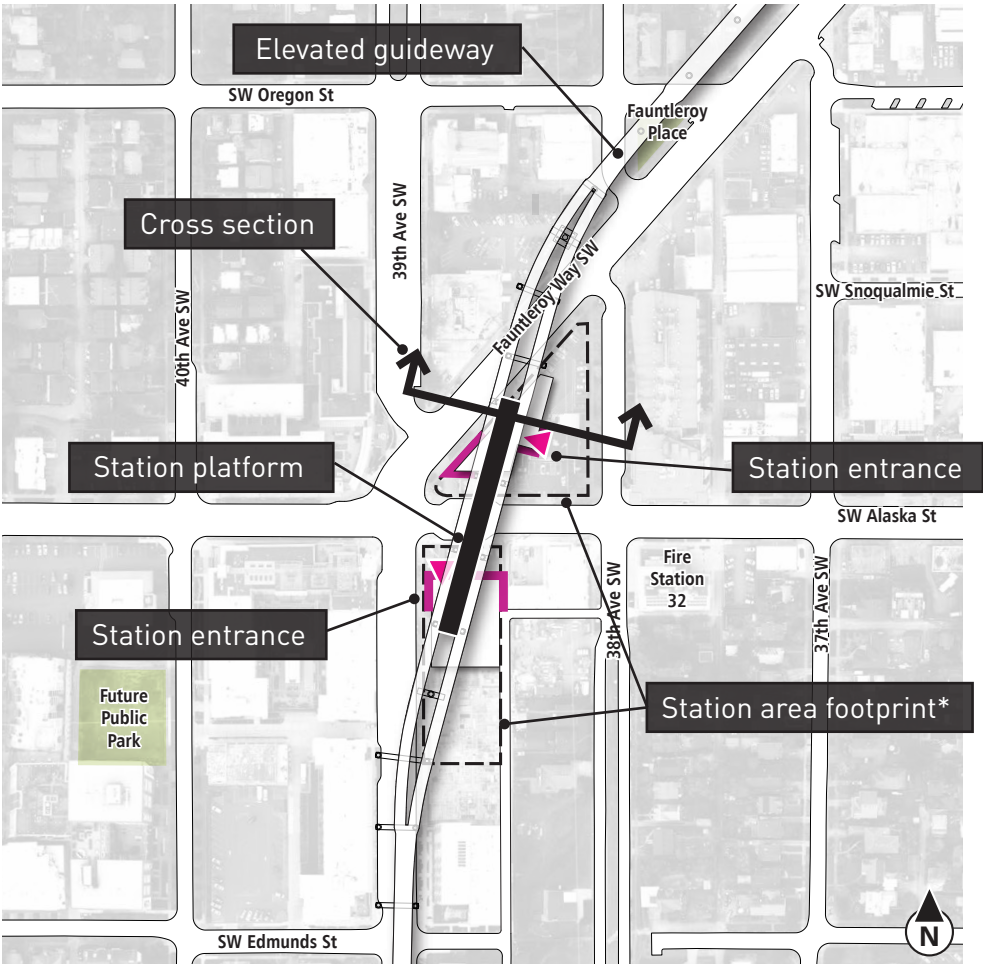
Well-designed placement of station entrances, bus stops, pickup/drop-off areas, bike storage and plazas along with potential transit oriented development would create a welcoming environment around the station.





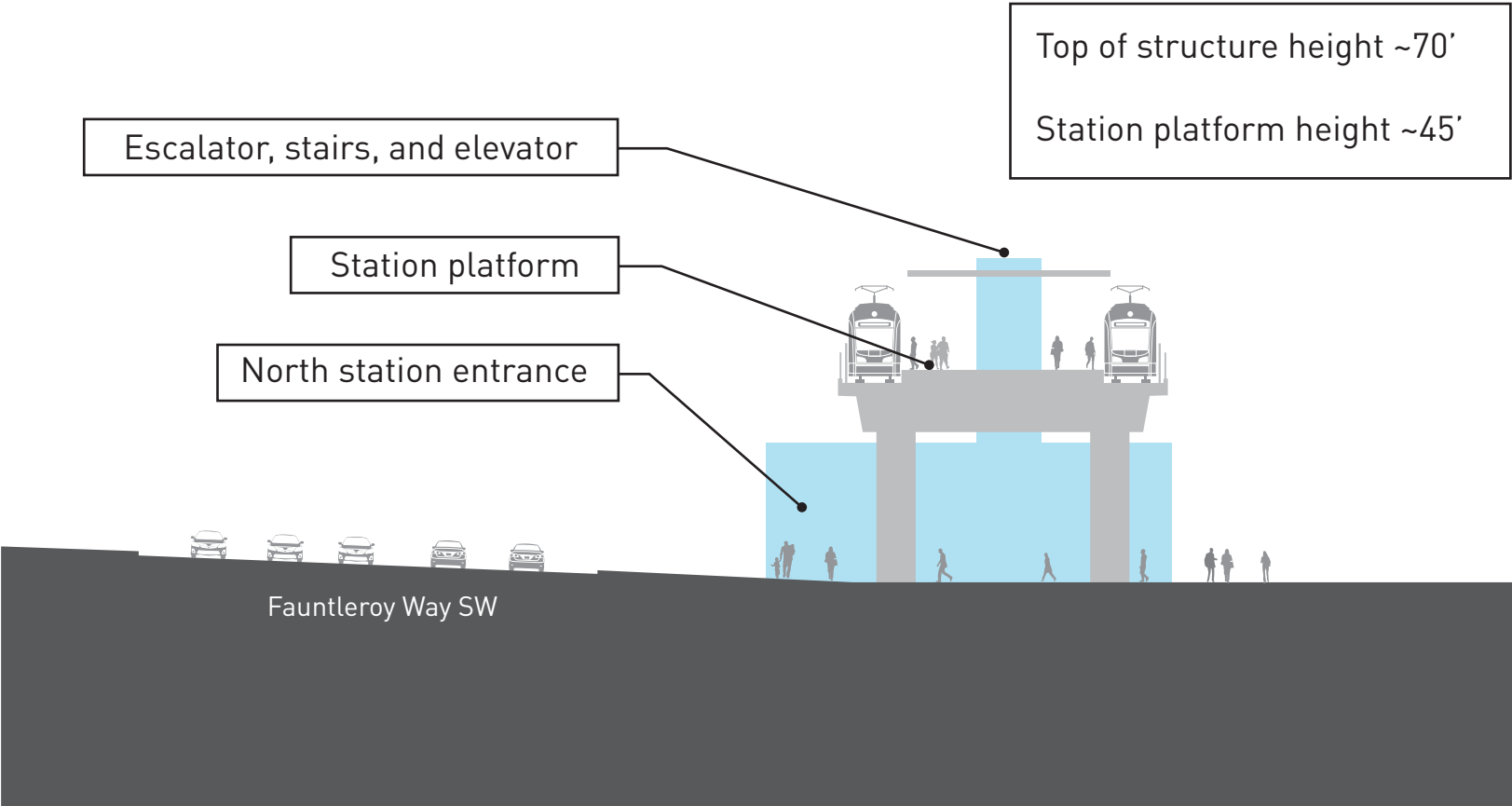
Elevated Fauntleroy Way Station  
(WSJ-2)

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.



# Alaska Junction Station

West Seattle Link Extension

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.



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

- 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

(78)



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

(30)



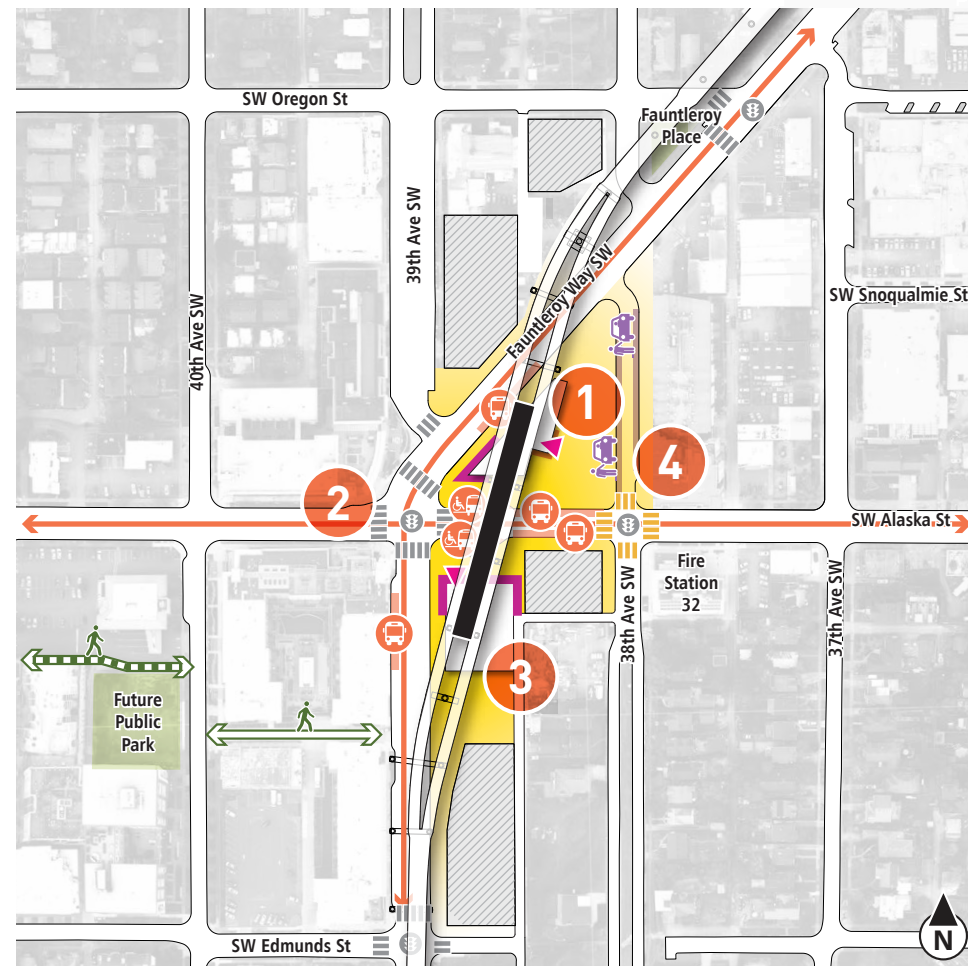
# Alaska Junction Station

West Seattle  
Link Extension

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.



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

- 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



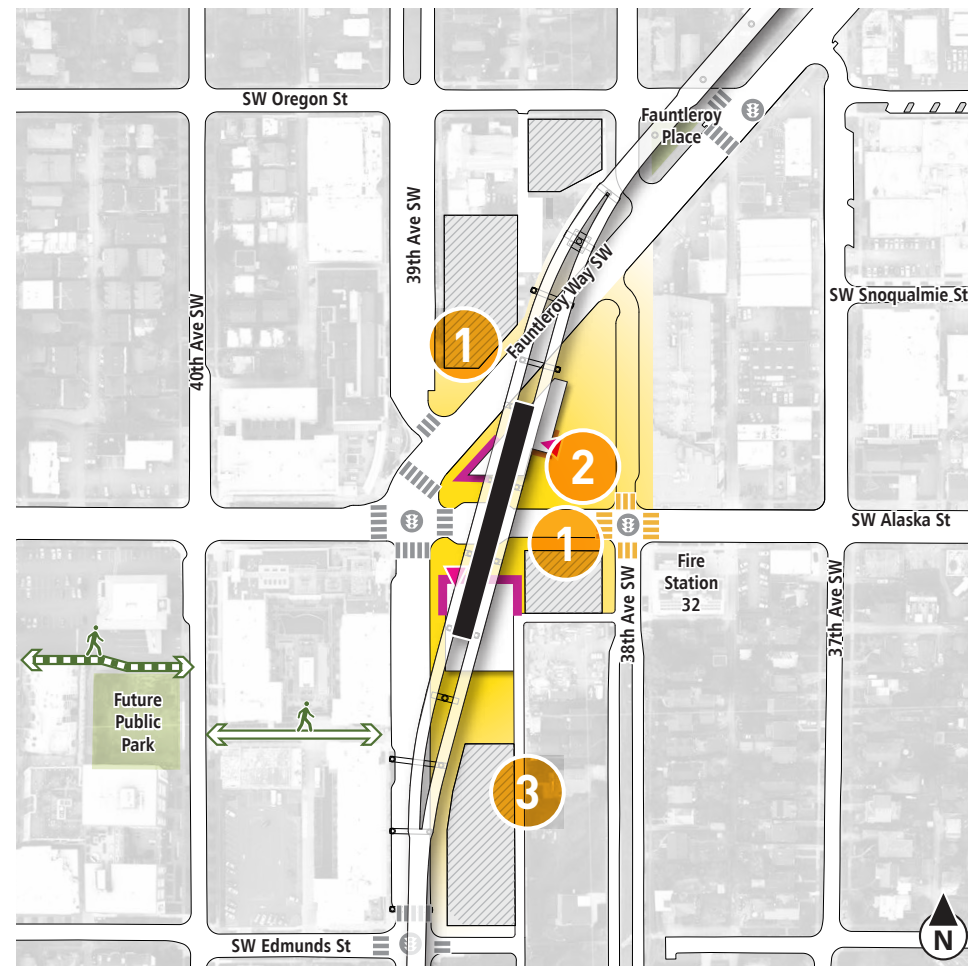
# Alaska Junction Station

West Seattle Link Extension

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

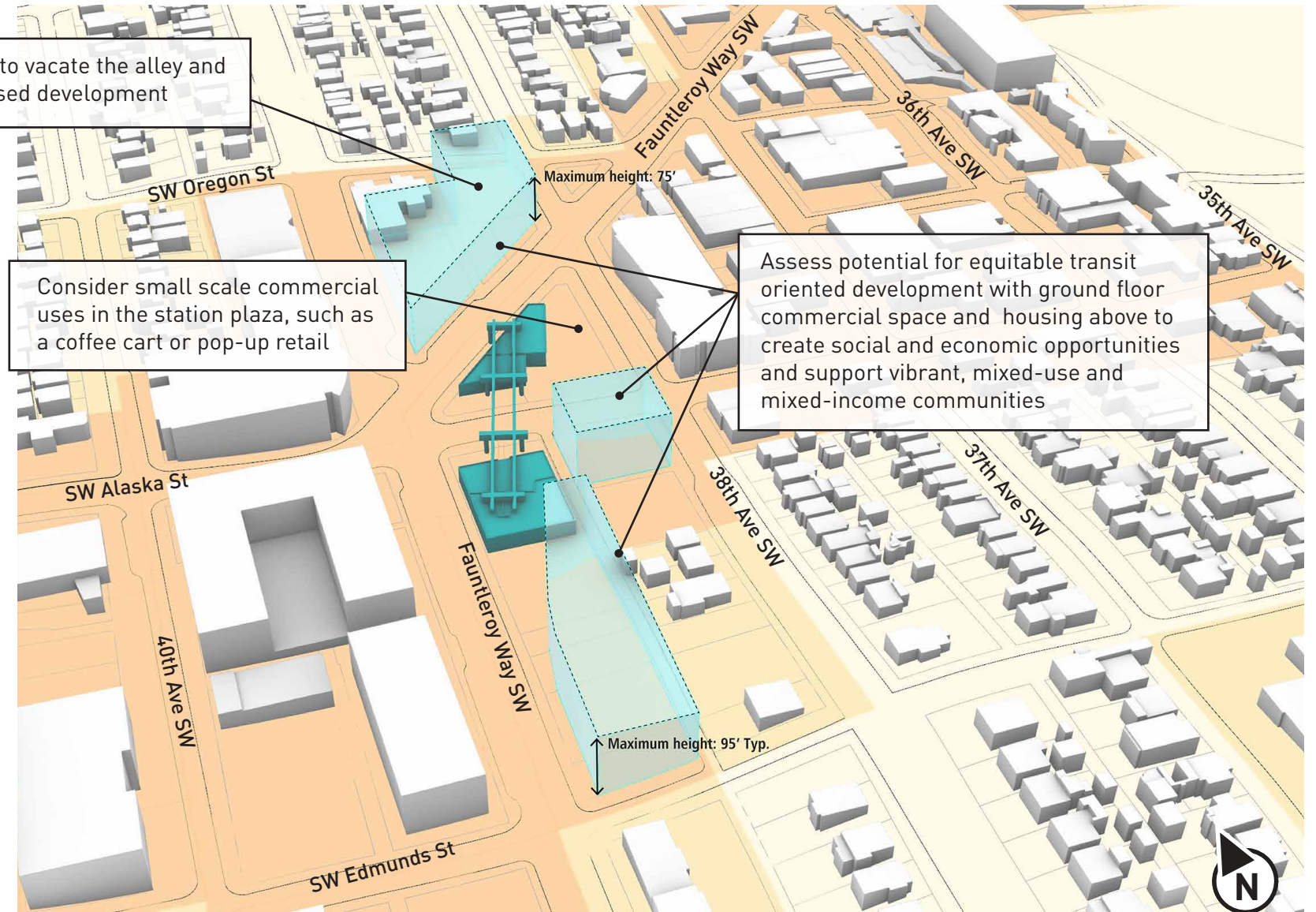


Diagram above depicts potential building envelopes based on current (2021) zoning.



Transit oriented development near a light rail station



Shops with outdoor seating enliven a transit station plaza



# Alaska Junction Station

West Seattle Link Extension

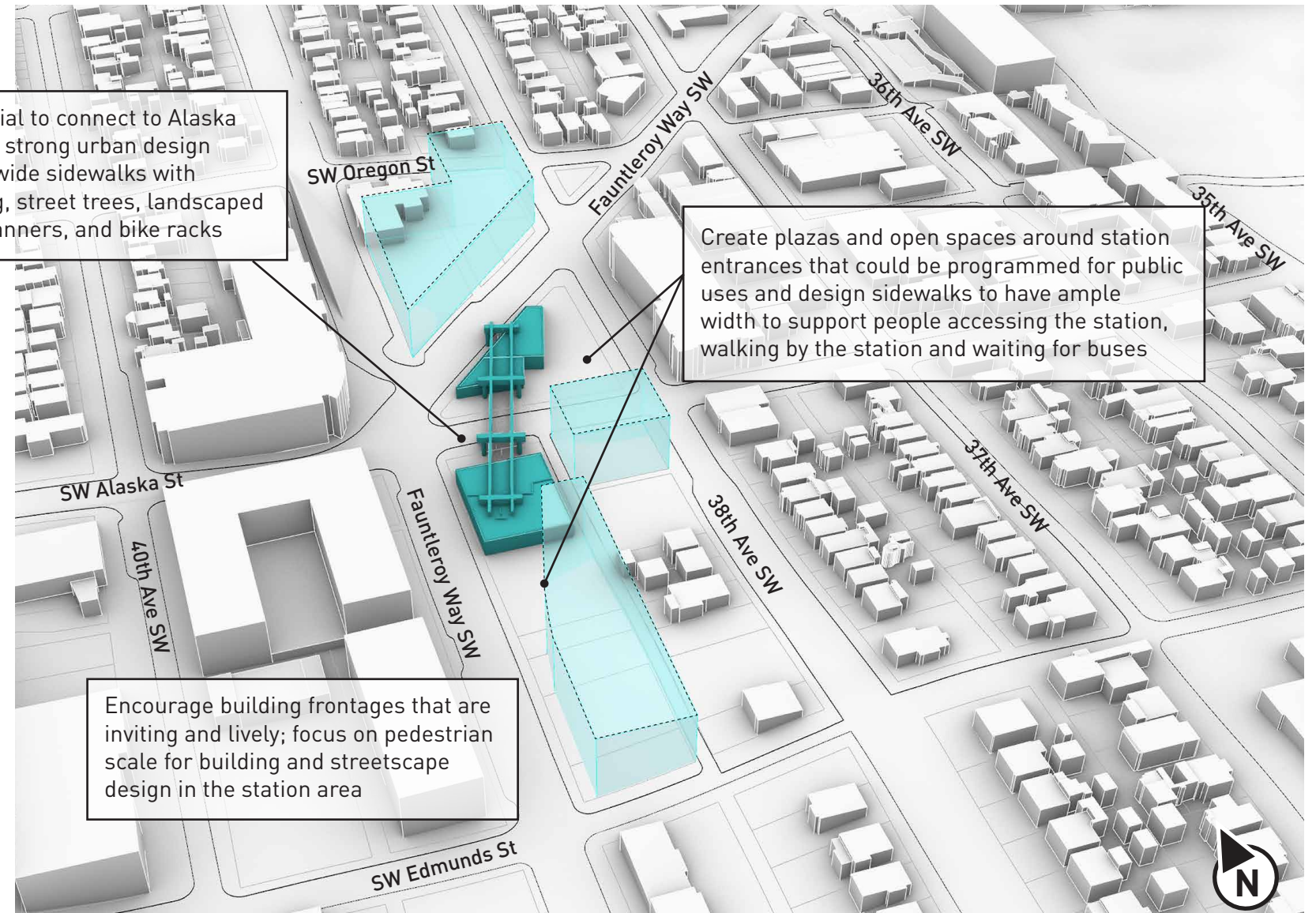
Elevated Fauntleroy Way Station (WSJ-2)

## 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.



- 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



# Alaska Junction Station

West Seattle  
Link Extension

## Tunnel 41st Avenue Station (WSJ-3a)

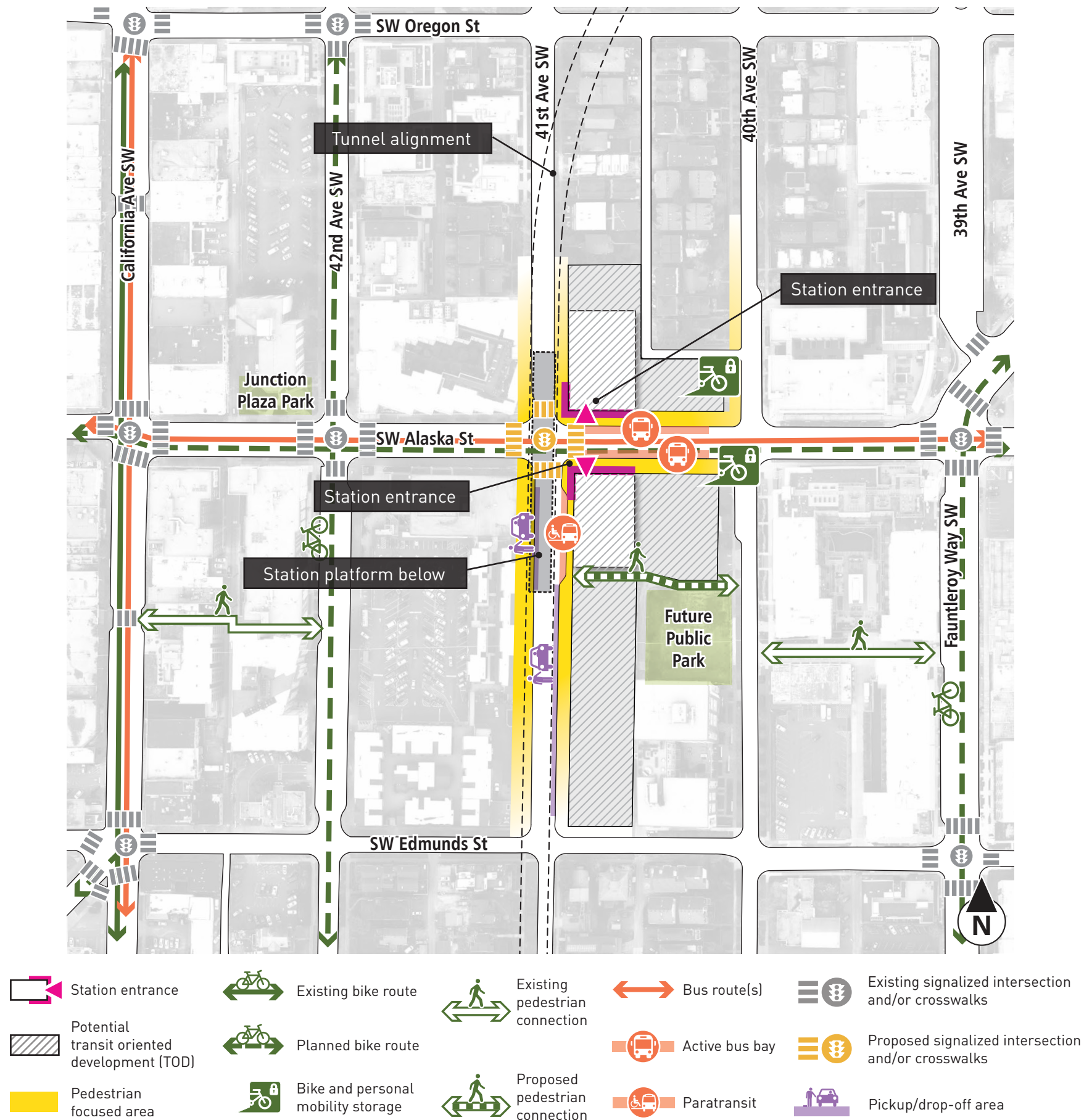
Preferred Alternative with Third-Party Funding

### 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.



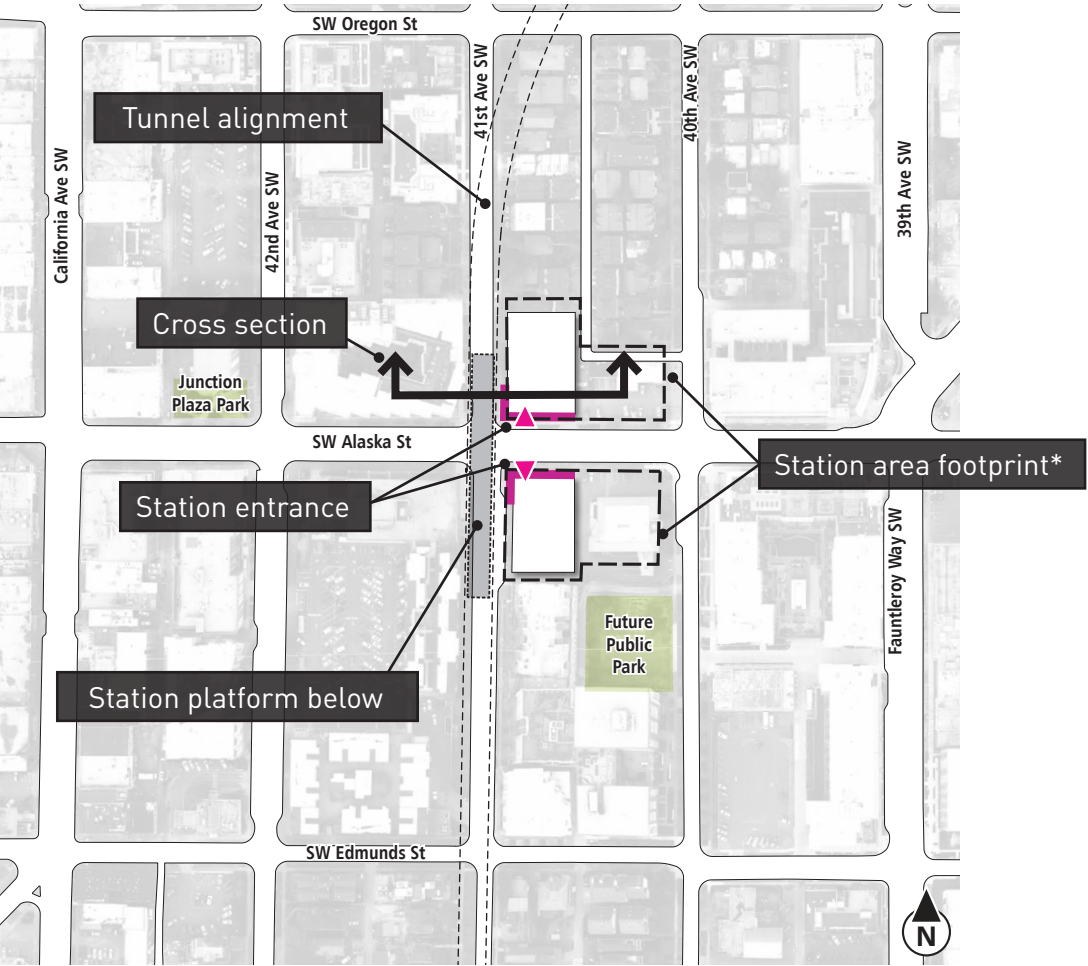


# Alaska Junction Station

West Seattle  
Link Extension

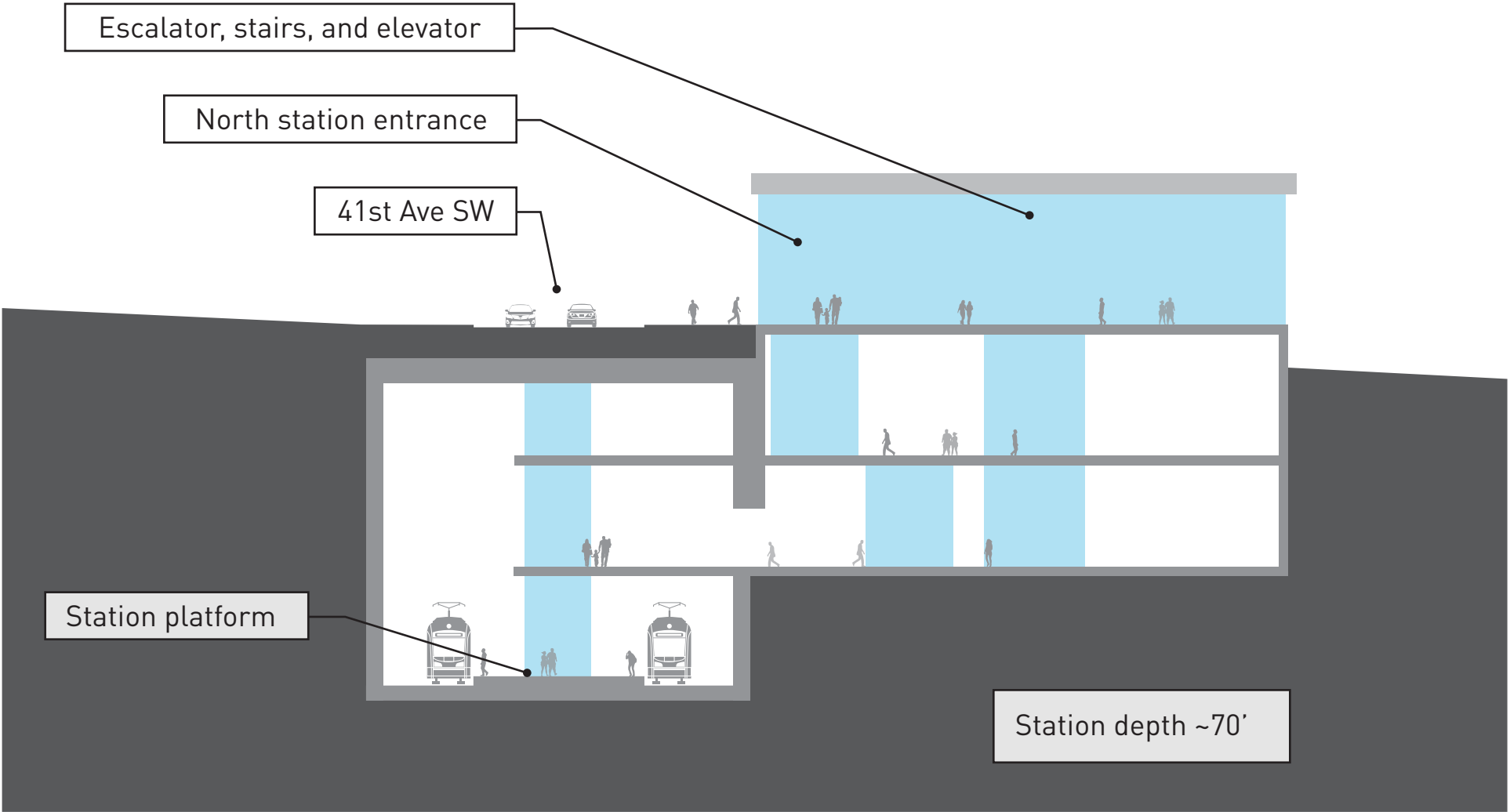
Tunnel 41st Avenue Station  
(WSJ-3a)

## 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

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



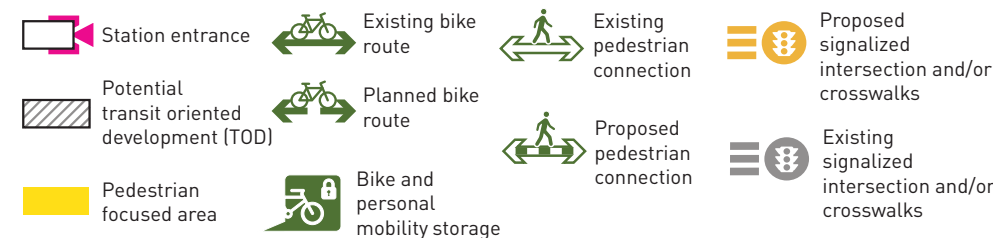
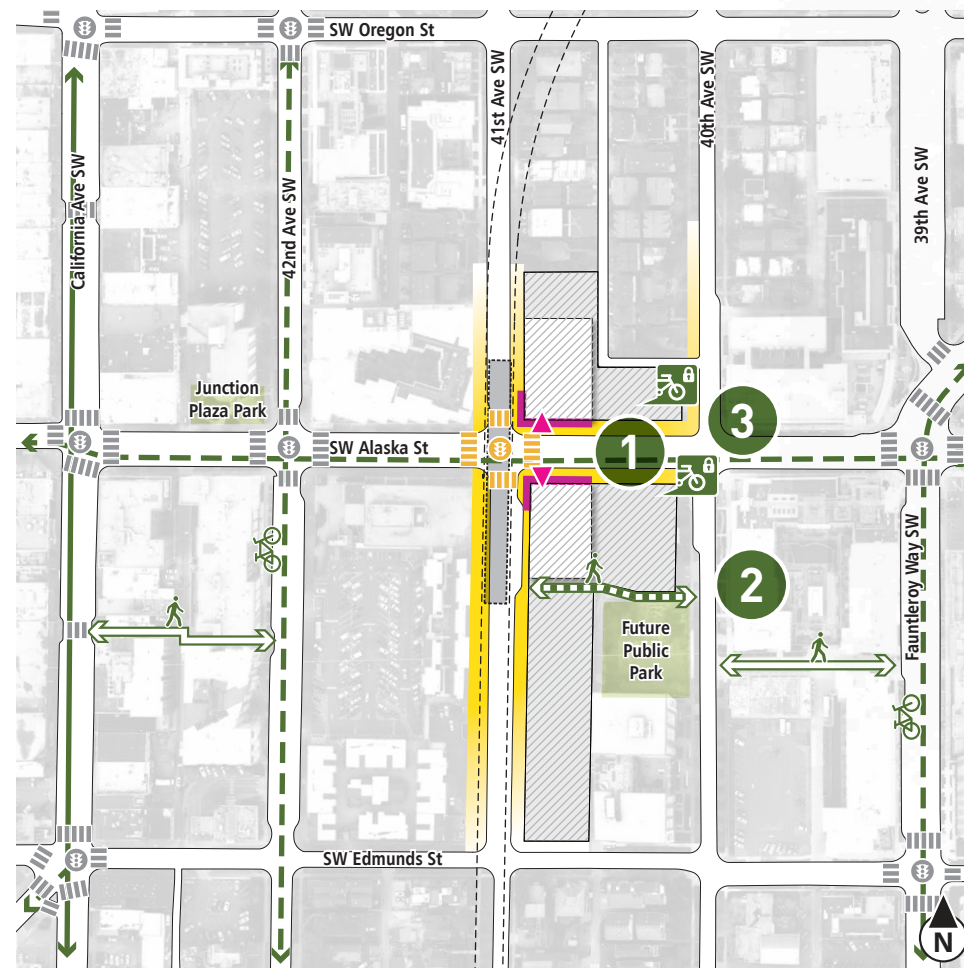
# Alaska Junction Station

West Seattle  
Link Extension

Tunnel 41st Avenue Station  
(WSJ-3a)

## 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

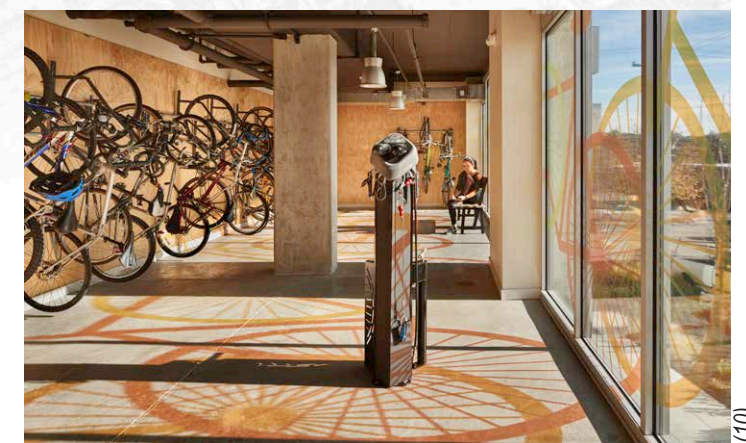


Coordinate with the city to expand the bike network:

- 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



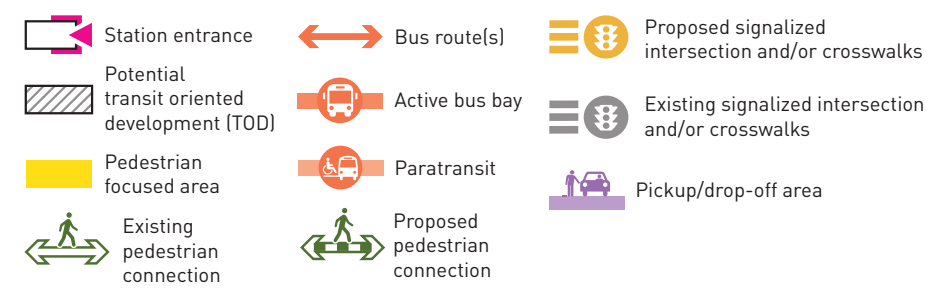
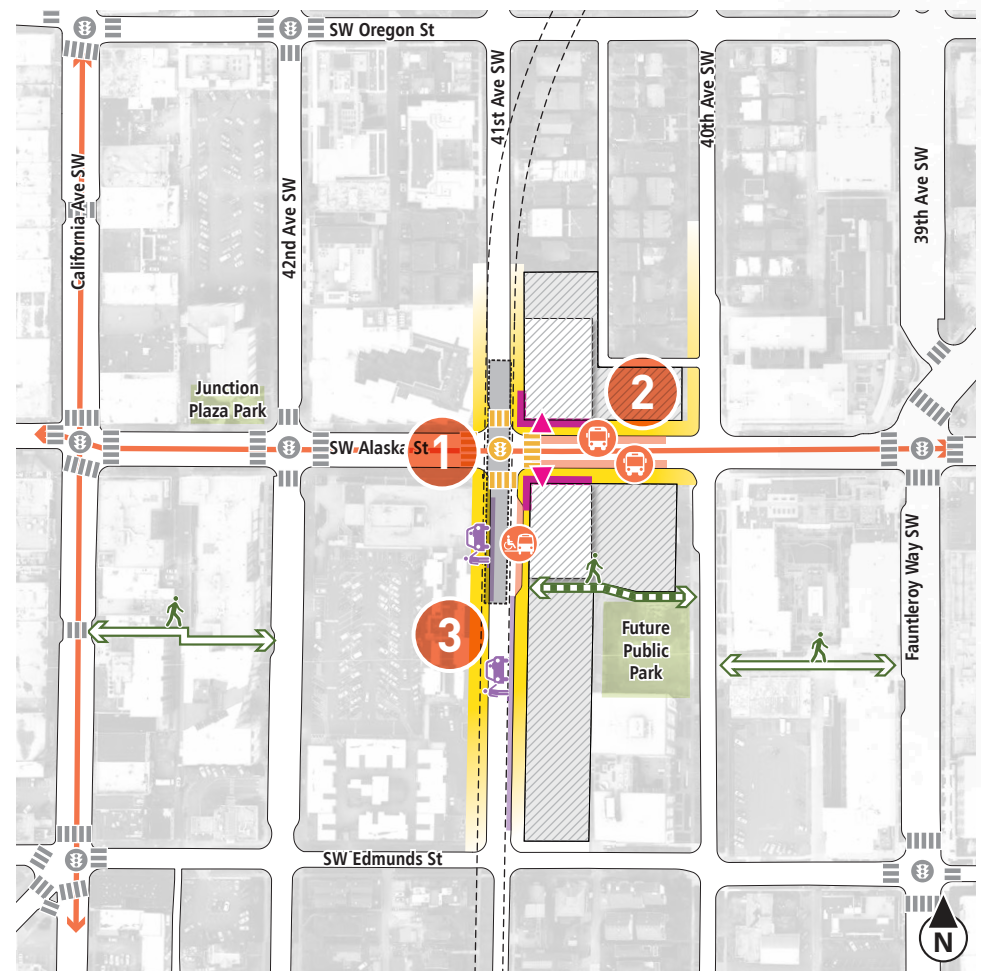
# Alaska Junction Station

West Seattle Link Extension

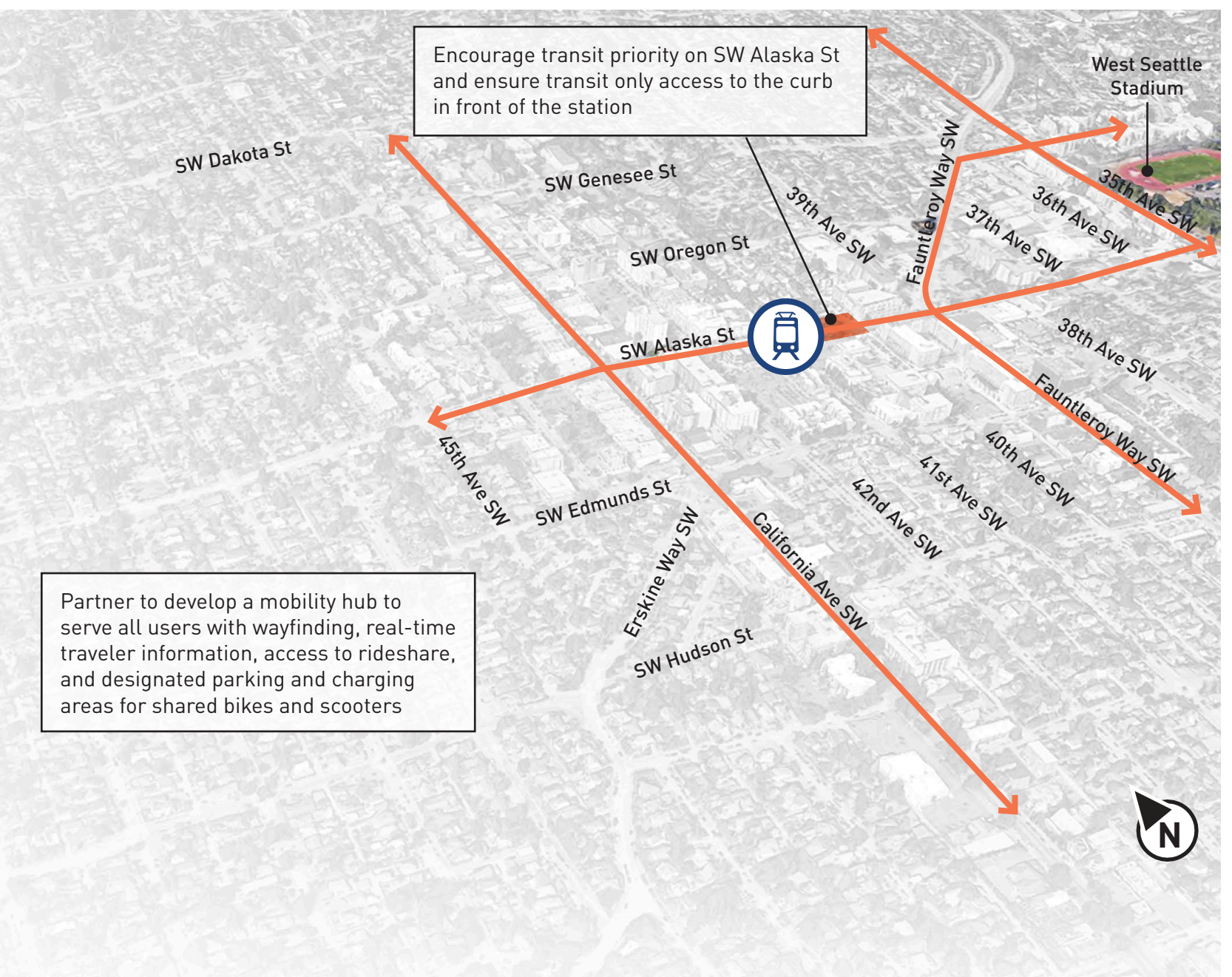
Tunnel 41st Avenue Station (WSJ-3a)

## 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



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



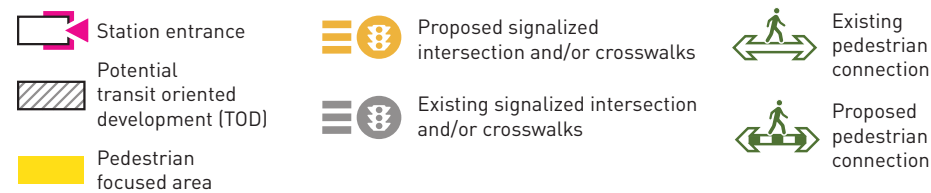
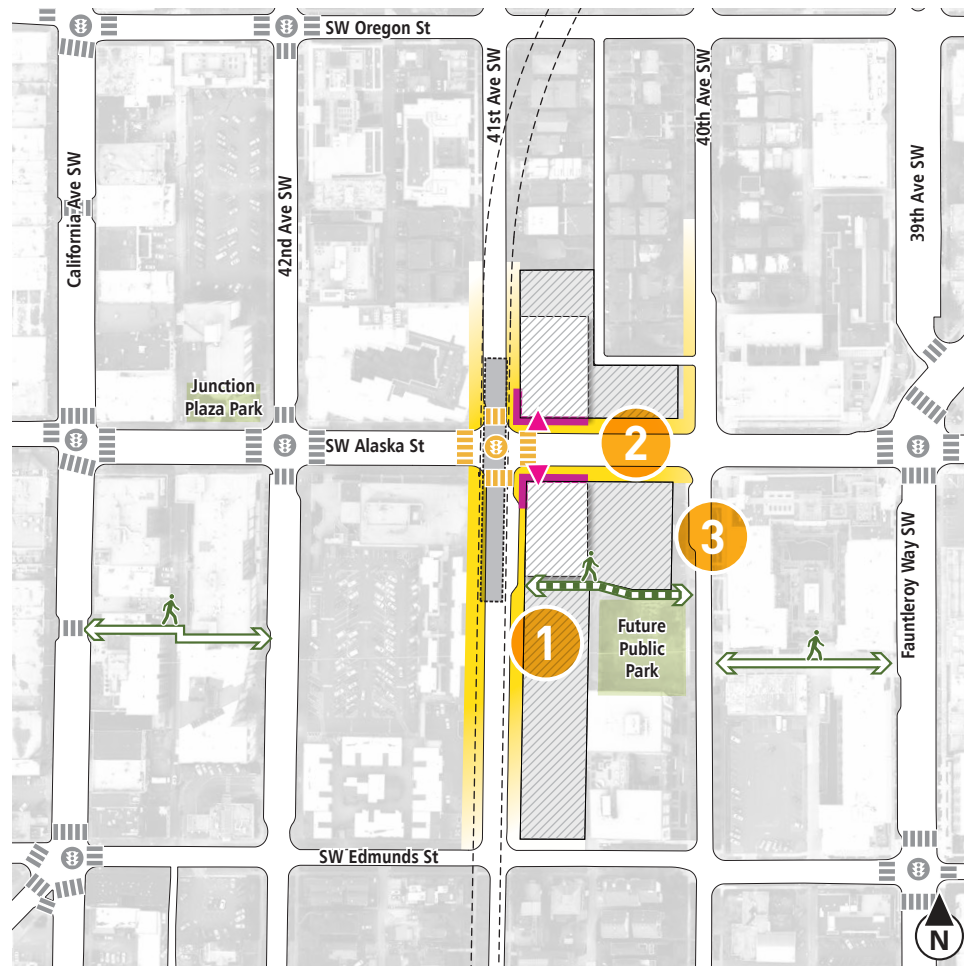
# Alaska Junction Station

West Seattle  
Link Extension

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

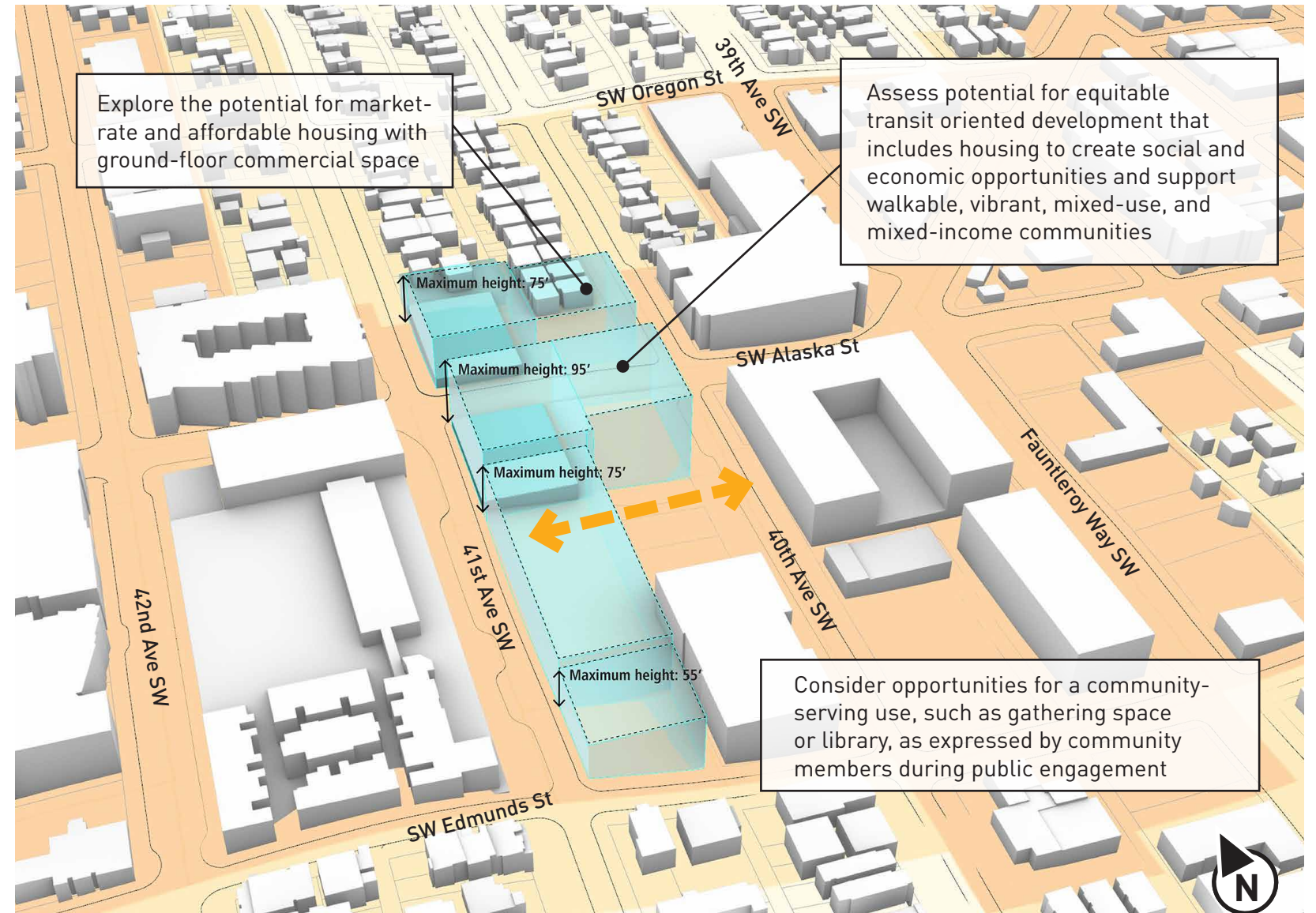


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Multifamily Single Family



Shops with outdoor seating enliven a transit plaza (21)



Transit station integrated with mixed-use development (39)



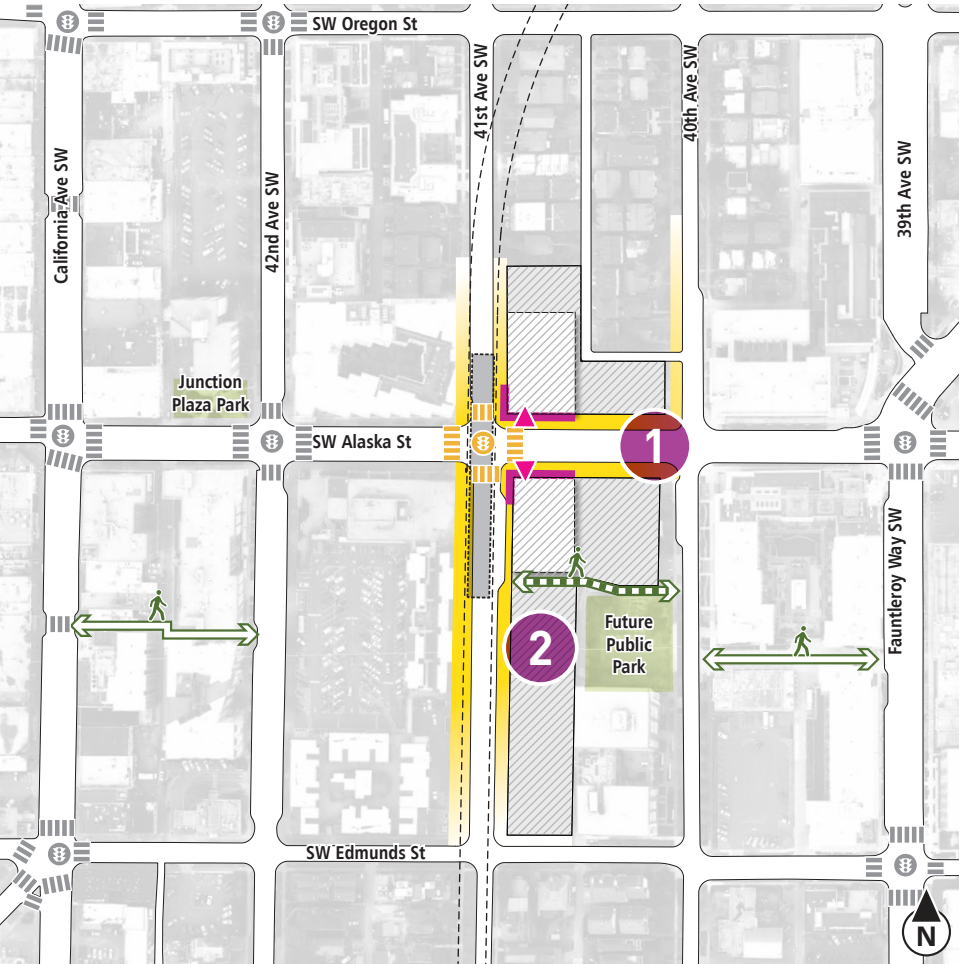
# Alaska Junction Station

West Seattle  
Link Extension

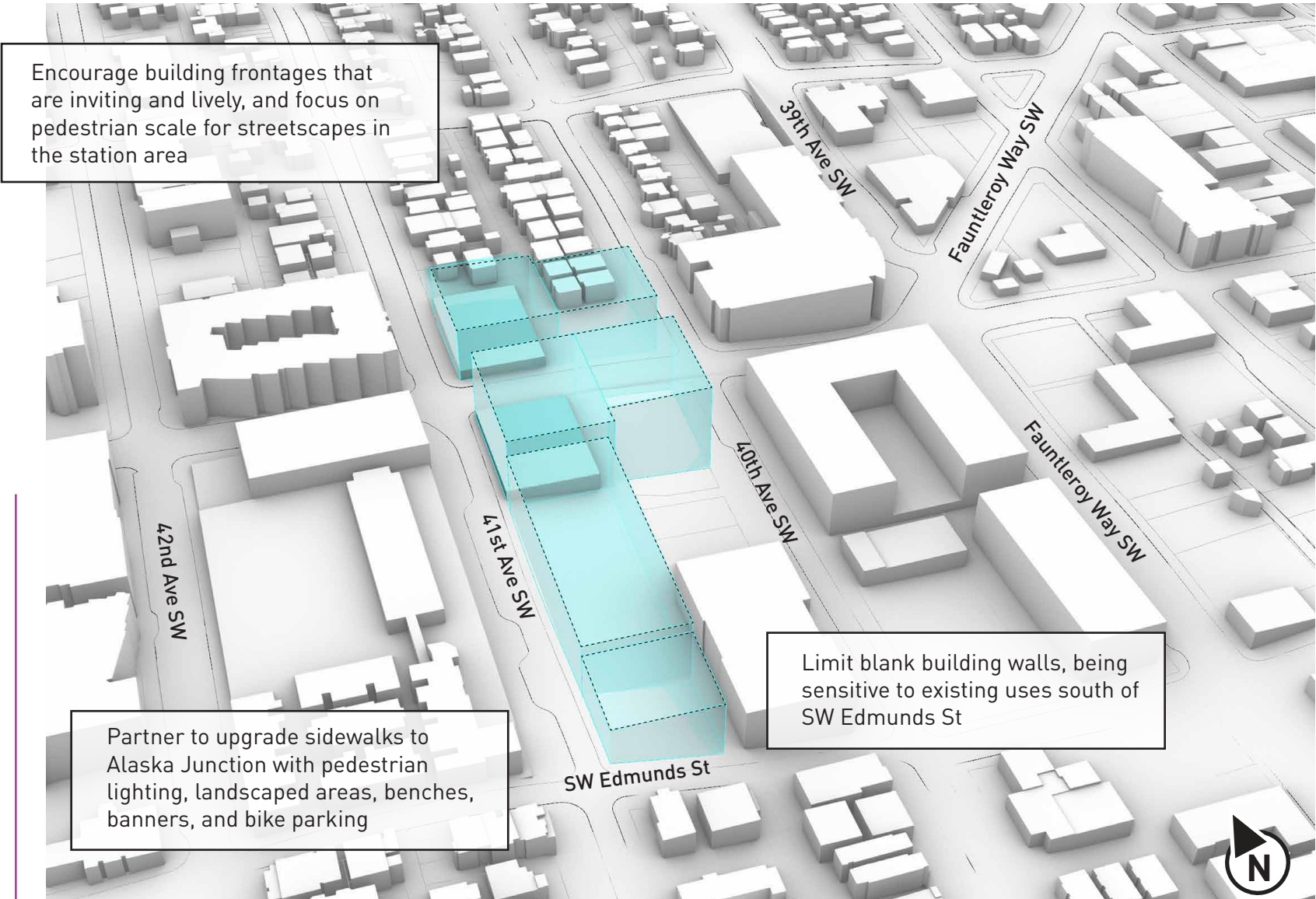
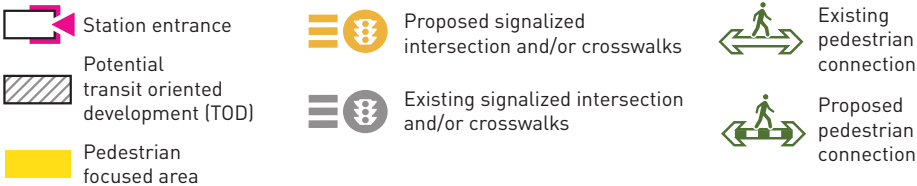
Tunnel 41st Avenue Station  
(WSJ-3a)

## 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





# Alaska Junction Station

West Seattle  
Link Extension

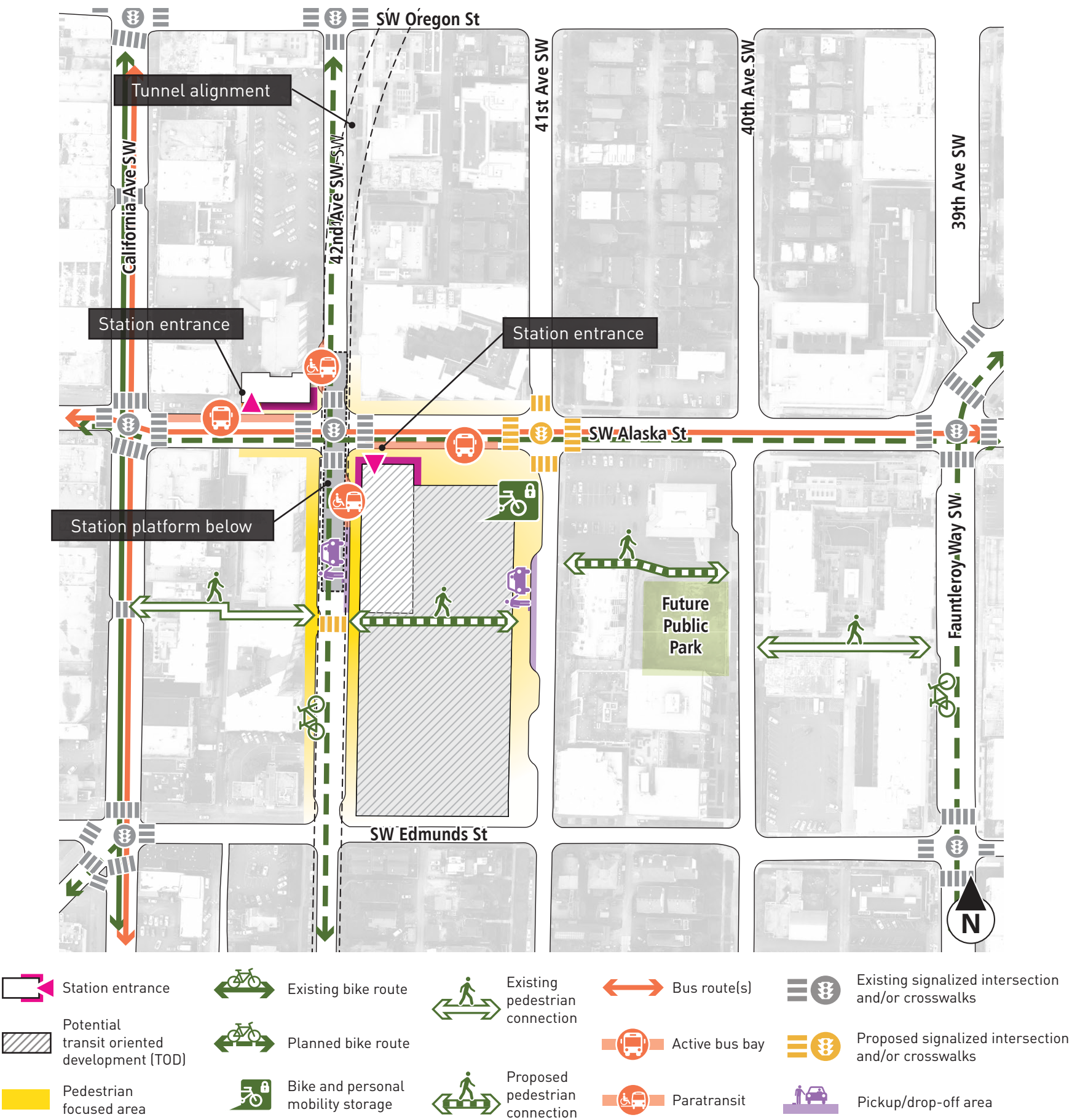
Tunnel 42nd Avenue Station  
(WSJ-3b)

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.



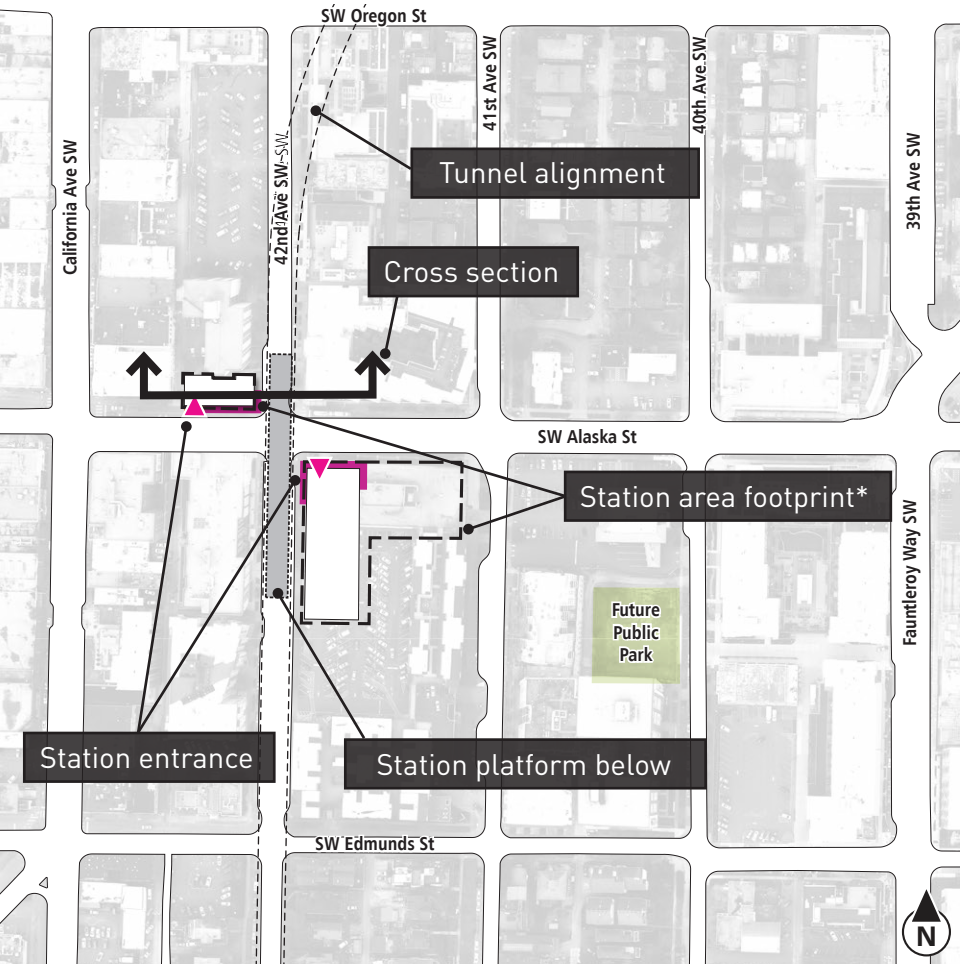


# Alaska Junction Station

West Seattle  
Link Extension

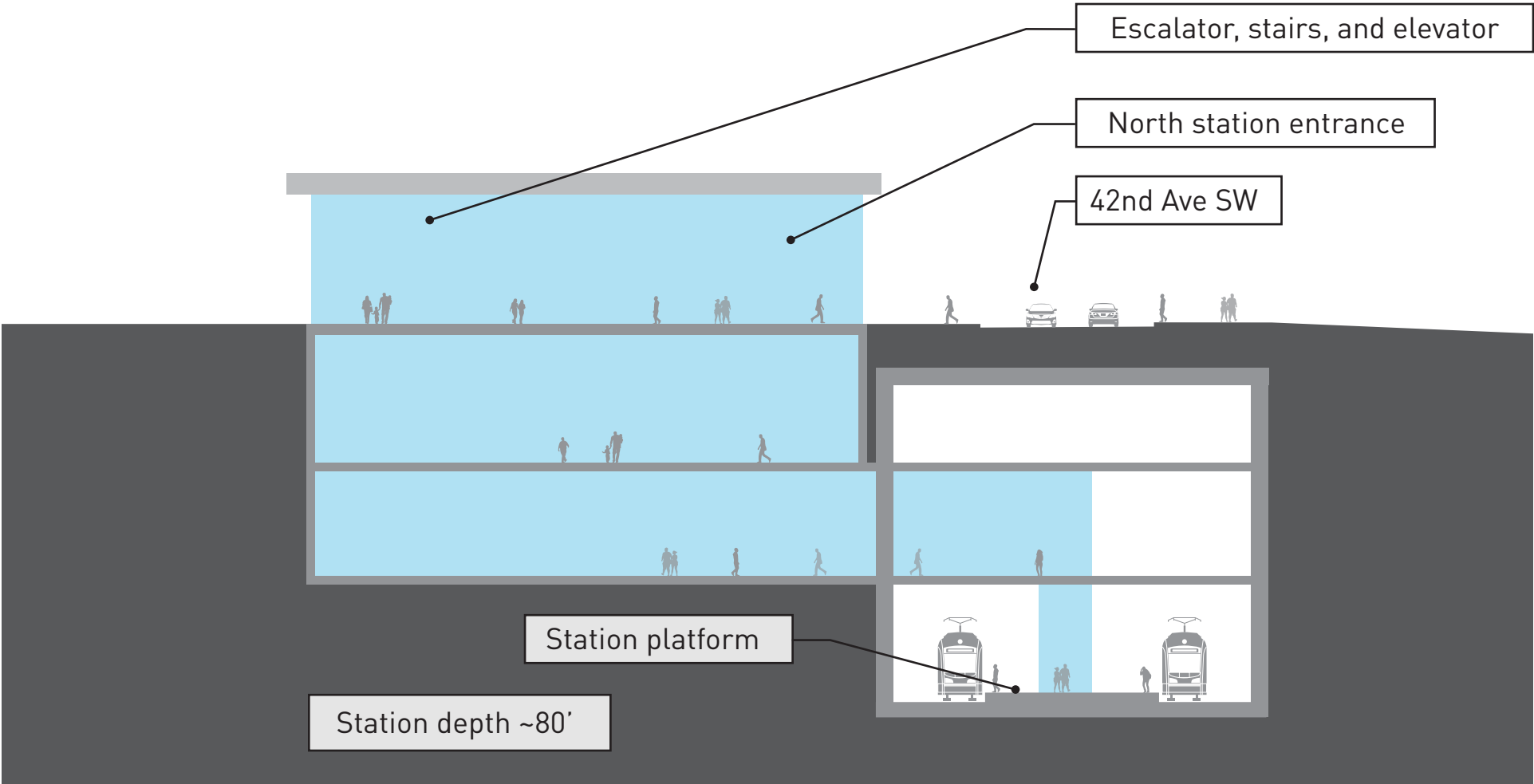
Tunnel 42nd Avenue Station  
(WSJ-3b)

## 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.



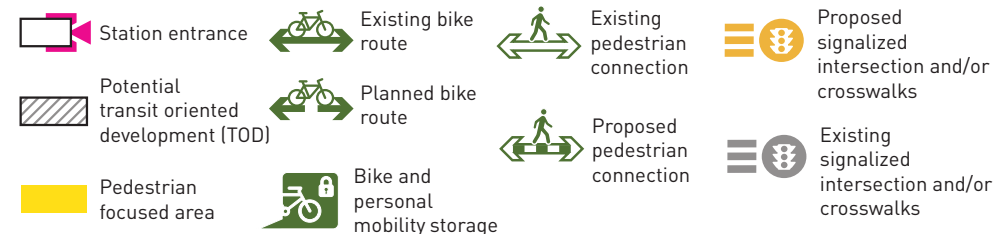
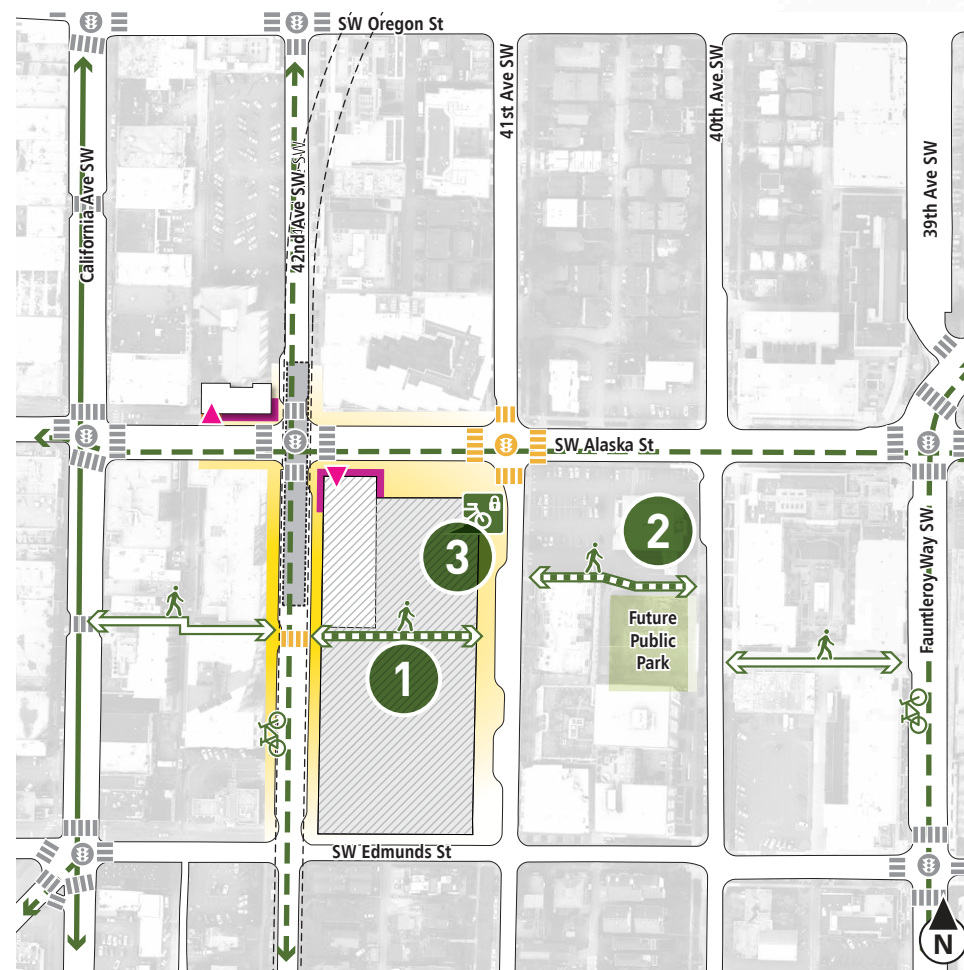
# Alaska Junction Station

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

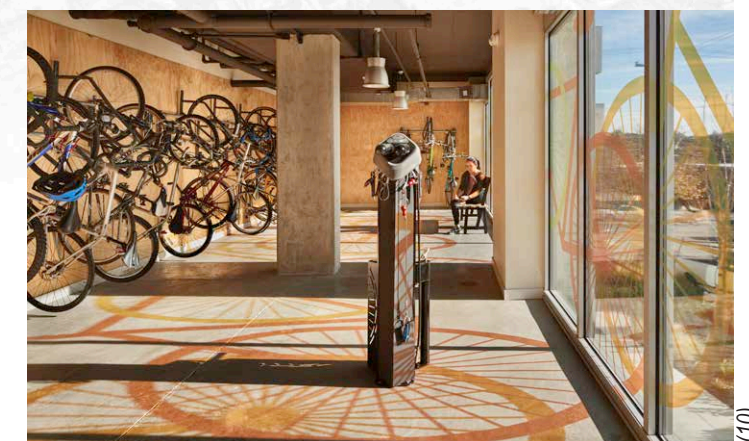


Coordinate with the city to expand the bike network:

- 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



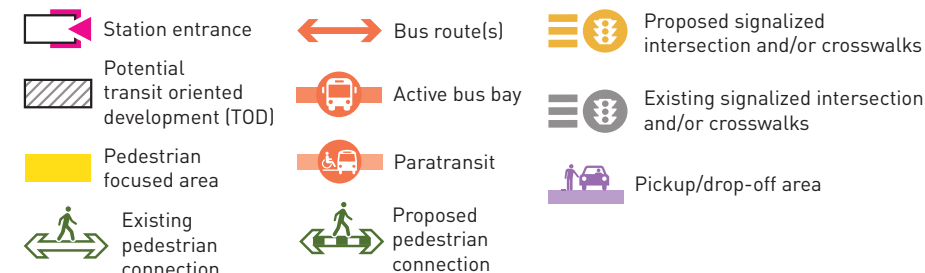
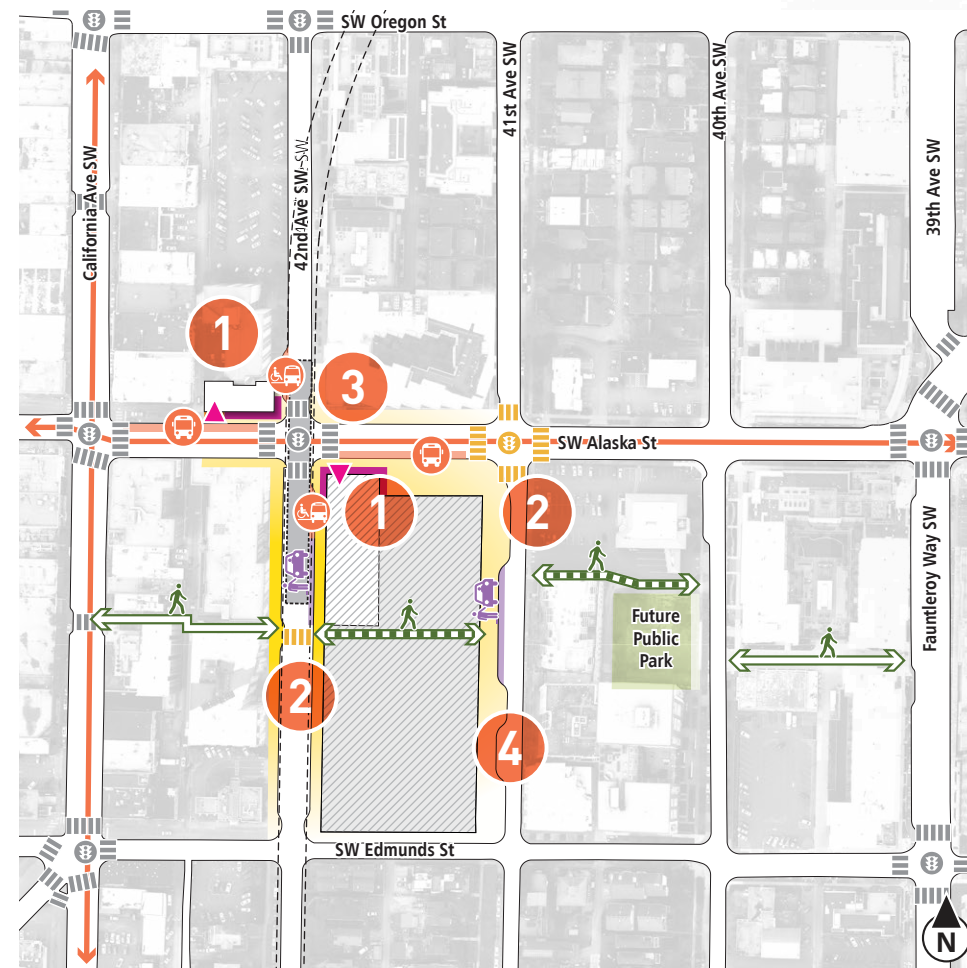
# Alaska Junction Station

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.



- 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



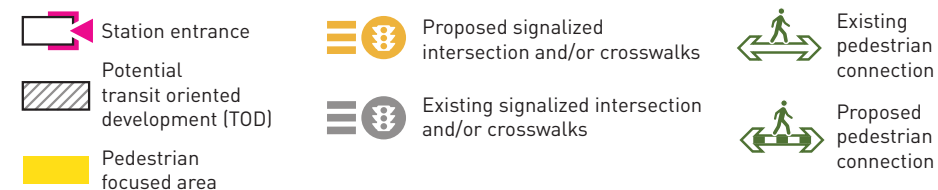
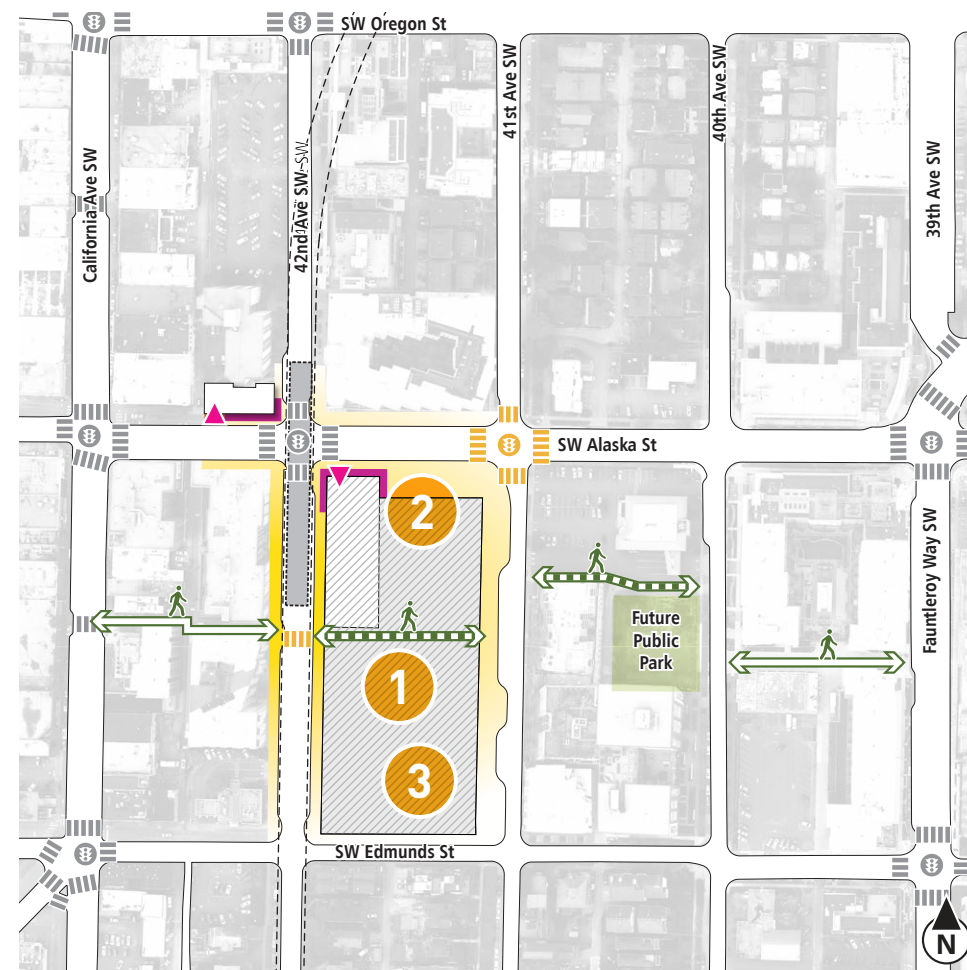
# Alaska Junction Station

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.



- 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

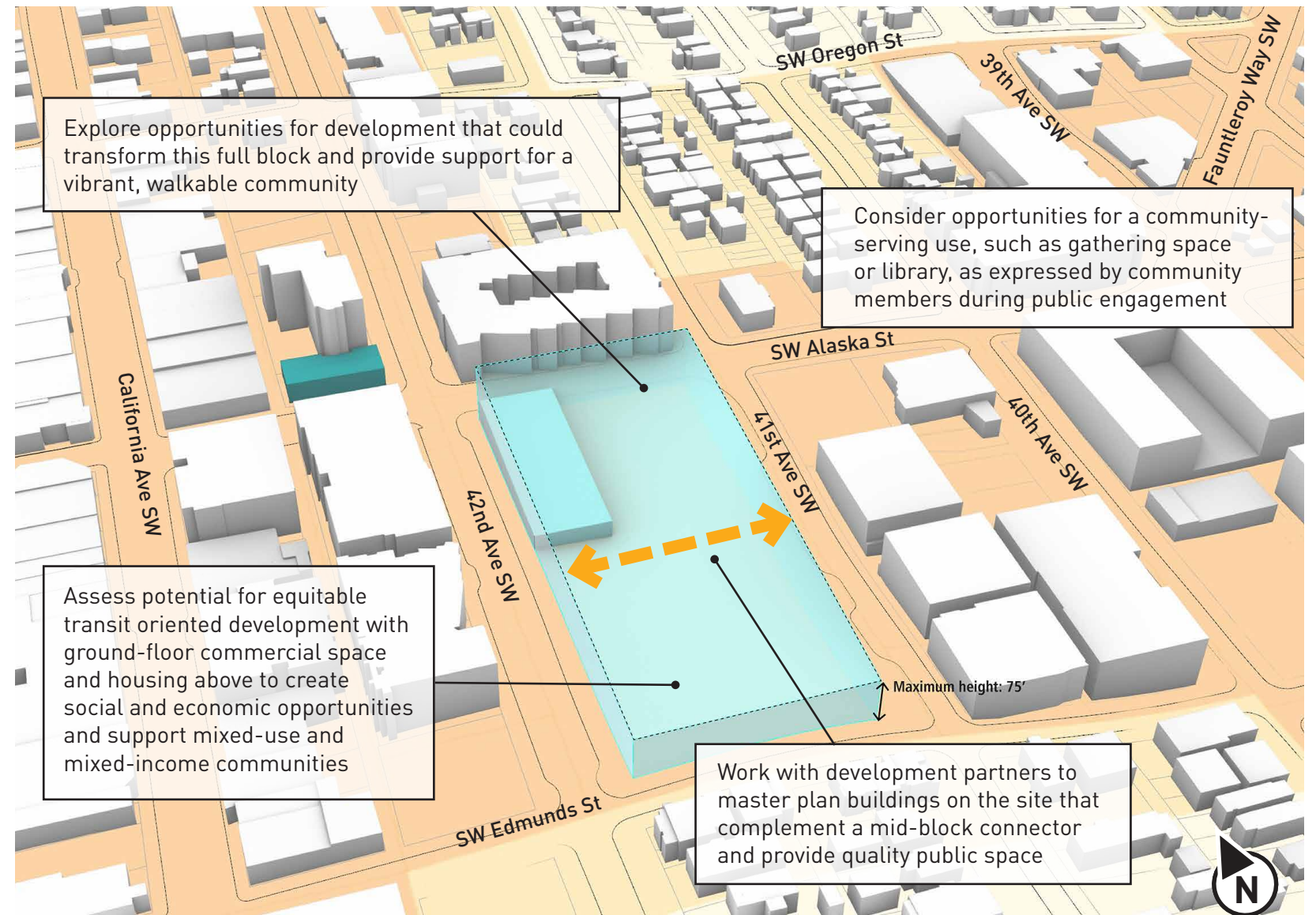
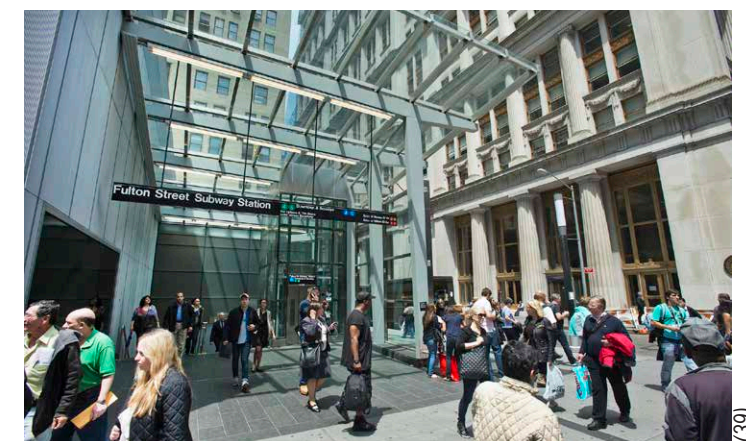


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Multifamily Single Family



Shops with outdoor seating enliven a transit plaza



Transit station integrated with mixed-use development



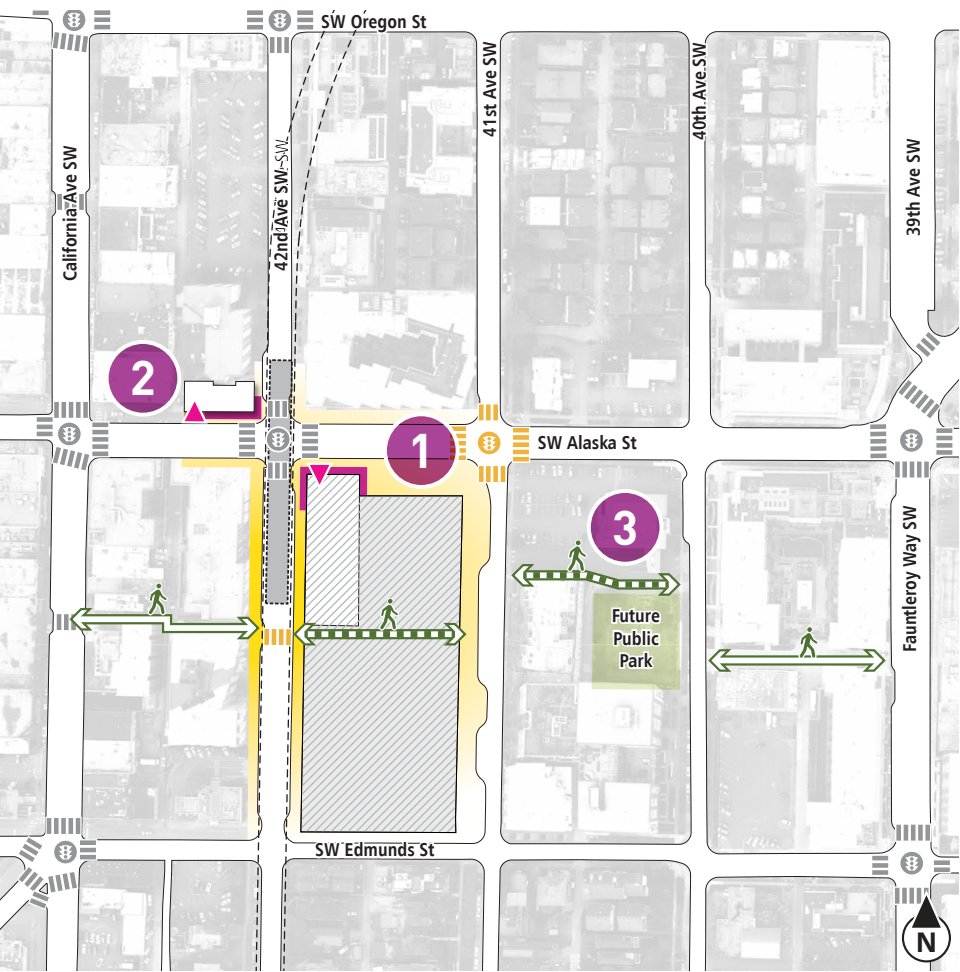
# Alaska Junction Station

West Seattle  
Link Extension

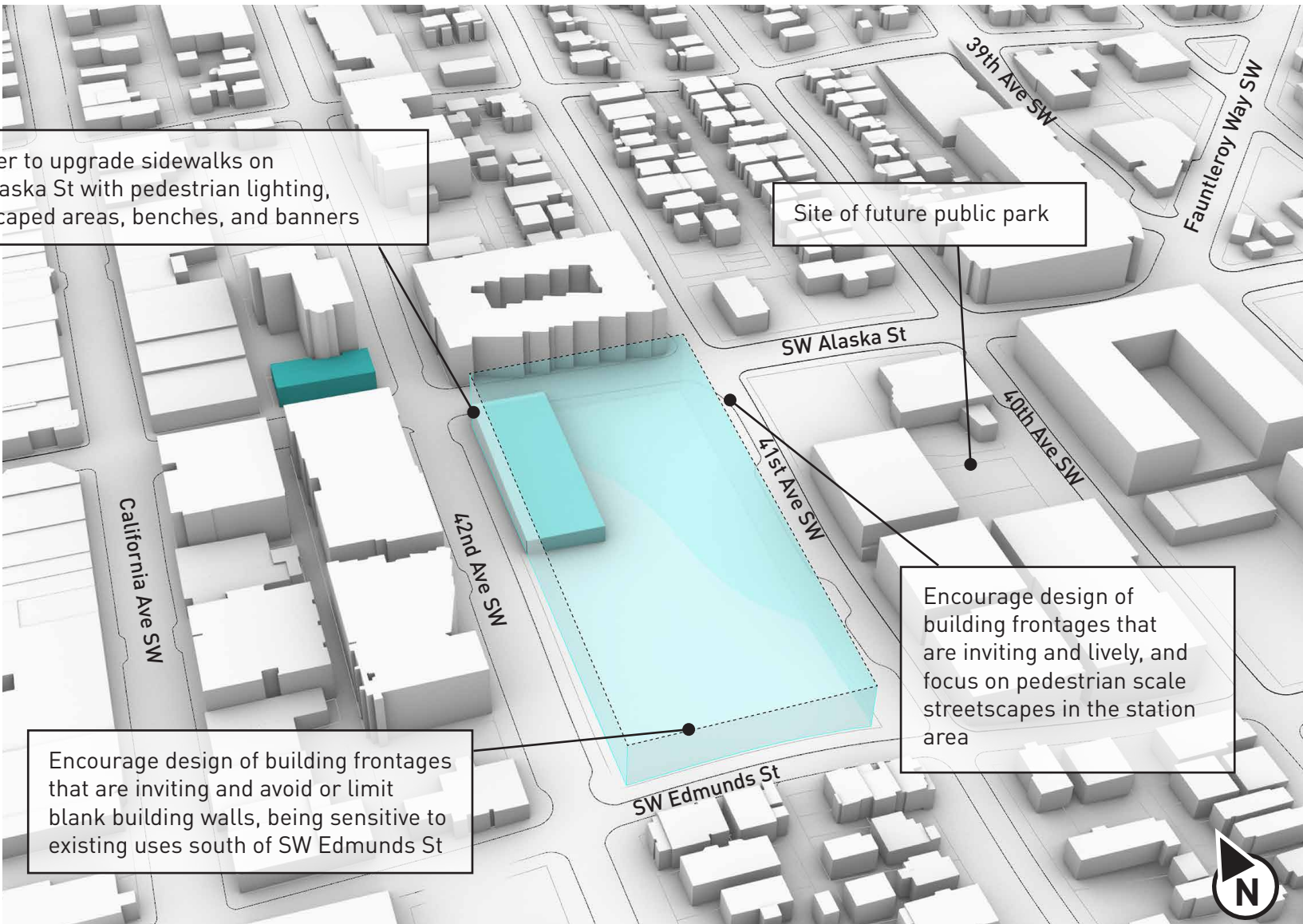
Tunnel 42nd Avenue Station  
(WSJ-3b)

## 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)

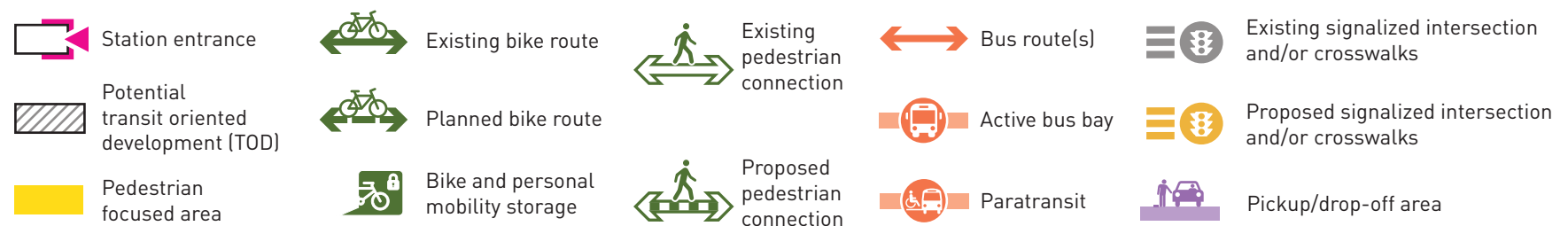
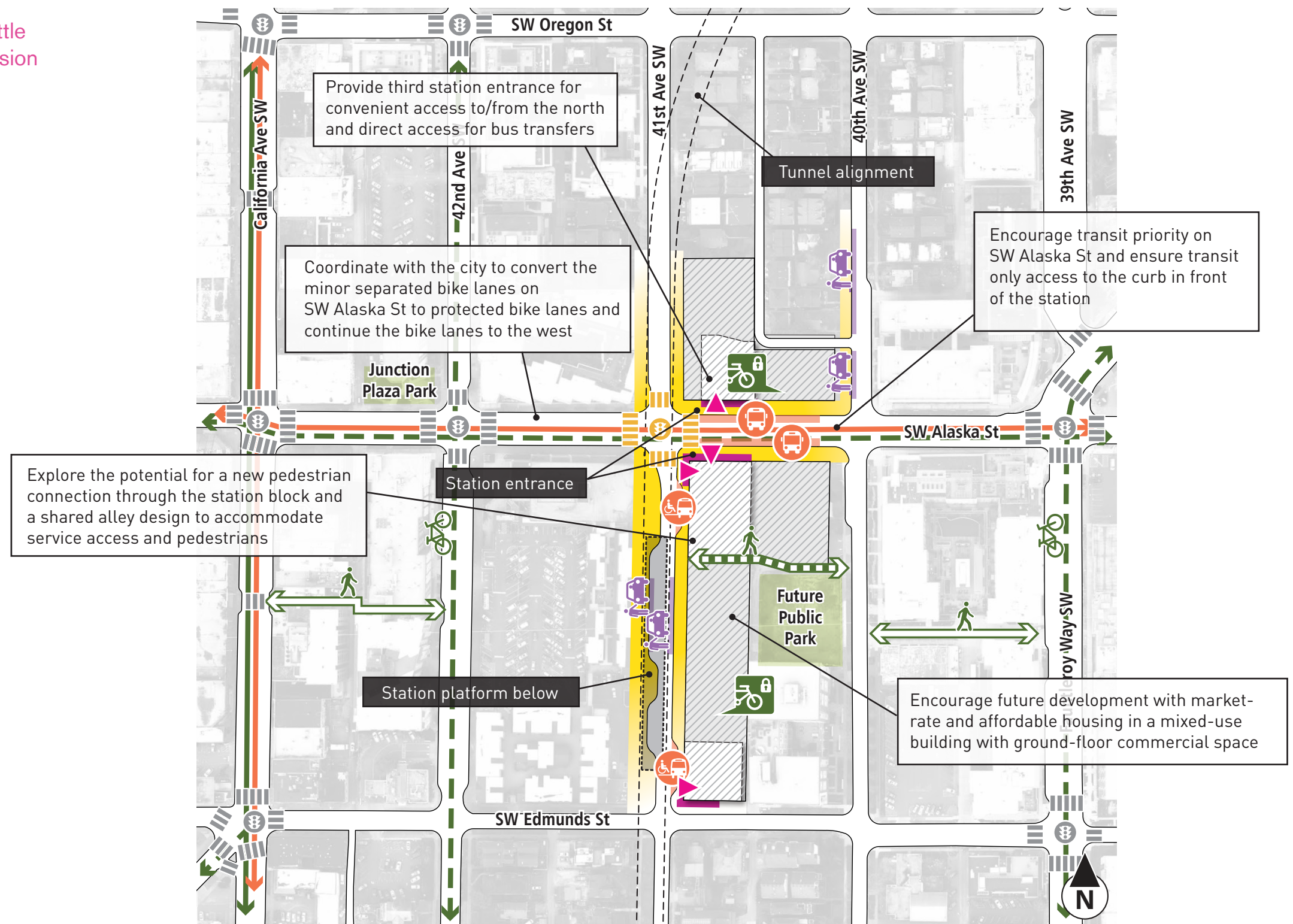
Other Alternative

### 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.*



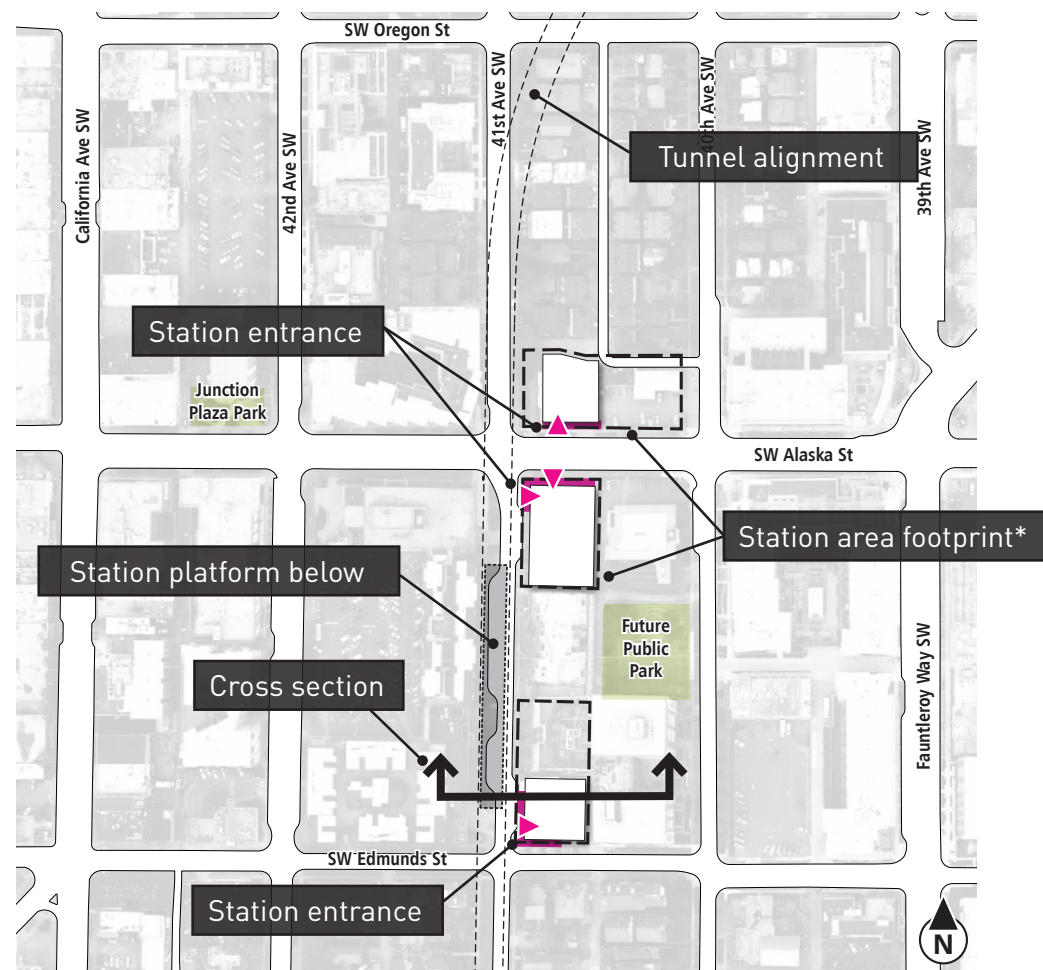


# Alaska Junction Station

West Seattle  
Link Extension

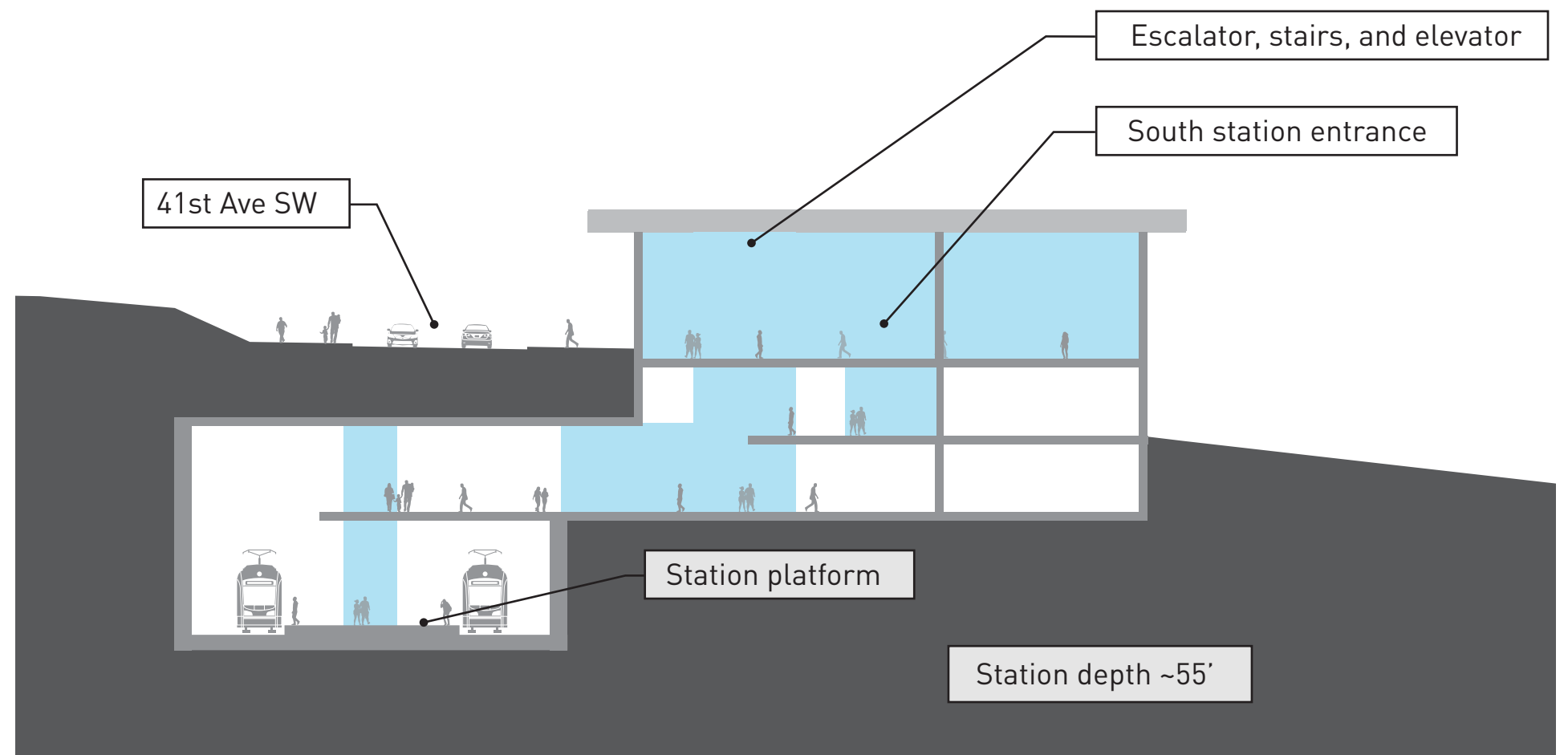
Short Tunnel 41st Avenue  
Station (WSJ-4)

## 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

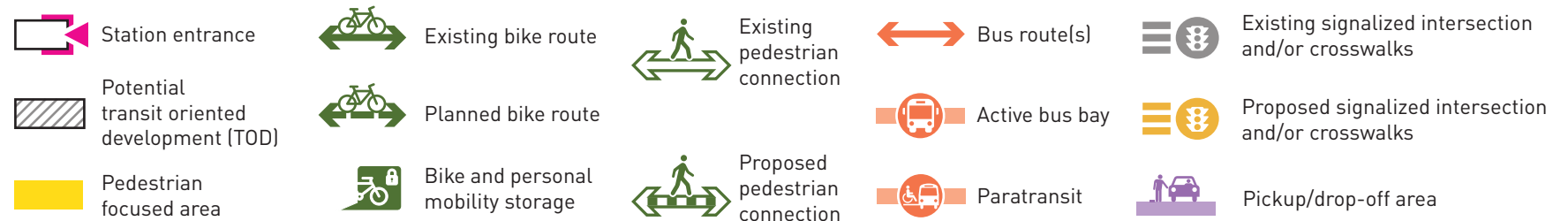
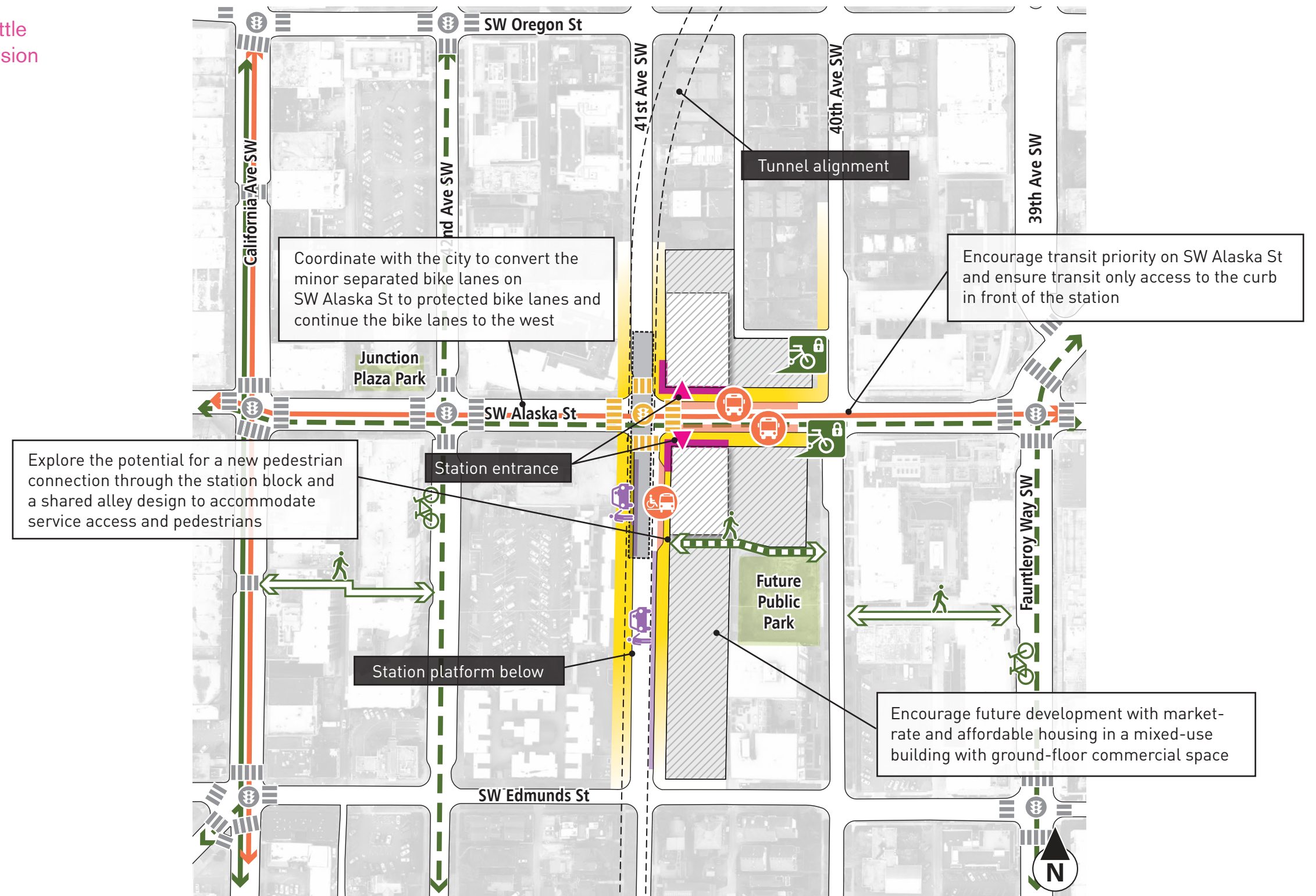
### Station context plan

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.*



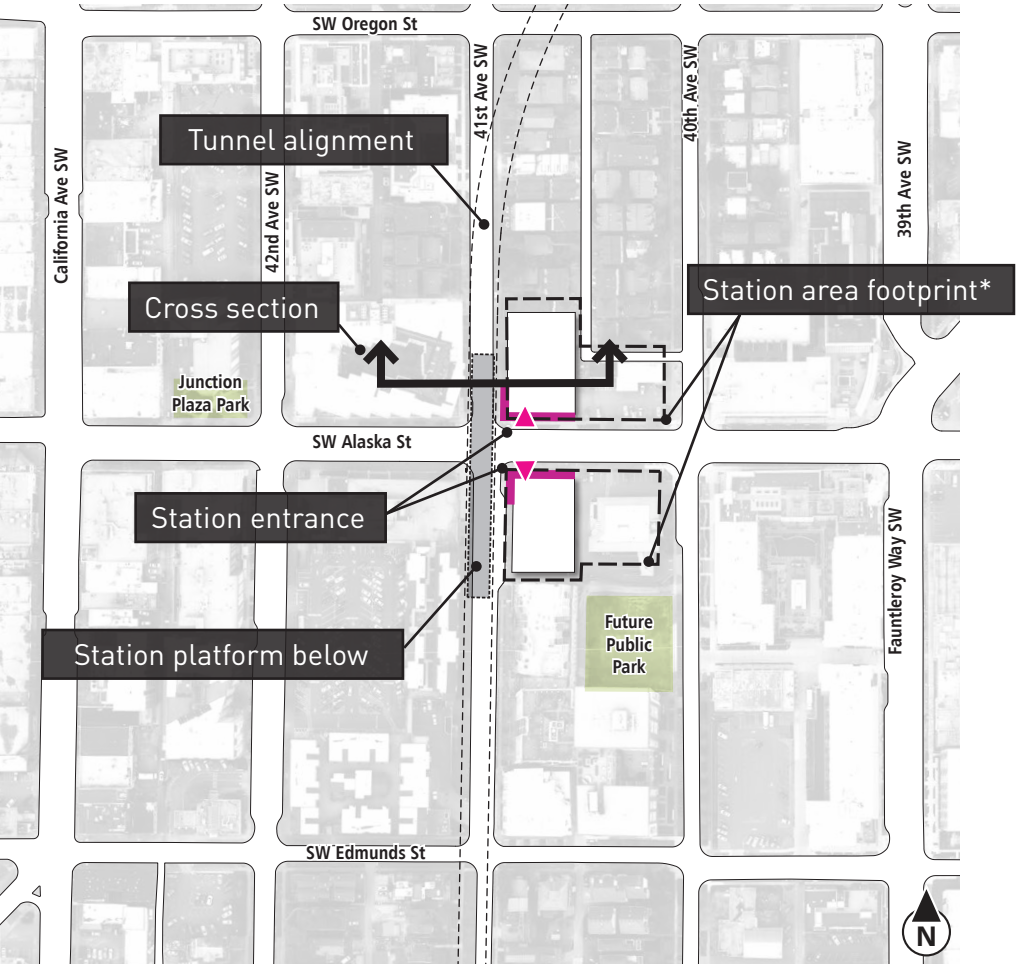


# Alaska Junction Station

West Seattle  
Link Extension

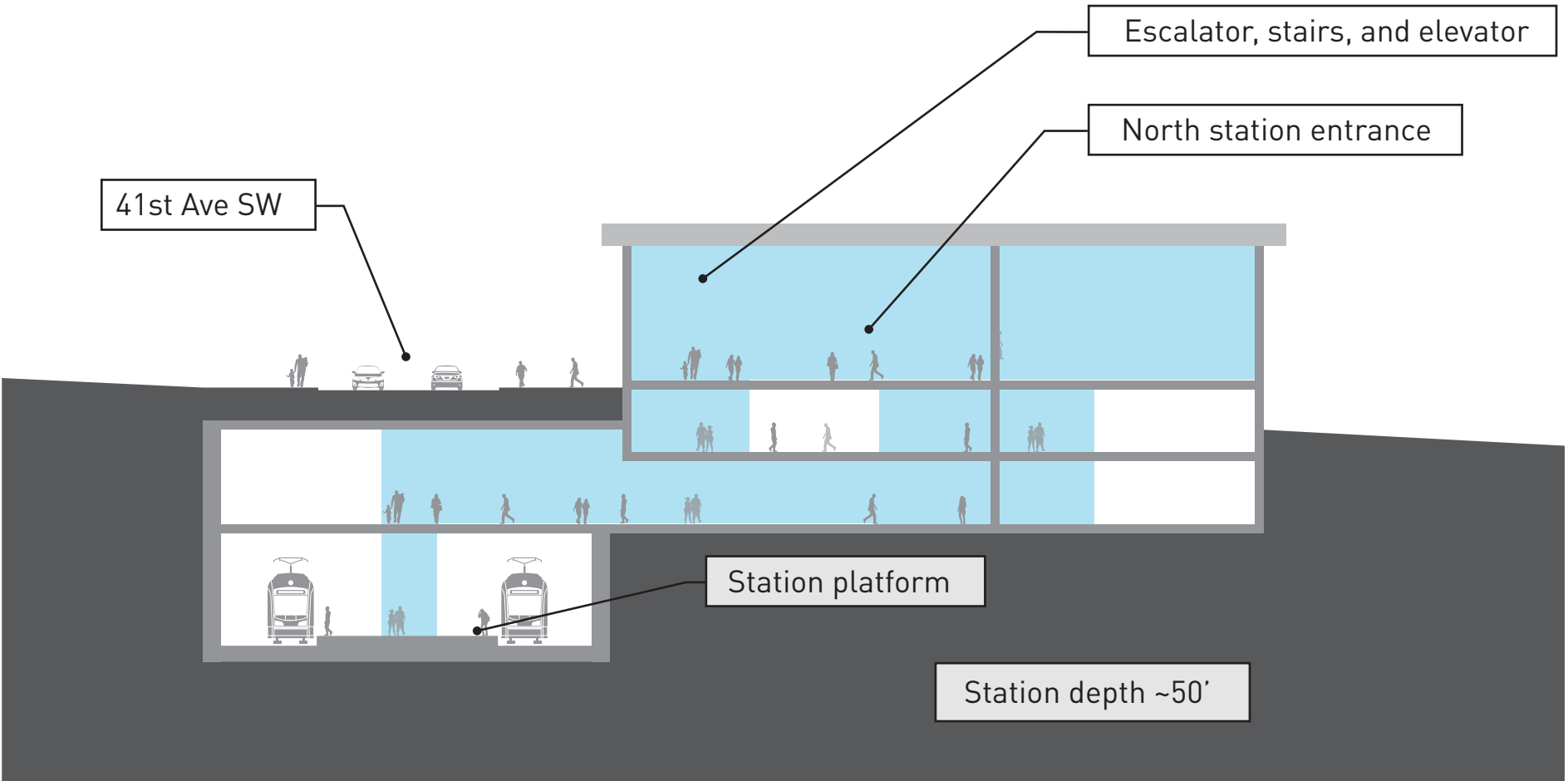
Medium Tunnel 41st Avenue  
Station (WSJ-5)

## 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.



Concourse

A self-contained intermediate level above or below a station platform that allows people to gather or pass through. A concourse might be elevated or below ground, 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.

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 transportation 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 onewheels.

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.

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.

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.

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.

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.

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

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.

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.

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

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.



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and Ballard  
Link Extensions

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.

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<http://www.seattle.gov/transportation/projects-and-programs/current-projects/ballard-interbay-regional-transportation-system>

[Center City Connector](#)  
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[Fauntleroy Way SW Boulevard Project](#)  
<http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project>

[King County Metro Connects Long Range Plan](#)  
<http://www.kcmetrovision.org/>

[Madison BRT \(RapidRide G Line\)](#)  
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[Street Design Concept Plans](#)  
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*Note: The links above were current as of January 2022, when this document was prepared for publication.*



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