

West Seattle Link Extension (WSLE) – SDC Briefing

Station Context Briefings

Seattle Design Commission (SDC)
April 18, 2024

Introductions

STAFF REVIEW PANEL

1. Saranya Gujuluva Rajan, WSLE Project Manager, SDOT Sound Transit Program Segment Project Manager
2. Lindsay King, ST3 Permitting Manager, SDCI Project Manager
3. David Goodman, ST3 Senior Transportation Planner, SDOT-Street Use, SDOT SIP Project Manager
4. Jennifer Meulenberg, SDOT Policy & Planning Urban Designer, SDOT Urban Design WSBLE Lead
5. Jonathan Williams, ST3 Planning Manager
6. Katy Haima, OPCD Station Area Planning Manager, OPCD WSBLE Lead

ST3 CITY STAFF

Nicole Kistler, SDOT ST3 Engagement and Partnerships Advisor

CJ Holt, ST3 Program Manager



Agenda

- An overview of West Seattle Link Extension (WSLE) project.
- Racial Equity Toolkit (RET) Outcomes - Sound Transit and the City of Seattle have partnered on the development of RET Outcomes. The RET is designed to implement the City of Seattle's commitment to the Race and Social Justice Initiative (RSJI).
- Outline of WSLE Engagement goals and events.
- Context setting briefing on WSLE light rail stations/guideways
 - Planning & Land Use
 - Zoning & Development in station areas
 - Transportation Plan and Station Access and
 - Information on what we have heard from the Community



Agenda

1.00 – 1.10pm (10 min) Setup, logistics, introductions.

1.10 - 1.20pm - Overview & Engagement goals and events.

Context setting briefing is divided into four station areas/segments based on the geographic areas. Pause for Q&A after the context setting briefing on each of the four areas.

1.20 - 1.35pm - Context setting briefing on SODO

1.35 - 1.45pm - Rico's Remarks

1.45 - 2.05pm - Discussion

2.05 - 2.20pm - Context setting briefing on Delridge

2.20 - 2.40pm - Discussion

2.40 - 3.00pm - Context setting briefing on Avalon

3.00 - 3.20pm - Discussion

3.20 - 3.40pm - Context setting briefing on Alaska

3.40 - 4.00pm - Discussion



West Seattle Link Extension (WSLE) Overview

The West Seattle Link Extension will provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge and West Seattle neighborhoods. The West Seattle Link Extension is part of the regional transit system expansion approved by voters in November 2016.

West Seattle Link Extension

- Adds 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood.
- Includes 4 new stations between SODO and Alaska Junction.
- Start of service scheduled for 2032.

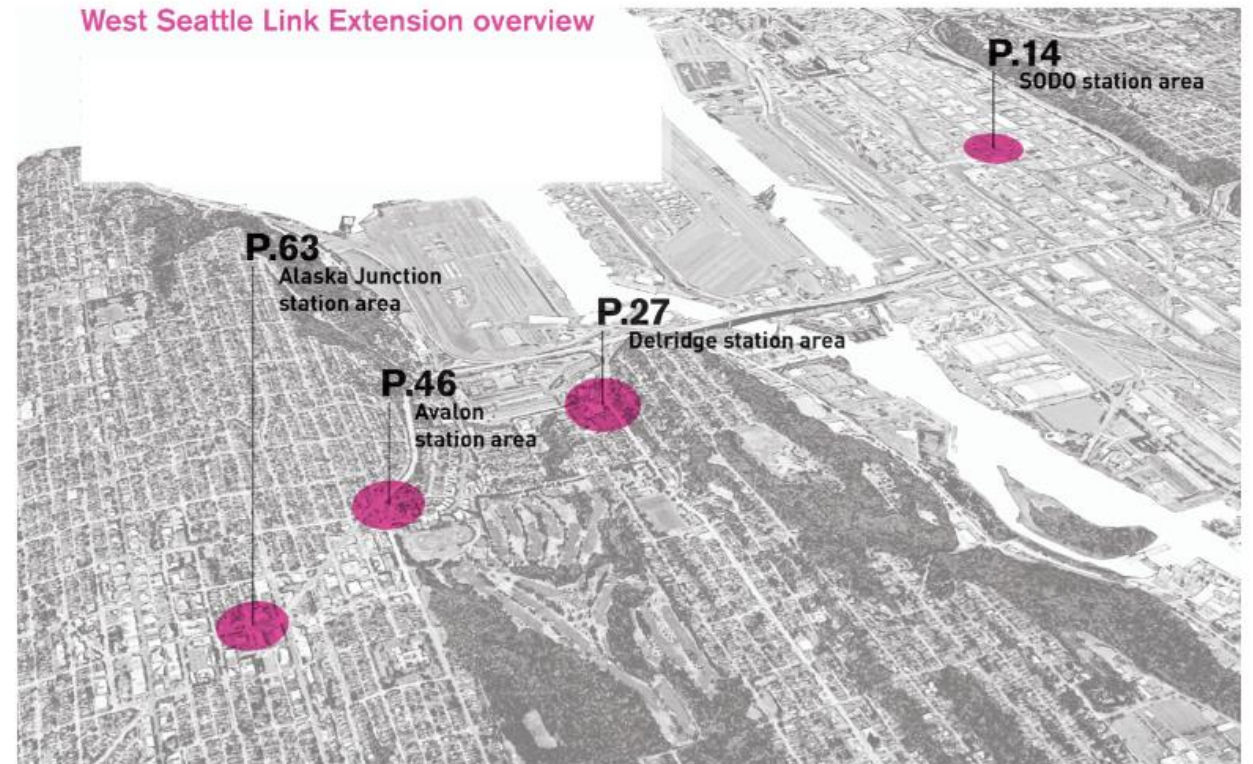


West Seattle Link Extension (WSLE) Overview

The West Seattle Link Extension has four light rail stations

- SODO
- Delridge
- Avalon, and
- Alaska Junction

Timeline and Milestones for WSLE are as follows,



Source: Sound Transit WSBLE Station Planning Progress Report January, 2022.
[west-seattle-link-extension-station-planning-progress-report.pdf](https://www.soundtransit.org/west-seattle-link-extension-station-planning-progress-report.pdf)
([soundtransit.org](https://www.soundtransit.org))

Racial Equity Toolkit (RET) Outcomes

1. Advance **environmental and economic justice** to improve economic and health outcomes for communities of color.
2. Enhance mobility and access for communities of color and low-income populations.
3. Create **opportunities for equitable development** that include expanding housing and community assets for communities of color.
4. **Avoid disproportionate impacts** on communities of color and low-income populations.
5. Create a **sense of belonging** for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome.
6. **Meaningfully involve** communities of color and low-income populations in the project.



RET Outcomes Applied to Context Setting

1. Environmental & economic justice	<ul style="list-style-type: none">Working across agencies on design progression at Longfellow Creek, Pigeon Point and Duwamish Crossing.
2. Enhance mobility & access	<ul style="list-style-type: none">Engagement on bicycle parkingWorking toward excellent transfer experience and pedestrian connection in DelridgeImproving access to stations for pedestrians, bikes and transit riders as well as pickup and drop off
3. ETOD	<ul style="list-style-type: none">Maximize opportunities to complement Sound Transit's TOD efforts with place-based community-led strategy
4. Avoid disproportionate impacts	<ul style="list-style-type: none">City support for Delridge alignment refinements to avoid broad residential displacement and Transitional ResourcesCity support for preferred alternative to included medium tunnel to reduce residential and business displacements
5. Sense of belonging	<ul style="list-style-type: none">Advancing National Endowment for the Arts funded Stories of BelongingReview of STs draft policy for culturally-responsive retail and publicly accessible restroomsDesign Guidelines are inclusive of a Sense of Belonging for all people
6. Meaningfully involve	<ul style="list-style-type: none">Joint engagement, accessibility, RET focus groups, partnership with Community Liaisons

WSLE Engagement Goals

- Ensure coordinated engagement efforts with Sound Transit
- Ask the public to help prioritize different design guidelines and development standards; educate and involve them on the code amendment process
- Engage on street concepts to improve station access
- Support potentially displaced residents and businesses in understanding the process and connecting them to resources



WSLE Engagement Events

Joint City and Sound Transit Events

- **Ongoing Briefings, RET Focus Groups, Community-Organized Events**
 - Briefings for Hope Academy, SW Early Learning
 - Ongoing briefings for Avalon neighbors
 - Briefings for WS Transportation Coalition
 - Briefings for WS Chamber of Commerce
 - Briefing for Bike Organizations
 - DNDA hosted: Roxhill Park Restoration Event
 - Walk with Delridge Business Owners
- **Fall 2023 Joint Station Design and Access Survey**
- **Station Design Forums and Open Houses**
 - Fall 2023 & Spring 2024 West Seattle Station Design Forums
 - Fall 2023 & Spring 2024 SODO Open Houses

Sound Transit has conducted additional engagement, see report here: [wsle-station-planning-engagement-executive-summary-20240304.pdf \(soundtransit.org\)](https://www.soundtransit.org/engaging-communities/transportation-planning/20240304-wsle-station-planning-engagement-executive-summary)



Engagement Accessibility

Meaningfully involve communities of color and low-income populations in the project.

- Involve City's Title VI Coordinator in planning, events and feedback
- Partnership with the City's Community Liaisons Program
- Early briefings for organizations representing RET community
- Center accessibility
 - Materials written in plain language with translations available in Spanish, Vietnamese, Somali, Korean, Amharic, Ukranian, Simplified Chinese
 - ASL, Spanish, Vietnamese and Somali interpreters present at major events
 - Computers available for taking survey at event
 - Events all ADA accessible
 - All materials and information available as online event



RET Community Feedback

- Interest in open space, greenery, good lighting, seating areas, and art / celebrating community culture in and around the stations.
- Interest in providing restrooms at stations.
- Interest in businesses and services (convenience or grab-and-go items to serve transit riders) as well as community gathering spaces at stations.
- Interest in excellent wayfinding and signage, in multiple languages and pictograms.
- Increased safety measures in and around stations, and the ability to alert others in the event of emergency (i.e. security buttons/lights).
- Prioritize accessibility with station design, including easy to navigate stations and easy bus transfers, and easy to see drop-off zones.
- Inquiries about car parking near the station.
- Interest in development that would provide activity around station at all hours of day and night, to increase presence of people and feeling of safety.





SODO

4th Ave S

Station

S Lander St

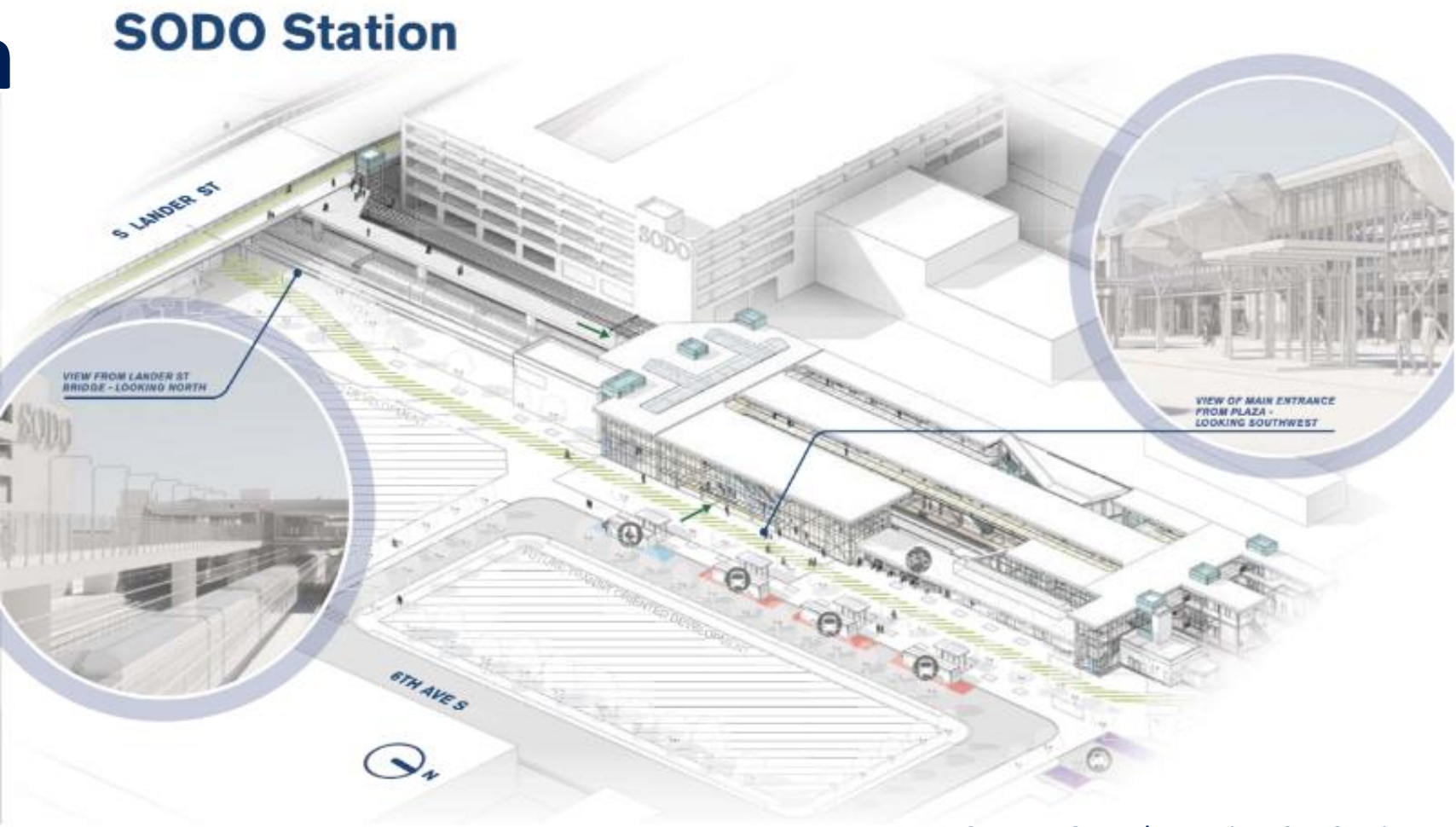
6th Ave S

SODO Busway

SODO Station

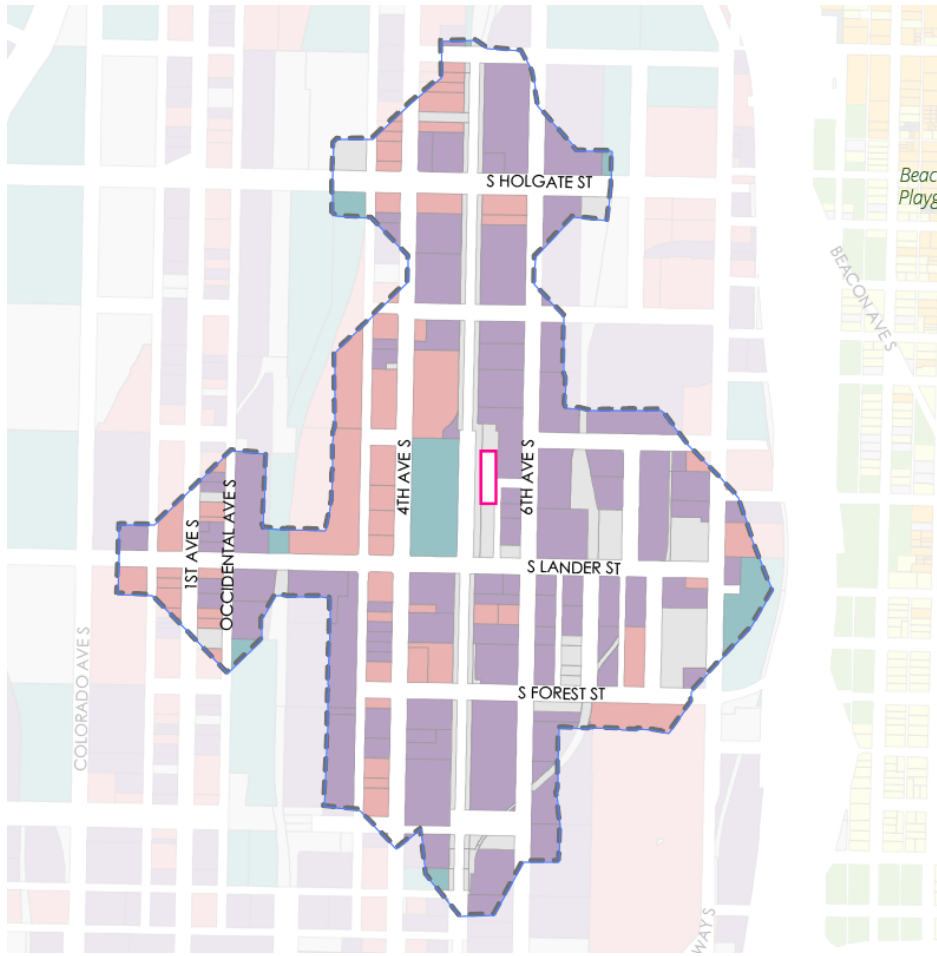
At-Grade Station

Key Map

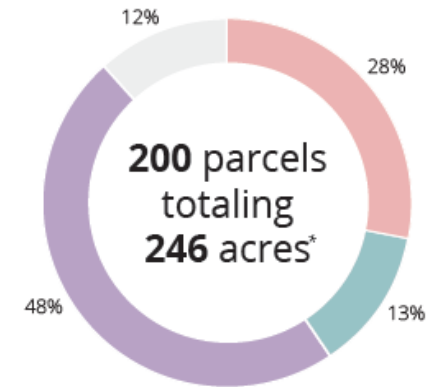


Source: Sound Transit WSLE Station Planning Open House, 3/5/24.

SODO – Existing Land Use



- Variety of businesses, manufacturing, institutional, and commercial uses
- No formally recognized open spaces
- Several murals face the SODO Trail and SODO busway to activate otherwise blank facades
- Limited opportunities to create new open spaces



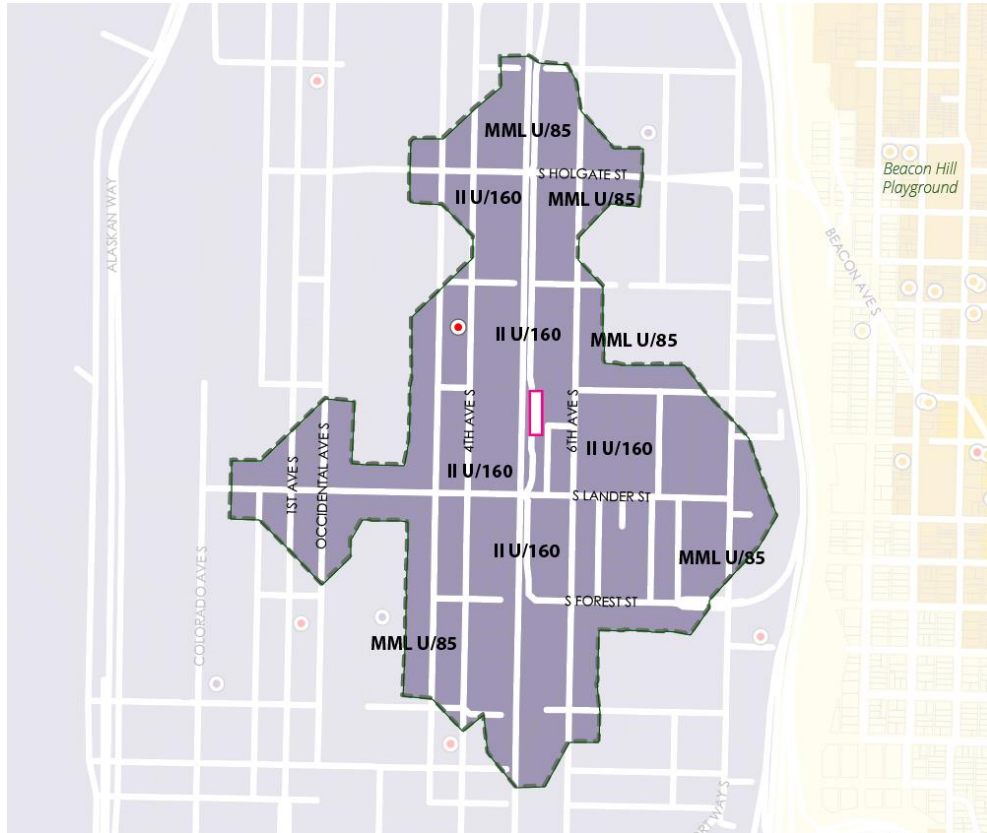
Commercial/Mixed-Use
Major Institution & Public Facilities
Industrial
Vacant/Unknown

Source: 2019 King County Parcel Data

*Includes entire area of parcels fully or partially located within the walkshed.



SODO – Zoning & Development



- Topography is generally flat
- Liquefaction prone area may increase challenges for denser development

Zoning

- Commercial (C)
- Industrial (I)
- Lowrise (LR)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Single Family Residential (SFR)

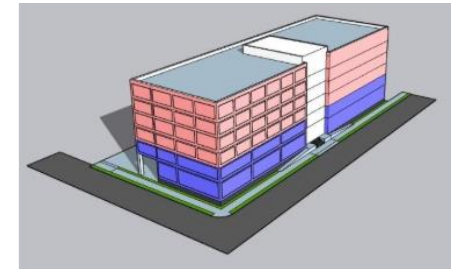
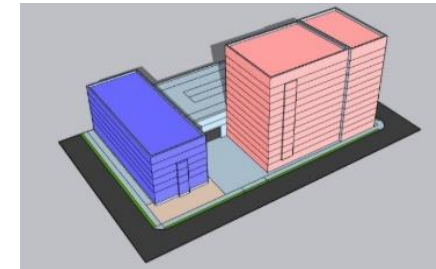
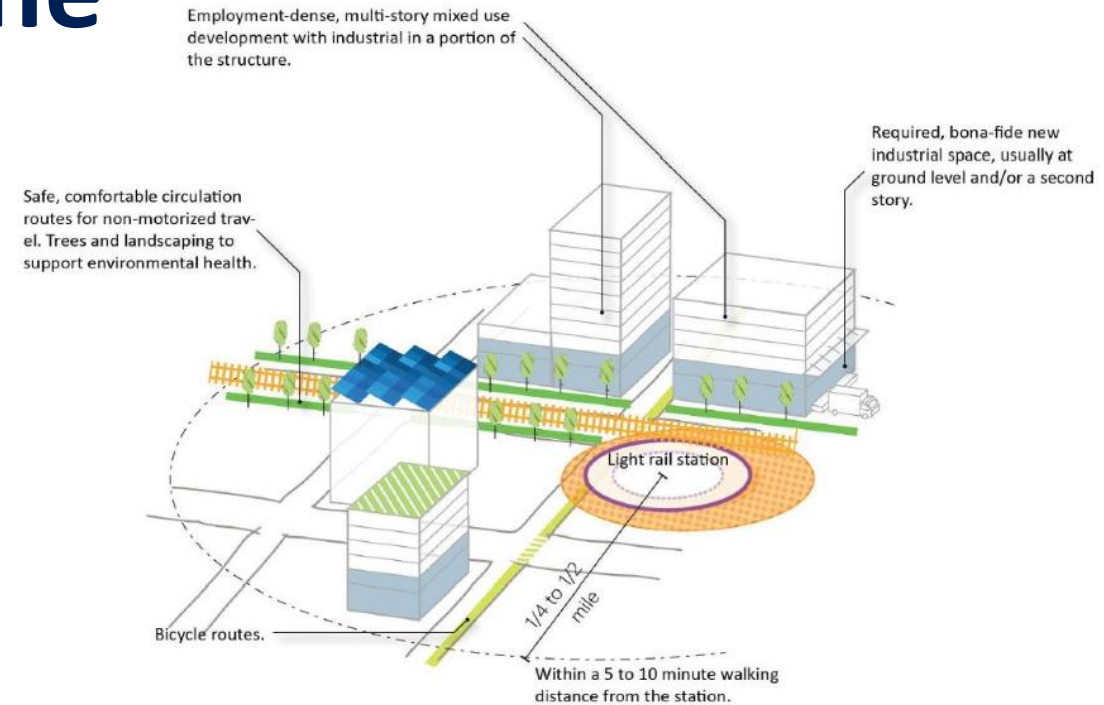
Planned Development

Projects currently planned, permitted, or under construction.
Excludes permits for completed projects and expired permits.

- Commercial
- Industrial
- Institutional
- Multifamily
- Single-Family/Duplex

Industry & Innovation Zone

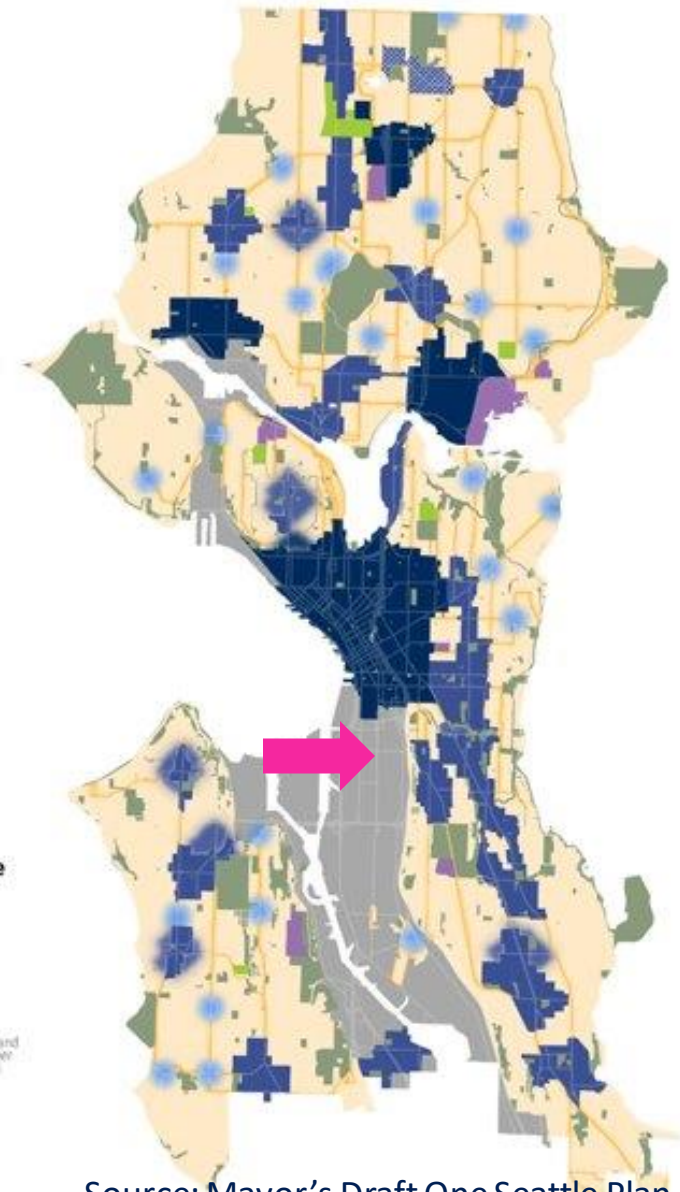
- A transit-oriented area characterized by modern industrial buildings that supports a **mix of economic innovation and emerging industries**, and commercial development with high employment density
- Spur the creation of **new high-quality light industrial space**, in an amount that is equal to or greater than the amount of industrial space that exists today



SODO – Comprehensive Plan

SODO is in the Duwamish Manufacturing Industrial Center (MIC)

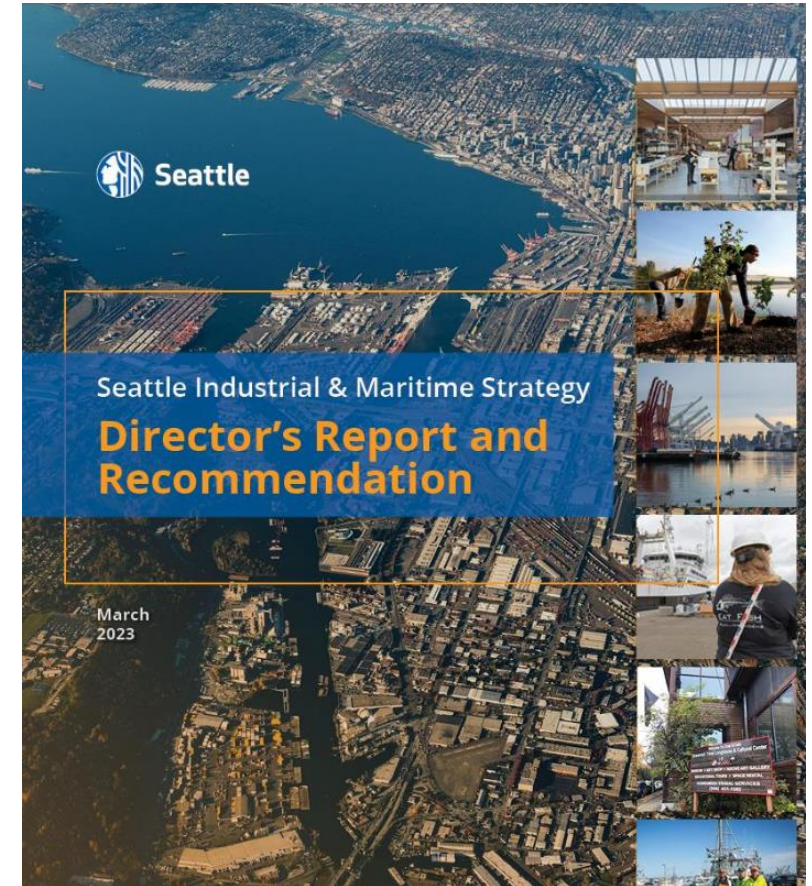
LU 13.7 Industry and innovation: This designation promotes emerging industries and leverage investments in high-capacity transit. These industrial transit-oriented districts may be characterized by emerging industries and high-density industrial employment that combine a greater mix of production, research and design, and office uses found in multi-story buildings. Areas in MICs that are generally within one quarter and one-half mile of high-capacity transit stations may be considered for the industry and innovation designation



Source: Mayor's Draft One Seattle Plan

SODO – Recent Planning Efforts

- In 2019, the City convened an Industrial and Maritime Strategy advisory Council
- Station area related Strategies
 - Strengthened land use protections for existing industries
 - Prepares for growth near light rail
- Industrial and Maritime Strategy legislation adopted in 2023
 - Established new zoning designations for industrial zones
 - Updated City's industrial lands policies

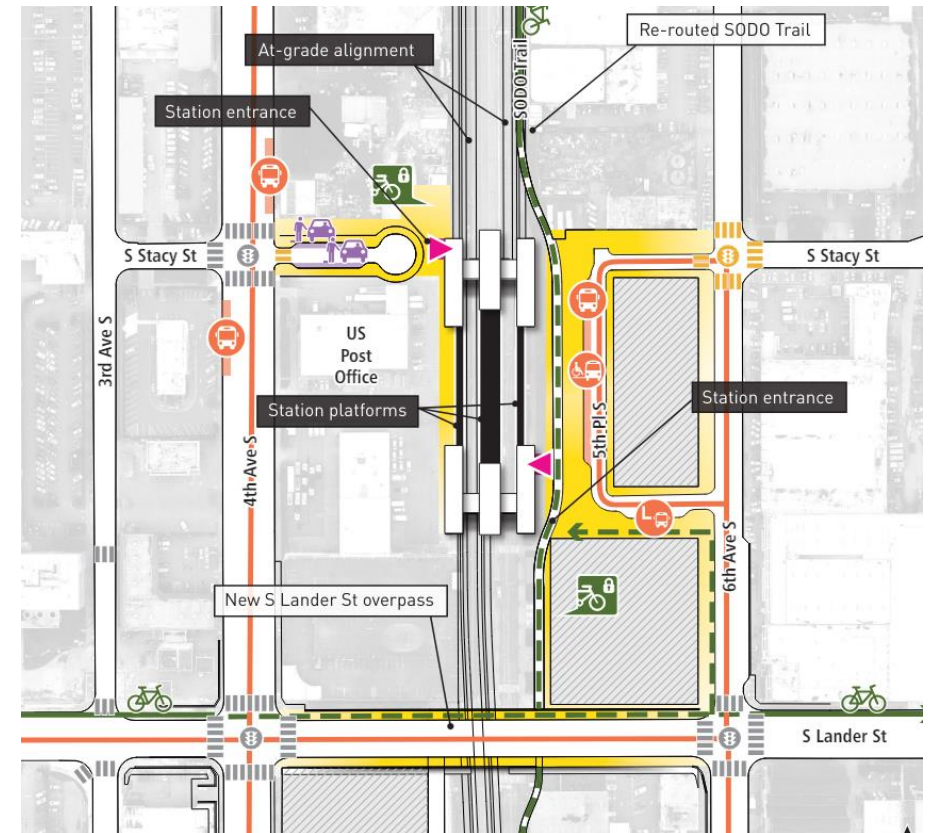


SODO – Station Context Framework

Planning Priorities:

- Provide **“last mile” connections** between the station and surrounding businesses by improving ped and bike connections, especially 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 to **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**

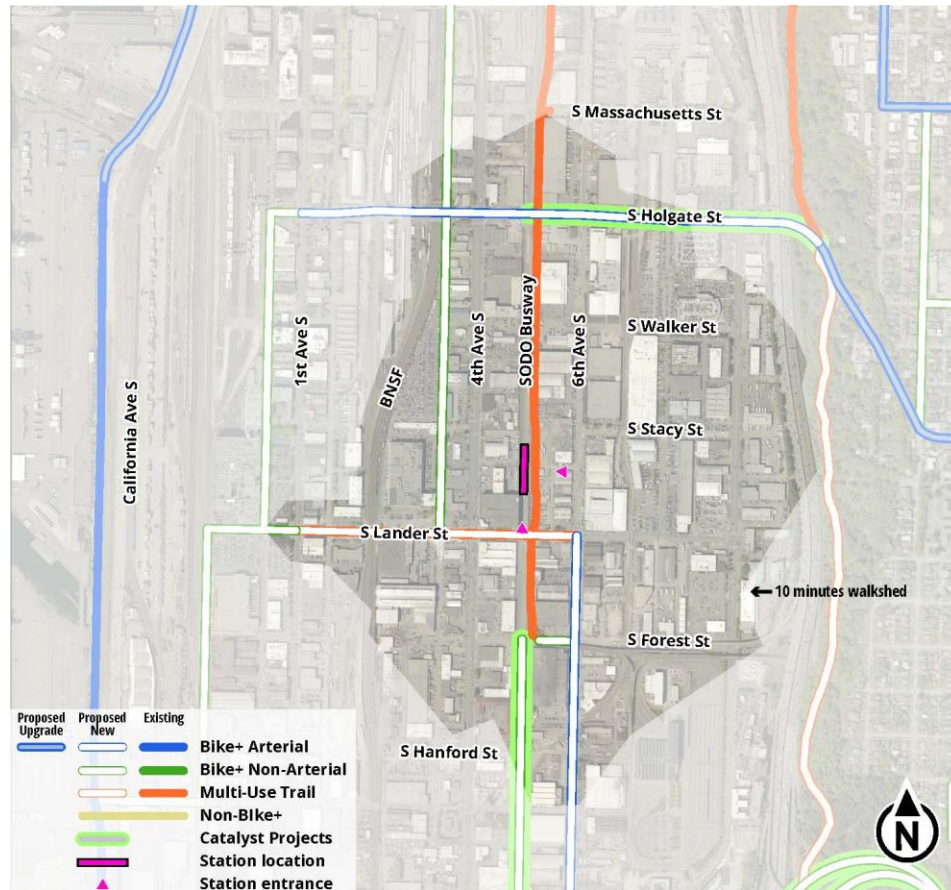
Source: Sound Transit Station Planning Progress Report, 2022



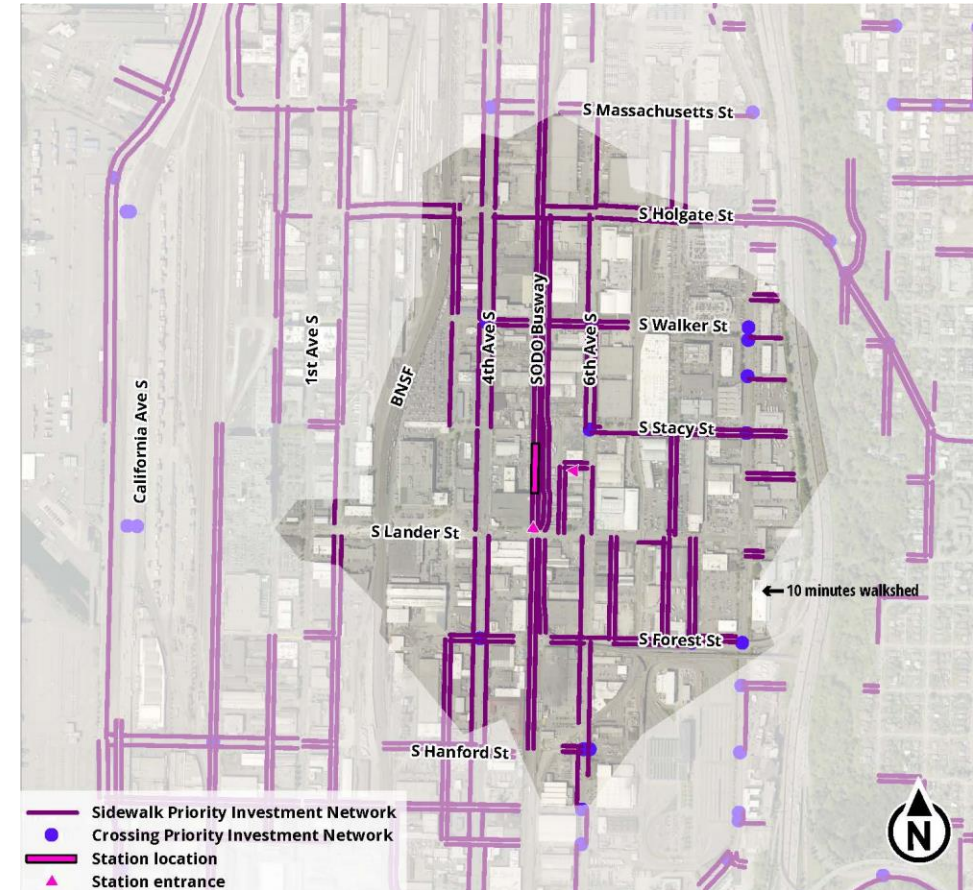
Note: previous design ideas intended to show iterative design process

SODO Station Area – Seattle Transportation Plan

Bicycle and E-Mobility Element

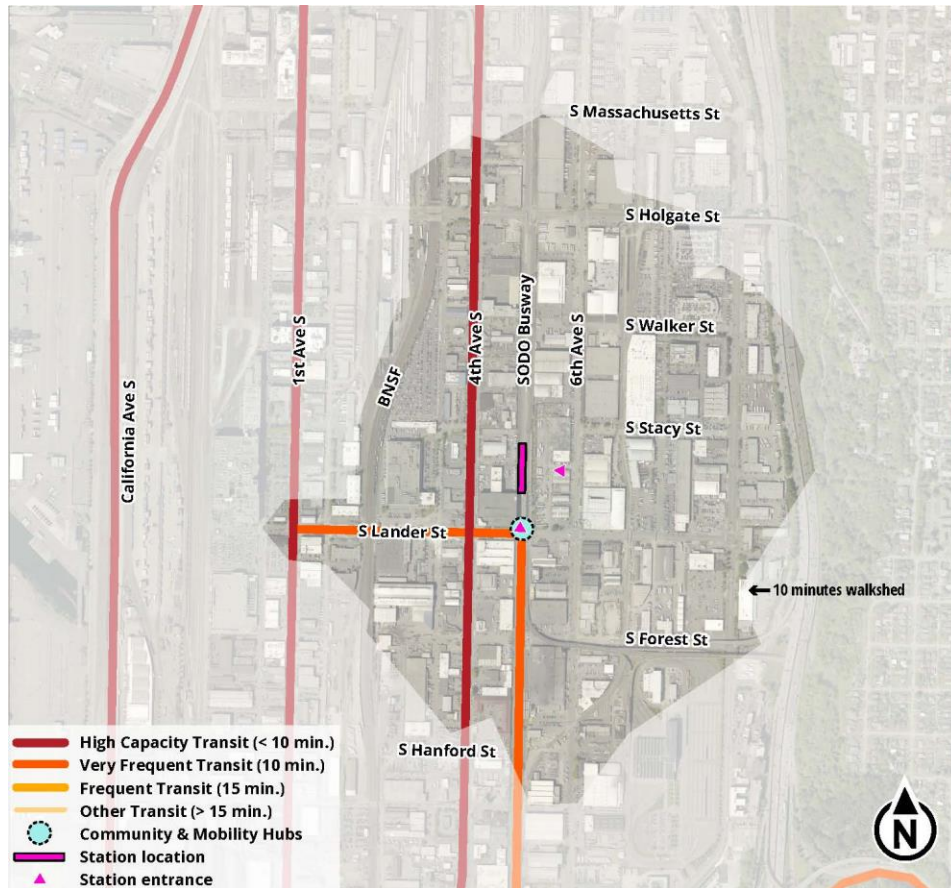


Pedestrian Element

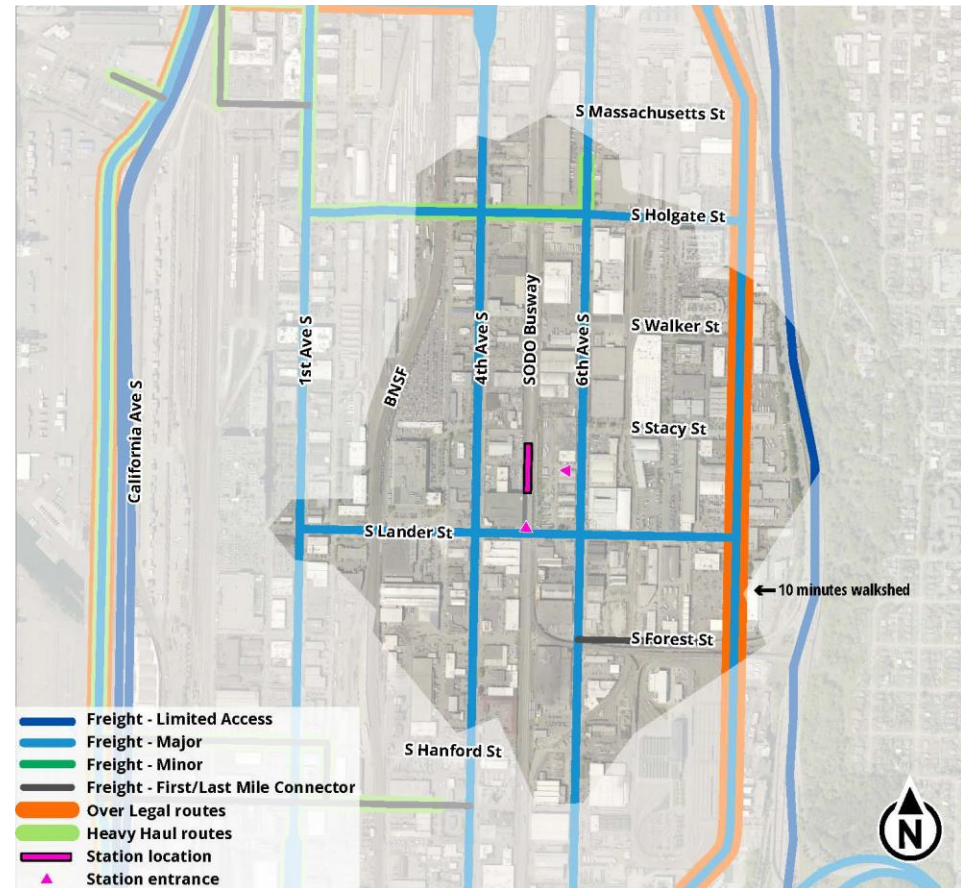


SODO Station Area – Seattle Transportation Plan

Transit Element

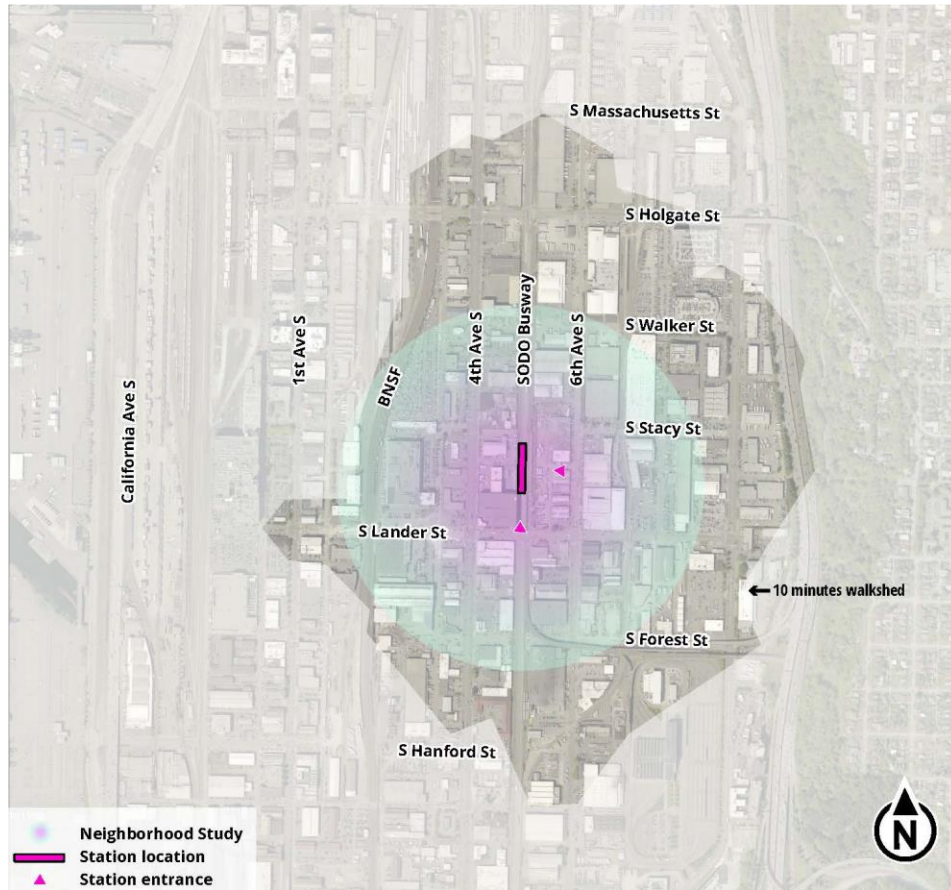


Freight and Urban Goods Element

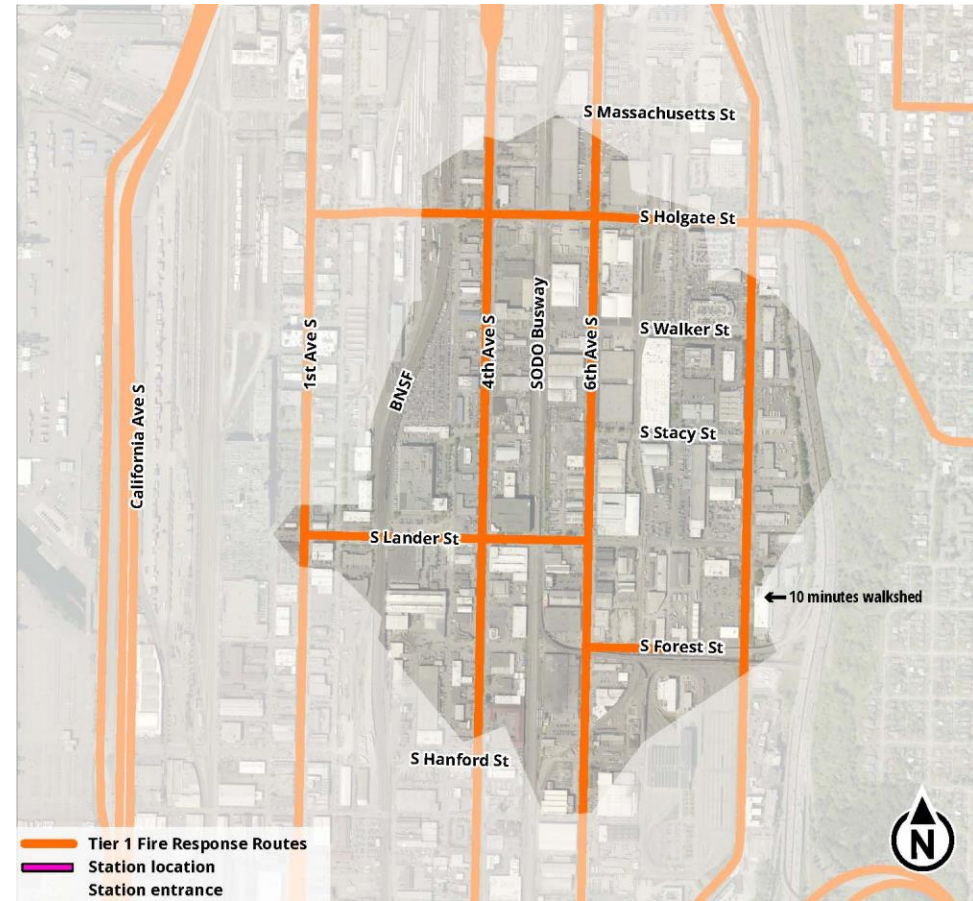


SODO Station Area – Seattle Transportation Plan

People Streets and Public Spaces Element

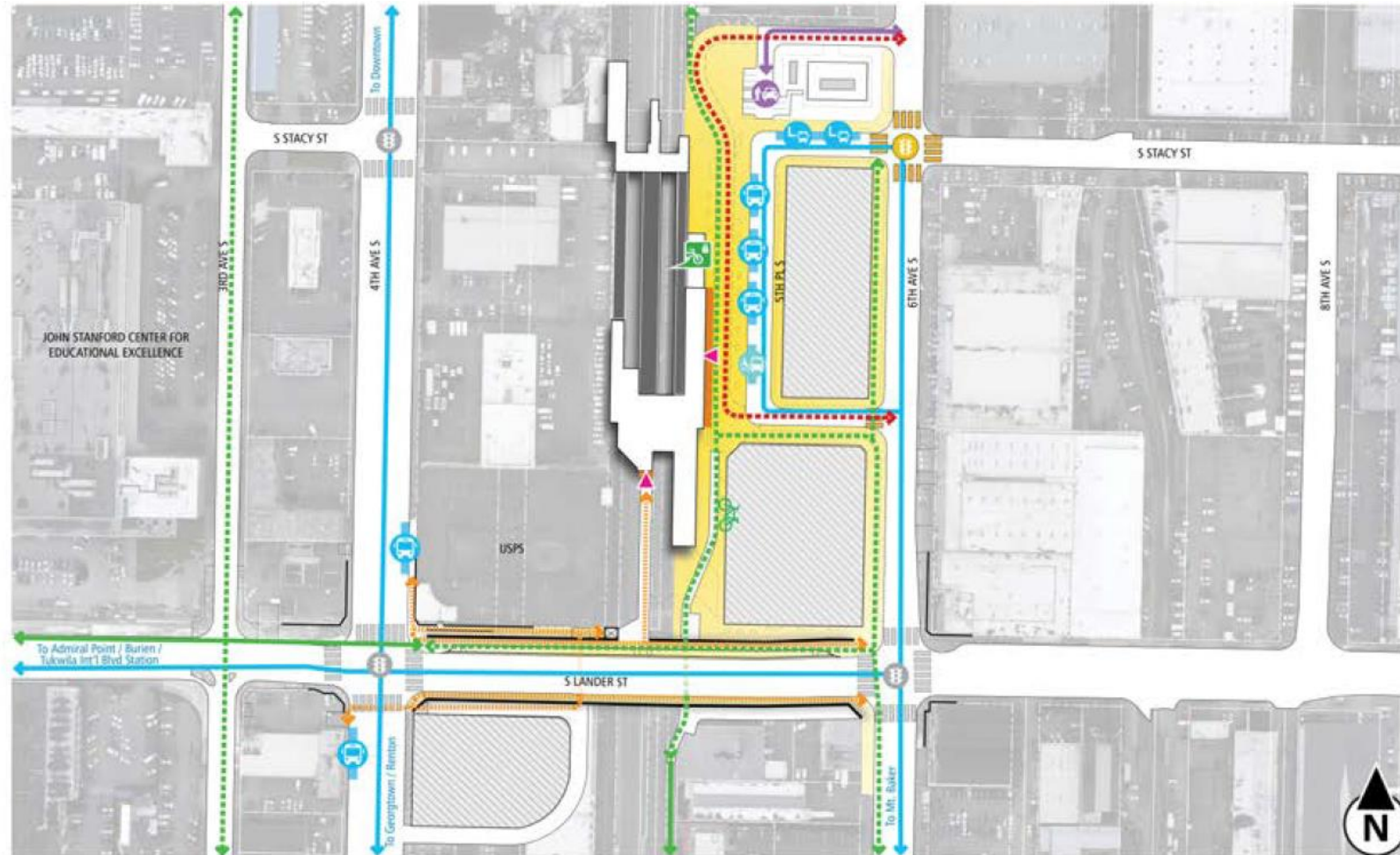


Vehicular Element



SODO Station Access

SODO Station



Source: Sound Transit engagement survey, fall 2023

SODO – What We've Heard

- Concerns about Lander overpass including having two bridges spaced closely, access for pedestrians and bikes with the slope, Post Office access and any potential conflicts, and pedestrian experience and safety in relation to the bridge structure
- Concerns about station access for pedestrians and cyclists particularly from the South or West (lots of workers to the West)
- Ease of access to buses on 4th Avenue
- Desire for easy pick up and drop off
- Interest in realizing full development potential around the station area



Discussion

1.45 - 2.05pm



DELRIDGE



Cultural Campus

WS Golf Course

Delridge Way

SW Genesee St

26th Ave S



Station

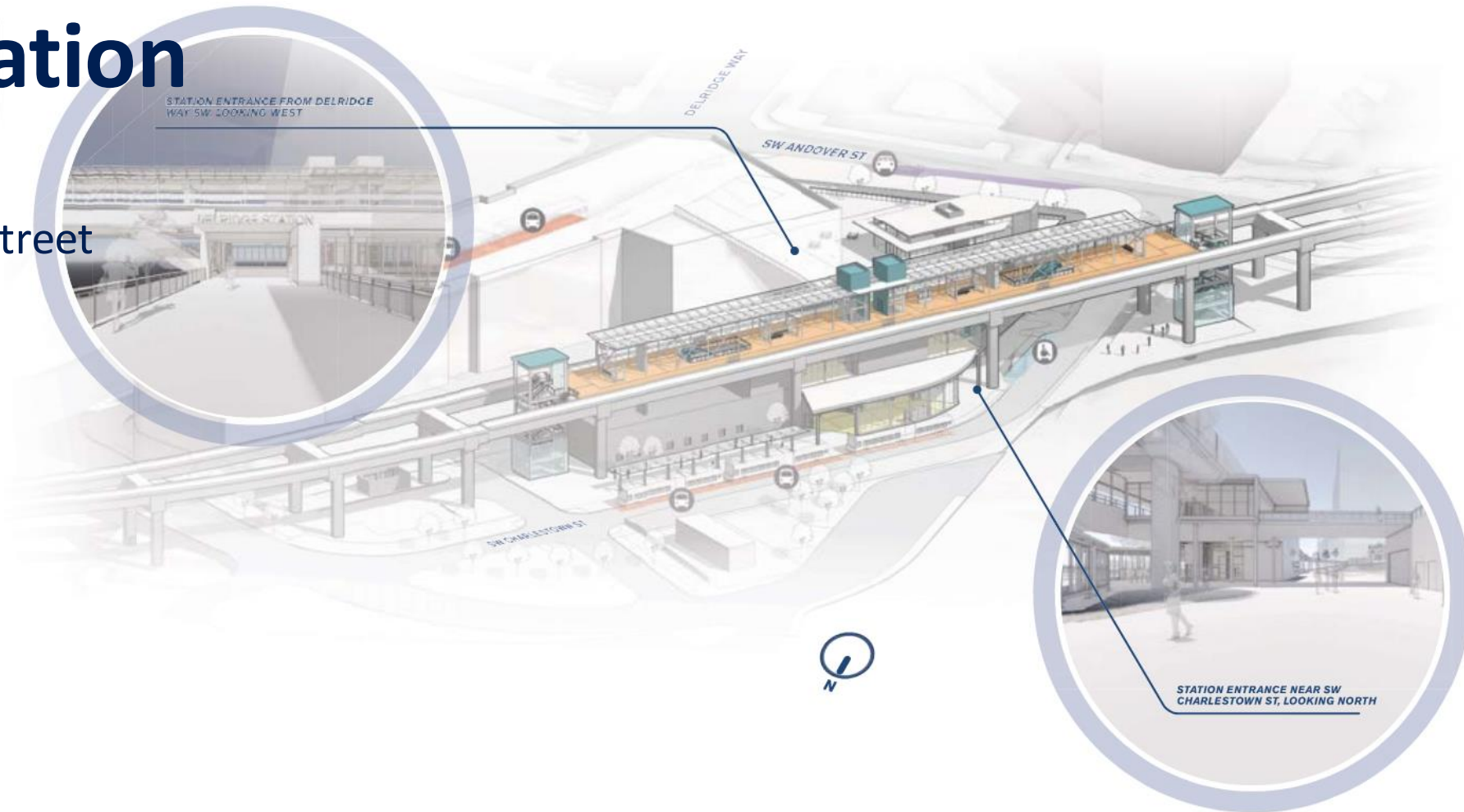
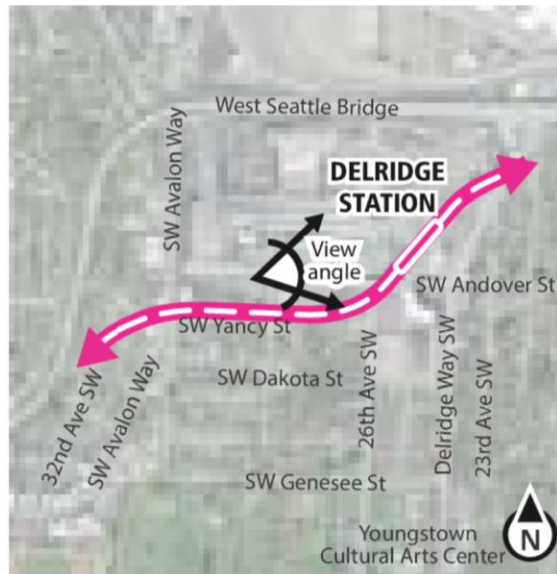
SW Andover St

Nucor Steel



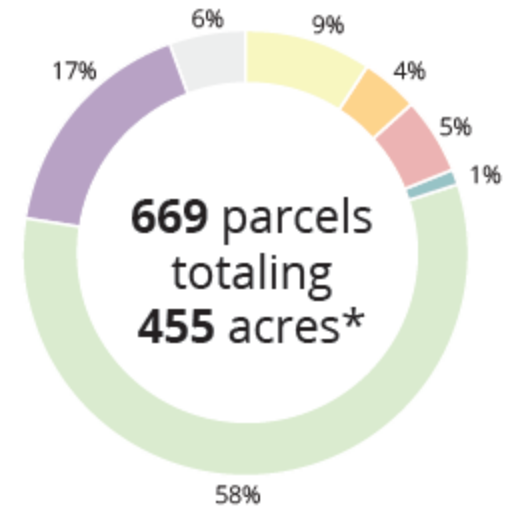
Delridge Station

Elevated SW Andover Street
Station Lower Height



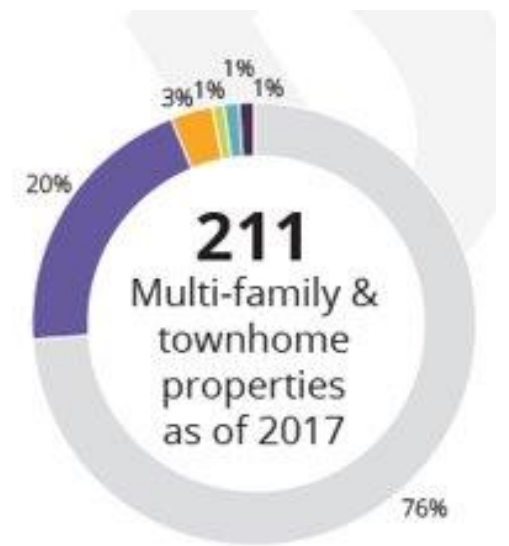
Source: Sound Transit WSLE Station Planning Open House, 3/5/24.

Delridge - Existing Land Use



Source: 2019 King County Parcel Data

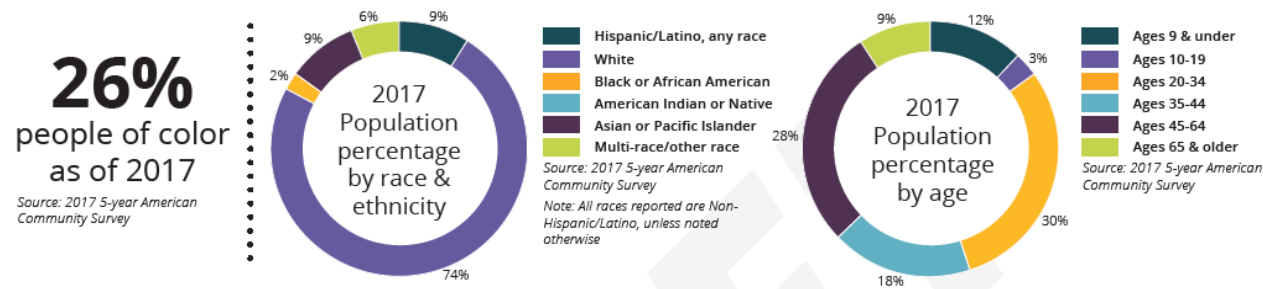
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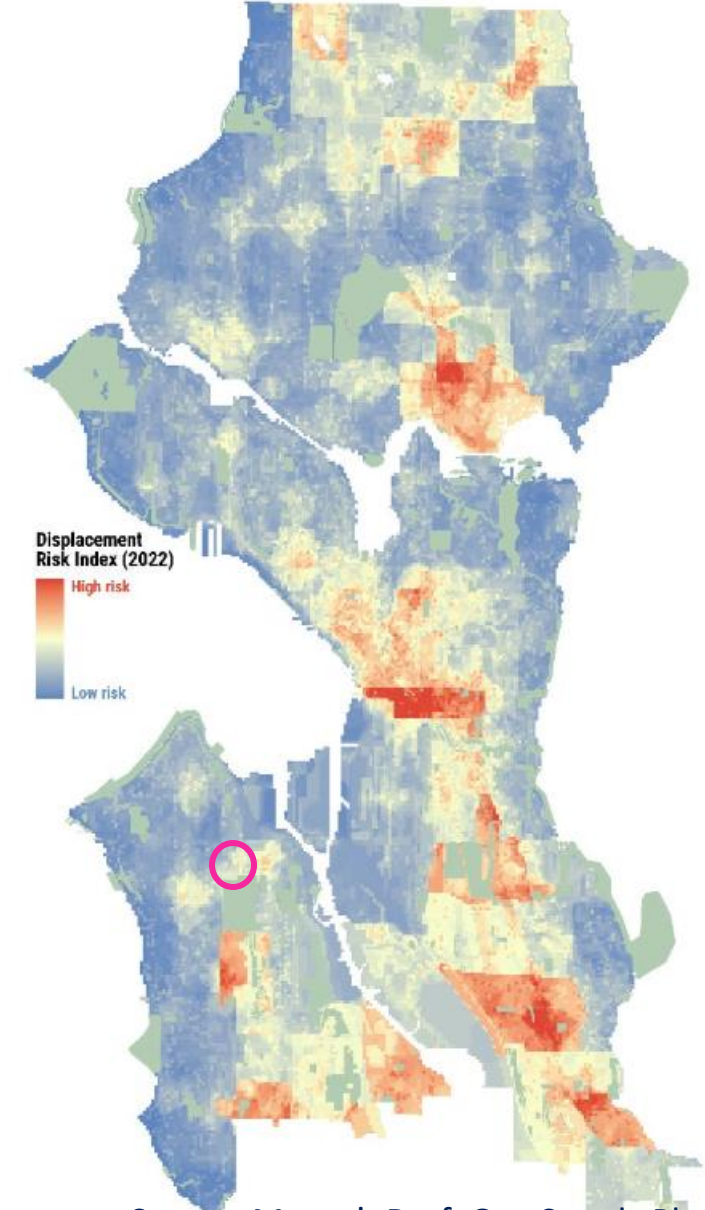
Source: 2019 King County Parcel Data

Delridge – Demographics

Population & Demographics

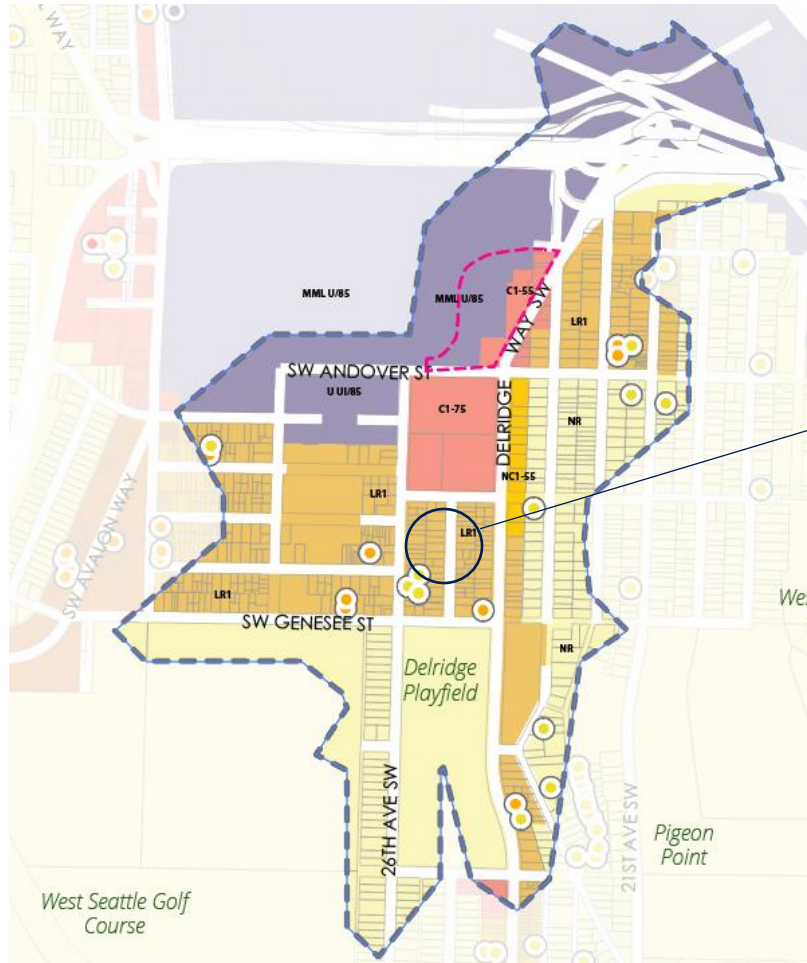


Housing & Income



Source: Mayor's Draft One Seattle Plan

Delridge – Zoning & Development



Youngstown area is a mix of older SFH and newer SFH and townhouses

Zoning

- Commercial (C)
- Industrial (I)
- Lowrise (LR)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Single Family Residential (SFR)

Planned Development

Projects currently planned, permitted, or under construction. Excludes permits for completed projects and expired permits.

- Commercial
- Industrial
- Institutional
- Multifamily
- Single-Family/Duplex

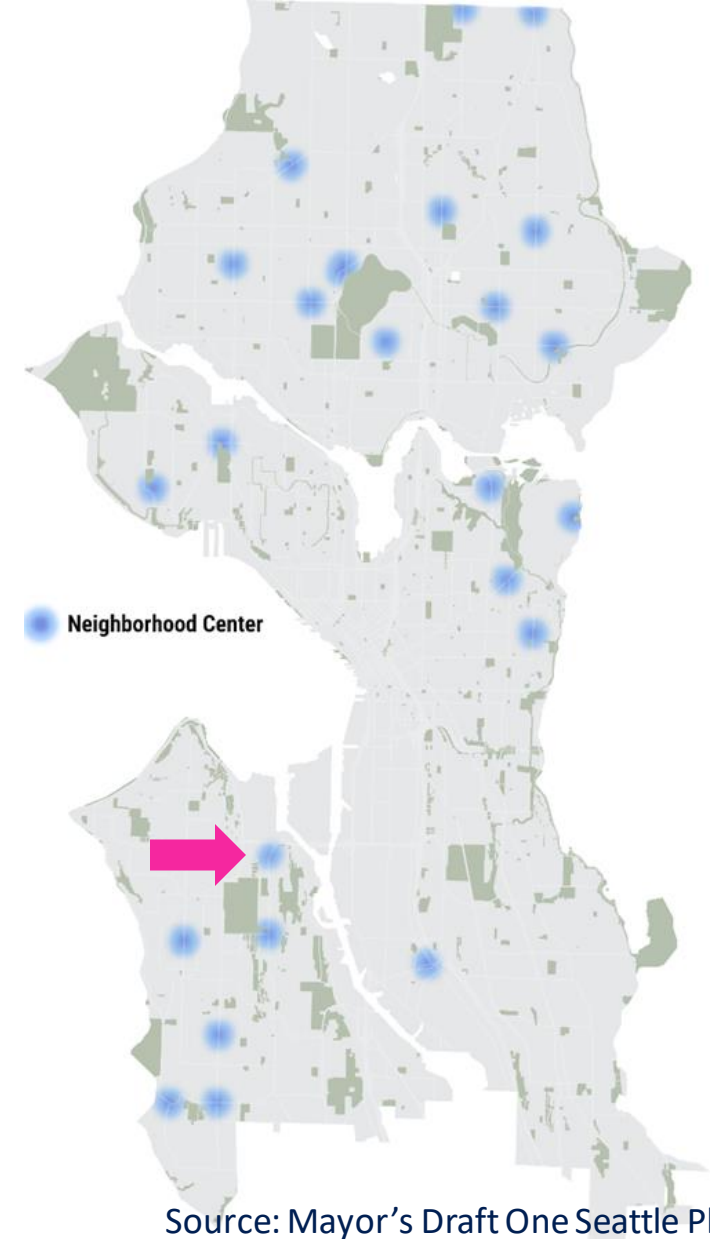
Delridge – Comprehensive Plan

Neighborhood Center designation (Draft One Seattle Plan)

- Denser housing & mix of uses, generally extend 800 feet (1-3 blocks) from core
- Near selected bus, light rail stations, and neighborhood business districts

Implementation

- Potential rezoning to allow more housing options, particularly apartments
- Refine through community engagement later in 2024



Source: Mayor's Draft One Seattle Plan

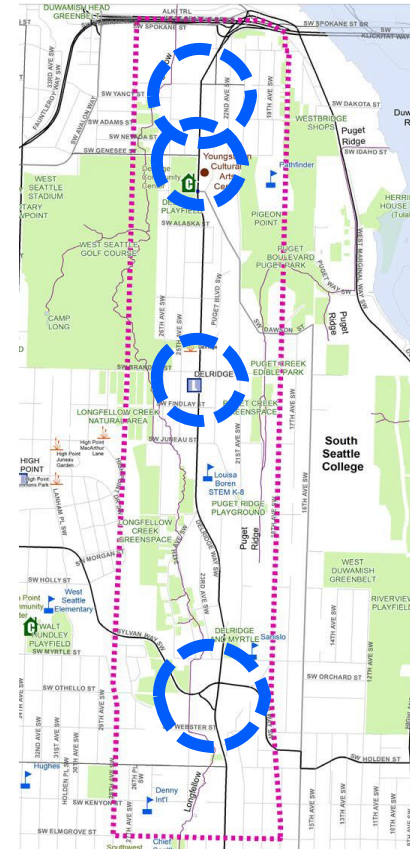


Delridge – Past Planning

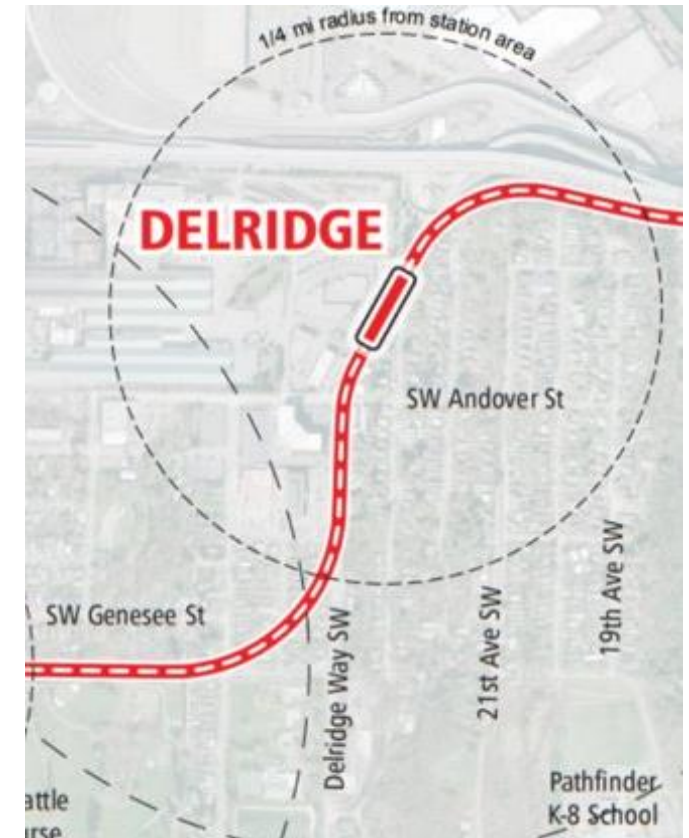
North Delridge Action Plan 2018

- Supporting diverse & engaged communities
- Dynamic neighborhood destinations
- Access to affordable healthy food
- Active transportation choices
- A healthy Longfellow Creek Watershed
- Supportive parks and cultural facilities

"Undertake Sound Transit 3 station design guidance and station area planning to **support community-oriented commercial development, additional residential development, and improved access by biking, walking, and taking transit.** A station access plan should also enable car drop-off at the station given the challenges to accessing the station by foot."



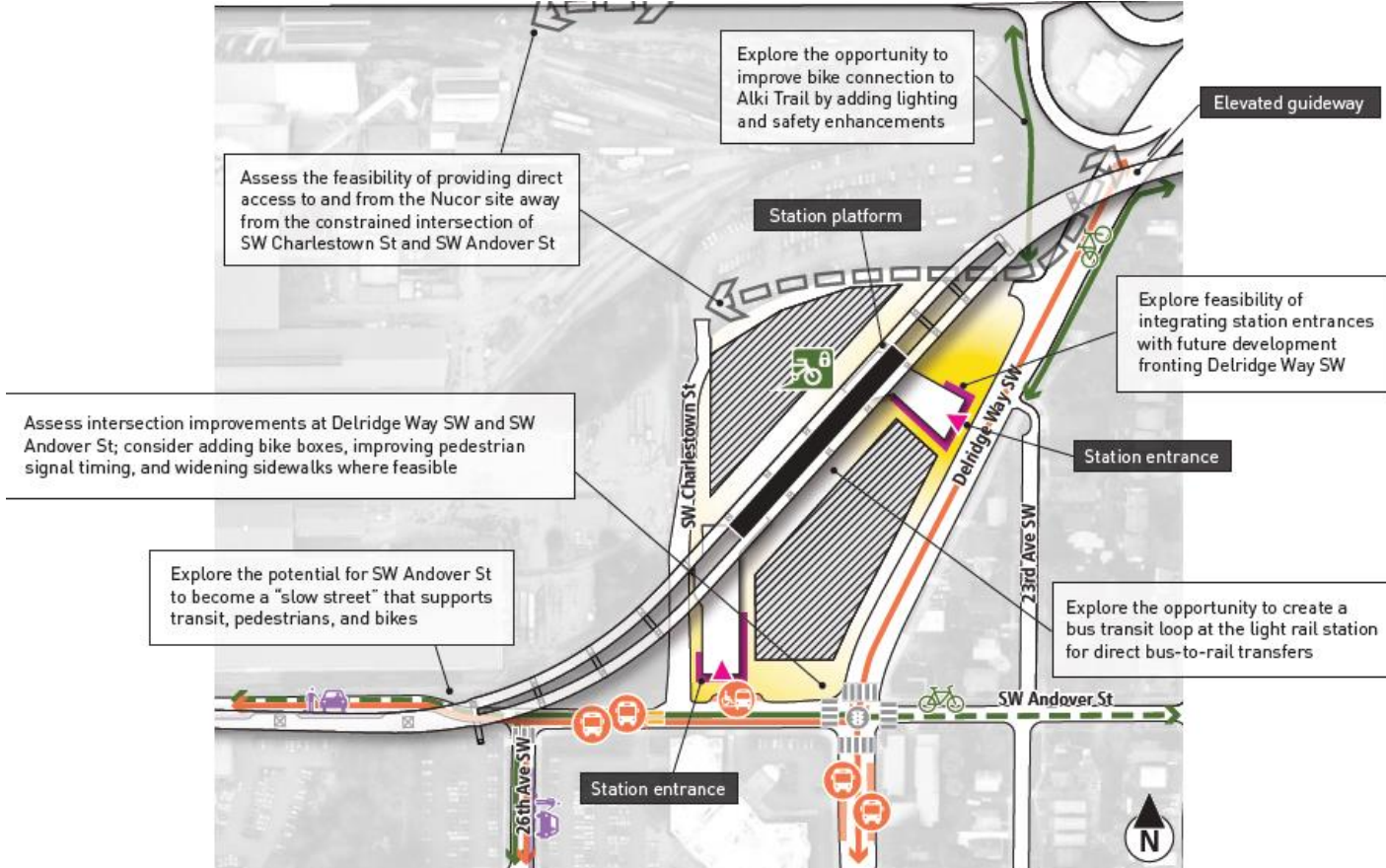
Community nodes in the NDAP



"Representative alignment" circa 2018

Delridge – Station Context Framework

Source: Sound Transit Station Planning Progress Report, 2022

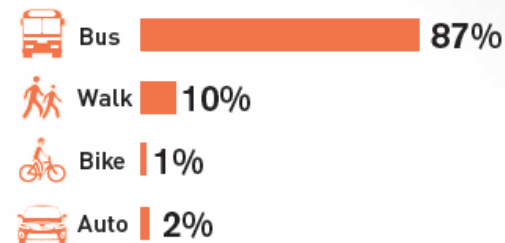


Note: previous design ideas intended to show iterative design process

Planning Priorities:

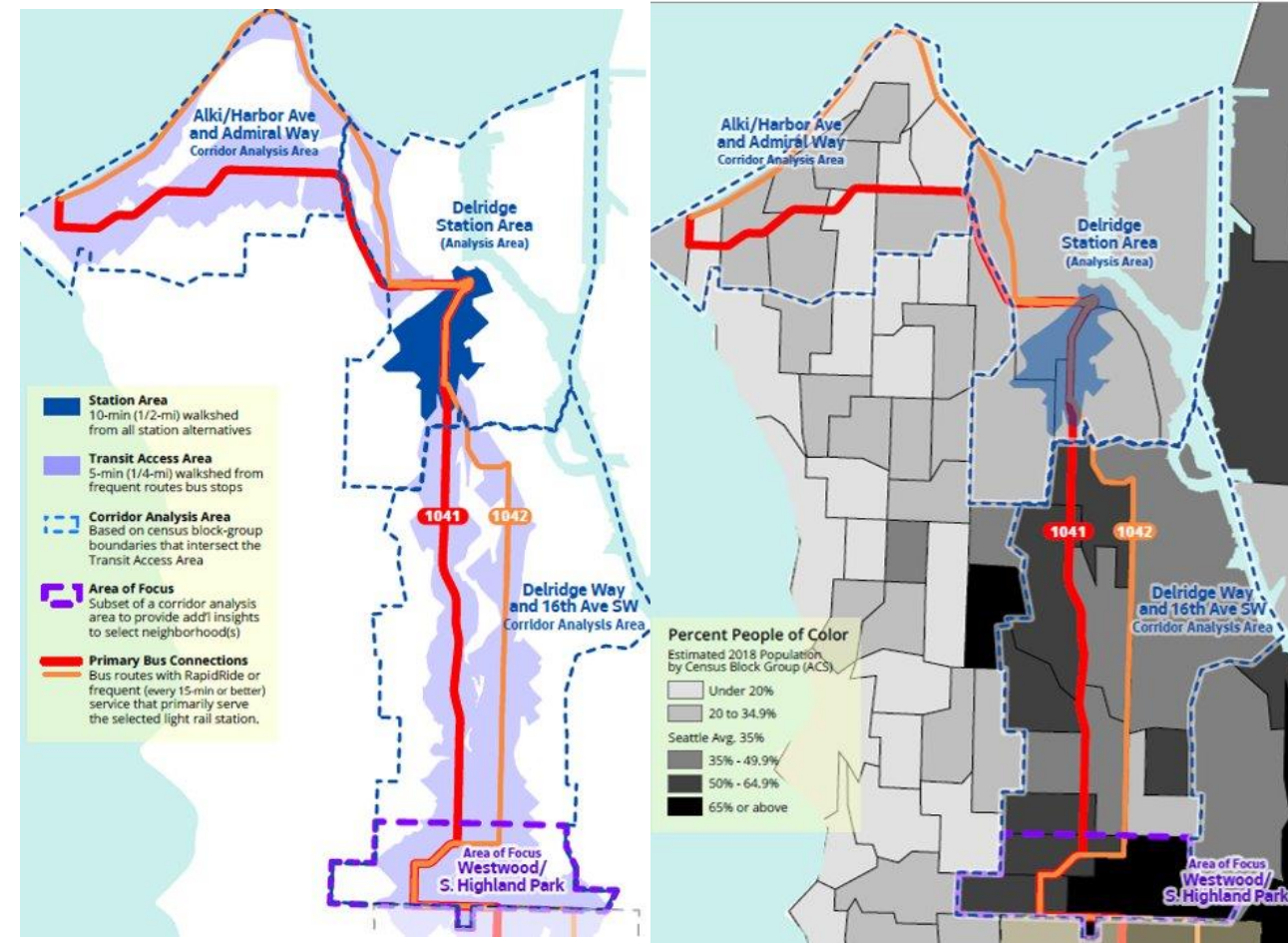
- Leverage new LR investment to meet longtime neighborhood goals
- Intuitive and visible bike connections
- Seamless bus transfers
- Connections to open space and cultural assets
- Family-friendly amenities at station area
- Optimize ETOD to provide affordable housing and serve other community needs, esp. grocery and small business spaces

How people will travel to the station⁽²⁾



Delridge – Ongoing Station Area Planning

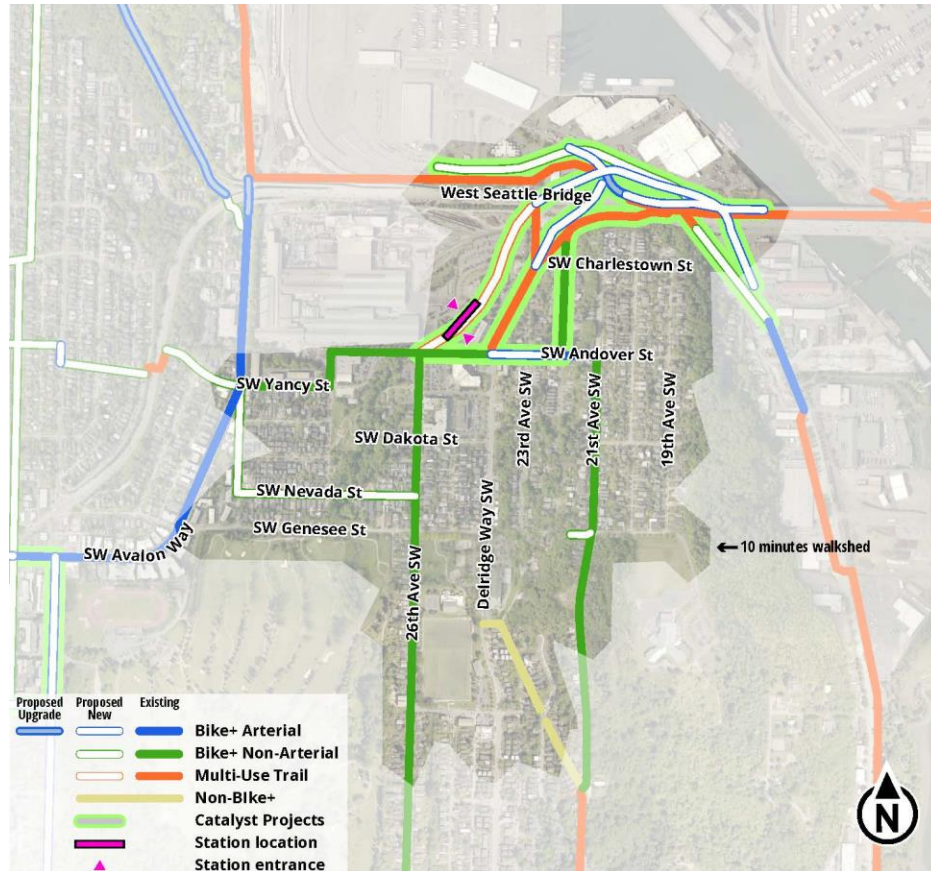
- Opportunities for Equitable TOD
- Anti-displacement strategies
- Identify potential private and public investments, strategies, policies, and implementation measures that will support a walkable, complete community with great public spaces and a range of housing options



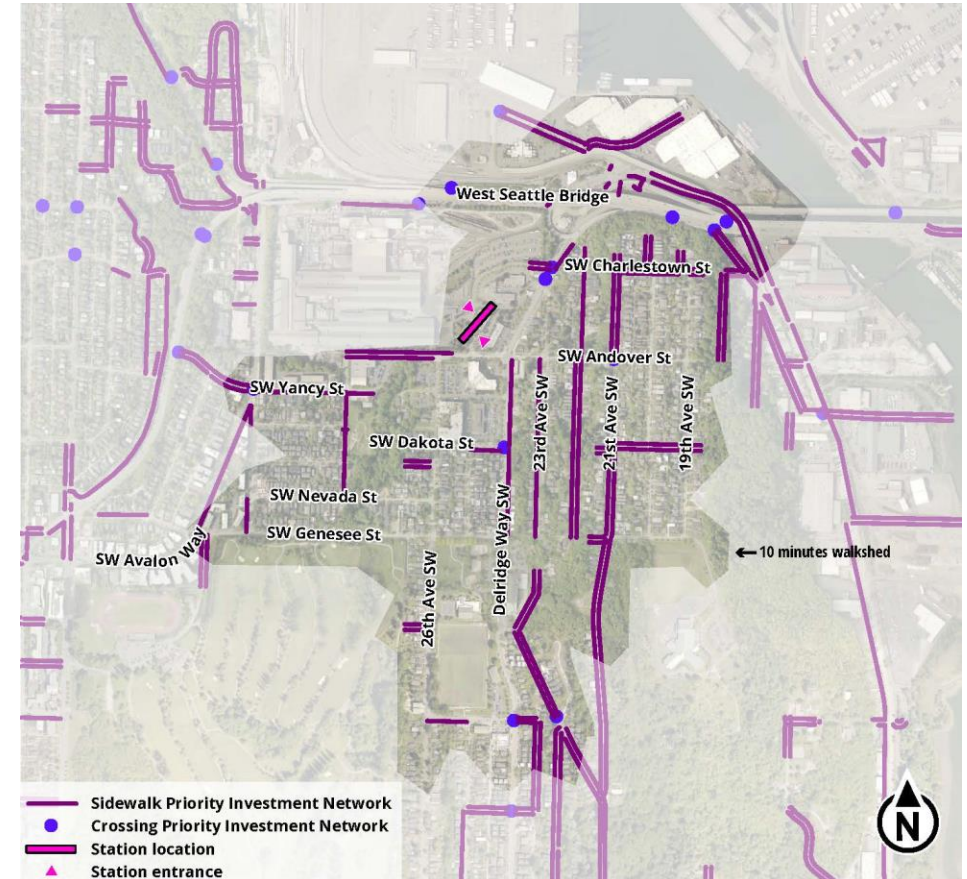
Delridge Station Area - Seattle Transportation

Plan

Bicycle and E-Mobility Element

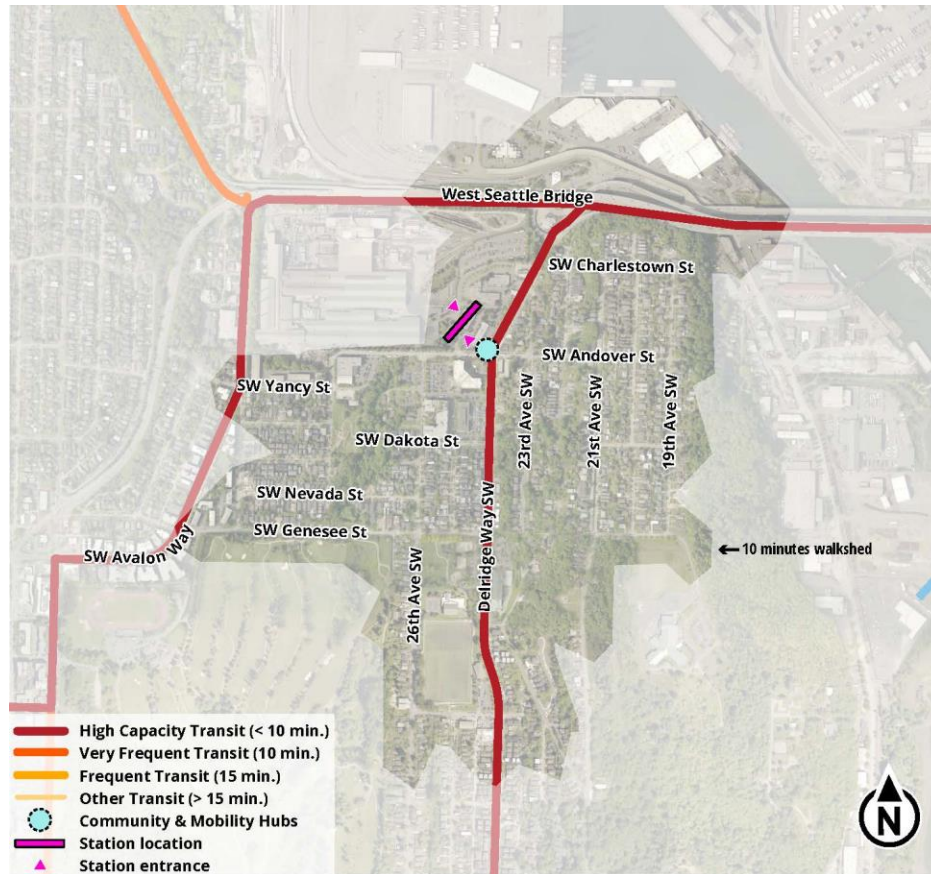


Pedestrian Element

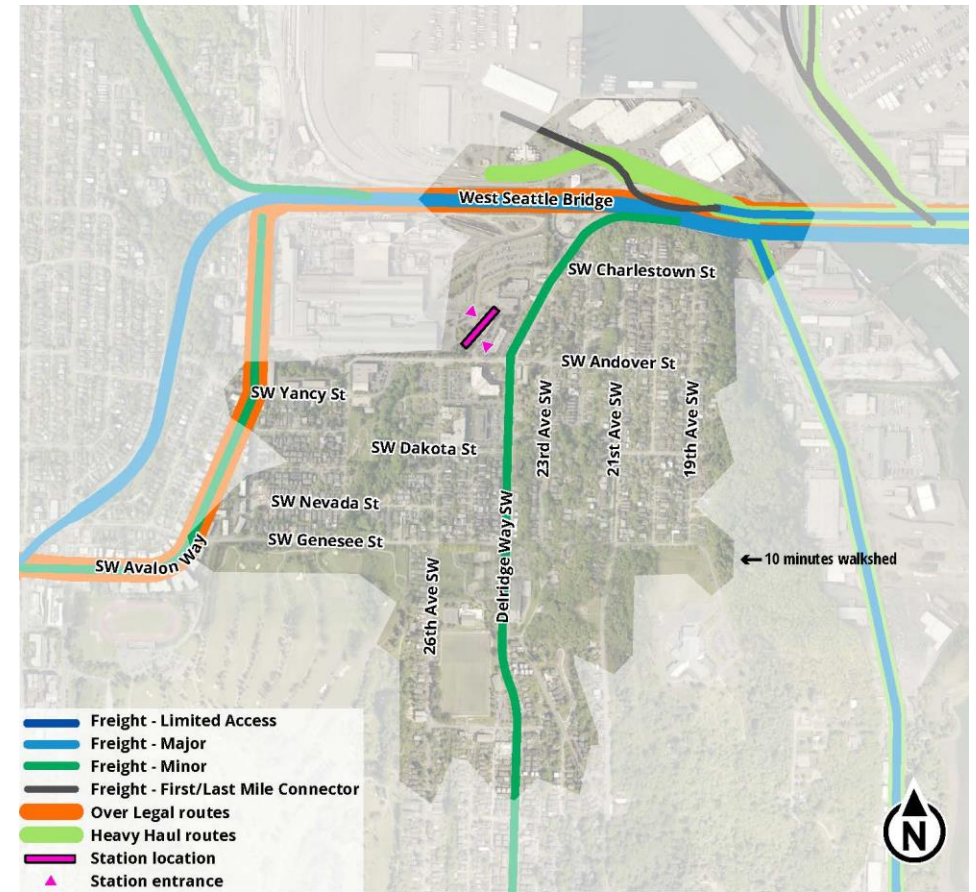


Delridge Station Area - Seattle Transportation

Plan Transit Element

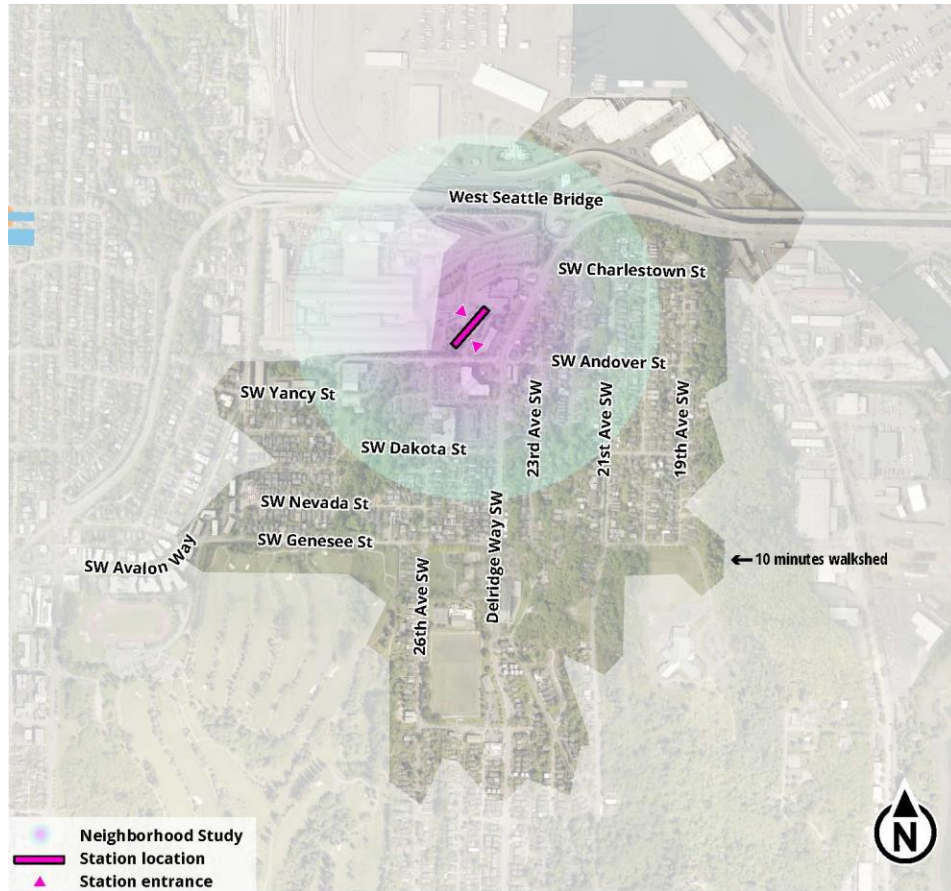


Freight and Urban Goods Element

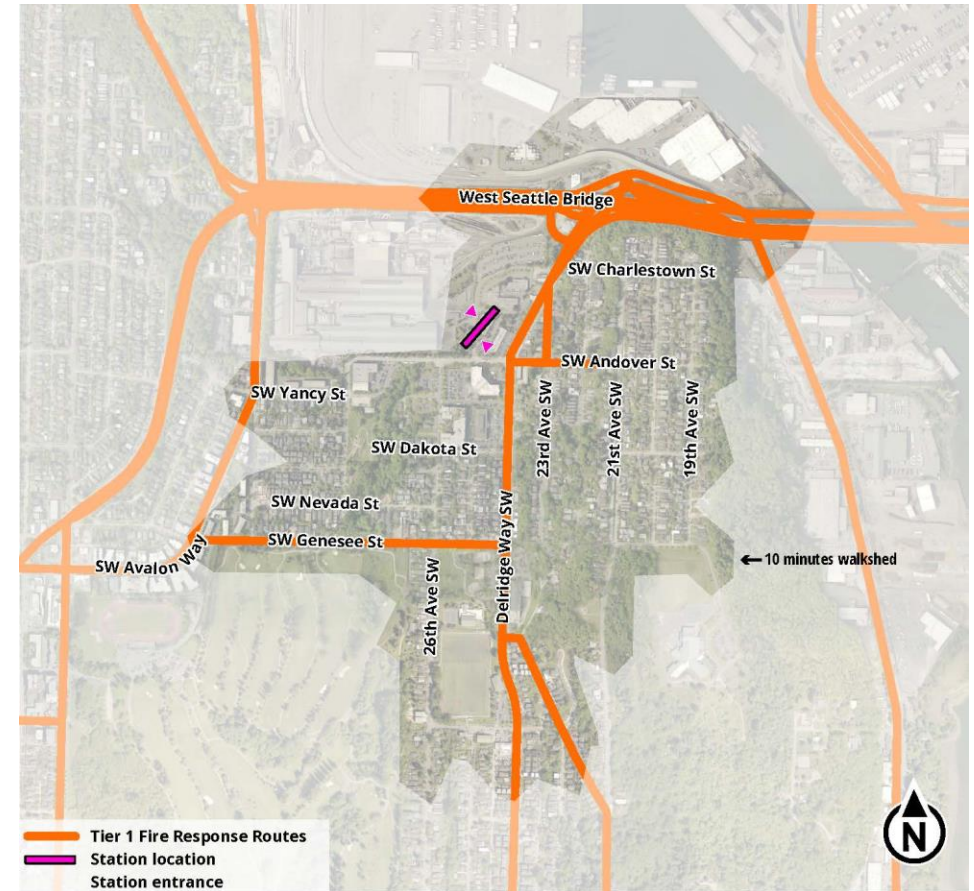


Delridge Station Area - Seattle Transportation Plan

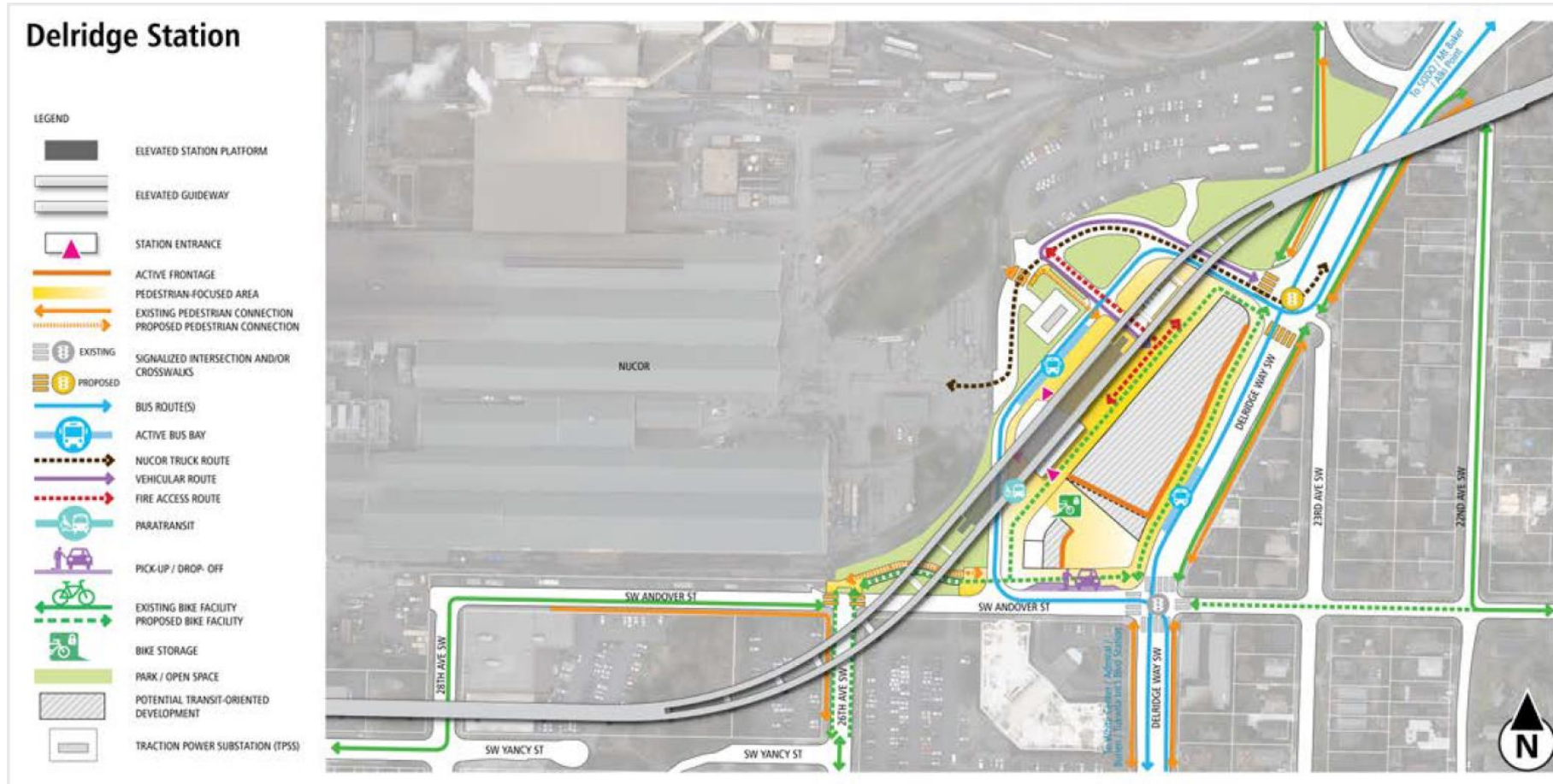
People Streets and Public Spaces Element



Vehicular Element



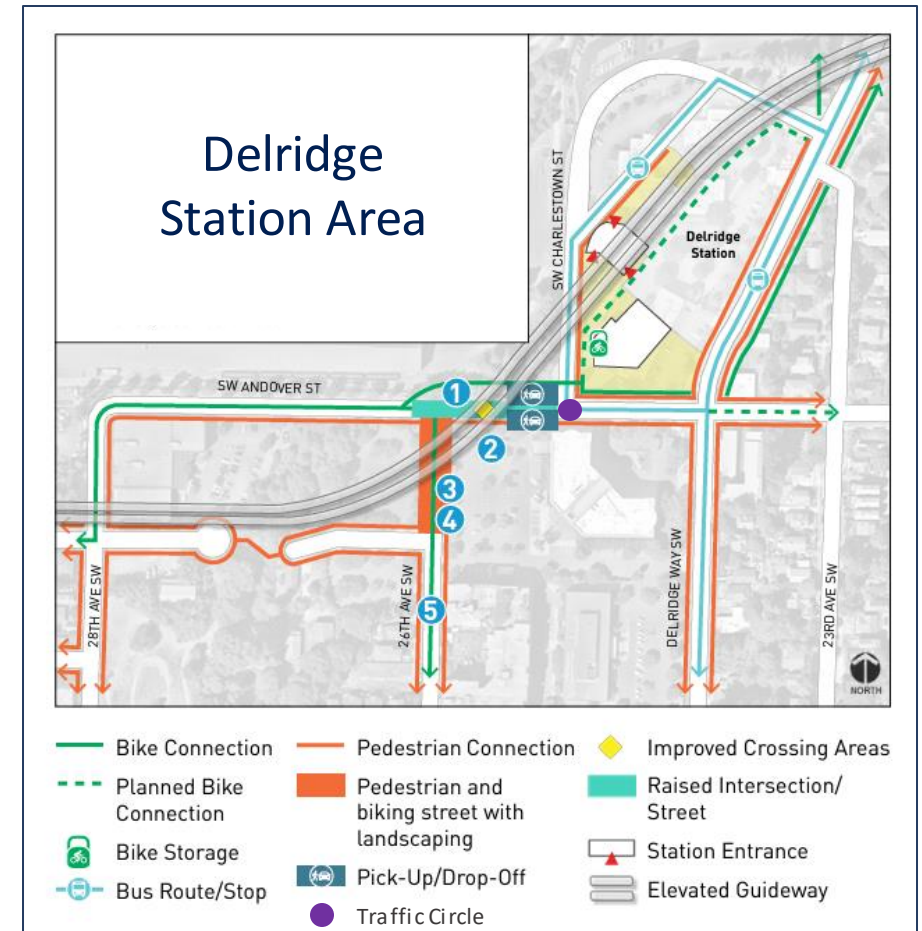
Delridge Station Access



Source: Sound Transit
engagement survey, fall 2023

Delridge Station Area – SDOT Improvements

1. Raise the intersection at SW Andover St and 26th Ave SW, extending it slightly east
2. Install stop signs, flashing beacons, or other features to keep people walking and biking safe crossing SW Andover St
3. Add a traffic circle at SW Andover St and SW Charlestown St (private street) - *tentative*
4. Close one block of 26th Ave SW to cars and trucks
5. Create a walking- and biking-friendly street with landscaping on 26th Ave SW north of SW Yancy St
6. Make upgrades to the 26th Ave SW Greenway for all ages and abilities



Delridge – What We've Heard

- Desire for easy and fast bus transfer experience for riders
- Desire for **easily accessible pickup and drop off**
- **Safety concerns** regarding conflicts between freight and pedestrians/cyclists
- Desire for **better east-west connections**
- Desire to connect to **connect bicyclists and pedestrians** in communities further South to the station with **improvements** to the **Longfellow Creek Trail**
- Desire to **preserve and protect Longfellow Creek** and Heron nests at **Pigeon Point**
- Desire for **retail and ETOD** with development of station, and **bathrooms** to serve station patrons
- Concerns about **business displacements** and route



Discussion

2.20 - 2.40pm



Avalon

Fauntleroy Way

SW Avalon Way

SW Genessee St

North

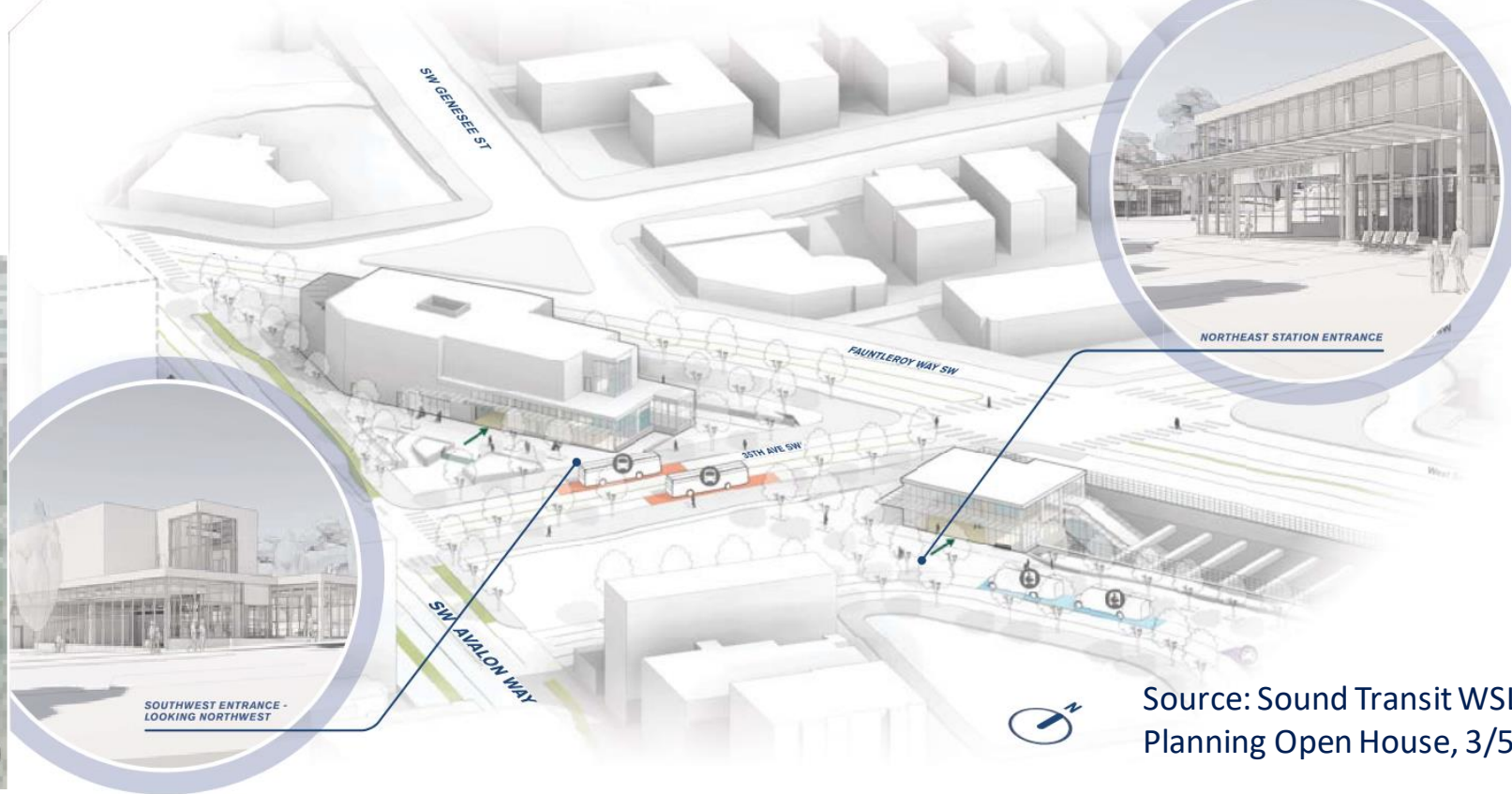


Avalon Station

Key Map

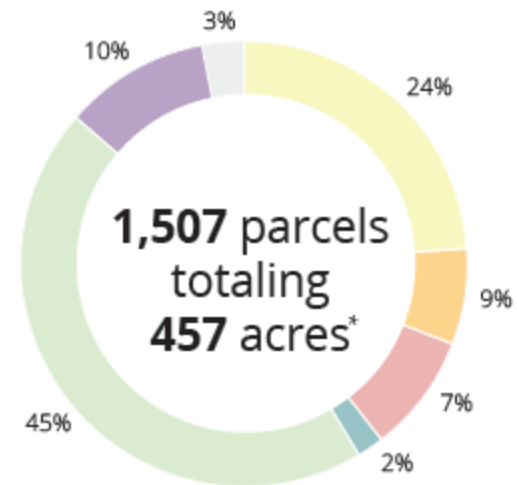
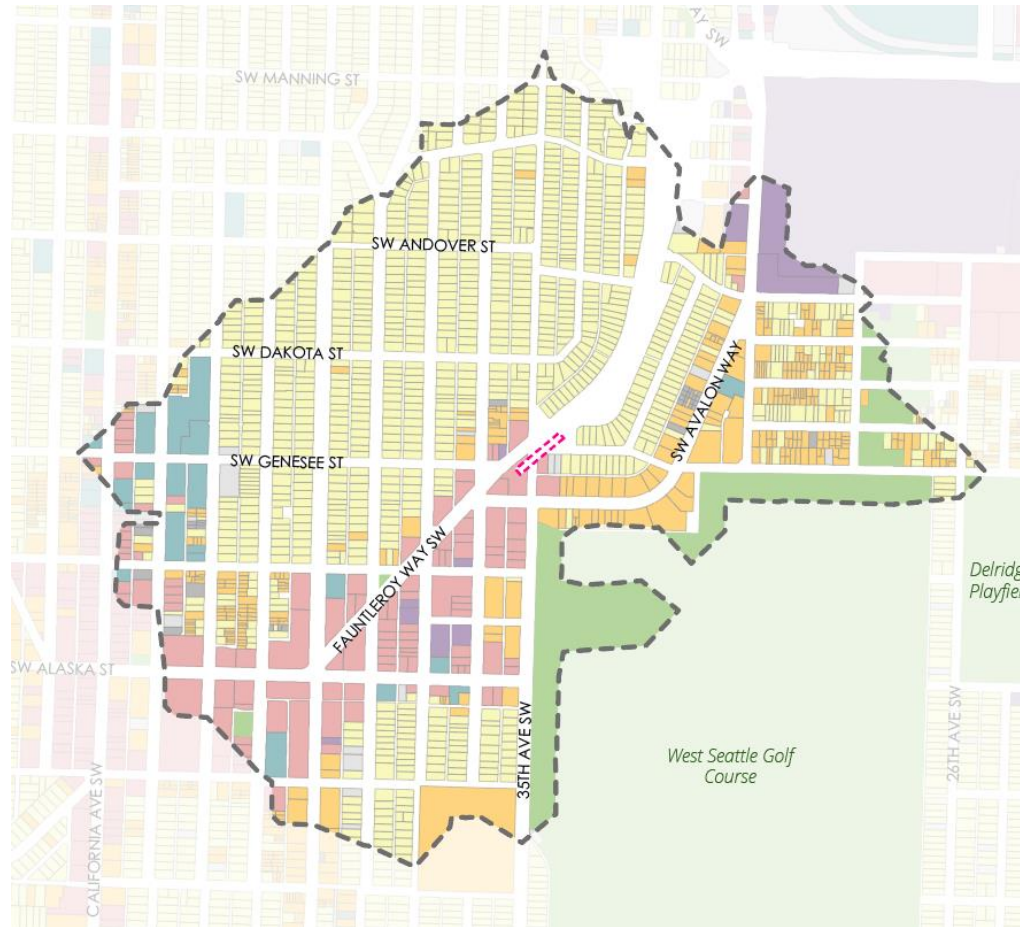


Avalon Station



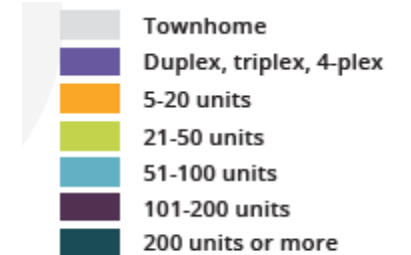
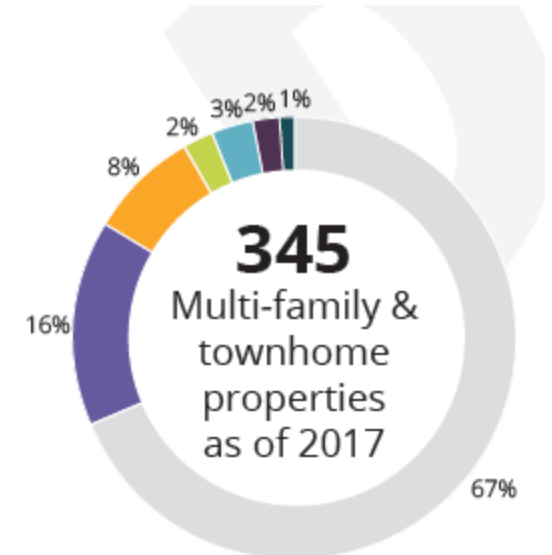
Source: Sound Transit WSLE Station Planning Open House, 3/5/24.

Avalon – Land Use



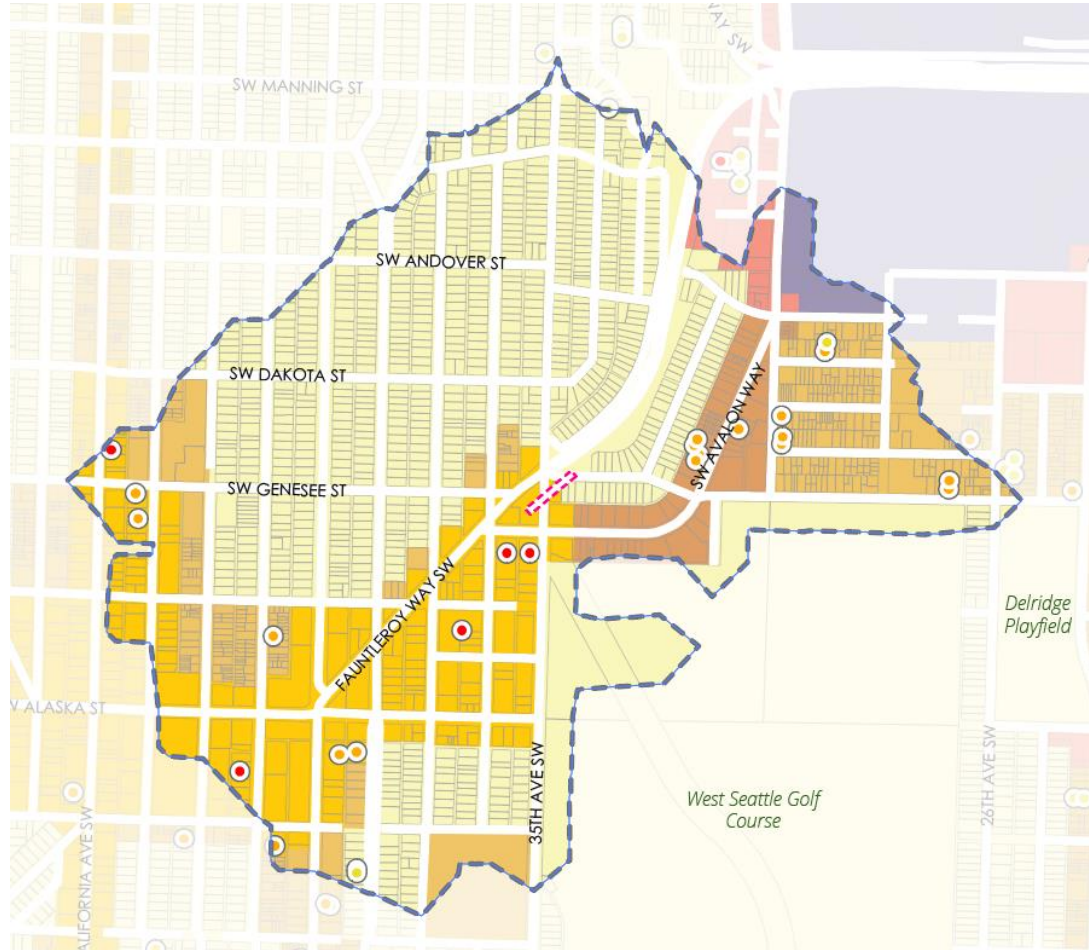
Source: 2019 King County Parcel Data

*Includes entire area of parcels fully or partially located within the walkshed.



Source: 2019 King County Parcel Data

Avalon – Zoning & Development



Lower density development to the north of the station area

Zoning

- Commercial (C)
- Industrial (I)
- Lowrise (LR)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Single Family Residential (SFR)

Planned Development

Projects currently planned, permitted, or under construction.
Excludes permits for completed projects and expired permits.

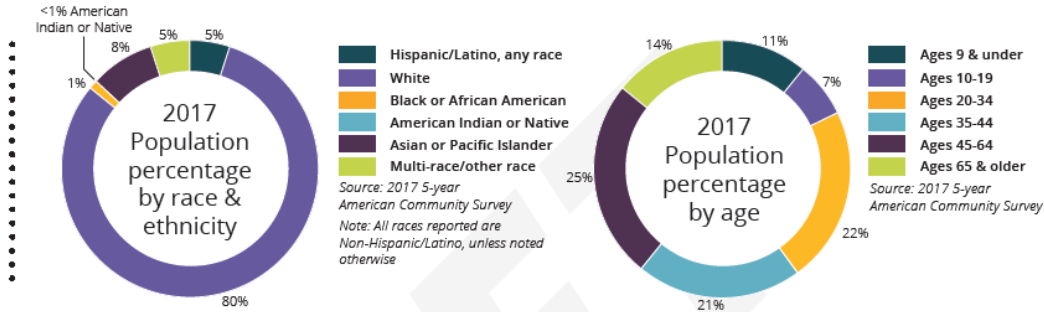
- Commercial
- Industrial
- Institutional
- Multifamily
- Single-Family/Duplex

Avalon - Demographics

Population & Demographics

20%
people of color
as of 2017

Source: 2017 5-year American Community Survey



Housing & Income

4,143
estimated
housing units
as of 2017

Source: 2019 King County Parcel Data

27%
of housing units are
multi-family or
townhomes

44%
of housing units are
renter occupied

43%
of renters are
cost burdened

Source: 2017 5-year American Community Survey



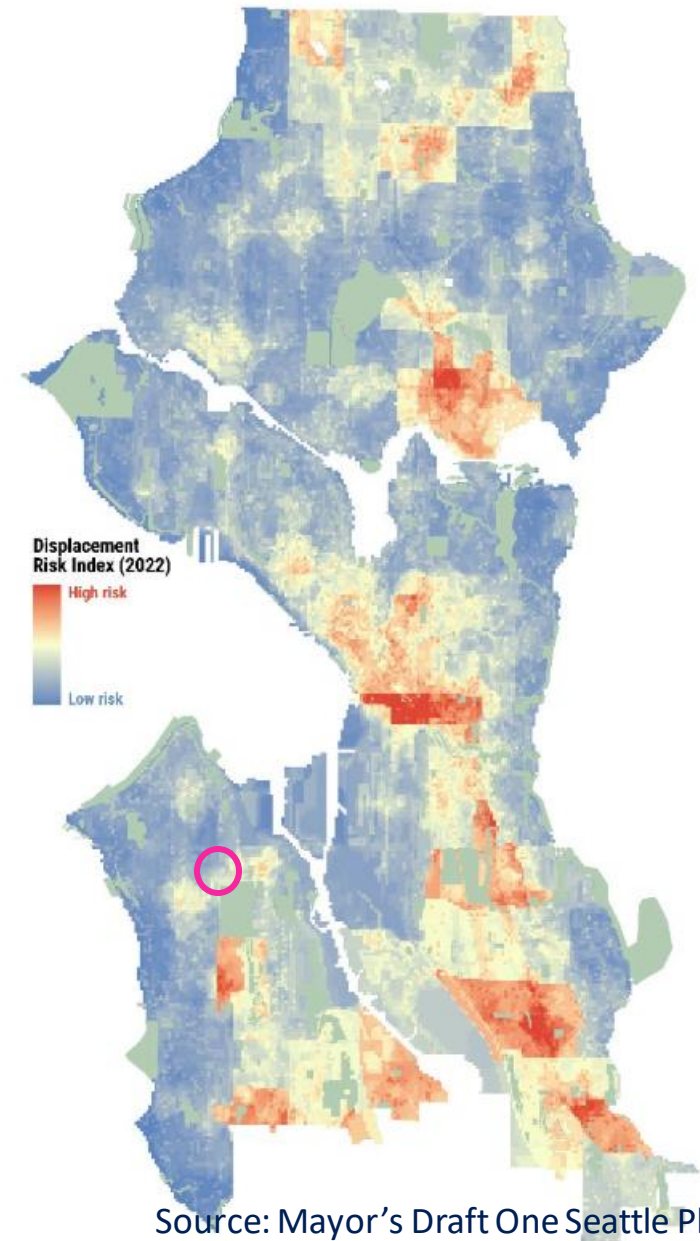
\$1,600
Average rent for
1-bedroom unit in
2017

Source: 2017 CoStar Data

48%
Increase in median
household income
from 2010-2017

Source: 2017 5-year American Community Survey

\$104,000
\$70,300



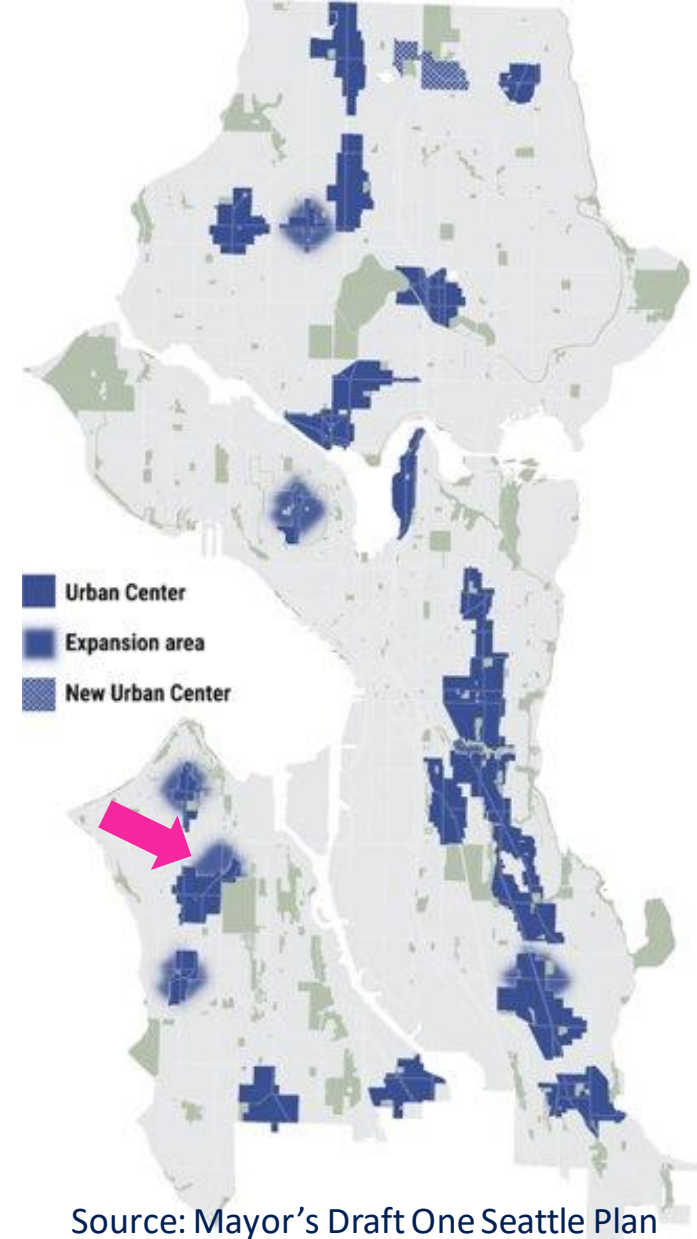
Avalon – Comprehensive Plan

Urban Center

- Centers with an important citywide role with a dense mix of housing, jobs, shops, and services & access to transit

Implementation

- Potential rezoning to allow more housing options, particularly apartments
- Public engagement on draft proposal in fall 2024



Source: Mayor's Draft One Seattle Plan



Avalon – Station Context Framework

Source: Sound Transit Station Planning Progress Report, 2022



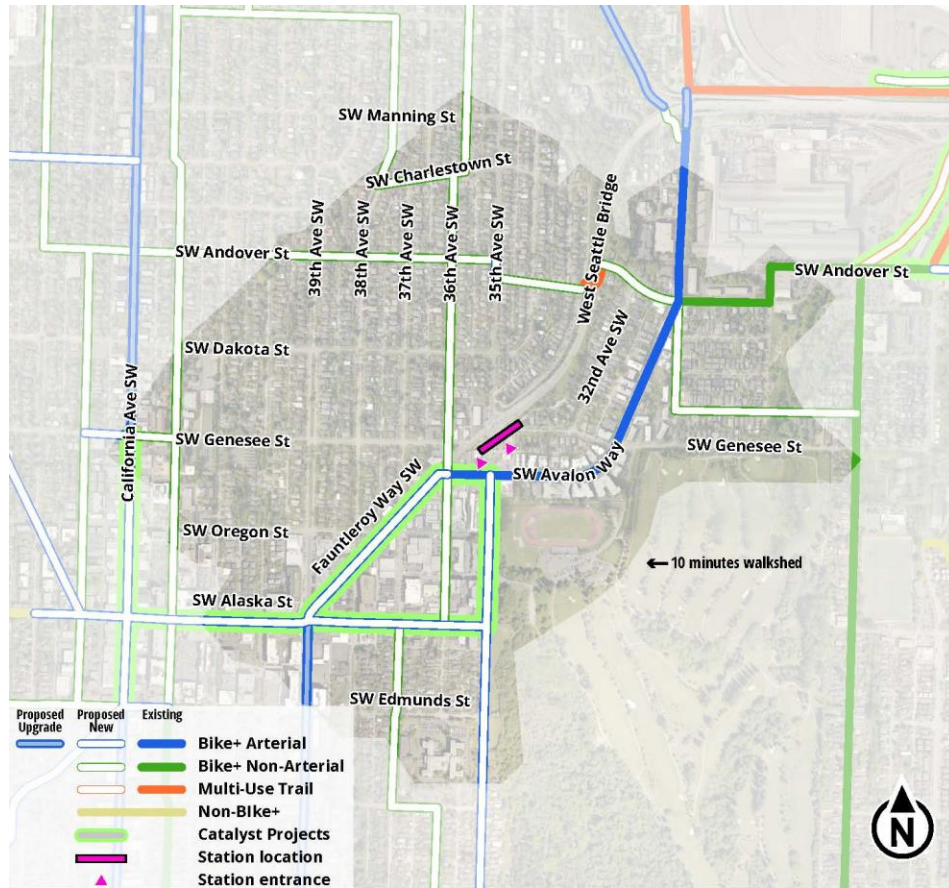
Note: previous design ideas intended to show iterative design process

Planning Priorities:

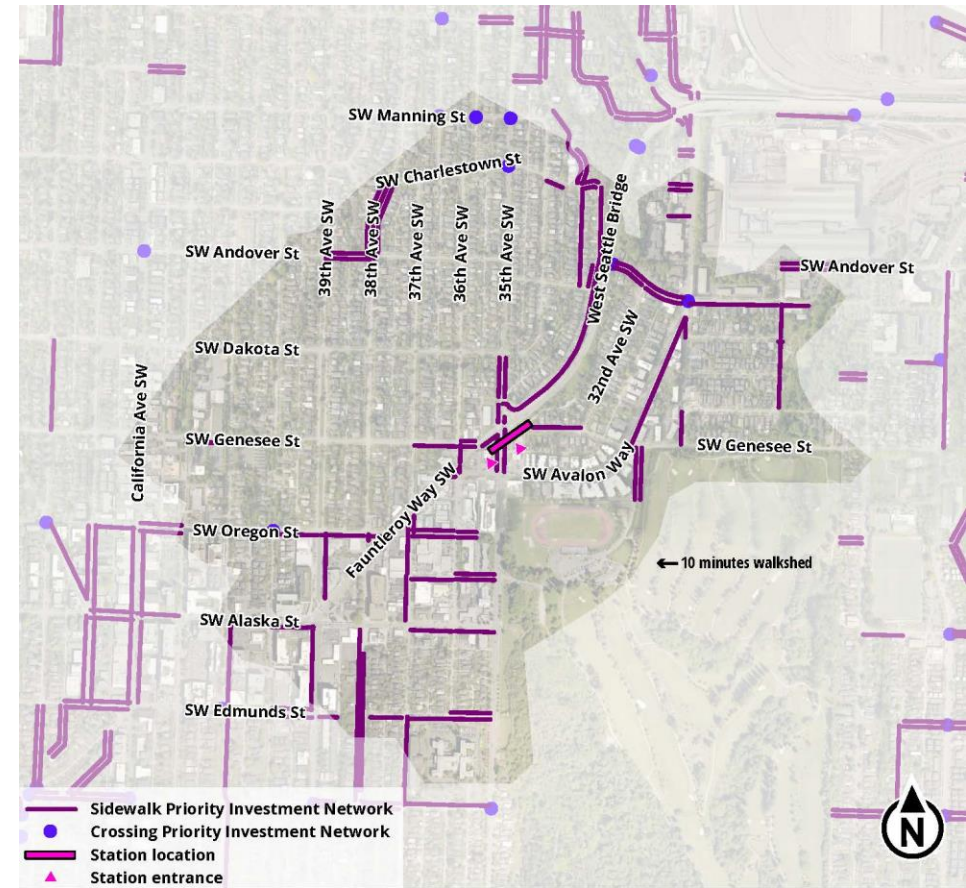
- Prioritize **pedestrian safety** at major intersections and along arterials
- Create **logical pedestrian and bike flow** for the station and surrounding neighborhoods
- Provide access for all users, **prioritizing bus transfers, walking, and biking**
- Provide **wayfinding** to existing neighborhood assets
- Leverage LR investment to create **new and enhanced public spaces** in and around the station
- Support the **development of ETOD & affordable housing**
- Locate and design station to maximize TOD

Avalon Station Area – Seattle Transportation Plan

Bicycle and E-Mobility Element

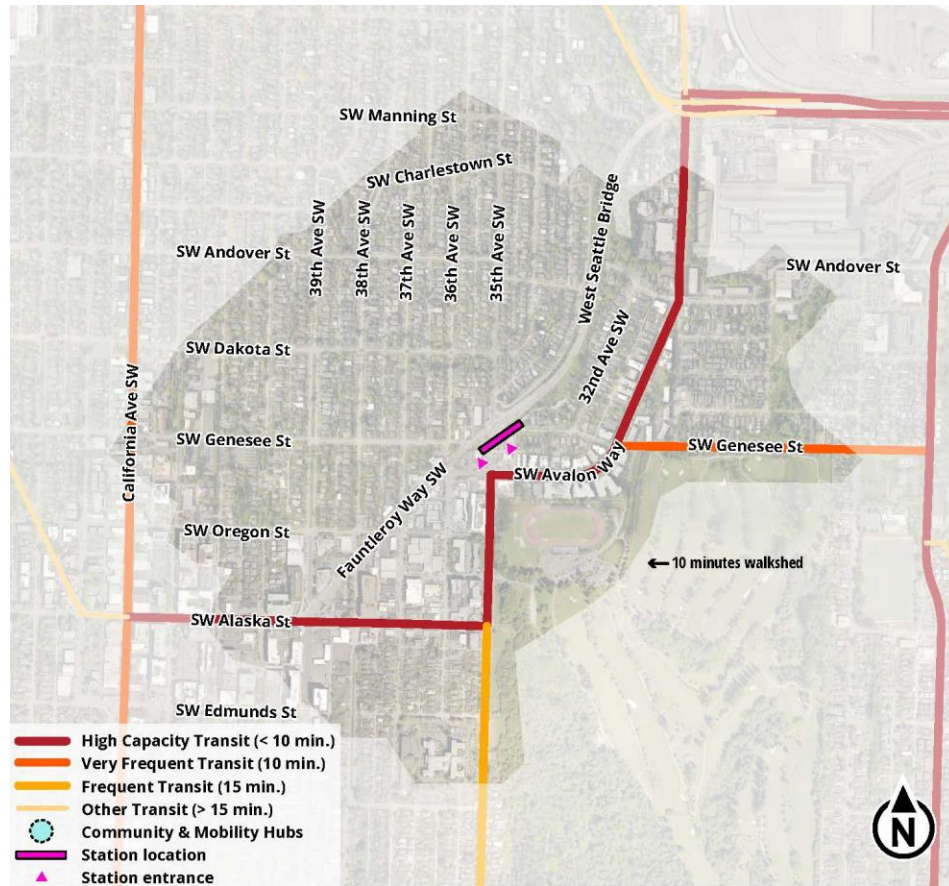


Pedestrian Element

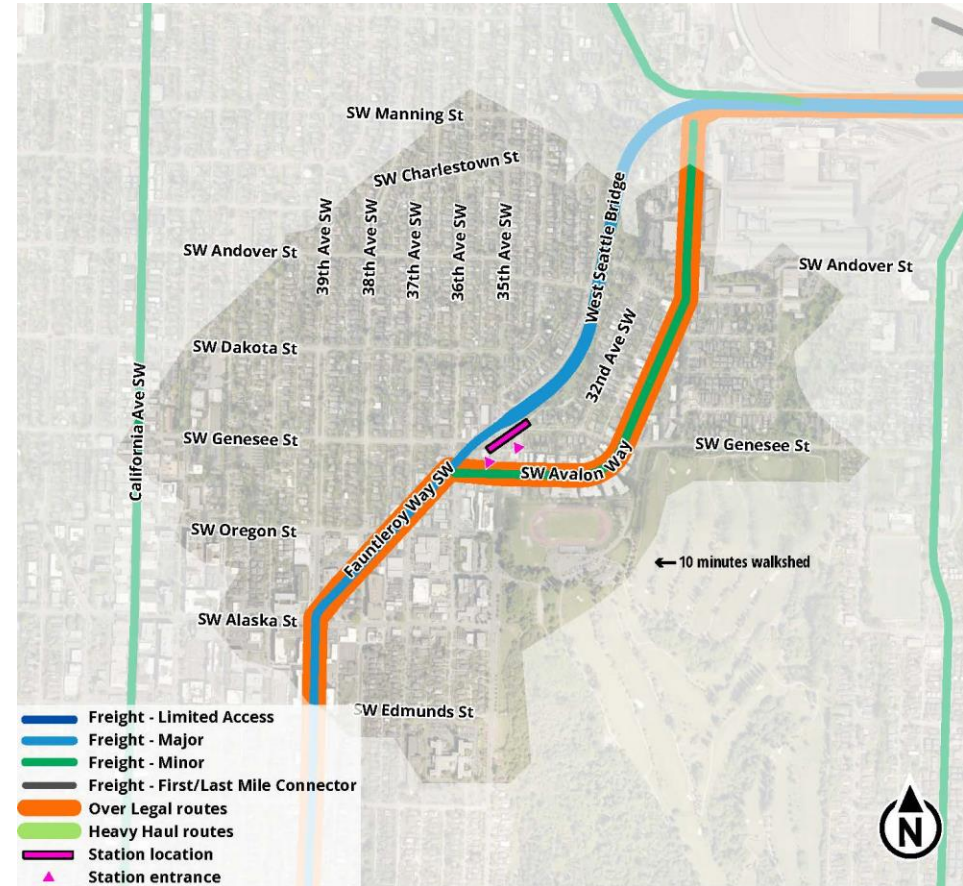


Avalon Station Area – Seattle Transportation Plan

Transit Element

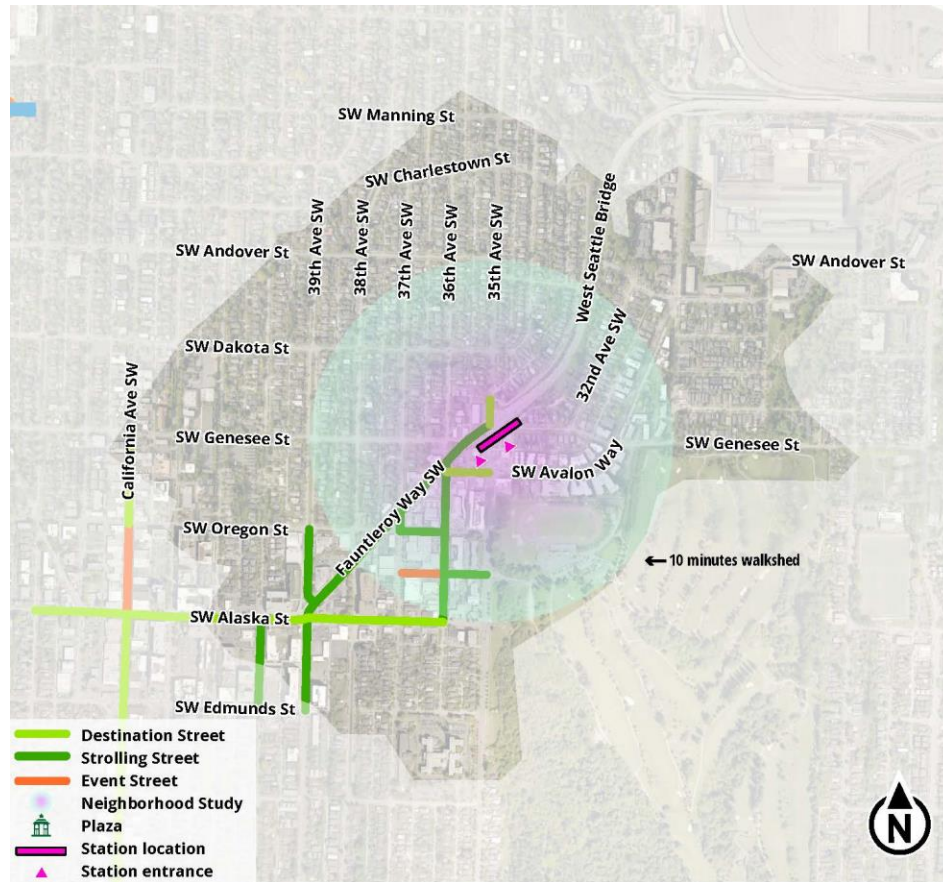


Freight and Urban Goods Element

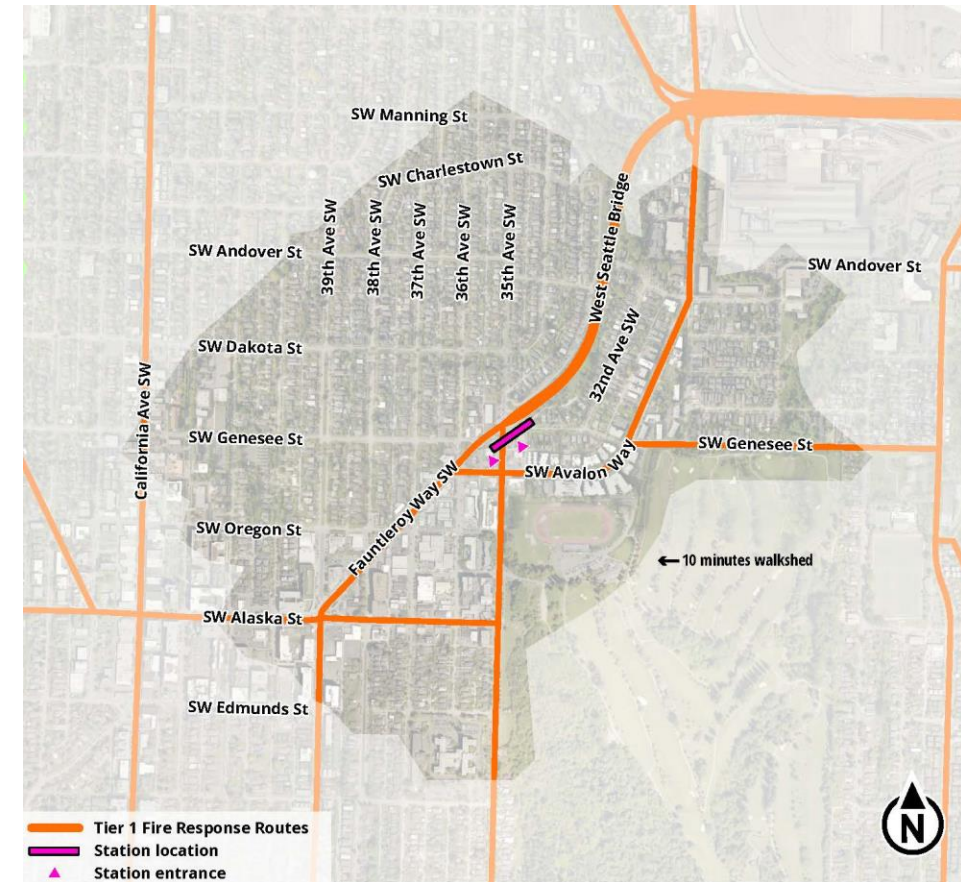


Avalon Station Area – Seattle Transportation Plan

People Streets and Public Spaces Element



Vehicular Element

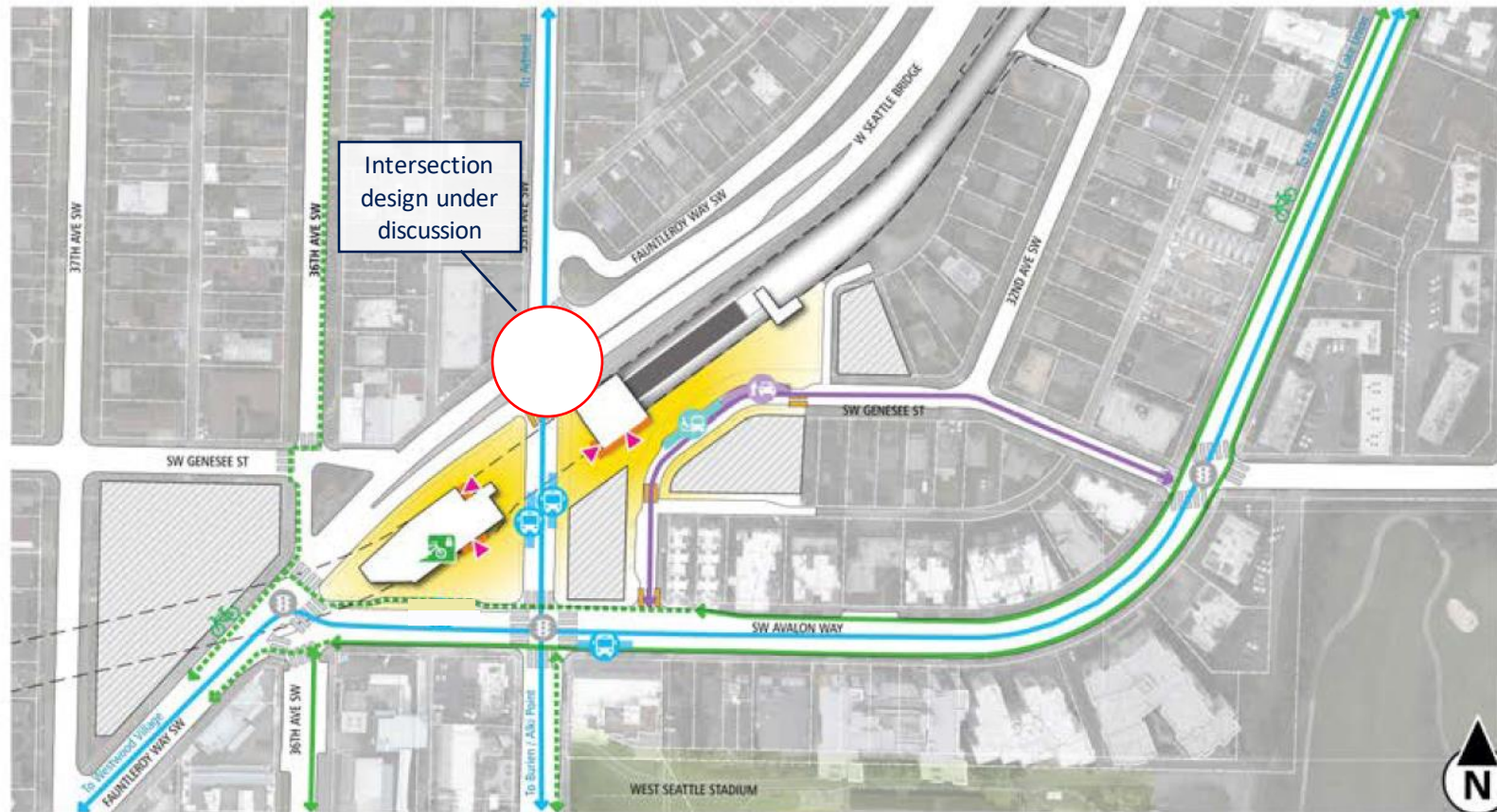


Avalon Station Access

Avalon Station

LEGEND

	BELOW GRADE STATION PLATFORM
	BELOW GRADE GUIDEWAY
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	EXISTING SIGNALIZED INTERSECTION AND/OR CROSSWALKS
	PROPOSED SIGNALIZED INTERSECTION AND/OR CROSSWALKS
	BUS ROUTE(S)
	ACTIVE BUS BAY
	PARATRANSIT
	PICK-UP / DROP-OFF
	EXISTING BIKE FACILITY
	PROPOSED BIKE FACILITY
	BIKE STORAGE
	PARK / OPEN SPACE
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



Source: Sound Transit engagement survey, fall 2023. With minor revisions to reflect recent changes.

Avalon – What We've Heard

- **Gateway** to West Seattle
- Important **transfer for High Point** and buses from 35th
- Concern for **conflicts with cars on SW 35th Street** turning onto WS Bridge with pick up and drop off
- Desire for **activation of plaza & open** spaces
- Desire for **pedestrian improvements along Fauntleroy Way SW**
- Concerns about residential & business **displacements**
- Concerns about **tunnel portal** and transition to elevated structure
- Concerns about **noise and vibration** for sensitive receivers

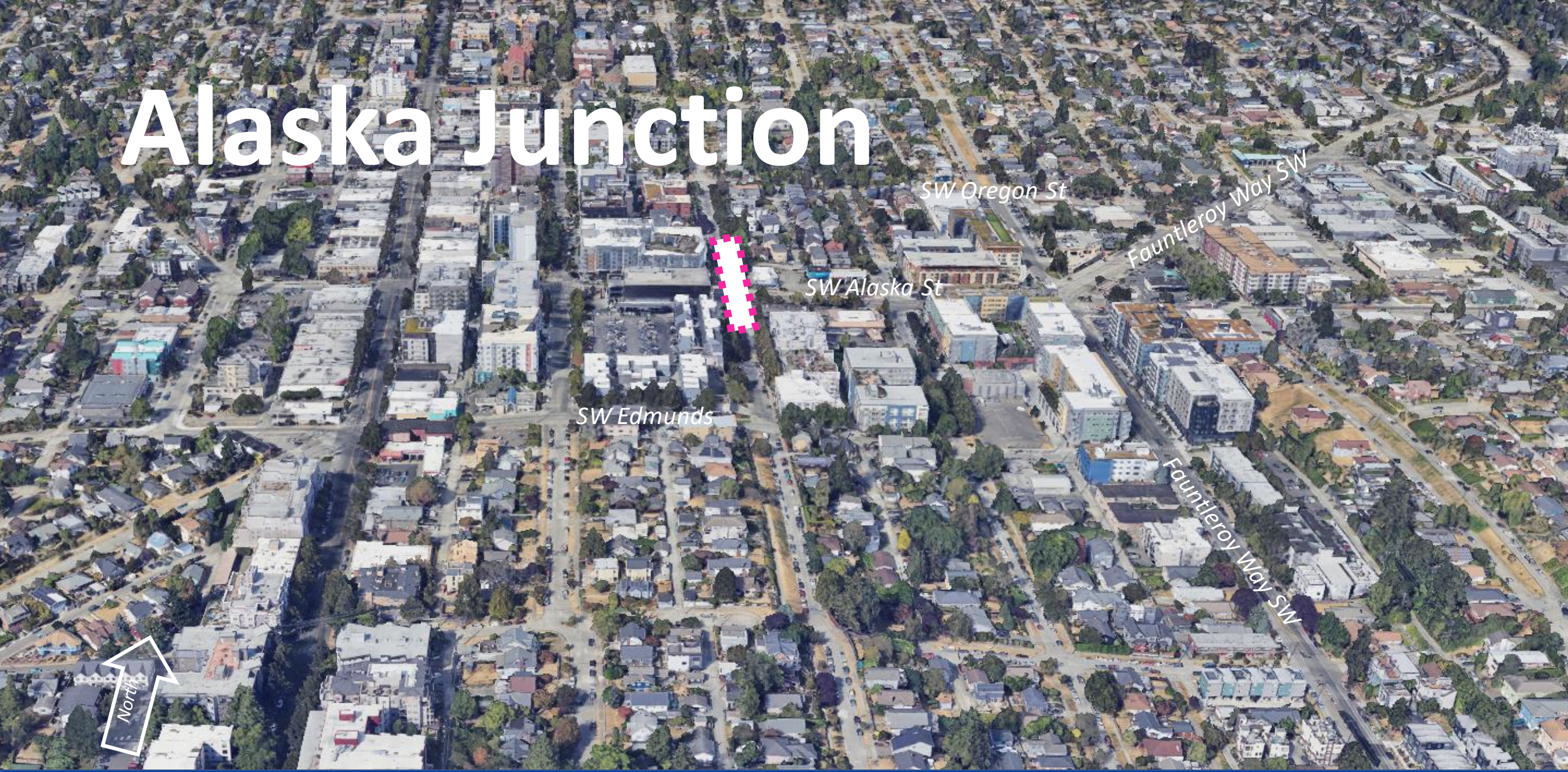


Discussion

3.00 - 3.20pm



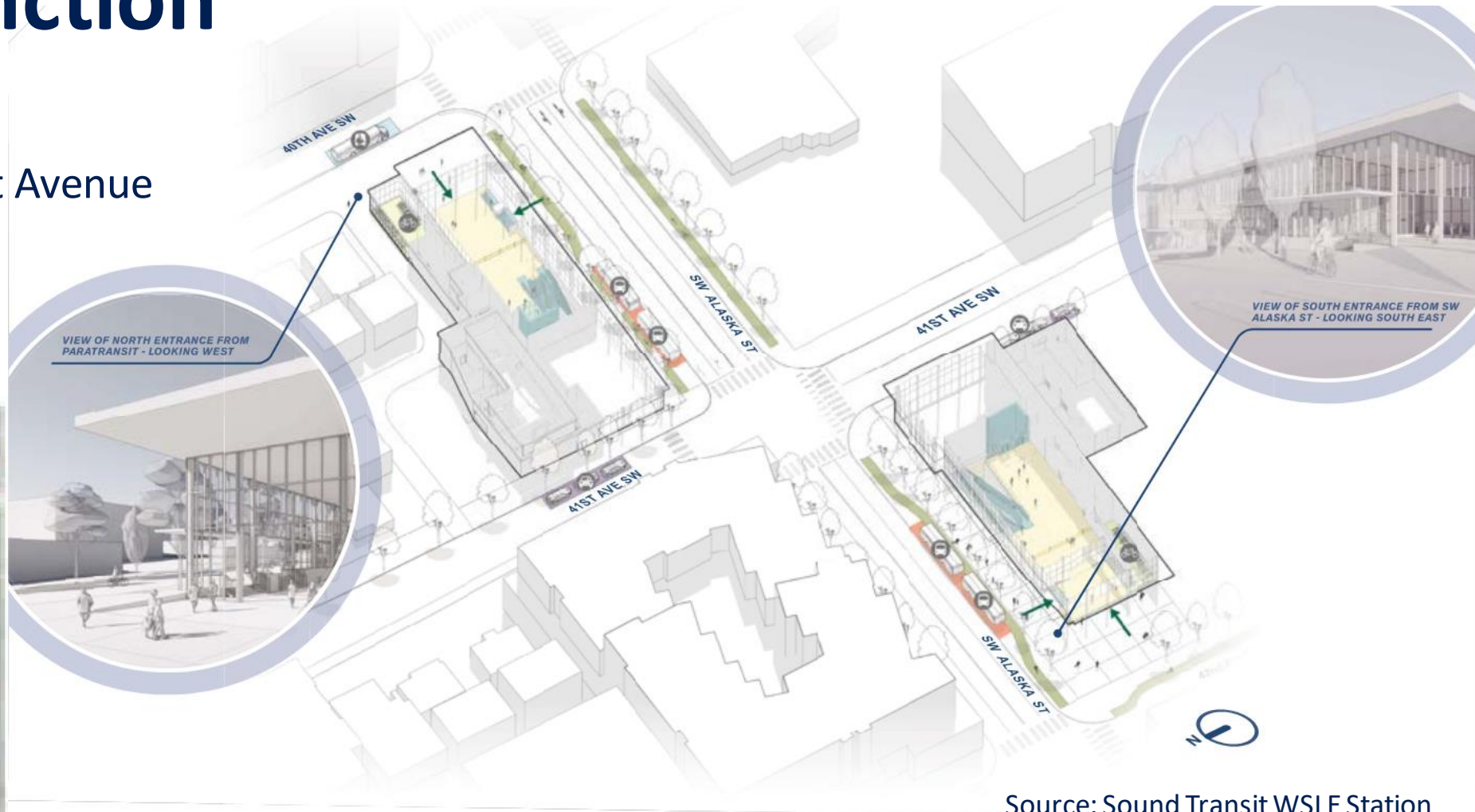
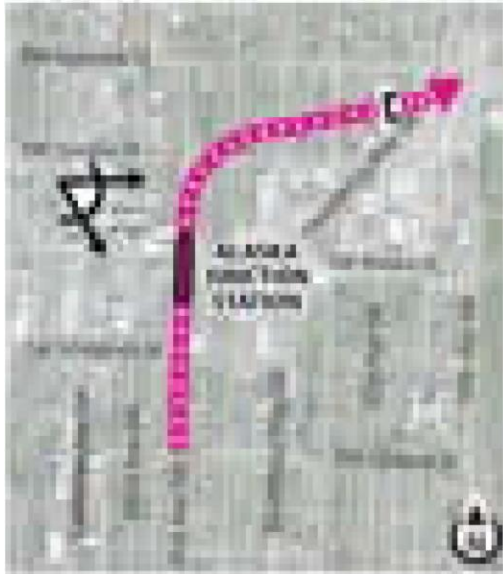
Alaska Junction



Alaska Junction Station

Medium Tunnel 41st Avenue Station

Key Map



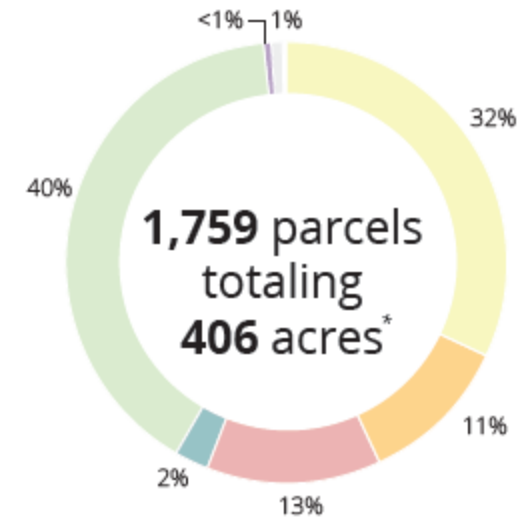
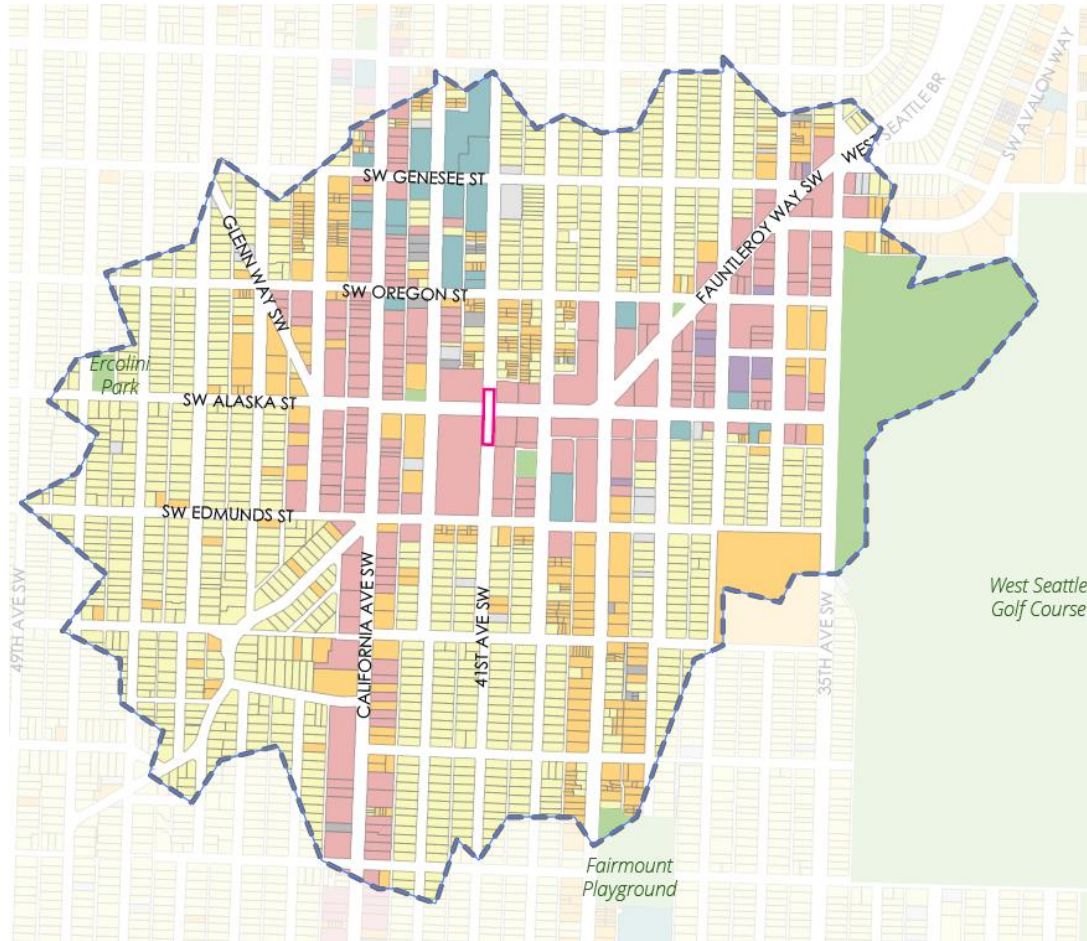
Source: Sound Transit WSLE Station

Planning Open House, 3/5/24.

Note: for SW Alaska St right-of-way design, see subsequent slides



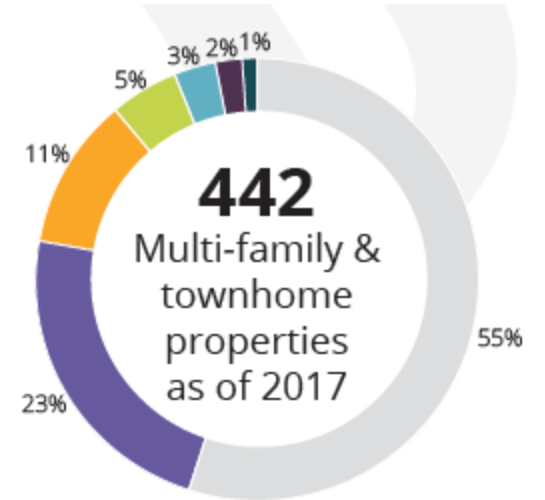
Alaska Junction – Existing Land Use



- Single Family
- Multi-Family
- Commercial/Mixed-Use
- Major Institution & Public Facilities
- Parks & Open Space
- Industrial
- Vacant/Unknown

Source: 2019 King County Parcel Data

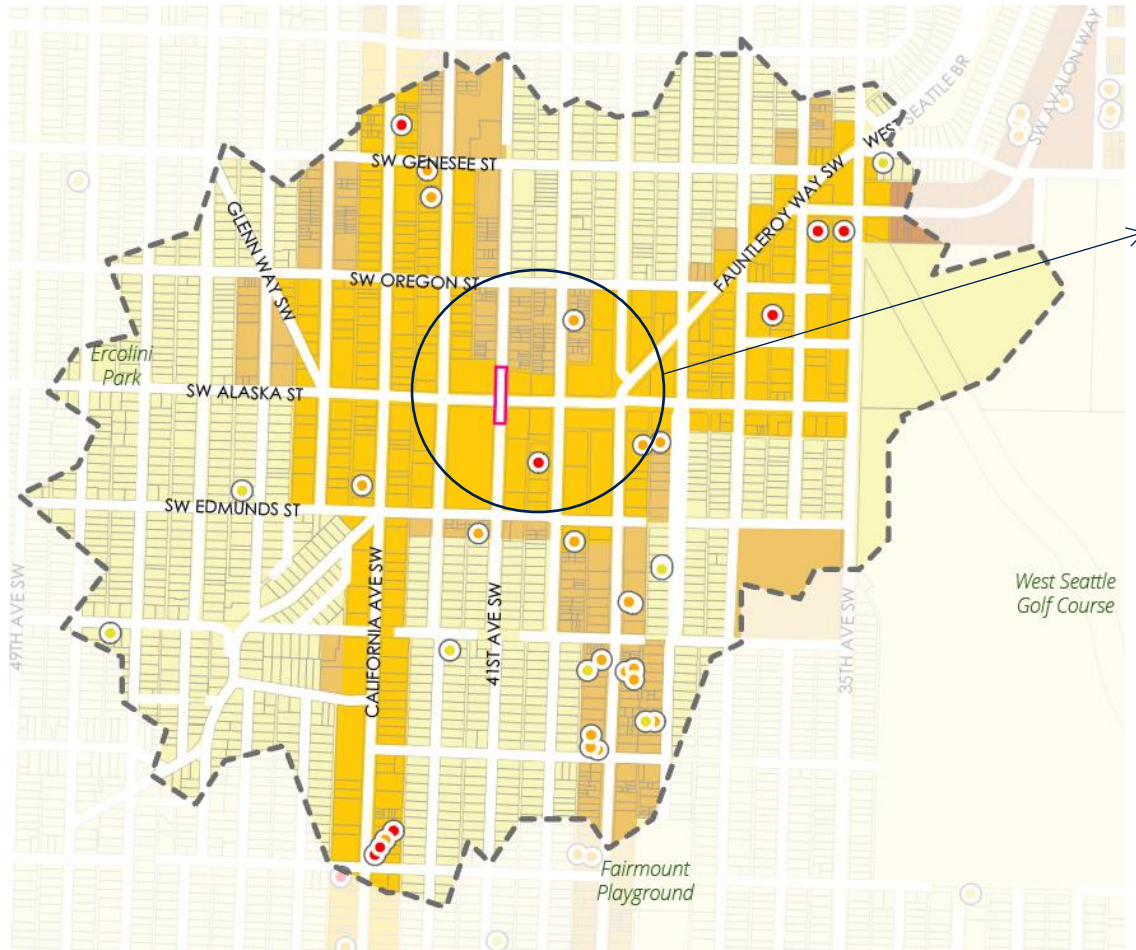
*Includes entire area of parcels fully or partially located within the walkshed



- Townhome
- Duplex, triplex, 4-plex
- 5-20 units
- 21-50 units
- 51-100 units
- 101-200 units
- 200 units or more

Source: 2019 King County Parcel Data

Alaska Junction – Zoning & Development



Mixed-use development infill at Alaska Junction

Zoning

- Commercial (C)
- Industrial (I)
- Lowrise (LR)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Single Family Residential (SFR)

Planned Development

Projects currently planned, permitted, or under construction. Excludes permits for completed projects and expired permits.

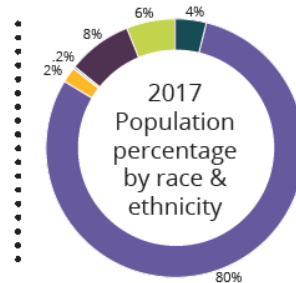
- Commercial
- Industrial
- Institutional
- Multifamily
- Single-Family/Duplex

Alaska - Demographics

Population & Demographics

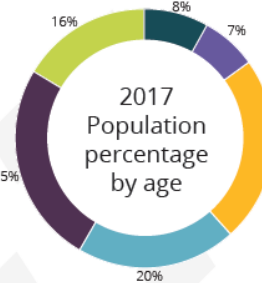
20%
people of color
as of 2017

Source: 2017 5-year American
Community Survey



Hispanic/Latino, any race
White
Black or African American
American Indian or Native
Asian or Pacific Islander
Multi-race/other race

Source: 2017 5-year American
Community Survey
Note: All races reported are Non-
Hispanic/Latino, unless noted
otherwise



Ages 9 & under
Ages 10-19
Ages 20-34
Ages 35-44
Ages 45-64
Ages 65 & older

Source: 2017 5-year American
Community Survey

Housing & Income

1,476
estimated
housing units
as of 2017

Source: 2019 King County Parcel Data

30%
of housing units are
multi-family or
townhomes



57%
of housing units are
renter occupied



47%
of renters are
cost burdened



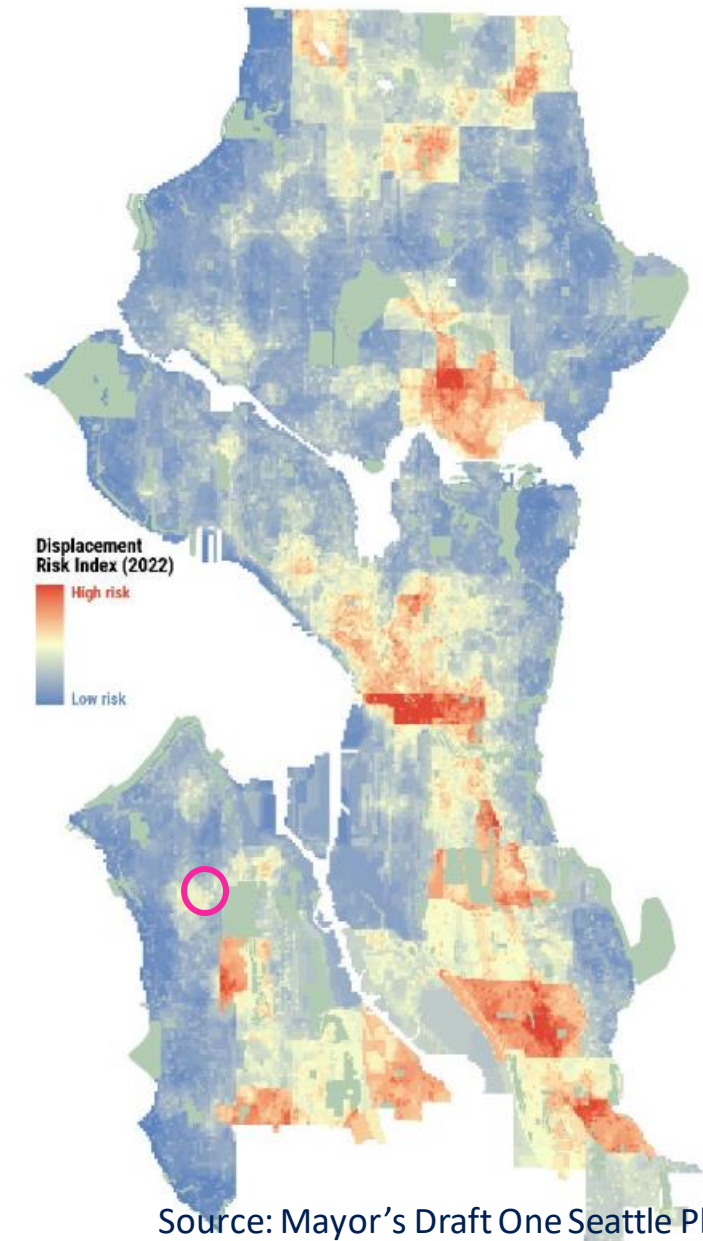
\$1,600
Average rent for
1-bedroom unit in
2017

Source: 2017 CoStar Data

29%
Increase in median
household income
from 2010-2017

Source: 2017 5-year American
Community Survey

\$93,100
\$72,300



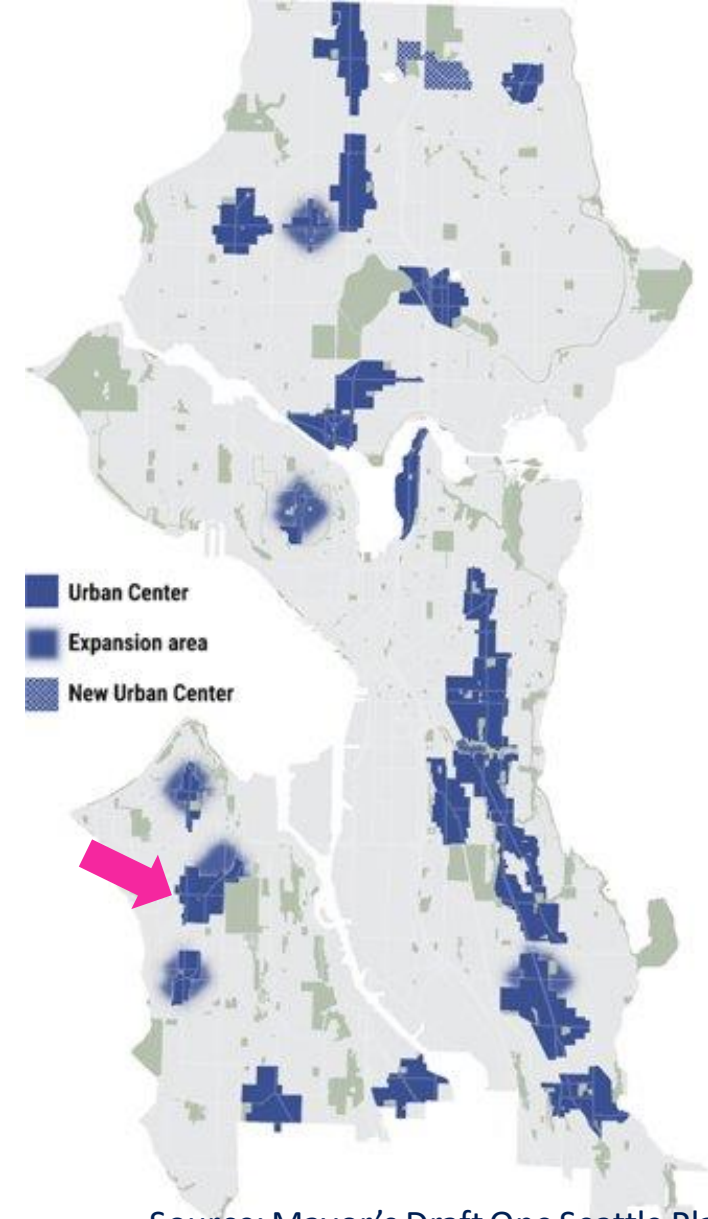
Alaska Junction – Comp. Plan

Urban Center

- Centers with an important citywide role with a dense mix of housing, jobs, shops, and services & access to transit

Future Initiatives

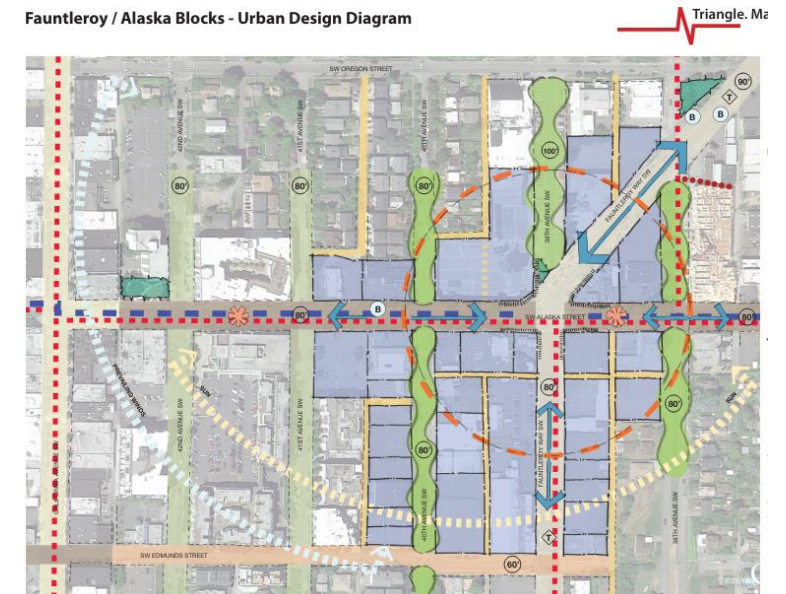
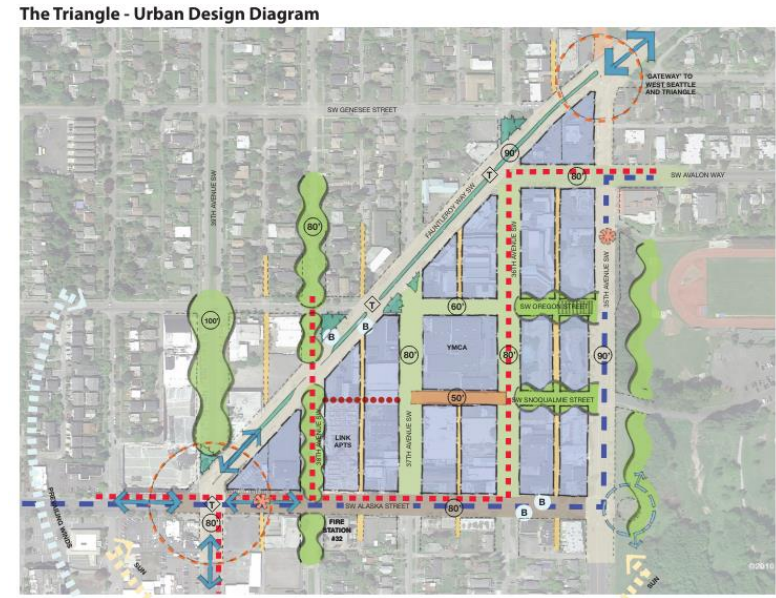
- Explore increases to density in Regional & Urban Centers



Source: Mayor's Draft One Seattle Plan

Alaska Junction – Past Planning

- West Seattle Triangle UDF – 2011
 - Rezones from C to NC
 - Added height and capacity in limited areas
 - Streetscape Concept Plans
- MHA Implementation
 - Added 1-2 stores in areas already zoned for mixed-use and multifamily



Alaska Junction - Station Context Framework

Tunnel 41st Avenue Station (WSJ-3a)

Source: Sound Transit Station Planning Progress Report, 2022



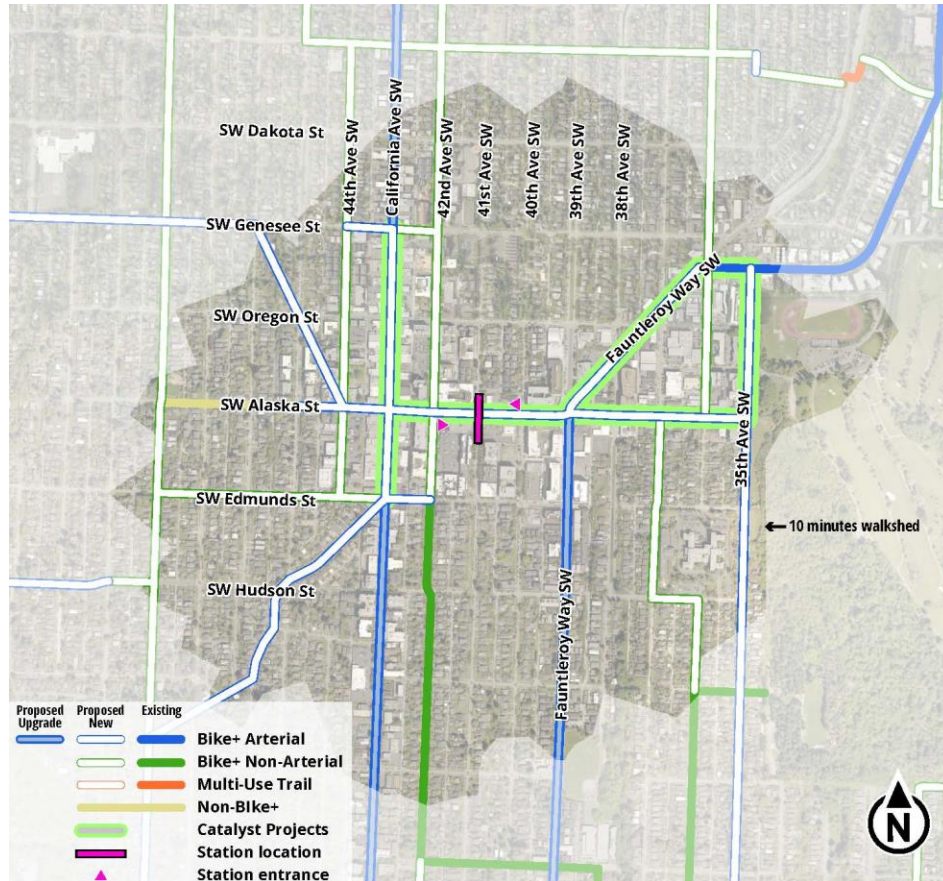
Note: previous design ideas intended to show iterative design process

Planning Priorities:

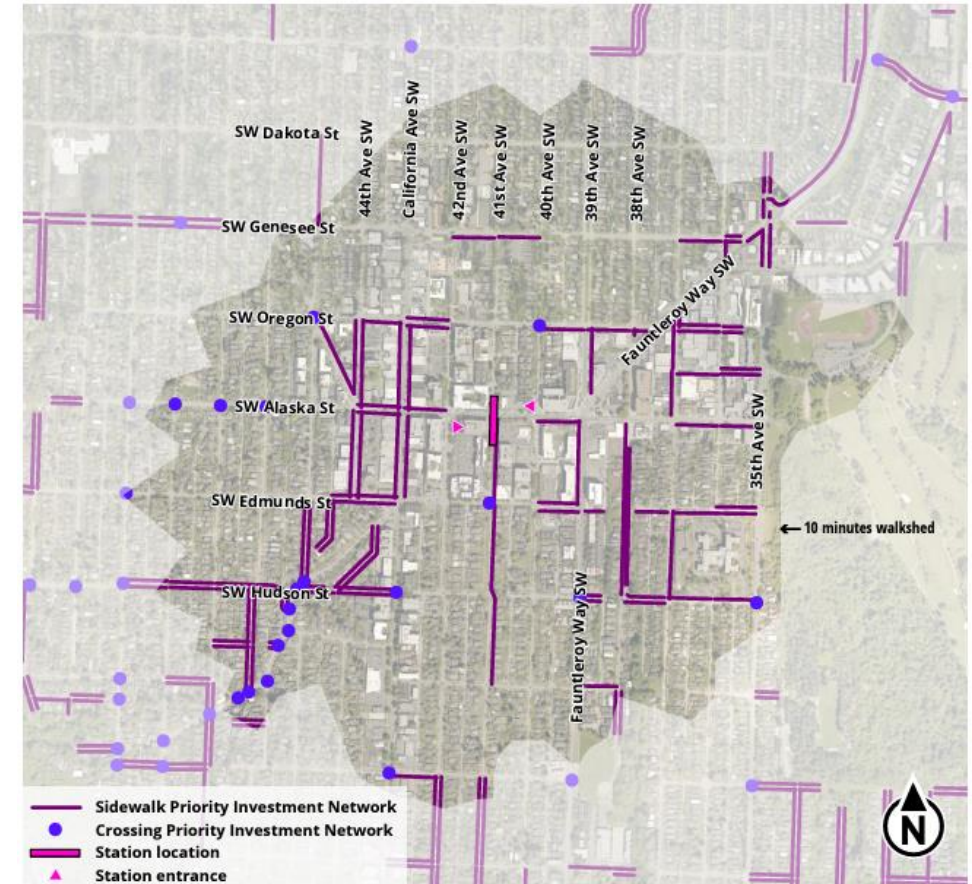
- Plan for the station to be a **terminus station** with adequate space for multiple modes; consider expansion southward
- Prioritize **pedestrian connectivity and comfort** with logical wayfinding across arterials
- Prioritize **bus transfers, pedestrians, cyclists,** and other rollers
- Leverage LR investment to create **new and enhance public space** in and around the station
- Maximize TOD opportunities and support the development of affordable and equitable housing

Alaska Junction Station Area – Seattle Transportation Plan

Bicycle and E-Mobility Element



Pedestrian Element

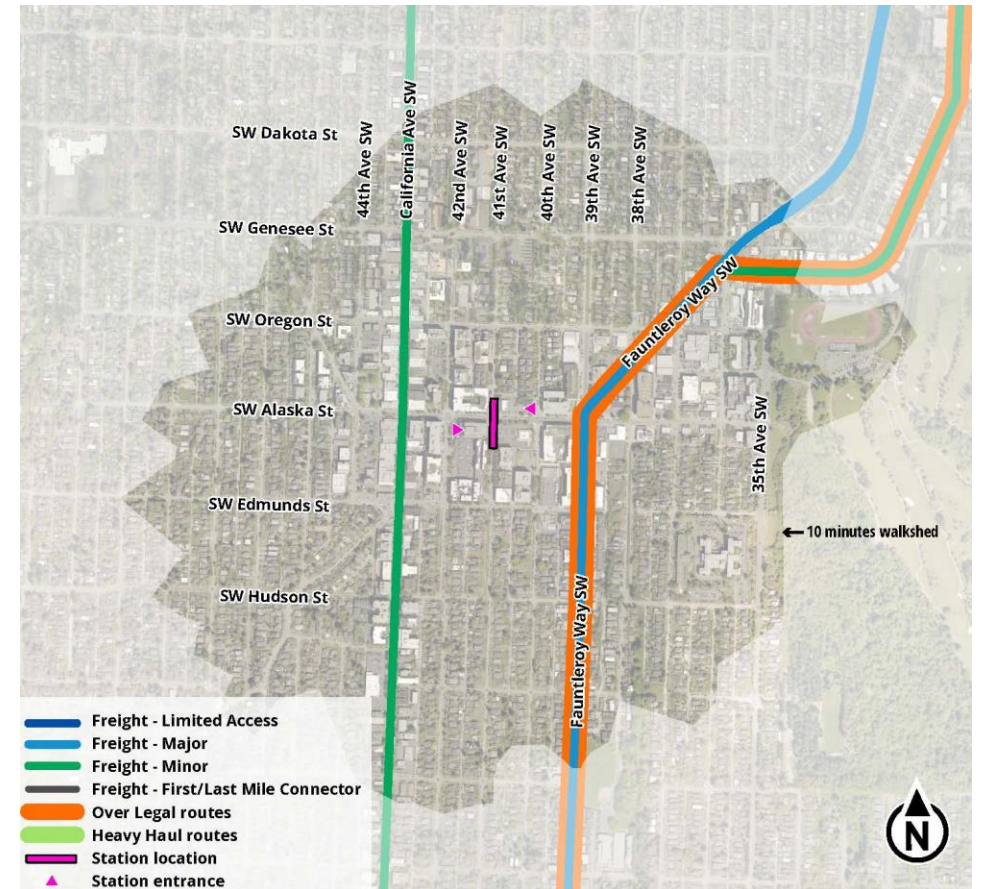


Alaska Junction Station Area – Seattle Transportation Plan

Transit Element

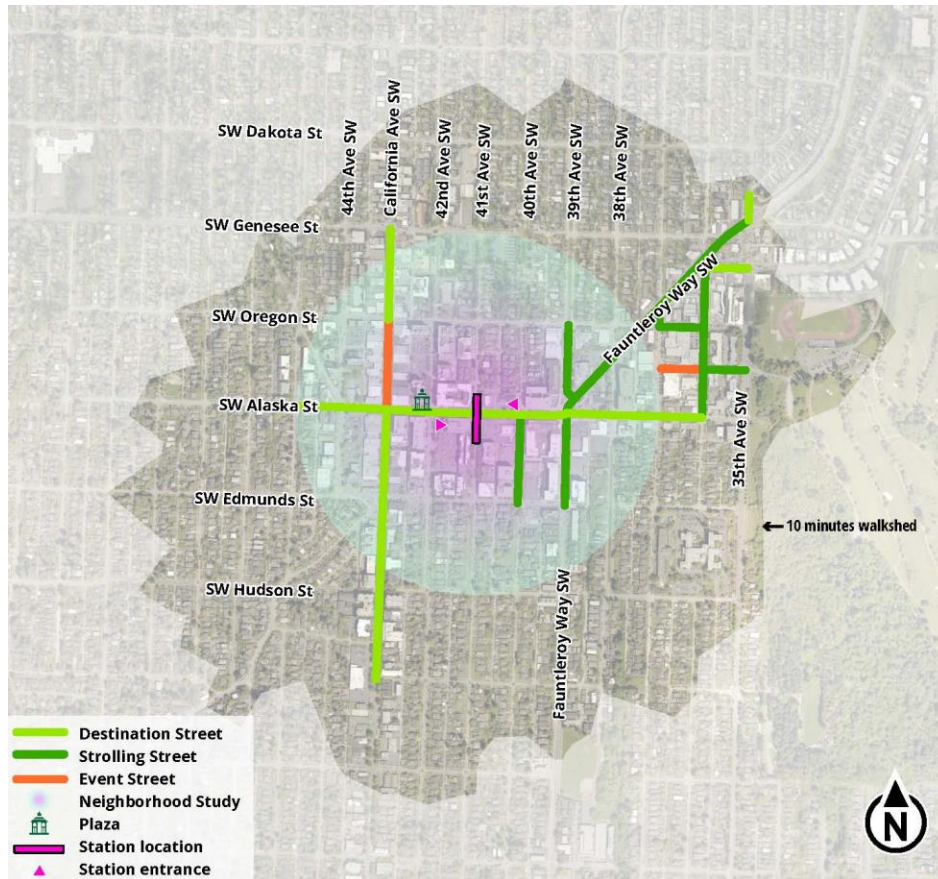


Freight and Urban Goods Element

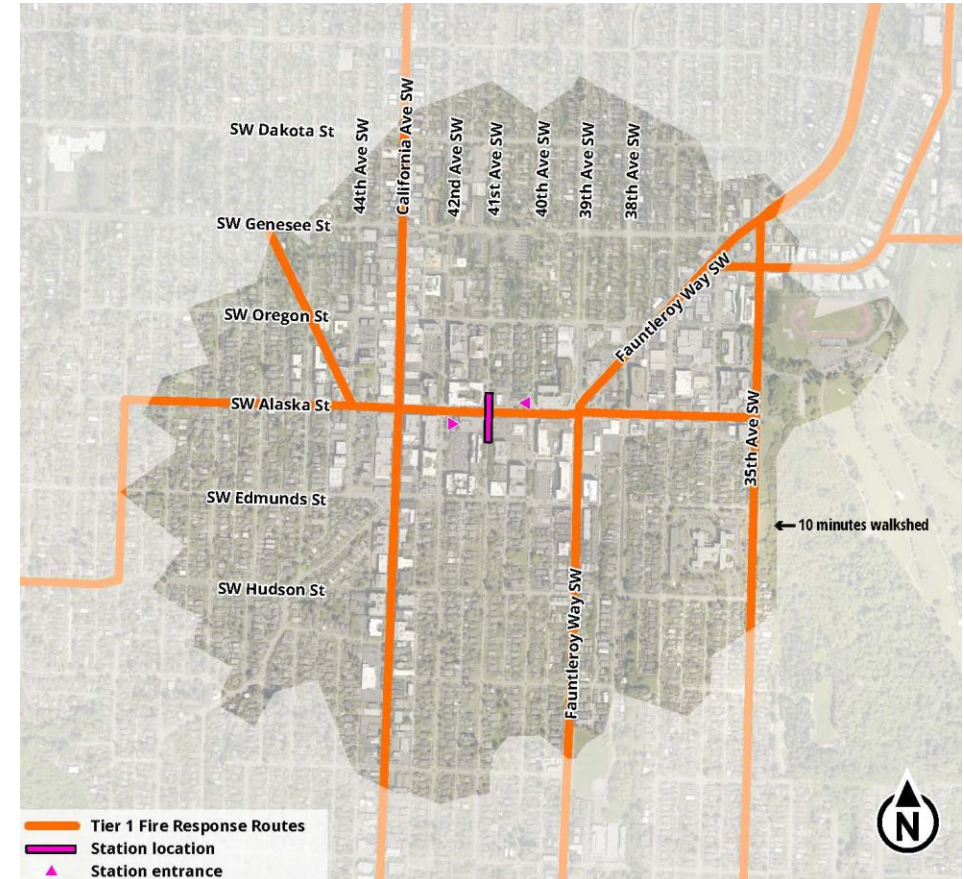


Alaska Junction Station Area – Seattle Transportation Plan

People Streets and Public Spaces Element



Vehicular Element

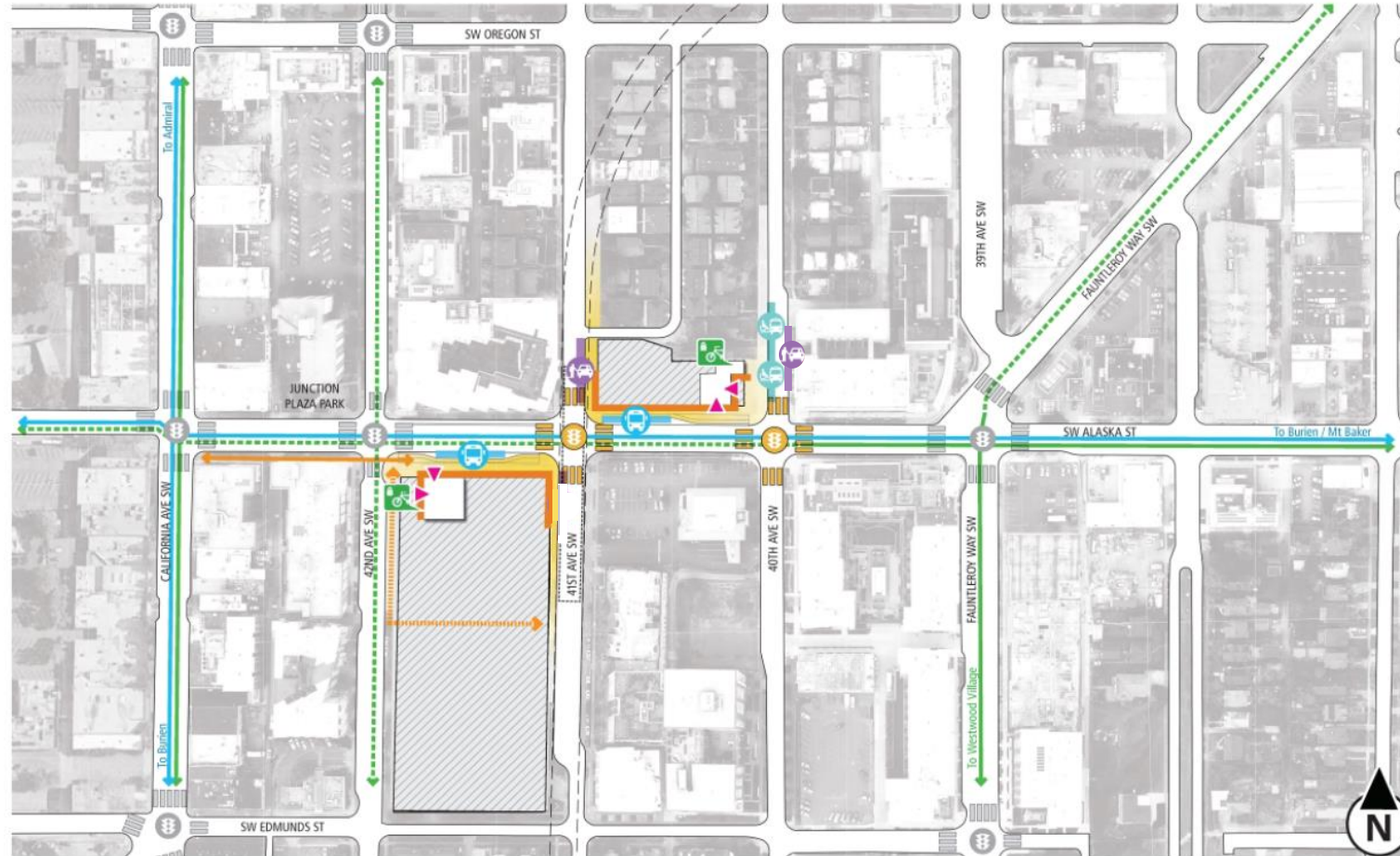


Alaska Junction Station Access

Alaska Junction Station

LEGEND

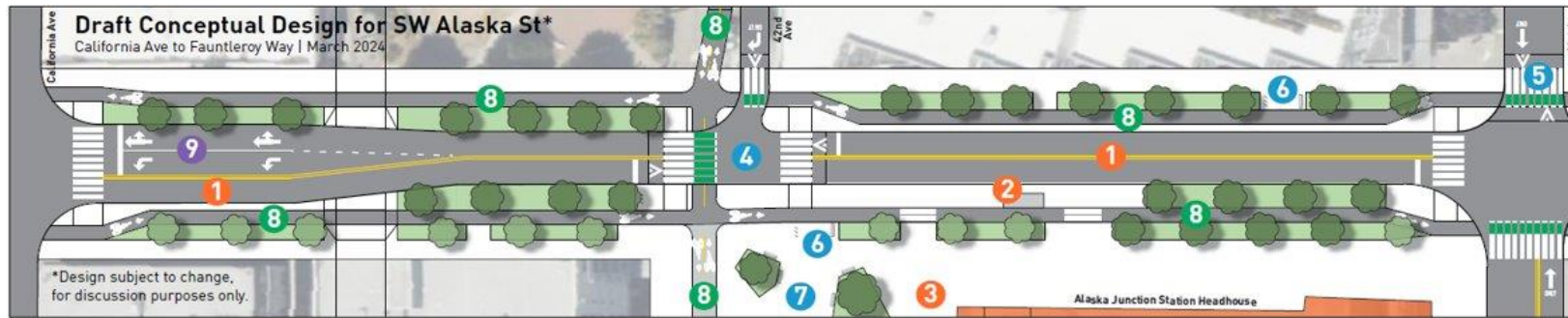
- TUNNEL STATION PLATFORM
- TUNNEL GUIDEWAY
- STATION ENTRANCE
- ACTIVE FRONTAGE
- PEDESTRIAN-FOCUSED AREA
- EXISTING PEDESTRIAN CONNECTION
PROPOSED PEDESTRIAN CONNECTION
- EXISTING
PROPOSED
- SIGNALIZED INTERSECTION AND/OR CROSSWALKS
- BUS ROUTE(S)
- ACTIVE BUS BAY
- PARATRANSIT
- PICK-UP / DROP-OFF
- EXISTING BIKE FACILITY
PROPOSED BIKE FACILITY
- BIKE STORAGE
- POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



Source: Sound Transit engagement survey, fall 2023. With minor revisions to reflect recent changes.

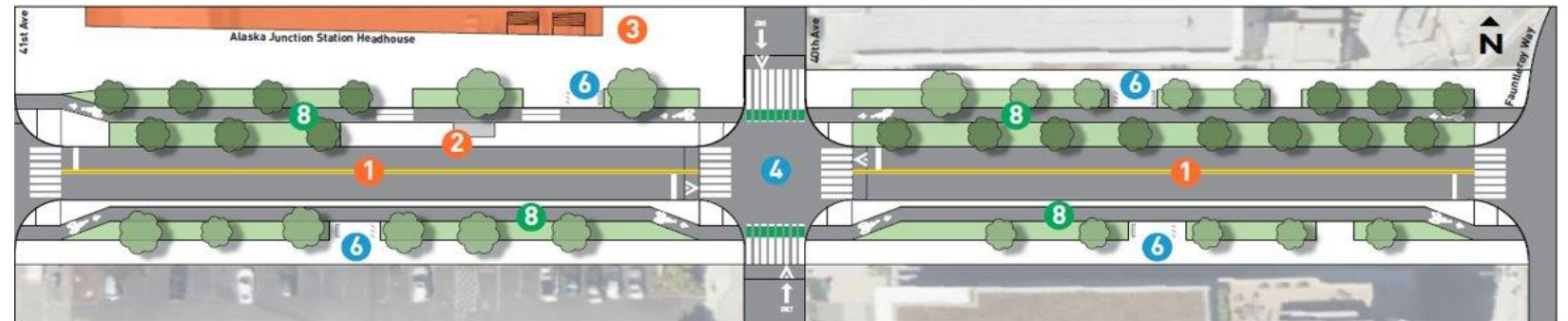


Alaska Junction Station SDOT Improvements



LEGEND

- 1 Potential Bus Only lanes
- 2 Bus Shelters
- 3 Station Entrances
- 4 Raised Intersections
- 5 Raised Crossings
- 6 Benches and Bike Racks
- 7 Pedestrian Plaza
- 8 Raised Bike Lanes
- 9 Westbound Access for All Traffic (42nd Ave to California Ave)



Alaska Junction – What We've Heard

- We heard a desire from the public for SDOT to focus on these goals:
 - Making **bus stops wider** with seats, lights, and shelter
 - **Adding trees** between where people walk or bike and where people drive
 - Creating an **open area for events** and community gatherings
 - **Creating a plaza by closing 42nd Ave SW** station entrance to cars but allowing emergency vehicles or food trucks.
- Specific to the SW Alaska St and 42nd Ave SW designs, we heard:
 - Support for the plaza and a desire to make it **activated, usable space**
 - Support for the **expanded space for people** walking, biking, and transit priority, and for added greenery
 - **Initial support for the transit-only 2-lane cross section**, but a request for SDOT to conduct a thorough study of detour routes



Discussion

3.40 - 4.00pm





Thank you!