

West Seattle Link Extension

*Seattle Design Commission
Briefing
Package 1:
Alaska Junction and Avalon*

May 16, 2024



Today's Agenda

Introductions

Project Background

Context, Engagement and Racial Equity

Programmatic Topics

Alaska Junction Station Preliminary Engineering Design

Avalon Station Preliminary Engineering Design

Project Background



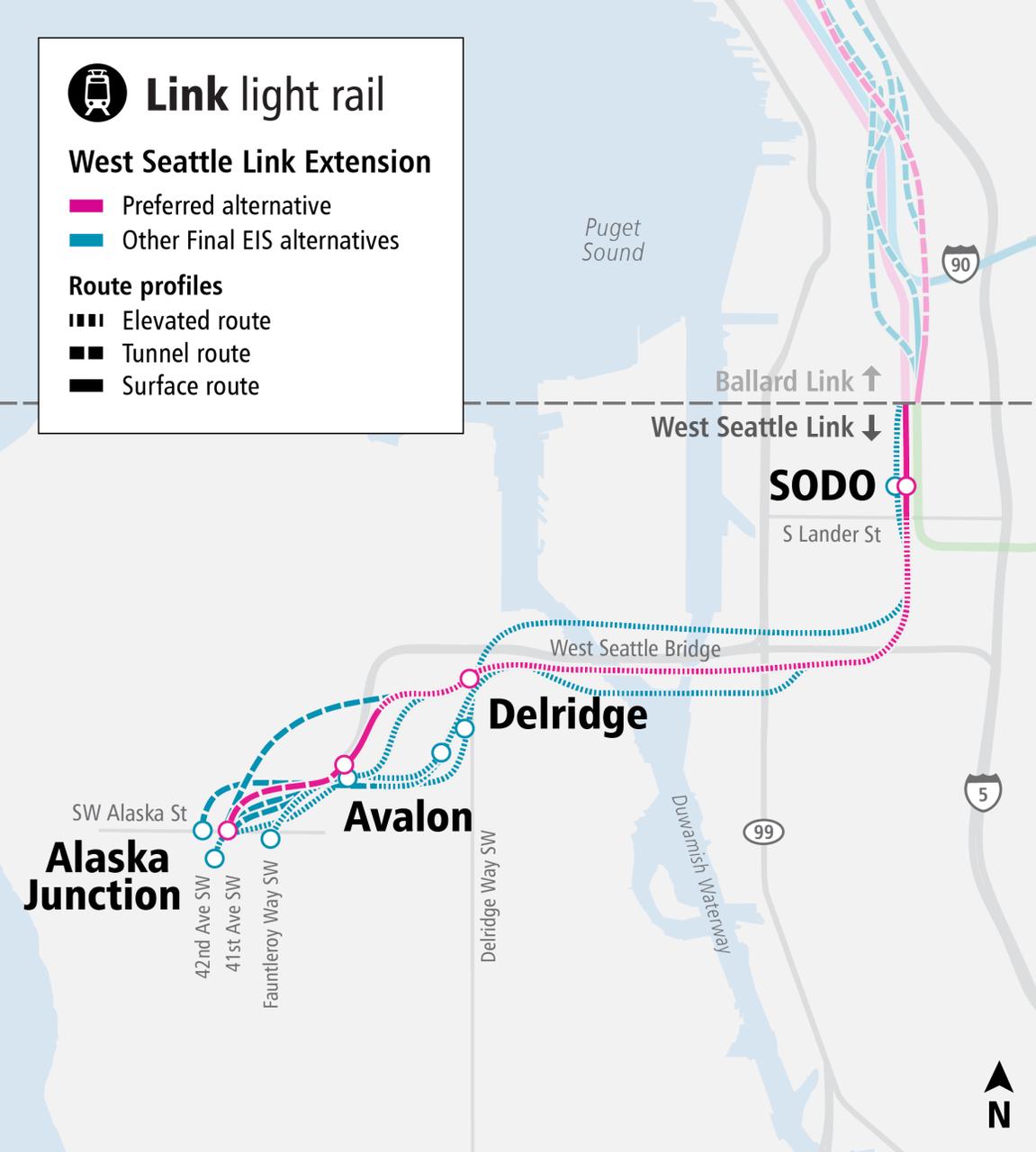
Link light rail

West Seattle Link Extension

- Preferred alternative
- Other Final EIS alternatives

Route profiles

- Elevated route
- Tunnel route
- Surface route



West Seattle Link Extension (WSLE)

- ✓ Included in Sound Transit 3 (ST3) plan passed by voters in 2016.
- ✓ Provide fast, reliable light rail connections in the SODO, Delridge and West Seattle neighborhoods.
- ✓ 4.1 miles of light rail service with 4 stations.

WSLE Project Timeline





ST3
APPROVED

2016



PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2024

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2024: Publish Final EIS

Board selects project to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

PLAN



DESIGN



CON

2024–2027



Final route and station design

Station naming

Identify artists for station art

Property acquisition/relocation

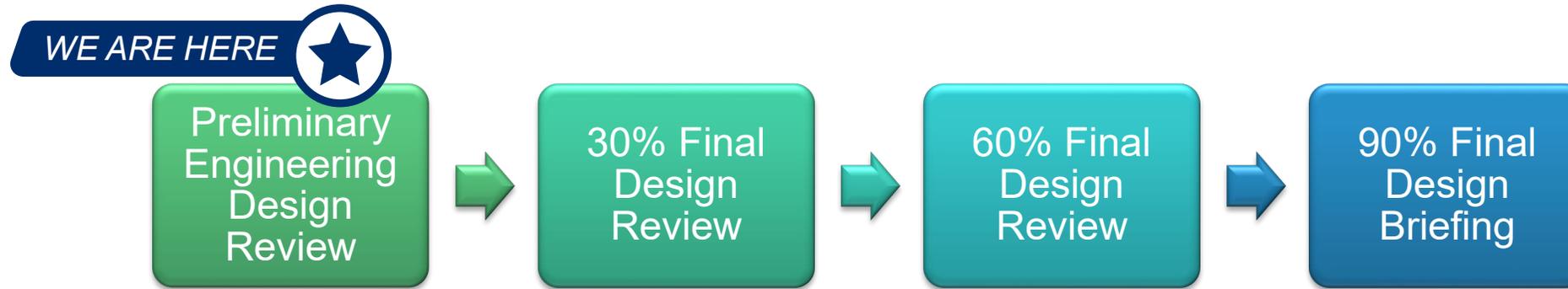
Early construction activities

Construction contract procurement

Permitting

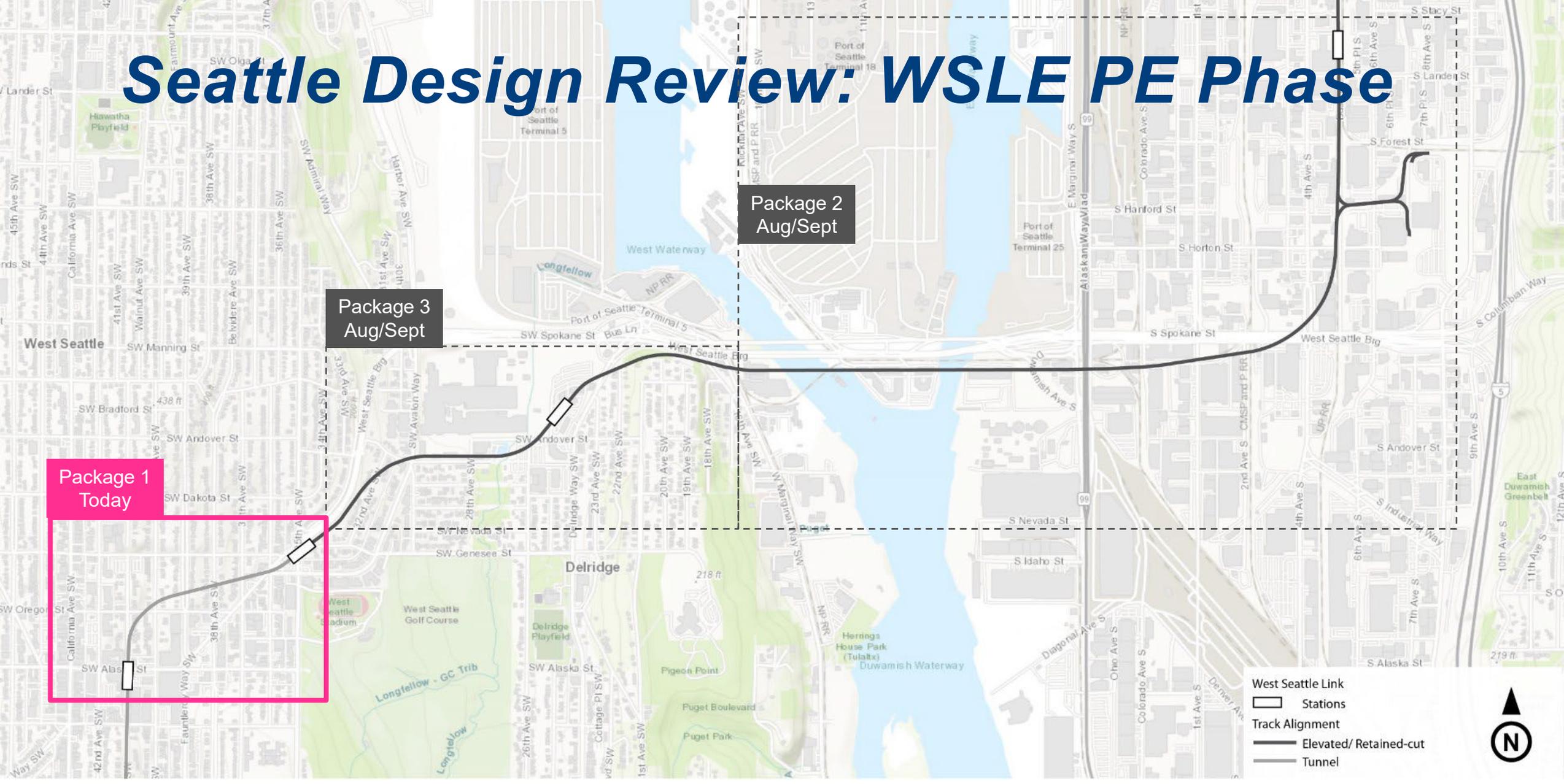
PUBLIC INVOLVEMENT

Final Design Milestones



- ***Future design reviews in Final Design***
- ***Each review informs the next phase***
- ***Design Element Matrix identifies key elements for each phase***

Seattle Design Review: WSLE PE Phase



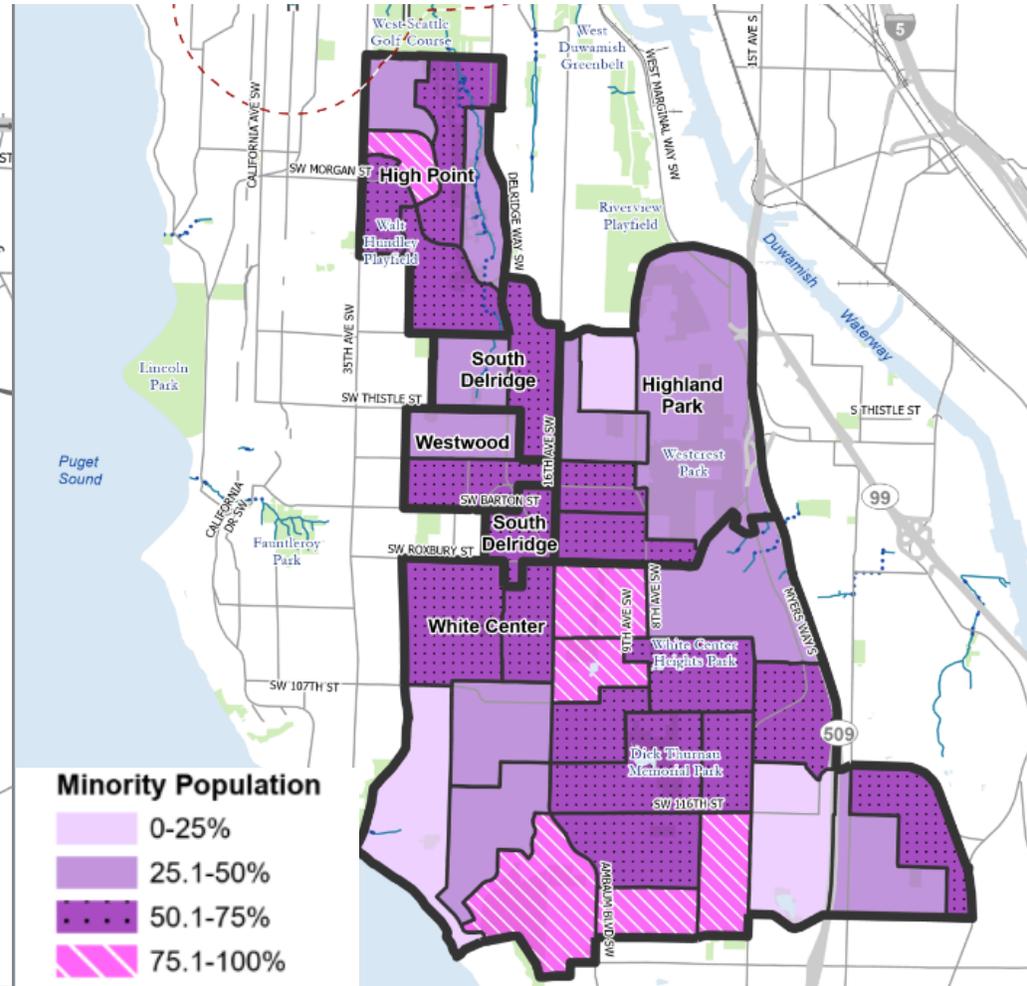
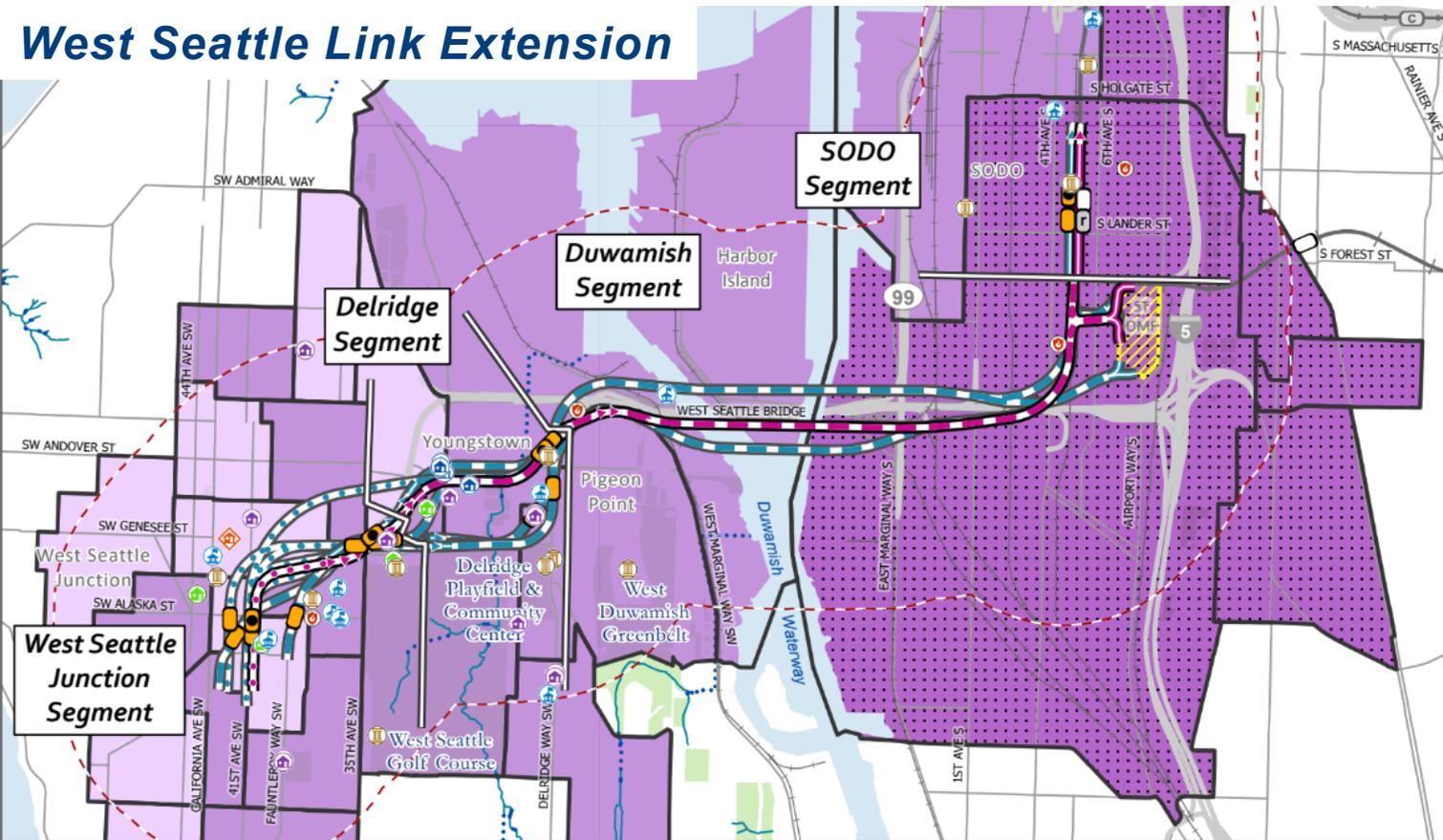
***Context, Engagement and
Racial Equity***

Neighborhood Context

Minority Population

High Point, South Delridge, Westwood, Highland Park and White Center

West Seattle Link Extension



Source: American Community Survey – ACS, (2021), City of Seattle, King County (2023).

West Seattle Link Extension Demographics

Highest % of minority population

- Asian in the SODO and Duwamish segments;
- Hispanic in the Delridge and West Seattle Junction segments.

People with limited English proficiency

- Spanish (appx 1% of the population).
- Asian and Pacific Islander languages, including Korean and Chinese, at less than 1% each.

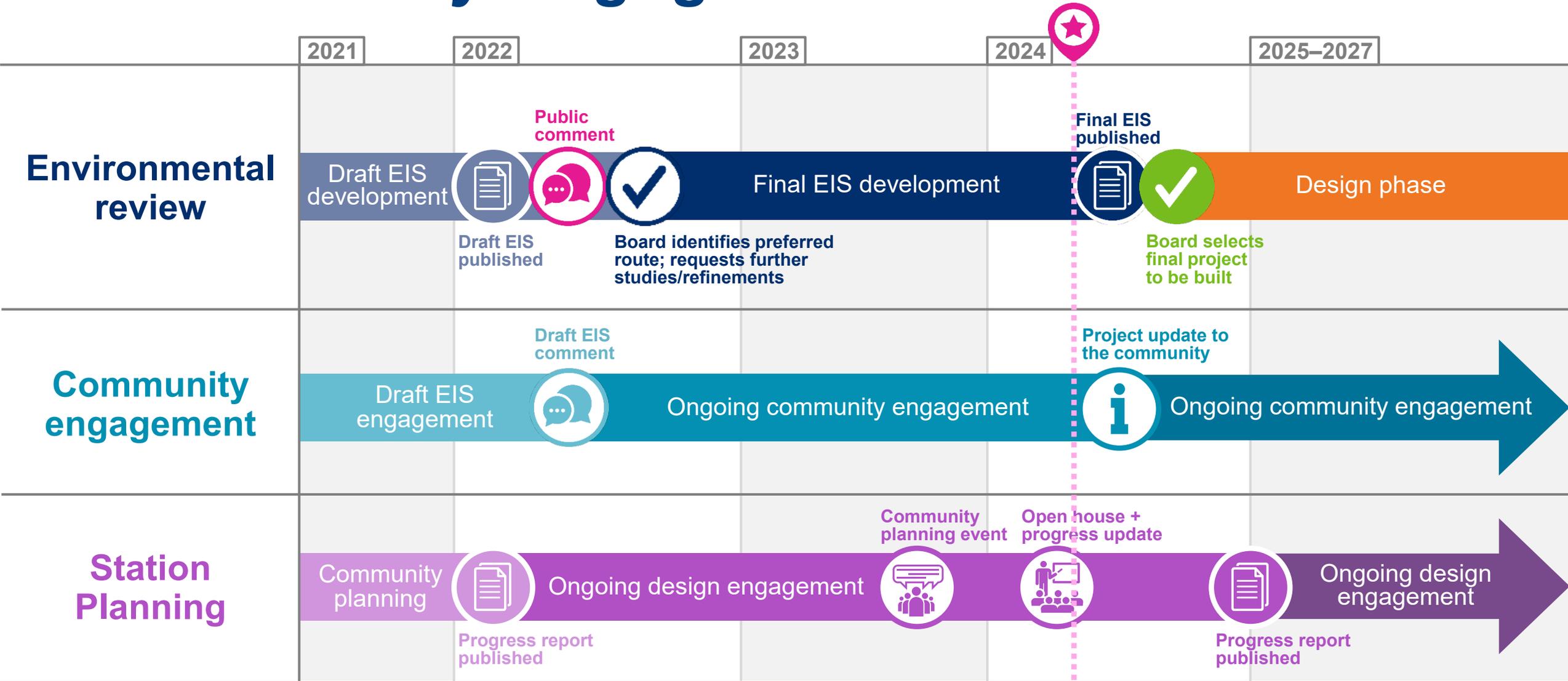
Demographic	Study Area	City of Seattle	Sound Transit Service District	SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
Total Population	35,288	725,319	3,358,538	4,078	6,793	4,265	20,152
Minority	32%	38%	42%	49%	46%	38%	24%
Black or African American alone	6%	7%	7%	15%	5%	14%	3%
Hispanic or Latino	8%	7%	11%	14%	11%	5%	7%
Asian alone	9%	16%	16%	14%	21%	11%	4%
American Indian and Native Alaskan alone	0.2%	0.4%	1%	0.2%	0.0%	0.0%	0.3%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.2%	1%	0.0%	0.0%	0.0%	0.3%
Two or more races and Some other Race alone	9%	7%	7%	8%	9%	6%	9%
Low-Income Population ^a	16%	18%	20%	19%	23%	14%	14%
Households with Limited English Proficiency ^b	6%	7%	10%	14%	10%	8%	3%
Median Household Income	\$113,717	\$109,336	\$103,824	\$92,616	\$100,867	\$107,570	\$123,554

Source: 2021 American Community Survey 5-Year Estimates (United States Census Bureau 2023).

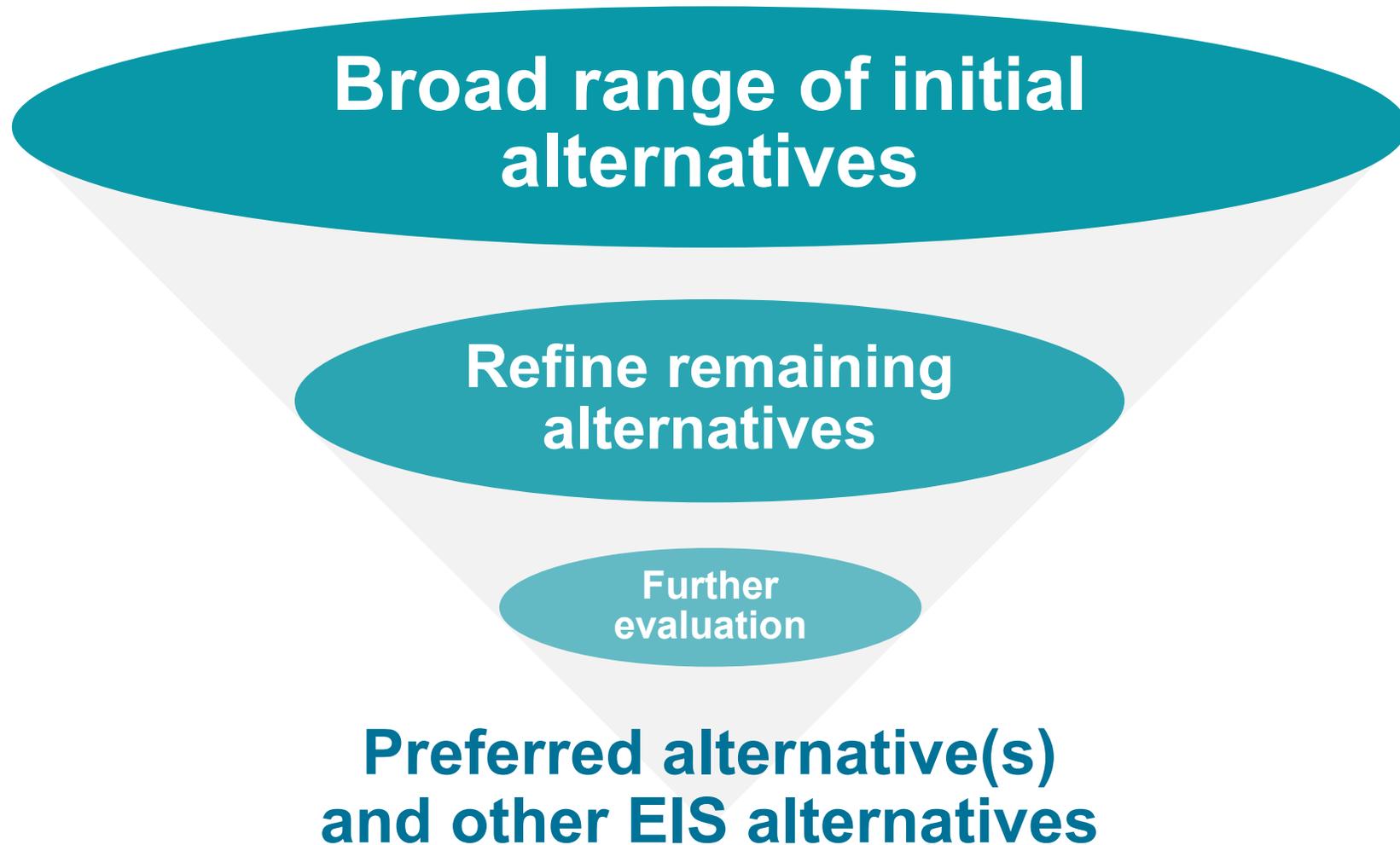
^a Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

^b Includes populations that speak English "less than well."

Community Engagement Schedule



Alternatives Development Screening Process



WSBLE Draft EIS Comment Period



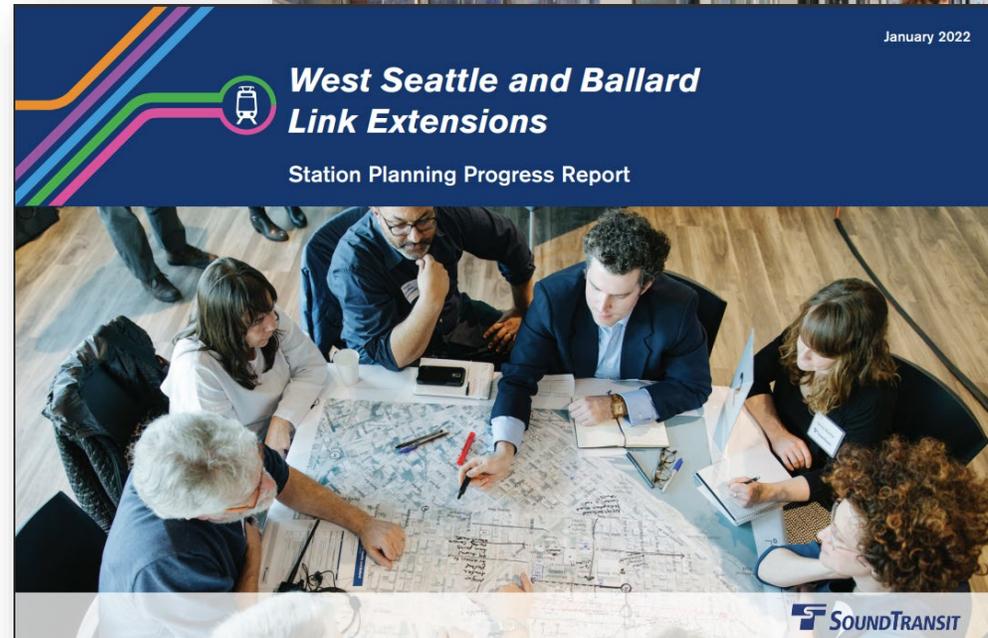
Published Draft EIS on January 28, 2022



Published Station Planning Progress Report in early 2022



Comment period ended April 28, 2022



Community Engagement and Collaboration

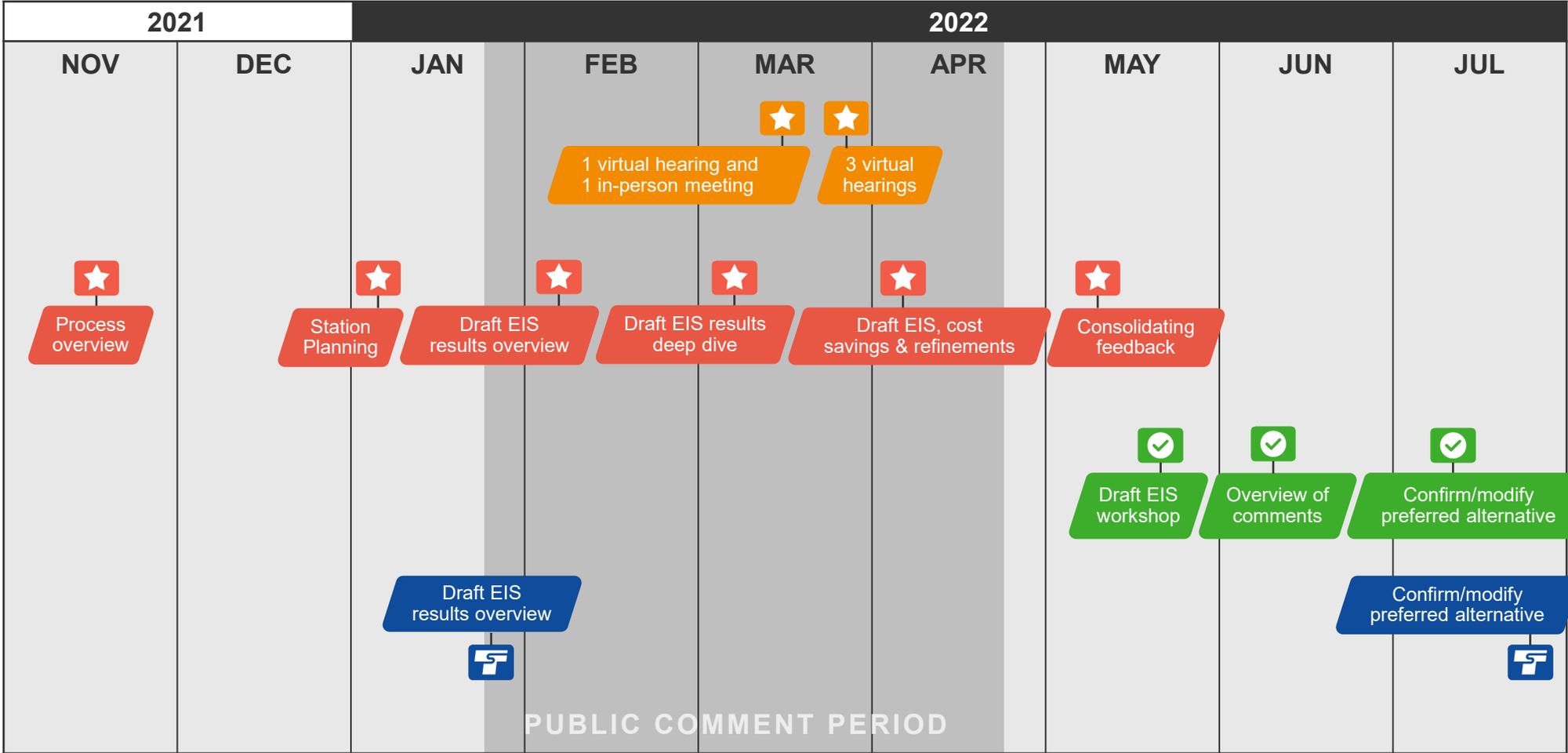
Draft Environmental Impact Statement (EIS)

 Draft EIS Public Meetings

 Community Advisory Groups

 Sound Transit System Expansion Committee

 Sound Transit Board



External Engagement Snapshot (1/28-4/28)



5,195 Draft EIS comments



5 Draft EIS public meetings



1 online open house engaging more than
19,500 online visitors



91 community briefings,
office hours and workshops



77 property owner webinars,
office hours and meetings



12 Community Advisory Group meetings



Ads featured on **30** unique radio,
digital and print publications



38 posts on social media platforms,
with 140K+ impressions



62 Fairs, festivals and other
tabling events



8 email updates engaging more than
and blog posts **10,900** subscribers



1,200+ posters delivered along
the corridor



11 Community liaisons engaging more than
280 businesses

Environmental Process and Next Steps

January 2022: West Seattle and Ballard Link Extensions Draft EIS was published.

July 2022: Preferred alternative identified for West Seattle Link Extension and further study for Ballard Link Extension

March and July 2023: Preferred alternatives identified for Ballard Link Extension and additional environmental review needed.

Each project is now proceeding on a different timeline for Environmental review:

- **Mid-2024:** West Seattle Link Extension Final EIS expected to publish.
- ***Late-2024:** Ballard Link Extension Draft EIS expected to publish.

Incorporating all work to date including previous comments, public outreach and environmental analysis.

WSLE Station Planning Engagement



Two WSLE Open Houses in West Seattle; two SODO drop-in

Oct. 25, 2023 West Seattle Station Planning Forum

- ✓ Nearly 200 people attended.
- ✓ 1,232 completed English and in-language online survey.
- ✓ Gathered feedback on access, urban design, and transit-oriented development (TOD) topics.

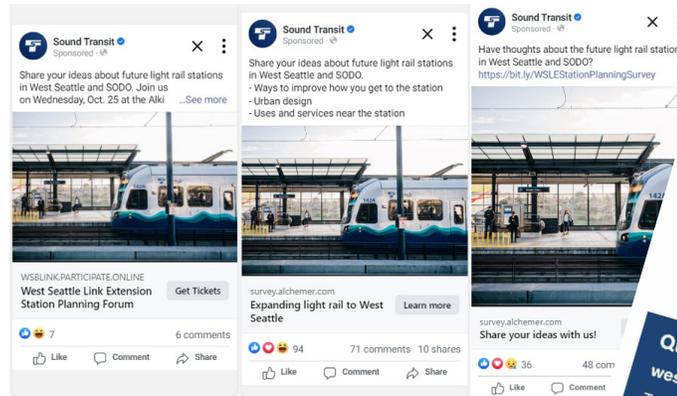
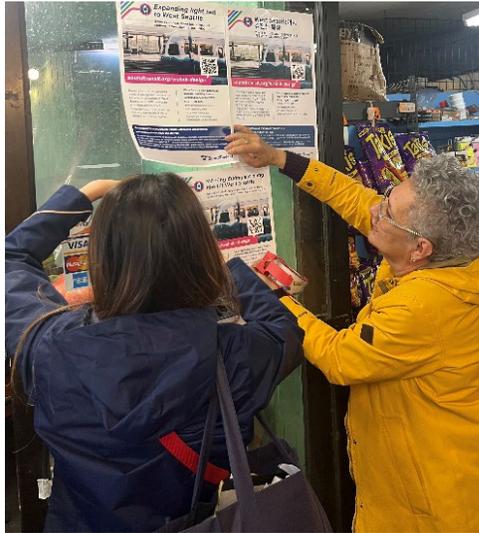


Two in-language focus groups in December 2023

Mar. 5, 2024 West Seattle Station Planning Open House

- ✓ Nearly 230 people attended.
- ✓ Shared station design progress and a summary of community priorities based on feedback we heard in Fall engagement.
- ✓ Opportunity for additional inputs.

Building Public Awareness



Mở rộng đường sắt hạng nhẹ ở Seattle

Hãy đóng góp ý kiến về các tuyến đường và vị trí trạm tiềm năng

Xây dựng tương lai của bạn

Seattle 輕軌 擴建

請立即發表您對潛在的路線及車站位置的意見

Expanding light rail to West Seattle

Learn about next steps for future light rail station design in West Seattle and SODO

[soundtransit.org/wslink-design](https://www.soundtransit.org/wslink-design)

Please join us on Tuesday, March 5 for a West Seattle Link Extension Station Planning Open House. We'll share a summary of community priorities for future light rail station design in West Seattle and SODO, based on feedback we heard from the public in fall 2023. You can see how your feedback is informing ongoing design for the project and learn about what's next.

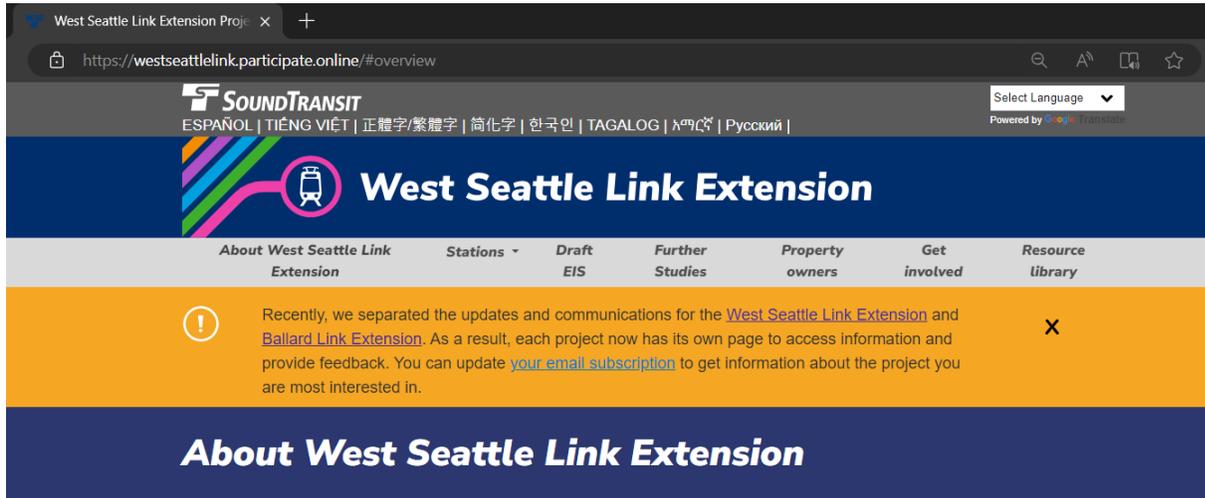
West Seattle Link Extension Station Planning Open House
Tuesday, March 5, 2024
5:30 – 7:30 p.m.
 Short presentation at 6 p.m.
 Alki Masonic Center
 4736 40th Avenue SW
 Spanish, Vietnamese, Somali, and ASL interpretation will be provided

Questions? Contact Sound Transit Community Engagement:
westseattlelink@soundtransit.org or 206-903-7229

To request accommodations for persons with disabilities, information in alternate formats such as braille or large print, or to request an interpreter, contact project staff two to three weeks in advance of public meetings at (206) 903-7229/TTY: 711 or email wsblink@soundtransit.org.

Para información acerca del proyecto llame al: 800-823-9230
 要瞭解項目資訊，請致電：800-823-9230 | 如需手語翻譯或大字體，請提前 2 至 3 週與公眾會議聯繫，電話：(206) 903-7229/TTY: 711 或發送電子郵件至 wsblink@soundtransit.org。
 հայ գոյ: 800-823-9230

Adaptive, Creative, Accessible



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 four new stations from SODO to Alaska Junction.
- Start of service scheduled for 2032.

West Seattle Link Extension project timeline

2016 Voter Approval ✓

2017-2024 Planning +

2024-2027 Design +

2027-2032 Construction +

West Seattle Link Extension Station Planning

Thank you to everyone that was able to attend our station planning events.

[Oct. 25, 2023 meeting materials](#)

[Station and Access Planning Engagement Summary](#)

[March 5, 2024 meeting materials](#)

Stay engaged!

Get upcoming project news and public involvement opportunities.

[Subscribe now](#)



Capacity Building, Expanding Our Reach

Community liaisons focused on *Delridge corridor in the RET communities*, provided strategic guidance/support with:

- Door-to-door business outreach
- Engaging at community events, fairs, festivals and other tabling opportunities
- Ethnic media and community presentations
- Enhancing in-language accessibility, commenting and feedback
- Recruiting in-language focus groups participants



WSLE Station Planning Engagement (Fall '23-Spring '24)



1,232

Completed English and in-language online survey



2

In-person Open Houses

engaging more than

425

attendees



2

In-person WSLE SODO drop-in



2

In-language focus groups

Vietnamese; Somali and other East African languages



8

email updates

engaging more than

12,417

subscribers



Materials translated into multiple languages to support equitable engagement



10

Community briefings



6

Fairs, festivals and other tabling events



Ads

featured on 11 unique and local digital publications



360K

Impressions

on social media posts

2,000+ link click



900+ posters

delivered along the corridor



6 Community liaisons

engaging Delridge corridor's RET communities and local businesses

Racial Equity Toolkit (RET) Report Environmental Review

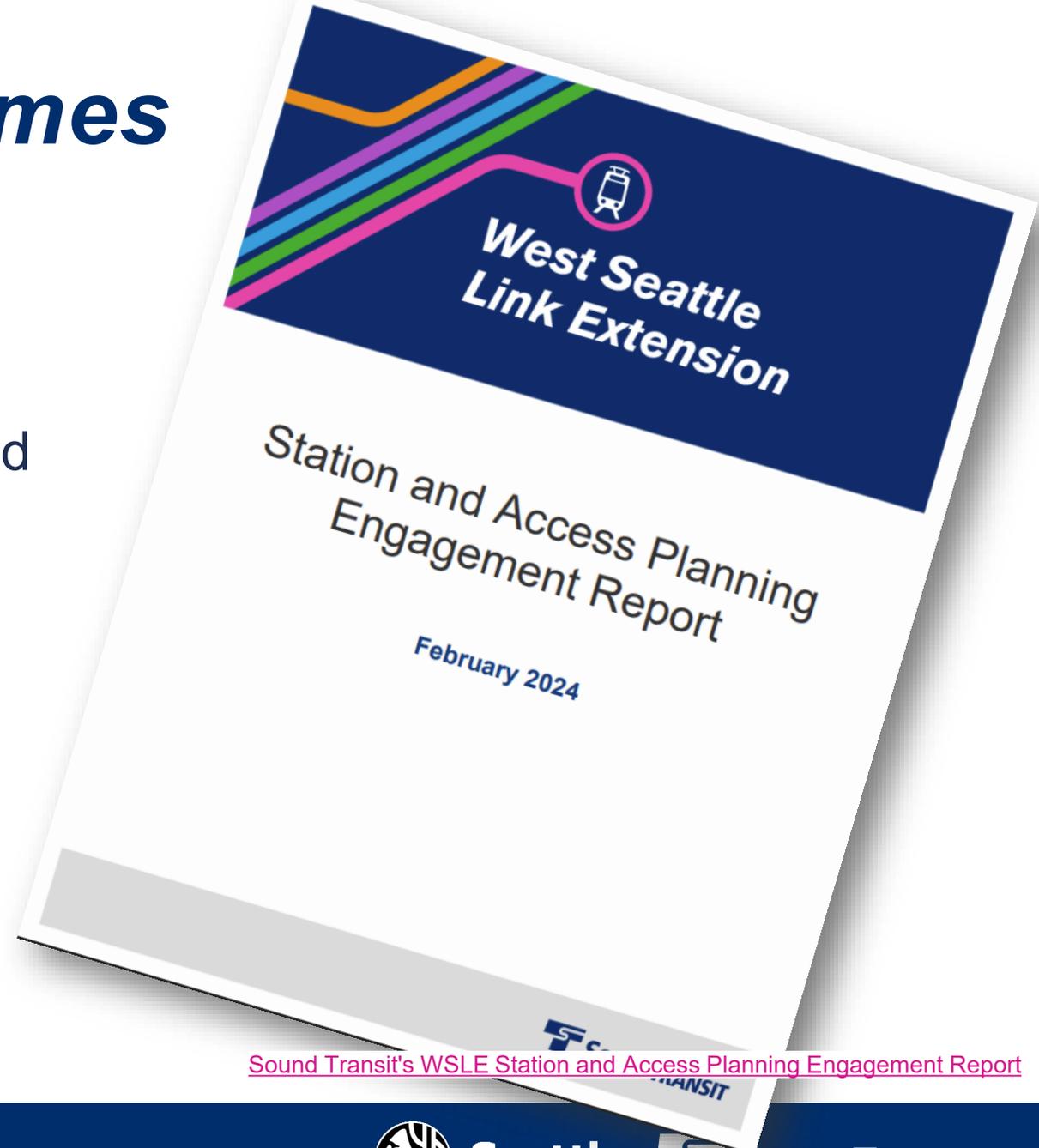
- ✓ Released as a Draft
- ✓ Sets forth RET Outcomes, for RET focus areas and corridor-wide
- ✓ Will be updated and based on comments received on the Draft EIS



RET Focus Area Outcomes

Delridge Corridor

- Excellent transfer experience including bus and rail integration and options for RET community-desired amenities provided at the station.
- Equitable transit-oriented development.



[Sound Transit's WSLE Station and Access Planning Engagement Report](#)

Ongoing Community Engagement to Inform

- ✓ Station area design, building on community feedback since 2018.
- ✓ Pre-construction planning.



Tribal Coordination

On-going consultation and coordination to understand the importance of places to indigenous peoples and how the project can help inform the broader public of that importance following the lead of Tribes

- Federal processes (FTA Led)
- State processes (ST Led)
- ST Engagement (ST Led)

Tribal Coordination

FTA led Section 106 Consultation with Federally recognized Tribes:

- Muckleshoot Tribe, Suquamish Tribe, Tulalip Tribes, Snoqualmie Tribe, Stillaguamish Tribe, Yakama Nation

Regular Section 106 Consulting Tribes meetings led by ST/FTA

Consultation to develop appropriate mitigation for adverse effects

Tribal Coordination

Treaty Fishing and Ecosystems:

- Muckleshoot Tribe, Suquamish Tribe

Coordinating with Tribes on anticipated barging and mitigating potential impacts to Treaty fishing activities during construction

Coordinating with Tribes on potential ecosystem impacts and mitigation

Tribal Coordination

Coordination with Duwamish Tribe conducted by Sound Transit

Coordination has focused on Cultural Resources and Ecosystems issues (e.g., wetland and stream impacts and restoration)

Programmatic Topics

Station Experience Design Guidelines

- ***ST Value of Passenger Focus:***
We always start with our passengers needs and work back from there. They are the focus of everything we do.
- ***ST Standards guide the design to support passengers and maintenance***
- ***Simple, Seamless, Intuitive and Resilient***



Designing for Passengers

Passenger Characteristics – Riders with various ability and needs:

- Regular/occasional/first time
- All genders/ages/abilities
- Limited English proficiency
- Varying levels of tech savvy
- Mobility devices/service animals
- Varying heights and weights
- Speech/vision/hearing impairments



Universal Design

Seven Principles:

- Equitable use
- Flexibility in use
- Simple and intuitive use
- Perceptible information
- Tolerance for error
- Low physical effort
- Size and space for approach and use



Tactile pathways at train boarding and length of platform

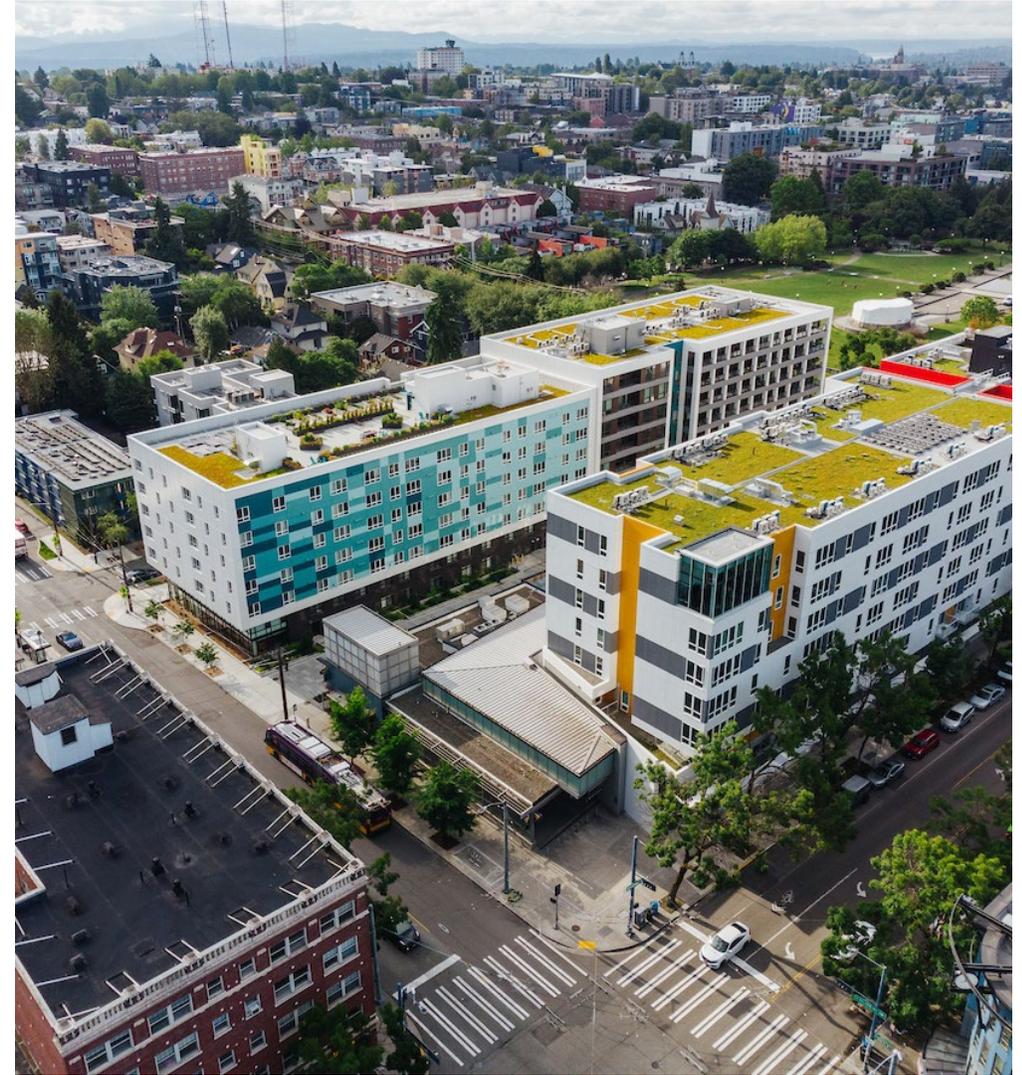


Simple and intuitive signage

Station Environment Typologies

Station Land Use Types:

- Characterizes station environments by the urban form and land use patterns in the surrounding area
- Established Urban
- Emergent Urban
- Single Use



Station Environment Typologies

Station Access Types*

- Characterizes Station Environments by the access mode share and other access characteristics
- Walk/Bike/Roll
- Multimodal
- Auto



* References the System Access Implementation Plan

Evolving Station Design History

Sound Transit is evolving:

- Shifting from customized stations with standard elements to standardized stations with custom elements to support consistency in passenger experience and maintenance
- Building on lessons learned for next generation of station designs

Neighborhood Identity

Customized Elements:

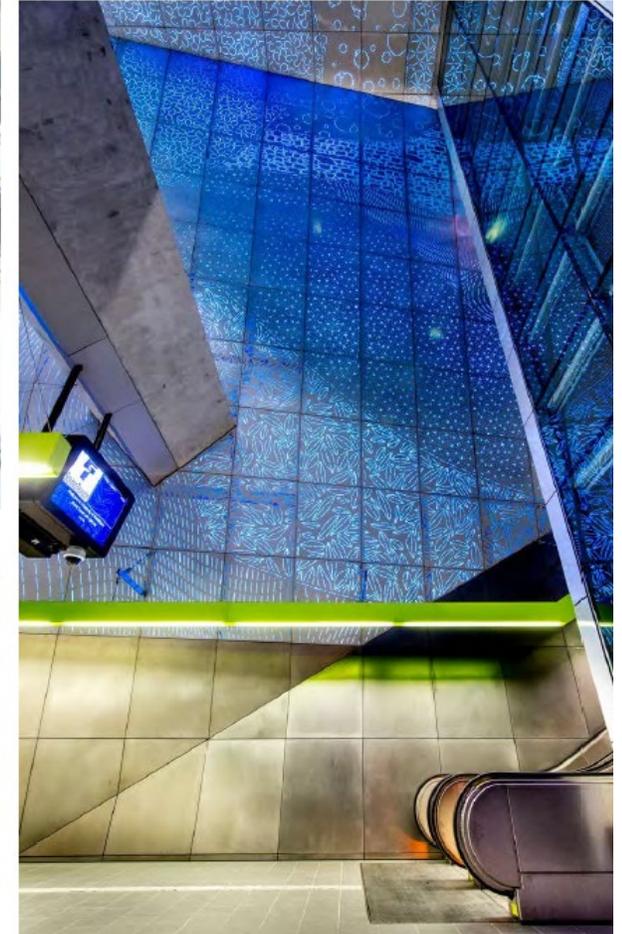
- Public Art integrated with architecture
- Selection of wall and floor finishes in durable, maintainable materials
- Accent color
- Plaza design elements
- Landscape plantings



Community Engagement/Unique Site: The local topography led to a large unique atrium space, which artist Tad Savinar used for his "Molecule of Tukwila" with I love, I remember, I wish sentiments from community members etched into granite platform pavers.



Wayfinding: Artist Clark Wiegman's pair of large-scale sculptures inspired by local history serve as a marker to the station entrance, and a meeting place for passengers. The artist worked with the S/Tart staff and the design to determine placement, and that the plaza was strong enough for the artwork. Electrical accommodations were included in the project design.



Leo Saul Berk, Subterranean, 2016. Aluminum and polycarbonate. Completely covering the walls of this vertical circulation chamber, this artwork creates an immersive environment, mitigating the long descent into the tunnel station. To make the most of a project like this, careful attention should be paid to visual obstructions in the space which could detract from the artwork.

STart: Sound Transit Art Program

Artwork remains an integral part of Sound Transit Facilities:

- Brings distinction to stations
- Local meaning to passengers
- Creates landmarks for neighborhoods

Art Funding & Art Reviews

- 1% of construction art allocation, excluding tunneling
- Based on estimates in voter-approved initiative
- Station artwork designs will be reviewed by the Seattle Office of Arts & Culture's Public Art Committee



Hank Willis Thomas, *Crosstown Traffic (It's So Hard To Get Through To You Now)*, Judkins Park Station, 2022.

Art in West Seattle Link

Consideration of each Station's context and flow patterns

- Seeking prominent places for artwork experienced by passengers and passers-by
- Permanent locations for integrated artwork
- Temporary Exhibit spaces: light boxes, 2D art displays
- Performance locations identified for on-going rotating activations



Tiffany Hammonds' Cyclorama six-month installation at Bellevue Downtown Station's east entrance, 2024.

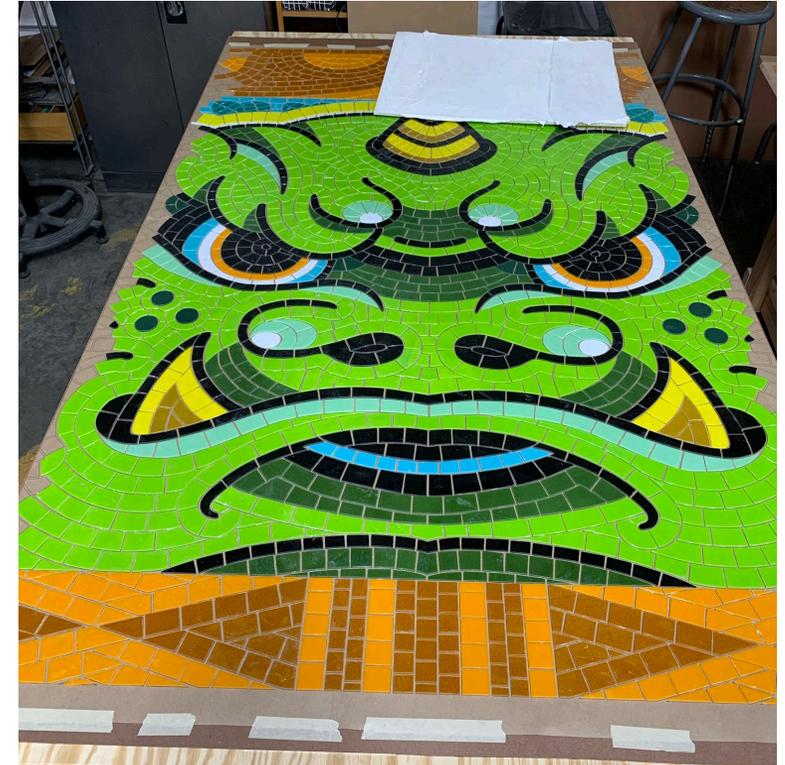
Art in West Seattle Link

Continue seeking experienced and emerging Artists from widely varied backgrounds

- Evolve our initiative to lower barriers of entry with design-only contract option;
 - SStart fabricates some artworks with artist oversight.
- Incorporate the ideas of artist and their thinking early in planning and design.

Lessons Learned from ST2

- Ensuring high-quality art expressions
- Smooth integration into design and construction
- Listening sessions with SStart Artists.



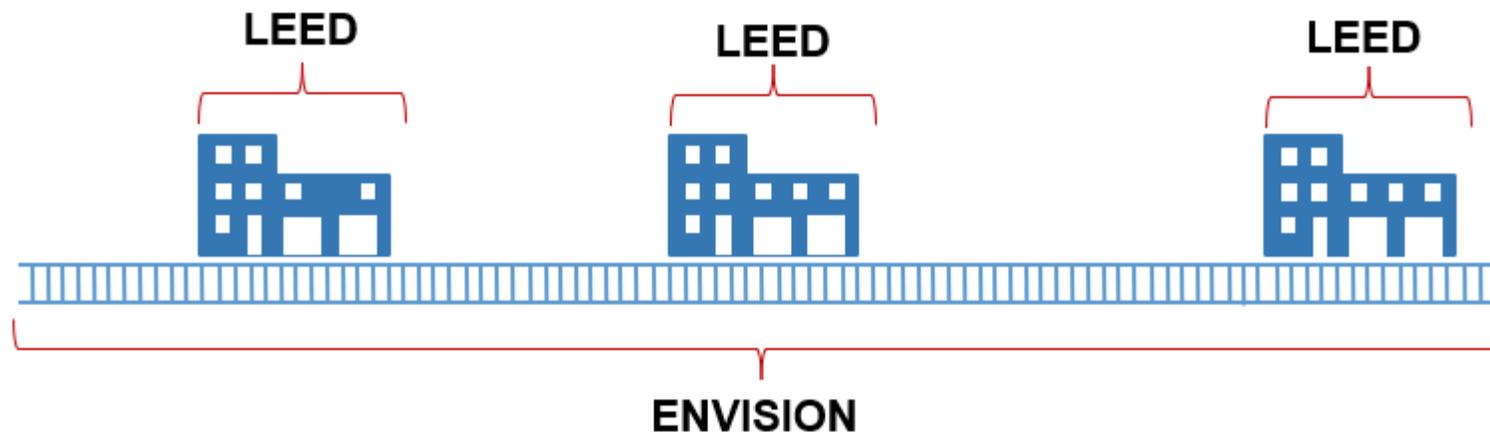
Kenji Hamai Stoll's mosaic artwork for Redmond Downtown Station, during fabrication by Tieton Mosaics, 2023.

Sustainability Updates

New Agency Requirements Manual v0 (June '23) updates sustainability minimum requirements to higher standards:

Stations: LEED BD&C – Silver to Gold

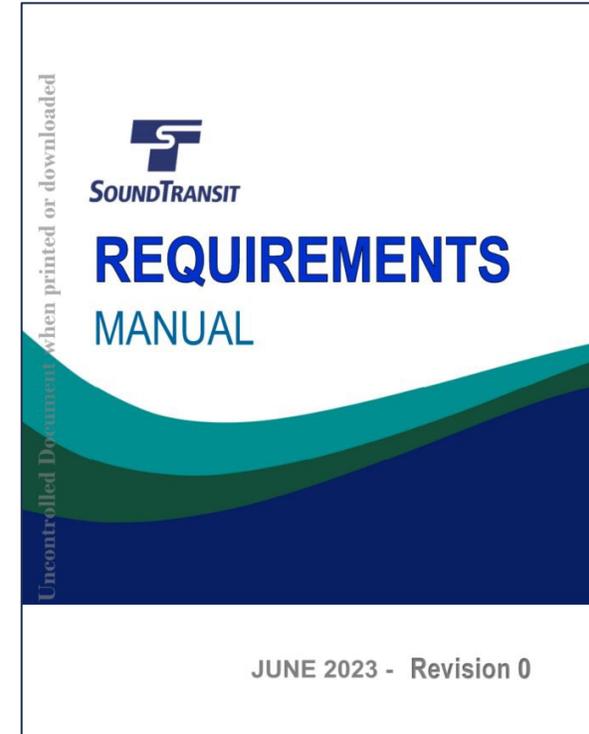
Track Alignment: Envision – Silver to Platinum



Sustainability Updates

***Q2 2023 Completed 3rd Party
Climate Change Vulnerability
Audit of Requirements Manual v0***

***Recommendations to be
evaluated in 2024 and
incorporated into Requirements
Manual v1 for WSLE***



Transit Oriented Development

OPERATIONS FOOTPRINT

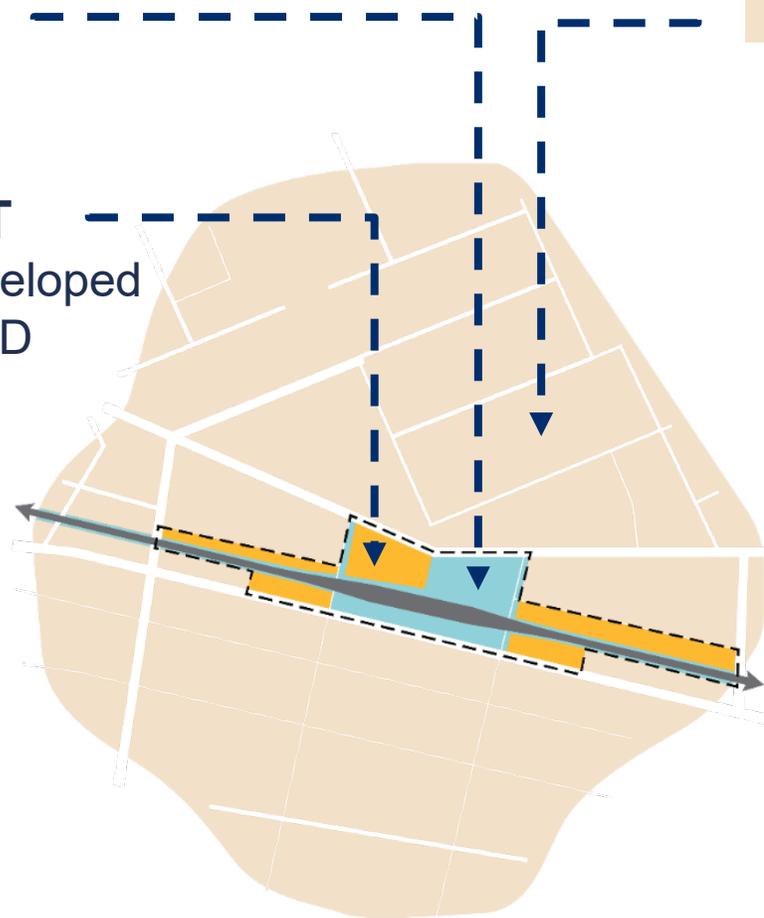
Permanent transit uses and potential joint development

CONSTRUCTION FOOTPRINT

Construction staging may be redeveloped after transit purpose as Agency TOD

COMMUNITY TOD

Area within comfortable walking distance to station (10-15 minutes)



Agency TOD Example:
Artspace Mount Baker Lofts

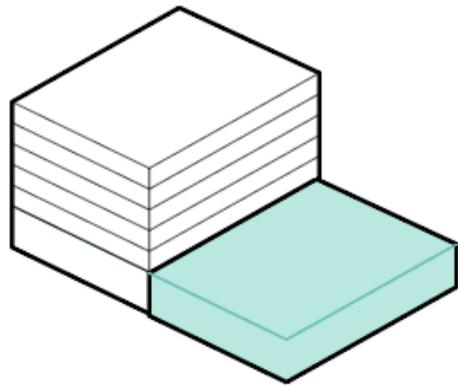


Photo: Artspace

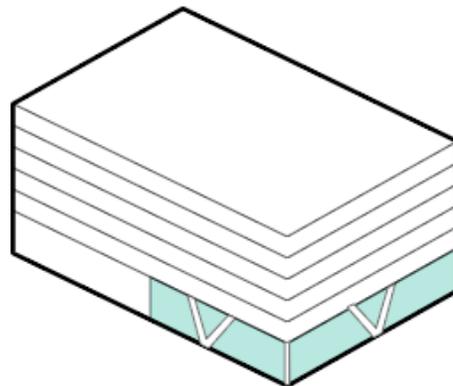
Community TOD Example:
Mercy Housing Gardner House



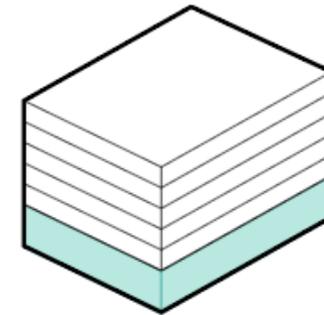
Types of Agency TOD projects



Adjacent



Air Rights



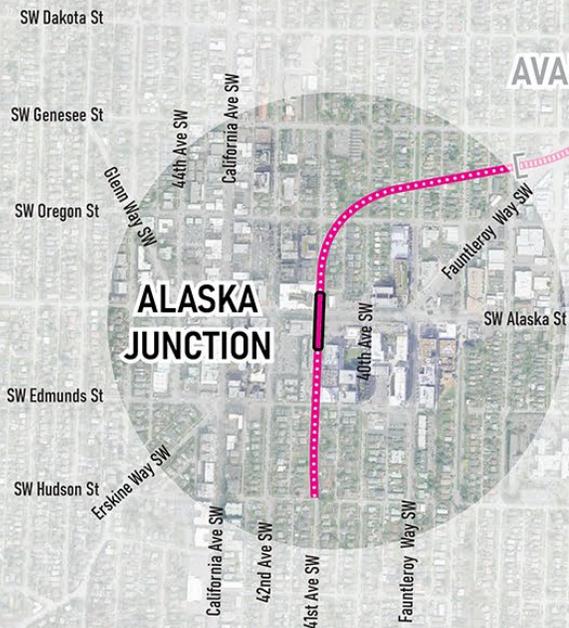
Integrated



***Alaska Junction Station
PE Design***

Section Overview

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept





ST3
APPROVED

2016

PLANNING



DES

2017–2019

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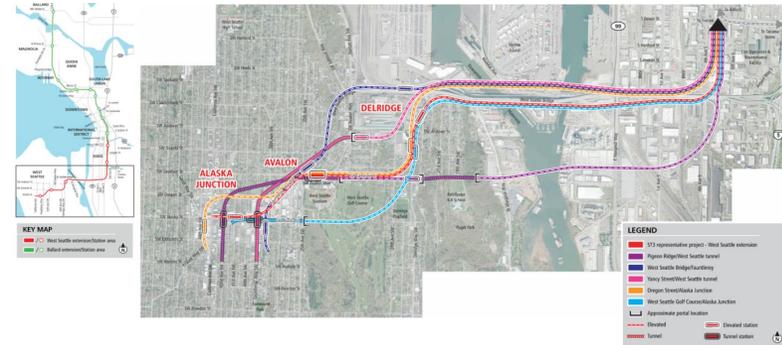
Board selects projects to be built

Federal Record of Decision

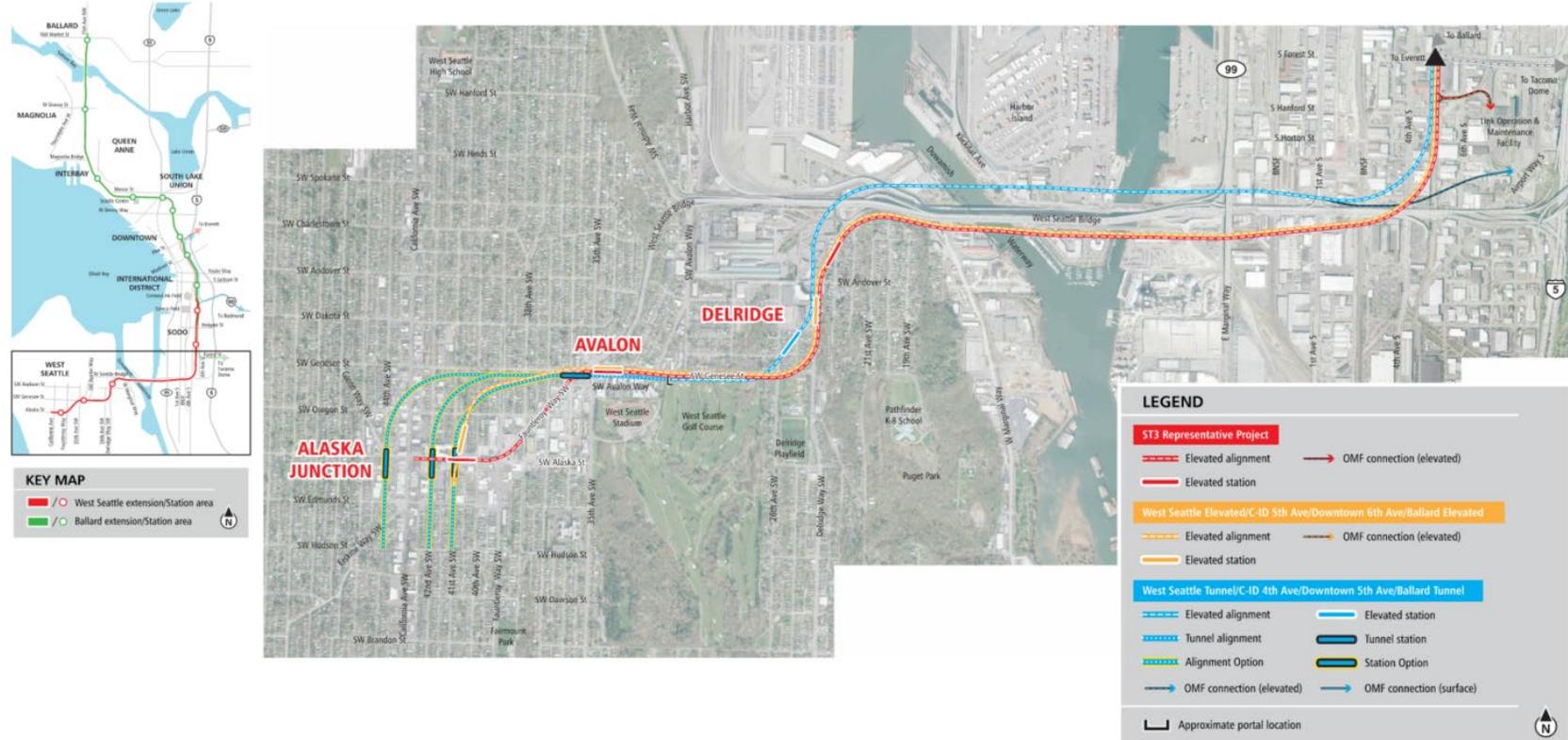
PUBLIC INVOLVEMENT

History – How did we get to the current preferred alternative?

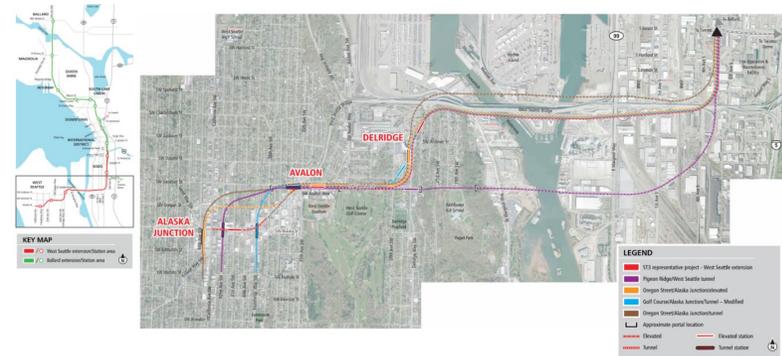
Level 1 Alternatives



Level 3 Alternatives

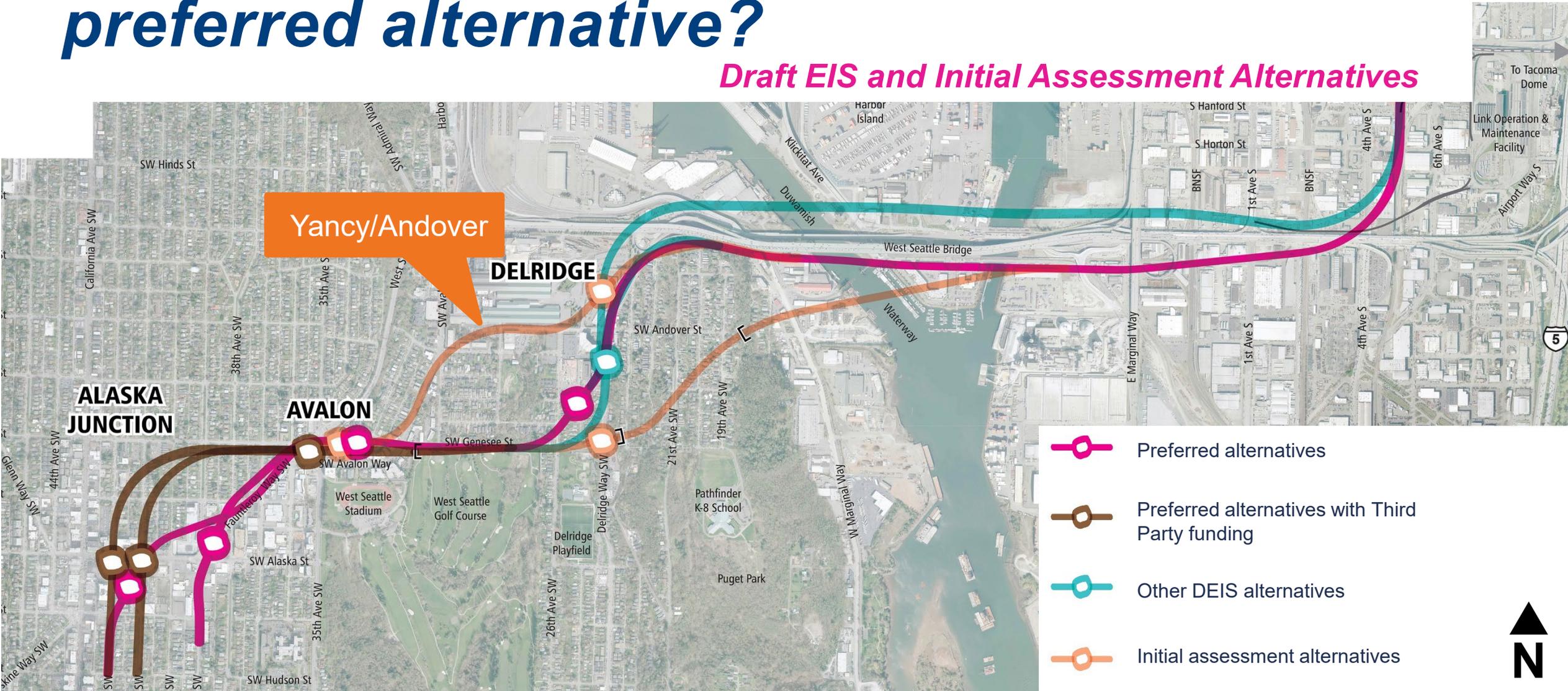


Level 2 Alternatives



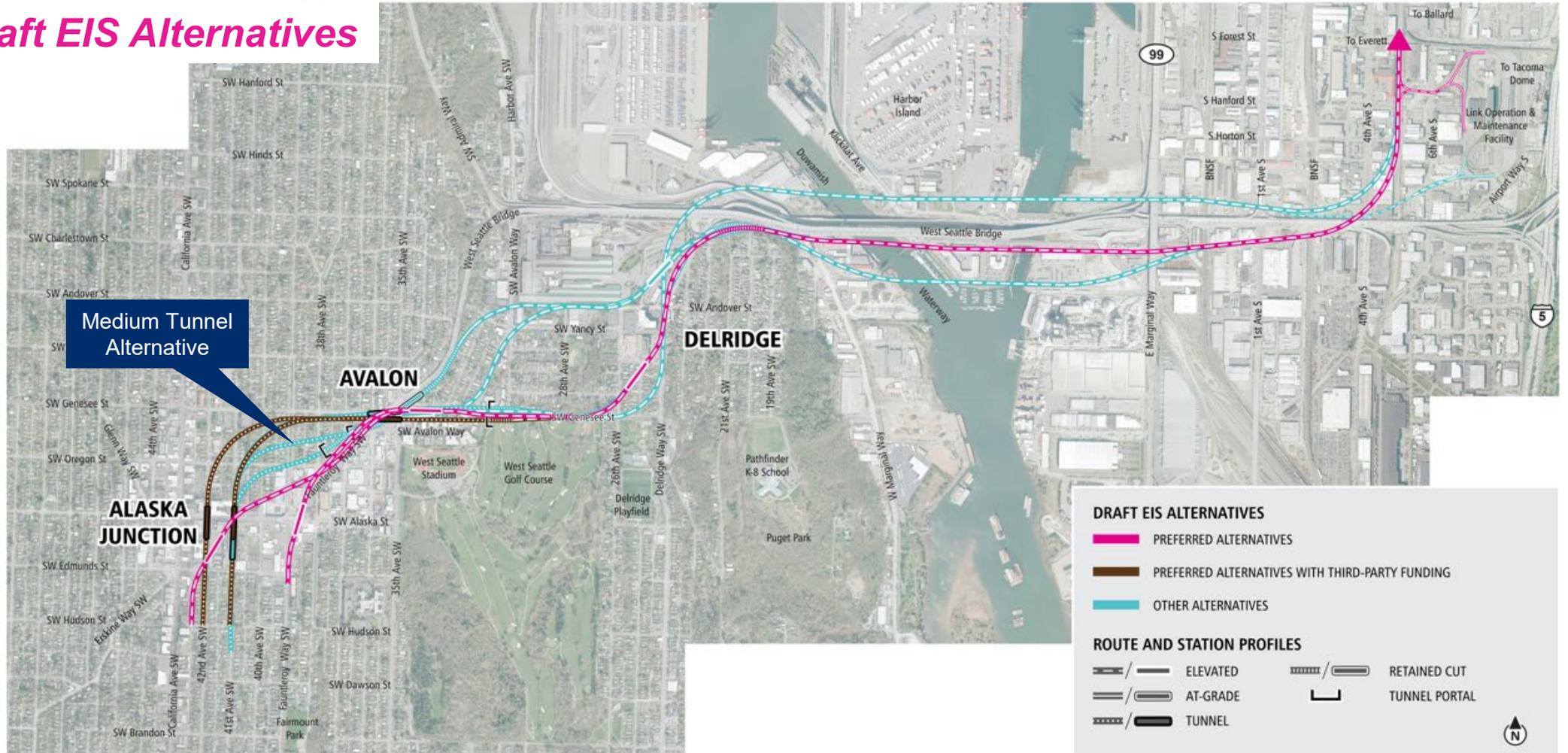
History – How did we get to the current preferred alternative?

Draft EIS and Initial Assessment Alternatives



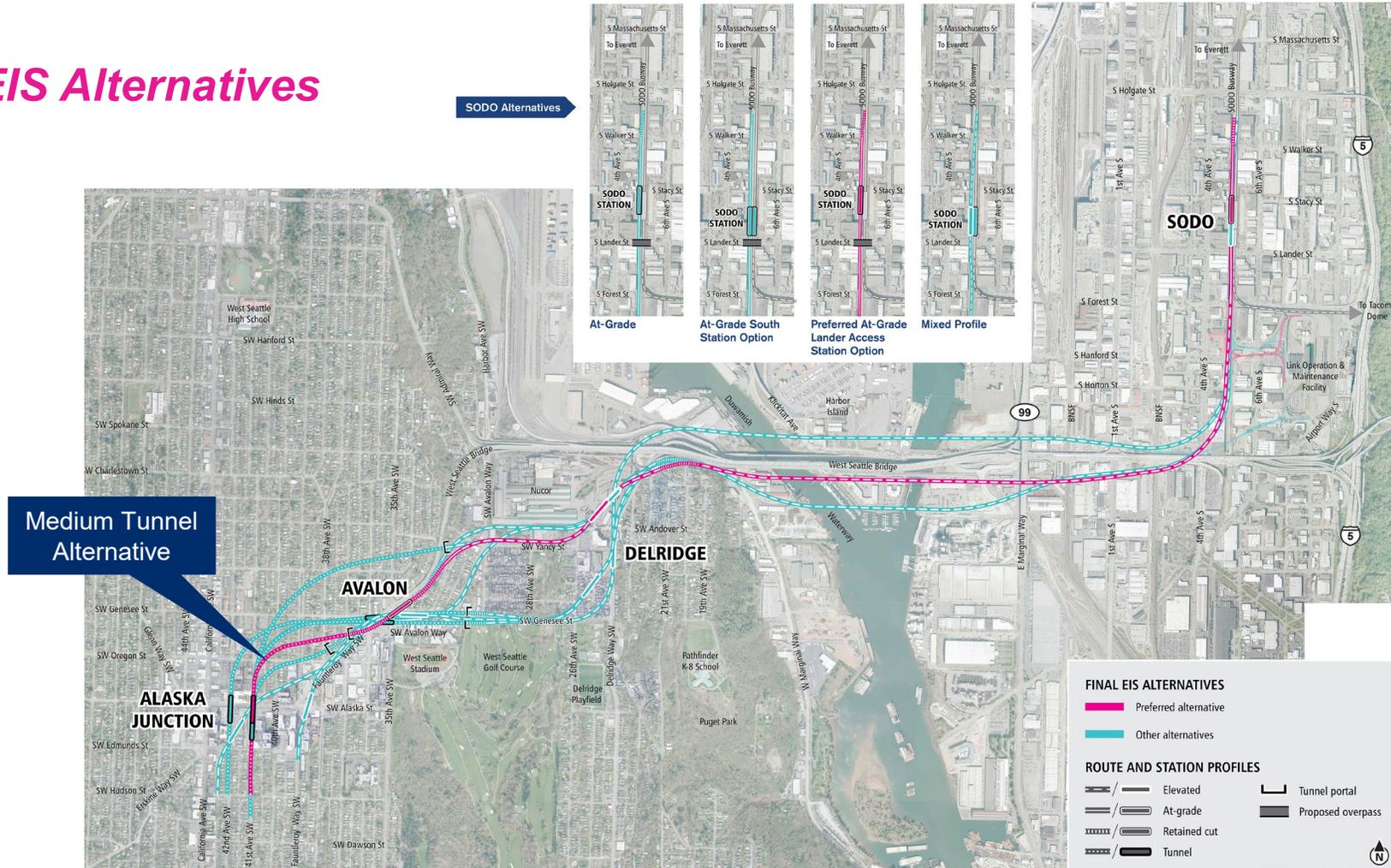
History – How did we get to the current preferred alternative?

Draft EIS Alternatives



History – How did we get to the current preferred alternative?

Final EIS Alternatives

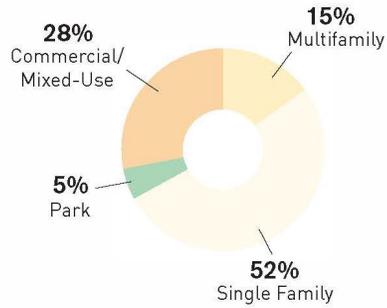


Neighborhood



Neighborhood

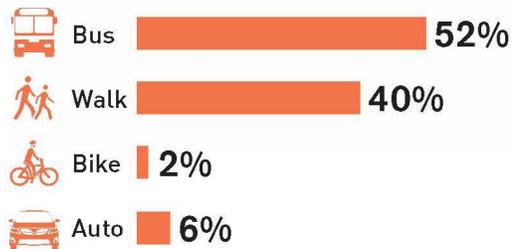
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾
10-minute bikeshed



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



Planning and design priorities

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

- 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

Potential station location

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.

Station Experience Design Guidelines

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

- Conditions encountered most frequently
- Potential new condition with transit investment
- Conditions encountered less often
- Condition not applicable

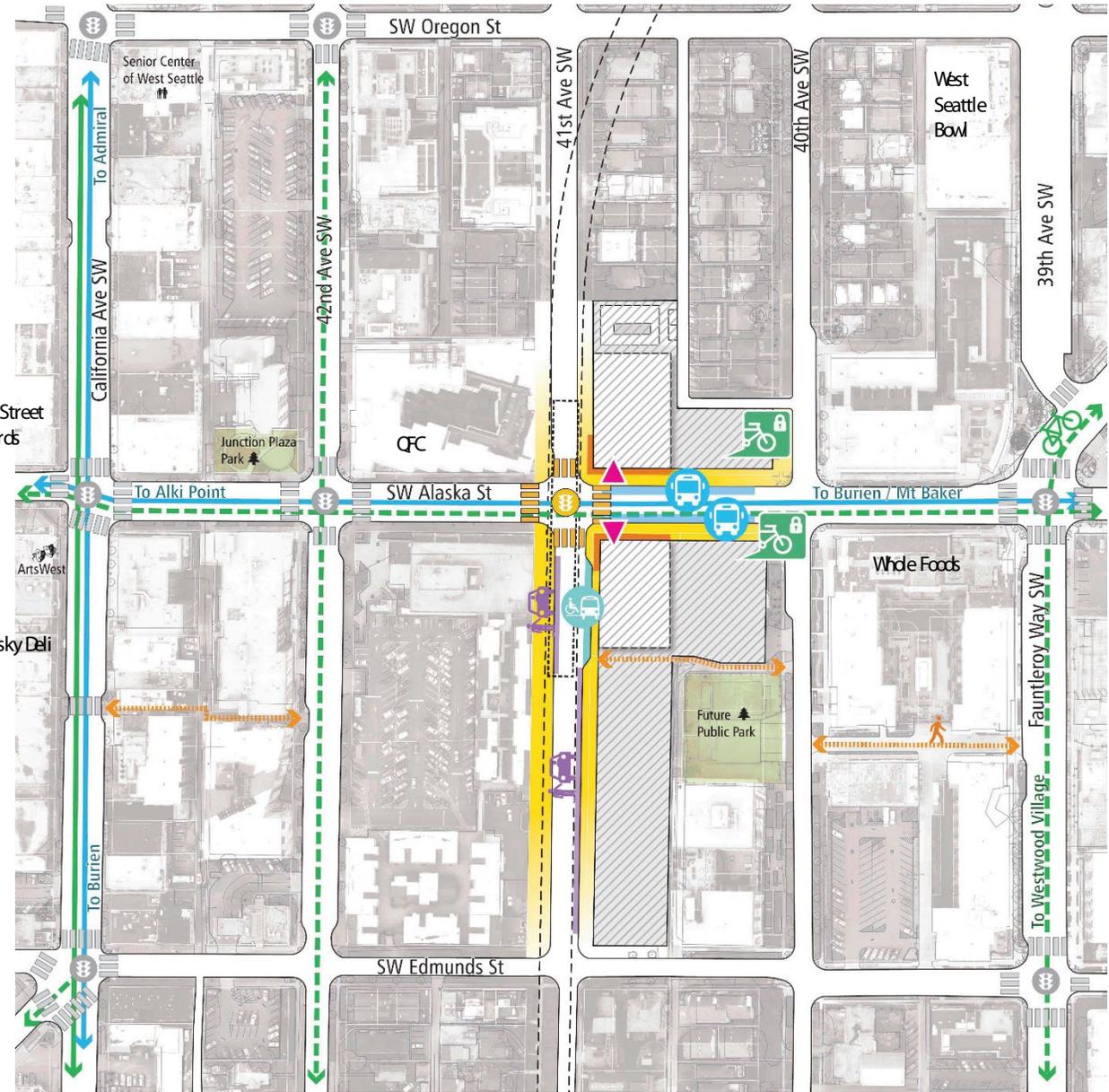
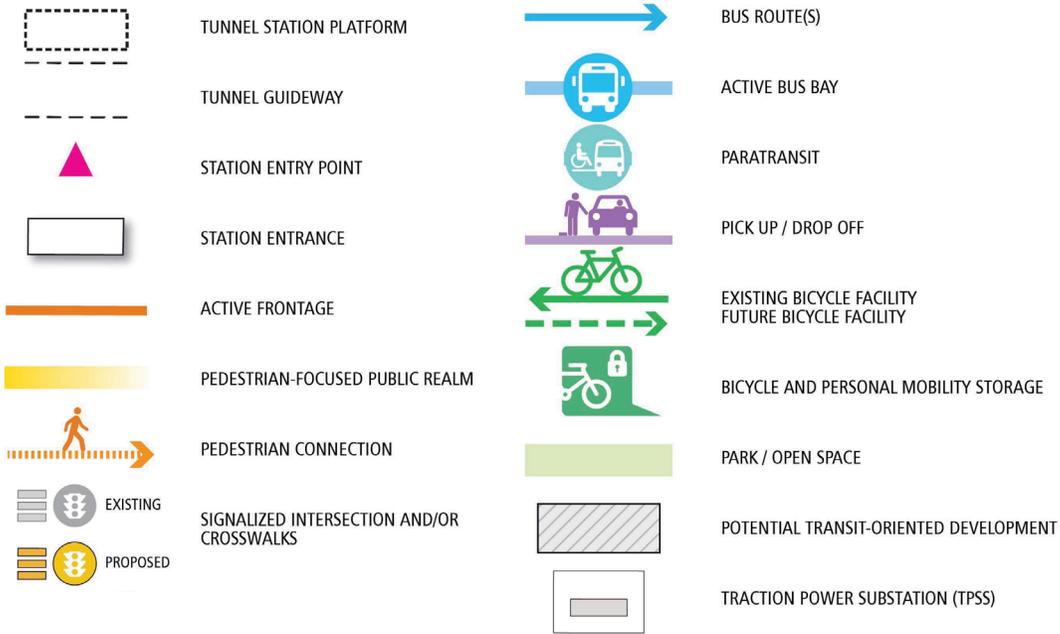
- Likely and desired future state condition
- Likely path of transition over time
- Multi-state transition path

TABLE 4.1.4
The Station Environment Typology Matrix crosswalks the three Station Access Types and the Three Land Use Types

		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTIMODAL	AUTO
LAND USE	ESTABLISHED URBAN Areas characterized by: <ul style="list-style-type: none"> » Established Urban scale block form and street pattern » Existing mixing of uses establishing walkable environment » Higher development densities 	Typically urban centers in metropolitan cities with high existing densities and well-established street grids Example: Capitol Hill	Typically urban centers in metropolitan cities with high existing densities and well-served by connections with local and high-capacity frequent transit service Example: International District / Chinatown	Not Applicable
	EMERGENT URBAN Areas with one or both of the following characteristics: <ul style="list-style-type: none"> » Urban scale block form and street pattern already established or can be readily encouraged » Some mixing of uses with a walkable scale But characterized by lower development densities	Typically urban centers in large or small cities with planned growth in residential density Example: Spring District	Typically urban centers in large or small cities with planned growth in mixed-use density Example: Lynnwood	As with single use / auto-focused combination, may focus more on supporting transition to Multimodal access type Example: Shoreline South/148th St
	SINGLE USE Suburban Residential or Commercial and Industrial land uses Areas characterized by: <ul style="list-style-type: none"> » Large or irregular blocks and discontinuous street grid » Predominantly suburban residential, commercial or industrial land uses » Low development densities 	Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type; otherwise, focus on small-scale interventions to enhance block porosity and directness of walking and biking routes Example: East Portland	Typically districts composed of specialized industrial and commercial uses of strategic importance to the region, with transit providing access to jobs Examples: 8000 and SW Everett Industrial Center	Typically residential neighborhoods where trips originate. Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type Example: Sea Lake

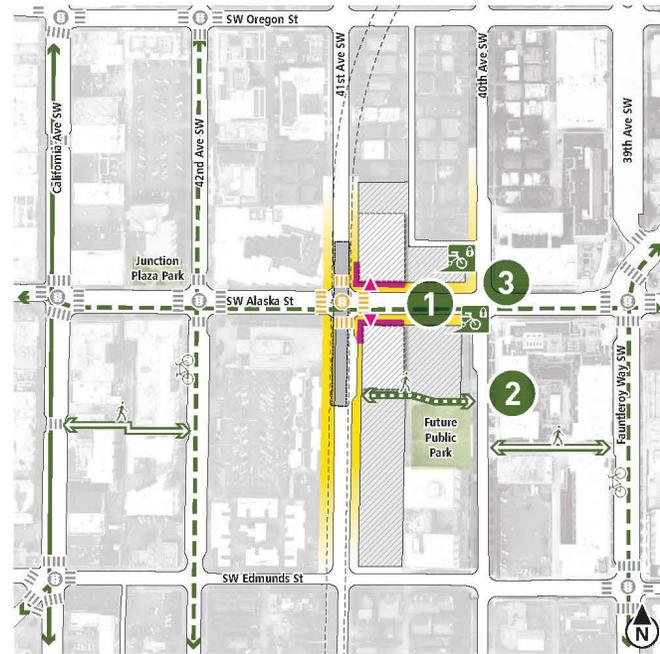
***Concept Evolution and Past
Engagement***

DEIS Concept: Tunnel 41st Station



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

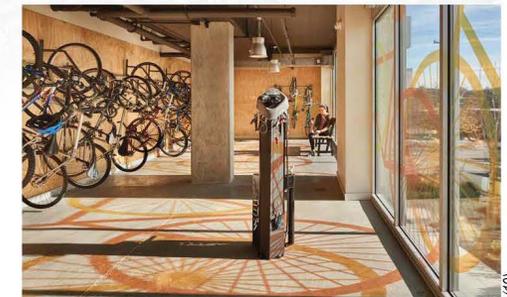


Coordinate with the city to expand the bike network:

- 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 (62)



Bike storage integrated with transit oriented development (70)

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

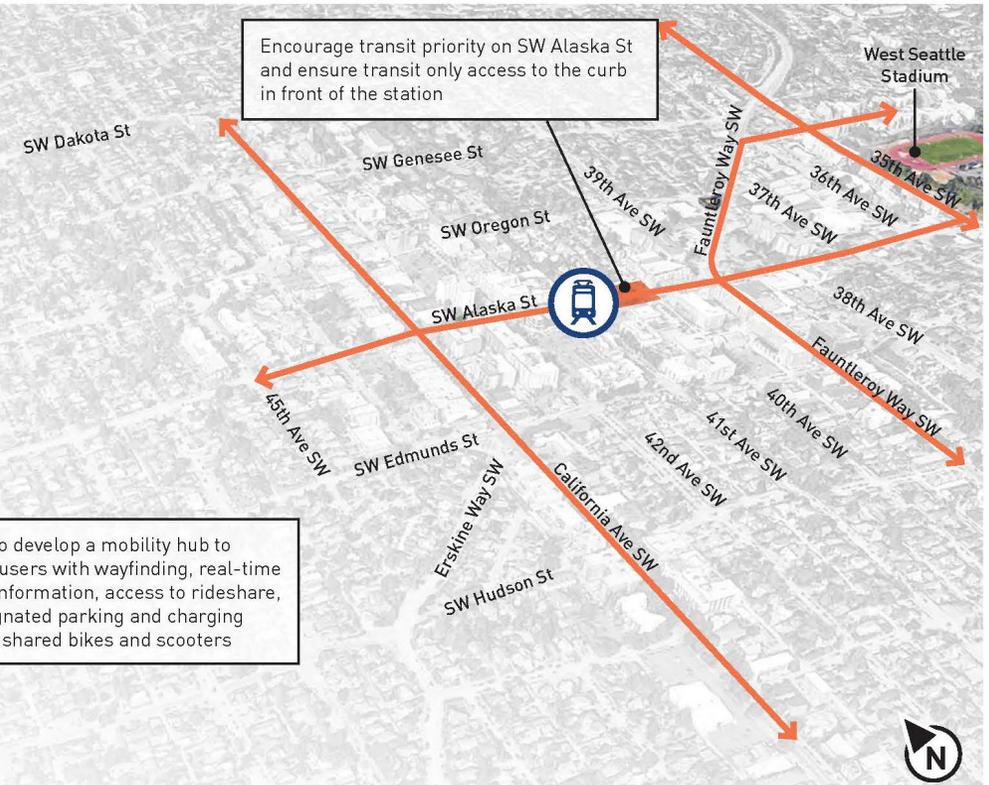
- 1** Station entrances on both sides of street facilitate transfers from buses on SW Alaska St
- 2** Explore ways to minimize potential conflicts between bus loading areas, station entrances and bike lanes
- 3** Refine pickup/drop-off area(s) and explore locations away from bus routes and bike lanes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

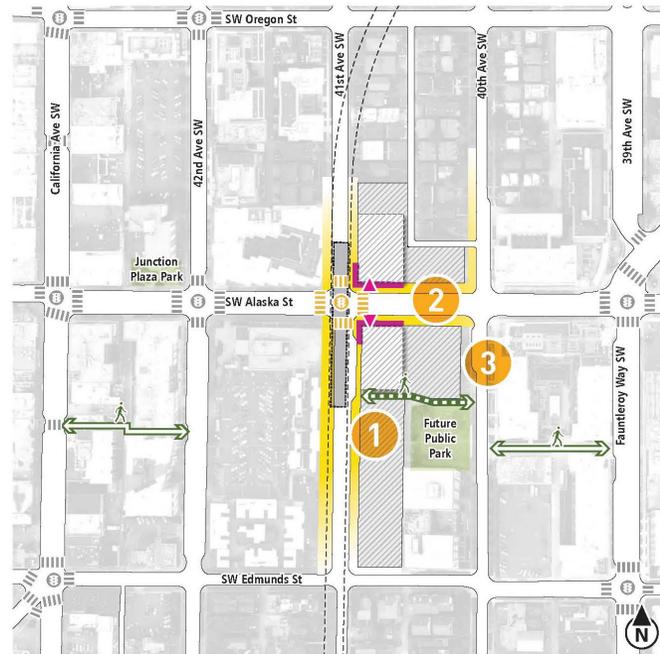


Thoughtful design of bus stops on bike routes keeps everyone moving safely



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

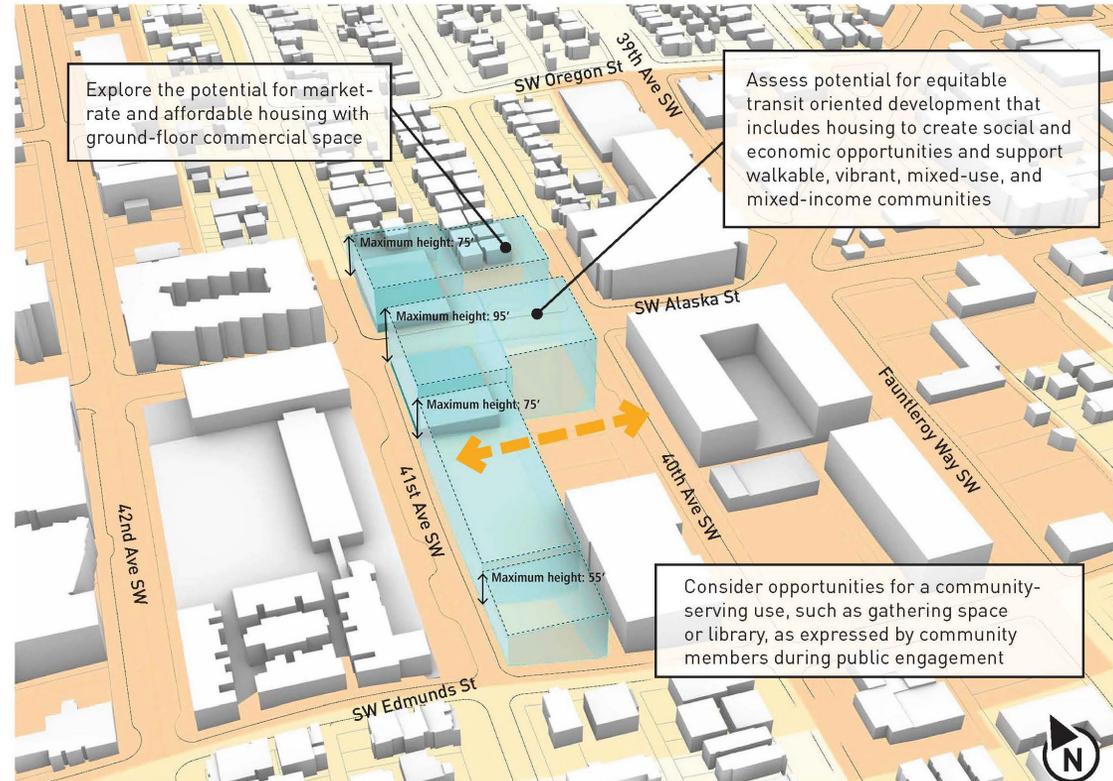


Diagram above depicts potential building envelopes based on current (2021) zoning.



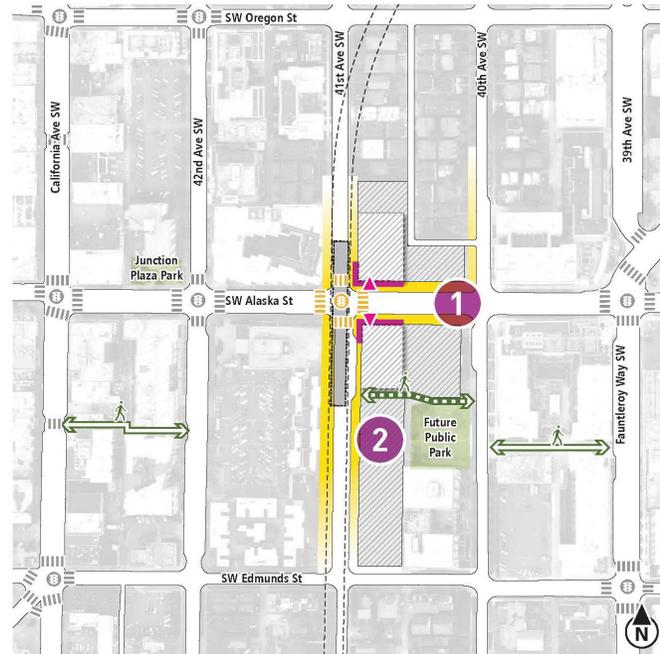
Shops with outdoor seating enliven a transit plaza

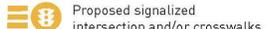


Transit station integrated with mixed-use development

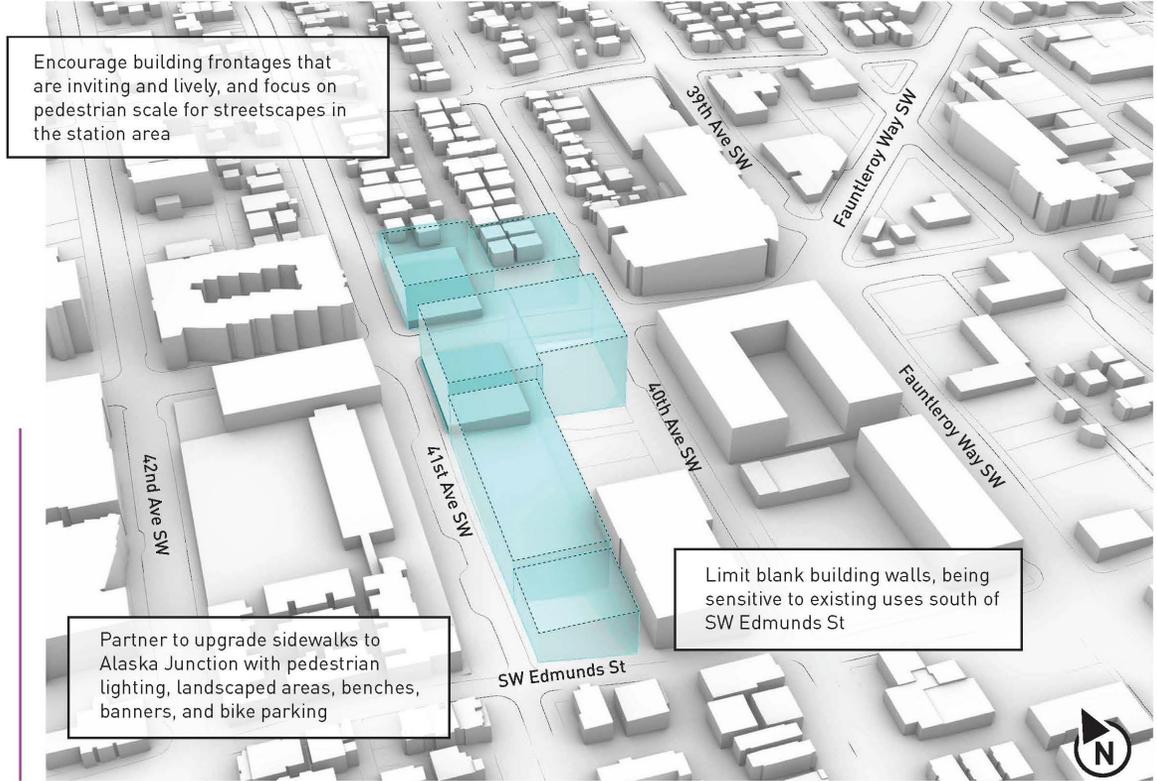
Enjoying public space near the station

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



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

- 1** Provide wide building setbacks at streets and incorporate pedestrian-scale building frontages, lighting, and overhead weather protection; consider plaza uses such as outside café dining, seating, and public art
- 2** Encourage the proposed pedestrian connection through the block east of 41st Ave SW to incorporate design features such as seating, lighting, signage, and public art



Pedestrian connection through new development (36)



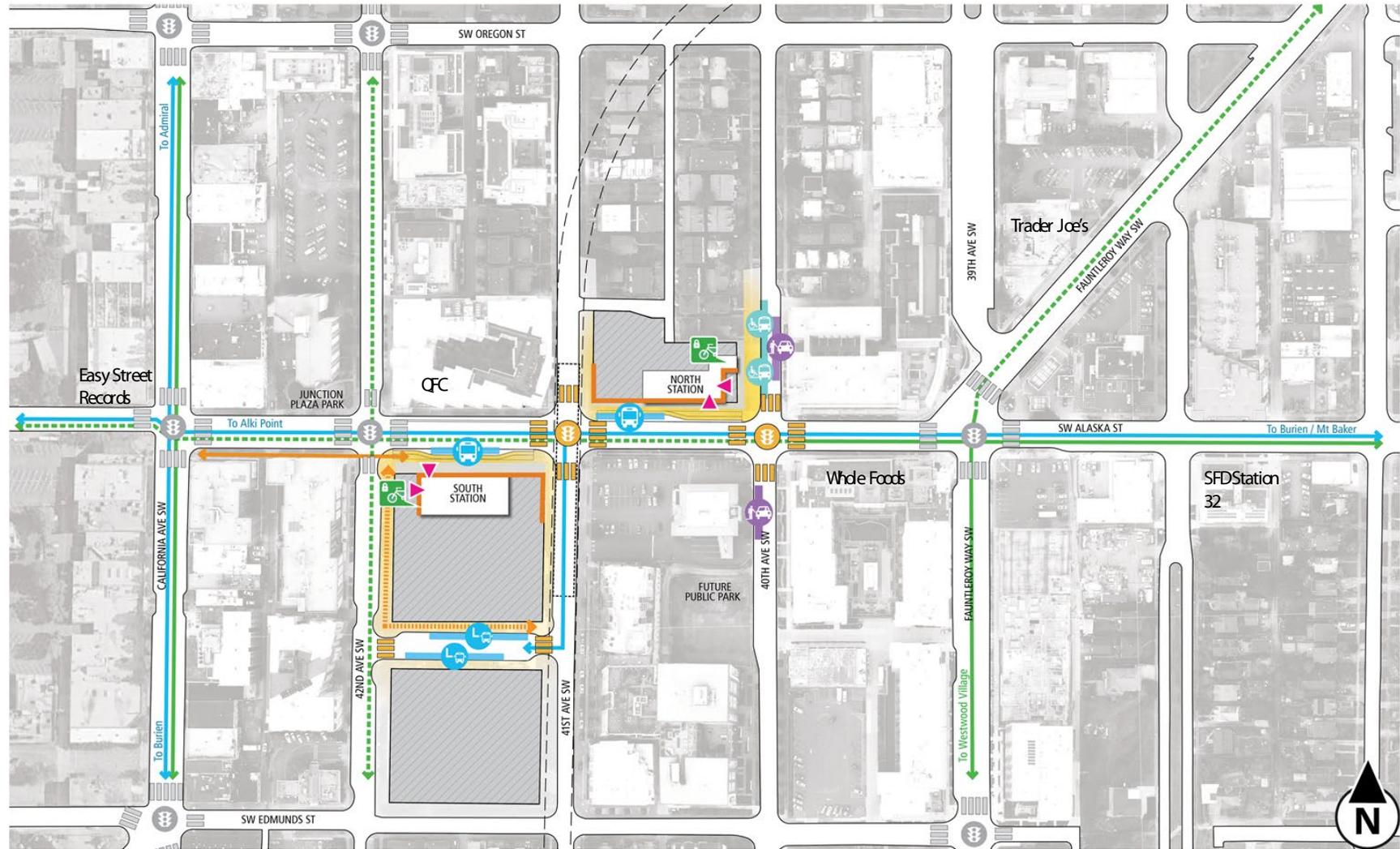
Sidewalk space with pedestrian amenities (78)

PE Concept Design

PE Concept Plan

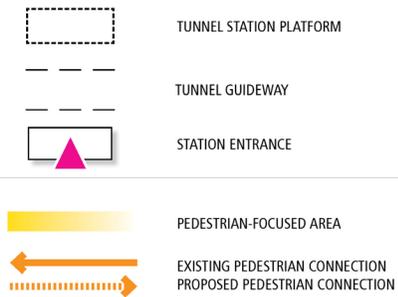
LEGEND

-  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
-  BUS LAYOVER AREA
-  PARATRANSIT
-  PICK-UP / DROP-OFF
-  EXISTING BIKE FACILITY
-  PROPOSED BIKE FACILITY
-  BIKE STORAGE
-  POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

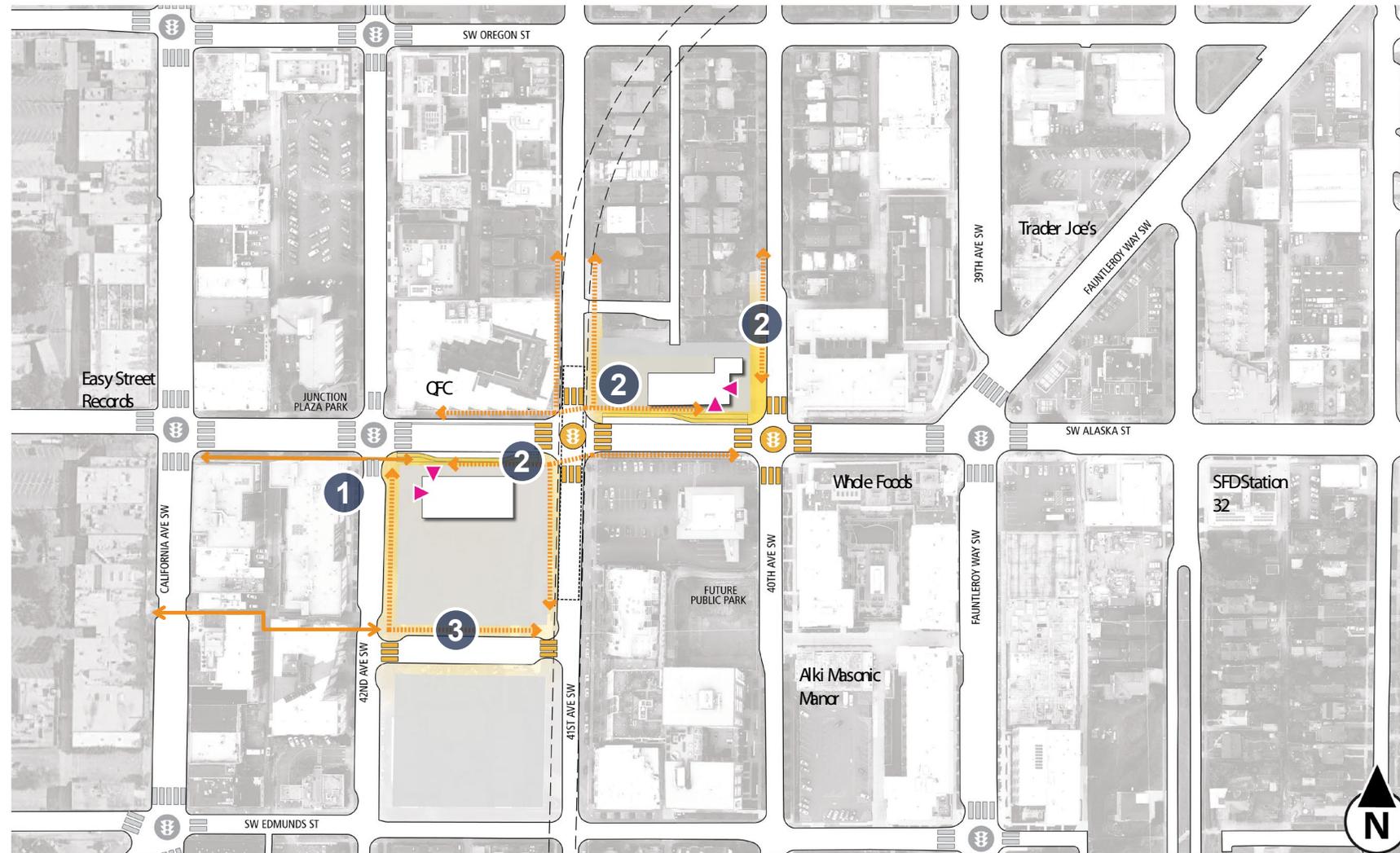


Pedestrian Access and Features

LEGEND



- 1 Station entrance moved to within one block of The Junction
- 2 Sidewalk widened (18') on station frontages per SEDG and Streets Illustrated
- 3 Midblock pedestrian connection aligned with existing connection to California enhances access

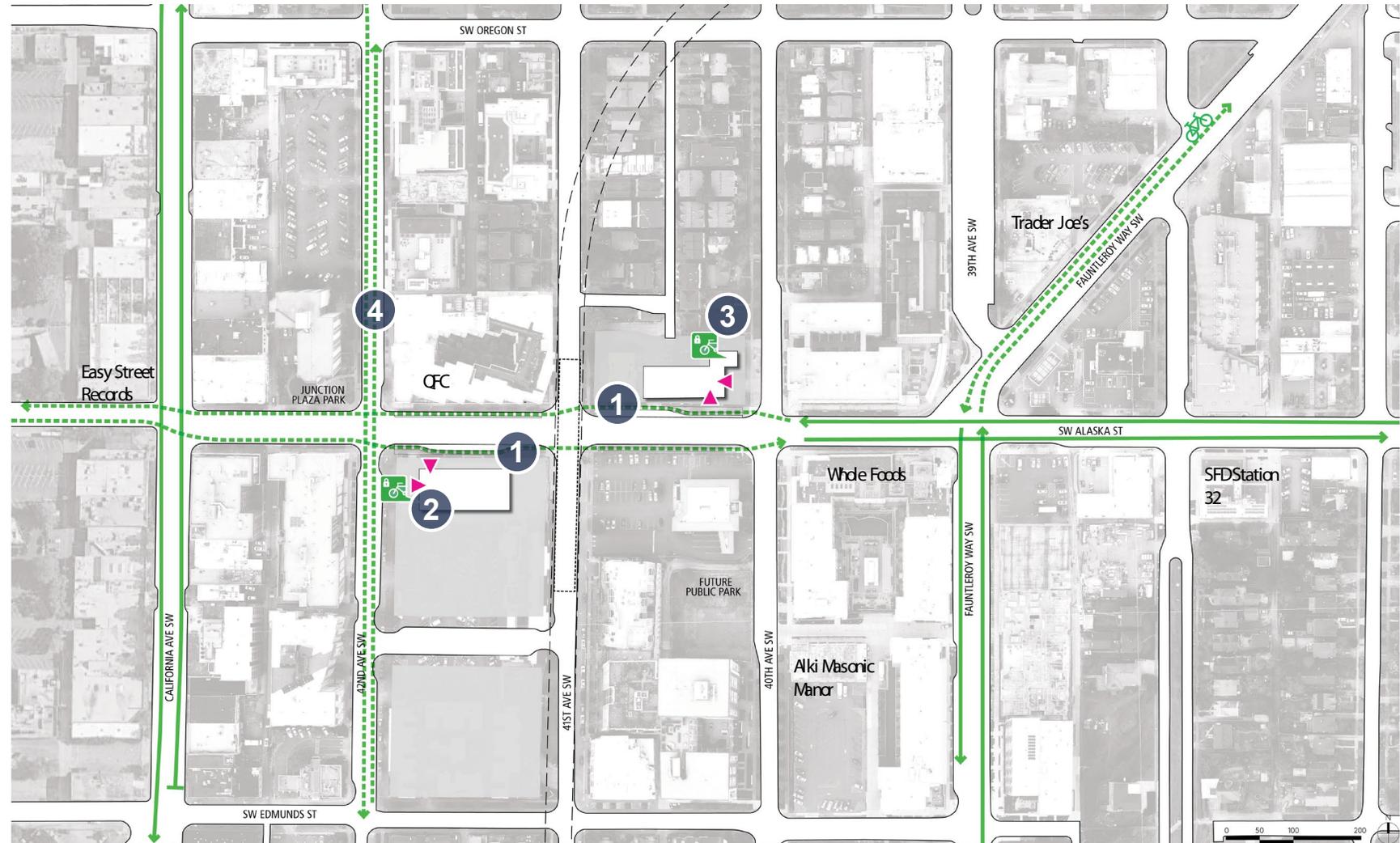


Bike Access and Features

LEGEND

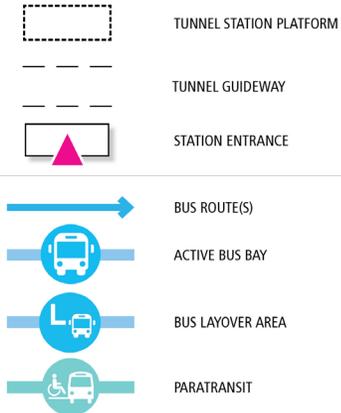
	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	EXISTING BIKE FACILITY
	PROPOSED BIKE FACILITY
	BIKE STORAGE

- 1 PBL on Alaska above curb (6' width) and behind bus stops
- 2 Secured bike room (48 spaces) and 22 short-term racks (44 spaces) at southwest headhouse
- 3 Secured bike room (48 spaces) and 14 short-term racks (28 spaces) at northeast headhouse
- 4 Potential upgrading of bike facilities on 42nd Ave greenway (City project)

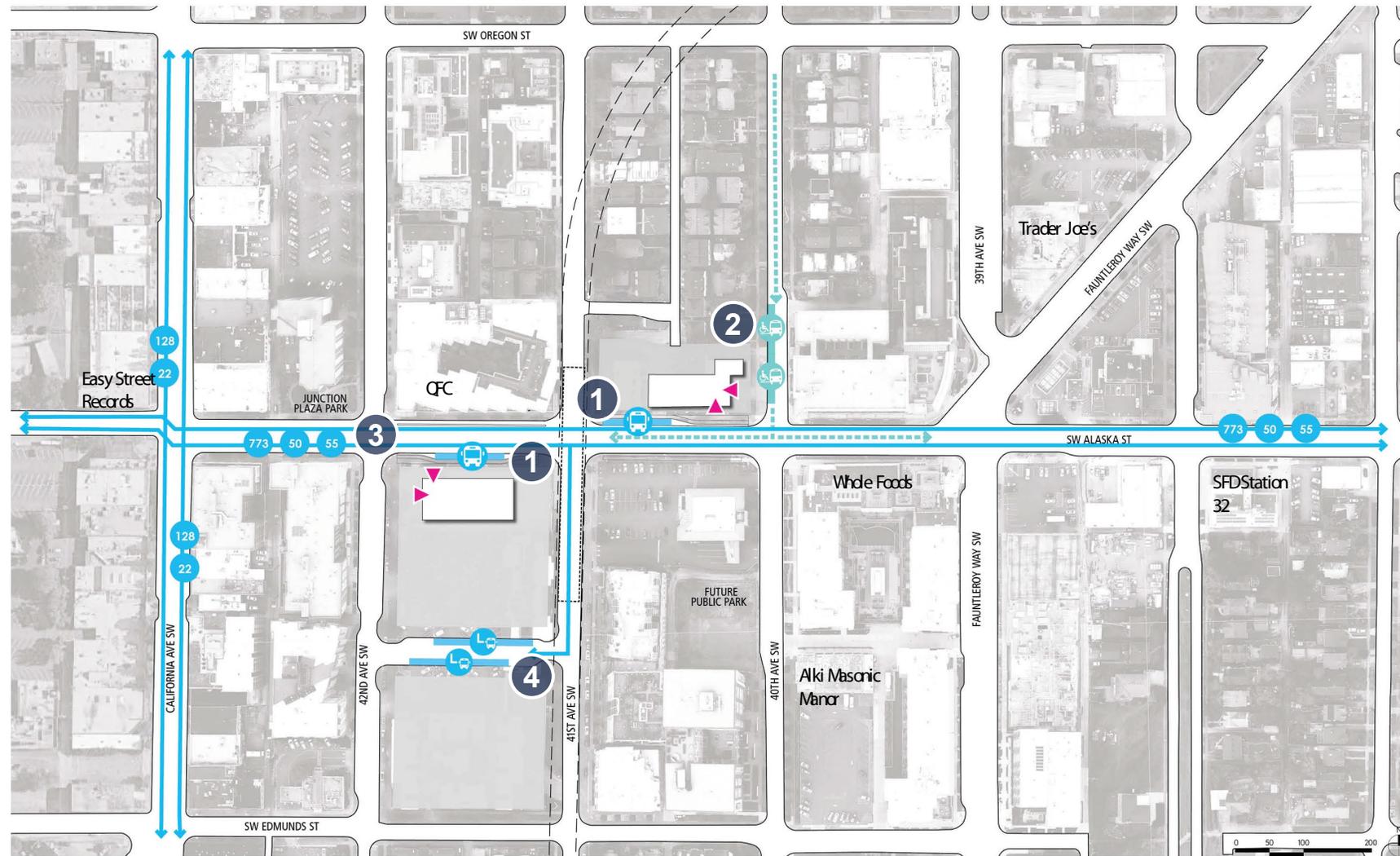


Transit Integration and Features

LEGEND



- 1** Active bus bays designed to KCM standard with seamless access to station entrances
- 2** Paratransit at NE entrance provides seamless access to station entrance
- 3** Transit priority on Alaska Street (City project)
- 4** Bus layover provided on private street in an urban transit street configuration supports urban form

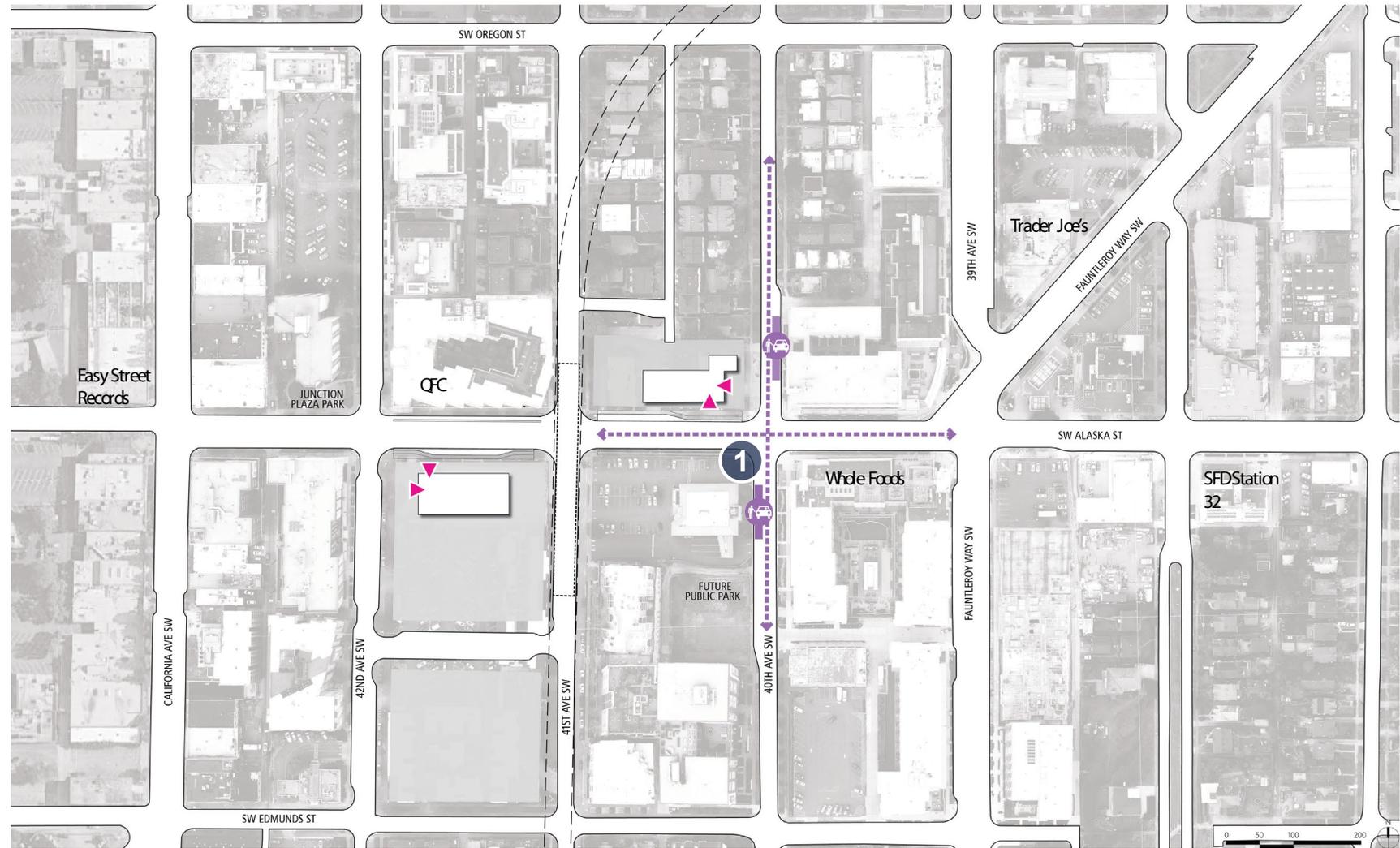


Pick-up and Drop-off

LEGEND

-  TUNNEL STATION PLATFORM
-  TUNNEL GUIDEWAY
-  STATION ENTRANCE
-  PICK-UP / DROP-OFF

- 1 PUDO located away from heavy bus movements as well as ped/bike movements on 42nd Ave SW, reflecting lower curb use priority from SEDG and City

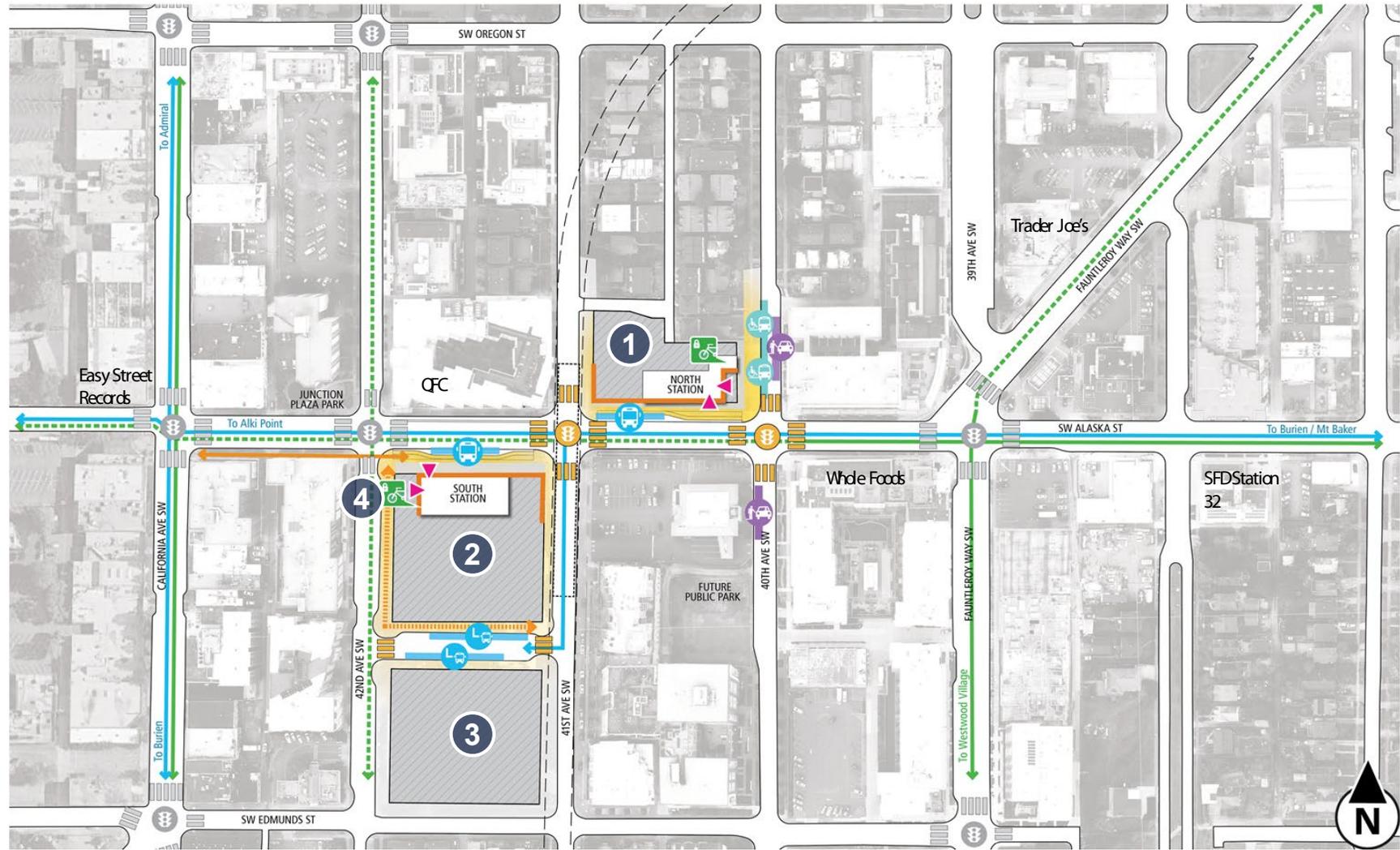


TOD and Public Realm

LEGEND

	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

- 1 Integrated overbuild TOD site at north headhouse (residential)
- 2 Air rights overbuild TOD site at south headhouse (mixed use)
- 3 Adjacent future phase TOD site (mixed use)
- 4 Green street project: Potential pedestrianized plaza concept on 42nd Ave SW close to Alaska intersection (City project)



Public Realm

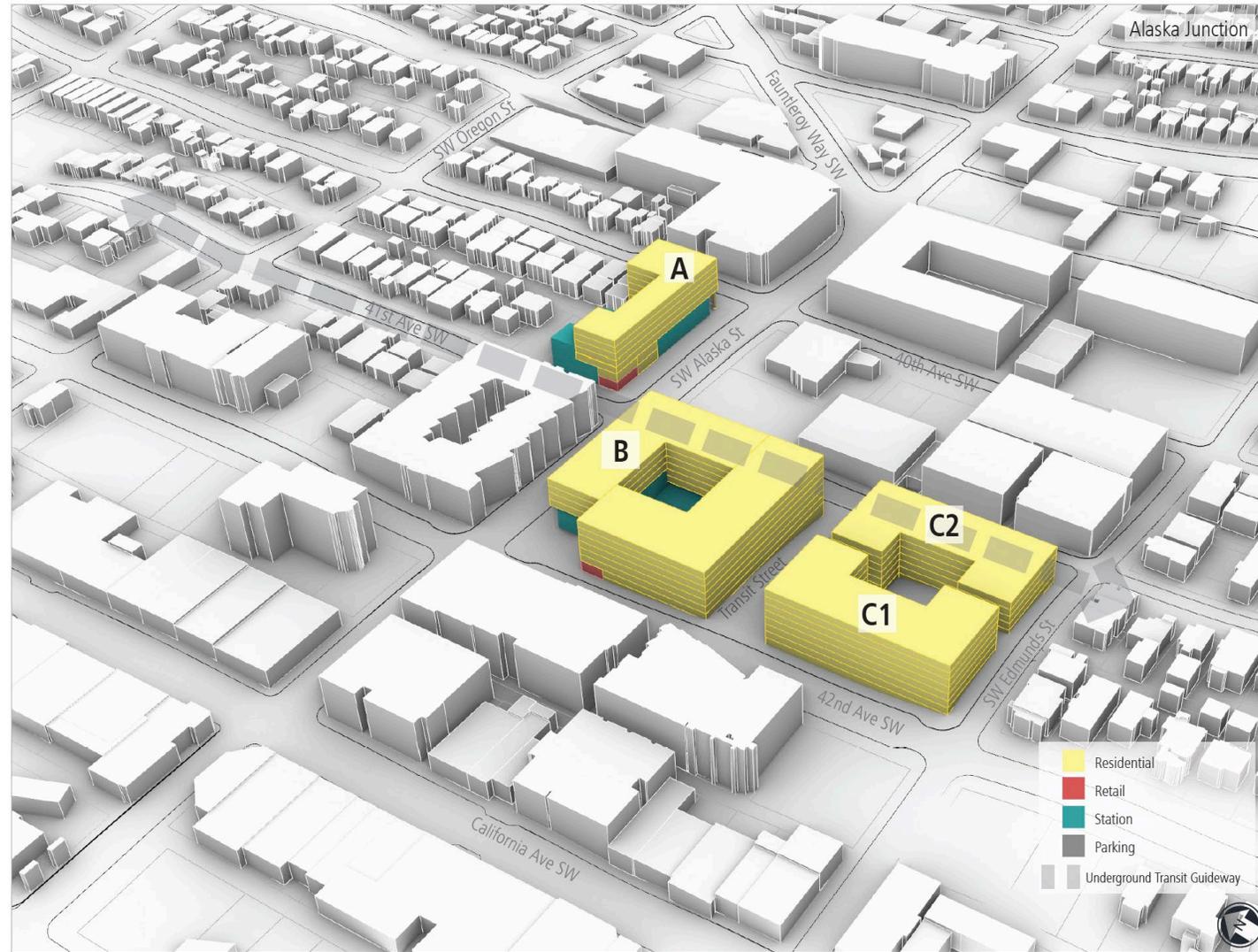
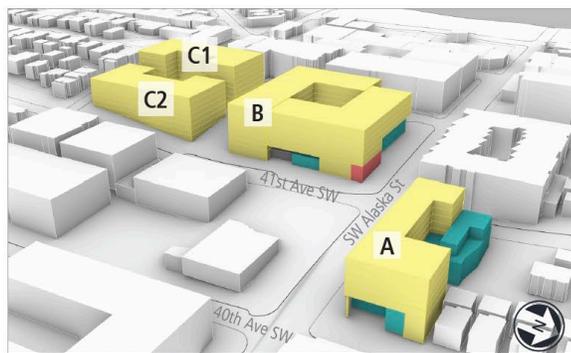
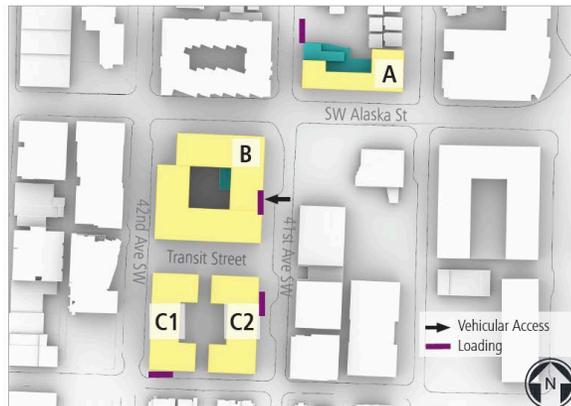
LEGEND

-  EXISTING STREET TREE
-  PROPOSED STREET TREE
-  PROPOSED PLANTING AREA
-  POTENTIAL TRANSIT ORIENTED DEVELOPMENT
-  POTENTIAL PUBLIC ART (S**T**art)
(SEE ARCHITECTURE BOD FOR DETAILS)
-  BICYCLE RACK
-  BUS SHELTER
-  BENCH
-  LEANING RAIL AND WEATHER PROTECTION
-  WAYFINDING SIGN
-  TRASH RECEPTACLE



Joint Development and TOD Concepts

Site	Feasibility **	Total GSF	Res. Units	Rezoned	Retail GSF	Office GSF	Parking Stalls
A *	1	88,700	115	Yes	1,400	0	0
B *	1	324,500	355	Yes	2,800	0	175
C1	4	146,700	185	Yes	0	0	0
C2	4	138,600	175	Yes	0	0	0
Total:		698,500	830		4,200	0	175



Key Themes From Fall 2023 Engagement

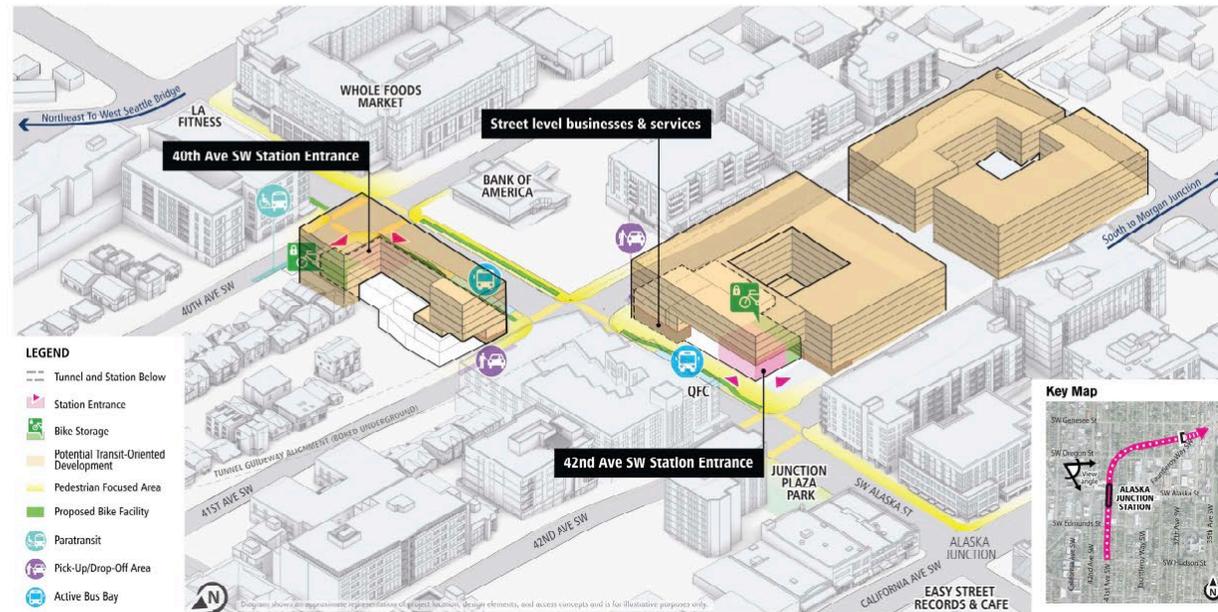


In-Language Focus Group Feedback

Excellent wayfinding and signage, in multiple languages

Wider sidewalks and good lighting

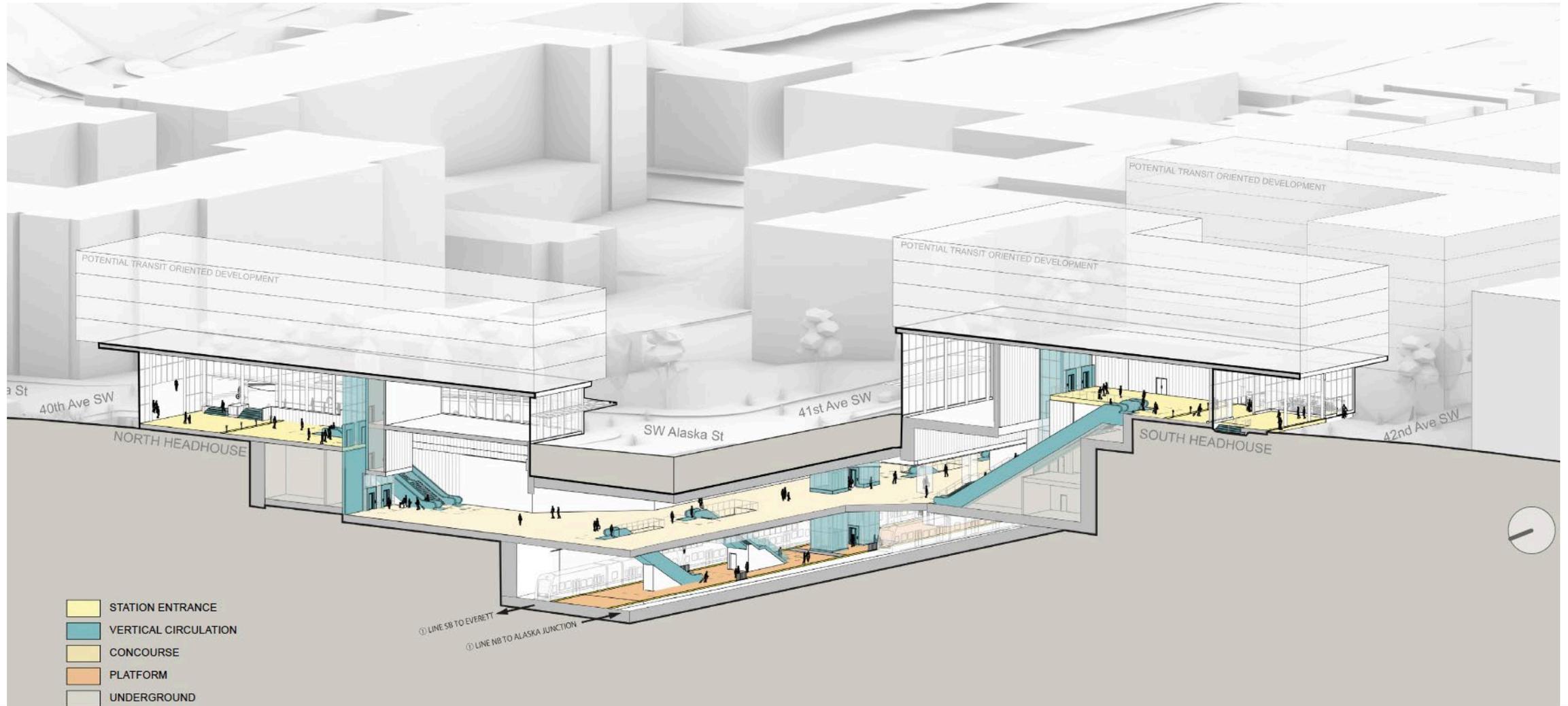
- "More restaurants and shops"
- "Small-scale retail"
- "Lights and cameras for safety, visible security"
- "Separated, protected bike lanes"
- "Easy access from street level to platform"
- "Affordable spaces for local and small businesses"
- "Natural spaces or parks"
- "Community center or open space"



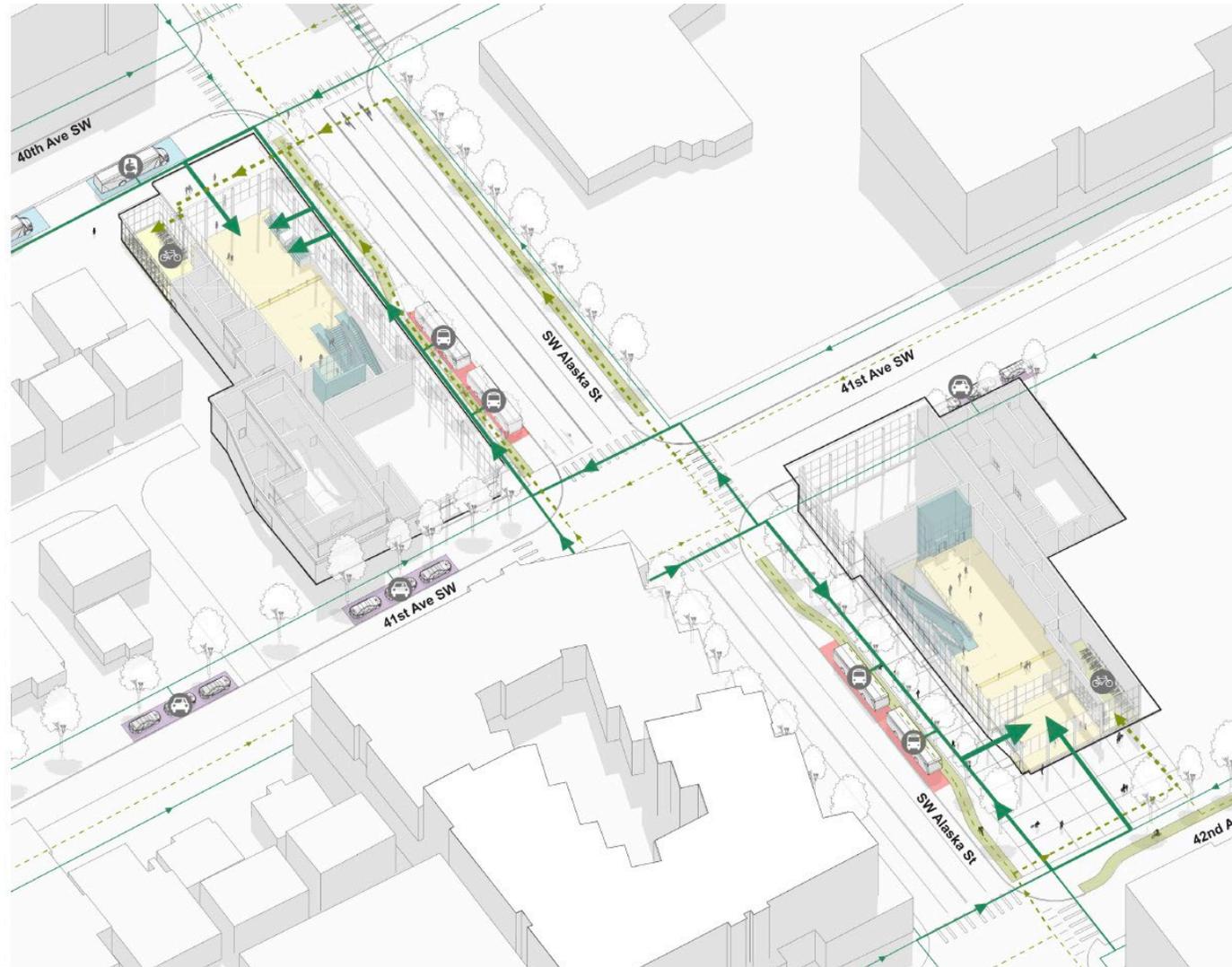
Design Preferences

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

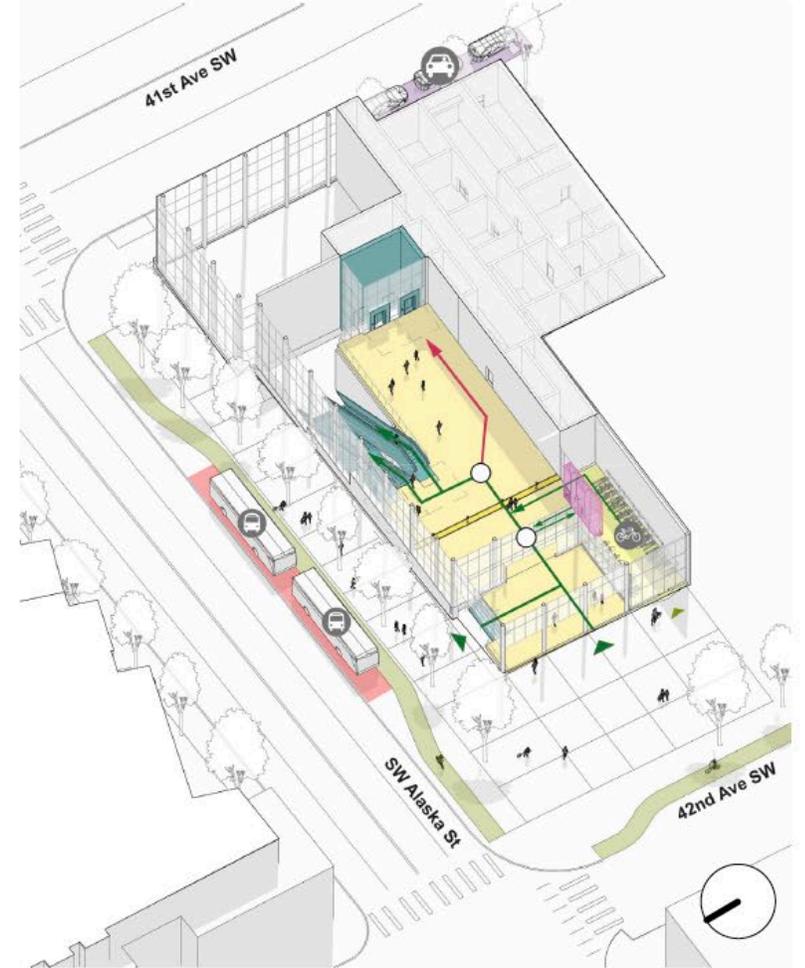
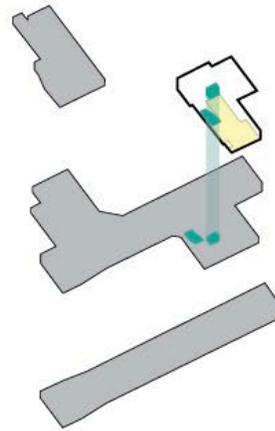
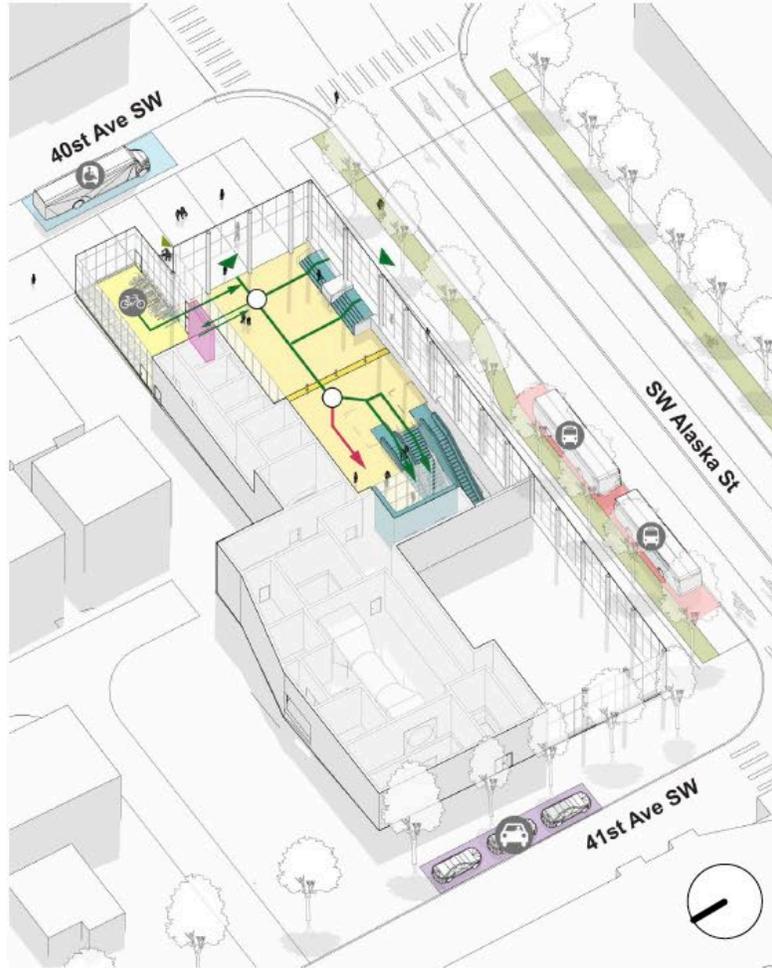
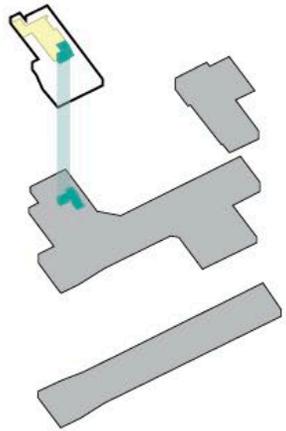
Station Configuration Overview



Passenger Access

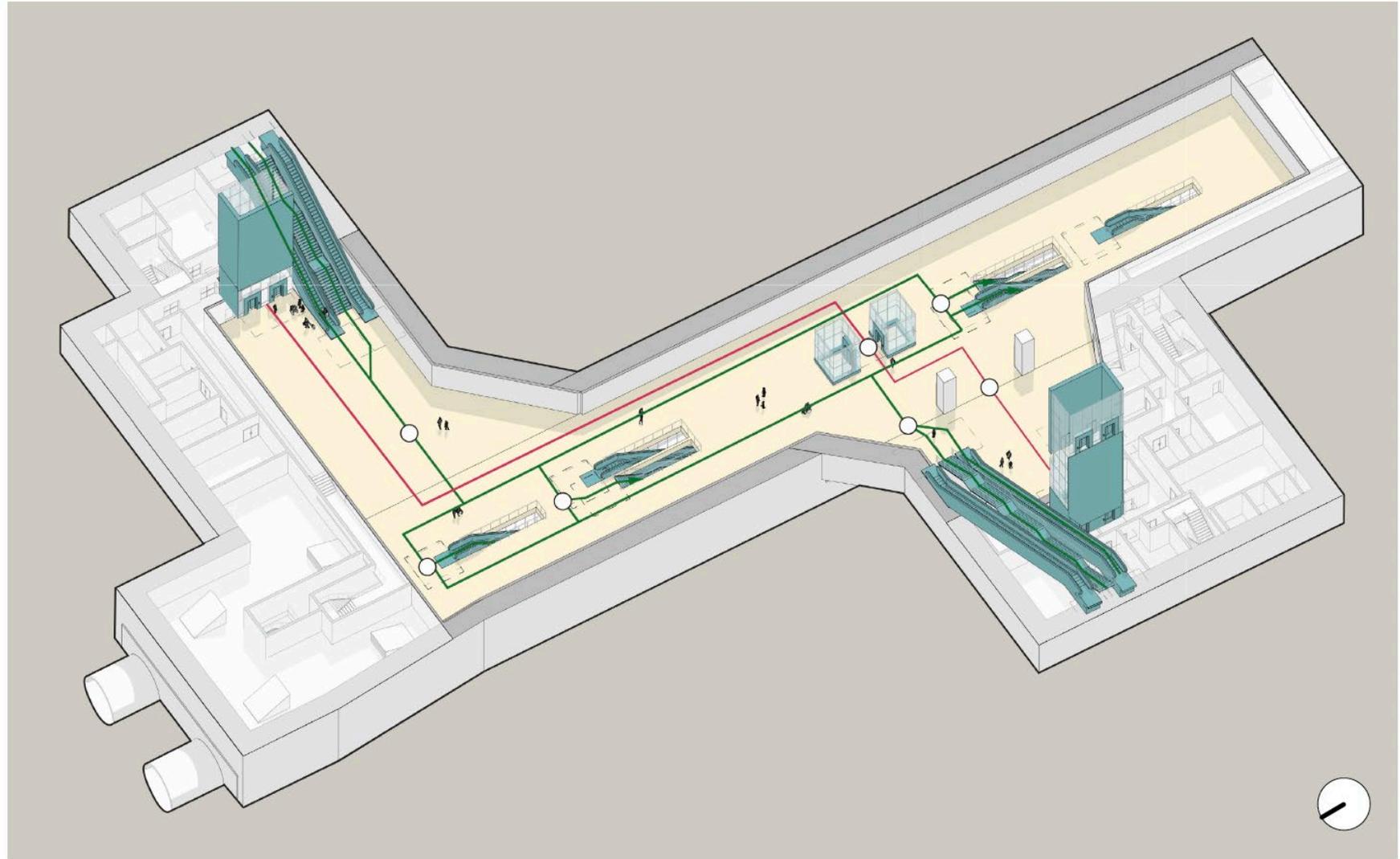
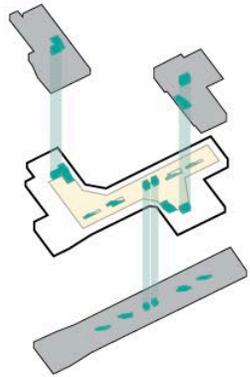


Passenger Circulation: Entry Level



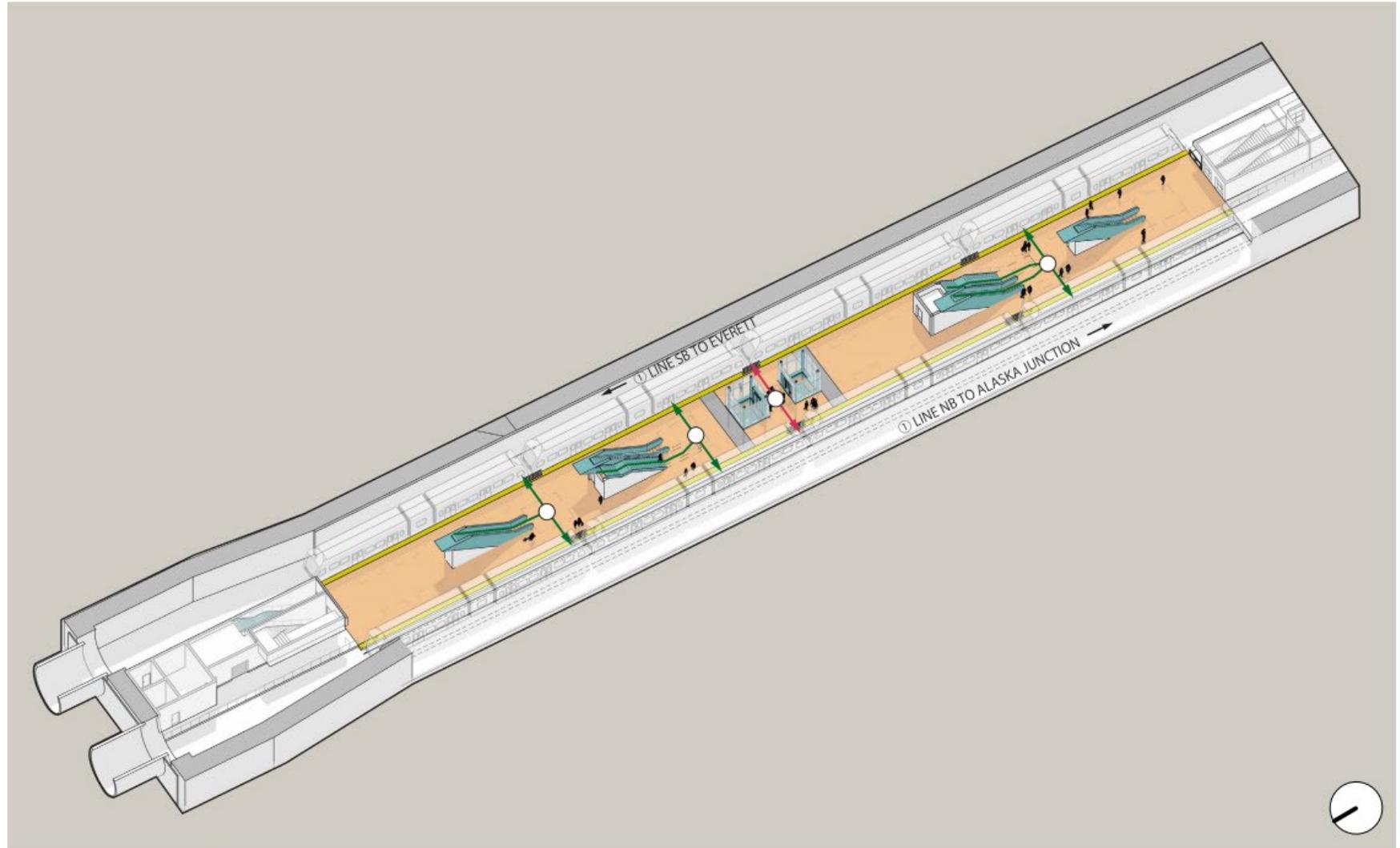
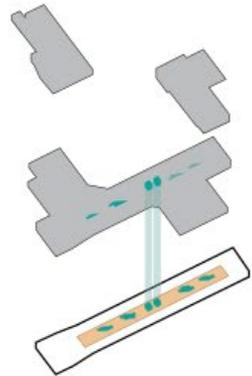
- PICK-UP/DROP-OFF AREA
- PARA TRANSIT STOPS
- BIKE LINES
- BUS STOPS
- STATION ENTRANCE
- FAIR PAID ZONE
- VERTICAL CIRCULATION

Passenger Circulation: Concourse Level



- FAIR PAID ZONE
- VERTICAL CIRCULATION
- TVM
- STAIR USERS
- ELEVATOR USERS
- DECISION POINTS

Passenger Circulation: Platform Level



- PLATFORM
- WARNING TILES
- TRAIN LOADING AREA
- VERTICAL CIRCULATION
- TVM
- STAIR USERS
- ELEVATOR USERS
- DECISION POINTS

Station Architecture: Massing



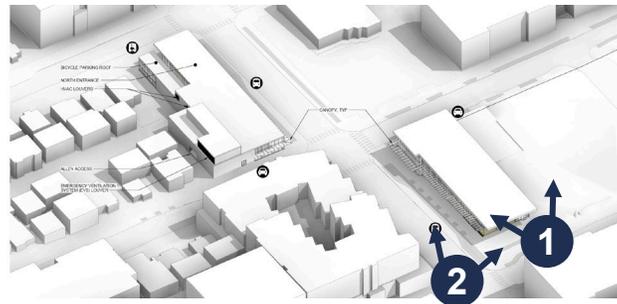
Station Architecture: Experiential Vignettes



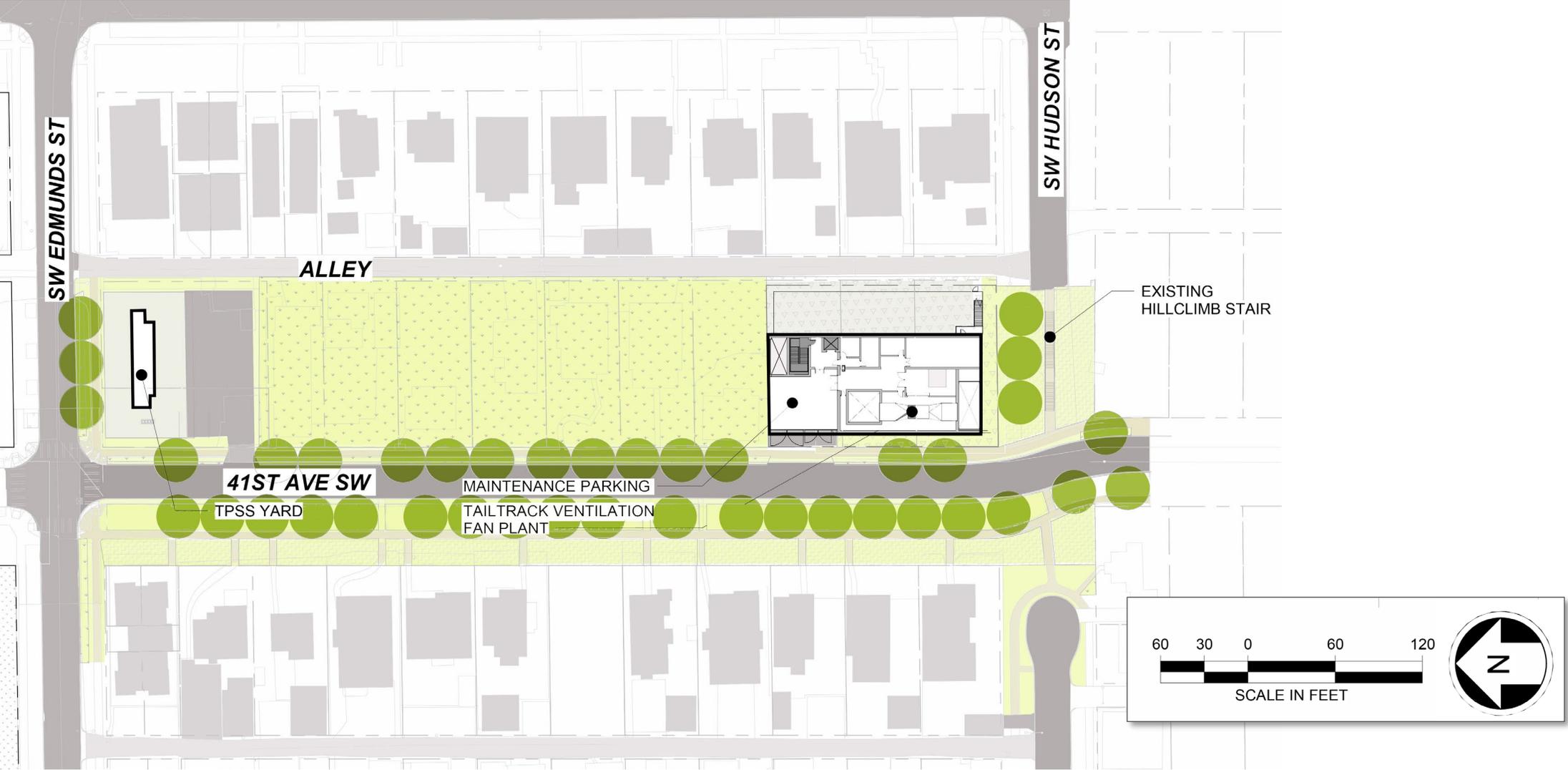
VIEW OF SOUTH ENTRANCE FROM 42ND AVE SW - LOOKING EAST



VIEW OF SOUTH ENTRANCE FROM SW ALASKA ST - LOOKING SOUTHEAST

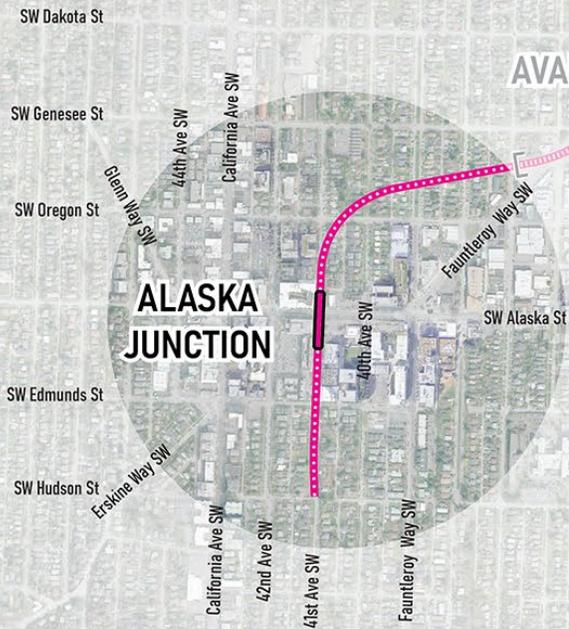


Ancillary Facilities



Section Review

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept



Q&A / Discussion

Avalon Station
PE Design

Section Overview

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept





ST3
APPROVED

2016

PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2024

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2024: Publish Final EIS

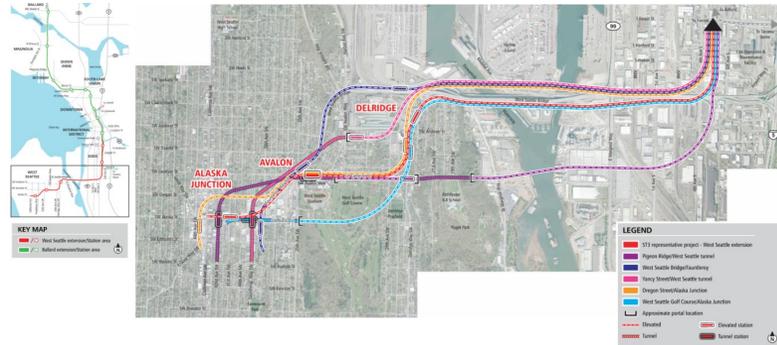
Board selects projects to be built

Federal Record of Decision

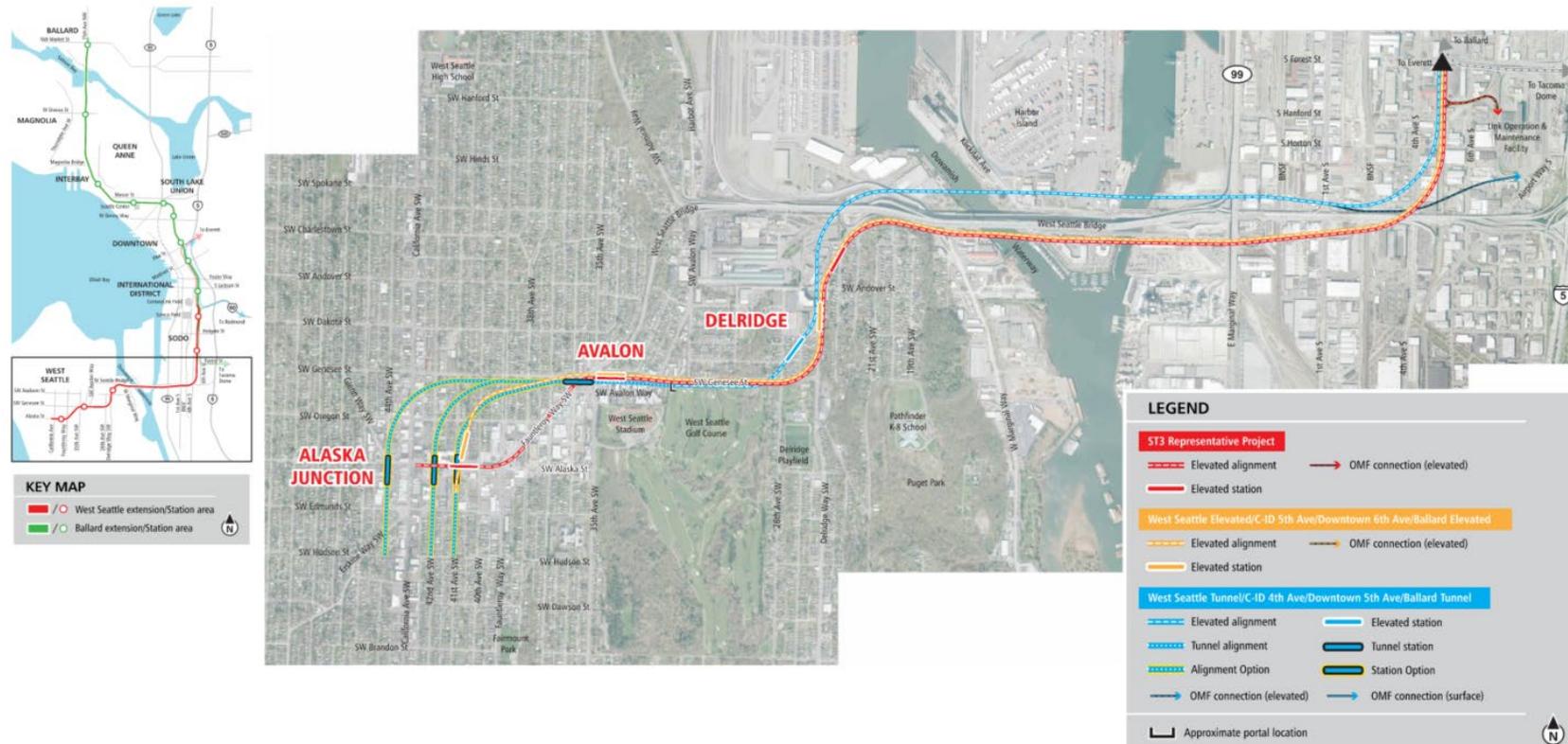
PUBLIC INVOLVEMENT

History – How did we get to the current preferred alternative?

Level 1 Alternatives



Level 3 Alternatives

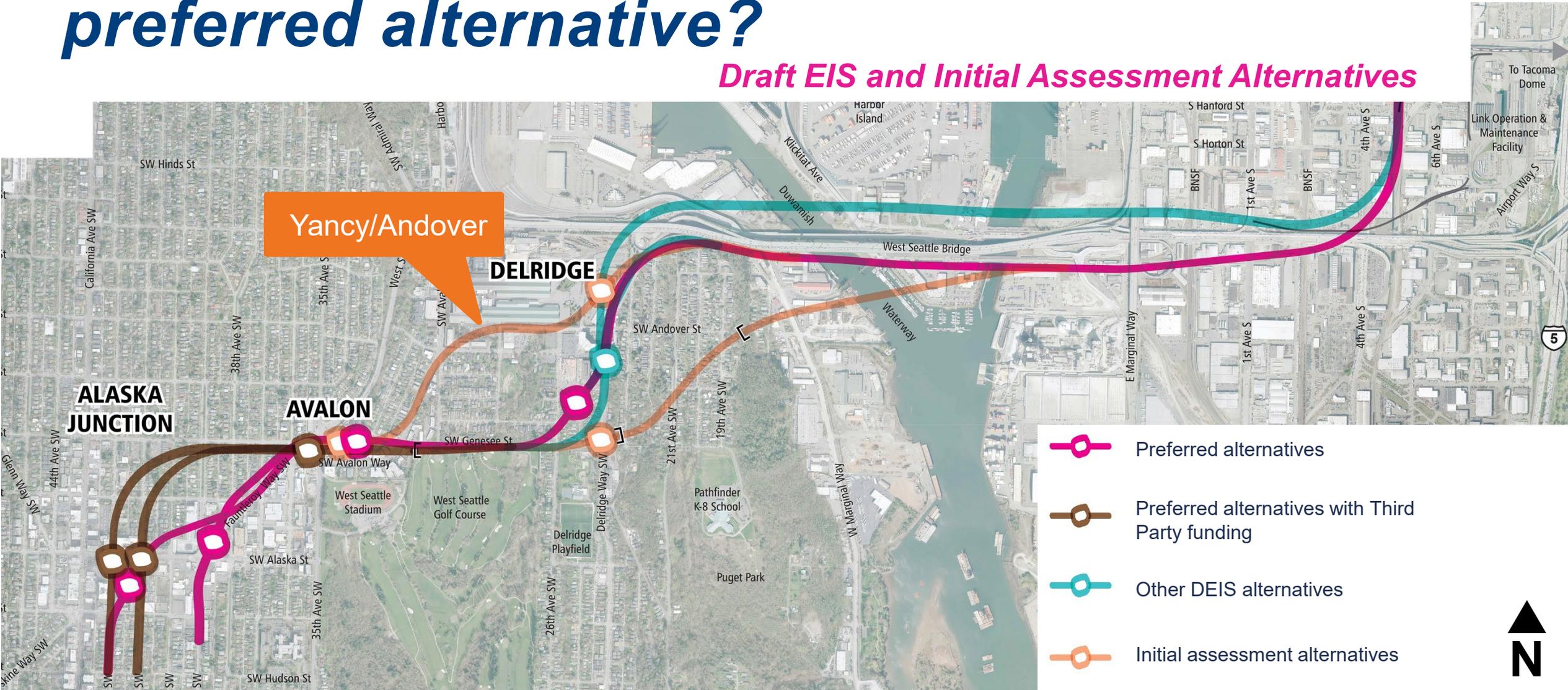


Level 2 Alternatives



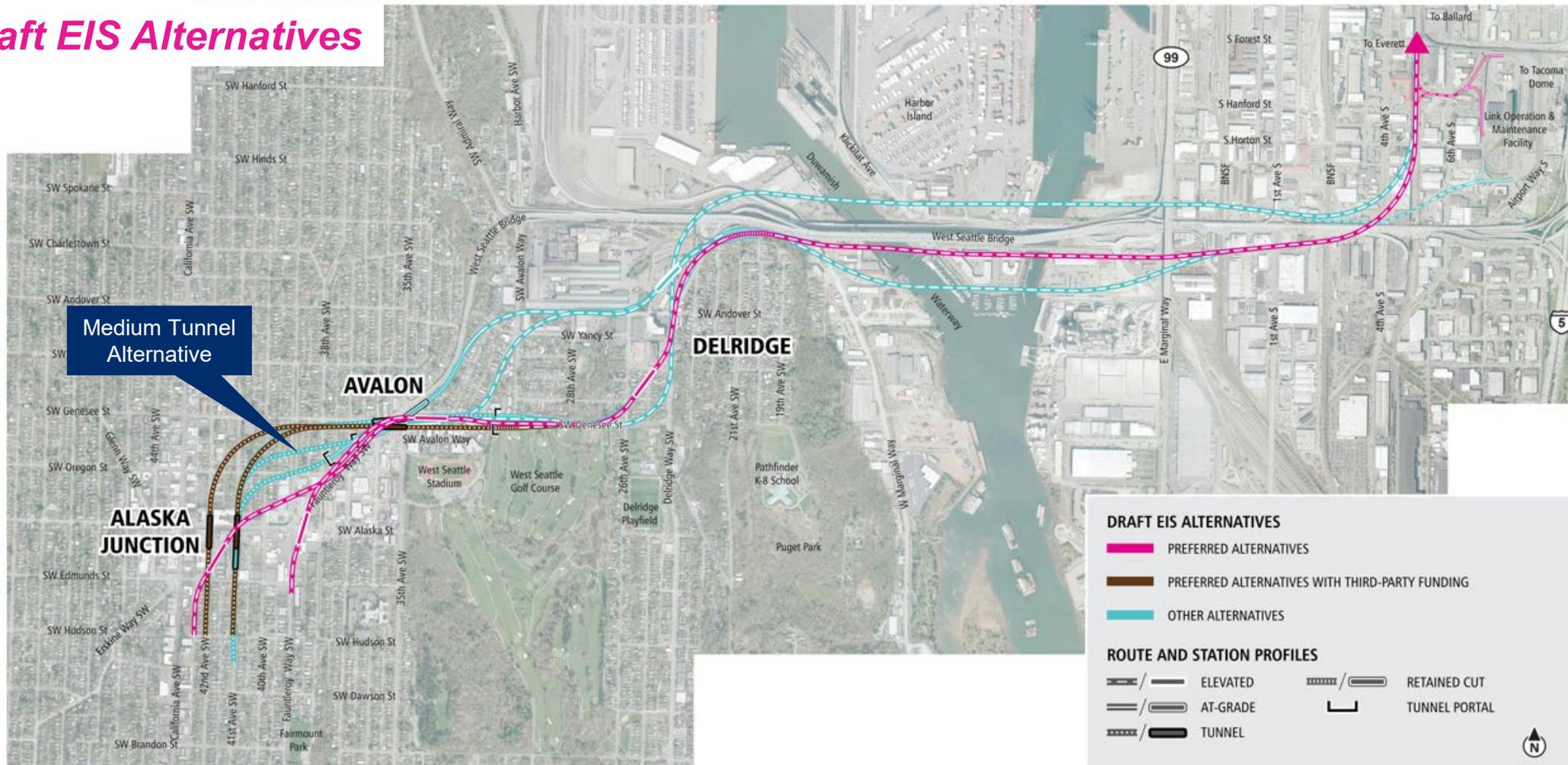
History – How did we get to the current preferred alternative?

Draft EIS and Initial Assessment Alternatives



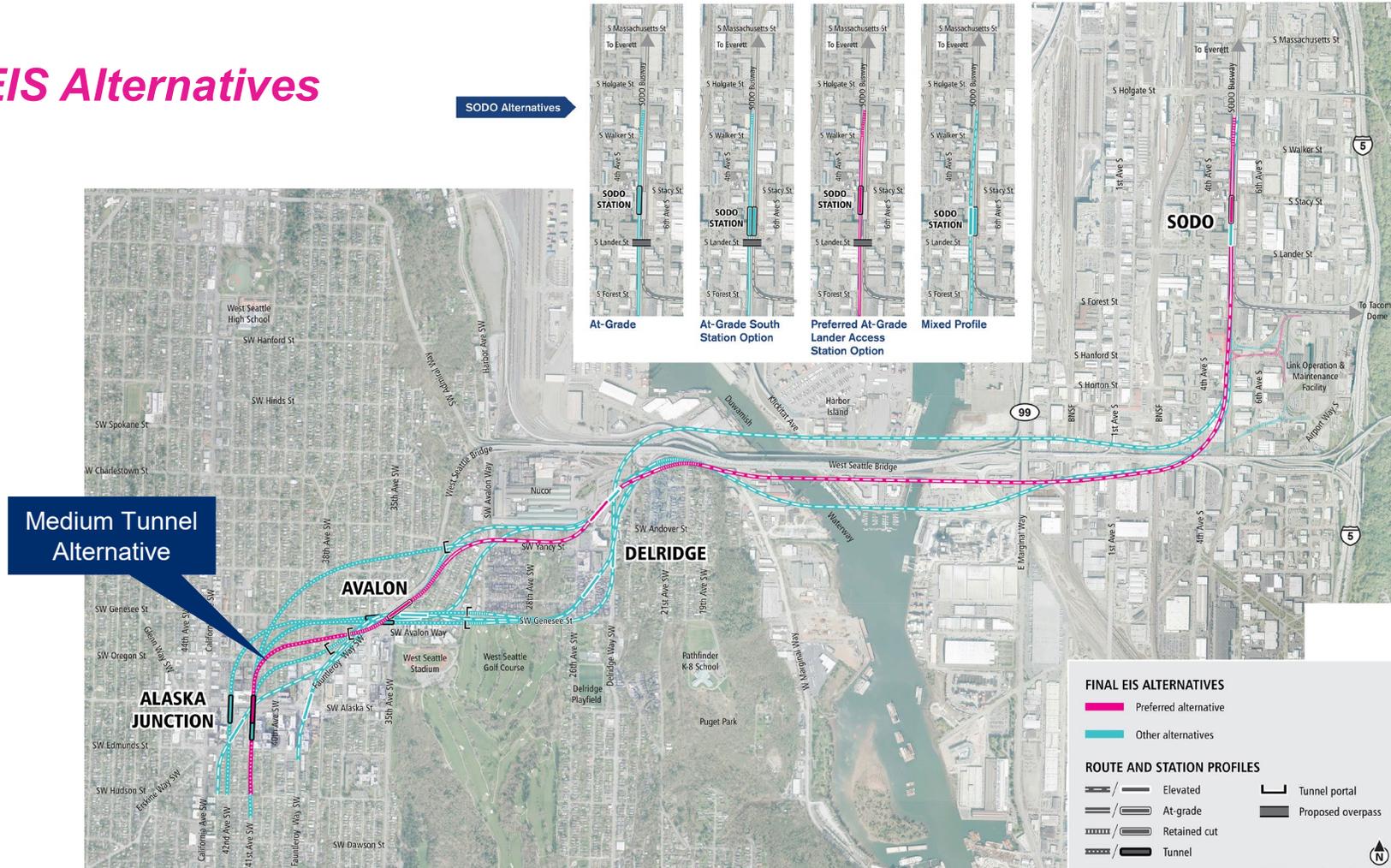
History – How did we get to the current preferred alternative?

Draft EIS Alternatives

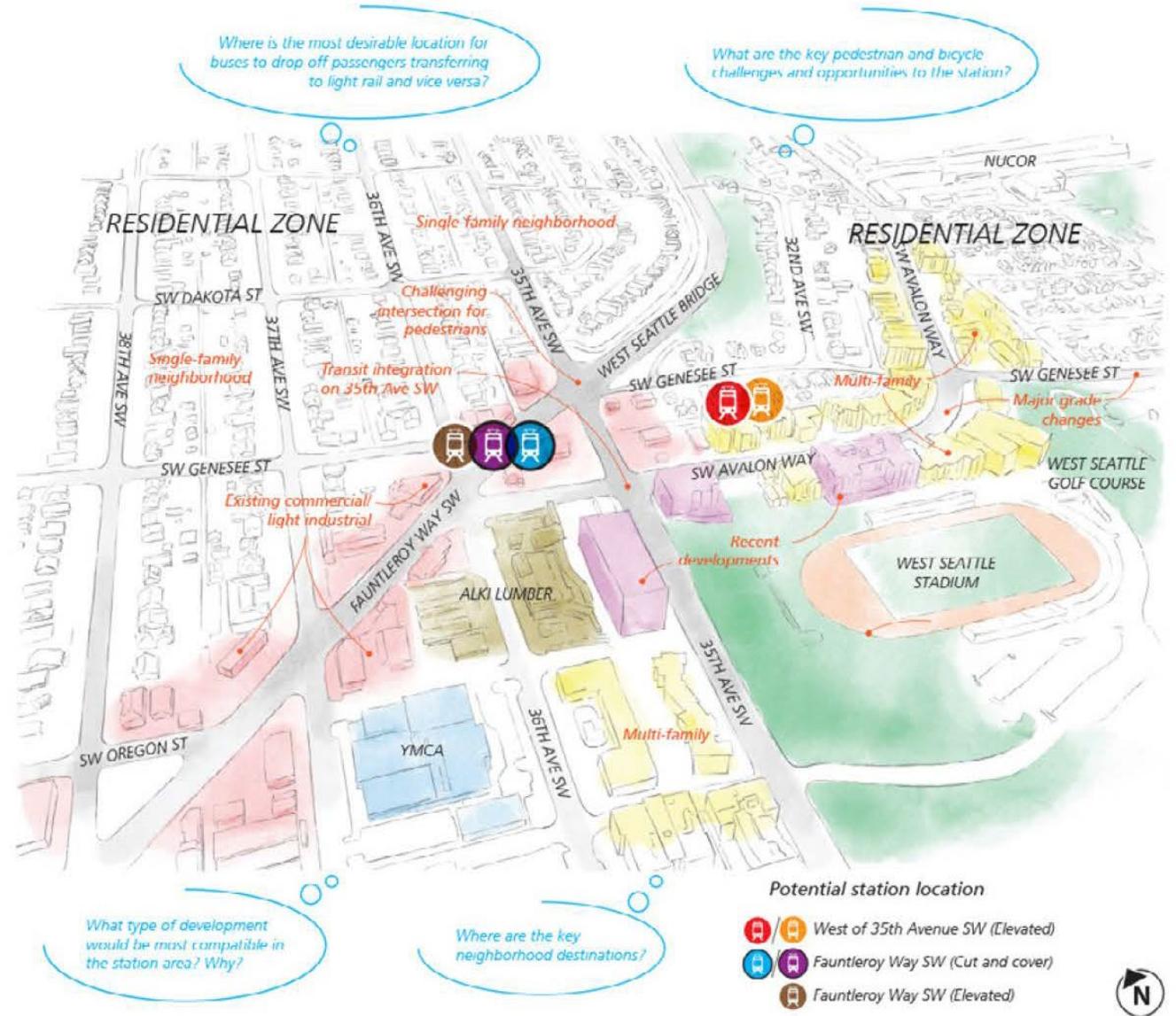


History – How did we get to the current preferred alternative?

Final EIS Alternatives

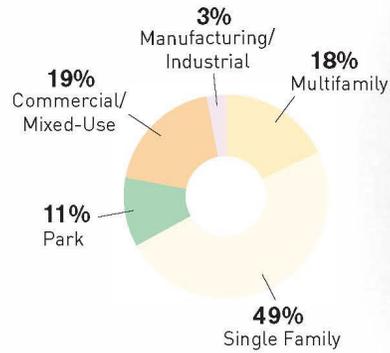


Neighborhood



Neighborhood

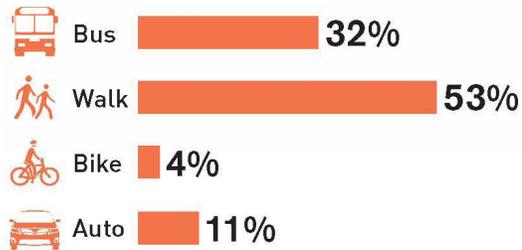
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾
10-minute bikeshed



Living and working in ^(1,4)
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.

Station Experience Design Guidelines

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

- Conditions encountered most frequently
- Potential new condition with transit investment
- Conditions encountered less often
- Condition not applicable

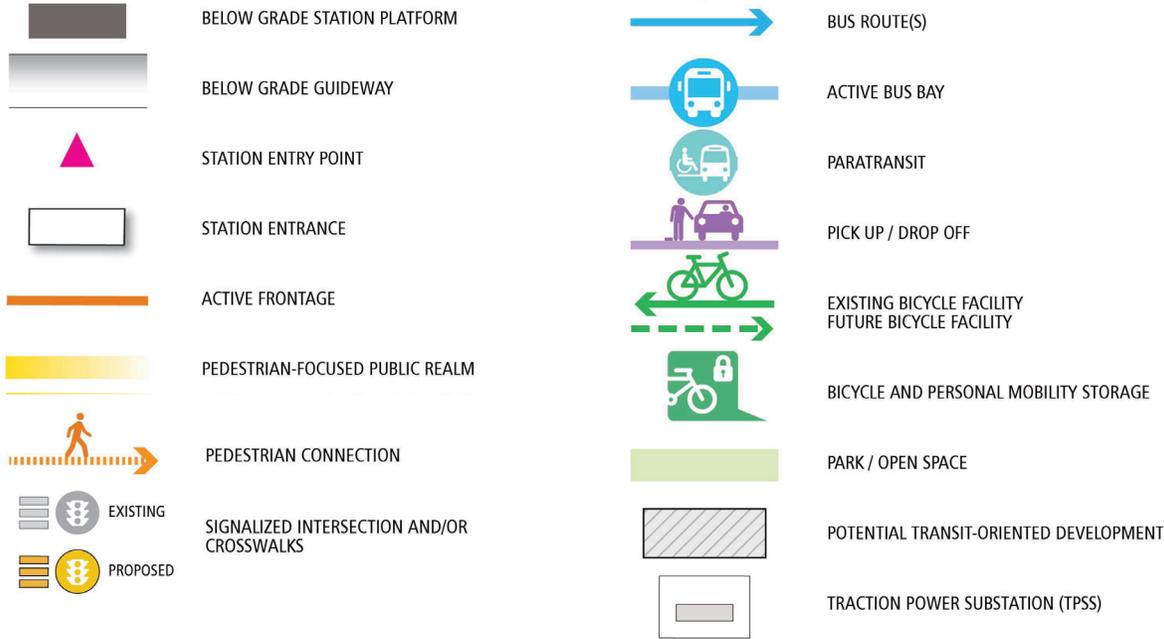
- Likely and desired future state condition
- Likely path of transition over time
- Multi-state transition path

TABLE 4.1.4
The Station Environment Typology Matrix crosswalks the three Station Access Types and the Three Land Use Types

		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTIMODAL	AUTO
LAND USE	ESTABLISHED URBAN	<ul style="list-style-type: none"> Majority walk, bike, and roll access mode and No off-street transit facility No rail-rail connection <p>Typically urban centers in metropolitan cities with high existing densities and well-established street grids Example: Capitol Hill</p>	<ul style="list-style-type: none"> Majority transit access mode or No mode holds majority or Rail-rail connection or Off-street transit facility <p>Typically urban centers in metropolitan cities with high existing densities and well-served by connections with local and high-capacity frequent transit service Example: International District / Chinatown</p>	<ul style="list-style-type: none"> Majority Vehicle access mode (pick-up/drop-off, parking) No off-street transit facility No rail-rail connection <p>Not Applicable</p>
	EMERGENT URBAN	<ul style="list-style-type: none"> Urban scale block form and street pattern already established or can be readily encouraged Some mixing of uses with a walkable scale <p>But characterized by lower development densities</p> <p>Typically urban centers in large or small cities with planned growth in residential density Example: Spring District</p>	<ul style="list-style-type: none"> Majority transit access mode or No mode holds majority or Rail-rail connection or Off-street transit facility <p>Typically urban centers in large or small cities with planned growth in mixed-use density Example: Lynnwood</p>	<ul style="list-style-type: none"> Majority Vehicle access mode (pick-up/drop-off, parking) No off-street transit facility No rail-rail connection <p>As with single use / auto-focused combination, may focus more on supporting transition to Multimodal access type Example: Shoreline South/148th St</p>
	SINGLE USE	<ul style="list-style-type: none"> Large or irregular blocks and discontinuous street grid Predominantly suburban residential, commercial or industrial land uses Low development densities <p>Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type; otherwise, focus on small-scale interventions to enhance block porosity and directness of walking and biking routes Example: East Portland</p>	<ul style="list-style-type: none"> Majority transit access mode or No mode holds majority or Rail-rail connection or Off-street transit facility <p>Typically districts composed of specialized industrial and commercial uses of strategic importance to the region, with transit providing access to jobs Examples: SODO and SW Everett Industrial Center</p>	<ul style="list-style-type: none"> Majority Vehicle access mode (pick-up/drop-off, parking) No off-street transit facility No rail-rail connection <p>Typically residential neighborhoods where trips originate. Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type Example: Star Lake</p>

***Concept Evolution and Past
Engagement***

DEIS Concept: Retained Cut Station



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

- 1** Partner with the city to upgrade the facilities on the planned 36th Ave SW neighborhood greenway including the potential for crossing improvements at Fauntleroy Way SW to stitch together north-south and east-west bike facilities
- 2** 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
- 3** Explore potential to eliminate the slip lane that allows right turns to the West Seattle Bridge from 35th Ave SW



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

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



Cycle center with storage, rental, and repair



Separated bike lanes on SW Avalon Way

Connecting to the station

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



- 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 Fautleroy Way SW

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



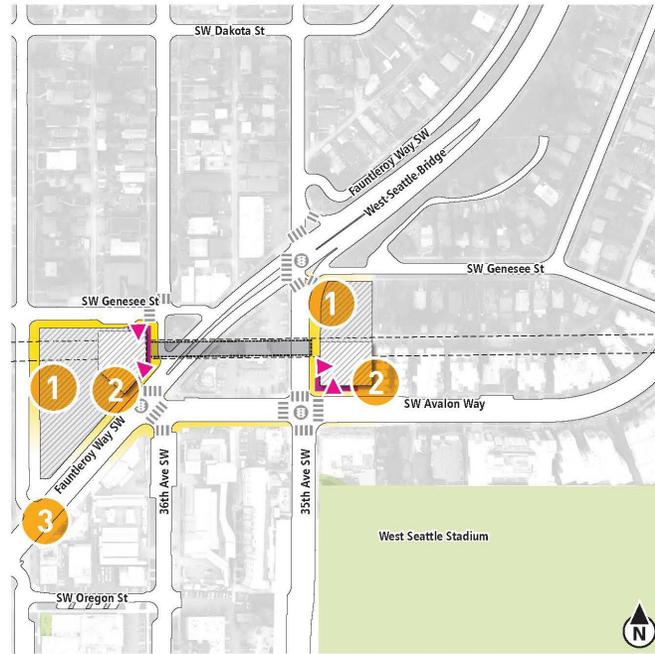
Wide sidewalks at station entrances provide ample space for pedestrians entering the station, waiting for the bus, or just passing through



Streetscape with pedestrian amenities

Living and working near the station

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



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

- 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

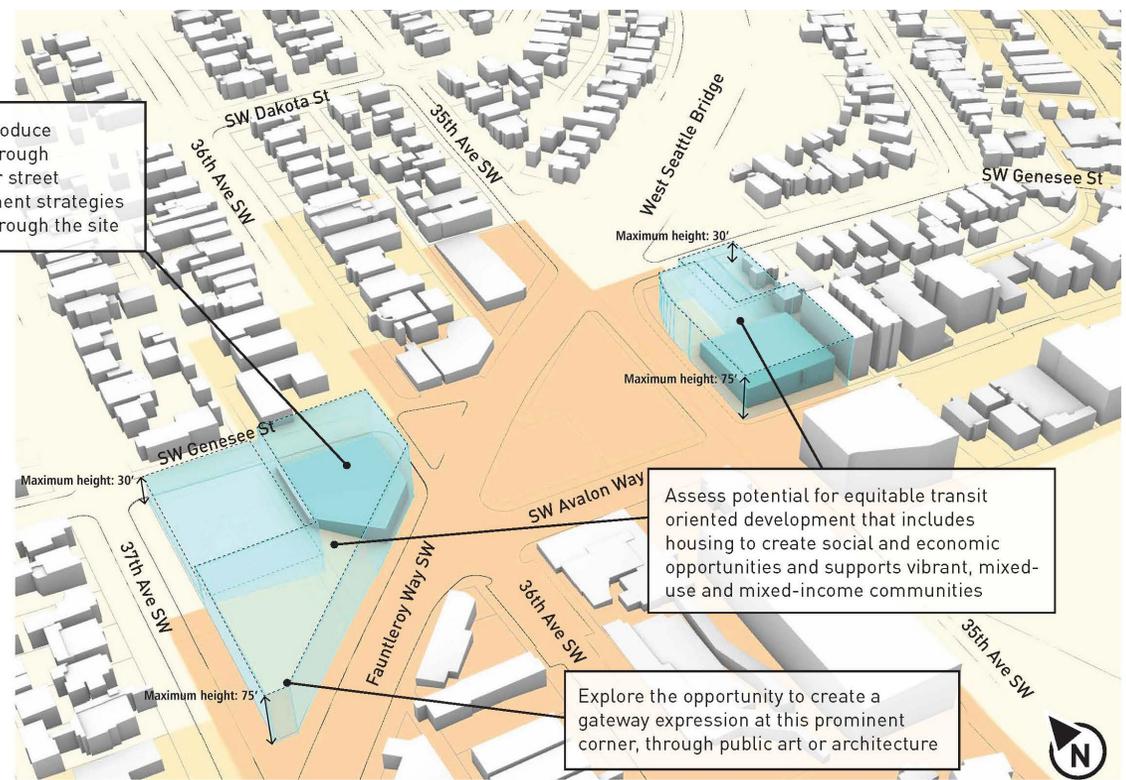


Diagram above depicts potential building envelopes based on current (2021) zoning.

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

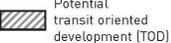
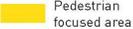


Transit station integrated with mixed-use development

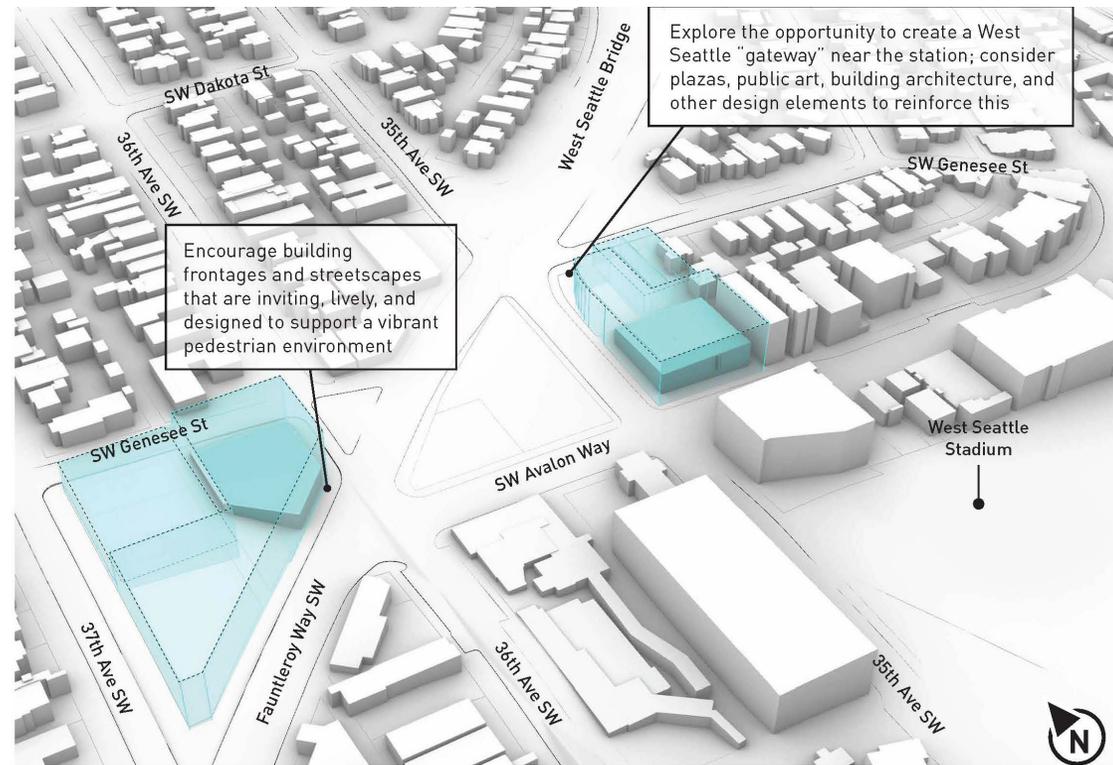
Enjoying public space near the station

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



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

- 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 (7)

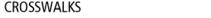


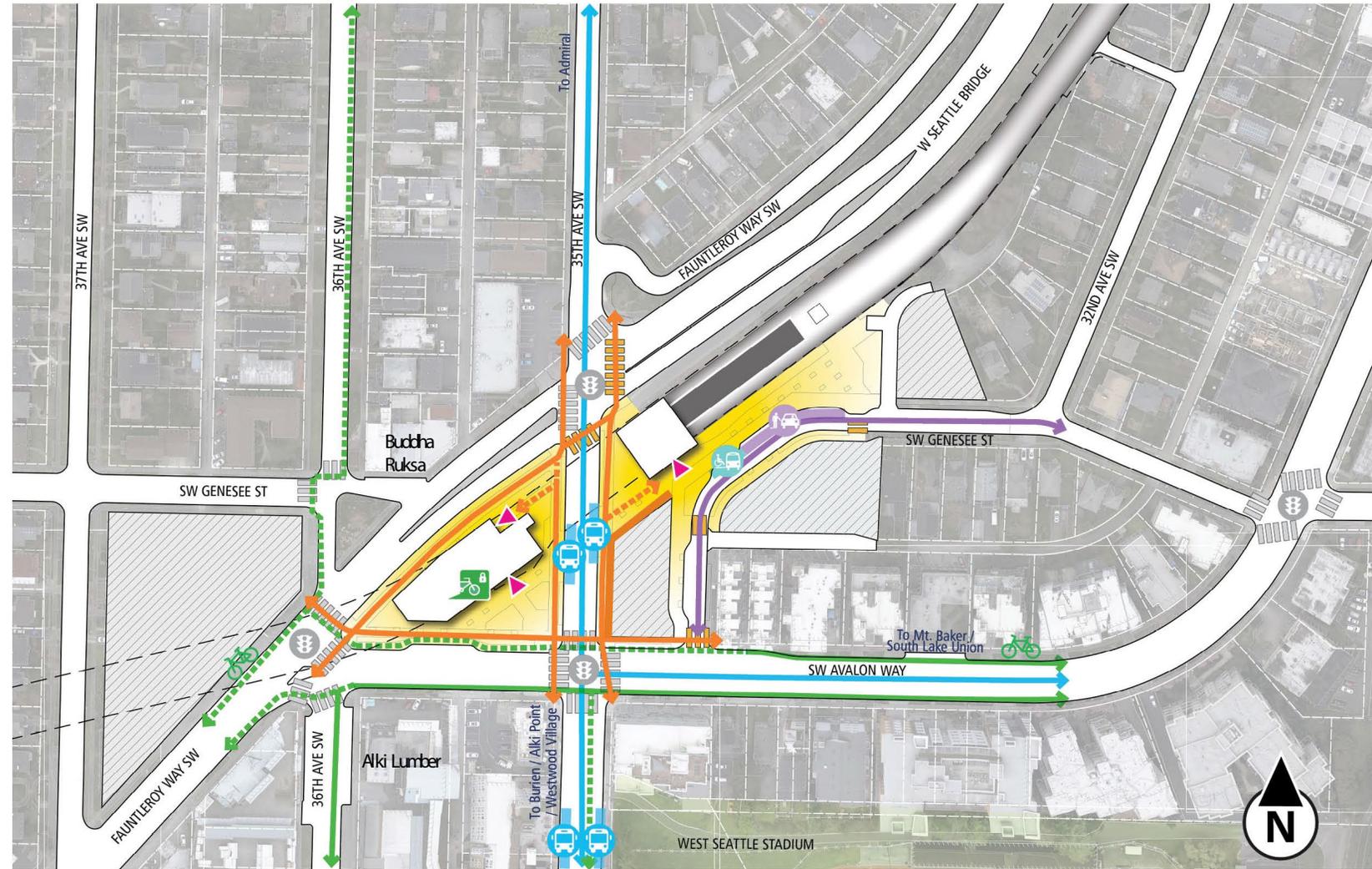
Large plaza space associated with a building entrance (12)

PE Concept Design

PE Concept Plan

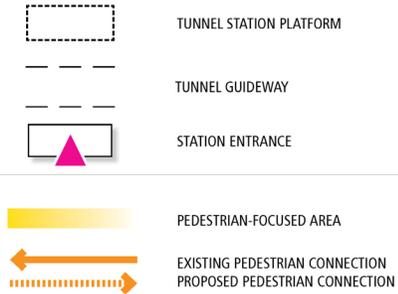
LEGEND

-  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
-  BUS LAYOVER AREA
-  PARATRANSIT
-  PICK-UP / DROP-OFF
-  EXISTING BIKE FACILITY
-  PROPOSED BIKE FACILITY
-  BIKE STORAGE
-  POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



Pedestrian Access and Features

LEGEND



- 1 Crosswalks added to intersection to reduce number of crossings to access station per SEDG
- 2 Sidewalks widened (18') on station frontages per SEDG and Streets Illustrated
- 3 Modified curb edges and intersection geometry to safely resolve transition in neighborhood greenway on 36th (City project)

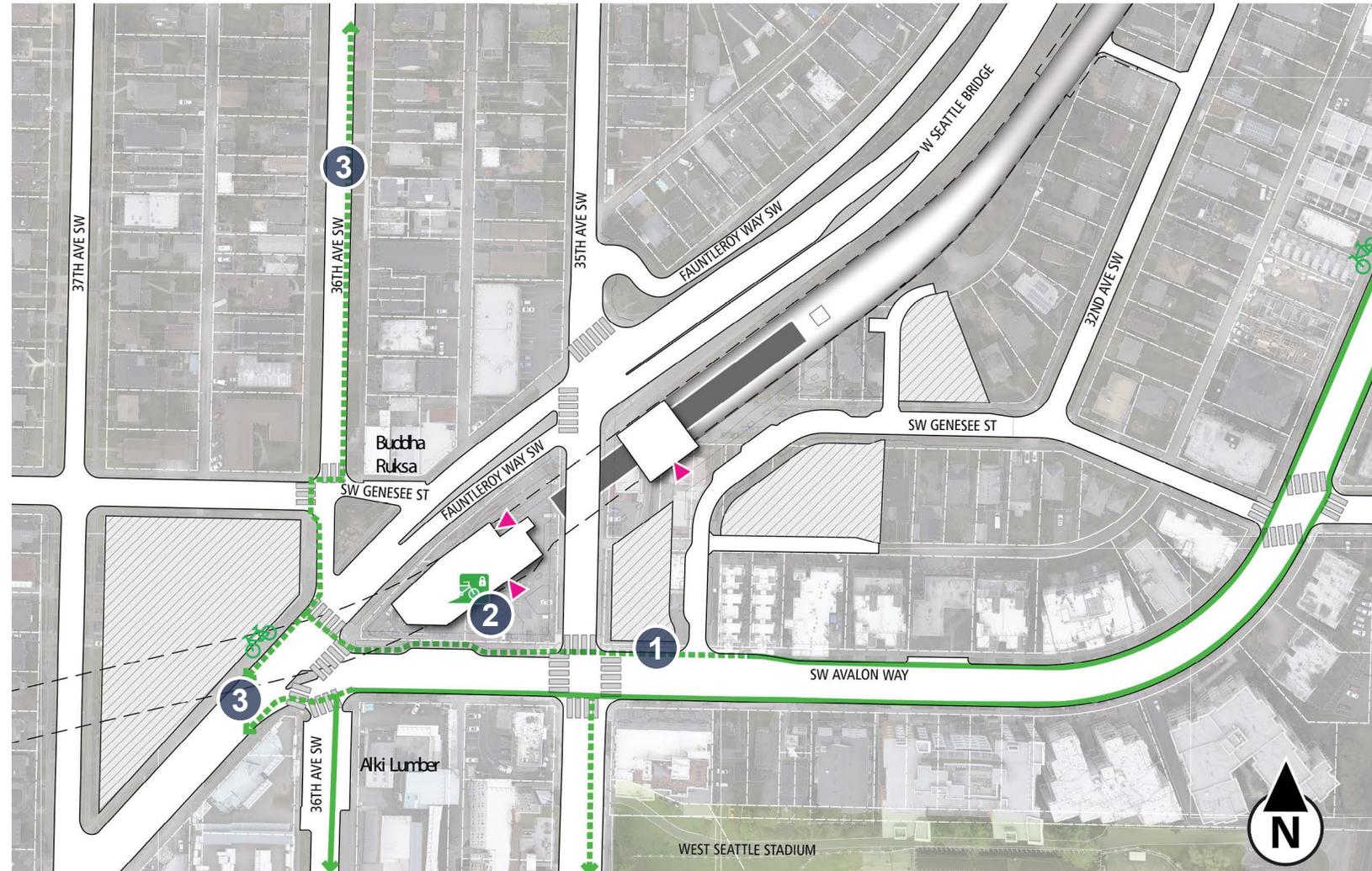


Bike Access and Features

LEGEND

	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	EXISTING BIKE FACILITY PROPOSED BIKE FACILITY
	BIKE STORAGE

- 1 PBL (6' width) on Avalon above curb from east of access drive to Fautleroy
- 2 Secured bike room (20 spaces) and 5 short-term racks (10 spaces) at west headhouse
- 3 Proposed bike facilities on Fautleroy and 36th Ave Greenway (City project)

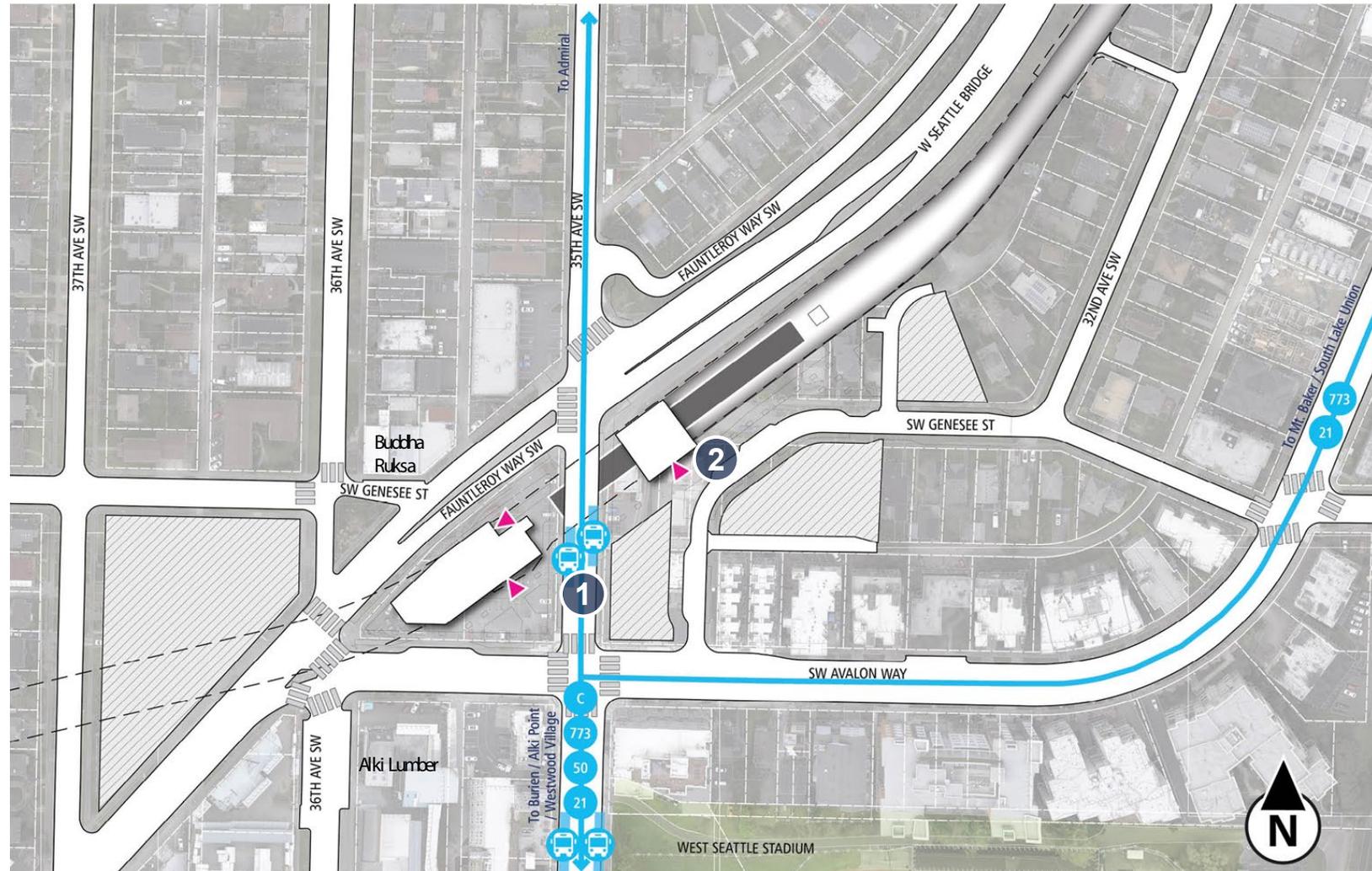


Transit Integration and Features

LEGEND

-  TUNNEL STATION PLATFORM
-  TUNNEL GUIDEWAY
-  STATION ENTRANCE
-  BUS ROUTE(S)
-  ACTIVE BUS BAY
-  BUS LAYOVER AREA
-  PARATRANSIT

- 1 Active bus bays designed to KCM standard with seamless access to station entrances
- 2 Paratransit and ADA PUDO co-located with seamless access to station entrance

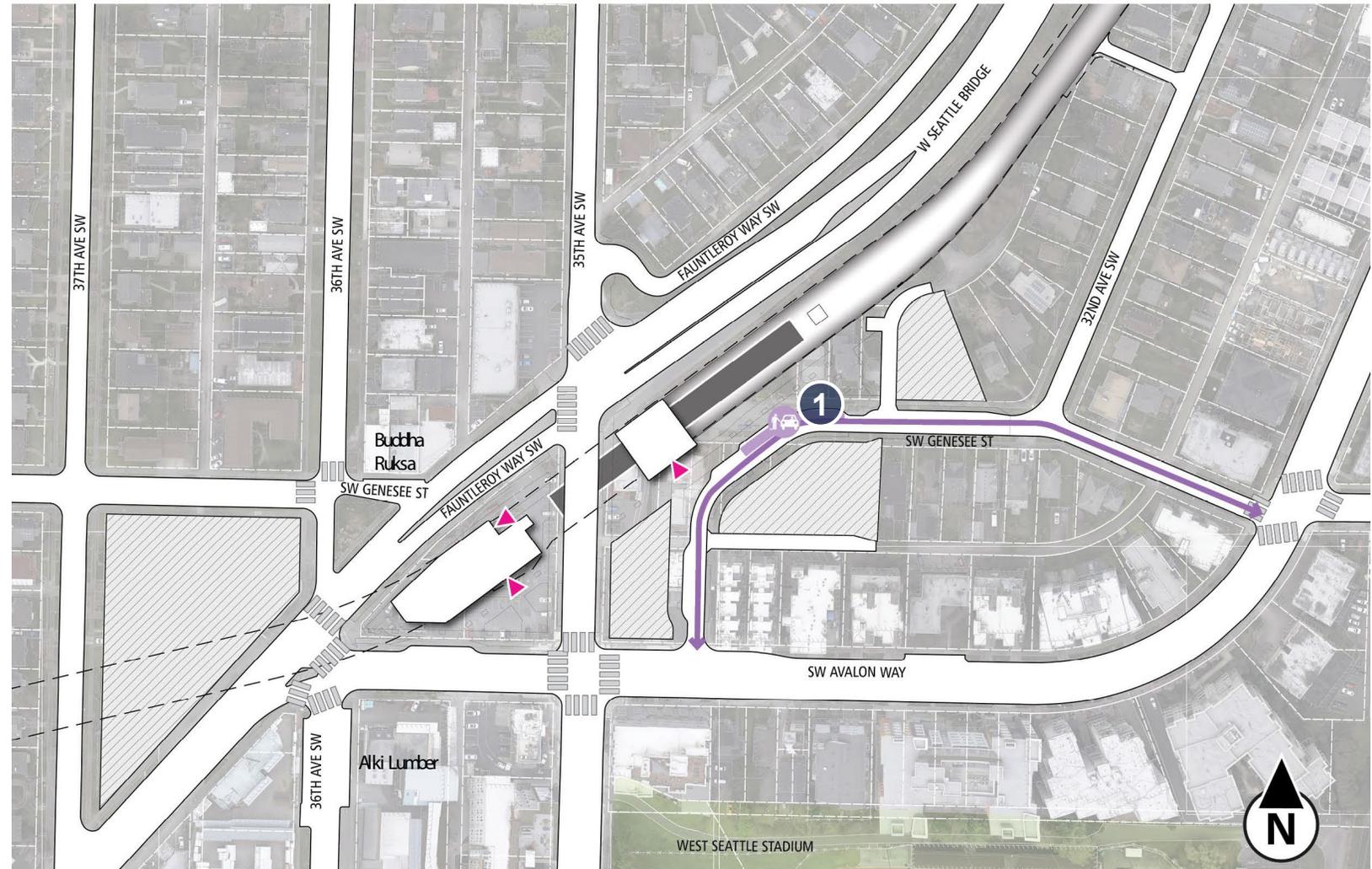


Pick-up and Drop-off

LEGEND

-  TUNNEL STATION PLATFORM
-  TUNNEL GUIDEWAY
-  STATION ENTRANCE
-  PICK-UP / DROP-OFF

1 PUDO located away from heavy bus movements as well as ped/bike movements on both 35th Ave SW and SW Avalon Way, reflecting lower curb use priority from SEDG and City

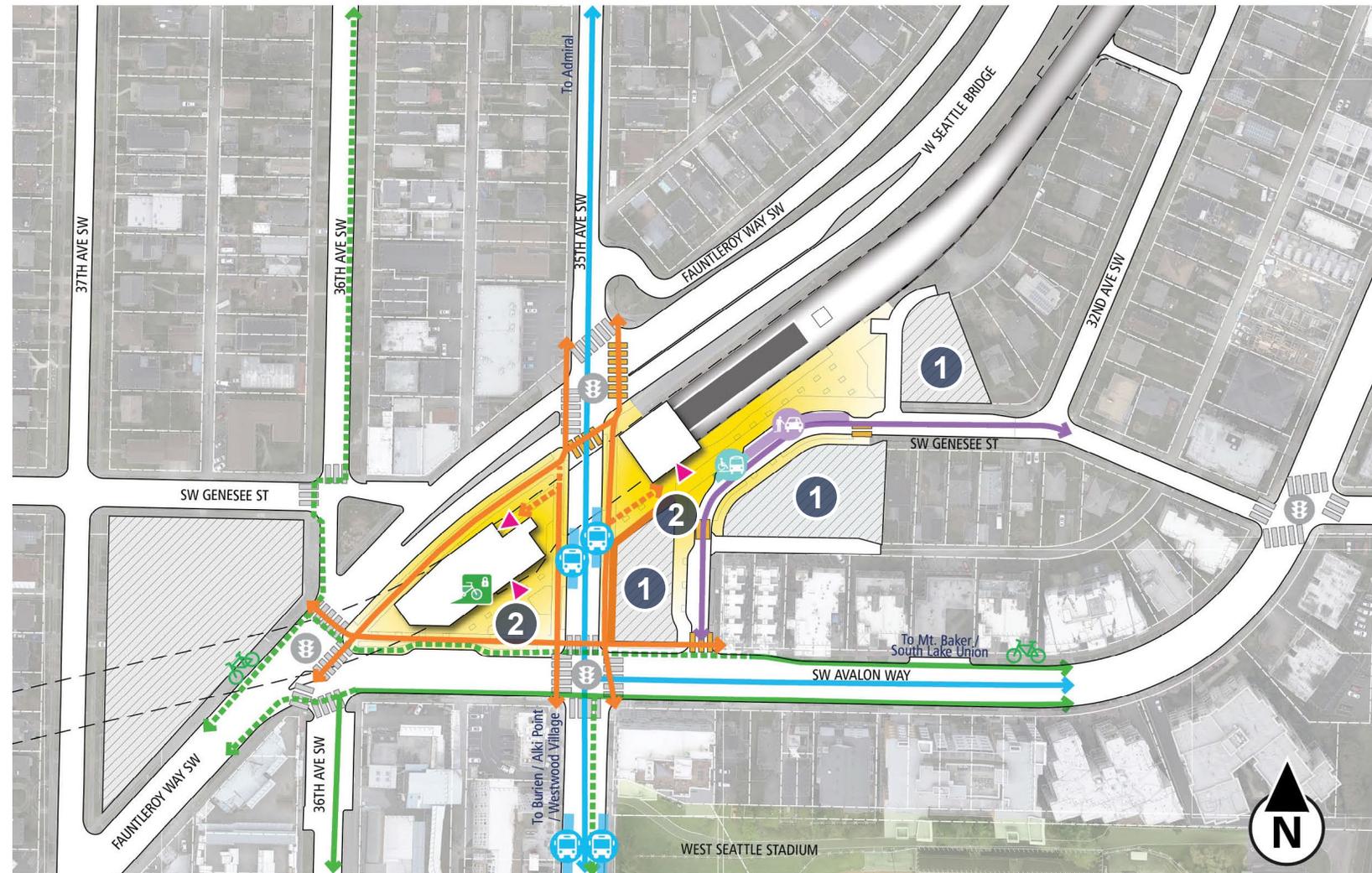


TOD and Public Realm

LEGEND

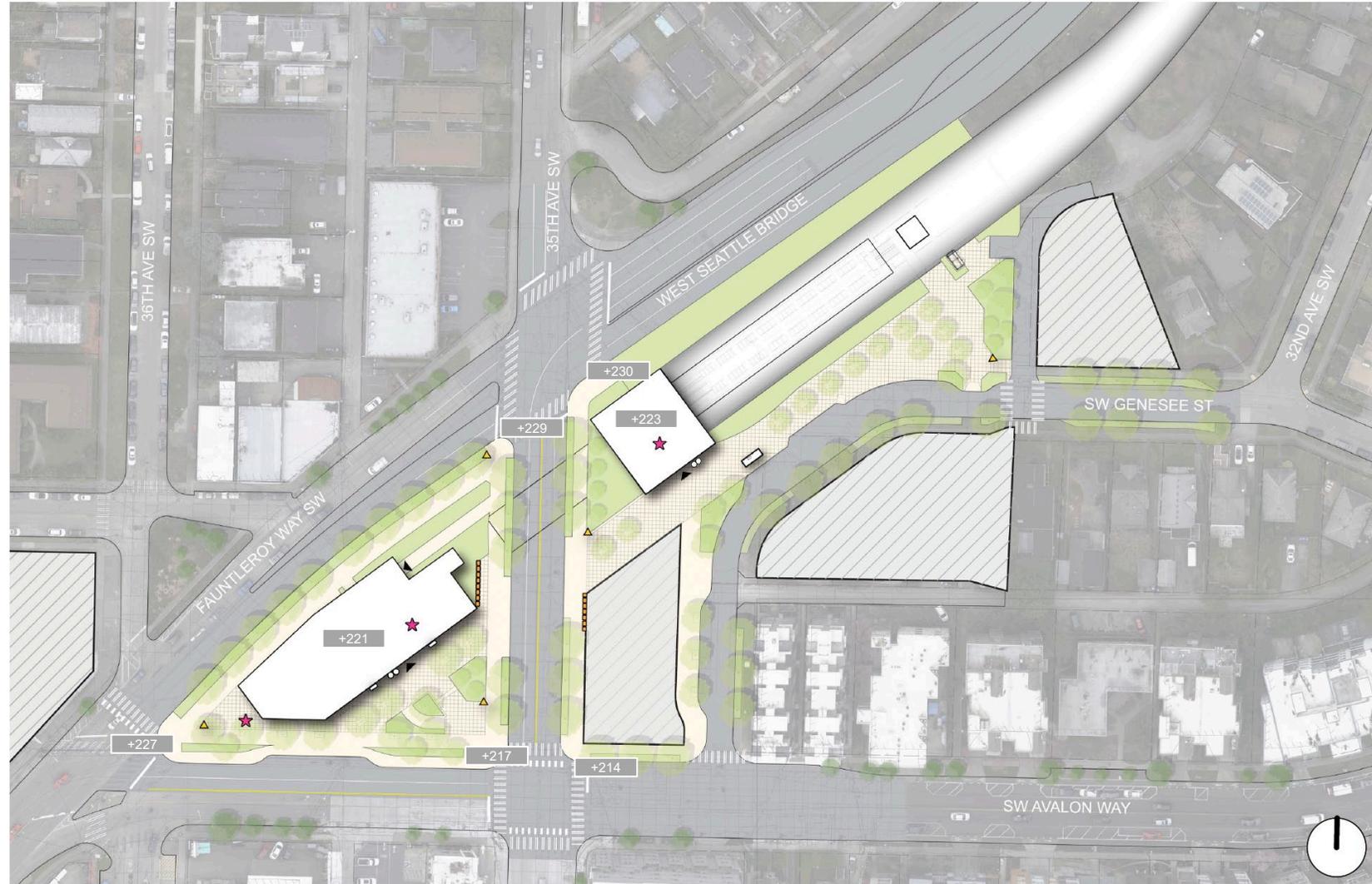
	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

- 1 Adjacent future phase TOD sites (mixed use)
- 2 Plazas frame approach to station entrance, with direct TOD frontage where possible per SEDG



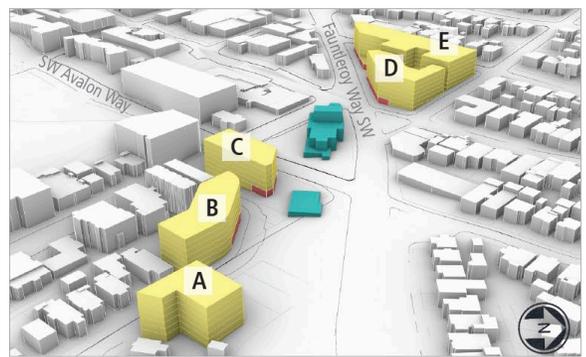
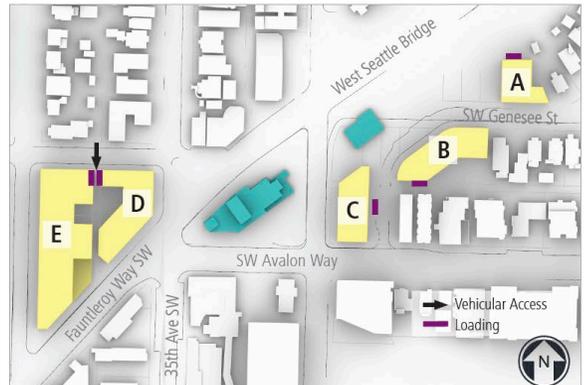
Public Realm

- EXISTING STREET TREE
- PROPOSED STREET TREE
- PROPOSED PLANTING AREA
- ▨ POTENTIAL TRANSIT ORIENTED DEVELOPMENT
- ★ POTENTIAL PUBLIC ART (STart)
(SEE ARCHITECTURE BOB FOR DETAILS)
- BICYCLE RACK
- BUS SHELTER
- BENCH
- LEANING RAIL AND WEATHER PROTECTION
- ▲ WAYFINDING SIGN
- TRASH RECEPTACLE



Joint Development and TOD Concepts

Site	Feasibility **	Total GSF	Res. Units	Rezoned	Retail GSF	Office GSF	Parking Stalls
A*	1	68,000	90	Yes	0	0	0
B	4	82,000	100	Yes	3,000	0	0
C*	1	77,000	100	No	3,000	0	0
D	4	104,000	125	No	5,000	0	0
E*	1	201,200	200	Yes	5,200	0	95
Total:		532,200	615		16,200	0	95



Key Themes From Fall 2023 Engagement

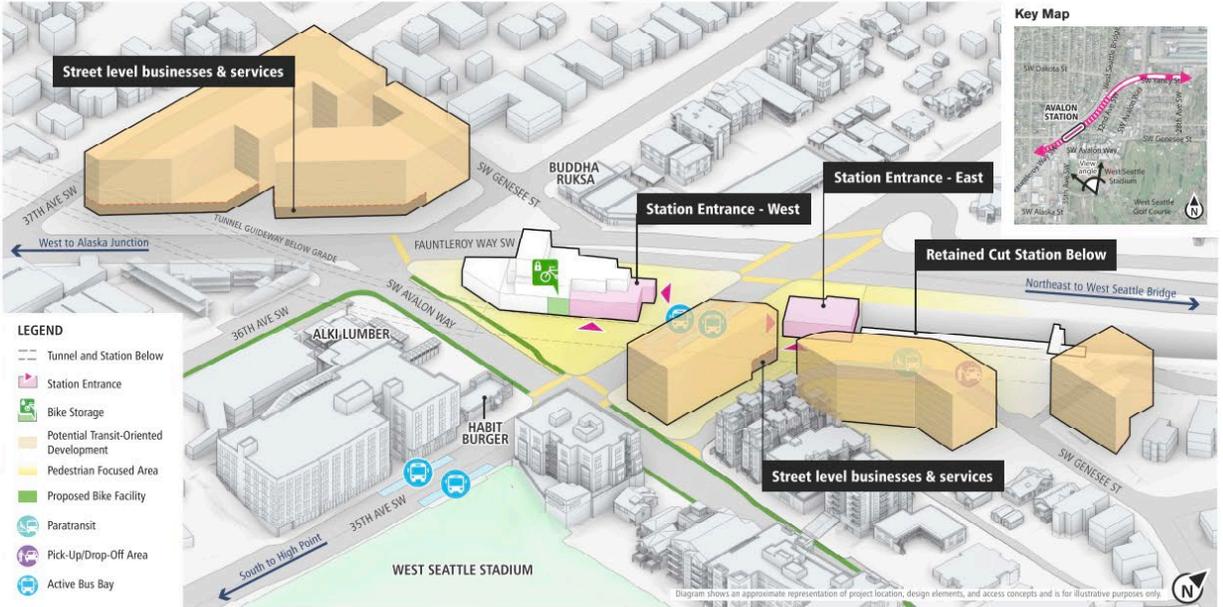


In-Language Focus Group Feedback

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

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

- Convenient bus access
- Retail and specialty markets
- "Reduced speeds on Fauntleroy to make it more pedestrian friendly"
- "Restaurants and cafes"
- "Dedicated pedestrian path to station"
- "Protected bike lanes"



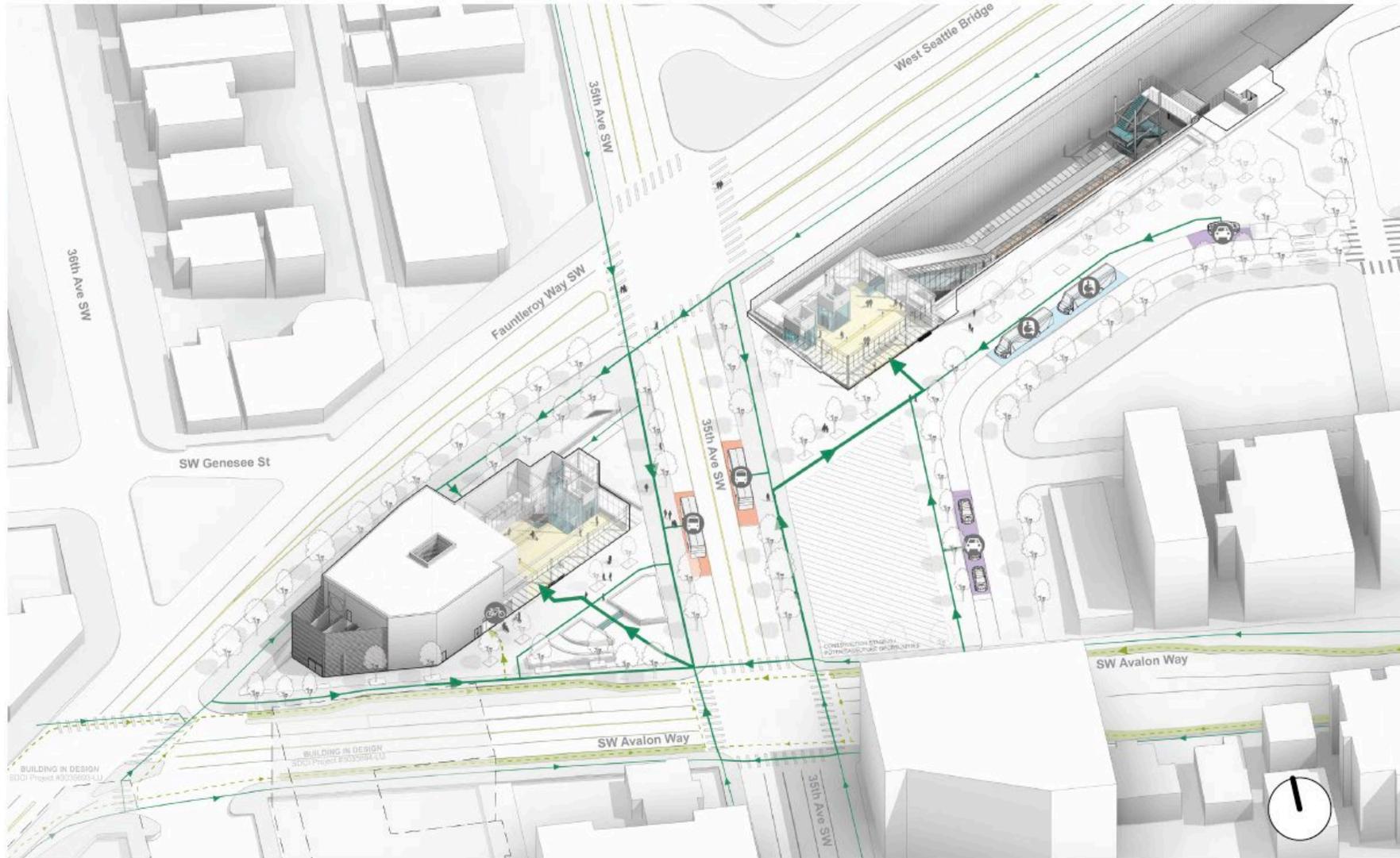
Design Preferences

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

Station Configuration Overview



Passenger Access

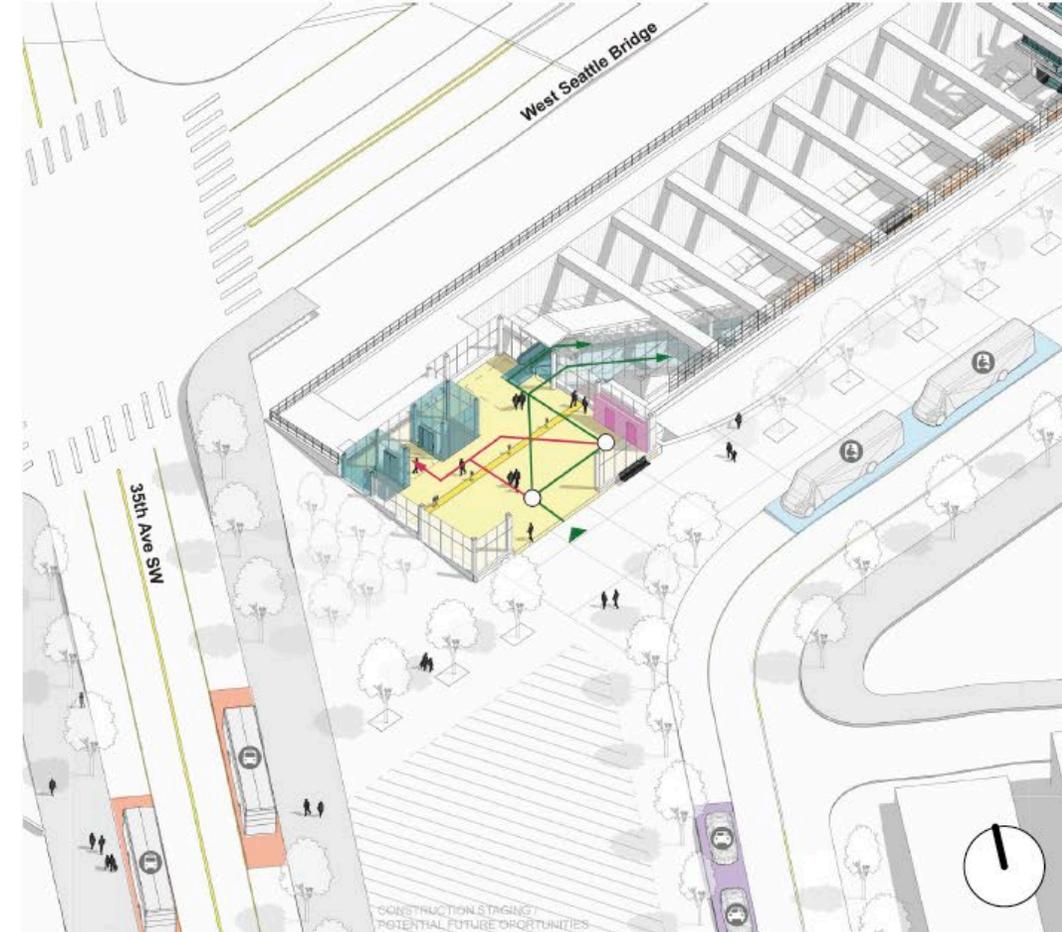


Passenger Circulation: Entry Level

INGRESS



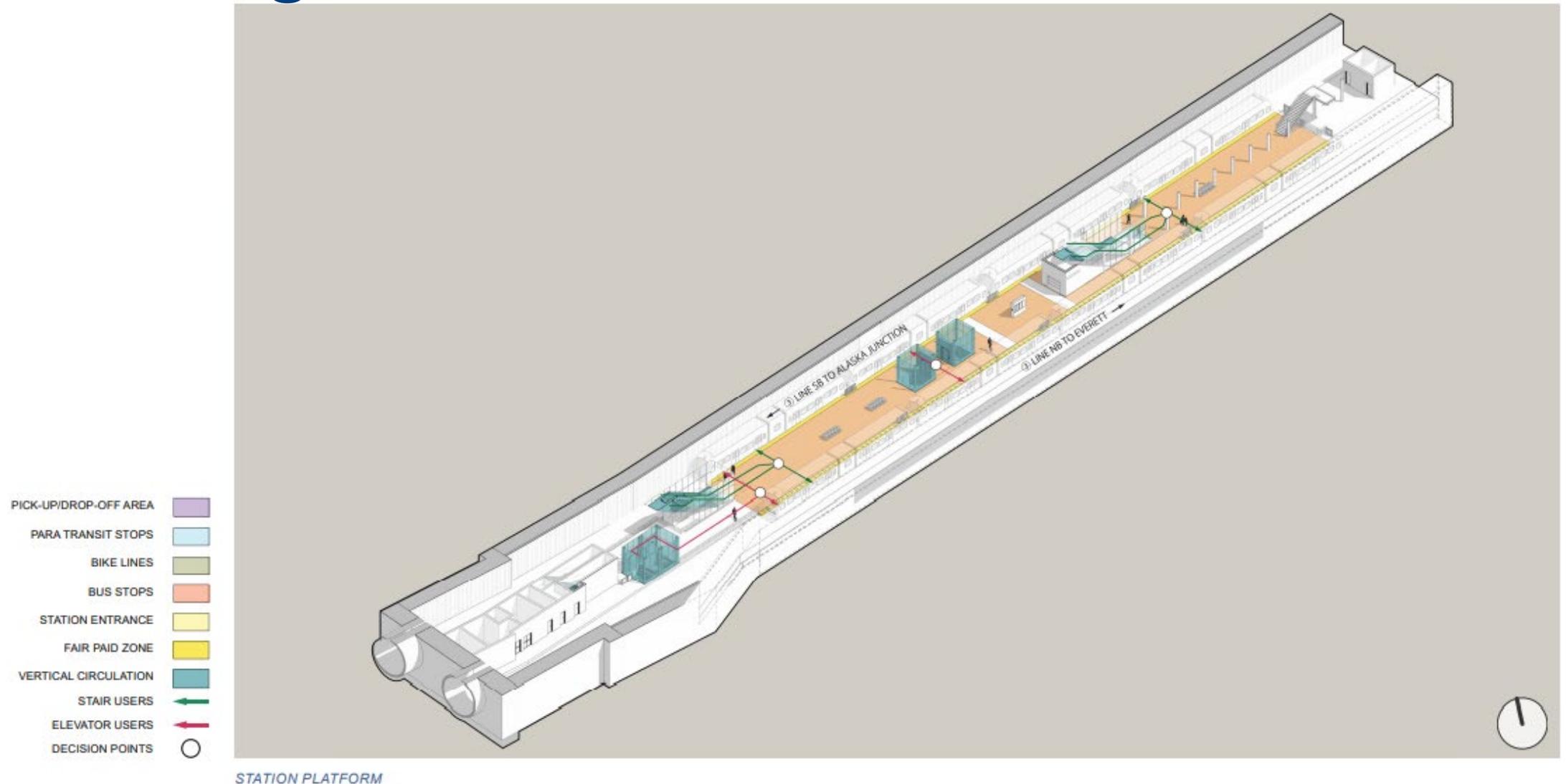
SOUTHWEST ENTRANCE



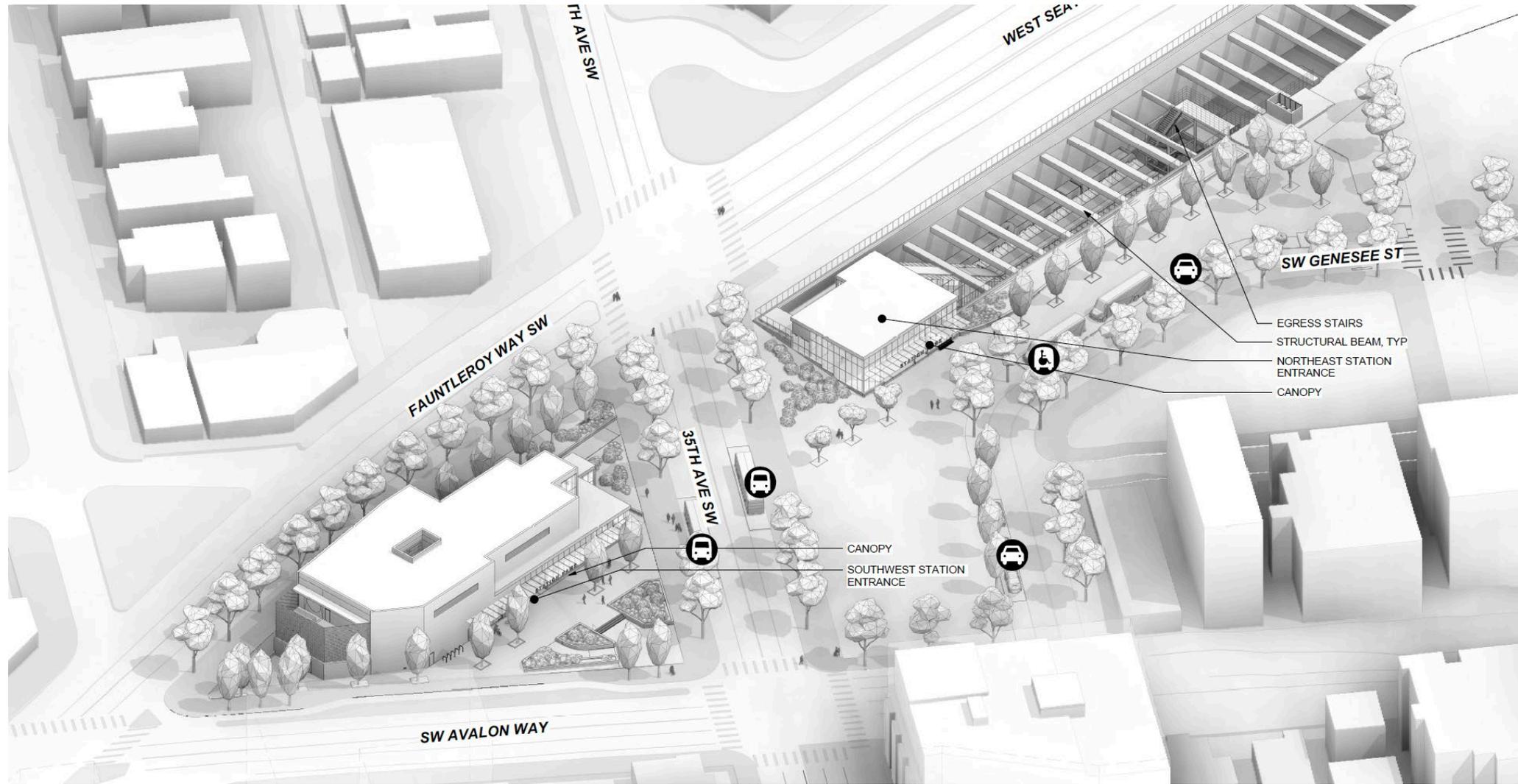
NORTHEAST ENTRANCE

- PICK-UP/DROP-OFF AREA
- PARA TRANSIT STOPS
- BIKE LINES
- BUS STOPS
- STATION ENTRANCE
- FAIR PAID ZONE
- VERTICAL CIRCULATION

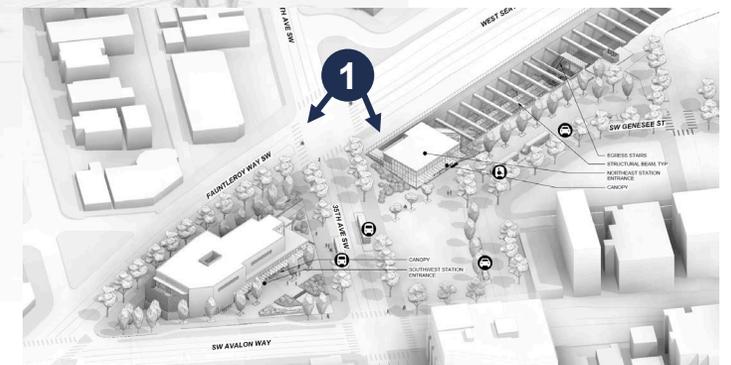
Passenger Circulation: Platform Level



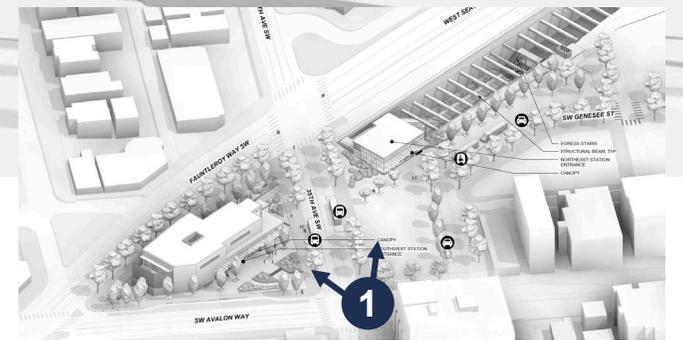
Station Architecture: Massing



Station Architecture: Experiential Vignettes



Station Architecture: Experiential Vignettes



Section Review

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept



Q&A / Discussion

Thank you.



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