



## Puget Sound Regional Council

### 2024 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS

AGENCY: Seattle

PROJECT: West Seattle Link Extension (WSLE) Station Access

**Question #1:** Since the identified scope is more a menu of possibilities than confirmed elements, the scoring team needs additional detail to understand the outcomes of the specific project for which funding is being requested, beyond the general results that can result from the program type. With this in mind, please describe specific outcomes intended to result from this project, and how the different scope options would help achieve those outcomes. If possible, please also provide information about how the specific scope elements and locations will be determined, and/or the basis for removing potential elements from consideration.

**Answer #1:**

As shared with PSRC on 4/26, we are seeking funding to advance City-developed initial designs and cost estimates for multiple station access projects along the West Seattle Link Extension with a goal to have projects in place around the expected time of line opening in 2032. The local context for the WSLE station areas are all different, and the proposed design for improved non-motorized connections at each are context-sensitive. Our work has been collaborative with Sound Transit to identify key projects within each station area.

From the projects listed on slide 3, in response to this question, here is more information about the intent and the specific project elements:

- 1) SW Alaska St - 44<sup>th</sup> Ave SW to 35<sup>th</sup> Ave SW:
  - a. 44<sup>th</sup> Ave SW to Fauntleroy Way SW: As included in Slide 7 spotlight, SDOT currently is advancing a streetscape concept plan and design for the portion between 44<sup>th</sup> Ave SW and Fauntleroy Way SW with expected outcomes or goals to:
    - i. Improve transit speed and reliability, and improve bus/rail transit interface by providing dedicated transit lanes and stop improvements.

- ii. Improve pedestrian crossing and visibility by rebuilding the cross section from a multi-lane to a two-lane roadway with pedestrian crossings.
  - iii. Improve bicycle mobility to and through the station area by adding all ages and abilities bicycle lanes.
- b. SW Alaska St – Fauntleroy Way SW to 35<sup>th</sup> Ave SW:
  - i. Leverage planned changes to transit frequency and changes to circulation patterns following Ballard Link Extension (described below in considerations) to repurpose this four-lane roadway into a corridor with improved bicycle and pedestrian connections.
  - ii. Improve bicycle mobility to the Alaska Junction and Avalon station for bicycle improvements on SW Alaska St to include protected bicycle lanes including tying into planned bicycle greenway improvements on 36<sup>th</sup> Ave SW
  - iii. Improved pedestrian crossings at greenways and other key locations on the corridor.

#### SW Alaska St Project and Area Considerations:

SDOT has completed traffic analysis for potential changes in circulation patterns for designation of a part of SW Alaska Street as transit-only and identified potential project-supportive improvements on SW Oregon St and SW Edmunds St to accommodate expected additional vehicle and freight traffic. We are also continuing to coordinate with Sound Transit since they're rebuilding portions of SW Alaska St as a component of their project.

SDOT continues to coordinate with King County Metro (KCM) on expected transit routing changes when the West Seattle Link Extension opens (scheduled for 2032) and when Ballard Link Extension opens (scheduled for 2039). KCM expects bus routings to change extensively when Ballard Link Extension opens as many buses will end/alter their routes in West Seattle.

- 2) 42nd Ave SW (SW Oregon St to SW Edmunds St)
  - a. Add bicycle facilities to a non-arterial street providing an all ages and abilities bicycle connection to the new SW Alaska St station. SDOT initial design includes protected bicycle lanes in this area near SW Alaska St where traffic volumes are higher and transitioning to neighborhood greenway connections outside of this area in separate future projects. Initial design (10%) includes two-way protected bicycle lanes on the west side.
  - b. Add enhanced bicycle crossing at 42<sup>nd</sup> Ave SW and SW Oregon St
  - c. Wayfinding signage to provide people biking with a safe pathway through the community.
  - d. Traffic calming benefits, including tying into a proposed pedestrian only plaza at the “front door” of light rail south of SW Alaska St.

- 3) 36th Ave SW (SW Charlestown St to SW Alaska St):
  - a. Improve bicycle and pedestrian connections on a non-arterial street to the new Avalon station. SDOT initial design includes areas of protected bicycle lanes in this area near where traffic volumes are higher and transitioning to neighborhood greenway connections outside of this area in separate projects.
  - b. Improve pedestrian access by building new ADA-compliant curb ramps along the corridor
  - c. Install pavement markings and wayfinding signage to provide people biking with a safe delineated pathway through the community.
  - d. Add traffic calming on SW Dakota St and SW Andover St to address cut-through traffic and higher vehicle speeds, improving the greenway for those walking and biking
- 4) 26th Ave SW (SW Andover St to SW Genesee St)
  - a. Upgrade street to provide all ages and abilities bicycle facilities and ADA compliant curb ramps to provide connection for people walking and biking to the station from the south
  - b. Enhanced crossing on SW Genesee St at 26<sup>th</sup> Ave SW
  - c. Plaza and connection to station at 26th Ave SW and SW Andover St, providing traffic calming and improved station access
- 5) Alki Trail connections (SW Avalon Way to 23rd Ave SW, including portion of Avalon south of West Seattle Bridge)
  - a. Improve bicycle connections through a safer and more intuitive trail crossing of SW Spokane St under the West Seattle Bridge at 23<sup>rd</sup> Ave SW.
  - b. Improve the Alki Trail for users between 23<sup>rd</sup> Ave SW and SW Avalon Way with improved lighting.
  - c. Improve portions of SW Avalon Way to enhance connections to the Alki Trail.
- 6) S Spokane St (SODO Busway to E Marginal Way)
  - a. Improve conditions through an all ages and abilities bicycle connection in the corridor, connecting E Marginal Way and future SODO Trail connection
  - b. Provide permanent protection (not paint and post) given freight volumes in the area
  - c. Improved crossings for bicycles, and lighting for all users
- 7) SODO Busway (S Forest St to S Spokane St)
  - a. Improve conditions through an all ages and abilities bicycle connection in the corridor, tying into the existing bike path to the north and providing new options through SODO
  - b. Provide permanent protection (not paint and post) given freight volumes in the area – future route is still in development
  - c. Improved crossings for bicycles, and lighting for all users