

# ALASKA JUNCTION

SW Alaska St & 44th Ave SW, Seattle, WA 98116

2,000 Average weekday boardings

0 Transit designated parking spaces

- King County Metro service at six separate bays
- Potentially a future light rail station location in Sound Transit 3

Alaska Junction is located at the intersection of California Avenue SW and SW Alaska Street and is the central point of the West Seattle neighborhood.

Alaska Junction is served by seven King County Metro routes across six separate bus bays, including the RapidRide C Line. There is no permanent or leased public parking available for transit riders at Alaska Junction.

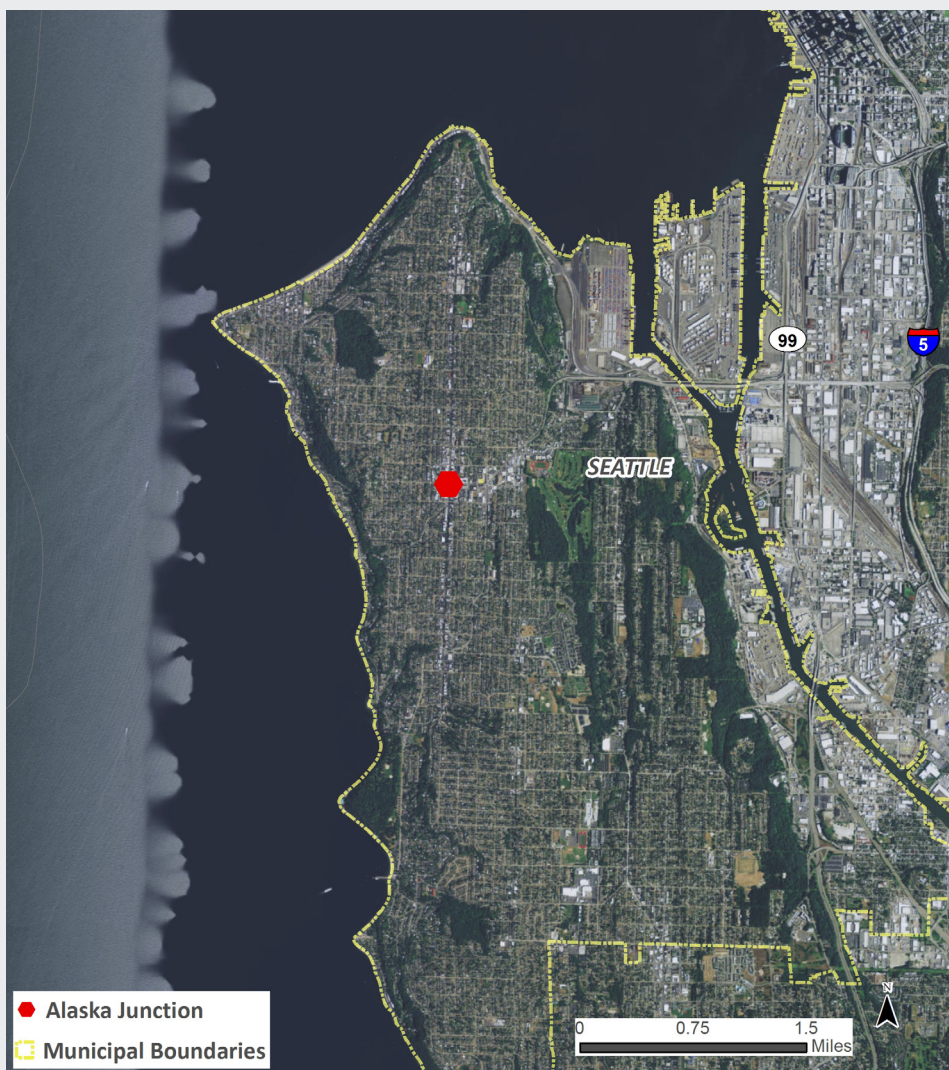
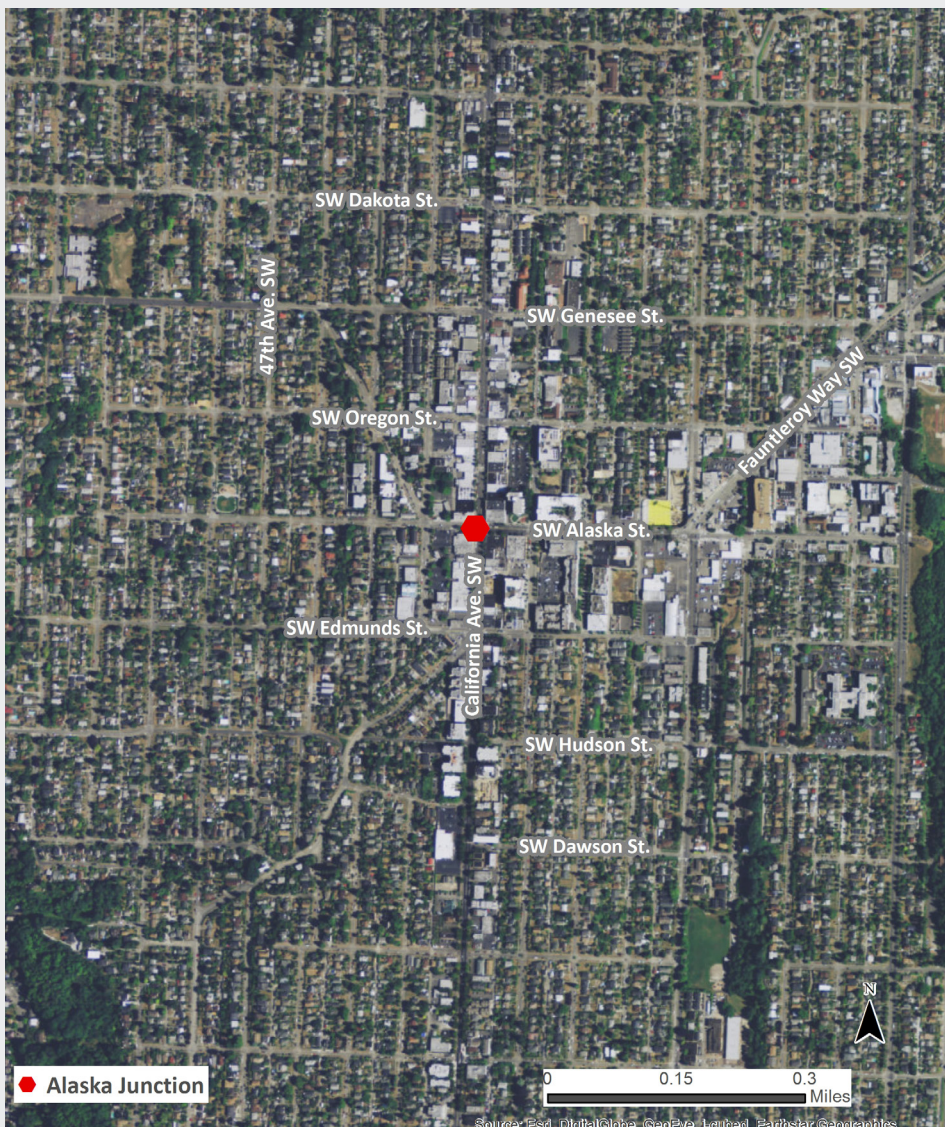


Figure 1: 3-Mile Context Map

Alaska Junction sits in the center of the California Avenue SW commercial corridor and business district commonly referred to as the West Seattle Junction. It is also proximate to the growing retail and multifamily residential corridor along SW Alaska Street and Fauntleroy Way SW. With the exception of a couple of diagonal boulevards, the area surrounding these commercial streets is a grid-based street network largely consisting of single family housing.



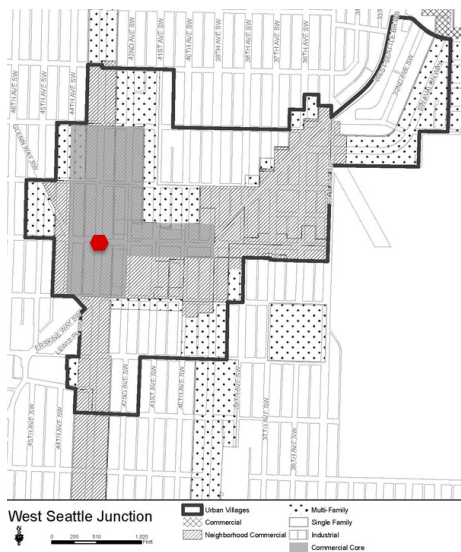
**Figure 2: Half-Mile Context Map**



# LAND USE, POPULATION, AND EMPLOYMENT

While a core feature of Alaska Junction is the neighborhood business corridors along California Avenue SW and SW Alaska Street, the majority of the land area is residential, with most of that residential land single family housing. Current population and employment numbers bear this out and future numbers show the trend continuing, though recent development suggests the 2040 numbers are likely to be higher for both population and employment.

Alaska Junction is within the West Seattle Junction urban village designated by the City of Seattle.



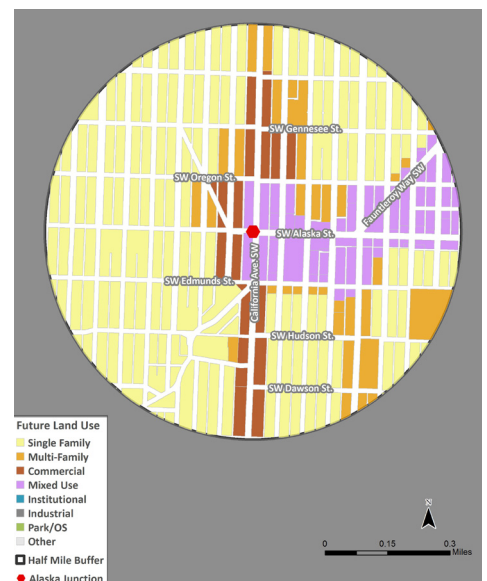
**Figure 3: West Seattle Junction Urban Village**

Current Population: 10,755  
Current Employment: 4,236

2040 Population: 13,588 **(+26%)**  
2040 Employment: 5,159 **(+22%)**

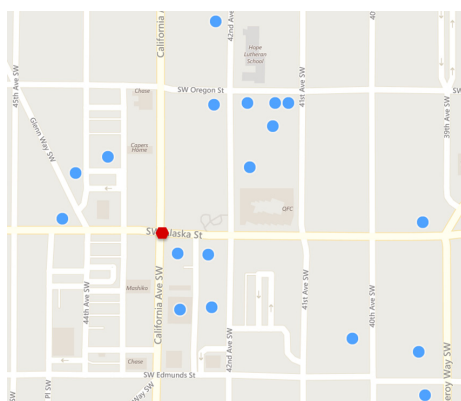


**Figure 4: Existing Land Use**

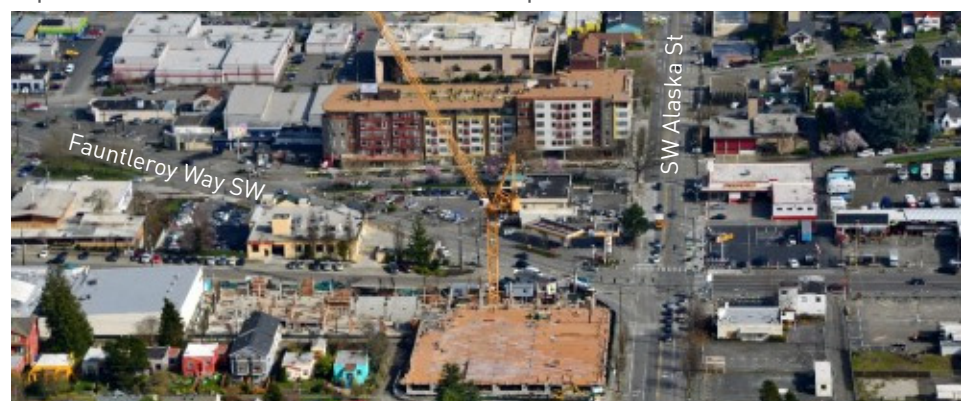


**Figure 5: Future Land Use**

Figure 6 shows planned and permitted development in the immediate vicinity of Alaska Junction. Of the 18 projects shown in this graphic, 11 have been issued construction permits. If constructed, these projects will bring more than 1,250 residential units and more than 160,000 square feet of commercial and retail space.



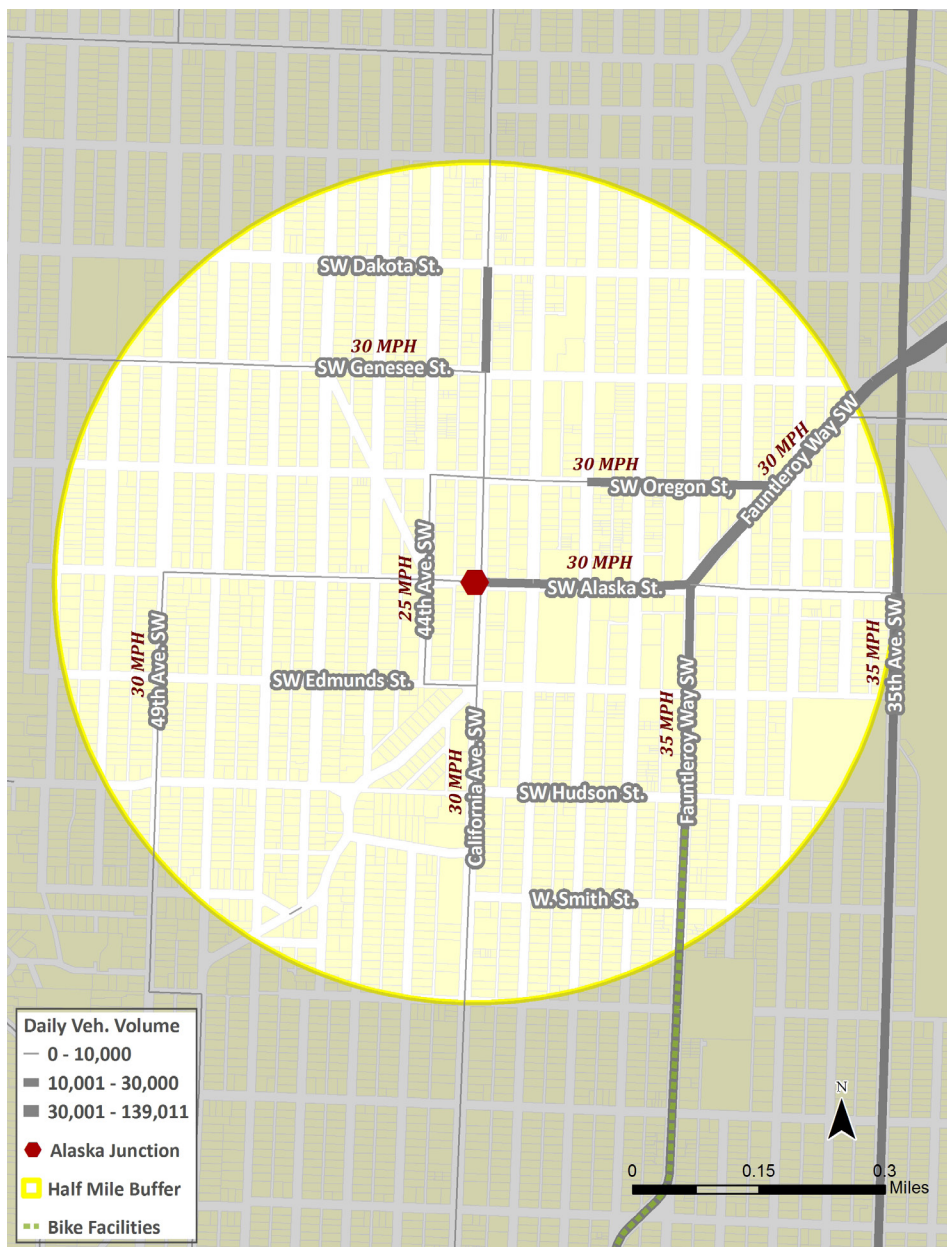
**Figure 6: Planned/Permitted Development (as of 12/2015)**



**Figure 7: Ongoing Construction near Alaska Junction**

# ROADWAY CHARACTERISTICS

Figure 8 below shows the two defining characteristics of the street network in the area surrounding Alaska Junction: 1) the classic grid-based street network with very low traffic volumes and 2) the major collectors of and distributors to the West Seattle Bridge. The streets around Alaska Junction and the core business corridor on California Avenue SW are relatively low volume and pedestrian-scaled as demonstrated in the pictures below.



**Figure 8: Roadway Characteristics**



**Figure 9: Southwest Corner of California Avenue SW and SW Alaska Street**



**Figure 10: Rendering of future development on southeast corner of California Avenue SW and SW Alaska Street**



**Figure 11: West Seattle Neighborhood Farmers Market**



# NONMOTORIZED CONNECTIVITY

The nonmotorized environment in the vicinity of Alaska Junction is quite good, largely due to the grid-based street network, which creates multiple and redundant paths for people walking or bicycling to get where they want to go. In addition, the terrain in the immediate vicinity is relatively flat and there aren't very steep hills except for slightly west and southwest of Alaska Junction. The following figures show in more detail the nonmotorized environment in and around Alaska Junction.

Figure 12 shows a 15-minute walkshed from Alaska Junction. The grid-based street network creates a classic diamond-shaped walkshed showing that a pedestrian can get to all points surrounding Alaska Junction.

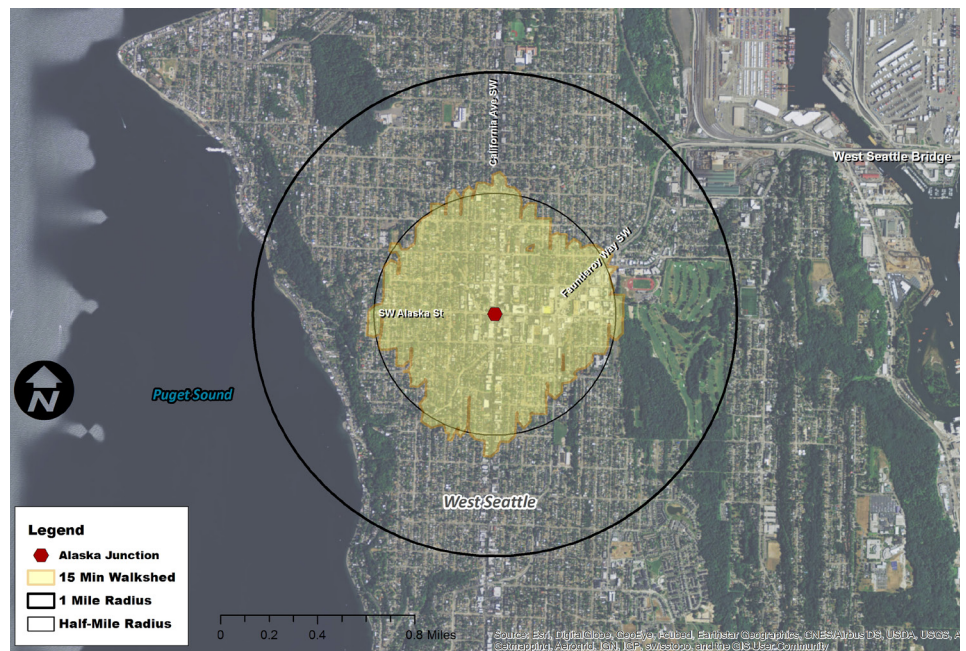


Figure 12: 15-Minute Walkshed

Figure 13 shows a 15-minute bikeshed from Alaska Junction. While some of the topographic and roadway features limit the east-west reach, people traveling by bicycle can reach the maximum practical extent when heading north or south from Alaska Junction.

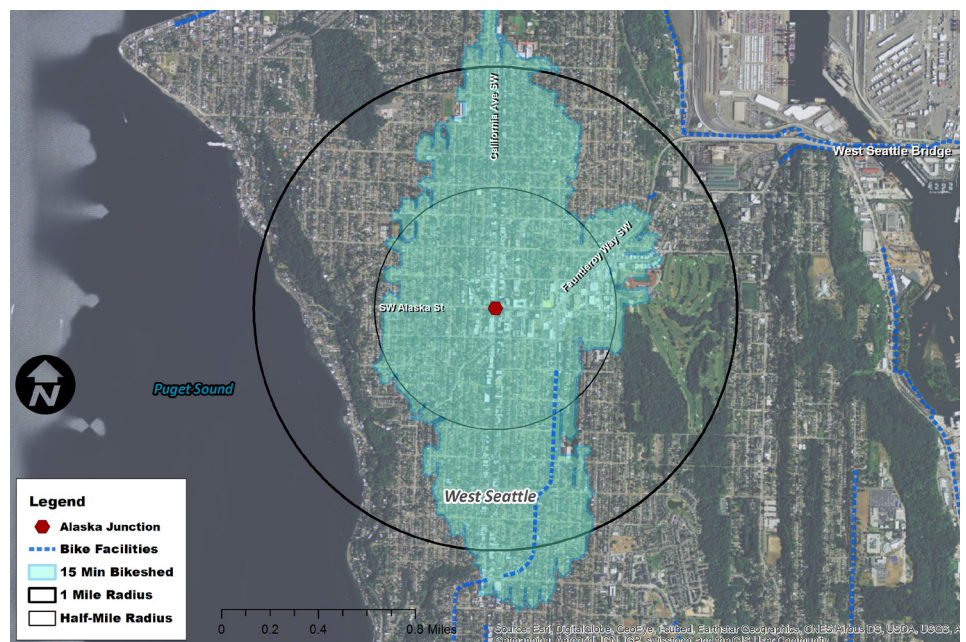
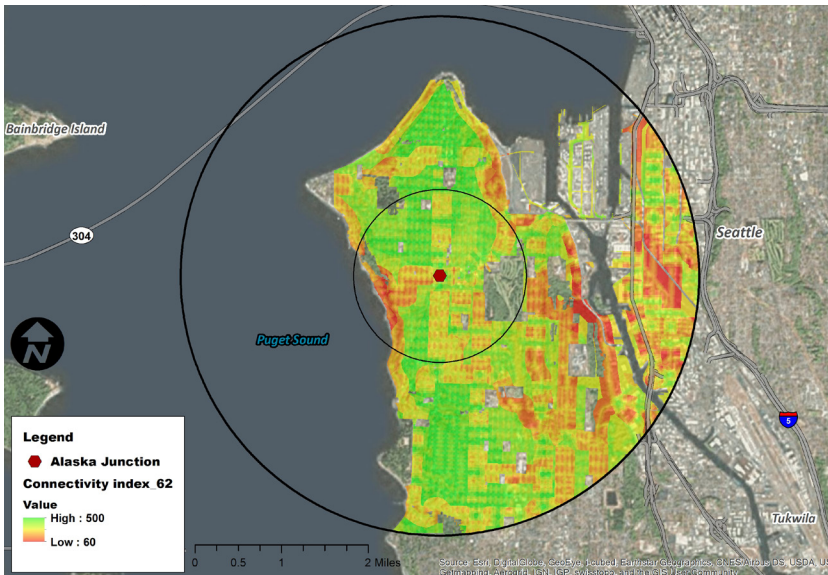


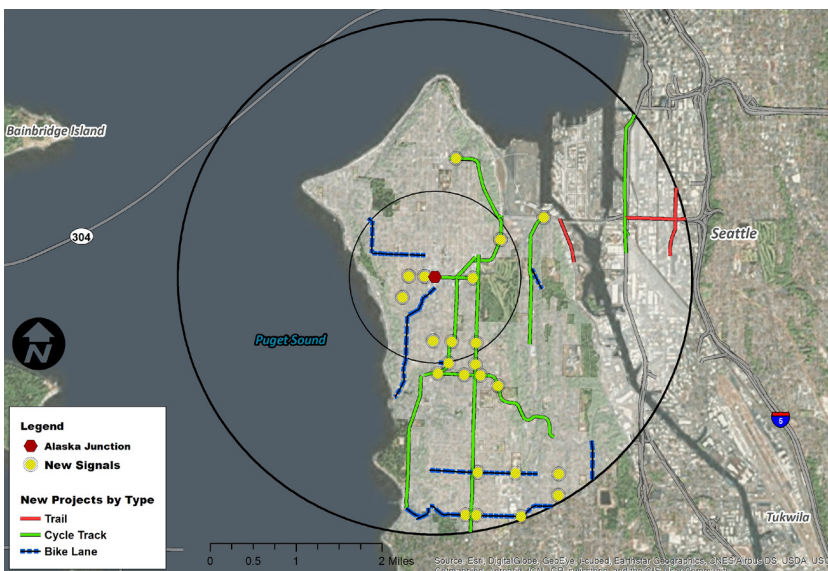
Figure 13: 15-Minute Bikeshed





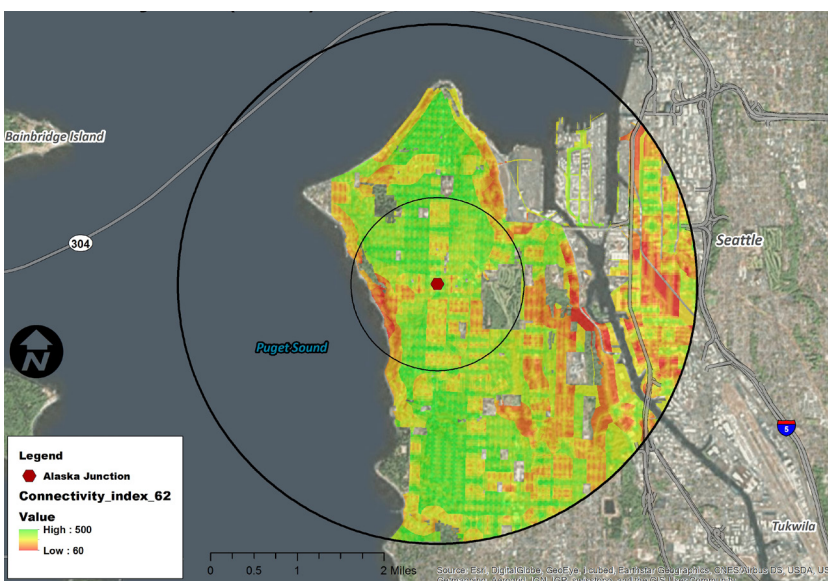
**Figure 14: Current Nonmotorized Connectivity Index**

Figure 14 shows the existing nonmotorized connectivity index using the [Nonmotorized Connectivity Tool](#), developed by King County Metro and Sound Transit. For the most part, nonmotorized connectivity is good in the area adjacent to Alaska Junction. The yellow and red colors just to the west of Alaska Junction are due in part to the terrain and topography as well as to the fact that there aren't signalized crossings on this stretch of SW Alaska Street.



**Figure 15: Analyzed Future Projects**

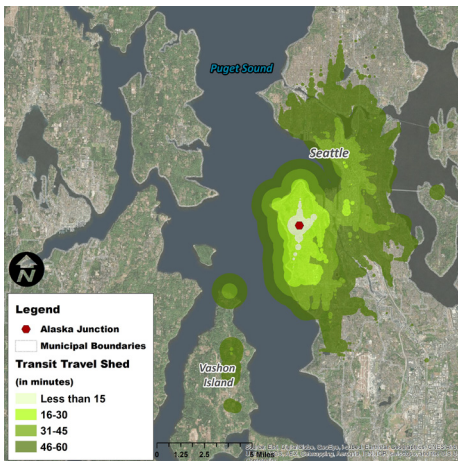
The future projects that were analyzed with the Nonmotorized Connectivity Tool are shown in Figure 15. Several new cycle tracks, bike lanes, and signalized crossings were analyzed to determine the relative improvement to nonmotorized connectivity in the area.



**Figure 16: Future Nonmotorized Connectivity Index**

Figure 16 shows the difference in nonmotorized connectivity from the projects in Figure 15. The most notable difference in the immediate vicinity of Alaska Junction is the improvement of the western part of SW Alaska Street. New signals further south also benefit nonmotorized connectivity in the area.

# TRANSIT SERVICE

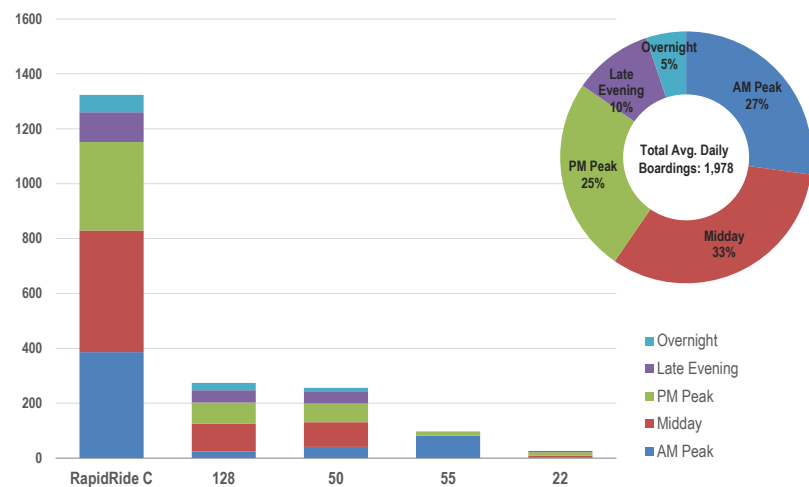


**Figure 17: Transit Travelshed**

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	On-Time Performance	Average Weekday Ridership (2014)	Destinations Served
RapidRide C Line	All-day	7-10	12	40	88%	8,100	Westwood Village-Downtown Seattle
KCM 22	All-day	60	60	40	91%	200	Arbor Heights
KCM 37	AM/PM Peak	5-10	-	60	66%	200	Alaska Junction-Downtown Seattle
KCM 50	All-day	20	30	60	83%	2,200	Alki-SODO-Othello
KCM 55	AM/PM Peak	10-30	-	40	76%	600	Admiral District-Downtown Seattle
KCM 57	AM/PM Peak	30	-	35	58%	400	Alaska Junction-Downtown Seattle
KCM 128	All-day	30	30	75	76%	4,400	Admiral District-Southcenter
KCM 773	AM/PM Peak	30	-	45	-	100	West Seattle Water Taxi

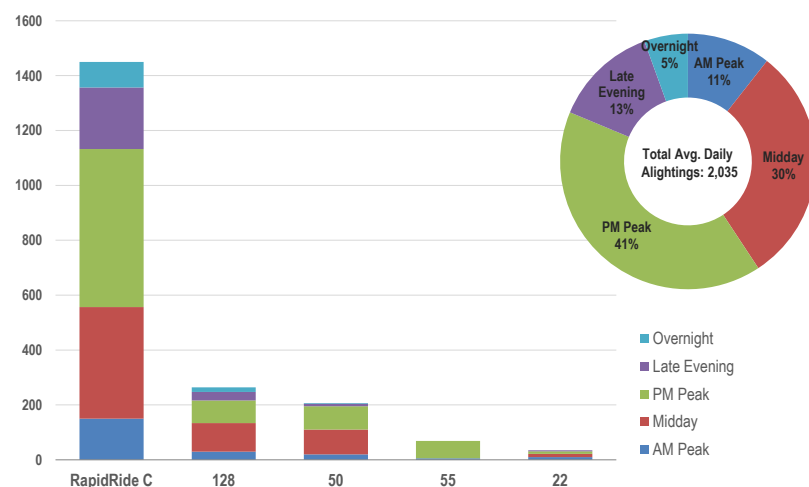
Alaska Junction is served by seven King County Metro routes as well as a shuttle that provides service to the West Seattle Water Taxi. There is a mix of frequent all-day service to downtown Seattle (anchored by the RapidRide C Line), as well as neighborhoods like Alki, the Admiral District, SODO, the Rainier Valley, White Center, and Southcenter in Tukwila. There are a handful of peak period routes serving West Seattle neighborhoods that serve Alaska Junction as well. Figure 17 shows the places a person can travel to within one hour in the AM peak from Alaska Junction.

Figure 18 demonstrates that people are using transit throughout the day at Alaska Junction. The C Line accounts for almost 66% of boardings with route 50 and route 128 making up another 25%.



**Figure 18: Daily Boardings by Route and Time of Day**

Figure 19 shows how Alaska Junction is also a transit destination for people with an equal number of alightings occurring during the AM peak and mid-day as in the PM peak.



**Figure 19: Daily Alightings by Route and Time of Day**

# PARKING CHARACTERISTICS

There is no dedicated transit parking at Alaska Junction. This does not necessarily mean people do not drive to access transit service at Alaska Junction. While the immediate vicinity of Alaska Junction consists of streets with time-restricted and metered parking, residential streets just two blocks away are free and without time restrictions. The issue of hide and ride parking—the practice of people who park, typically on-street, to use transit—does occur in some neighborhoods in the region. A [2009 Parking Study conducted by the City of Seattle](#) did not uncover this phenomenon occurring near Alaska Junction. Follow-up consultations with City of Seattle staff also indicate this is not currently a reported problem in the neighborhood. The maps below indicate current parking restrictions at Alaska Junction.



**Figure 20: On-street Parking near Alaska Junction**



**Figure 21: Off-street Parking near Alaska Junction**



# FINDINGS

In consultation with City of Seattle staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at Alaska Junction.

## Urban Form

- Classic grid-based urban form that is walkable and bikeable (especially north-south)
- Downtown West Seattle: commercial/retail core surrounded by residential
- Planned and permitted growth occurring within the urban village boundaries
- Development pipeline reflects current character but with more density

## Transit Service

- Transit demand is strong throughout the day, with the majority of boardings occurring mid-day
- The Junction is a both an origin and a destination throughout the day
- RapidRide C has exceeded ridership goals, aided by a service restructure
- Transit demand exists for routes serving Southcenter and Southeast Seattle
- Potential alignment/station location in Sound Transit 3

## Parking

- No transit-related parking in the immediate vicinity
- Recent data (with caveats) suggest no demand-side parking pressures
- Hide and ride unlikely in the vicinity of the Junction due to time restricted parking
- Alki-serving downtown-bound routes may also minimize hide and ride behavior



**Figure 22: Looking south on California Avenue SW from North of Alaska Junction**