

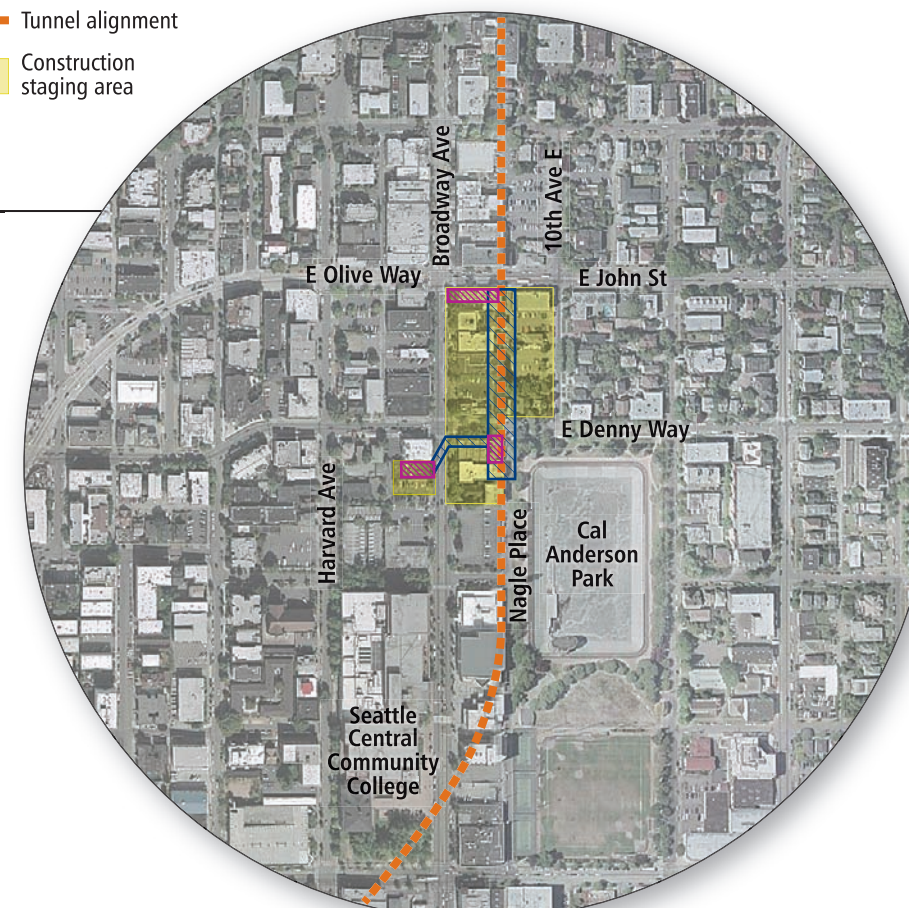
University of Washington Station

The underground UW Station, adjacent to Husky Stadium, will provide access to the University of Washington campus and UW Medical Center. This station will provide regional access to the campus, Medical Center, nearby sports venues and surrounding neighborhoods. A grade-separated entrance north of the Burke-Gilman Trail will be provided for direct access to the upper campus and to minimize conflicts between pedestrians and bicyclists. An entrance near Husky Stadium is also planned.

These entrances and a potential third west entrance on the Campus Triangle will be further studied in final design to enhance access as well as facilitate local bus connections near the station.

Sound Transit is also working with the UW to minimize impacts to vital research activities, and coordinating with the Washington State Department of Transportation as the SR-520 Bridge Replacement Project moves forward. Sound Transit and the University of Washington also completed a Master Implementation Agreement in June 2007.

2030 Daily Boardings (per station)
27,000 at University of Washington
14,000 at Capitol Hill



Capitol Hill Station

The Capitol Hill Station will be built just east of Broadway Avenue and south of East John Street, beneath Nagle Place and adjoining property. This station will serve the densely populated neighborhood and the Broadway business district, as well as Seattle Central Community College, Group Health Medical Center and other nearby employers. Locating the station east of Broadway and west of Cal Anderson Park reduces construction disruptions in the Broadway business district and the recently redeveloped park.

Capitol Hill Station includes a north station entrance on the east side of Broadway at the corner of East John Street, an entrance on the west side of Broadway just south of East Denny Way, adjacent to the Seattle Central Community College campus, and a south entrance at the corner of East Denny Way and Nagle Place.

These station entrances will be further studied in final design to enhance station access and circulation.

What is Final Design?

This very important stage in University Link planning and execution includes refining the station and route designs from 30 to 100 percent completion. Final design has begun; this includes preparation of detailed project plans and specifications, station design and architecture features, environmental investigation, and right-of-way acquisition. The design team will also determine features such as pedestrian, bike and bus connections facilities at the stations.

During this process, Sound Transit will work with communities and neighborhoods to keep interested parties informed about the project's progress and opportunities for review and input at major design



Sound Transit project staff members attend transit fairs, public hearings, open houses and other public engagements to answer questions and get feedback on projects and services.

milestones. More information about station design open houses will be available later this year.

Real estate acquisition

With final design of University Link underway, Sound Transit will have a more active presence throughout the project area. As with many major transportation projects, University Link requires the acquisition of real property. In May 2006, the Sound Transit Board authorized the acquisition of property for the Capitol Hill Station; since then, Sound Transit staff has been working with property owners and tenants on property acquisition and relocation issues. Sound Transit's acquisition and relocation assistance program is designed to facilitate this process and to treat affected property owners and tenants fairly while minimizing any hardships caused by acquisition and relocation.



Station artwork

Artwork will be integrated into the design of the UW and Capitol Hill stations. The artist selection process is now underway. For more information, contact Sound Transit's STart Program Manager, Barbara Luecke, at 206-398-5059 or luecke@soundtransit.org.

Montlake ventilation facility

With the Seattle Fire Department's concurrence, Sound Transit has determined that the emergency ventilation facility originally proposed to be sited in the Montlake neighborhood near SR-520 will not be required. After much study, the agency has shown conclusively that the light rail tunnel emergency ventilation functions can be fully met at the Capitol Hill and UW stations; therefore, a remote vent will not be needed. The Hop-In Market site at East Roanoke Street had previously been identified as the preferred location for a remote vent.

University Link connects the three most densely populated urban centers in the state: Downtown Seattle, Capitol Hill and the University District. Projected employment for the University Link corridor is 418,000 in 2030.



Geo-technical drilling for soil samples helps Sound Transit evaluate soil conditions in a construction area, allowing planners to better estimate resources needed for the project.

Geo-technical drilling

Sound Transit is conducting geo-technical drilling in order to sample soil conditions. This process takes soil samples at the depths of the proposed tunnels or stations to better understand the soil conditions at specific project construction areas. Most samples will be taken in public right-of-way over the course of several days. Notification of exact locations dates and times will be distributed around the drilling sites, prior to the work taking place.

Sound Transit is committed to keeping the public informed and involved during the final design process. Please log on to www.soundtransit.org to sign up for the e-mail subscription service, or call Liz Ellis, Community Outreach Specialist at 206-398-5283 to be added to the mailing list.



"This federal commitment will help give the region's commuters a choice in travel that is fast and frequent and it will help get them where they need to go without worrying about being stuck in traffic. It is a great example of what we can do together to reduce congestion."

— Secretary of Transportation Mary Peters at a Sound Transit news conference in the Pine Street stub tunnel in November 2006

Link light rail will carry you from Downtown Seattle to UW in 6 minutes

Travel Times

