Graham Street Station Project

Alternatives Development and Evaluation Technical Memorandum

April 2025

SoundTransit

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Appendix B Graham Street Station Project Engagement Summary Report

Acronyms and Abbreviations

Item	Definition
FTA	Federal Transit Administration
GSS	Graham Street Station
LOS	Level of Service
MLK	Martin Luther King Jr Way S
PSE	Puget Sound Energy
RET	Racial Equity Toolkit
SCL	Seattle City Light
SF	Square Feet
SPU	Seattle Public Utilities
ST3	Sound Transit 3 Plan
TOD	Transit-Oriented Development

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1 INTRODUCTION AND PURPOSE

The Central Puget Sound Regional Transit Authority (Sound Transit) is conducting an alternatives analysis to inform decision-making regarding the location and configuration of the proposed Graham Street Station (GSS) along the existing 1 Line.

The Graham Street Station Project (the "Project") would add an infill light rail station to the existing 1 Line of Sound Transit's Link light rail system. The Project is a part of Sound Transit's Sound Transit 3 Plan (ST3), for which funding was approved by voters in 2016. The Project includes an at-grade station, improving light rail access for the community around S Graham Street and Martin Luther King Jr Way (known locally as "MLK"), bridging the 1.6-mile gap between the existing Othello and Columbia City Stations. The location of the Representative Station from ST3 is shown in **Figure 1-1**. The proposed station includes at-grade platform(s) approximately 400 feet in length that can accommodate four-car light rail trains. The Project does not include any additional station programming, such as off-street parking or a bus transfer facility.

This report summarizes the approach, evaluation, and findings in the Alternatives Development process. The report is intended to support the recommendation of a Proposed Project Location to be carried forward into environmental review and conceptual engineering. Station locations and potential station configurations underwent a Feasibility Assessment and first screening of proposed station locations for key considerations. Alternatives were then developed for study in the Level 1 Evaluation and Level 2 Evaluation. For the Graham Street Station Project, the key considerations evaluated were tangent track, infrastructure/access constraints, and consistency with the Draft Purpose and Need (**Appendix A**). Feasibility Assessment details can be found in **Section 4** of this report.

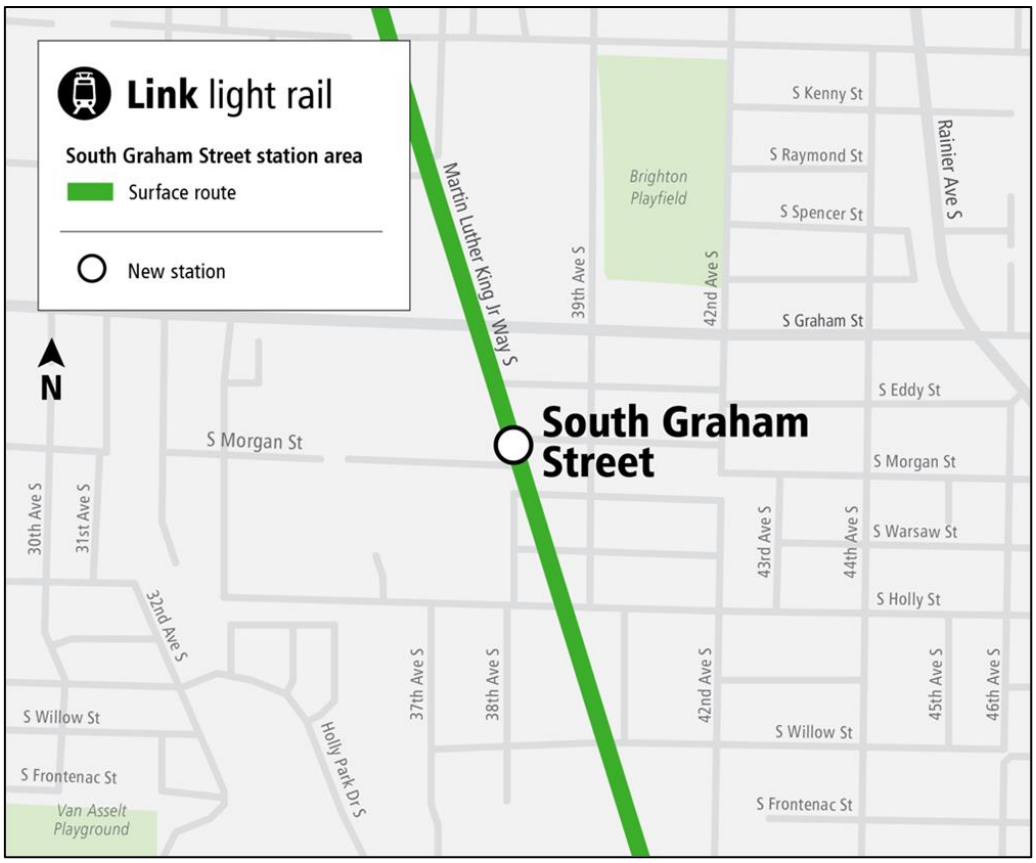


Figure 1-1 Representative Station Location at South Graham Street

2 EXISTING CONDITIONS

The Project Area, shown in **Figure 2-1**, is defined by a 0.5-mile radius around the Representative Station location as defined in ST3.[1] A 0.5-mile radius area, generally equivalent to a 10-minute walking distance, is an acceptable standard for station access and transit-oriented development (TOD) planning, according to the Federal Transit Administration (FTA).[2] The 0.5-mile boundary extends east to west along S Graham Street, and north to south along MLK. The Project Area includes Rainier Avenue S to the east and S Orcas Street to the north.

The Project Area is near the Beacon Hill, New Holly, Hillman City, and Othello neighborhoods of Seattle. Land uses in the Project Area include moderate-density residential, retail, schools, and parks. Parts of the Project Area are included in the Othello Residential Urban Village, with plans for City-owned open spaces and mixed-use areas in the future. The Project is aligned with land use, economic development, and transportation goals outlined in the City of Seattle 2035 Comprehensive Plan.

[1] Sound Transit. Sound Transit 3.
[2] USDOT. Project Eligibility (formerly Resources by Mode).

Demographics in the surrounding Project Area reference U.S. Census Bureau American Community Survey 5-Year Estimates (2022) and are summarized as follows:

- People of Color (defined here as people who do not identify as white or Caucasian racially and do or do not identify as Hispanic or Latino ethnically in the US Census) make up 72 percent of the Project Area, which is greater than Seattle and King County population shares (36 percent and 41 percent, respectively). Asian/Pacific Islander groups represent one third of the Project Area population and African Americans represent nearly one quarter of the Project Area population.
- The median household income within the Project Area is $99,055, which is 15 percent lower than both Seattle and King County ($116,068 and $116,340, respectively).
- Zero-Vehicle Households in the Project Area (13 percent) are lower than Seattle and higher than King County (19 percent and 11 percent, respectively), still indicating a transit-reliant population.
- According to the City of Seattle's Racial and Social Equity Index, which is intended to identify geographic priorities for City programs and investments, the Project Area includes portions of the "Highest Equity Priority" census tracts identified.

The existing transportation system in the Project Area includes arterial and local roads, fixed-route bus service, paratransit and on-demand service, rail transit infrastructure (but no existing stations), and private sector transportation providers. Several arterial and collector roadways are important connections between neighborhoods in the Project Area, including MLK, Rainier Avenue S, S Graham Street, and S Orcas Street. Local streets in the Project Area provide key connections between residential areas and commercial corridors. Study intersections in the Project Area operate at a traffic Level of Service (LOS) D or better (< 50 seconds of delay) except for MLK and S Graham Street in the AM peak hour, which operates at LOS E (< 60 seconds of delay). People walking and riding bikes are present throughout the Project Area and multimodal activity is greatest at the intersection of MLK and S Graham Street.

The Chief Sealth multi-use trail runs north and south approximately 0.4 miles west of MLK and is a key bicycle and pedestrian connection between South Seattle neighborhoods (**Figure 2-2**). The neighborhood greenway network connects neighborhoods primarily on the east side of MLK, crossing MLK at S Willow Street to the north of the Othello Station. Sidewalks exist along most roads within the Project Area and marked crosswalks exist at signalized locations and some unsignalized locations.

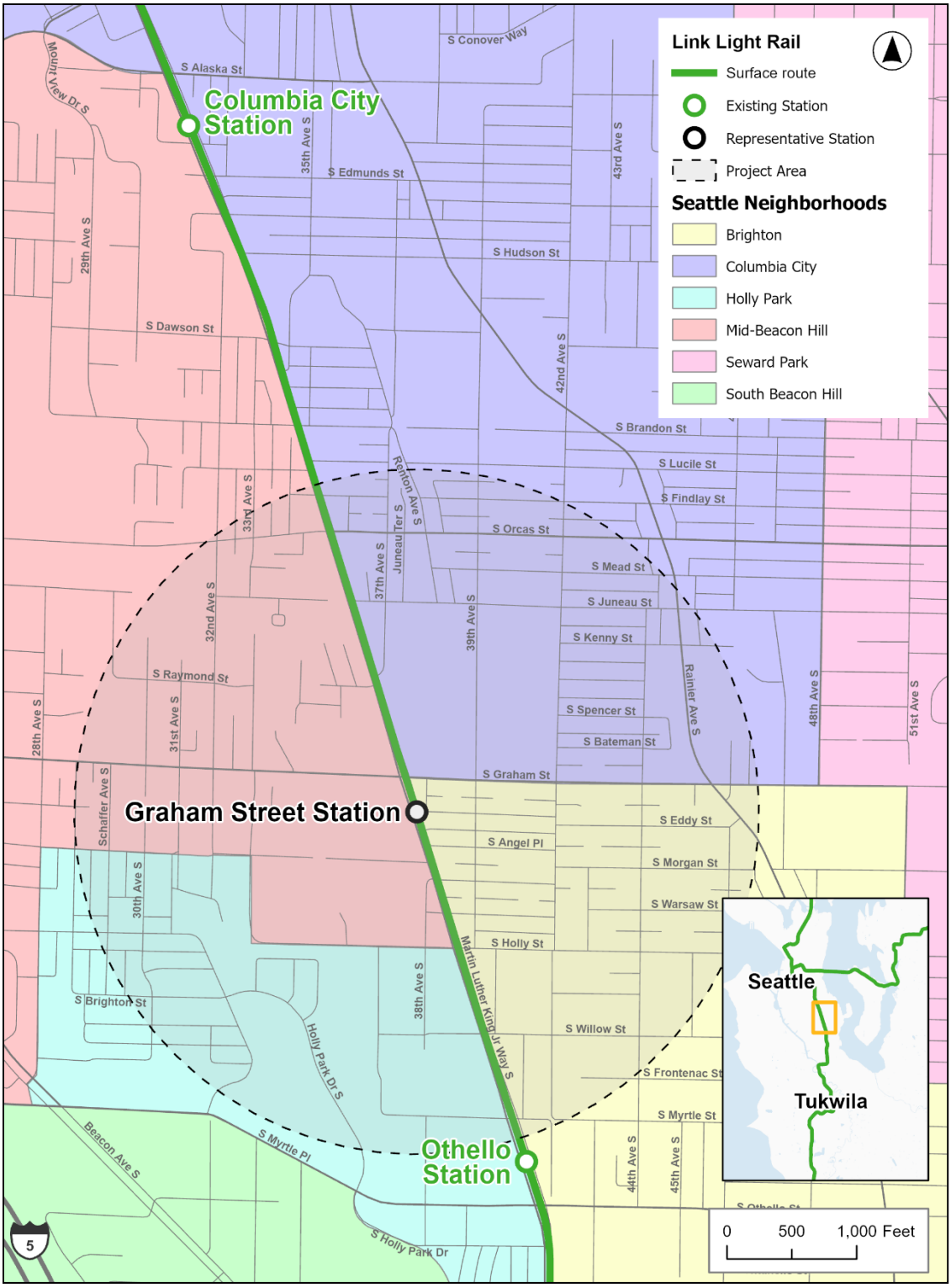


Figure 2-1 Project Area Boundaries and Neighborhoods

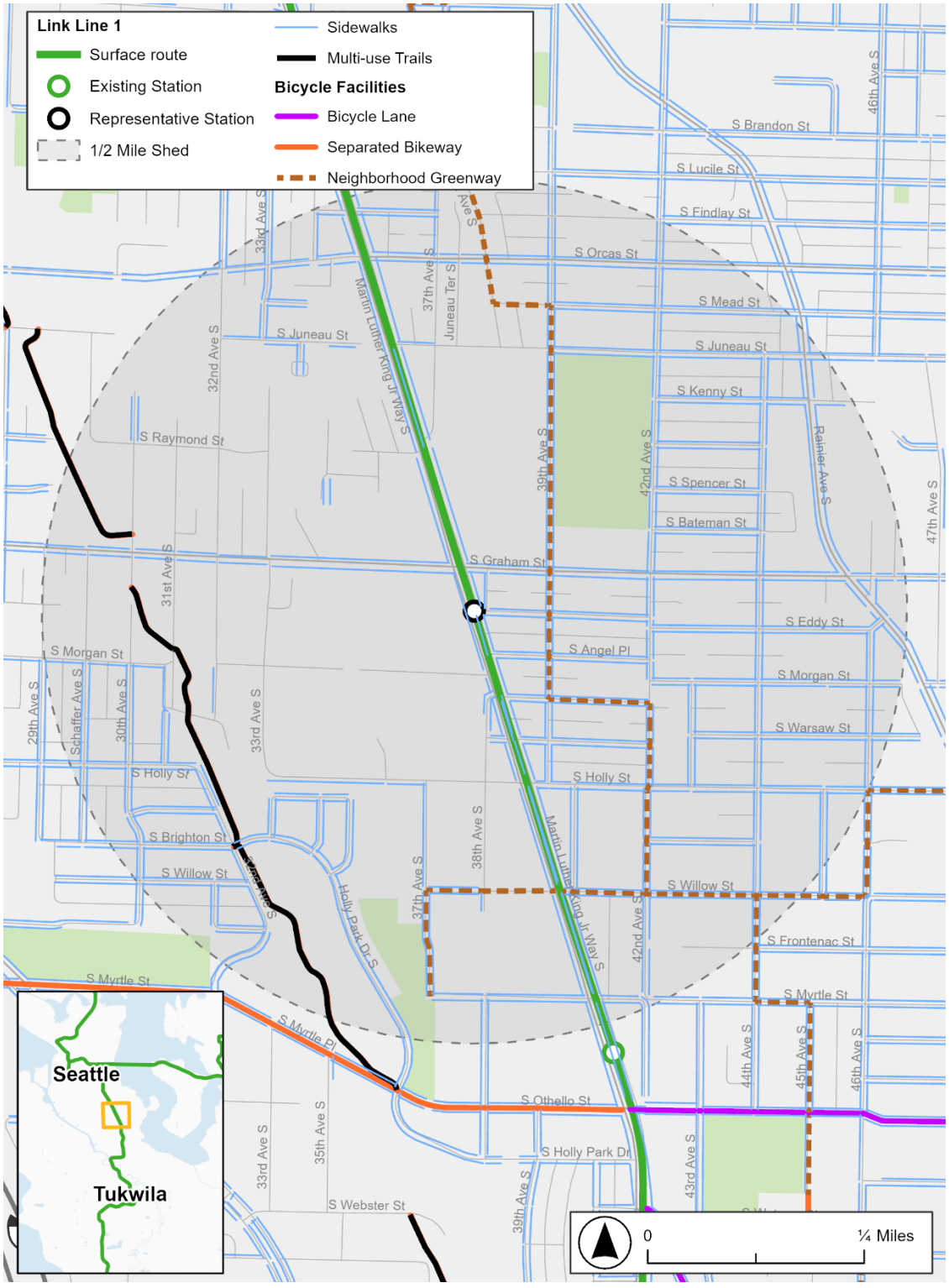


Figure 2-2 Project Area and Non-motorized Infrastructure

The City of Seattle Transportation Plan identifies several future improvements within the Project Area. The S Graham Street Transit and Multimodal Improvements include improved bus stops, additional bicycle and pedestrian facilities, and enhanced access to destinations. Additionally, the MLK Multimodal Improvements include improved facilities for pedestrians, bicyclists, and transit users.

The Project Area within the city of Seattle is supported by a network of utilities, some of which may require relocation to be compatible with the proposed station locations. Providers include Seattle Public Utilities (SPU), King County Wastewater, Seattle City Light (SCL), Puget Sound Energy (PSE), CenturyLink, Verizon, and possibly Zayo. **Figure 2-3** shows two key existing utility lines which may require relocation: a 36-inch stormwater main runs along MLK Way beneath the northbound lanes north of S Graham St and a 42-inch sanitary sewer main runs along MLK beneath the existing southbound lanes north and south of S Graham St. The 36-inch stormwater main is located about 10 feet below the street level and the 42-inch sanitary sewer is located about 12 to 15 feet below the street level.

Figure 2-3 Conceptual Rendering of Existing As-Builts Showing Utility Lines

Stormwater within the Project Area is collected by a conveyance system and outfalls to Lake Washington at Pritchard Island Beach. According to the City of Seattle's 2021 Stormwater Manual, no treatment or flow control facilities or capacity-constrained portions of the stormwater system exist within the Project Area. A wetland of unknown extent and classification is located within the Project Area. The wetland is not in the immediate Project Area and will not be impacted by the project. The wetland is located approximately 1 block north of S Graham St and is about 150 feet away from the existing tracks.

The evaluation of the existing geotechnical conditions is based on review of available information for the Project Area including areas north and south of S Graham Street along MLK. Existing geotechnical conditions in the Project Area include soft compressible soils, which are greatest in extent in areas to the north of the intersection of MLK and S Graham Street. The soft compressible soil will require additional considerations to be made during the design and engineering process but should have no substantial effects on determining station location. Additional field investigation may be required to update these findings.

3 ALTERNATIVES DEVELOPMENT PROCESS

The Alternatives Development process is intended to inform the identification of a Proposed Station Location for further refinement and evaluation in the conceptual engineering and environmental review stage of the Project. The process was designed to identify and evaluate alternatives that met the Draft Purpose and Need of the Project (**Appendix A**). The narrow focus of the ST3 Project Description resulted in potential platform locations within a small geographic area. All potential platform locations were determined to be part of the same station location alternative. For that reason, the Alternatives Development process focused on developing and evaluating design options instead of evaluating proposed station locations. The Alternatives Evaluation Framework, shown in **Figure 3-1**, is structured as three sequential levels of evaluation: Feasibility Assessment, Level 1 Evaluation, and Level 2 Evaluation. Platform Location Alternatives (design options) were evaluated at each level using criteria that measure performance based on the Purpose and Need statement for the Project, with the most promising alternative(s) advancing to the next level of evaluation.

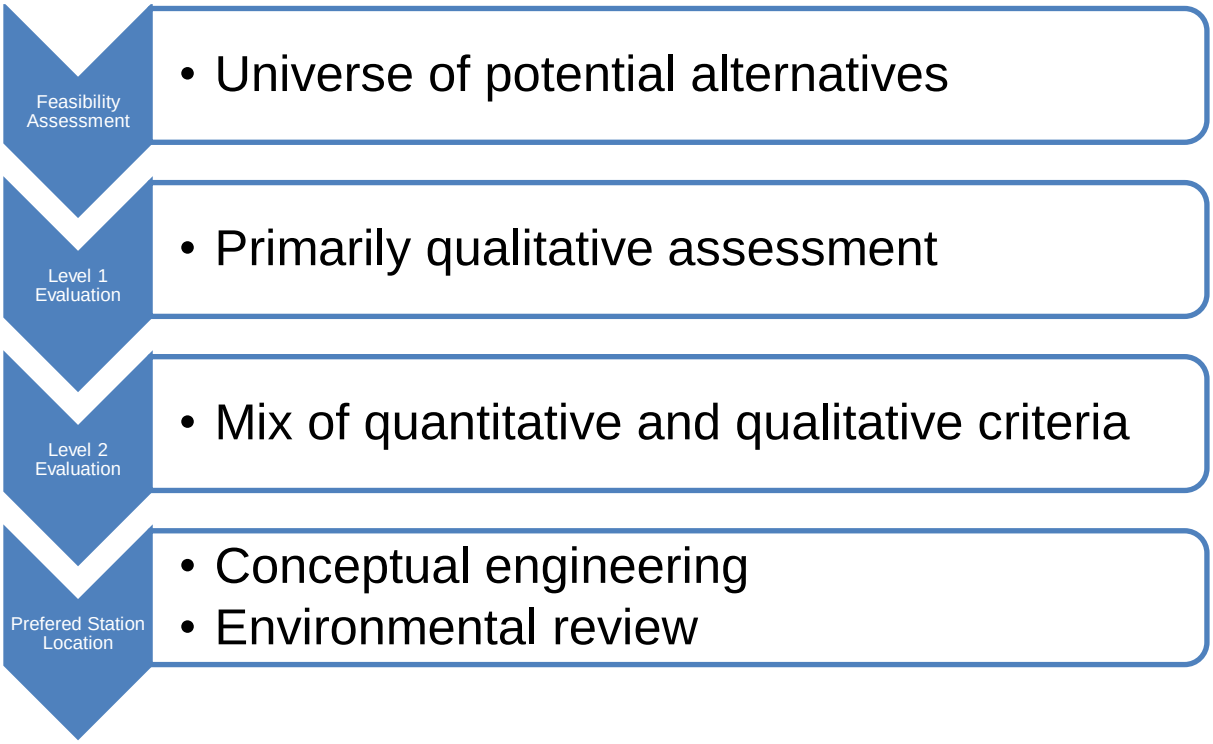


Figure 3-1 Alternatives Evaluation Framework

4 FEASIBILITY ASSESSMENT

The Feasibility Assessment for the Project focused on assessing the feasibility of station configurations that would be the basis for platform locations for the Level 1 and Level 2 evaluations. The Feasibility Assessment identified impediments to the construction of a new station. Key criteria for this assessment included the availability of tangent track to locate the station platforms, major infrastructure constraints, and consistency with the Project's Draft Purpose and Need Statement and Sound Transit's ST3 Plan.

4.1 Feasibility Assessment Criteria

- **Feasibility Criterion #1: Tangent Track.** Sound Transit's Requirements Manual[3] allows a maximum of 1.00 percent vertical profile grade at stations, and station platforms may not be sited on horizontal curves. Station platforms must be a minimum of 380 feet long to accommodate a four-car train. For the purposes of analysis, the Feasibility Assessment assumed a 400-foot station platform. The Project Area for the Graham Street Station features a guideway, the physical path and structure that hosts the tracks, with slight horizontal and vertical curves. Tangent track at potential platform locations was measured to determine whether potential platform locations meet the minimum length and tangent requirements for station placement in the vicinity of the Representative Station.
- **Feasibility Criterion #2: Major Infrastructure Constraints.** The Graham Street Station would be sited on the existing 1 Line that is located in the median of MLK. Platform locations were evaluated for the potential to conflict with existing utilities, traffic circulation on major roadways, and existing 1 Line operations during construction of the Project.
- **Feasibility Criterion #3: Consistency with Draft Purpose and Need and Sound Transit's ST3 Plan.** The Draft Purpose and Need Statement (**Appendix A**) for the Project describes the importance of providing improved transit access to communities as well as consistency with the ST3 Plan. Potential platform locations were reviewed for consistency with the Draft Purpose and Need.

4.2 Feasibility Assessment

Three potential platform locations, north and south of S Graham Street, and a split platform location that includes platforms both north and south of S Graham Steet, were identified based on initial assessment of the Project Area shown in **Figure 4-1**. The three potential stations and platform locations are summarized below.

- **Platform Location Alternative GSS-A: South of Graham (Representative Station).** This is the Representative Station location shown in the ST3 Plan located south of S Graham Street, between S Graham Street and S Morgan Street / S Angel Place.
- **Platform Location Alternative GSS-B: North of Graham.** This station would be located north of S Graham Street, between S Graham Street and S Raymond Street.

[3] Sound Transit Requirements Manual 521.6.5.2.2 Vertical Grades in Station Platforms

- **Platform Location Alternative GSS-C: Split Platform.** A split platform station would locate a platform for one direction of travel north of S Graham Street and a platform for the other direction of travel south of S Graham Street. This station would have side platforms that could be located on the near- or far-side of the intersection of S Graham Street and MLK relative to the direction of travel. The platform locations would be consistent with GSS-A and GSS-B.

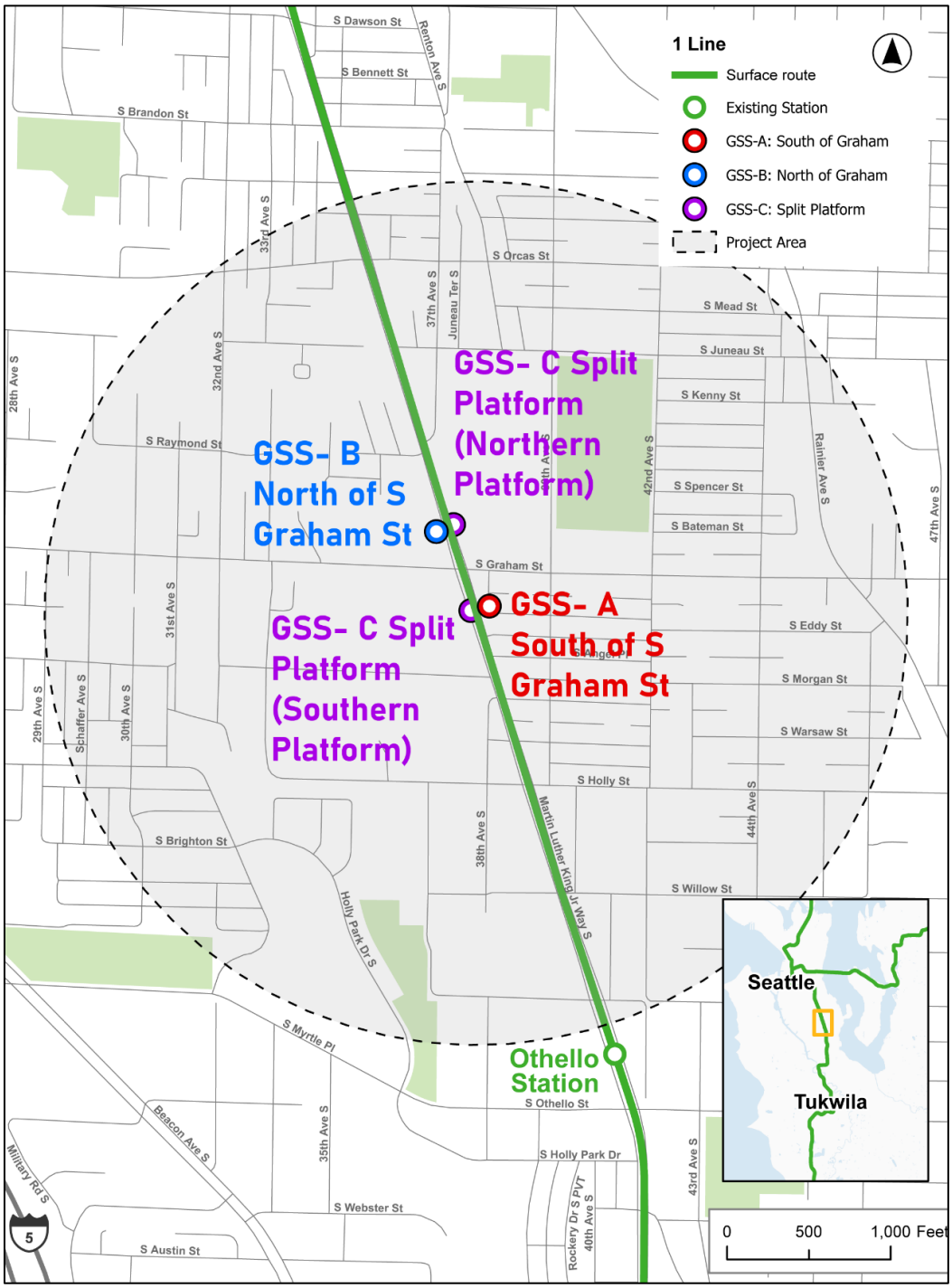


Figure 4-1 Potential Platform Location Alternatives at South Graham Street

Sound Transit assessed the platform location alternatives using the three key feasibility criteria. The list below details how the platform locations performed in each feasibility criterion, and **Table 4-1** summarizes the feasibility evaluation for the three potential platform locations.

- **Feasibility Criterion #1: Tangent Track.** The platform locations would be located along an area of track with a 10,000-foot radius horizontal curve. Therefore, the platform locations would require track realignment. North of S Graham Street there is a compound (vertical and horizontal) curve in the existing track. Building a station north of S Graham Street would require horizontal and vertical track profile adjustments but is feasible. Building a station south of S Graham Street would require horizontal track realignment and is also feasible.
- **Feasibility Criterion #2: Major Infrastructure Constraints**. Any platform location would require modifications to MLK and could require relocation of utilities, potentially including a 42-inch sanitary sewer main under the southbound lanes and the 36-inch storm sewer under the northbound lanes to the north of S Graham Street (**Figure 2-3**). Based on a preliminary assessment, there do not appear to be major utilities that would render any of the specific platform locations or platform configurations unfit for development.
- **Feasibility Criterion #3: Consistency with Purpose and Need and Sound Transit's ST3 Plan.** The platform locations would be consistent with the Purpose and Need Statement for the Project and Sound Transit's ST3 Plan.

Table 4-1 Feasibility Assessment Summary

Evaluation Criteria	GSS-A South of Graham	GSS-B North of Graham	GSS-C Split Platform
Criterion #1: Tangent Track	Partially meets criterion. Would require slight track realignment to establish tangent track.	Partially meets criterion. Would require track reprofiling and slight realignment to establish tangent track.	Partially meets criterion. Would require track reprofiling and slight realignment to establish tangent track.
Criterion #2: Major Infrastructure	Meets criterion	Meets criterion	Meets criterion
Criterion #3: Consistency with Purpose and Need	Meets criterion	Meets criterion	Meets criterion

GSS-A, GSS-B, and GSS-C platform locations meet the three feasibility criteria. The three potential platform locations would require slight track realignment or track reprofiling to provide tangent track. The GSS-A platform would require track realignment to address the horizontal curve in the tracks south of Graham St. The GSS-B platform would require track realignment and track reprofiling to address the vertical curve in the tracks north of Graham St. The GSS-C platform location would require track realignment to address the curve in the tracks south of S Graham St and track realignment and track reprofiling to address the vertical curve in the tracks

north of Graham St. There are no major infrastructure constraints for the potential platform locations and the platform locations are consistent with the Purpose and Need Statement. The potential platform locations considered in the Feasibility Assessment were further evaluated in the Level 1 and Level 2 Evaluations.

5 LEVEL 1 EVALUATION

Six station design options were developed from the preliminary platform locations studied in the Feasibility Assessment. The six options were rated in comparison to each other based on their performance on primarily qualitative evaluation criteria. The Level 1 criteria were drawn from the Project Draft Purpose and Need in **Appendix A** and ST3 compatibility criteria. The overall performance of each alternative in the Level 1 Evaluation informed which options advanced to the Level 2 Evaluation.

5.1 Level 1 Option Descriptions

Three platform locations (South, North, and Split) advanced from the Feasibility Assessment to Level 1. Design concepts were developed for center platform and side platform options for GSS-A (South) and GSS-B (North) locations. Design concepts were also developed for GSS-C (Split), as described below. The Level 1 design options were developed prior to the inclusion of pedestrian gates at station crossings as part of the Project.

5.1.1 South of Graham Platform Location GSS-A

5.1.1.1 Station Design Option A1: South of Graham with Side Platforms

This station design option would feature side platforms, and the existing northbound and southbound light rail tracks would be realigned to provide tangent track. The northbound and southbound vehicle travel lanes on MLK would shift away from the tracks to accommodate the new platforms. Roadway realignment would occur both north and south of S Graham Street in both directions. The placement of the southbound station platform would require relocation of the 42-inch sanitary sewer main under the southbound travel lanes. New sidewalks would be provided throughout the limits of roadway realignment on both sides of MLK.

5.1.1.2 Station Design Option A2: South of Graham with Center Platform

This station design option would feature a center platform. The existing southbound light rail track would generally remain in place and the northbound light rail track would shift to accommodate the platform and provide tangent track. Shifting the alignment of the northbound tracks, making the alignment of the rail offset and not centered on the roadway while maintaining the general alignment of the southbound tracks, reduces potential impacts to the 42-inch sanitary sewer main under the southbound travel lanes. Northbound vehicle travel lanes would shift outward from the tracks to accommodate the station platform and tracks. Northbound roadway realignment would occur both north and south of S Graham Street. This design option would require relocation of the 36-inch storm sewer north of S Graham Street due to the alignment of the northbound tracks. No changes are anticipated to southbound vehicle travel lanes. New sidewalks would be provided throughout the limits of roadway realignment on the east side of the road only.

Figure 5-1 illustrates the location of the Level 1 Concept for GSS-A Station Design Options A1 and A2.

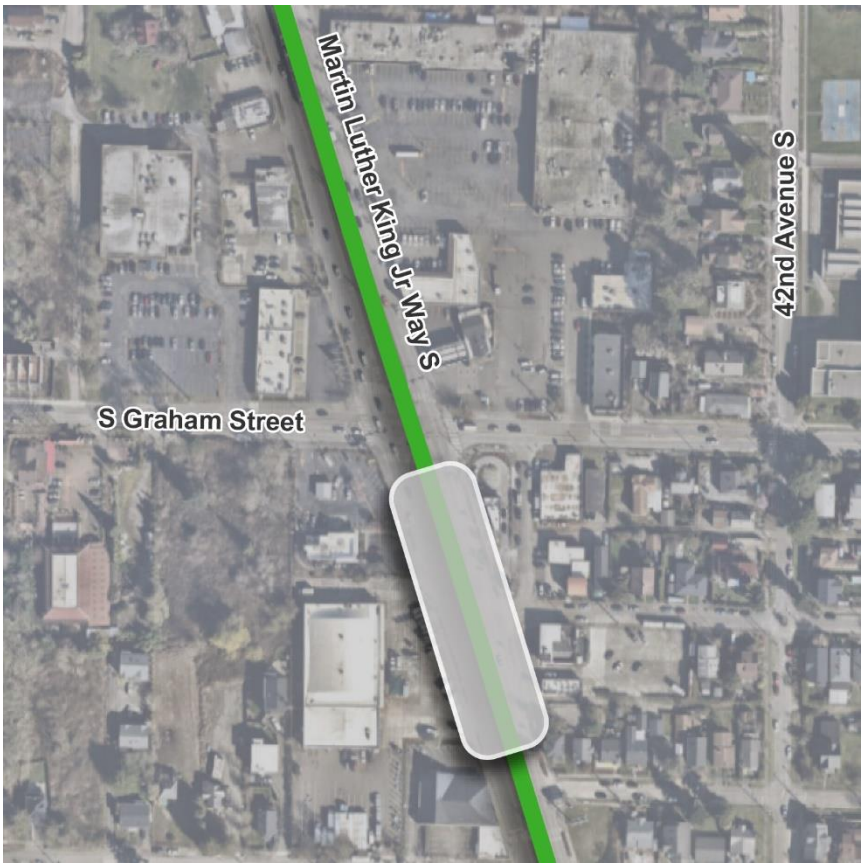


Figure 5-1 GSS-A: South of Graham – Level 1 Concept

5.1.2 North of Graham Platform Location GSS-B

5.1.2.1 Station Design Option B1: North of Graham with Side Platforms

This station design option would feature side platforms, and the existing southbound and northbound light rail tracks would be reprofiled and realigned slightly to provide tangent track. The northbound and southbound vehicle travel lanes on MLK would shift away from the tracks to accommodate the new platforms. Roadway realignment would occur both north and south of S Graham Street in both directions. This would result in the need to relocate both the 42-inch sanitary sewer and the 36-inch storm sewer under MLK due to the placement of the station platforms. New sidewalks would be provided throughout the limits of the roadway realignment on both sides of MLK.

5.1.2.2 Station Design Option B2: North of Graham with Center Platform

This station design option would feature a center platform. The existing southbound light rail track would be realigned slightly to provide tangent track, and the northbound light rail track would shift outward to accommodate the platform. Shifting the alignment of the northbound tracks and maintaining the alignment of the southbound tracks reduces potential impacts to the 42-inch sanitary sewer main under the southbound travel lanes. Northbound vehicle travel lanes would move away from the tracks to accommodate the station platform and shifted tracks.

Northbound roadway realignment would occur both north and south of S Graham Street. This design option would result in the need to relocate the 36-inch storm sewer under the northbound lanes of MLK due to the placement of the station platform and tracks. Minor changes are anticipated to southbound vehicle travel lanes. New sidewalks would be provided throughout the limits of roadway realignment on the east side of the road only.

Figure 5-2 illustrates the location of the Level 1 Concept for GSS-B Station Design Options B1 and B2.

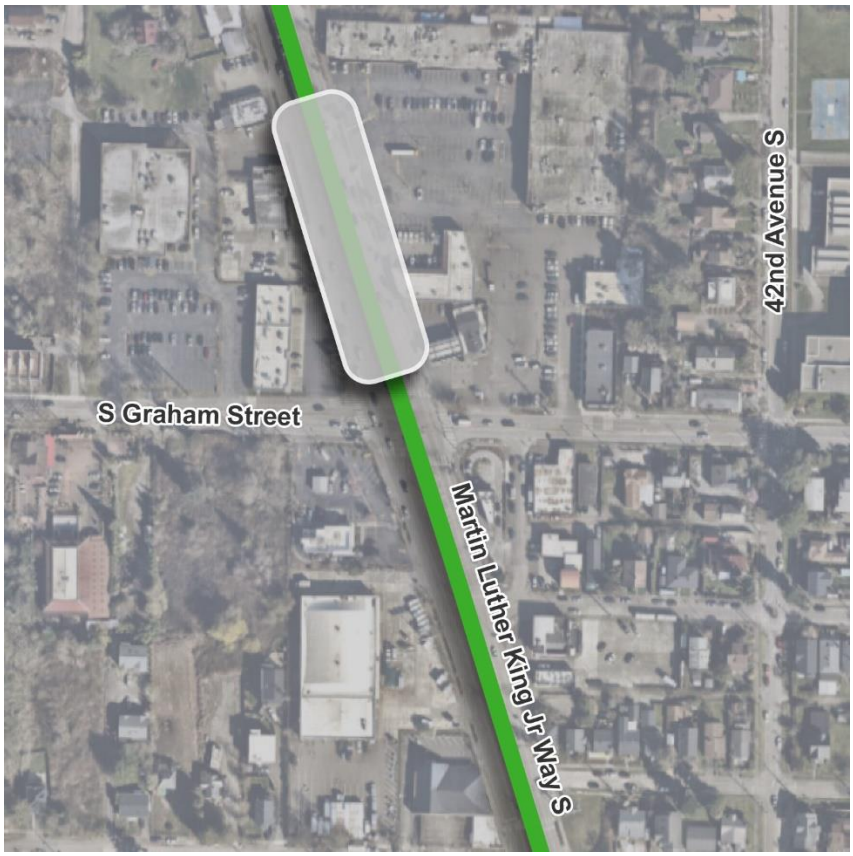


Figure 5-2 GSS-B: North of Graham – Level 1 Concept

5.1.3 Split Platform Location GSS-C

5.1.3.1 Station Design Option C1: Split Platform with Far-Side Stops

This station design option would feature a split platform station with far-side stops. Far-side stops are transit stops located on the departure from an intersection. For northbound tracks, the northbound stop would be located north of S Graham Street, while the southbound stop would be located south of S Graham Street. The existing northbound and southbound light rail tracks would be realigned slightly to provide tangent track. The northbound and southbound vehicle travel lanes on MLK would shift away from the tracks to accommodate the new platforms. Roadway realignment would occur both north and south of S Graham Street in both directions. This design option would require relocation of both the 42-inch sewer main and the 36-inch storm sewer under MLK due to the placement of the station platforms. In Alternative C1, the far-side platforms align with the area occupied by the left-turn pocket on the opposing side of the

intersection, which reduces the extents of the roadway realignment. New sidewalks would be provided throughout the limits of roadway realignment on both sides of MLK.

5.1.3.2 Station Design Option C2: Split Platform with Near-Side Stops

This station design option would feature a split platform with near-side stops. Near-side stops are transit stops located on the approach to an intersection. The northbound stop would be located south of S Graham Street, while the southbound stop would be located north of S Graham Street. The existing northbound and southbound light rail tracks would be realigned slightly to provide tangent track. The northbound and southbound vehicle travel lanes on MLK would shift away from the tracks to accommodate the new platforms. Roadway realignment would occur both north and south of S Graham Street in both directions. This design option would require relocation of the 42-inch sanitary sewer main. Alternative C2 evaluated the potential to restrict left turns along MLK at S Graham Street, which would reduce the potential right-of-way needs. If left turns were maintained in this option, it would require the largest amount of right-of-way acquisition and roadway realignment of any Level 1 Design Option to allow both station platforms and vehicle turn lanes to fit side by side. New sidewalks would be provided throughout the limits of roadway realignment on both sides of MLK.

Figure 5-3 illustrates the location of the Level 1 Concept for GSS-C Station Design Options C1 and C2.

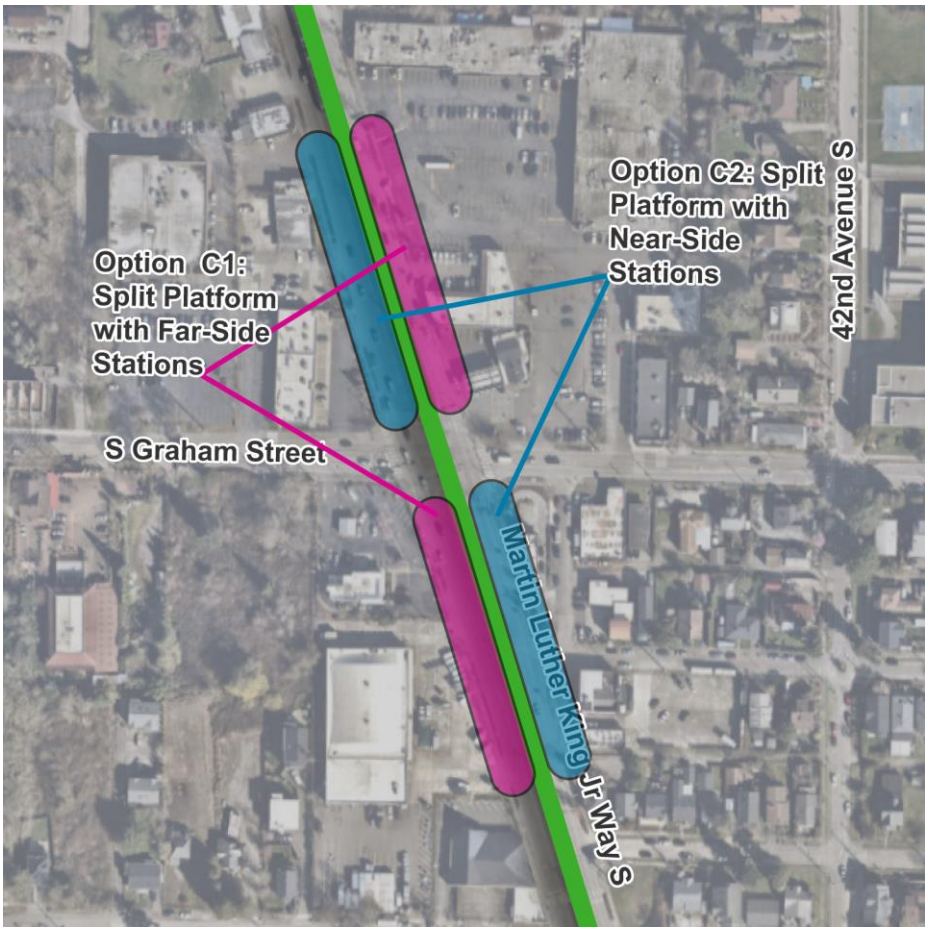


Figure 5-3 GSS-C: Split Platform Station – Level 1 Concept

5.2 Level 1 Criteria

Table 5-1 identifies and defines the Level 1 Evaluation criteria for the Graham Street Station. The Level 1 Evaluation criteria were measured on a qualitative scale, generally assigning a "low," "medium," or "high" performance for each alternative based on performance relative to other alternatives.

Table 5-1 Level 1 Evaluation Criteria

Evaluation Criteria	Description	Evaluation Approach
Right-of-Way Needs	Qualitative assessment of estimated area needed for each alternative given standard sizes of station footprints (platforms, canopies, etc.)	Comparison of potential right-of-way needs and community impacts against other Level 1 Design Options. Low = more right-of-way needed | High = less right-of-way needed
Station Access	Qualitative assessment of multimodal accessibility of each alternative, including pedestrian circulation, transit integration, and other connectivity considerations	Evaluation of ease of modal integration and access. Low = more difficult access | High = easier access
Long-Term Traffic Effects	Qualitative assessment of current traffic operations in the study area and areas of concern for potential congestion or operations effects	Effects of design option alternatives on travel lanes on adjacent streets and turning movements at adjacent intersections Low = greater effects on traffic operations | High = lower effects on traffic operations
Multimodal Safety	Qualitative assessment of current collision patterns in the study area	Assessment of existing collision patterns and potential conflict points in station area for each option Low = more conflict points or exacerbated safety conditions | High = fewer conflict points
Constructability	Qualitative assessment of how feasible each alternative would be to construct and its potential impacts to existing service along the 1 Line	Evaluation of potential space needs and duration for construction and the potential effects on 1 Line service. Low = greater disruptions to service | High = lesser disruptions to service

Evaluation Criteria	Description	Evaluation Approach
Sound Transit's RET & Community Resources	Qualitative assessment of potential effects on community resources in the study area, as well as opportunities for supporting community development and access outcomes	Evaluation of potential effects and opportunities based on the Racial Equity Toolkit (RET). Low = greater potential effects or lower potential opportunities | High = lesser potential effects or greater potential opportunities *Evaluated in Level 2
Environmental & Cultural Resources	Qualitative assessment of potential impacts to environmental resources in the study area	Identification of environmental resources within the study area, and assessing each option's potential impacts to those resources, such as historic resources, cultural and archaeological resources, fish and wildlife, visual, and noise. Low = greater potential effects on resources | High = lesser potential effects on resources

5.3 Level 1 Evaluation Results

Findings of the Level 1 Evaluation are summarized in **Table 5-2**. The six options evaluated in Level 1 were rated in comparison to one another on a three-point scale from low performance shown in light green, to high performance shown in dark green. Comparative performance ratings in the Level 1 Evaluation were based on publicly available information and conceptual spatial needs for stations and associated facilities. The ratings are summarized in **Table 5-3**.

Table 5-2 Level 1 Evaluation

Evaluation Criteria	South of Graham Platform Location GSS-A		North of Graham Platform Location GSS-B		Split Platform Station GSS-C	
	Station Design Option A1 Side Platform	**Station Design Option A2** Center Platform	**Station Design Option B1** Side Platform	**Station Design Option B2** Center Platform	**Station Design Option C1** Split Platform – Far-Side Stops	**Station Design Option C2** Split Platform – Near-Side Stops
Right-of-Way Needs	Property acquisition needs in all four quadrants of intersection, particularly if northbound left turn is preserved.	Effects on east side of MLK, particularly if northbound left turn is preserved. No change to west side of MLK.	Property acquisition needs in all four quadrants of intersection, particularly if southbound left turn is preserved. May affect proposed development south of Kingway Apartments.	Effects on east side of MLK, particularly if northbound left turn is preserved. No change to west side of MLK.	Lowest right-of-way needs. May affect proposed development south of Kingway Apartments.	Lowest right-of-way needs (moderate if left turns preserved).
Station Access	Easiest potential tie-in to existing neighborhood greenway via S Angel Place. Northbound Metro bus stop would need to shift to near-side or south end of station.	Easiest potential tie-in to existing neighborhood greenway via S Angel Place. Northbound Metro bus stop would need to shift to near-side or south end of station.	In existing condition, non-motorized access would be via S Graham Street. Shorter walk to bus transfers, particularly to/from east of station.	In existing condition, non-motorized access would be via Graham Street. Shorter walk to bus transfers, particularly to/from east of station.	Good southbound connections via S Angel Place, but more complex northbound connections. Bus stops on MLK and Graham Street in closer proximity for transfers, particularly to/from east of station.	Good northbound connections via S Angel Place, but more complex southbound connections. Bus stops on MLK could be reconfigured to near-side. Bus integration requires more crossings.

Evaluation Criteria	South of Graham Platform Location GSS-A		North of Graham Platform Location GSS-B		Split Platform Station GSS-C	
	Station Design Option A1 Side Platform	**Station Design Option A2** Center Platform	**Station Design Option B1** Side Platform	**Station Design Option B2** Center Platform	**Station Design Option C1** Split Platform – Far-Side Stops	**Station Design Option C2** Split Platform – Near-Side Stops
Long-Term Traffic Effects	No change if left turns preserved	No change if left turns preserved	No change if left turns preserved	No change if left turns preserved	No change from existing	Removal of left turn restricts access
Multimodal Safety	General safety upgrades. No change in conflict points if northbound left turn is preserved.	Center platforms mean no passenger accessing train needs to cross two tracks.	General safety upgrades. No change in conflict points if northbound left turn is preserved.	Center platforms mean no passenger accessing train needs to cross two tracks.	General safety upgrades. No change in conflict points if northbound left turn is preserved.	Removes conflict point from intersection with removal of left turn movements.
Constructability	Station would conflict with 42-inch sanitary sewer requiring utility relocation	Station would conflict with 36-inch storm sewer requiring utility relocation	Station would conflict with 42-inch sanitary sewer and 36-inch storm sewer requiring utility relocation.	Station would conflict with 36-inch storm sewer requiring utility relocation.	Station would conflict with 42-inch sanitary sewer and 36-inch storm sewer requiring utility relocation	Station would conflict with 42-inch sanitary sewer requiring utility relocation
Sound Transit's RET & Community Resources	Evaluated in Level 2	Evaluated in Level 2	Evaluated in Level 2	Evaluated in Level 2	Evaluated in Level 2	Evaluated in Level 2
Environmental & Cultural Resources	Potential effect to historical resources	Potential effect to historical resources	Potential effect to historical resources	Potential effect to historical resources	Potential effect to historical resources	Potential effect to historical resources

Table 5-3 Level 1 Evaluation Summary

	GSS-A		GSS-B		GSS-C	
						
	Station Design Option A1 Side Platform	Station Design Option A2 Center Platform	Station Design Option B1 Side Platform	Station Design Option B2 Center Platform	Station Design Option C1 Split Platform – Far-Side Stops	Station Design Option C2 Split Platform – Near-Side Stops
Right-of-Way Needs	Low	Medium	Low	Medium	High	High
Station Access	High	High	Medium	Medium	High	Medium
Long-Term Traffic Effects	Medium	Medium	Medium	Medium	Medium	Low
Multimodal Safety	Medium	High	Medium	High	Medium	High
Constructability	Medium	Medium	Low	Low	Low	Medium
Sound Transit's RET & Community Resources	Evaluated in Level 2					
Environmental & Cultural Resources	Medium	Medium	Medium	Medium	Medium	Medium

Based on the evaluation summarized in **Table 5-3**, the GSS-B station design options (north of Graham) did not offer benefits over the GSS-A station design options (south of Graham) and these options have the additional constructability challenges of track reprofiling and potential additional utility conflicts. Design Option C2 does not provide additional benefits over Design Option C1. GSS-A station design options and Option C2 provide the most potential benefits over the other design options and will move forward into the Level 2 Evaluation.

Additional descriptions of the station design option ratings are provided in **Sections 5.3.1 – 5.3.6**.

5.3.1 GSS-A Station Design Option A1: South of Graham with Side Platforms

GSS-A1 rated high on the Station Access criterion based on the potential connections to the existing neighborhood greenway and pedestrian network south of S Graham Street. GSS-A1 rated medium on Constructability and two criteria with minimal to no impacts: Long-Term Traffic Effects and Multimodal Safety. One consideration for GSS-A1 leading to a low rating is potential Right-of-Way Needs in all four quadrants of the intersection at MLK and S Graham Street.

5.3.2 GSS-A Station Design Option A2: South of Graham with Center Platform

Similar to GSS-A1, GSS-A2 rated high on the Station Access criterion because of its potential connections to the existing neighborhood greenway and pedestrian network. Option A2 rated high in Multimodal Safety with riders avoiding the need to cross two tracks to access the station platform. GSS-A2 received a medium rating in Right-of-Way Needs, potentially affecting properties on the east side of MLK. One consideration for GSS-A2 would be anticipated additional service disruption during construction caused by rail realignment necessary for the center platform configuration, resulting in a low Constructability rating.

5.3.3 GSS-B Station Design Option B1: North of Graham with Side Platforms

This design option rated medium on Station Access, Long-Term Traffic Effects, and Multimodal Safety. This option rated low on Right-of-Way Needs and Constructability due to the potential amount of right-of-way needed, reprofiling and track realignment needs, and the potential utility conflicts requiring relocation.

5.3.4 GSS-B Station Design Option B2: North of Graham with Center Platform

GSS-B2 was rated similarly to with GSS-B1 with the exception that Right-of-Way Needs scored better and Multimodal Safety would be improved due to the platform design only requiring riders to cross over one set of tracks. Consistent with Option B1, this option rated low on Constructability due to reprofiling and track realignment needs as well as potential utility conflicts requiring relocation.

5.3.5 GSS-C Station Design Option C1: Split Platform with Far-Side Stops

GSS-C1 is anticipated to require the least amount of right-of-way acquisition of the Level 1 Options. GSS-C1 rated high on the Station Access criterion, with connections to S Angel Place and a shorter walk for bus-rail transfers on MLK and S Graham Street. Design Option C1 rated medium on Long-Term Traffic Effects and Multimodal Safety and rated low on Constructability. To construct GSS-C1, the existing light rail guideway would require minor reprofiling to the north of S Graham Street and slight realignment to provide tangent track.

5.3.6 GSS-C Station Design Option C2: Split Platform with Near-Side Stops

GSS-C2 would include removing left turns from MLK onto S Graham Street in both directions. This results in a low rating for potential long-term traffic effects because it would shift left turns to other intersections just outside of the Project Area, such as MLK and S Othello Street, that already experience relatively high levels of traffic delay in existing conditions. This option rated high on Right-of-Way Needs similar to GSS-C1. There would be some safety benefits in the Project Area of removing conflict points by removing left turns from the intersection of MLK and S Graham Street. This design option rated medium on Station Access, and Constructability.

6 LEVEL 2 EVALUATION

The Level 2 Evaluation for Graham Street Station included more detailed evaluation of the three station design options that advanced from the Level 1 Evaluation: two located south of Graham Street (GSS-A1 with side platforms and GSS-A2 with a center platform) and one split platform station (GSS-C1 with far-side stops). The Level 2 Evaluation informed the approach for advancing to environmental review and conceptual engineering.

6.1 Level 2 Alternatives Descriptions

Design for each Level 2 design option was advanced to conduct a quantitative evaluation of potential effects. Considerations included station sizes consistent with the Sound Transit Requirement Manual, roadway lane geometry, and consistency with the City of Seattle's Streets Illustrated Right-of-Way Improvements Manual.

The remaining Design Options (shown in **Figure 6-1** to **Figure 6-6**) were refined to include 400-foot long station platforms with 50-foot long pedestrian approach ramps on the north and south ends to facilitate ingress and egress. After setting the station footprints, lane geometry was established along MLK adjacent to the station platforms. Standard taper lengths, meeting Seattle Department of Transportation standards, were calculated to determine the length of roadway effects. New sidewalks were assumed wherever roadway realignment would occur.

6.1.1 Platform Location Alternative GSS-A Station Design Option A1: South of Graham Street with Side Platforms

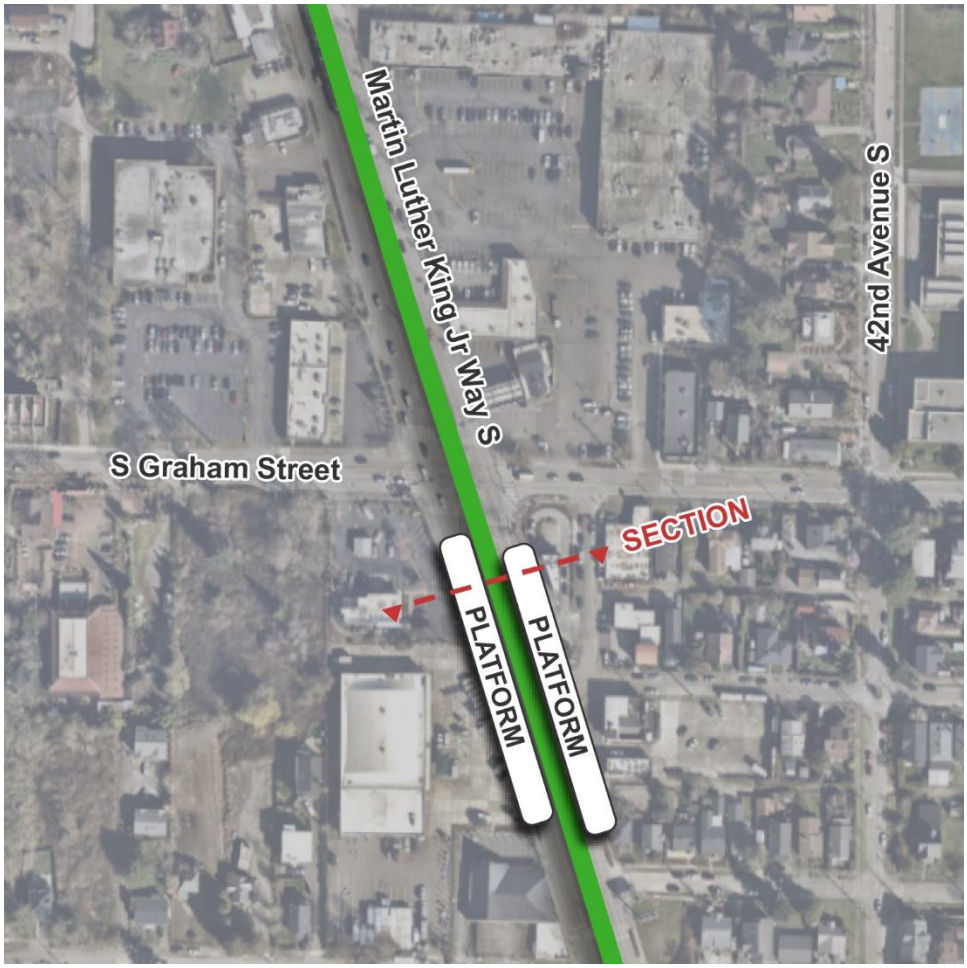


Figure 6-1 GSS-A Option A1: South of S Graham Street with Side Platforms

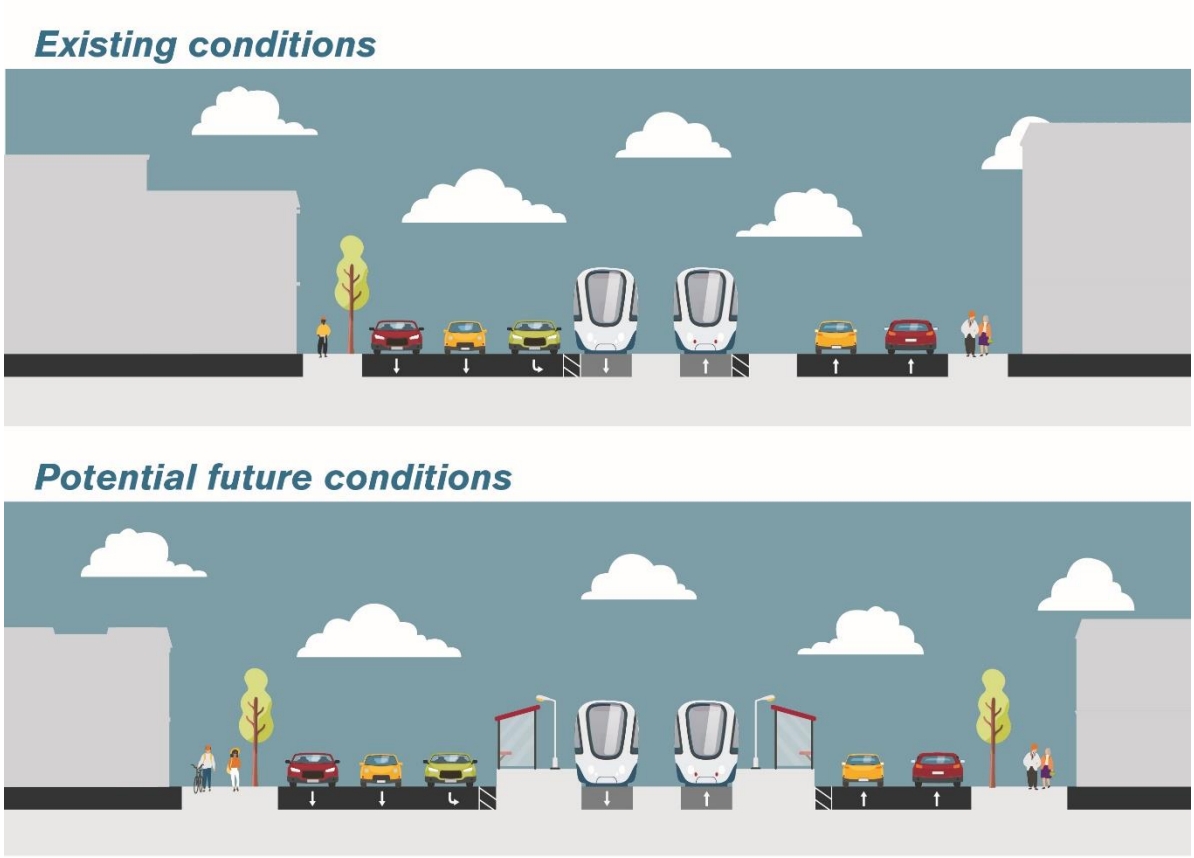


Figure 6-2 GSS-A Option A1: Conceptual MLK Cross Section Looking South

6.1.2 Platform Location Alternative GSS-A Station Design Option A2: South of Graham Street with Center Platform

Figure 6-3 GSS-A Option A2: South of Graham Street with Center Platform

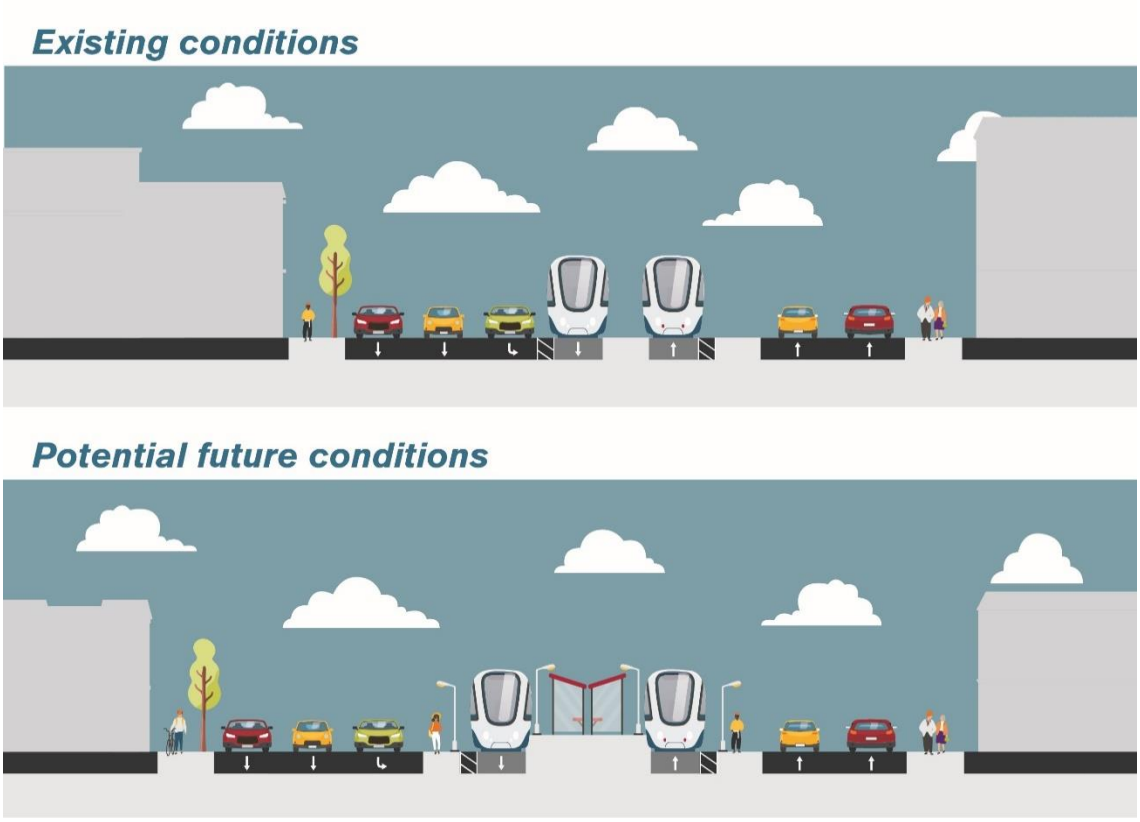


Figure 6-4 GSS-A Option A2: Conceptual MLK Cross Section Looking South

6.1.3 Platform Location Alternative GSS-C Station Design Option C1: Split Platform with Far-Side Stops

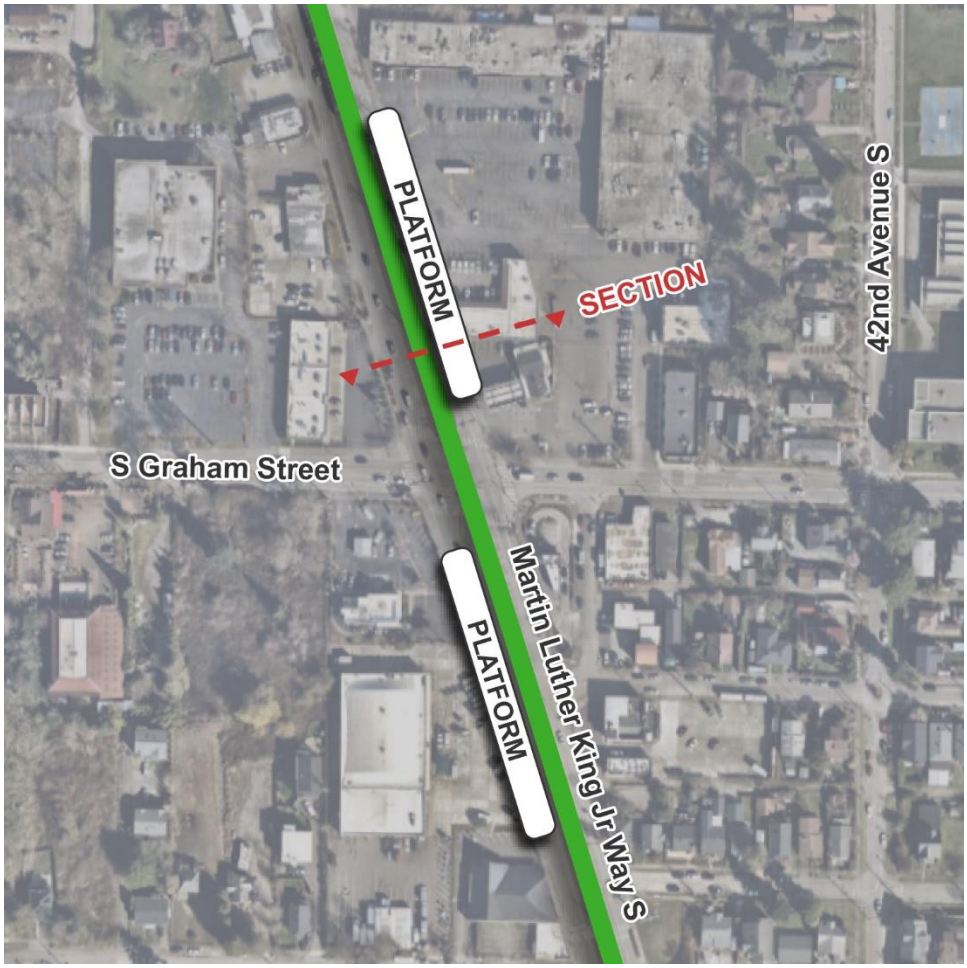


Figure 6-5 GSS-C Option C1: Split Platform with Far-Side Stops

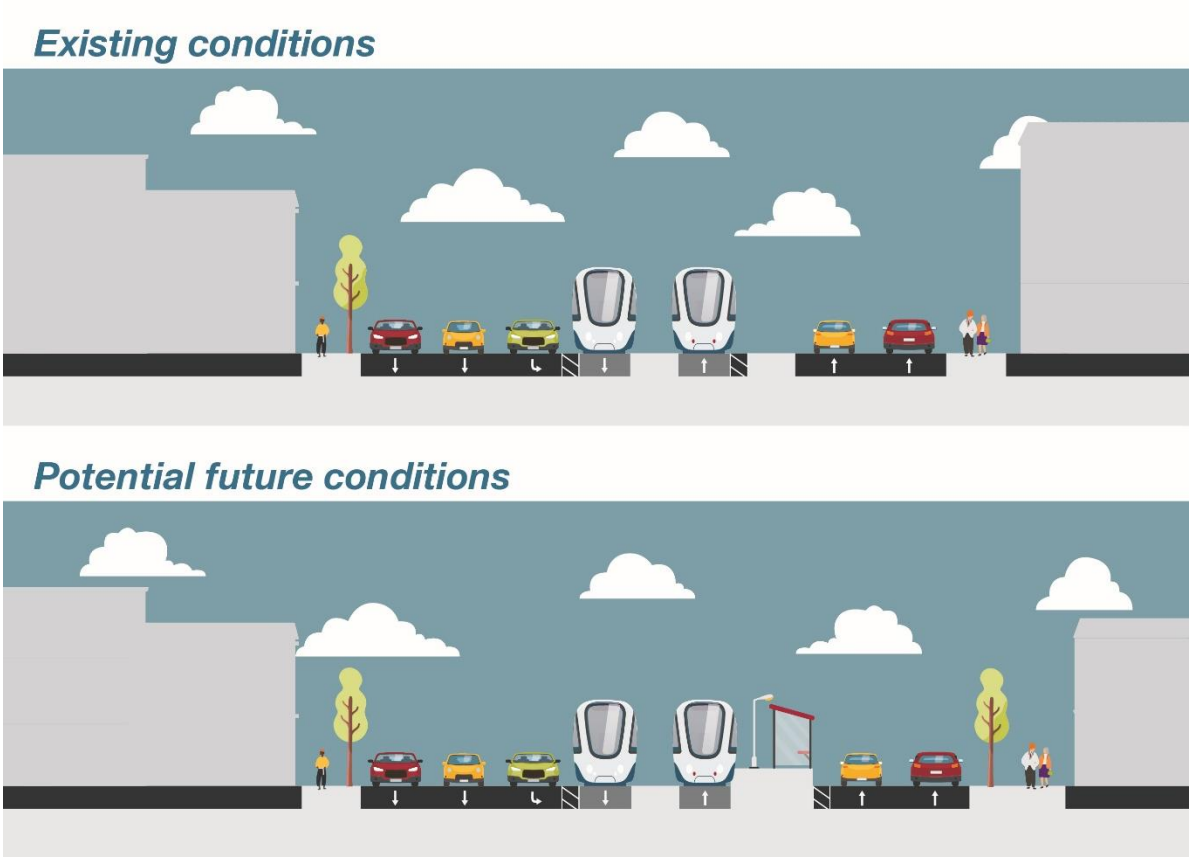


Figure 6-6 GSS-C Option C1: Conceptual MLK Cross Section Looking South[4]

6.2 Summer 2024 Engagement Summary

In July 2024, Sound Transit conducted community engagement to raise project awareness, receive input on community priorities and concerns, and inform the Level 2 Evaluation. An online open house was available between July 2 and July 28 and an in-person open house was held on July 16 at the Van Asselt Community Center. A total of 525 people visited the online open house and responded to the survey. Sound Transit engaged with over 220 people during in-person events, including the open house and tabling opportunities. Respondents and participants noted that enhanced safety and access for people walking, biking, or taking transit are the most important station design considerations and would make it easier for people to get to the station. Respondents and participants also said that minimizing the duration of construction, disruptions to existing light rail service, and the displacement of businesses and residences were important considerations in station design. For a detailed engagement summary, please refer to **Appendix B: Graham Street Station Project Engagement Summary Report**.

[4] There is a corresponding platform for northbound trains.

6.3 Level 2 Criteria

The Level 2 Evaluation included quantitative and qualitative criteria against which the performance of the three options were measured. **Table 6-1** defines the Level 2 Evaluation criteria and approach to evaluating Project Design Options for performance on each criterion.

Table 6-1 Level 2 Evaluation Criteria

Evaluation Criteria	Description	Evaluation Approach
Right-of-Way Requirements & Displacements	Quantitative assessment of estimated area (square feet [SF]), number of parcels potentially affected and estimated acquisition costs for each alternative based on preliminary design concepts and potential for business and residential displacements	Assessment of right-of-way acquisition costs relative to other Level 2 Options Low = more right-of-way & displacements High = less right-of-way & fewer displacements
Multimodal Mobility & Safety	Qualitative and quantitative assessment of multimodal impacts of each alternative, including traffic impacts, non-motorized comfort and safety, and station access/circulation	Evaluation of multimodal performance for the Level 2 Options and other accessibility considerations using the Station Experience Design Guidelines (SEDG) Low = worse LOS, multimodal access, and passenger experience High = better LOS, multimodal access, and passenger experience
Capital Costs	Quantitative assessment of planning-level opinions of rough order of magnitude cost, provided in ranges/magnitudes with contingencies included	Assessment of potential capital costs relative to other Level 2 Options Low = higher cost High = lower cost
Transit-Oriented Development (TOD) & Community Integration	Assessment of how each alternative integrates with its surrounding land uses and identifying opportunities for TOD for each alternative	Assessment of consistency with area plans and development potential and ability to meet Sound Transit's plans and policies *Not rated at this time.
Environmental & Cultural Resources	Refined assessment of potential impacts to environmental resources in the study area and potential design mitigations to reduce impacts	Identification of environmental resources within the study area, and assessing each alternative's potential impacts to those resources Low = higher risk of impacts High = lower risk of impacts

Evaluation Criteria	Description	Evaluation Approach
Sound Transit's RET & Community Resources	Qualitative and quantitative assessment of potential effects on community resources in the study area, as well as opportunities for supporting community development and access outcomes	Evaluation of potential effects and opportunities based on the RET Low = higher risk of effects and lower number of opportunities High = lower risk of effects and higher number of opportunities
Construction & Operations Effects	Refined assessment of how feasible each design option would be to construct and its potential operational effects on existing service along the 1 Line	Identification of potential track work, construction sequencing, and potential risks in comparison to other Level 2 Options Low = more construction effects & potential risks High = less construction effects & potential risks
Utility Impacts	Assessment of potential impacts to existing utilities for each design option	Identification of existing utilities and implications of relocating and/or undergrounding Low = more utility implications High = fewer utility implications
Stakeholder & Community Feedback	Overall sentiment of input received from stakeholders and community members regarding each alternative	Summarization of feedback received through meetings, surveys, and other interactive means to understand public preferences and concerns. Design Options not rated against this criterion at this time. Not rated.

6.4 Level 2 Evaluation Results

Table 6-2 summarizes the Level 2 Evaluation for the three station design options. Options were evaluated in comparison to the other station design options. They were rated on a three-point scale from low performance, shown in light green, to high performance, shown in dark green. Comparative performance ratings in the Level 2 Evaluation were based on publicly available information, community input, and preliminary concepts for stations and associated facilities. The ratings are summarized in **Table 6-3**.

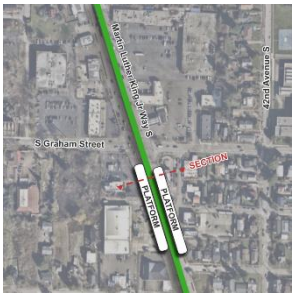
Table 6-2 Level 2 Evaluation

Evaluation Criteria	GSS-A Option A1	GSS-A Option A2	GSS-C Option C1
Right-of-Way Requirements & Displacements	Would require relocation of existing businesses. 115% higher estimated right-of-way cost than lowest cost design option.	Would require relocation of existing businesses. 97% higher estimated right-of-way cost than lowest cost design option.	Would require relocation of existing businesses. Lowest cost design option for right-of-way acquisition.
Multimodal Mobility & Safety	Consistent vehicular traffic operation with existing conditions due to no lane geometry changes. With side platform configuration, some riders would cross two tracks to access the station platform and experience the potential complication of concurrent opposing running trains, while other riders would not need to cross tracks to access the station platform.	Consistent vehicular traffic operation to existing conditions due to no lane geometry changes. Passengers (biking or walking) would not need to cross two tracks to access the station platform due to center platform configuration.	Consistent vehicular traffic operation with existing conditions due to no lane geometry changes. With side platform configuration, some riders would cross two tracks to access the station platform and experience the potential complication of concurrent opposing running trains, although with a better sightline compared to GSS-A1 due to far-side station configuration. Other riders would not need to cross tracks to access the station platform.
Capital Costs	Capital costs are anticipated to be approximately 8% higher than GSS-A2 due to right-of-way needs and utility relocation.	Capital costs are anticipated to be the median of the Level 2 Options.	Capital costs are anticipated to be approximately 4% lower than GSS-A2 due to reduced right-of-way needs.
Transit-Oriented Development (TOD) & Community Integration	Not rated at this time.	Not rated at this time.	Not rated at this time.

Evaluation Criteria	GSS-A Option A1	GSS-A Option A2	GSS-C Option C1
Environmental & Cultural Resources	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources.	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources.	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources.
Sound Transit's RET & Community Resources	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.
Construction & Operations Effects	Both tracks would require realignment to provide tangent track. Moderate effects on operations would occur during construction.	Both tracks would require realignment within project limits. Moderate effects on operations would occur during construction.	Both tracks would require realignment to provide tangent track. Moderate effects on operations would occur during construction.
Utility Impacts	Southbound station platform location would require relocation of existing 42-inch sanitary sewer main.	42-inch sanitary sewer main could remain in place if southbound track alignment is maintained. 36-inch storm sewer would need to be relocated.	Platforms would require utility relocations of both existing 42-inch sanitary sewer main and 36-inch storm sewer.
Stakeholder & Community Feedback	There is strong support for a new station with a strong desire for improved safety and enhanced access for people walking, biking, and taking transit.		

The Level 2 Evaluation considered preliminary concepts for design and available data to develop findings on the comparative performance of Graham Street options.

Table 6-3 Level 2 Evaluation Summary

	GSS-A		GSS-C
	 Option A1	 Option A2	 Option C1
Right-of-Way Requirements & Displacements	Low	Low	High
Multimodal Mobility & Safety	Low	High	Medium
Capital Costs	Low	Medium	High
Environmental & Cultural Resources	Medium	Medium	Medium
Sound Transit's RET & Community Resources	Medium	Medium	Medium
Construction & Operations Effects	Medium	Medium	Medium
Utility Impacts	Medium	High	Low
Stakeholder & Community Feedback	Strong support for new station, improved safety, and enhanced access		

Note: Transit-Oriented Development (TOD) & Community Integration criterion removed from summary table because it is not rated at this time and cannot be considered with the evaluation criteria.

6.4.1 Platform Location Alternative GSS-A Option A1: South of Graham with Side Platforms

GSS-A1 rated high on Environmental & Cultural Resources. GSS-A1 rated low on Multimodal Mobility & Safety, Capital Costs, and Sound Transit's RET & Community Resources. GSS-A1 rated medium on Construction & Operations Effects and Utility Impacts.

6.4.2 Platform Location Alternative GSS-A Option A2: South of Graham with Center Platforms

GSS-A2 rated high on Multimodal Mobility & Safety because of the accessibility of a center platform and on Utility Impacts due to the anticipated avoidance of the 42-inch sanitary sewer main. It also rated high on Environmental & Cultural Resources. GSS-A2 rated medium on Capital Costs and medium on Construction and Operations Effects due to the potential new guideway construction required. GSS-A2 rated low on Right-of-Way Requirements and Displacements because it requires more right-of-way acquisition.

6.4.3 Platform Location Alternative GSS-C Option C1: Split Platform with Far-Side Stops

GSS-C1 rated high on Environmental & Cultural Resources, due to no known environmental effects, Right-of-Way and Displacements, and Capital Costs. GSS-C1 rated medium in Multimodal Mobility & Safety and Construction and Operations Effects. GSS-C1 rated low in Sound Transit's RET & Community Resources and Utility Impacts.

6.5 Areas for Further Investigation

Based on the Level 2 Evaluation, GSS-C1 did not provide additional benefits over GSS-A Option A1 and Option A2. There are advantages and considerations among these two design options. Areas of additional refinement were identified to further support station design option evaluation.

Areas identified for further investigation for the Project included:

- Whether the 42-inch sanitary sewer main and the 36-inch storm sewer could be protected in place or would require relocation.
- Whether the incorporation of pedestrian gates would influence design requirements.

Additional areas were also identified for ongoing investigation during conceptual engineering and environmental review that were not undertaken as part of the Alternatives Analysis, including:

- Length of service disruption for potential track work or adjacent platform construction for design options (applies to all the platform locations).
- Maintenance of traffic during construction.
- Further incorporation of equity considerations and outcomes of Sound Transit's Racial Equity Toolkit.

7 FURTHER ANALYSIS

Section 7 uses the information collected from additional refinement of design options, to reevaluate the design options from the Level 2 evaluation. An additional design option was also developed (GSS-A3) with a center platform south of S Graham Street with the platform centered within the right-of-way. These design options were reevaluated through the same criteria used in the Level 2 Evaluation.

7.1 Further Analysis Alternatives Description

Level 2 design refinement for each design option was further advanced to refine the evaluation of potential effects. In addition to the considerations made during the Level 2 conceptual design options, the design refinements considered the extents of rail realignment necessary to achieve tangent track, the addition of pedestrian gates, and utility relocations cost and complexity. The design options were refined to include pedestrian gates at rail crossings (shown in **Figure 7-1** to Error! Reference source not found.). These figures do not include a pedestrian gates design for O ption C1, as Option C1 pedestrian gates would be similar to Option A1. These figures also include conceptual roadway designs.

7.1.1 Refined GSS-A Option A1: South of S Graham St with Side Platforms

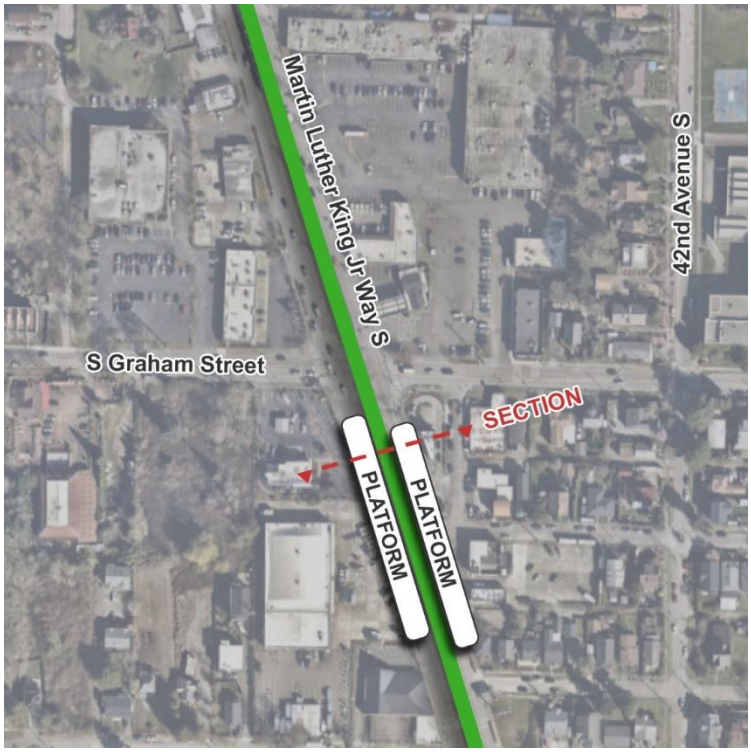


Figure 7-1 GSS-A Option A1: South of S Graham Street with Side Platforms

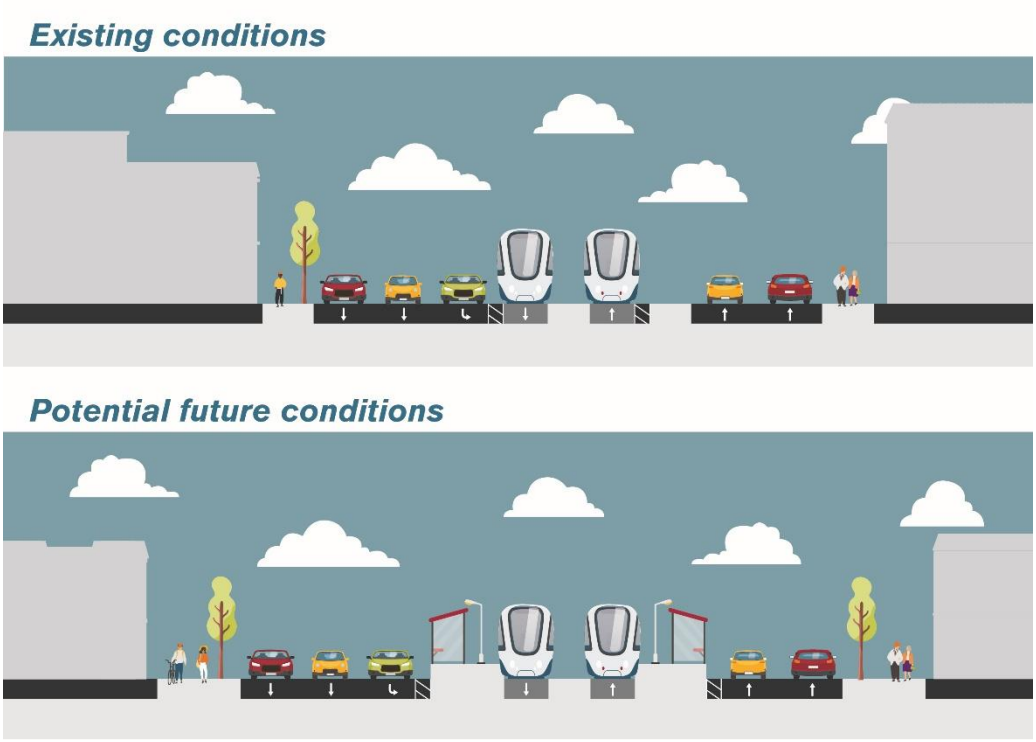


Figure 7-2 GSS-A Option A1: Conceptual MLK Cross Section Looking South

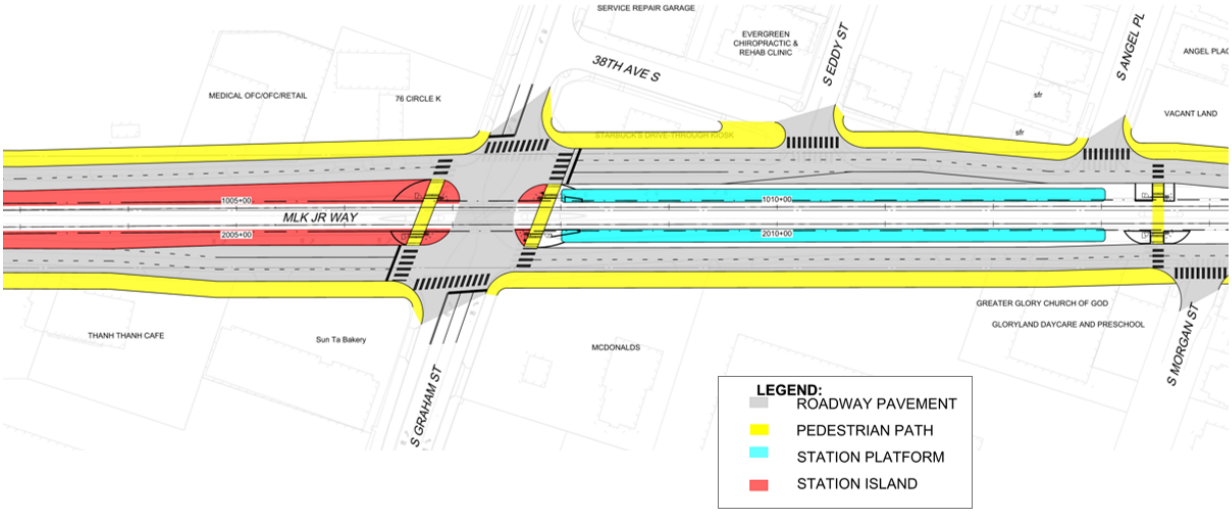


Figure 7-3 GSS-A Option A1: Conceptual Roadway and Track Design

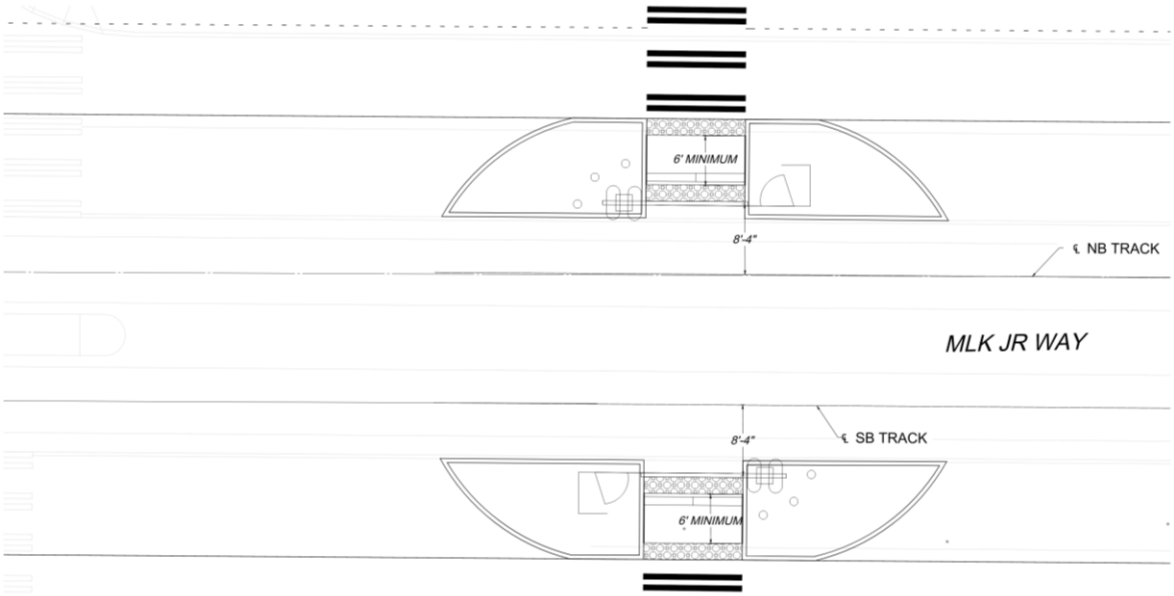


Figure 7-4 GSS-A Option A1: Pedestrian Gates Design

7.1.2 Refined GSS-A Options A2 & A3: South of S Graham St with Center Platform

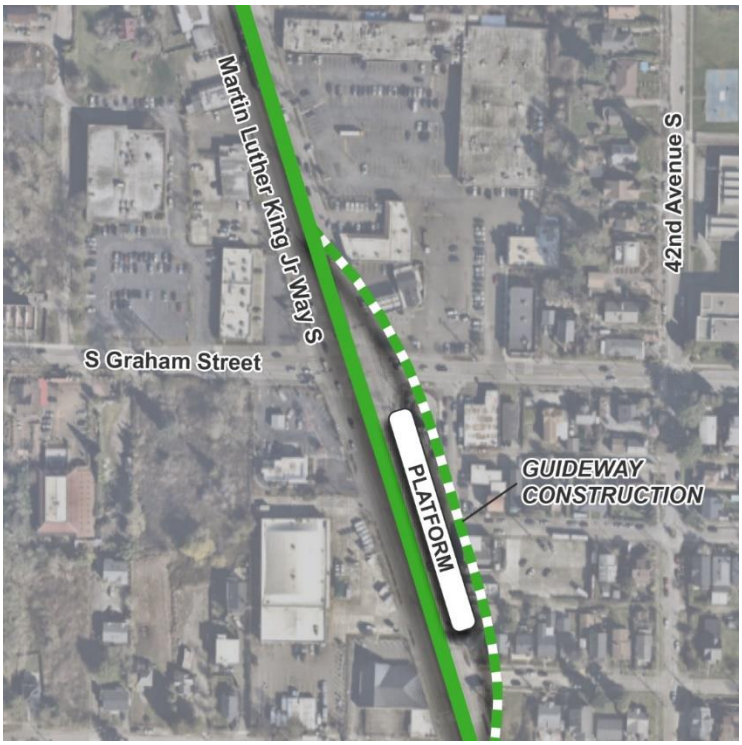


Figure 7-5 GSS-A Option A2: South of S Graham St with Center Platform

GSS-A2 is consistent with the Level 2 design option with a center platform offset from the center of MLK to the east in order to reduce impacts on the 42-inch sanitary sewer under the southbound lanes of MLK (see Figure 7-9 and Figure 7-10).

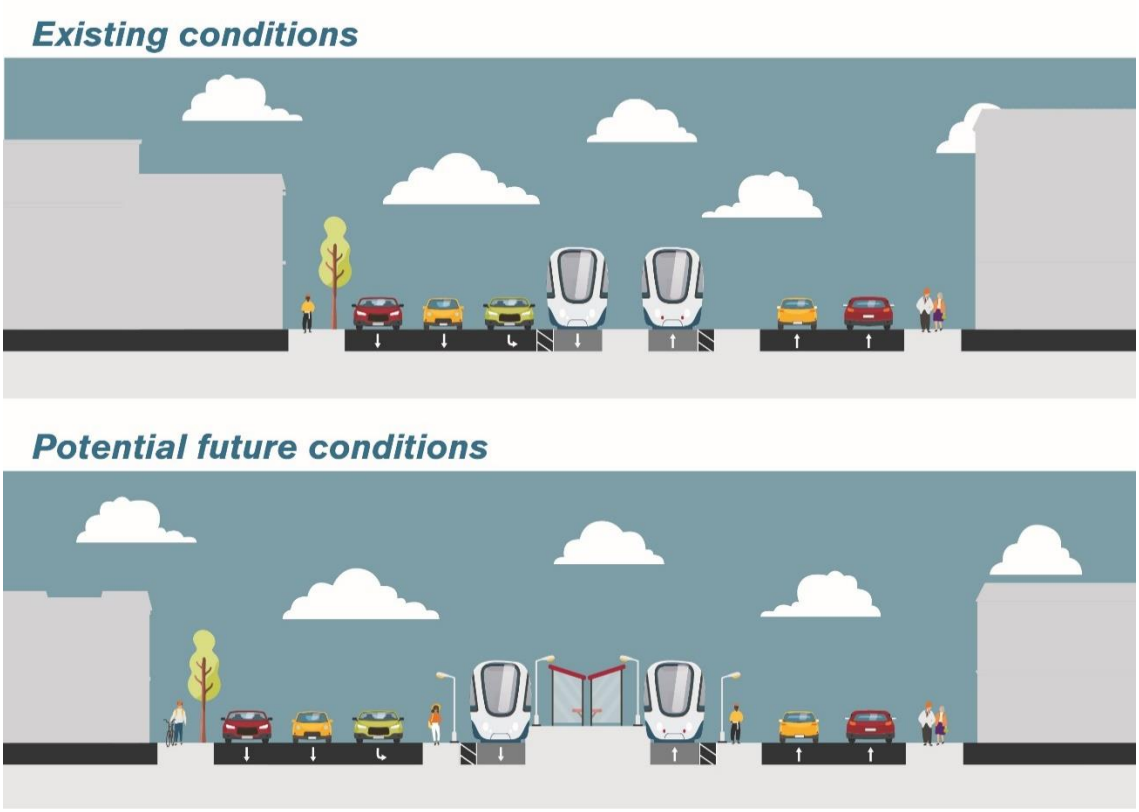


Figure 7-6 GSS-A Option A2: Conceptual MLK Cross Section Looking South

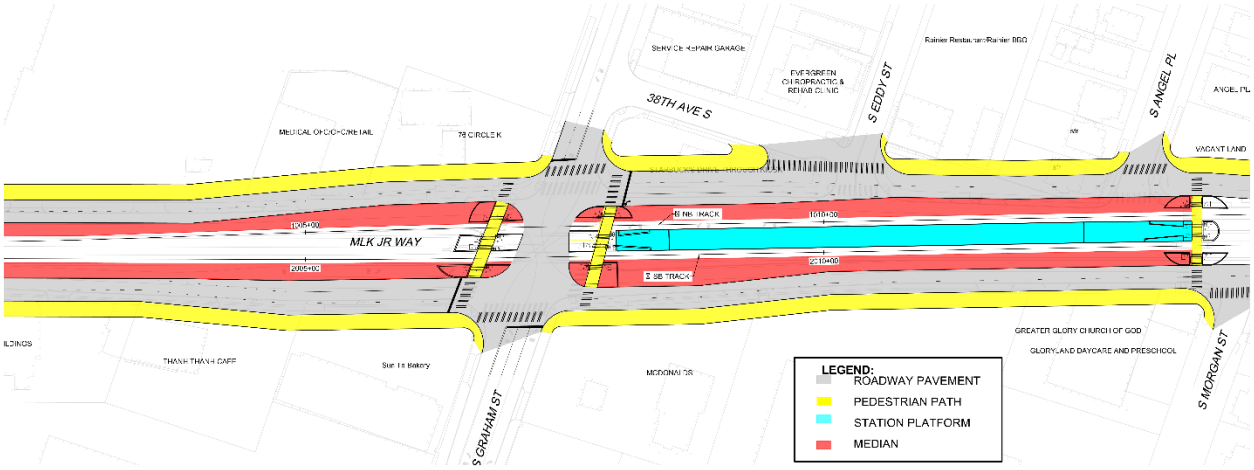


Figure 7-7 GSS-A Option A2: Conceptual Roadway and Track Design

A new design option, GSS-A3, was developed with a center platform centered on the roadway

in order to assess tradeoffs in right-of-way and potential utility effects from a center station (see Figure 7-9Figure 7-9 to Figure 7-10).

Figure 7-8 Refined GSS-A Option A3: South of S Graham St with Center Platform

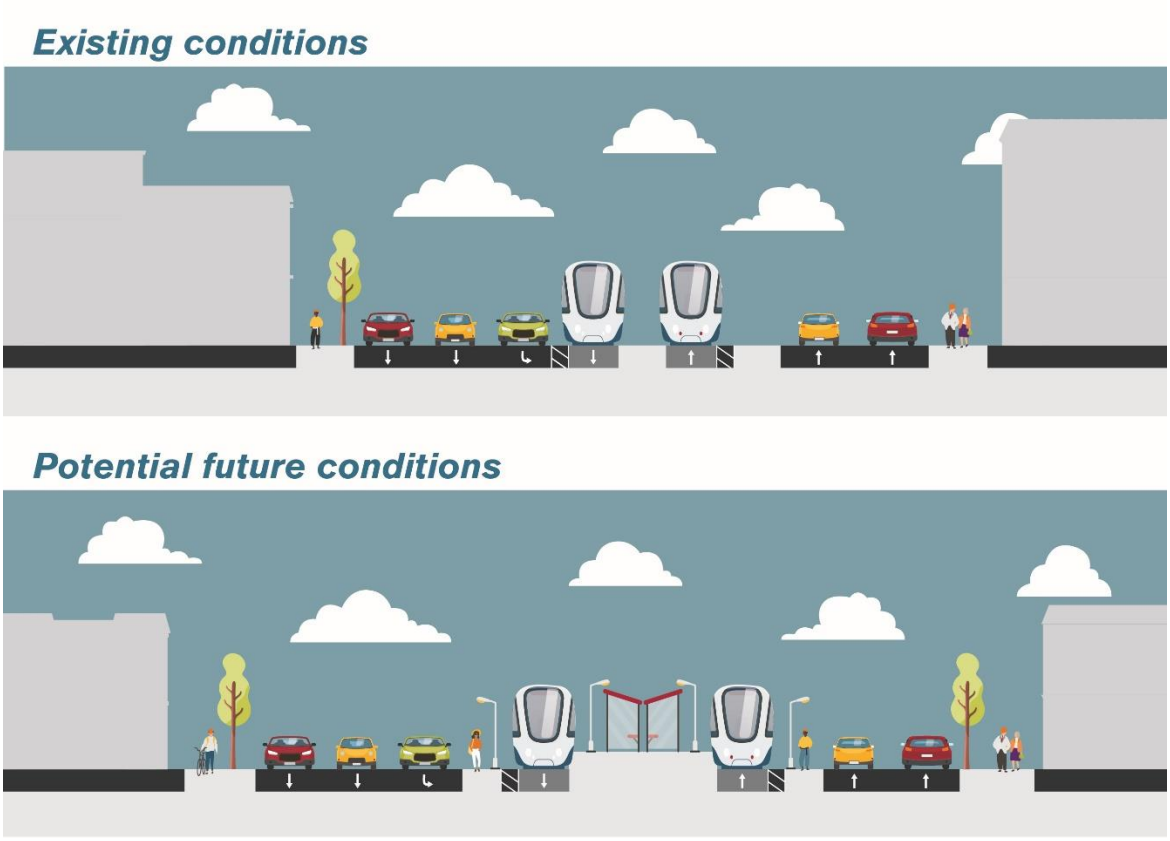


Figure 7-9 GSS-A Option A3: Conceptual MLK Cross Section Looking South

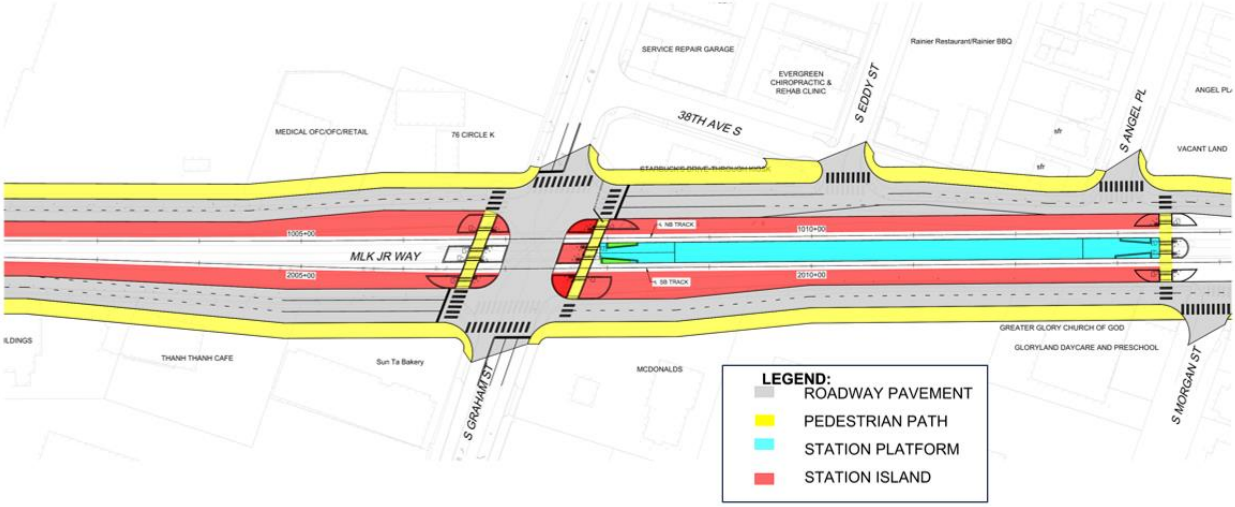


Figure 7-10 GSS-A Option A3: Conceptual Roadway and Track Design

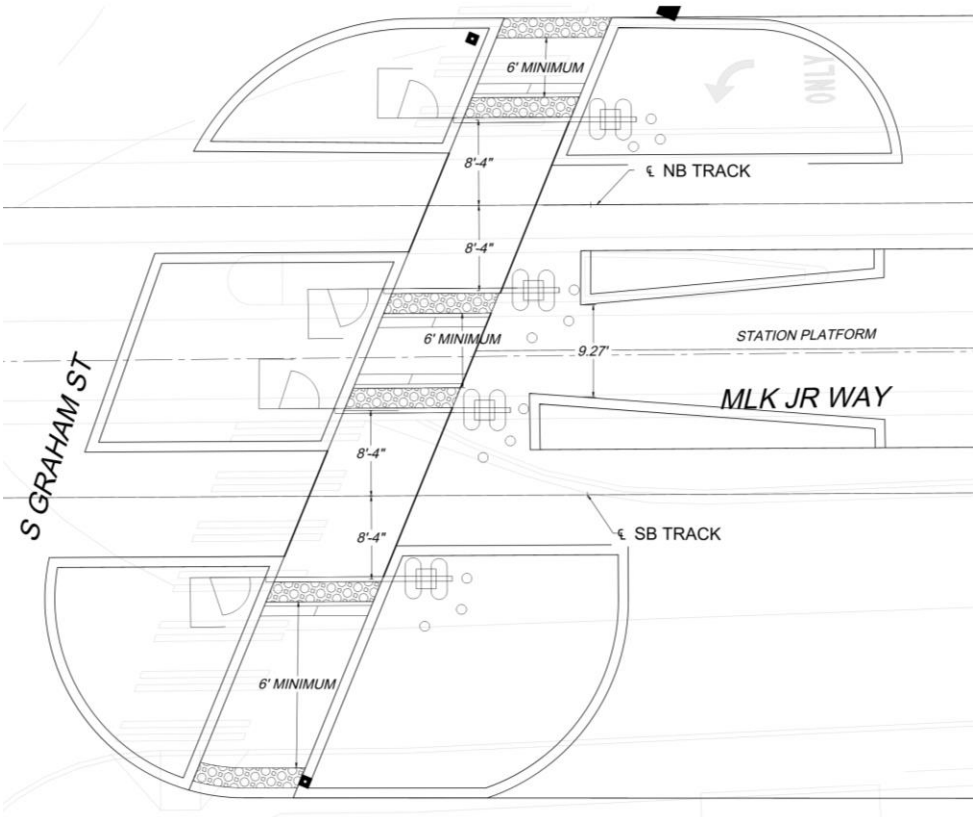


Figure 7-11 GSS-A Option A2 and Option A3: Pedestrian Gates Design

7.1.3 Refined GSS-C Option C1: Split Platform with Far-side Stops

Figure 7-12 GSS-C Option C1: Split Platform with Far-side Stops

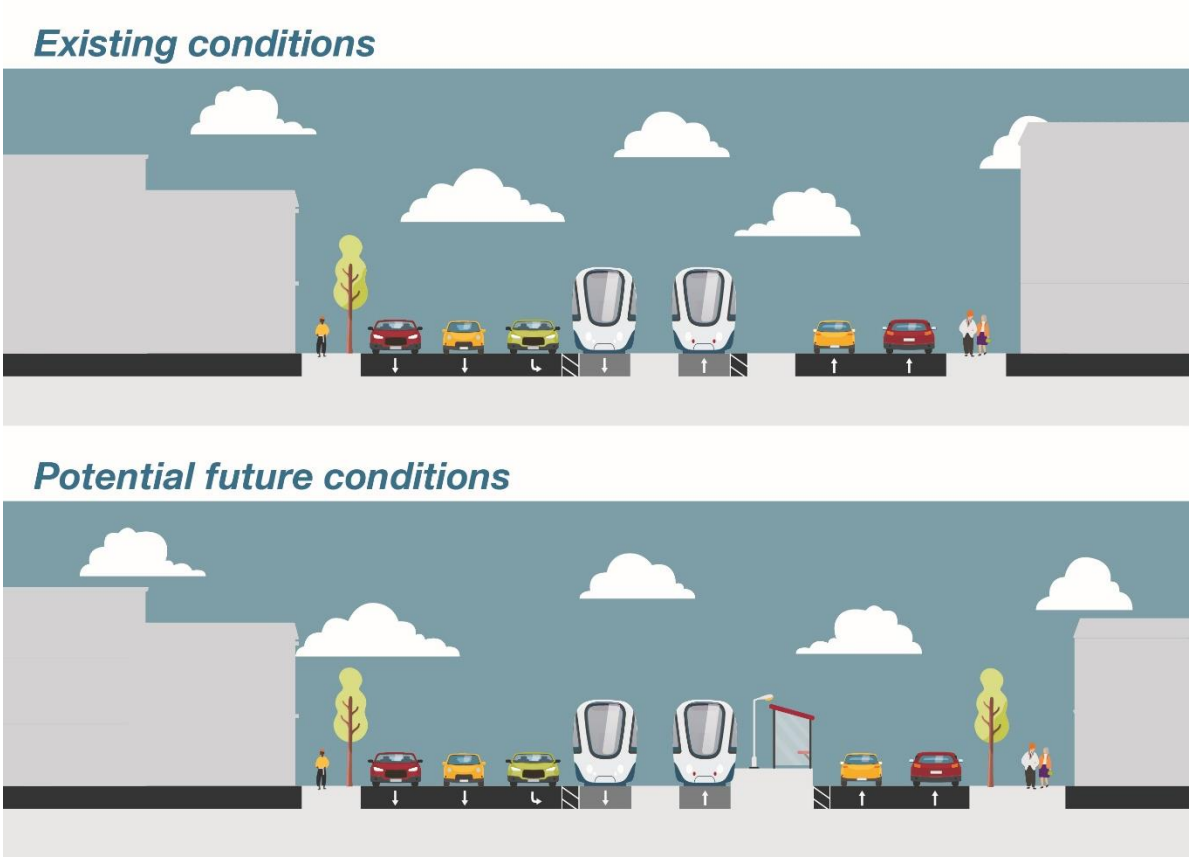


Figure 7-13 GSS-C Option C1: Conceptual MLK Cross Section Looking South

Pedestrian gate design for GSS-C Option C1 would be similar to GSS-A Option A1 (Figure 7-4).

7.2 Refined Level 2 Evaluation Criteria

The Level 2 Evaluation Criteria were maintained with a refinement of the Utility Impacts criteria into two sub-categories to address the 42-inch sanitary sewer and the 36-inch storm sewer.

Table 7-1 Level 2 Refined Evaluation Criteria

Evaluation Criteria	Description	Evaluation Approach
Actions required for 42-inch Sanitary Sewer	Assessment of actions required to address the 42-inch sanitary sewer	Implications of design option on existing utilities. Low = Relocation required High = No change needed
Actions required for 36-inch Storm Sewer	Assessment of actions required to address the 36-inch storm sewer	Implications of design option on existing utilities. Low = Relocation required High = No change needed

7.3 Level 2 Refinements Evaluation Results

Table 7-2 Level 2 Refinements Evaluation Results

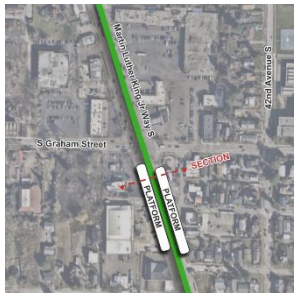
Evaluation Criteria	GSS-A Option A1	GSS-A Option A2	GSS-A Option A3	GSS-C Option C1
Right-of-Way Requirements & Displacements	Lowest cost for ROW acquisition. Some full and partial acquisitions would be required, including business displacements and potentially some residential displacement.	ROW acquisition anticipated to cost 17% more than Option A1. Some full and partial acquisitions would be required, including business displacements and potentially some residential displacement.	ROW acquisition anticipated to cost 8% more than Option A1. Some full and partial acquisitions would be required, including business displacements and potentially some residential displacement.	ROW acquisition cost anticipated to be 5% more than Option A1. Some full and partial acquisitions would be required, including business displacements and potentially some residential displacement.

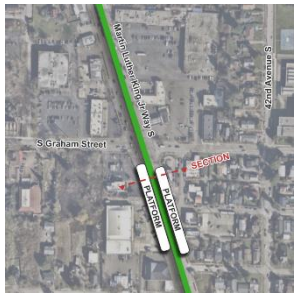
Evaluation Criteria	GSS-A Option A1	GSS-A Option A2	GSS-A Option A3	GSS-C Option C1
Multimodal Mobility & Safety	Consistent vehicular traffic operation with existing conditions due to no lane geometry changes. With side platform configuration, some riders would cross two tracks to access the station platform and experience the potential complication of concurrent opposing running trains, while other riders would not need to cross tracks to access the station platform.	Consistent vehicular traffic operation to existing conditions due to no lane geometry changes. Passengers (biking or walking) would not need to cross two tracks to access the station platform due to center platform configuration.	Consistent vehicular traffic operation to existing conditions due to no lane geometry changes. Passengers (biking or walking) would not need to cross two tracks to access the station platform due to center platform configuration.	Consistent vehicular traffic operation with existing conditions due to no lane geometry changes. Some riders would cross two tracks to access the station platform and experience the potential complication of concurrent opposing running trains, although with a better sightline compared to GSS-A1 due to far-side station configuration. Other riders would not need to cross tracks to access the station platform.
Capital Costs	Capital costs are anticipated be similar to Options A2 and A3.	Capital costs are anticipated to be similar to Options A1 and A3.	Capital costs are anticipated to be similar to Options A1 and A2.	Capital costs are anticipated to be approximately 5 to 6% higher than the other Options.
Transit-Oriented Development (TOD) & Community Integration	Not rated at this time.	Not rated at this time.	Not rated at this time.	Not rated at this time.

Evaluation Criteria	GSS-A Option A1	GSS-A Option A2	GSS-A Option A3	GSS-C Option C1
Environmental & Cultural Resources	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources	Some minor and temporary construction effects. No long-term effects to the natural environment. Potential effects to historical resources
Sound Transit's RET & Community	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.	Potential to increase access to transit for core ridership, disinvested neighborhoods, and People of Color, as well as provide access to minority owned businesses near the proposed station. Potential relocation or temporary construction impacts to minority-owned businesses could occur. Potential effects on place of worship.
Construction & Operations Effects	Realignment would be necessary to provide tangent track. Anticipate moderate effects on operations during construction.	Realignment would be necessary to provide tangent track. Anticipate moderate effects on construction during operations.	Realignment would be necessary to provide tangent track. Anticipate moderate effects on operations during construction.	Realignment would be needed to provide tangent tracks. Anticipate moderate effects on operations during construction.
Actions required for 42-inch Sanitary Sewer	Relocation would be required and potential seasonal restriction on work indicated by SPU.	No change.	Relocation would be required and potential seasonal restriction on work indicated by SPU.	Relocation would be required and potential seasonal restriction on work indicated by SPU.

Evaluation Criteria	GSS-A Option A1	GSS-A Option A2	GSS-A Option A3	GSS-C Option C1
Actions required for 36-inch Storm Sewer	No change.	Relocation would be required and potential seasonal restriction on work indicated by SPU.	Relocation would be required and potential seasonal restriction on work indicated by SPU.	Relocation would be required and potential seasonal restriction on work indicated by SPU.
Stakeholder & Community Feedback	There is strong support for a new station.	There is strong support for a new station with preference for center platforms for ease of use and passenger experience.	There is strong support for a new station with preference for center platforms for ease of use and passenger experience.	There is strong support for a new station.

Table 7-3 Level 2 Refinement Summary Table

	GSS-A			GSS-C
	 **Option A1**	 **Option A2**	 **Option A3**	 **Option C1**
Right-of-Way Requirements & Displacements	High	Medium	Medium	Medium
Multimodal Mobility & Safety	Low	High	High	Medium

	GSS-A			GSS-C
	 **Option A1**	 **Option A2**	 **Option A3**	 **Option C1**
Capital Costs	High	High	High	Medium
Environmental & Cultural Resources	High	High	High	High
Sound Transit's RET & Community Resources	Medium	Medium	Medium	Medium
Construction & Operations Effects	Medium	Medium	Medium	Medium
Actions required for 42-inch Sanitary Sewer	Low	High	Low	Low
Actions required for 36-inch Storm Sewer	High	Low	Low	Low
Stakeholder & Community Feedback	Medium	High	High	Medium

Note: Transit-Oriented Development (TOD) & Community Integration criterion removed from summary table because it is not rated at this time and cannot be considered with the evaluation criteria.

7.3.1 GSS-A Option A1: South of Graham with Side Platforms

GSS-A1 rated high on Right-of-Way Requirements & Displacements, Capital Costs, Environmental & Cultural Resources, and Actions Required for 36-inch Storm Sewer. This option would require the least amount track realignment and has lower costs along with GSS-A2 and GSS-A3. GSS-A1 rated medium on Stakeholder & Community Feedback and Sound Transit's RET & Community Resources. GSS-A1 rated low on Multimodal Mobility & Safety and Actions Required for 42-inch Sanitary Sewer.

7.3.2 GSS-A Option A2: South of Graham with Center Platforms – Offset to the East

GSS-A3 rated high on Multimodal Mobility & Safety because the center platform design does not require users to cross two tracts to access the station. GSS-A2 also rated high on Stakeholder & Community Feedback, Environmental & Cultural Resources, Capital Costs, Utility Impacts and Actions Required for 42-inch Sanitary Sewer. This option rated medium on Right-of-Way Requirements & Displacements, Sound Transit's RET & Community Resources and Construction & Operational Effects. GSS-A2 rated low on Actions required for 36-inch Storm Sewer.

7.3.3 GSS-A Option A3: South of Graham with Center Platforms – Centered

GSS-A3 rated high on Multimodal Mobility & Safety because the center platform design does not require users to cross two tracts to access the station. GSS-A3 also ranked high on Capital Costs having comparable costs to Design Options GSS-A1 and GSS-A2, Environmental & Cultural Resources, and Stakeholder & Community Feedback. This option rated low on Actions Required for the 42-inch Sanitary Sewer and the 36-inch Storm Sewer because both utilities require relocation. GSS-A3 rated medium on Right-of-Way Requirements & Displacements, Sound Transit's RET & Community Resources, and Construction & Operations Effects.

7.3.4 GSS-C Option C1: Split Platform with Far-side Stops

GSS-C1 rated high on Environmental & Cultural Resources. GSS-C1 rated medium on Multimodal Mobility & Safety, Right-of-Way Requirements & Displacements, Capital Costs, Sound Transit's RET & Community Resources, Construction & Operations Effects, and Stakeholder & Community Feedback. GSS-C1 rated low on Actions Required for 42-inch Sanitary Sewer and Actions Required for 36-inch Storm Sewer.

7.4 Evaluation Results and Recommendations

Based on the further evaluation and refinement, GSS-A Option A2 – Center Platform Offset to the East – is recommended to be advanced into conceptual engineering and environmental review. This option would be anticipated to reduce utility relocation needs and have comparable costs to GSS-A1 and GSS-A3. It is also anticipated this option would offer a higher quality rider experience and only require people accessing the station to cross one track at a time. GSS-C Option C1 would not provide additional benefits over the three GSS-A options. GSS-A3 – Center Platform Centered – would not provide additional benefits over GSS-A1 and GSS-A2. GSS-A Option A2 would be most aligned with the Project Purpose and Need and the community's expressed preferences.

8 CONCLUSION

The Alternatives Development and Evaluation process began with the identification of potential platform locations that meet the ST3 project description. Through an iterative process documented in this report, Sound Transit evaluated potential platform location alternatives and platform design options. The findings of this evaluation will inform the conceptual engineering and environmental review phase of the Project and continued design refinements in future phases of the Project.

9 REFERENCES

US Census Bureau. American Community Survey 5-Year Estimates (2022).Accessed March 2024

Sound Transit. 2017. *Sound Transit 3.* https://www.soundtransit.org/get-to-know-us/documents-reports/sound-transit-3. Accessed March 24, 2025

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APPENDIX A

Draft Purpose & Need

Graham Street Station Project

DRAFT Purpose and Need Statement

May 2024

SoundTransit

Revision history

Version	Title	Date	Notes
1	Draft Purpose and Need Statement	3/13/2024	
2	Draft Purpose and Need Statement	4/4/2024	Revised per ST comments
3	Draft Purpose and Need Statement	5/6/2024	Revised per ST backcheck comments

Purpose

The purpose of the Graham Street Station is to provide additional access to Sound Transit's existing Link light rail system, in order to achieve the following:

- Support and connect efficiently with the existing regional high capacity transit system and be technically and financially feasible to build, operate, and maintain, while minimizing service disruption on the existing light rail system, consistent with Sound Transit's ST3 Plan and its Regional Transit Long-Range Plan.
- Improve mobility, multimodal connectivity, and convenience, particularly for core ridership, under-resourced neighborhoods, and people of color, including access to jobs and education.
- Support the land use, transportation, and economic development plans of the Graham Street Station area, which is located within a designated Residential Urban Village, where modest housing growth should occur along with frequent transit service and direct access to at least one urban center.

Need

The project is needed to:

- Provide additional access to light rail in the Rainier Valley neighborhood, including for the up to 1,900 new housing units anticipated in the Columbia City and Othello Hub Urban Villages by 2035.
- Improve long-term regional mobility, multimodal connectivity, and convenience for the corridor's residents and communities, which include core ridership, under-resourced neighborhoods, and people of color.
- Enhance multimodal safety in the proposed station area, in conjunction with ongoing safety improvement projects being implemented by Sound Transit and the Seattle Department of Transportation along Link light rail through Rainer Valley (Rainier Valley Safe project). The South Graham Street intersection is a high pedestrian collision location within the Rainier Valley where the 1 Line operates.

APPENDIX B

Phase 1 Engagement Summary

Graham Street Station Project

Engagement Summary Report

October 2024

SoundTransit

Revision history

Version	Title	Date	Notes
1.0	Engagement Summary Report	8/15/24	Initial draft for Sound Transit review
2.0	Engagement Summary Report	9/10/24	Revised draft in response to Sound Transit comments
3.0	Engagement Summary Report	10/10/24	Revised draft in response to Sound Transit comments

Executive summary

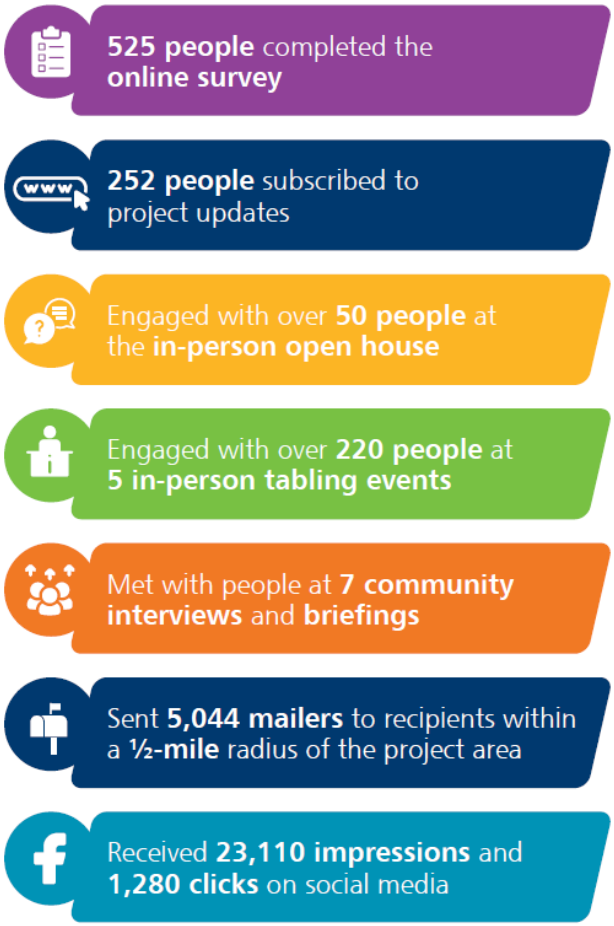
Sound Transit's Graham Street Station Project would add a new street-level station to the existing 1 Line of the Link light rail network on Martin Luther King Jr Way South near South Graham Street in the Rainier Valley. This station location was included in the voter-approved Sound Transit 3 (ST3) system plan.

Sound Transit conducted several engagement activities to involve community members.

In March through May 2024, we conducted seven community interviews. The goal of these interviews is to share project information, build relationships with the surrounding communities, and inform the Community Engagement and Communications Plan. We spoke with community members and representatives of community-based organizations. During the community interviews, we heard support for the station.

We hosted an online open house and survey from July 2 through July 28. The online open house shared project information including site selection considerations. The purpose of the survey was to gather input on community members' priorities and concerns. The survey was taken by 525 people.

Survey respondents noted that enhanced access and safety for people walking, biking, or taking transit are important design considerations. Respondents also noted that the station design should minimize the disruptions and impact to local businesses, sharing their concerns over rent, noise, and overall impacts to the area.



In addition to the online open house, Sound Transit hosted an in-person open house and five tabling events. Outreach staff engaged with over 220 people at these events.

Those who attended the in-person open house event and tabling sessions expressed support for having a station in the vicinity of South Graham Street. People expressed a desire to enhance safety for those traveling to the station, especially for people walking. Community members suggested investment in pedestrian infrastructure and bus connections for easier access. Community members also articulated requests to preserve the existing local businesses.

We promoted the open house events and raised project awareness by sending mailers to nearby homes and businesses, emailing community-based organizations, spreading the word on social media, and posting flyers at local businesses and community gathering areas. Media coverage of the project and engagement opportunity appeared in The Urbanist and Seattle Transit Blog.

Community feedback, along with technical considerations, will inform how we move forward with this project and conceptual engineering/environmental review. Later this year, we will provide an update on what was heard from the community.

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Appendix A. Open-ended survey responses

1 ENGAGEMENT ACTIVITIES AND INPUT

Sound Transit hosted a variety of in-person and online events to share project information, identify any early community priorities and concerns for the stations, and inform the identification of the preferred station location and associated elements.

1.1 Community interviews

In March through June 2024, we conducted a series of interviews with key community stakeholders and groups to share project information, build relationships with the surrounding communities, inform engagement activities, and identify any early community priorities and concerns for the stations. During these conversations, we gave a brief project presentation and encouraged participants to share feedback. This included their questions, concerns, ideas, and how they prefer to be engaged moving forward.

We met with the following community-based organizations:

- Bellwether Housing
- DeafBlind Service Center
- Filipino Community of Seattle
- International Rescue Committee
- Puget Sound Sage
- Rainier Valley Community Development Fund
- Seattle Housing Authority

During these interviews, we heard support for the station, with eagerness for its completion despite frustrations regarding past project delays and cultural sensitivity issues. Interviewees called for Sound Transit to protect communities from displacement and for land acquisition efforts to benefit the local neighborhood. People raised some concerns around safety for people walking and traveling around the station, especially with signal timing. People also shared excitement around opportunities to involve youth and art into the station design process.

1.2 Online open house

The online open house and survey, open from July 2 to July 28, shared project information including station benefits and elements in addition to site selection considerations (see **Figure 1-1)**. The survey included questions about how people get around the neighborhood today, why and how often they'd use the future station, how they'd like to and what would make it easier to get to the future station, and what is important as the station is designed.

The survey was taken by 525 people and 252 subscribed to project updates. Survey respondents expressed that improved pedestrian, bus, and bicycle connections would make it easier to reach the station. Safety and easy station access are top priorities. People also said the design should minimize disruptions to local businesses and homes in the neighborhood during construction.

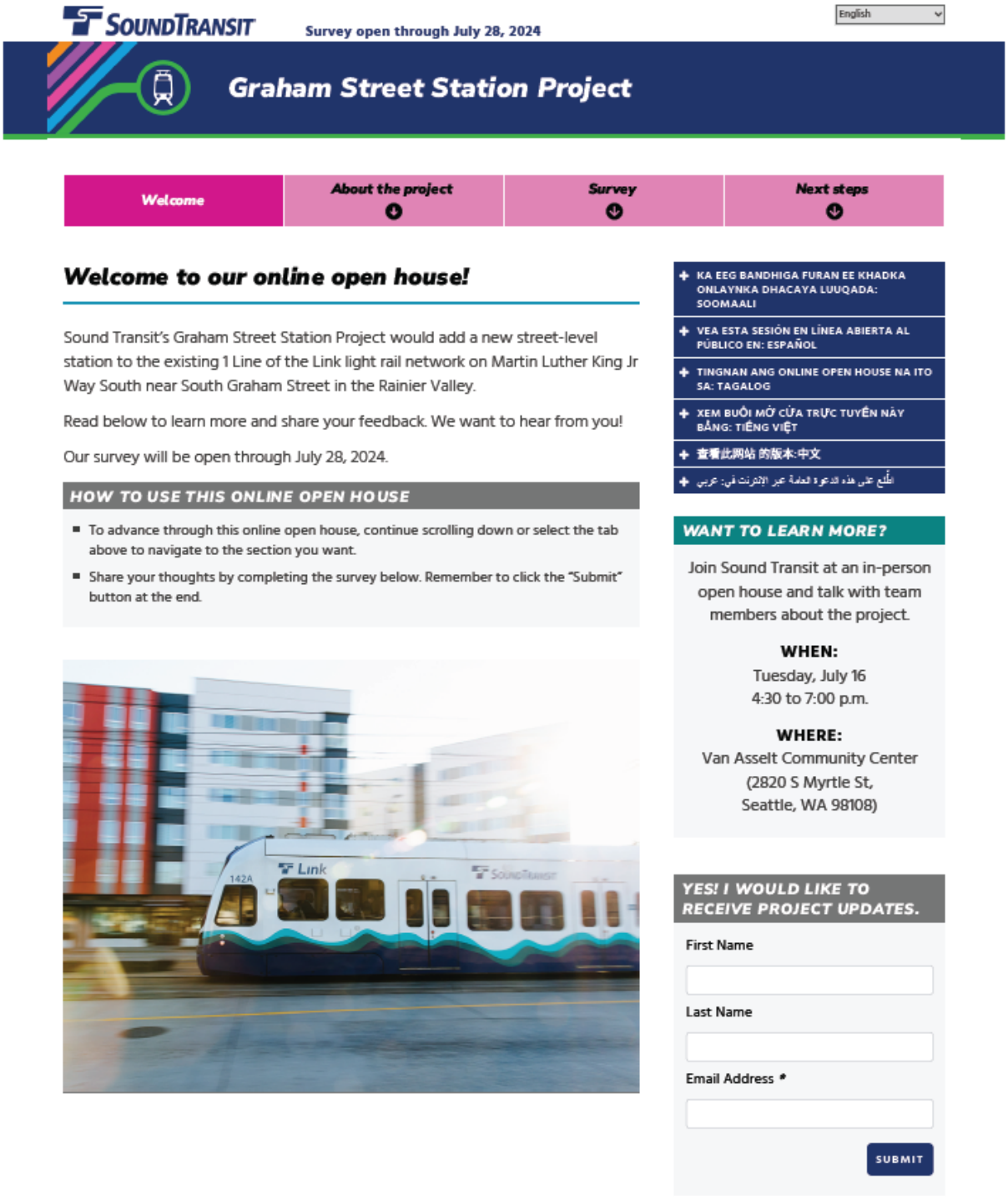

Figure 1-1. Screenshot of the online open house

1.3 In-person open house

On July 16, we hosted an in-person open house at the Van Asselt Community Center where attendees could learn about the project and light rail system expansion (see **Figure 1-2**). Attendees were encouraged to share their thoughts through interactive display boards. The interactive display boards asked (see **Figure 1-3**):

- How would you like to get to and from the station?
- What would make it easier for you to get to the station?
- What design considerations are most important to you?
- Is there anything else you would like to share about the Graham Street Station Project?

Sound Transit's Economic Development Department, the City of Seattle, and King County Metro also staffed the event.

Live interpretation was available in Arabic, Chinese, Spanish, Tagalog, and Vietnamese.

Figure 1-2. People attending the in-person open house

Approximately 50 people attended the open house. People attending shared their support for a station in the vicinity of South Graham Street to be built as soon as possible. People wanted to ensure safety was prioritized at the station and while traveling to it, especially for people walking. People suggested investment in pedestrian infrastructure and bus connections for easier access. Participants also requested that we preserve the existing local businesses.

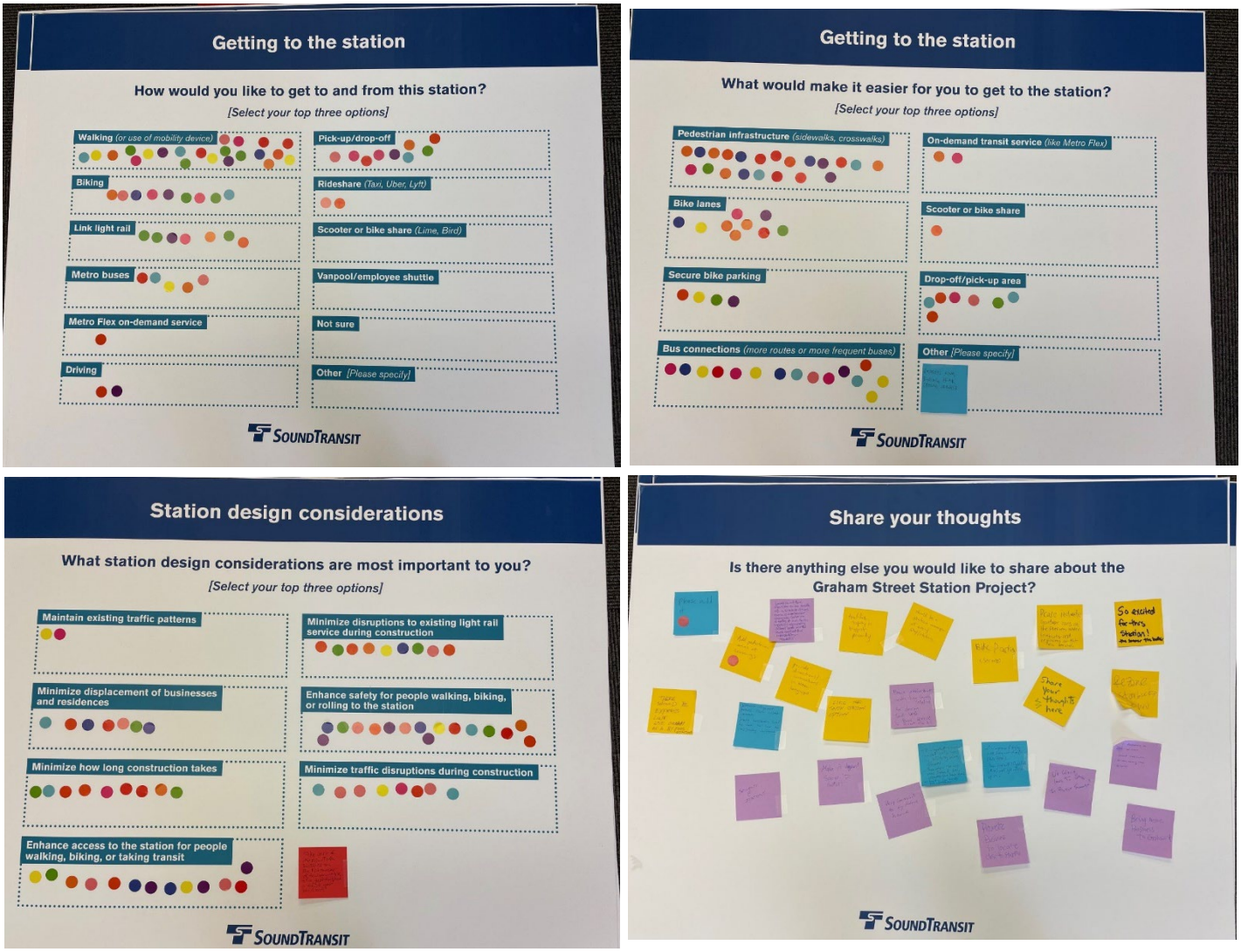

Figure 1-3. Interactive display boards used at the in-person open house

1.4 Tabling events

We also attended four community events to raise project awareness and provide opportunities for people to connect with the project team. We attended the MLK Jr Way S Safety Town Hall on March 20, where we spoke with about 50 people, and the Aki Kurose Middle School Multicultural Night on May 23 where we spoke with about 20 people.

We also attended the Columbia City Farmer's market on July 17 and the Columbia City Night Market on July 20, where we spoke with over 50 people in total. On August 11 we attended the Hillman City Block Party and engaged with over 100 people.

During these events, people shared support for the station and encouragement to complete construction quickly. People said that the existing gap between Othello and Columbia City Station is too long. People also had questions regarding elevated versus street-level stations and shared the importance of prioritizing safety.

1.5 Promotions

We used several notification tools to promote the online open house and in-person events, including:

- **Mailers**: Sent to 5,044 addresses within a half-mile radius of the proposed station location. **(See Figure 1-4 and Figure 1-5)**
- **Letters:** Sent to 30 adjacent property owners contained the same information as the mailers to inform property owners who are not tenants of addresses who received mailers.
- **Targeted emails:** Shared information with 17 community-based organizations, with a request to share with their networks.
- **Flyers:** Posted at local businesses and community gathering areas, including libraries and community centers.
- **Social media ads**: Ran from July 2 to July 17, garnering 23,110 impressions and 1,280 clicks. (See **Figure 1-6**)

Additionally, Seattle Transit Blog published an article promoting the survey on July 9. The Urbanist published an article promoting the survey on July 10.

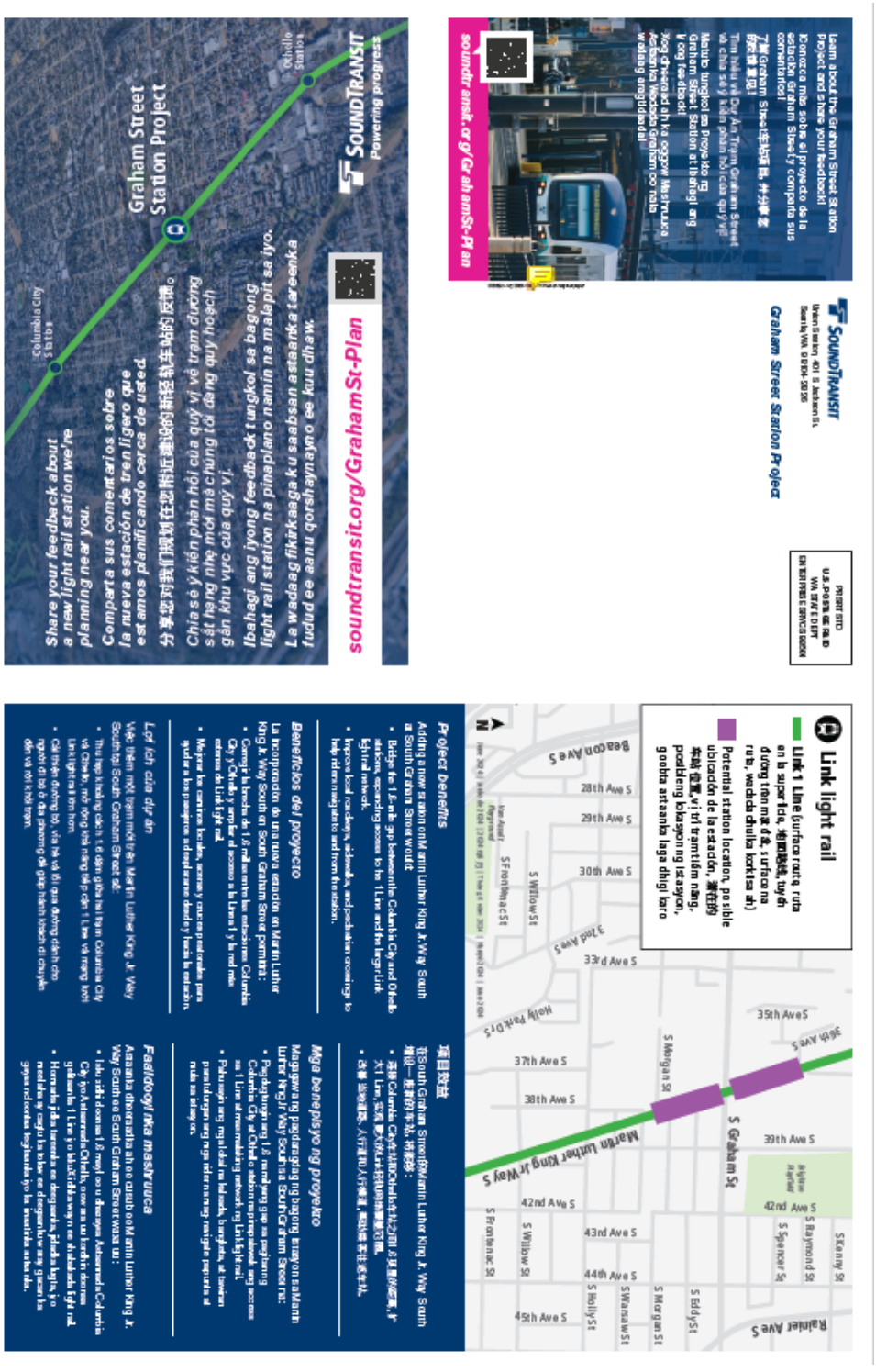

Figure 1-4. Mailer side one

About the project

Sound Transit's Graham Street Station Project would add a new street-level station to the existing 1 Line on Martin Luther King Jr. Way South near South Graham Street in the Rainier Valley. This project is part of the regional transit system expansion approved by voters in November 2016.

We want to hear from you!

Attend our in-person open house:
Tuesday, July 16, 4:30 – 7 p.m.
Van Asselt Community Center, 2820 S Myrtle St, Seattle

Interpretation provided in Spanish, Chinese, Vietnamese, Tagalog, Somali, and Arabic. To request interpretation in another language or accessibility accommodation, call 800-823-9230.

Go online and share your feedback through July 28:
soundtransit.org/GrahamSt-Plan

Questions?
Contact Community Engagement:
grahamstreetstation@soundtransit.org or 206-293-9599.

Information in alternative formats: 800-201-4900 / TTY: 711 or accessibility@soundtransit.org.

Giới thiệu về dự án

Dự Án Trạm Graham Street của Sound Transit sẽ bổ sung thêm trạm mới trên mặt đất cho 1 Line hiện có trên Martin Luther King Jr. Way South gần phía Nam Graham Street ở Rainier Valley. Dự án này nằm trong dự án mở rộng hệ thống giao thông công cộng khu vực được cử tri chấp thuận vào tháng 11 năm 2016.

Chúng tôi muốn lắng nghe ý kiến của quý vị!

Tham dự sự kiện giới thiệu trực tiếp của chúng tôi:
Thứ Ba, ngày 16 tháng 7, 4:30 chiều – 7 giờ tối
Trung Tâm Cộng Đồng Van Asselt, 2820 S Myrtle St, Seattle

Cung cấp dịch vụ thông dịch bằng tiếng Tây Ban Nha, tiếng Trung, tiếng Việt, tiếng Tagalog, tiếng Somali và tiếng Ả Rập. Để yêu cầu dịch vụ thông dịch bằng ngôn ngữ khác hoặc hình thức hỗ trợ tiếp cận, hãy gọi số 800-823-9230.

Truy cập và chia sẻ ý kiến phản hồi của quý vị cho đến hết ngày 28 tháng 7:
soundtransit.org/GrahamSt-Plan

Quý vị có thắc mắc?
Vui lòng liên hệ đội ngũ Tương Tác Cộng Đồng:
grahamstreetstation@soundtransit.org hoặc 206-293-9599.

Để nhận thông tin bằng các định dạng khác: 800-201-4900 / Dịch Vụ Tiếp Âm TTY: 711 hoặc accessibility@soundtransit.org.

Acerca del proyecto

El proyecto de la estación Graham Street de Sound Transit agregaría una nueva estación a nivel de la calle a la existente Línea 1 en Martin Luther King Jr. Way South, cerca de South Graham Street en Rainier Valley. Este proyecto forma parte de la ampliación del sistema de transporte regional que aprobaron los votantes en noviembre de 2016.

¡Queremos conocer su opinión!

Asista a nuestra jornada de participación abierta en persona:
Martes 16 de julio, de 4:30 a 7 p. m.
Van Asselt Community Center, 2820 S Myrtle St, Seattle

Se proporcionarán servicios de interpretación en español, chino, vietnamita, tagalo, somalí y árabe. Para solicitar servicios de interpretación en otro idioma o adaptaciones de accesibilidad, llame al 800-823-9230.

Visite el sitio web y comparta sus comentarios hasta el 28 de julio:
soundtransit.org/GrahamSt-Plan

¿Tiene alguna pregunta?
Comuníquese con Participación Comunitaria:
grahamstreetstation@soundtransit.org o al 206-293-9599.

Información en formatos alternativos: 800-201-4900/TTY: 711 o accessibility@soundtransit.org.

Tungkol sa proyekto

Magdaragdag ang Proyekto ng Graham Street Station ng Sound Transit ng bagong street-level na istasyon sa kasalukuyang 1 Line sa Martin Luther King Jr. Way South na malapit sa South Graham Street sa Rainier Valley. Bahagi ang proyektong ito ng panrehiyong pagpapalawak ng transit system na inaprubahan ng mga botante noong Nobyembre 2016.

Gusto naming malaman ang iyong opinyon!

Dumalo sa aming open house sa personal:
Martes, Hulyo 16, 4:30 – 7 p.m.
Van Asselt Community Center, 2820 S Myrtle St, Seattle

May pagsasalin sa Spanish, Chinese, Vietnamese, Tagalog, Somali, at Arabic. Para humiling ng pagsasalin sa ibang wika o tulong sa accessibility, tumawag sa 800-823-9230.

Mag-online at ibahagi ang iyong feedback hanggang Hulyo 28:
soundtransit.org/GrahamSt-Plan

May mga tanong?
Kontakin ang Pakikipag-ugnayan ng Komunidad sa:
grahamstreetstation@soundtransit.org o 206-293-9599.

Impormasyon sa mga alternatibong format: 800-201-4900 / TTY: 711 o accessibility@soundtransit.org.

关于本项目

Sound Transit的Graham Street车站项目将在现有1 Line的基础上，于Rainier Valley的South Graham Street附近的Martin Luther King Jr. Way South增设一座新的地面车站。本项目属于2016年11月获选民批准的区域交通系统扩展项目的一部分。

我们希望听到您的意见！

参加我们的面对面现场咨询会：
7月16日（星期二）下午4:30-7:00。
Van Asselt Community Center, 2820 S Myrtle St, Seattle

提供西班牙语、中文、越南语、他加禄语、索马里语和阿拉伯语口译服务。如需申请其他语言的口译服务或无障碍便利服务，请致电800-823-9230。

请于7月28日之前上网分享您的反馈：
soundtransit.org/GrahamSt-Plan

有疑问？
联系社区参与部门：访问
grahamstreetstation@soundtransit.org或致电206-293-9599。

如需其他格式的信息，请致电800-201-4900 / TTY:711或访问accessibility@soundtransit.org。

Faahfaahin ku saabsan mashruuca

Mashruuca Iskaanka Sound Transit's Graham Street waxa uu ku dari doonaa jid cusub oo heerka magaaca ah ee 1 Line oo hore u jira Martin Luther King Jr. Way South oo u dhaw South Graham Street ee Rainier Valley. Mashruucaan waa qayb kamid ah balaarinta nidaamka gaadiidka ee gobalka oo ay u codeeyeen codbixiyaashu bishii Nofeembar 2016.

Waxa aanu doonaynaa in macluumaadkaaga aanu helno!

Ka qayb galka gurigeena furan ee foolka-foolka ah:
Talaadada, Luuliyo 16, 4:30 galabta – 7 habeenimo.
Van Asselt Community Center, 2820 S Myrtle St, Seattle

Turjumaada waxaa lagu bixiyaa Isbaanish, Jayniis, Fiitnaamiis, Tagalog, Soomaali, iyo Carabi. Si aad u dalbato turjubaan/ luqad kale ah ama qaabilaada helitaanka, la hadal 800-823-9230.

Qabo onleyn ahaan oo ku baahi fikirkaaga Luuliyo 28:
soundtransit.org/GrahamSt-Plan

Su'aalo?
Kala Xidhiidh La Shaqaynta Bulshada:
grahamstreetstation@soundtransit.org ama 206-293-9599.

Xogta oo u qoran qaabab kale: 800-201-4900 / TTY: 711 ama accessibility@soundtransit.org.

Figure 1-5. Mailer side two

Figure 1-6. Social media ad

2 SURVEY RESPONSES

2.1 Survey respondents

The survey was taken by 525 people, of which 209 people responded to the open-ended question. Respondents self-identified as being from the neighborhoods immediately served by a potential Graham Street Station, including Hillman City, Columbia City, and Mid-Beacon Hill. Fewer respondents self-identified as People of Color than the demographics of the Project Area (72 percent non-White in Project Area vs 36 percent non-White among survey respondents). The demographics of respondents are more reflective of overall City of Seattle demographics.

2.2 Survey questions

The online open house included a survey with 14 questions. The purpose of the survey was to gather input on community members' priorities and concerns. The following questions were asked in the online survey.

Station survey questions

1. How do you get around today? [Select all that apply]
2. What would be your primary reason for using this station? [Select one]
3. How often do you anticipate using future light rail at South Graham Street? [Select one]
4. If you plan to use light rail, how would you like to get to and from this station? [Select your top three options]
5. What would make it easier for you to get to the station? [Select all that apply]
6. Which of the following station design considerations are most important to you? [Select your top three options]
7. Of the three you selected, which station design consideration is the most important to you? [Select one]
8. Is there anything else you would like to share about the Graham Street Station Project?
9. What neighborhood do you live in? [Select one]

Demographic questions (optional)

1. How many people live in your household on a regular basis including yourself? [Select one]
2. How old are you? [Select one]
3. Do you identify as Latino, Latina, Latinx, or of Hispanic origin? [Select one]
4. How do you identify yourself? [Select all that apply]
5. What languages are regularly spoken in your home? [Select all that apply]

2.3 Survey summary

Survey respondents highlighted the following topics for consideration as the project moves forward:

- **Access and safety:** respondents noted that enhanced access and safety for people walking, biking, or taking transit are the most important design considerations, and that pedestrian infrastructure and bus connections would make it easier for them to get to the

station. Responses indicated that many people currently use multiple modes, including the 1 Line, to get around, and over 50 percent of respondents said they would use a light rail station at Graham Street "Frequently" or "Regularly".

- **Construction impacts:** respondents want design considerations that minimize the duration of construction and disruptions to existing light rail service as respondents rely heavily on Link light rail, walking, and driving for transportation.
- **Displacement:** respondents want the design of the station to minimize the displacement of businesses and residences.

Table 2-1. Survey response summary

1	How do you get around today? [Select all that apply]	Count	Percent
	Link light rail	452	86%
	Walking	417	79%
	Driving	382	73%
	Metro buses	293	56%
	Biking	202	38%
	Rideshare (Taxi, Uber, Lyft)	158	30%
	Pick-up/drop-off	54	10%
	Scooter or bike share (Lime, Bird)	51	10%
	Metro Flex on-demand service	39	7%
	Vanpool/employee shuttle	9	2%
	Other [Please specify]	0	0%

2	What would be your primary reason for using this station? [Select one]	Count	Percent
	Commuting to work/school	207	39%
	Recreational/leisure activities	132	25%
	Shopping/errands	87	17%
	Visiting friends/relatives	31	6%
	Connecting to other transit services	22	4%
	Medical appointments/health care	0	0%
	Other [Please specify]	1	0%

3	How often do you anticipate using future light rail at South Graham Street? [Select one]	Count	Percent
	Regularly (a few times per week)	182	35%
	Occasionally (a few times per month)	168	32%
	Frequently (daily)	92	18%
	Rarely (a few times per year)	58	11%
	Not sure	10	2%
	Never	7	1%

4	If you plan to use light rail, how would you like to get to and from this station? [Select your top three options]	Count	Percent
	Walking (or use of mobility device)	436	83%
	Biking	155	30%
	Link light rail	149	28%
	Metro buses	117	22%
	Pick-up/drop-off	60	11%
	Metro Flex on-demand service	44	8%
	Driving	37	7%
	Scooter or bike share (Lime, Bird)	30	6%
	Rideshare (Taxi, Uber, Lyft)	8	2%
	Not sure	6	1%
	Vanpool/employee shuttle	0	0%
	Other [Please specify]	0	0%

5	What would make it easier for you to get to the station? [Select all that apply]	Count	Percent
	Pedestrian infrastructure (sidewalks, crosswalks)	436	83%
	Bike lanes	198	38%
	Bus connections (more routes or more frequent buses)	177	34%
	Drop-off/pick-up area	133	25%
	Secure bike parking	131	25%
	On-demand transit service (like Metro Flex)	80	15%
	Scooter or bike share	50	10%
	Other [Please specify]	0	0%

6	Which of the following station design considerations are most important to you? [Select your top three options]	Count	Percent
	Enhance safety for people walking, biking, or rolling to the station	339	65%
	Enhance access to the station for people walking, biking, or taking transit	333	63%
	Minimize how long construction takes	216	41%
	Minimize displacement of businesses and residences	212	40%
	Minimize disruptions to existing light rail service during construction	209	40%
	Maintain existing traffic patterns	95	18%
	Minimize traffic disruptions during construction	83	16%

7	Of the three you selected, which station design consideration is the most important to you? [Select one]	Count	Percent
	Enhance safety for people walking, biking, or rolling to the station	145	28%
	Enhance access to the station for people walking, biking, or taking transit	134	26%
	Minimize how long construction takes	75	14%

	Minimize displacement of businesses and residences	57	11%
	Minimize disruptions to existing light rail service during construction	58	11%
	Minimize traffic disruptions during construction	24	5%
	Maintain existing traffic patterns	19	4%

8	Additional Feedback		
	See Appendix A: Open-ended Survey Responses		

Table 2-2. Demographics overview

9	What neighborhood do you live in?	Count	Percent
	Hillman City	172	33%
	Columbia City	52	10%
	Mid-Beacon Hill	51	10%
	Othello	38	7%
	South Beacon Hill	37	7%
	New Holly	23	4%
	Rainier Beach	21	4%
	Rainer Valley	17	3%
	North Beacon Hill	14	3%
	Dunlap	3	1%
	Currently unsheltered/no home	0	0%
	I don't know	2	0%
	I prefer not to say	13	2%

10	How many people live in your household on a regular basis including yourself? [Select one]	Count	Percent
	1	57	11%
	2	214	41%
	3	89	17%
	4	102	19%
	5	29	6%
	6 or more	11	2%

11	How old are you?	Count	Percent
	18 or younger	3	1%
	19 – 24 years old	19	4%
	25 – 34 years old	126	24%
	35 – 49 years old	230	44%
	50 – 64 years old	89	17%
	65 years old or older	31	6%
	I prefer not to say	6	1%

12	Do you identify as Latino, Latina, Latinx, or of Hispanic origin? [Select one]	Count	Percent
	No	470	90%
	Yes	29	6%
	I prefer not to say	0	0%

13	How do you identify yourself?	Count	Percent
	White	335	64%
	Asian or Asian American	92	18%
	Two or more races	29	6%
	Black, African, or African American	23	4%
	American/Alaskan native, First Nations or other Indigenous heritage	10	2%
	Native Hawaiian or Other Pacific Islander	6	1%
	Middle Eastern or North African	4	1%
	Unknown or unsure	0	0%
	I prefer not to say	37	7%

14	What languages are regularly spoken in your home? [Select all that apply]	Count	Percent
	English	488	93%
	Spanish	53	10%
	Vietnamese	14	3%
	Tagalog	12	2%
	Cantonese	9	2%
	Mandarin	6	1%
	Arabic	1	0%
	Somali	4	1%
	Ukrainian	1	0%
	Amharic	2	0%
	Korean	2	0%
	Russian	1	0%

2.4 Open-ended survey question overview

Of the 525 people who responded to the survey, 206 (39%) provided a response to the question, *"Is there anything else you would like to share about the Graham Street Station Project?"* In response to this question, many people expressed strong support for the station at this location. Some suggested that the construction of the station should be fast-tracked. Survey respondents are excited about the new station's potential to improve connectivity and accessibility between Othello and Columbia City. In the comments, people requested enhanced pedestrian safety. Specific suggestions included elevating the rail, better traffic calming on

Martin Luther King Jr. Way, and additional safety features at crossings. There were also comments requesting weather protection at the station.

In the comments, respondents also shared concerns about noise pollution, potential rent increases, and the impact on local businesses, and a desire for a swift and efficient construction process. Overall, the comments were largely in support of the project but emphasized the need for thoughtful design and planning to address these concerns. (See Appendix A).

2.5 Next steps

Community feedback, along with technical considerations, will inform how we move forward with this project. The results of this phase of community engagement will also inform the tactics and approach in future phases.

APPENDIX A

Open-ended Survey Responses

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
1	Move it up in the order of projects, many people in our area would benefit greatly.
2	Our neighborhood was granted this station decades ago and we greatly need it today. Our nearby bus routes have been cut because of light-rail additions in nearby neighborhoods, which has disproportionately affected Hillman City residents. Please move quickly but thoughtfully in restoring transit access.
3	For this station to be utilized most effectively, buses will have to service Graham Street so that those in the surrounding neighborhood can get down to the station. Otherwise, we have to go south to Othello and north to Beacon Hill, therefore rendering this station useless.
4	Make this station elevated or buried below ground
5	This project needs to be accelerated to meet the long standing community needs.
6	This should be unique from othello station
7	for the love of god build out the boeing access road infill station.
8	The Graham Street station should be elevated spanning both sides of the streets, similar to what LA Metro has done at major intersections. This would allow for incremental grade separation of the corridor.
9	This would breathe life into businesses and community who have been cut off by the length between light rail stops. We would use it so much more. People who are so close to light rail should be SERVED by light rail.
10	This stretch between Columbia City and Othello is one of my most wished for light rail stops. The businesses in Hillman City are not as accessible without a light rail stop.
11	Of the two locations pictured, the one North of Graham street would be my preference
12	Everything possible must be done to keep the line operating as much as possible during construction.
13	Have a central platform so people don't need to cross between the two. Reduce motor vehicle speed by greatly reducing lane width around the station or adding speed bumps. Prioritize signals in the following order: light rail, pedestrians crossing, all other traffic.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
14	Please consider: -Any measures to calm traffic along MLK through station access funds. -Implementing no right turn on red restrictions for all right turn movements at the station-related intersections. -Closing the EB to SB dedicated right turn lane on Graham at MLK. -Tightening the radii of all corners of the intersections. -Providing new/enhanced crossing opportunities across Graham and MLK within the station area. -Widening sidewalk along MLK and Graham on station approaches. -Closing some private driveways (or other access management treatments) within the station area to better control turning vehicle movements. -Extending the C-curb along Graham east and west of MLK to limit left turns and deter existing illegal left turns. -Improving sidewalks on 39th to the north of Graham to meet ADA compliance and provide connections to Brighton Playfield and Aki Kurose.
15	Walking and biking are two drastically different modes and should not be combined. Our neighbors walk or metro #36 in this area. To make improvement for access it must include safe passage for those walking up and down the steep area of Graham in order for us to access this line or a shuttle to get us to it. This steep passage from south beacon hill is not safe to walk and the bus does not get us there. Also, the curb bulbs on Graham are also a safety concern with cars peaking past the curb to see traffic and pedestrians not able to walk safely or feel safe. The curbs bulb out too far on this street for it to be safe to turn onto Graham and to be a pedestrian on graham. Stairs need to be added to avoid steep hills.
16	In order for this station to be really valuable and serve as many users as possible, it would be best for it to be north of Graham, with access to the existing crosswalk at 37th Ave. S. Locating the station south of Graham will place it too close to Othello, and will not facilitate nearly as much transit-oriented development as placing the station farther north.
17	I think a stop at Graham street would give 100's (if not more) of residents better access for their commute! There's a large gap between Columbia city and Othello now and this is sorely needed.
18	Not really sure what's going to be useful around this station. There's mcdonalds and gas stations. Money should go towards separating the existing line from MLK traffic

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
19	I think it makes most sense to put the station on the northside of the intersection. Graham Street itself is already .4 miles closer to Othello Station compared to Columbia City Station, so putting it farther south would make the stop spacing even more imbalanced. Please try not to impact Rainier Restaurant and BBQ as it is a neighborhood treasure and serves the best Vietnamese food in the city.
20	I believe the station should be sited in a way that maximizes pedestrian safety by minimizing the number of Graham Street crossings expected. I suspect that would be on the North side, on the same side as Aki Kurose Middle School.
21	The station should be sited NORTH of Graham, with station access points at 37th Ave. S and Graham. Placing the station farther north puts a station closer to Orcas, which is a major east/west street, addresses a major gap in walkability for light rail, and captures more TOD potential than a more southern station location.
22	Add crossing gates along the MLK segment for safety and reliability, and plan for eventual grade separation
23	This is already voter approved, why does it take until 2031 to add a station on an existing route??
24	A station in between othello and Mt baker is necessary and in high demand.
25	Consider making MLK one lane if necessary. Cars drive substantially faster than the speed limit. Slowing traffic would improve safety for everyone.
26	There is a significant traffic issue caused by the "Drive-thru Only" Starbucks on the SE corner of Graham & MLK Jr Wy. The drive-thru only nature of this location (not even a walk-up window) combined with the lane-dividing instructional curbs on both Graham and Eddy streets north and south of the drive-thru entrance, means that cars often line up into the eastbound lane of Graham, causing backup on MLK Jr Wy. Cars heading east on Graham across MLK, or those turning off MLK onto eastbound graham and frequently unable to do so. This combined with added signal time caused by lightrail stops (especially for left turning vehicles from south bound MLK. to eastbound Graham), could result in a serious frequent blockage of traffic flow. I've tried to solve this issue in my head for years now. I've considered closing off entry to 38th Ave S from Graham; widening the entrance from 38th Ave S to Eddy back to two lanes, and removing the lane-dividing curb; closing entry to Northbound MLK from Westbound Eddy€¦ but no matter how ai parse it, the best solutions seem to be to either move Starbucks altogether or move the entrance to the property further east down Graham or Eddy to allow the cars to line up on private property, not public roads€"-But this would require new alleyways or expansion of the Starbucks property..
27	This is awesome! Can't wait!
28	It's a no for me the trip already takes to long. Any other country would have figured this out probably years ago. I don't believe we need this station at all. The light rail takes 1 hour to get to the airport which is where a lot of people like myself wish to have lr trust to and from. Adding this additional stop could add up to 10mins to the ride each way. The best way is to get people out to the other end with an express service. When I travel to Korea, Japan, France, sfo, and Boston they don't have these issues

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
29	ensure proper drastic upzoning of the area to make the station more useful and provide more housing. the north option is much better for this
30	Please examine traffic light timing and right off way along the rainier valley stretch as part of the Graham st station. Is already the slowest part of the system and a new station will only make travel times longer without mitigation.
31	I know I picked things above that may go against what I say here. I think the north end of Graham makes the most sense as this brings you closer to Orcas and this closer to Seward Park. Yes this train gets people to work but it should also get them to parks and events. Even a block closer to Seward makes it easier for people to get to nature and the lake.
32	Install an arm that protects people from oncoming trains. To ensure minimal disruption to the functionality of the train, sync the traffic lights to give the lightrail the priority and not cars.
33	PLEASE speed up this project. I rely on the light rail to get to work daily. I live up the hill from where this station will go. I have a physical disability and it is very difficult to walk to and from the Othello station from home. There is no bus route that would take me there, so walking is my option unless I can bum a ride from my roommate. It is ridiculous that this will take another 7 years when it has been approved already for 8.
34	Would love to learn more about the plan to connect the walking path from the rail station to the Chief Sealth Trail.
35	Should have just done this back when the line was built. But it's Seattle, so here we are.
36	The businesses around this area have been around for a very long time. Growing up as a Vietnamese American, i've seen my fair share of displacement to this community and many other POC. While I take public transit daily, please prioritize the businesses already here.
37	Im constantly concerned for safety due to hearing stores of people being hit at by the light rail in south seattle. I live right by this station site. Due to street level stations, safety is FIRST. There are children that cross there to go to the middle school. And during rush hour, people drive so fast and run red lights to avoid getting stuck waiting for a light rail. Othello station feels so messy - you get stuck there waiting, there is no drop off area..I don't want to just recreate that.
38	An elevated platform, please
39	We desperately need a station on Graham St S we are walking 1 mile to either Othello or Columbia - reducing the amount of light rail trips I take. Especially during harsh weather conditions.
40	Siting north of Graham will be preferable to South, for long-term accessibility, disruption during construction, and to match the CC and Othello orientations
41	Very excited for this station to open!!
42	i live on graham street, commute to seatac every day, and do not drive. this station would improve my life considerably and i'm so excited to hear about it!
43	This station is long overdue!

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
44	What makes Graham Street better than Orcas for a station between the existing two? It's seems to provide easier access to Hillman City, though Graham may be better for New Holly? Suggest noting site selection particulars such as that in outreach materials.
45	I voted for this years ago and while I'm glad to see some movement toward it, I'm unlikely to vote for a Sound Transit project or levy again because it's going to take until 2031 to get this to happen if it even does because I don't have a lot of faith in y'all. I feel like a sucker for giving my vote back then for something we weren't going to see for twenty years. Meanwhile here we are in the Rainier Valley with neighbors getting killed by the trains running on the surface. I pretty much figured we'd been lied to about it happening, and when you consider waiting 20 years I'd say that's about as close to lying as you can get without actually lying.
46	Hurry up and build it. You're taking too long to build out the system. Quit using Chinese concrete. What happened on I90 is a joke, especially after the pontoons fiasco on 520 floating bridge
47	The Zoning around the station area needs to change so there is more housing and more trees and less giant empty parking lots. The drive thru only strarbucs on the corner must get rid id the drive thru window Befus's the turning cars produce a hazard and it will not serve transit riders
48	Traffic impact considerations are my lowest priority, both during and after construction, by far.
49	The current layout of MLK Blvd is unsafe to walk and bike across all the way from Jackson St to Rainier Beach, making access to stations unpleasant. I would love to see that improved by car speed and lane reductions, and I would also appreciate both platforms being on the same North-South side of Graham for easier access.
50	Graham station needs dense infill development. MLK also needs, NEEDS NEEDS NEEDS NEEDS, to be reduced to a single lane in either direction. We have known this for years. One of these days, the city of Seattle AND Sound Transit will be sued for negligence when someone gets hurt here. It is only a matter of time. Fix this street now. Too much is at stake.
51	Considering the inherent risks of at-grade rail in the Rainier Valley, this infill station needs to prioritize investments that minimize the dangerous interactions between trains, cars, bikes, and pedestrians. This includes crossing gates for cars (when trains are crossing Graham), crossing gates for pedestrians (when trains are crossing Graham), elevated pedestrian crossings across Graham at the MLK intersection, etc.
52	Currently I walk 20 minutes to Othello. Looking forward to this closer station!
53	There is a need for transit orienteers development. The parking lot across the street is gigantic and rarely has more than 10 vehicles in it. More housing, like at othello, should go in. Also, talk to the youth at Aki who will likely use the stop all the time! Improve sidewalk safety on Graham in general. Thanks!
54	Please take into account the amount of people that will walk or bike to the station.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
55	You're building a train station. Who cares about inconveniencing cars.
56	Please put the station north of Graham. There's a bigger service gap to the north.
57	Walking up Graham st is very unpleasant, stairs on Raymond Street would get a lot of use.
58	I would like to lend my support to locating the station North of Graham street, in order to draw passengers from both Graham and Orcas Streets, and also where multi-family housing is currently and where it is most likely to be developed in the future.
59	Please coordinate with Metro for an east/west bus route on Graham (or Orcas) that serves the station and connects Beacon, MLK, Rainier, and Seward Park
60	the supporting sidewalks in the neighborhood are being upgraded which helps. but there is some bottle neck around school time let out. I do understand very expensive, but just one overhead bridge like at MLK rainier for the kids?
61	Please please please expedite this project. It would be a huge difference for south Seattle. 2031 is so far away when we needed this yesterday.
62	I don't really understand why we need this station. I live in Rainier beach and take light rail almost everyday. It takes so long to travel on the street with traffic to get south. It is way slower than the north end stops. I worry that adding another station is just going to make it take even longer for me to get home everyday.
63	I would like to see a push for denser development around this station. It is currently mostly strip malls and empty parking lots. This neighborhood has great potential to add in much needed housing and pedestrian and bicycle infrastructure.
64	Excited about the new station. Our house is directly between the Columbia City and Othello stations, so this will greatly improve our access.
65	i know these big projects take a long time, but 2029 for an infill station seems really, really slow
66	Please expedite this! This has been an ongoing request and should have been done by now.
67	Wooooooooooooooooooooo go for it!
68	I am looking forward to this addition to bridge the gap from Othello to Columbia. I have friends you live around Orcas st and it's quite a walk to either Othello or Columbia station.
69	We are so excited to have this stop right by our house! Currently we have to walk down to Othello and this will make things so much easier
70	We've been waiting a long time for this, and are so excited to get back into the office (at the UW) more regularly once the new station is built! Safety is #1 due to nearby Aki Kurose middle school. Please also involve students and nearby residents in station art - I don't know where she is these days, but Emanate is an artist who had an amazing mural at the Crescent Apartments (Columbia City/Hillman City), and I'm sure there are many others in our neighborhood.
71	Please use this as opportunity to work with SDOT and re-design MLK to align with its 25 mph speed limit. It is treated as a arterial highway, making it dangerous for use by pedestrians and light rail users.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
72	We really need another station between Columbia City and Othello! It's such a far walk to get to businesses in between these stations, for example, when I have to take my car to the shop. It would be great if we could have a station that prevented car/train collisions and pedestrian/train collisions, which are super disruptive to the whole neighborhood.
73	Somewhere along MLK we need a parking structure! We like to use light rail to go downtown or to the airport, and we live 2 miles from the Othello Station, on the Graham side. We'd like to drive there sometimes.
74	Please build this!!!! It would improve service for this neighborhood immensely
75	To not make the station above ground because Othello station is already above ground and has the most accidents because sound transit wanted to cut costs where poor people of color live and now they're getting gentrified so why would you make another train station above knowing that. All the data is there to prove it but you still don't care. If it was for the community to actually use it would not be above ground especially since there's a middle school a block away.
76	Very excited for this station! We've been waiting a long time for it to happen.
77	This would be a good place to add traffic calming elements like narrowing MLK to one lane each direction, similar to what was done for Rainier Ave in Columbia City. Too many vehicles speed through MLK as it is, and reducing the lanes to add space for the station would help with slowing traffic down.
78	It is essential for those of us who are too vulnerable to use busses or scared to walk. I am trapped between Columbia city and othello (s eddy st) and this would be extremely vital for me We have waited far too long for this option
79	Please do not delay this any further
80	I'm very excited about this plan and in fact it was something I was hoping for when I bought my house near Graham back in '08. I used to commute by light rail every day - now I work from home, but maybe someday I'll commute again. For now I use light rail for everything but commuting. Despite my excitement, my biggest concern about another street level station is safety. We already have way too many accidents, involving both cars and pedestrians, on MLK. This one would be right near Aki Kurose, and middle school kids are not known for being cautious -- I already see those kids running across MLK after school giving me a heart attack as it is. Maybe a station at this intersection would actually be safer? I don't know but this is my biggest worry.
81	This station will be used by a lot of students. Heightened attention to pedestrian safety and mode separation (designed with younger users in mind) would be appreciated. Rainier Valley also experiences fairly frequent power outages that impact traffic lights along MLK. Given vehicles making turning movements, LRT vehicles, pedestrians, station intersections just feel too hectic and unsafe to be uncontrolled during these occurrences (which seem to happen a few times each year). A power outage like this at the Columbia City Station a few years ago was the cause of a major roll-over crash that killed a pedestrian crossing to the station. Please consider discussions with SDOT/SCL on station operations during power outages and what the protocol should be for having police direct traffic during outages if they will continue to be unavoidable.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
82	Safe, accessible and usable routes from Rainier Ave should also be a consideration in design. Also, this is a huge an opportunity to build housing near the station that would benefit the community and there should also be work done to ensure that business are not displaced and benefit from infrastructure and capital improvements in the area. Many of the businesses around the station site are very important to the local community and supporting them to benefit from the station is essential for the neighborhood
83	Looking forward to this! Please get started!
84	This would greatly increase our household use of the light rail and lessen driving. We're just too far from both the othello and Columbia city stations for it to be a feasible walk and metro flex doesn't always pick us up bc we're close to a bus stop, but that doesn't come regularly enough.
85	We are so very excited about this project and hopeful that it will happen soon!
86	I am so excited about this idea, I love taking the light rail and my regular commute is to bike to Columbia City from Graham Street every day, this would be amazing to just walk down the hill and be at a station! Dream come true, please make this happen!
87	Please construct it. Thank you
88	Great idea
89	Make it as safe as possible for people who are most vulnerable to access the station
90	I live close by the proposed station, this would be a great project for the area and I hope to see it happen as soon as possible!
91	The North station placement is better than the South placement. Install road crossing gates at Graham Street. (And everywhere else in Rainier Valley.) Be wary of other, more dramatic changes to Graham Street itself (e.g., underpass) in favor of construction time and complexity.
92	This was approved in 2016 and it is 2024. Please don't delay any longer.
93	Please move this as fast as possible as so many residents and businesses have been waiting on this promise for a long time!
94	Please move the timeline up! We've been waiting for so many years for this, and the rail is already there. This is an easy win for Sound Transit! Just build the station!
95	This would be a perfect spot as there are lots of residents in the area on both east and west sides of Rainier Ave S that could use it. Othello and Columbia City stations are both at least a mile away making it a 20min walk to catch. There are also great local businesses like Q Bakery and Vientiane on Graham and MLK that would make it a prime spot for customers.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
96	Graham station would be an ideal because it's a long walk from Othello station to my destination.
97	This station should have been completed when Light Rail was designed. Very little was done to reach out to the neighborhood. It's a thriving community with social services and retail that needs access for the neighborhood.
98	I think this project is a great idea! I really hope it actually happens.
99	It is a dream to come truth if the Graham Street Station happens. We all hope this station will save us a lot of time and and energy to walk to Othello or other stations near by. Love this project, can't wait!
100	Please do something to speed up the train to the airport. When this station is built, maybe that area of light rail could be grade separated? Maybe the road could become an overpass or an underpass.
101	I'm very excited for this station and look forward to using it with my young child. However this area is notoriously unsafe for pedestrians and cyclists so I hope to see significant improvements in safety infrastructure, including protection from Sun, rain, etc.
102	I think that one end of the platform should be a pedestrian only intersection in order to create a pedestrian crossing that minimizes interactions with cars. If it has a button activated crossing it could be a benefit to both pedestrians and drivers by letting traffic flow freely when no one's around and allow pedestrians to cross the street quickly when they show up (not wait through a long light cycle).
103	i moved to this area (right off graham street) in 2015 in part because of the planned opening of the station. i was at the "groundbreaking" that ed murray did in 2016. i'm a daily transit rider (right now i walk down to othello station -- which is about 20min each way) and it's been disappointing that i moved here specifically with transit in mind and it has still yet to come to frutition. that said, and i realize this is probably outside of the scope of things nowadays, but the ideal solution to me would be to elevate the rail in the rainier valley area and build graham st as part of that. i had friends of friends who have been killed/injured by the dangerous at-grade intersections -- i do fear that adding another station at graham would exacerbate this.
104	The station will be used by travelers every day for 30-50 years if not more. Please prioritize the long term function of the station layout over short term construction impacts to businesses or traffic.
105	I hope we can learn from the mistakes made on the other at-grade crossing stations. Pedestrian safety and access absolutely needs to be prioritizes highest, and more traffic calming measures should be introduced on MLK so that the street is actually engineered to drive the posted speed limit rather than the 35-40mph that drivers routinely do. Crossing Warning Gates should be utilized, as is done in SoDo, and other safety mechanisms should be looked at to 100 percent prevent car vs train and pedestrian vs train collisions.
106	The survey is not functioning. I am not able to select any answers. You might need to fix this issue and update your QR Code.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
107	Not at this time.
108	I want to know if this station will include zoning parking areas in the neighborhood.
109	I would love to see a Station at Graham Street. It's very close to my house and would be very convenient
110	Build this station NOW!
111	With the frequent disruptions for construction the past few years, Link has grown a reputation of providing unreliable and inconsistent service. Please either skip building the station or figure out how to keep trains moving through the construction zone without reduced service
112	This is an excellent opportunity to rework how train signals interface with traffic lights along Martin Luther King. It's bad for the entire region when a train has to stop for a traffic light.
113	I am a bit concerned about increased noise pollution, especially for older houses with single pain glass. Is there any support for people to get double paned windows who live closest to the station? I am also very concerned about safety for people crossing the street as there are a lot of vulnerable populations that use the DSHS offices on the East side of Graham street. I do not think what is in place is enough. Finally, protection for businesses currently operating near the station and perhaps even support to increase visibility to people using the station with updated signage. Also, will plantings be maintained. The spent a great deal on plantings near the stations already in place but watering has not been sufficient to maintain the plantings for the long term. Thank you!
114	I am very glad this is happening. It will become my closest station from my home on Beacon Hill. Thank you!
115	S orcas St looks a little more in the middle of the Othello and CC stations. But having a station next to the McDonald's sounds great...unless it gets designated as transit oriented development and I loose my beloved Mickey D's
116	Very excited! I've been hoping for this for years!
117	Honestly I wish it was a little further North. Graham is not exactly between the two existing stations and will not really impact my walk very much.
118	Finally, yay!
119	Can we have express trains that bypass this station? It already takes forever to go to the airport from Seattle and further north. Link is not competitive when compared to cars. More people will switch to cars when you add this infill station. If you have to build this station, can you consider having skip stop trains?
120	North of Graham might be better since it will be closer to the midpoint between Othello and Columbia City.
121	The north alternative is better for both business impacts and proximity to housing. It is also closer to the true midpoint between Othello and Columbia City Stations. It is imperative that light rail service continue as much as possible during construction and that besides that the cheapest and fastest station alternative is built.
122	It's about time the Graham St station was constructed.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
123	Please consider safety as a top priority in design and planning especially with such a large school at the adjacent block (Aki Kurose). There is a lot of traffic (cars and people) who utilize that space during start/end of school days and it should be a priority to keep them and all others using the station safe.
124	Currently, parking is not an issue within the surrounding (within blocks) of the proposed station location. What will be done to protect street parking for homeowners and people living nearby? What will be done to protect homeowners for the increased theft that is experienced surrounding these stations given the influx of people that are moving through the neighborhood.
125	What are the plans for the impact to the neighborhoods' safety surrounding the station. With the new influx of people coming and going to the station throughout the day, what additional safety precautions (More security cameras, additional police presence, pedestrian traffic lights, etc.) will be added to ensure the neighborhood and its residents are safe from crime.
126	I am SO excited to hear about this! I've thought we needed a station between Othello and CC for some time and it's like fate! Thank you so much for the work being done here.
127	Elevate it! Ground level tracks have proven to be dangerous.
128	This is a big mistake please don't do it it's not necessary.
129	Is there anyway to move the station to Orcas street? There is already a bottleneck from Holly to Renton Ave S because of the Othello station. My concern is the Graham station will make this bottle neck even worse, especially during high traffic times. Orcas would be a good halfway point between the Othello station and Columbia City/Alaska St station.
130	I have lost confidence that Sound Transit expansion can keep pace with growth in the region. We are decades behind the need for public transit, and cars are still a necessity for daily travel. I had to dig to find that this station is scheduled for 2031. At that time it will have missed the point of value to me personally, and I doubt it will solve the terrible state that transit that the Puget Sound region is in. Even if the station is built travel to critical destinations may never be possible during my lifetime. I'd rather see money put into bike lanes (which are also currently Ineffective) and lower taxes, since this will not impact my need to purchase a car. I'd like Sound Transit to comment on how adding additional stops increases the total ride time between locations. with only single lines and no express trains between critical locations, I worry this system will become slow and ineffective as it grows.
131	I prefer the option located on the south side of Graham. Putting a light rail station in will significantly increase my use of light rail.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
132	If it's necessary to reduce vehicle traffic on the corridor, so be it. The priority should be planning and building this station AS FAST AS POSSIBLE while not displacing local businesses and residents; everything else is secondary. If there is any problem I have heard from the community about Sound Transit, it's a lack of efficiency; there are other countries who build far faster and cheaper than we do, and people in South Seattle are starting to wake up to that.
133	I live a few blocks from the future station location and currently bike to and from the Othello station to commute to my job at the airport. It would be a huge improvement to the neighborhood if it were safer to bike to the future station and surrounding areas. MLK is pretty scary today.
134	What took you so long? Funded almost a decade ago...
135	I think building this station is a wonderful idea. I hope that you do not get too many vocal minority to prevent such a wonderful addition.
136	I am ready looking forward to this new link connection.
137	This and the Boeing Access Road station will make journey times to/from the airport longer. You need trains that accelerate and decelerate faster to compensate. None of the survey questions address this service degradation to existing passengers which seems short-sighted. It's a real thing.
138	This is so important to our community. Every individual from our family household will benefit from this is different ways. Right now we quite literally love the same distance between the Othello station and the Columbia City station. This new station will improve access in our lives to the rest of the city, and improve the neighborhood. I am also very interested in the development of this station around safety since it is very near a middle school and those young people will end up utilizing this station frequently. Which is great, as long as it is a safe and pleasant experience for them and for everyone in the community.
139	This station will provide much needed connectivity to another part of Rainer Valley. As safety has been a challenge at the existing at-grade station on MLK, Sound Transit should prioritize safety for everyone with the station design. This can include shorter light cycles and crossing distances between the sidewalks and station entry points.
140	I'm very excited about this infill station and want to see it up and running as soon as possible! I live right by the Othello station and it would enhance the walkability of my surrounding neighborhood even more to have another station within walking distance.
141	Bring this station in as soon as possible and minimize overhead to keep the project on track.
142	Do not back away from completing this station. It was shameful to have never provided this years ago

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
143	Happy that the project is in design. Overall disappointed that MLK, marginalized community, didn't have an elevated light rail but we are working with what we've got. I live directly between Othello and Columbia city stations and generally walk to Columbia city so the stop at Graham St will be greatly welcomed. I hope this station makes it more accessible for the community and decreases traffic. Thank you for working on this project, it's a long time coming since T3 was approved.
144	Elevating the tracks would solve a lot of issues regarding traffic, pedestrian safety and timelines
145	Can't wait for this station, this is such a great way to harness more of this neighborhood for easily accessible transit
146	Nice plantings and station design :-D
147	This would be a wonderful addition to the south link line for those of us living between Columbia City and Othello stops.
148	FLEX vans are incredibly helpful to reduce parking in nearby neighborhoods. Please add more!
149	Our neighborhood is so excited about this station. We have waited SO LONG for it!
150	I live on Graham Street and have always wanted a Graham Street stop. It would be so incredibly helpful for the community. So many people that work at businesses nearby, students going to school at Aki Kurosi Middle School and of course residents in the area would have such an easier time commuting. I think it would be an incredible addition to the light rail.
151	great idea. long overdue. good for the community.
152	We can't wait!
153	Incorporate into the design a way to promote nearby businesses, organizations and area culture info. Note that a Graham station was in the original plan for Rainier Valley light rail.
154	I currently live almost perfectly in between othello and Columbia city stations, I work at the airport so it's a decent walk with luggage having a new station be less than 3 blocks away from my home would be an absolute god send! Please put a rush on this!!!
155	South Seattle needs this station! The sooner the better!
156	Success would be more high density houses and retail near this station
157	This is a very busy intersection, thus pedestrian/rider access and safety is critical.
158	Please do all you can to deliver a safe and accessible station for our neighborhood. It is LONG overdue. Thank you!
159	Get it done.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
160	My wife and I would come at least monthly to shop at Q Bakery, so this would be a useful station for us. The north side station location would be the easiest for us to use since it's closer to Q Bakery, and it would also create the most balanced distance between Columbia City and Othello (not a big different though). Pedestrian safety and traffic calming improvements should be prioritized given the number of Link collisions with pedestrians and vehicles that seem to happen here. Protecting local businesses from displacement is important here too given the value of this area's businesses to our region's culture and economy.
161	Please install crossing gates or other safety feature. Too many people have been injured or worse at street level light rail.
162	This station would be an excellent addition!
163	Light rail is a valuable community resource. Adding the Graham St Station is a very sensible option. It's incredibly frustrating how long the light rail expansion has been taking, so finding quick solutions is critical to make this resource available now (and into the future). The more people use the light rail, the more entrenched it will become, garnering support for extensions and improvements.
164	This would be extremely helpful for the neighborhood. The current closest station is almost 2 miles away in each direction. Having something closer would help many use public transportation much more.
165	We need crossing arms
166	Please make it happen!!!!
167	Please do not run busses on South Graham Street
168	It's vitally important that equity and justice are the central considerations in public projects like this. I strongly encourage Sound Transit to work *creatively* with equity-centered local entities and the public to support and truly collaborate with community through this lens for this station and throughout the system.
169	I live on Graham street. I like the idea of having a light rail station near us. However I worry about how the creation of the station will increase rent in the area. It would be great to use it but I worry I will be displaced by the time it's built. Can you look into ways to also support rent control or maintaining housing costs so that we are not pushed out?
170	Please include sun/rain covering along the entire station. I reguarly use the Othello station, which is only partially covered, and on very hot or rainy days, there is not enough covered space for the entire platfrom. Waiting for a train is so much more bearable when protected from the elements. Excited for the station, thank you! I love light rail! :-)

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
171	This station needs to have EXCELLENT presence in the community, and benefit both residential and business neighbors as well as people who use it. It should be designed to include greenery and art, and to offer users places to shelter from the elements while waiting for the train. Pedestrian, rider, bicyclist safety should be priorities. There should be efforts to calm traffic and add greenery and walking paths ALL ALONG the rail line in this section, including the existing stations. Ensure safe streets and traffic calming in the areas around the station. Please explore sound dampening measures to minimize the effect of the train signals on residential neighbors who are nearby either site.
172	Very excited for the project!!
173	I'm so excited for the Graham Street Station Project. I hope that bike and pedestrian safety is top of the list.
174	We moved to Hillman City when the original light rail was being constructed. I love the convenience of taking the train. We live on S Graham Street, and I am concerned about a proposed bus route along S Graham? (making a noisy street even noisier) and being able to cross MLK driving west along S Graham. The traffic light crossing MLK heading west along S Othello street takes forever!!! And we avoid that at all costs. Thanks for this Open House!
175	Ideally any seating would be shaded from the sun. I currently use Othello Station and the metal benches on the northbound side receive direct sunlight for much of the day.
176	Need more East/West bus options to connect people in South Beacon Hill, Georgetown, and other neighborhoods to this station.
177	I am very concerned about safety of yet another street level station given the current risks (and said history of injuries and deaths) to pedestrians and people rolling across MLK.
178	I don't want this station. I hate the proposal. This isn't what us voters wanted when we voted to "improve transit" in 2016. We can walk or drive 0.6 miles just fine. Adding more stops in-between slows the light rail down and causes disruptions during construction. I live by Aki Kurose and don't want to have to pay for parking passes to park in front of my own house.
179	Please consider incorporating pedestrian/bike overpass or underpass. It is already a dangerous intersection! Make this much-needed project improve safety, not add risks.
180	We have been waiting a long time to hear anything and many would benefit and potentially not have to move if it was installed.
181	I am concerned about the impact on parking on residential streets near the station. I feel like Seattle is unrealistic about how much people rely on cars (not requiring developers to provide parking for new construction, etc.). We already have a large number of new apartment buildings going up around the future Graham St light rail station that provides no/insufficient parking for future residents. Please consider this.
182	This station, along with all the other stations on this stretch, should not be at grade level, as it will cause increased accidents, injuries, and deaths. We need to find a way to have the light rail elevated to decrease such incidents that happen so much more frequently on the grade level stations like Rainer Beach and Othello.
183	It will be nice if there will be another station, which hopefully will not take forever to built and disrupt too much. Thank you

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
184	I have been thinking that spot needs a station for a while now. The business and apartments would be much easier to access. Thank you for this new project.
185	I strongly prefer the southern (Graham to Morgan) location for the station, as it's closer to a section of the neighborhood with more cross streets, and gives more access to South Beacon Hill residents via the staircase at Morgan St, where no such staircase up the hill exists for the far end of the Northern location. Also, it is the interest of the city and sound transit for commercial spaces on the first floor of new mixed-use buildings to be occupied by businesses. These should be supported or subsidized.
186	If I missed the ONE meeting on 7/16 (due to work!!) when will there be another opportunity to see the plan and give input?
187	The Empire State Building (102 floors) took 13 months to construct and was built 93 years ago.
188	Build it fast and build it smart. Don't cut corners. Build it strong to make it last. Unlike Othello station which seems to be falling apart to be honest. It was garbage construction job to begin with. Now after major repairs it still crap. (Loose tiles yellow metal pieces already damaged or coming loose) Of we are goin to to move forward build if well. Period. Or And how about building it above grade? It's might be more expensive but can be a simple and storing design and it would improve traffic. Btw The whole line on mlk should had been above grade. Too many accidents and deaths due to rail being build at grade.
189	Please build this station. Orcas street would make a great bike path to connect to the chief sealth trail and beacon ave
190	Safety. Safety. Safety.
191	Consider elevating or tunneling light rail through Rainier Valley. Surface level light rail has demonstrably more accidents and disruption than elevated or tunneled tracks.
192	So excited this is finally happening! Curious how it will change zoning in the area? What can/ should we expect based on other areas that have gotten stations- Columbia city, Othello?
193	Yay! <3
194	I've been waiting for this station for years!!! Please please make it happen!

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
195	I live up on Raymond St and I would be using Graham st to get to this station. I know there is not a lot of room on this street but it needs (emphasis on needs) a protected bike lane of some kind to go up the hill. (down is less essential but would be helpful). Overall i am very happy that you are putting this in thank you for your hard work.
196	The train needs to be faster like the bullet trains in the country of Japan, it is currently too slow. There needs to be more stations, like in New York or Chicago. Also the train cars need to be cleaned more often because there is a lot of trash and mystery fluids on the train every time I'm on it. I think that it is concerning when there are people doing hard drugs on the train and nothing is done by the security officers it's quite scary and dangerous.
197	Graham is already at a disproportionate distance between the 2 stations. Putting it south of Graham does not make sense as it would be too close to othello station. Putting it North of Graham puts it almost equal distance between the 2 stations, and creates greater access for the sense community housing along Juneau Street, such as Filipino Community Housing and Kingway apartments. There is also greater economic impact by putting the rail station north of Graham, by boosting the many shops and restaurants that current exist in that shopping center.
198	It's been a long wait, but I'm glad it's finally going to happen. It will make travel much easier for students, people with disabilities, the elderly, and everyone in general. It would also help reduce dependency on cars
199	Increased pedestrian safety is of the utmost priority along the surface stations. These stations are less safe than any other existing or planned light rail stations in the network. Serious thought and planning must occur to decrease actual traveled speed along MLK, such as speed bumps /humps / pillows that require a maximum speed of 25mph. Additionally crosswalks should be timed at both ends of stations so that as light rails approach crossing is allowed for people to cross safely rather than jaywalk which is currently PROMOTED by not having a walk signal as light rails approach. Furthermore, silent but flashing signal arms should lower across intersections to lower vehicular and light rail collisions. Safety improvements are a higher priority than an additional station but with an additional station all surface stations should receive the same safety upgrades.
200	This station would greatly improve my life. We should try to let the Starbucks at this intersection of this project so they accommodate a walk up counter for daily commuters.
201	It's a great idea!!! Thanks for doing it. It will be a wonderful asset to our neighborhood
202	The area around the planned station is not very pedestrian friendly with narrow side walks interrupted by driveways into businesses and the width of Mlk for pedestrians trying to cross. There's also a lack of urban canopy resulting in the area being quite hot and unpleasant in the summer with very few places to sit down, get water, or use the restroom.
203	As homeowners on Graham St, this project is very important to us. We fully support the project and the increased access to the light rail.

	Comments for "Is there anything else you would like to share about the Graham Street Station Project?"
204	I am very excited to have the Graham Street Station! Can't wait.
205	Is it possible for the new station to become very quickly useable during weekdays during construction?
206	Please do everything possible to make the at-grade crossing less dangerous. Could you try something new now that it's 15ys later and we've seen how bad things can be at other stations in the rainier valley? Can you do better at this station (for safety at the at grade crossing), now that you know better? Sy Pharmacy and some other businesses in that strip are incredible and beloved. Please look out for them during all of this.
207	While I like having easier access to the businesses at Graham Street, my concern is that another street-level station on this section of light rail will cement the street-level light rail corridor even more firmly in place. This will make it harder to implement rail alternatives (above or below street) solutions to the high number of pedestrian and vehicle accidents involving the trains unique to this section of light rail.
208	More traffic controlling measures and physical barriers to the tracks are important to crossing safety at this intersection. Additionally, it'd be helpful to have more crosswalks and protections at those crosswalks from car traffic. Crossing as a pedestrian near this and nearby intersections feels unsafe and exposed to cars.
209	As a home owner on South Graham St. this stop is very important to my family and we want to fully endorse this project and hope that it proceeds as planned.