Alternatives Development and Evaluation Technical Memorandum

April 2025

SoundTransit

Table of Contents

Figures

Tables

Appendices

Acronyms and Abbreviations

Item	Definition
BAR	Boeing Access Road
BNSF	Burlington Northern and Santa Fe Railway
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
I-5	Interstate 5
LOS	Level of Service
PSE	Puget Sound Energy
RET	Racial Equity Toolkit
SCL	Seattle City Light
SEDG	Station Experience Design Guidelines
SF	Square Feet
SR	State Route
ST3	Sound Transit 3 Plan
TCP	Traditional Cultural Property
TOD	Transit-Oriented Development
TPSS	Traction Power Substation
UP	Union Pacific Railroad
WSDOT	Washington State Department of Transportation

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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 Boeing Access Road (BAR) Light Rail Station along the existing 1 Line.

The Boeing Access Road Station Project (the "Project") is part of Sound Transit's Sound Transit 3 Plan (ST3) for which funding was approved by voters in 2016. The Project would add an elevated infill light rail station to the existing 1 Line of Sound Transit's Link light rail system. The Project is located in the city of Tukwila, between the existing Rainier Beach and the Tukwila International Boulevard Stations. It would include 300 surface park-and-ride spaces and bus facilities for active loading and unloading in the vicinity of S Boeing Access Road, Interstate 5 (I-5), and E Marginal Way S.

The Representative Station, as identified in ST3 for the Project, is shown in Figure 1-1.

This report summarizes the approach, evaluation, and findings in the Alternatives Development process. The report is intended to inform the identification of a proposed station location to advance to environmental review and conceptual engineering. Station locations underwent a Feasibility Assessment and then were developed as alternatives for study in the Level 1 Evaluation and Level 2 Evaluation. The Feasibility Assessment identified project challenges that would result in undue consequences. For the Boeing Access Road Infill Station, the project challenges 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.

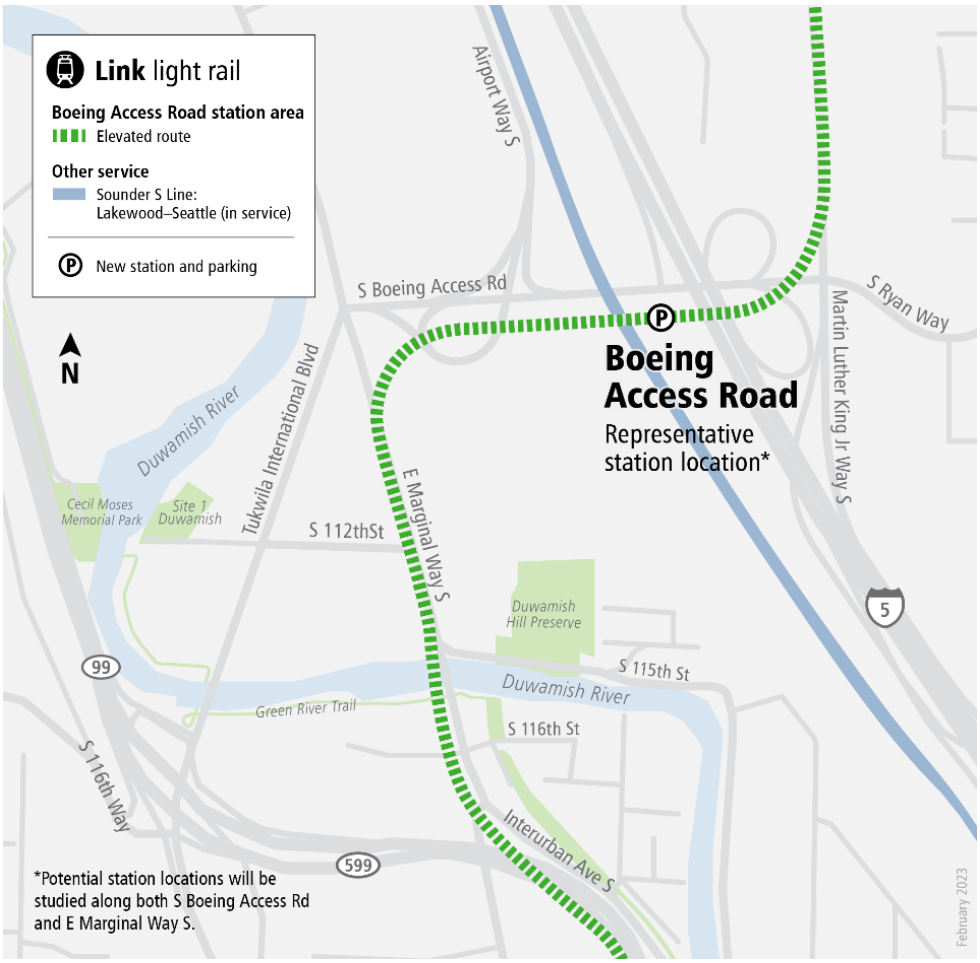


Figure 1-1 Representative Station at S Boeing Access Road

2 EXISTING CONDITIONS

The Project Area, shown in Figure 2-1, is defined by a 0.5-mile radius around the potential station locations identified through the Alternatives Development process. 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).[1] Figure 2-2 shows land use within the area, including the North Tukwila Manufacturing/Industrial Center. The Project Area extends along Boeing Access Road to S Ryan Way and the west bank of the Duwamish River, as well as E Marginal Way S from Norfolk Street in the north to State Route (SR) 599 to the south.

The Project Area includes both major transportation facilities and potential station location sites that have access constraints. Traveling south along Martin Luther King Jr Way, the 1 Line elevates south of Norfolk Street before curving to the west to cross over I-5 and the Burlington Northern and Santa Fe Railway (BNSF) freight rail corridor. The 1 Line runs parallel to S Boeing Access Road to the west of Martin Luther King Jr Way S before turning south and running parallel to E Marginal Way S. The path of the existing light rail guideway presents infrastructure constraints, including potential conflicts with major roadways, railroads, and utilities.

The Project Area is near the Duwamish, Ryan Hill, and Allentown neighborhoods of Tukwila. Land uses in the Project Area are predominantly commercial and industrial, with some residential areas including the northwest corner of the Allentown neighborhood, the westernmost portions of the Ryan Hill neighborhood, and across the Duwamish River in the Duwamish neighborhood. Parts of the Project Area are in the North Tukwila Manufacturing/Industrial Center, where the City of Tukwila has plans to expand existing industries and improve access to the Duwamish River in the future.

Demographics[2] in the surrounding Project Area are summarized as follows:

- One quarter of the population in the Project Area is over age 65, which is over 10 percent greater than the Tukwila and King County population shares (11 percent and 14 percent, respectively). People under age 18 (nine percent) make up a smaller share of the Project Area population compared to both Tukwila and King County (18 percent and 19 percent, respectively).
- 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) comprise 79 percent of the population of the Project Area, similar to the population share in Tukwila (82 percent) but substantially higher than the King County average (41 percent). Asian/Pacific Islander groups represent 42 percent of the Project Area population.

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. The Boeing Access Road Station would be located in the 5.5-mile gap between Tukwila International Boulevard Station and Rainier Beach Station, the largest gap between stations in the existing Link Light Rail system. Several limited access highways and arterial roadways serve longer distance trips and/or are important

[1] USDOT. Project Eligibility (formerly Resources by Mode).
[2] U.S. Census Bureau, American Community Survey 5-Year Estimates (2022).

connections for access to neighborhoods in the Project Area, including I-5, SR 99/SR 599, E Marginal Way S, S Boeing Access Road, and Tukwila International Boulevard. Signalized intersections in the Project Area operate at Level of Service (LOS) D or better in both the AM and PM peak hours except for the intersection of Martin Luther King Jr Way, S Boeing Access Road, and S Ryan Way, which operates at LOS E in both AM and PM peaks.

The Burlington Northern Santa Fe Railroad (BNSF) and Union Pacific Railroad (UP) freight rail corridor runs through the Project Area and features an intermodal yard on the south side of the Project Area. Sound Transit's Sounder S Line and Amtrak passenger rail service also run along this rail corridor between Tukwila Station and King Street Station in Seattle. There are no rail stations located within the Project Area.

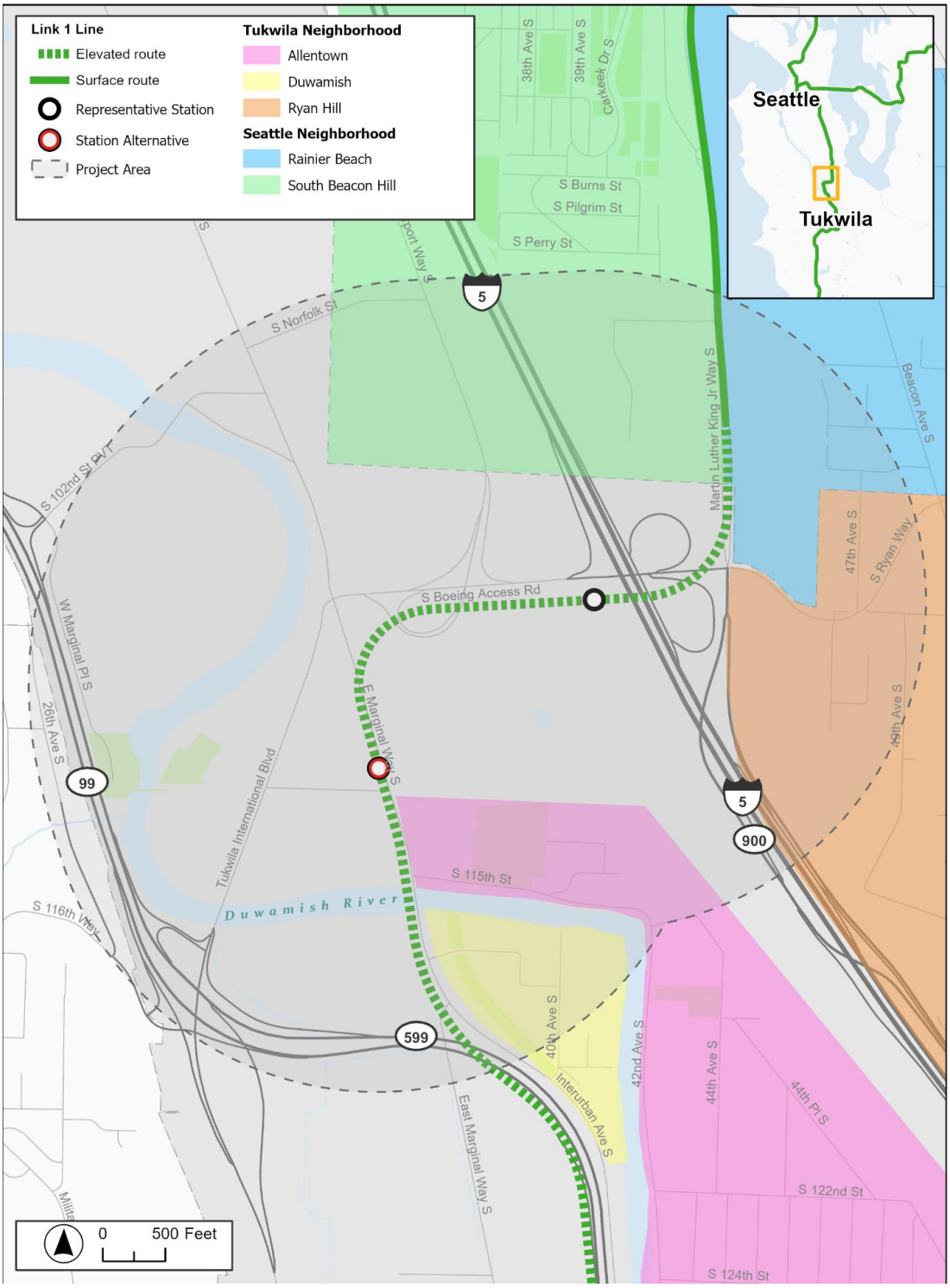


Figure 2-1 Project Area Boundaries and Neighborhoods

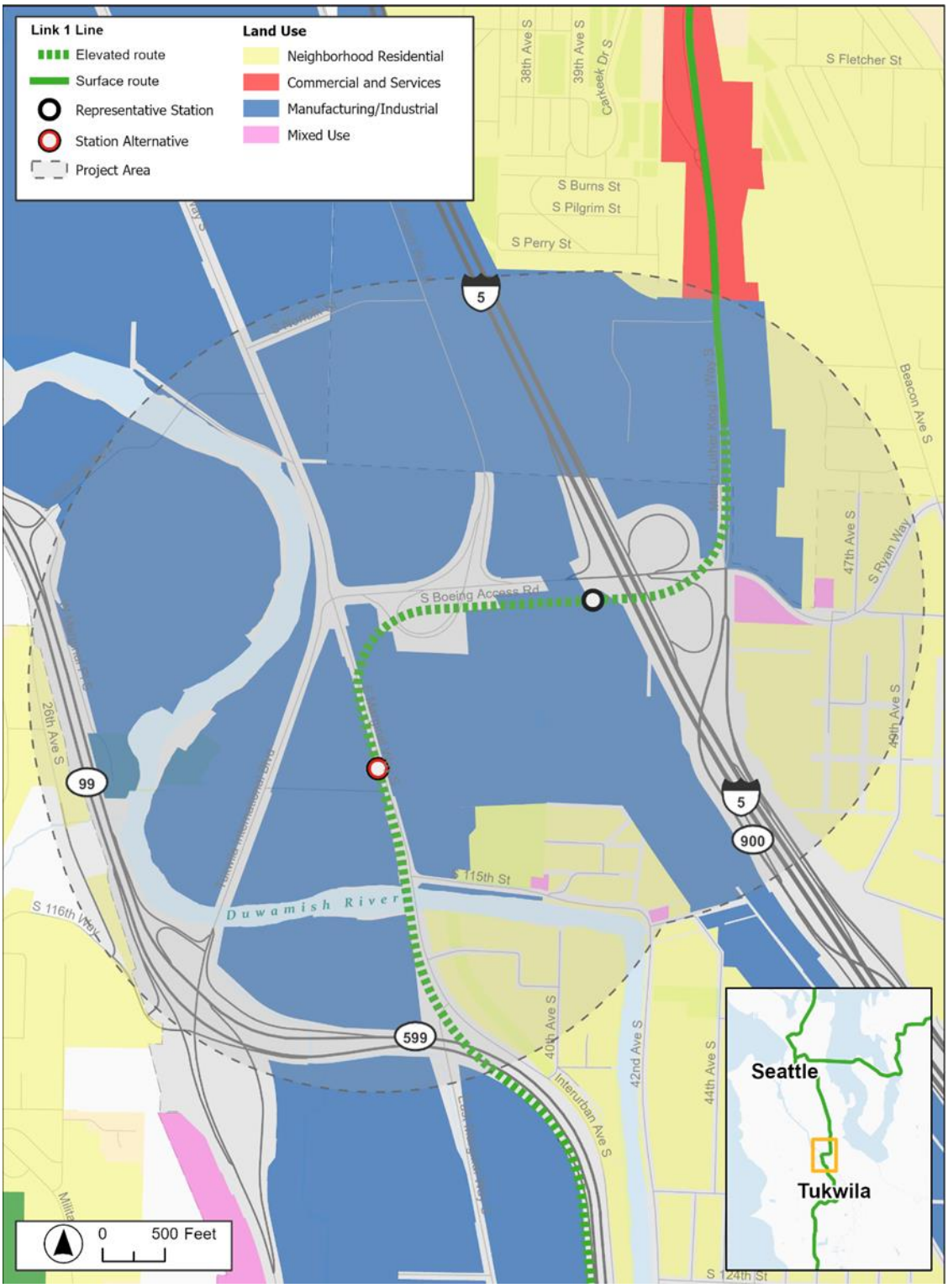


Figure 2-2 Project Area Existing Land Use Types

The pedestrian network in the Project Area is fragmented, with some existing facilities primarily along major streets. There are physical barriers to pedestrian access in the Project Area including the Duwamish River and topography on the east side of the river, as well as I-5 and the BNSF/UP rail corridor, across which there are no pedestrian connections in the Project Area. The Green River Trail is a regional multi-use trail that runs through the Project Area along the Duwamish River. King County is planning to extend the trail farther north to Seattle city limits. There are limited on-street bicycle facilities, with painted bike lanes along E Marginal Way S south of the intersection with S Boeing Access Road. Due to these conditions, there are very few people walking or riding bikes within the Project Area.

The Project Area in the city of Tukwila is supported by a network of utilities, some of which may require relocation for construction of the Project. Utility providers include City of Tukwila, King County, Seattle City Light (SCL), Puget Sound Energy (PSE), Qwest/CenturyLink, and Electric Light Wave, Inc.

Existing water mains and sanitary sewer lines are located along E Marginal Way S in the Project Area. A natural gas main is located near S Boeing Access Road along the BNSF/UP rail corridor, and a smaller gas line is located on the edge of the E Marginal Way S right-of-way. Other utilities are located throughout the Project Area along S 112th Street and several other surrounding roadways.

Several electrical and telecommunication lines exist within the Project Area that connect with existing rail traffic signal cabinets, nearby streetlights, and overhead utility poles. There are also underground telecommunication lines throughout the Project Area. Along the existing 1 Line guideway adjacent to E Marginal Way S, there is an existing traction power substation (TPSS) and a sanitary sewer lift station.

The evaluation of the existing geotechnical conditions is based on a review of available information for the Project Area. Existing geotechnical conditions in the Project Area include multiple sites identified by the Washington State Department of Ecology as cleanup sites. Further geotechnical investigation for the Proposed Station Location will evaluate the potential for soil and groundwater contamination and will develop recommendations for handling and disposal of contaminated soil and groundwater.

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 station location alternatives that meet the Draft Purpose and Need of the Project (**Appendix A**). The Station Location 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. Station Location Alternatives are evaluated at each level using criteria and measures based on the Draft Purpose & Need statement for the Project, with the most promising alternative(s) and station design options advancing to the next level of evaluation.

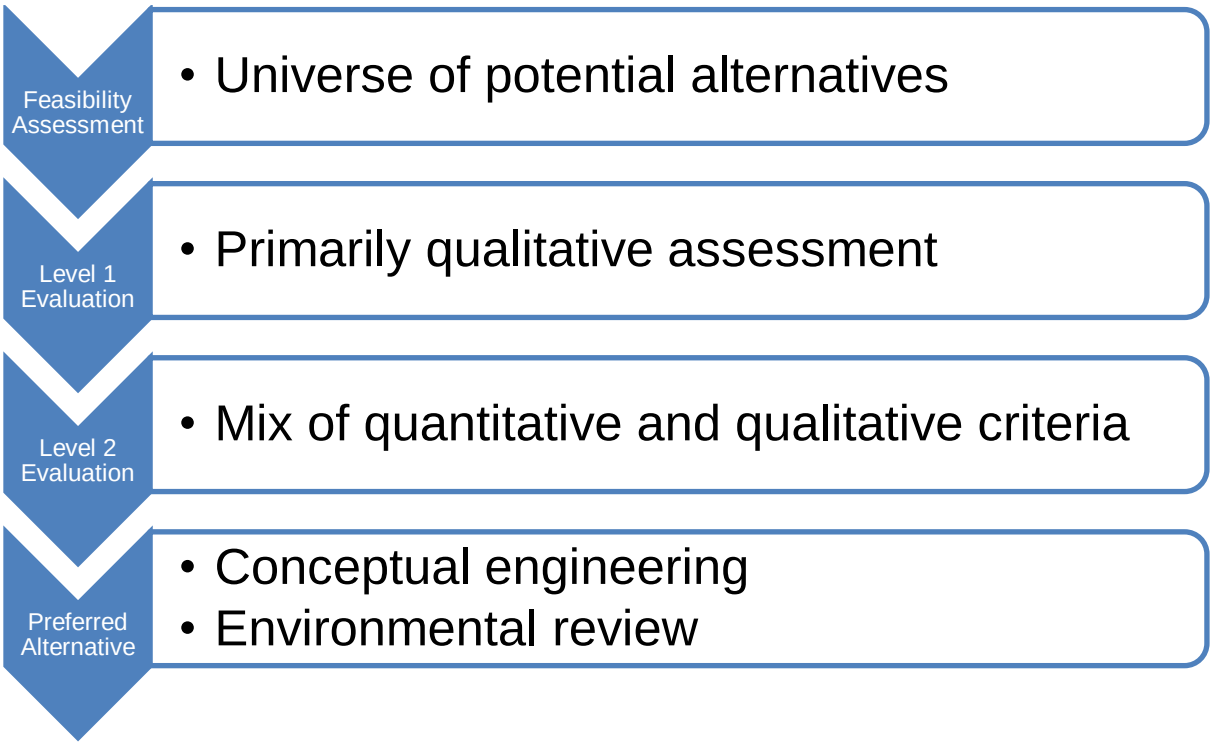


Figure 3-1 Station Location Alternatives Evaluation Framework

4 FEASIBILITY ASSESSMENT

The Feasibility Assessment focused on assessing the feasibility of station locations that would be the basis for station location alternatives in Level 1 and Level 2. This evaluation 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 the ST3 Plan.

4.1 Feasibility Assessment Criteria

- **Feasibility Criterion #1: Tangent Track.** This criterion required the consideration of whether there is enough tangent track, or adequate length of straight track between two curves, to locate a station at a particular location along the existing 1 Line. Sound Transit's Requirements Manual allows a maximum of 1.00 percent vertical profile grade at stations, and station platforms are not to 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 this analysis, the feasibility assessment assumed a 400-foot station platform. The existing elevated guideway in the Project Area features two large horizontal curves and several areas with vertical curves. Tangent track at potential station locations was measured to determine whether potential station locations meet the minimum tangent length requirements for station placement.
- **Feasibility Criterion #2: Major Infrastructure/Access Constraints.** This criterion required the consideration of existing infrastructure (e.g., major roadways, railroads, and utilities) that may present conflicts with a particular location and where access to the station location may not be feasible.
- **Feasibility Criterion #3: Consistency with Draft Purpose and Need and ST3.** The Draft Purpose and Need statement for the Project (**Appendix A**) describes the importance of providing improved transit access to communities as well as the consistency with the ST3 Plan.

4.2 Feasibility Assessment Results

Three potential station locations, illustrated in Figure 4-1, were identified for consideration during the Feasibility Assessment. The three potential station locations are summarized below:

- **Station Location Alternative BAR-A: Representative Station.** This is the Representative Station location shown in the ST3 Plan future network and project description, located between I-5 and the BNSF/UP rail tracks south of S Boeing Access Road.
- **Station Location Alternative BAR-B: Boeing Access Road West.** This station location is to the west of the BNSF/UP and Sounder rail tracks south of S Boeing Access Road.
- **Station Location Alternative BAR-C: E Marginal Way.** This station location is on the west side of E Marginal Way S, north of S 112th Street.

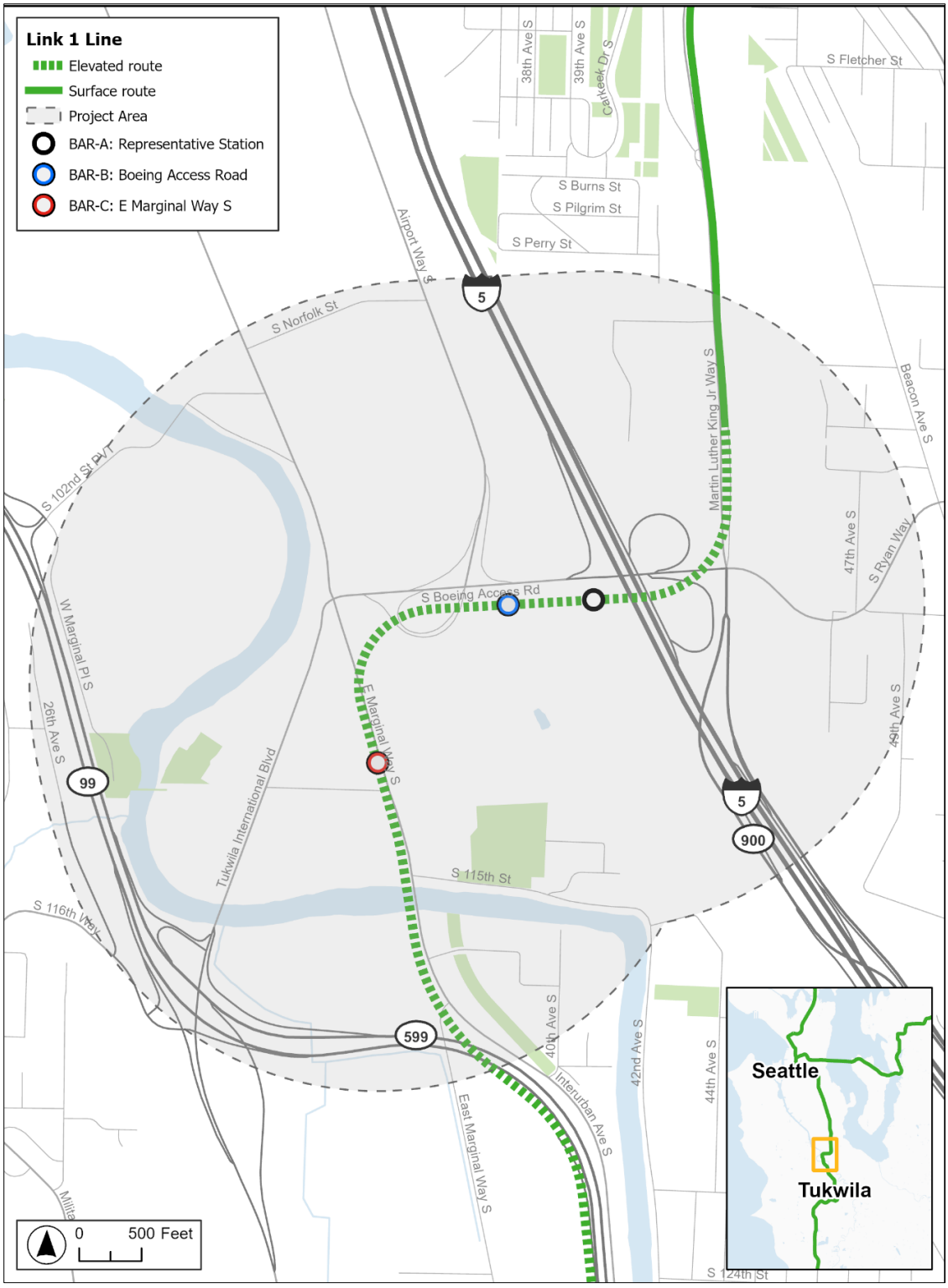


Figure 4-1 Potential Station Locations at Boeing Access Road

Each of the three potential station locations were assessed using the three feasibility criteria. The list below details how the station locations performed in each feasibility criterion, and Table 4-1 summarizes the feasibility evaluation for the three potential sites.

- **Feasibility Criterion #1: Tangent Track.** Each potential station location has at least 400 feet of tangent track.
- **Feasibility Criterion #2: Major Infrastructure/Access Constraints.** BAR-B has access constraints. There is currently no manner to access this potential station location by any mode. Vehicular access to the station location would be challenging due to the steep terrain. The existing elevated rail guideway structure is at a similar elevation as Boeing Access Road, while the ground elevation is approximately 30 to 35 feet below the rail guideway structure. BAR-A also has potential access constraints, especially for larger vehicles like buses or construction equipment, although it appears feasible to provide vehicular and pedestrian access. BAR-C does not appear to have any infrastructure or access feasibility concerns.
- **Feasibility Criterion #3: Consistency with Purpose and Need and Sound Transit's ST3 Plan.** BAR-A was included in the ST3 Plan as the Representative Station. BAR-B would not provide convenient access to surrounding core transit communities within 0.5 miles of the station location. BAR-B would require complete reconfiguration of the Airport Way / Boeing Access Road interchange to provide access to the station. Providing the off-street parking and transit access program at BAR-B would be difficult due to the topography and environmental conditions; these conditions also limit the area available for the off-street program that is included with the ST3 project description. BAR-C would provide access to portions of the Duwamish and Allentown neighborhoods of Tukwila located within the 0.5-mile Project Area.

Table 4-1 Feasibility Assessment Summary

Evaluation Criteria	Station Location Alternative BAR-A: Representative Station	Station Location Alternative BAR-B: Boeing Access Road West	Station Location Alternative BAR-C: E Marginal Way S
Criterion #1: Tangent Track	Meets criterion	Meets criterion	Meets criterion
Criterion #2: Major Infrastructure / Access Constraints	Meets criterion	Does not meet due to topographic challenges for access.	Meets criterion
Criterion #3: Consistency with Purpose and Need	Meets criterion	Does not meet due to scale of off-site roadway reconstruction required and the lack of space available to meet the off-street program.	Meets criterion

Station Location Alternatives BAR-A: Representative Station and BAR-C: E Marginal Way S station locations have potential risks, but do not present feasibility concerns.

Based on the access constraints and inconsistency with the Purpose and Need Statement for the Project, it is not feasible to construct a station at the Station Location Alternative BAR-B: Boeing Access Road West station location. Station concept alternatives were not developed for this station location for study in the Level 1 Evaluation due to the feasibility concerns.

Station configuration concepts were developed for Station Location Alternatives BAR-A and BAR-C for the evaluation in Level 1.

5 LEVEL 1 EVALUATION

In the Level 1 evaluation, five station design options were developed from two of the preliminary station locations studied in the Feasibility Assessment: BAR-A and BAR-C. The five options were rated in comparison to each other based on their performance on primarily qualitative evaluation criteria. In Level 1, the performance of each option was evaluated to identify the most promising station design options for further study in Level 2.

5.1 Level 1 Station Design Options Descriptions

The BAR-A and BAR-C potential station locations were advanced from the Feasibility Assessment to Level 1 Evaluation. Potential station configurations at these two station locations were used to develop five station design options studied in the Level 1 Evaluation—three at BAR-A and two at BAR C.

5.1.1 Station Location Alternative BAR-A: Representative Station

The BAR-A station location would be located between I-5 and the BNSF/UP rail tracks south of S Boeing Access Road. The 300-stall surface park-and-ride lot would be located south of the existing rail guideway, in a relatively flat area. Alternatives for the Level 1 Evaluation focused on different configurations of access from S Boeing Access Road to the station and off-street program (parking and transit facility).

5.1.1.1 Station Location Alternative BAR-A Station Design Option A1: Access Road Aligned to I-5 Ramps

BAR-A Option A1 would add a new leg to the existing 3-approach intersection with Boeing Access Road and the I-5 southbound off-ramps. The 300-stall surface park-and-ride, paratransit and pick-up/drop-off access, and four transit stops would be accommodated off-street. The access road would wrap around the east side of the existing hill, requiring excavation of the hillside. The access road would require an approximately 20 percent slope to provide vertical clearance for buses and emergency vehicles under the existing guideway.

Figure 5-1 BAR-A Option A1

5.1.1.2 Station Location Alternative BAR-A Station Design Option A2: Offset from I-5 Ramps

The program for BAR-A Option A2 would be the same as BAR-A Option A1, providing the station program of 300-stall surface park-and-ride, paratransit and pick-up/drop-off access, and four transit stops on site; however, the access road would intersect with S Boeing Access Road at the far west edge of the site, creating an offset intersection with the I-5 off-ramp. The offset intersection would wrap around the east side of the hill, similar to BAR-A Option A1, creating additional length for the access road to reduce the slope to approximately 15 percent.

Figure 5-2 BAR-A Option A2

5.1.1.3 Station Location Alternative BAR-A Station Design Option A3: On-Street Bus Stops

BAR-A Option A3 would provide the 300-stall surface park-and-ride, paratransit, and pick-up/drop-off access on site. Vehicular access to the site would be via a straight driveway located along the western edge of the site, creating an offset intersection with the I-5 off-ramp similar to BAR-A Option A2. This access would require lower clearance than the other station design options and would maintain an access road slope of approximately 10 percent. Due to the steep slope and reduced vertical clearance, providing onsite access to King County Metro bus bays may not be feasible and is not recommended. Four transit stops would be added on S Boeing Access Road, requiring the existing roadway section consisting of three lanes in each direction to be reduced to two lanes in each direction, with two bus stops on each side of S Boeing Access Road. The lane reduction would allow the addition of a bus stop and raised bus platform on each side of the roadway without altering the overpass structures on either side of the site.

Figure 5-3 BAR-A Option A3

5.1.2 Station Location Alternative BAR-C: E Marginal Way

BAR-C would locate a station north of S 112th Street and the overhead electric transmission lines that cross E Marginal Way S in the vicinity of S 112th Street. The station platforms would be built outside of the footprint of the existing rail guideway, elevated to the same height in the north and south side of the guideway. The treatment of E Marginal Way S was the basis for Level 1 Station Location Alternatives.

5.1.2.1 Station Location Alternative BAR-C Station Design Option C1: E Marginal Way S Realigned

BAR-C Option C1 would provide the entire program of 300-stall surface park-and-ride, paratransit, pick-up/drop-off, and four bus stops to the east or west of the station location. E Marginal Way S would be realigned to the east to accommodate the proposed station. This station design option would require right-of-way acquisition from the properties on the west side and the east side of E Marginal Way S and could require demolition of existing buildings on those properties.

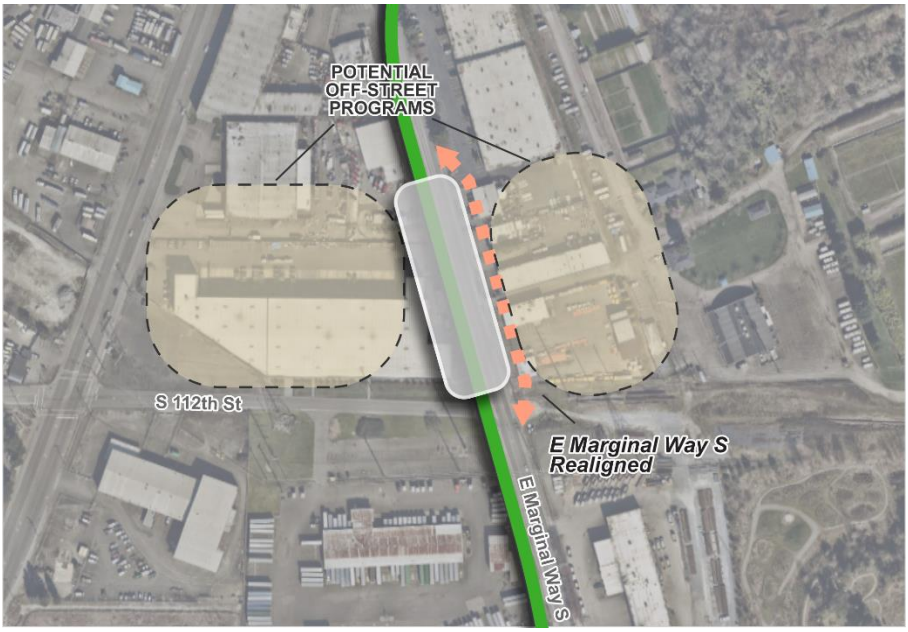


Figure 5-4 BAR-C Option C1

5.1.2.2 Station Location Alternative BAR-C Station Design Option C2: E Marginal Way S Rerouted

BAR-C Option C2 would provide the entire program of 300-stall surface park-and-ride, paratransit, pick-up/drop-off, and four bus stops to the east or west of E Marginal Way S. In this design option, E Marginal Way S would be closed to through traffic and would provide local access to the properties on E Marginal Way S between Boeing Access Road and S 112th Street. Through traffic would be diverted to Tukwila International Boulevard. This station design option would require right-of-way acquisition from the properties on the west side and the east side of E Marginal Way S and could require demolition of existing buildings on those properties.

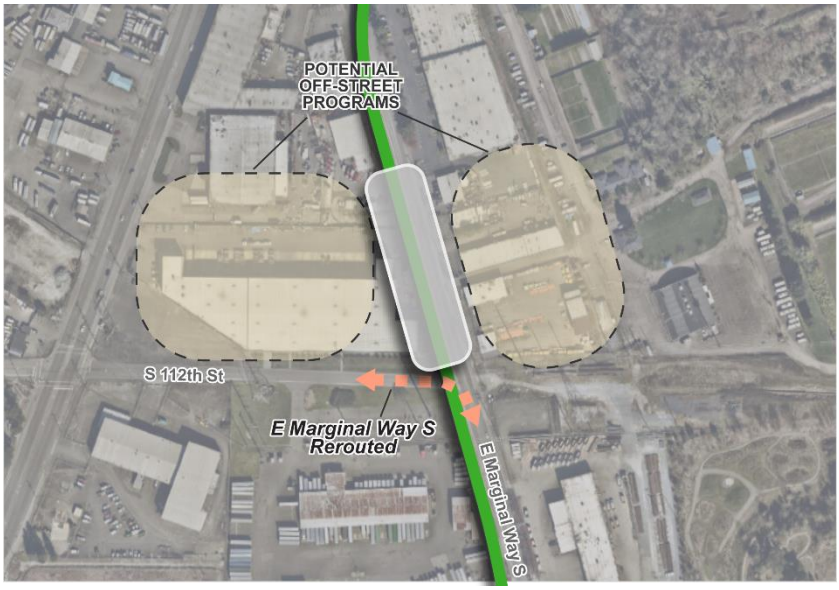


Figure 5-5 BAR-C Option C2

5.2 Level 1 Criteria

The Level 1 criteria were drawn from the Project's Draft Purpose and Need in **Appendix A** and ST3 compatibility criteria. The overall performance of each station design option in the Level 1 Evaluation informed which options advanced to Level 2 Evaluation.

Table 5-1 identifies and defines each of the Level 1 Evaluation criteria for the Boeing Access Road Station. The Level 1 Evaluation criteria were measured on a qualitative scale, generally assigning a "low," "medium," or "high" score for each option based on performance relative to other options.

Table 5-1 Level 1 Evaluation Criteria

Evaluation Criteria	Description	Evaluation Approach
Right-of-Way Needs	Qualitative assessment of estimated area needed for each station design option given standard sizes of elevated station footprints (platforms, vertical circulation, surface parking, etc.)	Comparison of potential right-of-way needs and community impacts against other Level 1 station design options, in addition to complexities related to coordination with adjacent property owners such as Washington State Department of Transportation (WSDOT), BNSF, UP, and private property owners Low = more right-of-way | High = less right-of-way
Station Access	Qualitative assessment of multimodal accessibility of each station design option including pedestrian circulation, transit integration, and other connectivity considerations	Evaluation of ease of modal integration and access Low = more difficult access | High = easier access
Environmental & Cultural Resources	Qualitative assessment of potential impacts/constraints due to environmental, historic, and cultural resources	Identification of environmental and cultural resources within the study area, and assessing each station location option's potential impacts to those resources, such as historic resources, cultural and archaeological resources, parks, fish and wildlife, hazardous materials, visual, and noise Low = greater potential effects on resources | High = lesser potential effects on resources
Constructability	Qualitative assessment of how feasible each station design option would be to construct and its potential impacts to existing service along the 1 Line	Evaluation of potential space needs, accessibility and duration for construction and the potential effects on 1 Line service Low = greater disruptions to service and complexity of construction | High = lesser disruptions to service and complexity of construction
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

5.3 Level 1 Evaluation Results

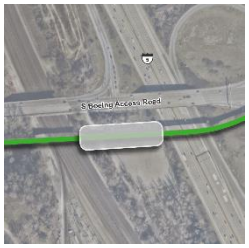
Findings of the Level 1 Evaluation are summarized in Table 5-2. The five station design options evaluated in Level 1 were rated in comparison each other on a three-point scale from “low” performance shown in light green to “high” performance shown in dark green. Comparative performance ratings in the 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	Representative Station Location (BAR-A)			E Marginal Way Station Location (BAR-C)	
	BAR-A1	BAR-A2	BAR-A3	BAR-C1	BAR-C2
Right-of-Way Needs	Requires less property acquisition (requires acquisition from WSDOT, UP).	Requires less property acquisition (requires acquisition from WSDOT, UP).	Requires less property acquisition (requires acquisition from WSDOT, UP).	Requires acquisition of properties both east and west of E Marginal Way S.	Requires acquisition of properties both east and west of E Marginal Way S.
Station Access	Non-motorized access challenging, off-street bus transfer would add delay.	Non-motorized access challenging, off-street bus transfer would add delay.	Non-motorized access challenging. Less delay to buses, but worse passenger environment.	Non-motorized access via S 112th St and E Marginal Way S. Easier integration with transit service.	Non-motorized access via S 112th St and E Marginal Way S. Easier integration with transit service.
Environmental & Cultural Resources	Potential wetlands on site. Undisturbed hillside requires additional investigation. Potential effects to the known Traditional Cultural Property (TCP) and archaeological resources.	Potential wetlands on site. Undisturbed hillside requires additional investigation. Potential effects to the known Traditional Cultural Property (TCP) and archaeological resources.	Potential wetlands on site. Undisturbed hillside requires additional investigation. Access via the existing driveway location would reduce disturbance. Potential effects to the known Traditional Cultural Property (TCP) and archaeological resources.	Potential hazardous materials on nearby sites. Potential effects to the known Traditional Cultural Property (TCP) and archaeological resources.	Potential hazardous materials on nearby sites. Potential effects to the known Traditional Cultural Property (TCP) and archaeological resources.
Constructability	Construction equipment access may be challenging.	Construction equipment access may be challenging.	Construction equipment access may be challenging,	Requires replacement of TPSS. May require utility relocations to	Requires replacement of TPSS. Potential

Evaluation Criteria	Representative Station Location (BAR-A)			E Marginal Way Station Location (BAR-C)	
	BAR-A1	**BAR-A2**	**BAR-A3**	**BAR-C1**	**BAR-C2**
	Would require alteration to hillside.	Would require alteration to hillside.	but may require less alteration to the hillside than BAR-A1 and BAR A-2	preserve E Marginal Way S as a through street. Potential liquefaction risk for soils.	liquefaction risk for soils.
Sound Transit's RET & Community Resources	No effects on community resources, but challenging community development and access conditions.	No effects on community resources, but challenging community development and access conditions.	No effects on community resources, but challenging community development and access conditions.	No effects on community resources. Better access to Duwamish Hill Preserve and Allentown/ Duwamish neighborhoods.	No effects on community resources. Better access to Duwamish Hill Preserve and Allentown/ Duwamish neighborhoods.

Table 5-3 Level 1 Evaluation Summary

	BAR-A			BAR-C	
					
	BAR-A1	BAR-A2	BAR-A3	BAR-C1	BAR-C2
Right-of-Way Needs	High	High	High	Low	Low
Station Access	Low	Low	Low	High	High
Environmental & Cultural Resources	Low	Low	Low	Medium	Medium
Constructability	Low	Low	Medium	Medium	Medium
Sound Transit's RET & Community Resources	Low	Low	Low	Medium	Medium

Additional description of the option ratings are provided in **Sections 5.3.1 –** Error! Reference s ource not found..

5.3.1 BAR-A Option A1: Access Aligned to I-5 Ramps

Station Design Option A1 was rated high for Right-of-Way Needs because less land area is needed but rated low on all other criteria.

5.3.2 BAR-A Option A2: Access Offset From I-5 Ramps

Station Design Option A2 was rated high for Right-of-Way Needs because less land area is needed but rated low on all other criteria.

5.3.3 BAR-A Option A3: On-Street Bus Stops

Station Design Option A3 rated higher than Options A1 and A2 on the Constructability criteria, with a medium rating, due to reduced disturbance of the hillside resulting from not accommodating King County Metro transit buses on site.

5.3.4 BAR-C Option C1: E Marginal Way S Realigned

Station Design Option C1 rated high on Station Access, but low on Right-of-Way Needs because this option requires right-of-way acquisition on both sides of E Marginal Way. This option received medium ratings on the other criteria.

5.3.5 BAR-C Option C2: E Marginal Way S Rerouted

Station Design Option C2 rated similarly to Option C1. Option C2 rated high on Station Access, but low on Right-of-Way Needs because this option also requires right-of-way acquisition on both sides of E Marginal Way. This option received medium ratings on the other criteria.

5.3.6 Summary

Based on the evaluation outlined in Table 5-3, BAR-A Option A3, BAR-C Option C1, and BAR-C Option C2 provided benefits while reducing potential negative effects. These three options were advanced for further analysis in Level 2.

6 LEVEL 2 EVALUATION

The Level 2 Evaluation for the Boeing Access Road Station included a more detailed evaluation of the three station design options that advanced from the Level 1 Evaluation. Evaluation of Level 2 Station Design Options will inform the identification of a station location to advance to environmental review and conceptual engineering.

6.1 Level 2 Design Options Descriptions

6.1.1 BAR-A Option A3: On-Street Bus Stops

Station Design Option BAR-A3 would locate bus stops and transfer areas on-street along S Boeing Access Road. This approach would require reconfiguration of S Boeing Access Road and the I-5 access ramps to accommodate both the transit facilities and pedestrian crossings to access the station for people transferring from westbound buses. Pick-up/drop-off areas would be located off-street on the station site immediately south of the station platform, and a 300-stall surface park-and-ride lot would be located farther south. Both the pick-up/drop-off and parking areas would be accessed via a two-way driveway from S Boeing Access Road that crosses under the west side of the elevated station platform and guideway. The conceptual station layout for Option BAR-A3 is shown in Figure 5-3. Vertical circulation to reach the station platform would involve a mezzanine level due to the grade of the site. This level could be accessed from S Boeing Access Road for people walking, riding bikes, or transferring from buses. Other station platform access would be from the lower-level pick-up/drop-off area and parking area at grade.

6.1.2 BAR-C Option C1: E Marginal Way S Realigned

Station Design Option BAR-C1 would be located along E Marginal Way S with active bus bays, pick-up/drop-off, and off-street parking east or west of the elevated station platform. Figure 5-4**Error! Reference source not found.** shows the conceptual layout with potential program locations. For this option, there would be off-street pick-up/drop-off and parking areas. Bus bays could be on-street along E Marginal Way S or off-street. Station access points for transit, pick-up/drop-off and parking would be along E Marginal Way S, S 112th St or Tukwila International Blvd dependent on which side the program is placed.

6.1.3 BAR-C Option C2: E Marginal Way S Rerouted

Station Design Option BAR-C2 would be located along E Marginal Way S with active bus bays, pick-up/drop-off, and off-street parking to the east or west of the elevated station platform. Figure 5-5 shows the potential program locations. This option would close E Marginal Way S to through traffic between Boeing Access Road and S 112th Street, although E Marginal Way S would continue to provide local access to adjacent properties. Through traffic would be diverted to Tukwila International Boulevard. Traffic signal operations at the intersection of S Boeing Access Road, Tukwila International Boulevard, and E Marginal Way S would be revised to accommodate the shift in traffic. Bus access to the station would be from S 112th Street and E Marginal Way S, while access to pick-up/drop-off areas would be from S 112th Street and Tukwila International Boulevard, depending on the location of the off-street program.

6.2 Traffic Operations Analysis

A planning level traffic operations analysis was completed using *Synchro/SimTraffic 12* to compare traffic operations performance among station options. The BAR options may induce additional vehicular travel demand to and from the new park-and-ride facility and would alter traffic patterns due to new intersections, road realignments, and lane geometry changes.

The key performance measurement for vehicular traffic operation is the intersection Level of Service (LOS), which is a performance measure representing quality of service. The *Highway Capacity Manual* defines six levels of service ranging from A to F. LOS A represents the best operating conditions for travelers, while LOS F represents the worst. The City of Tukwila Comprehensive Plan defines LOS E or better as the operational target for arterial roadways.

Figure 6-1 and Figure 6-2 show a Level of Service comparison, across the station options, at study intersections in the peak AM and PM hours for analysis year 2031, corresponding to the expected opening of the station. The No-Build condition serves as the baseline scenario that reflects the background traffic growth and planned traffic control and/or lane geometry upgrades, without the Project.

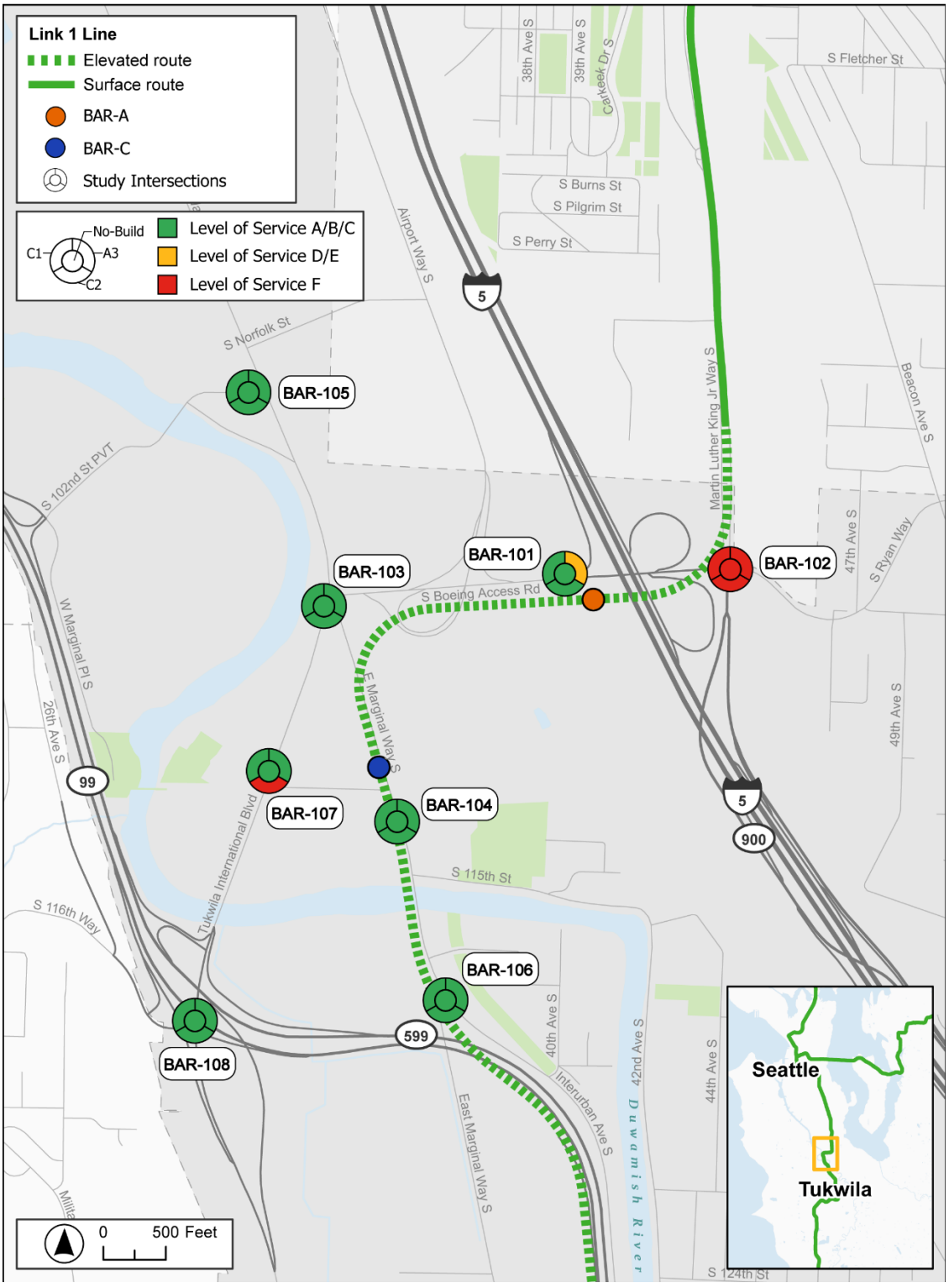


Figure 6-1 Intersection Level of Service Comparison for Station Location Alternatives (2031 AM Peak Hour)

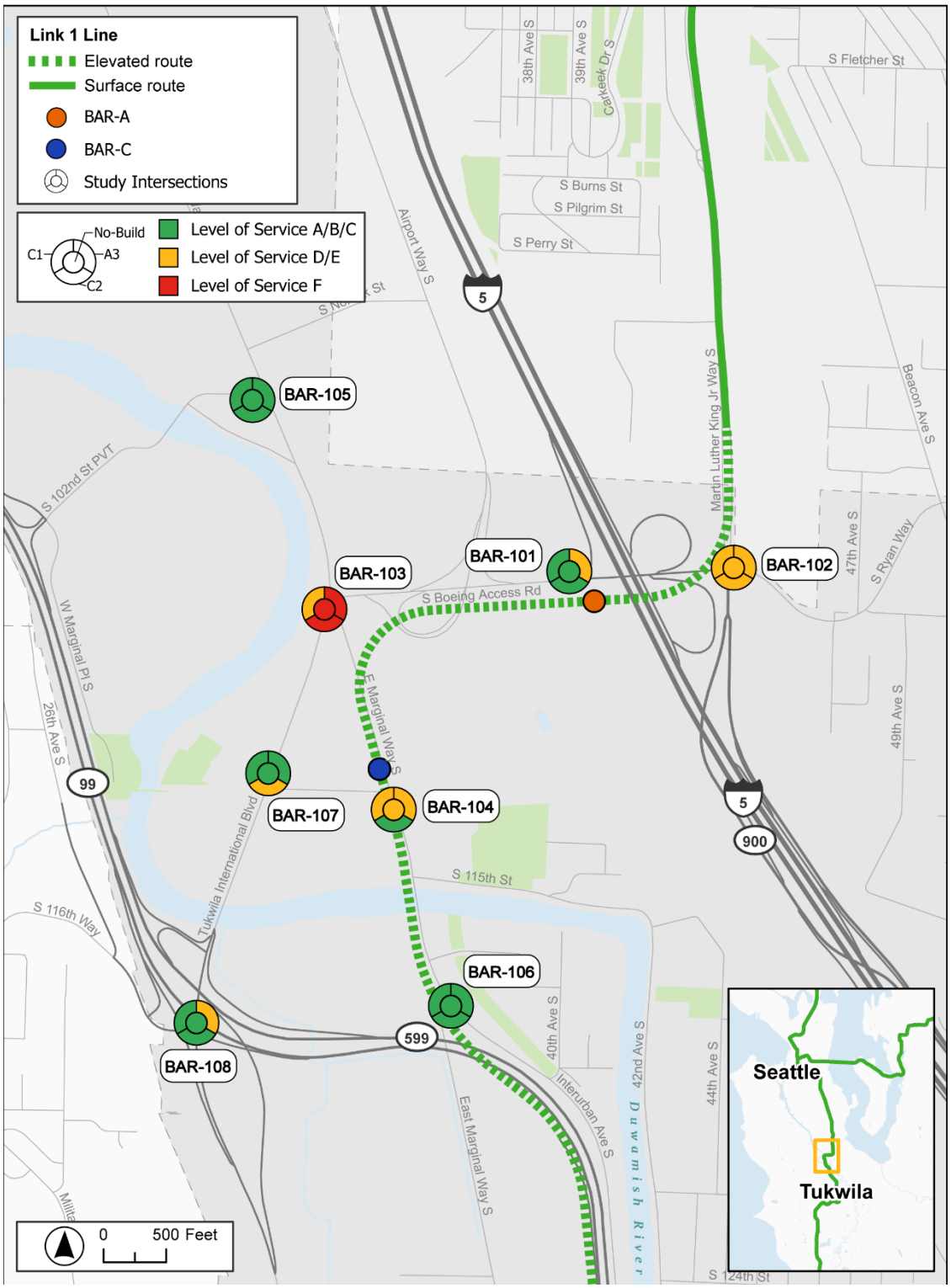


Figure 6-2 Intersection Level of Service Comparison for Station Location Alternatives (2031 PM Peak Hour)

The traffic analysis for Station Design Option BAR-A3 evaluated the operation of an offset intersection configuration at the southbound I-5 off-ramp. For the A3 Option, the geometric constraints for the park-and-ride access and the inclusion of on-street bus stops would be expected to create signal operation challenges at the offset intersections near the I-5 southbound off-ramp on S Boeing Access Road. This challenge, along with additional vehicular traffic to/from the park-and-ride facility, would increase traffic delays and queuing on S Boeing Access Road. With on-street bus stops, some transferring riders would need to cross S Boeing Access Road to access the new station. The intersection of Boeing Access Road, the I-5 off-ramp, and the station driveway would degrade from LOS B to LOS E in both the AM and PM peak hours and the queue on the southbound off-ramp would extend from approximately 325 feet to over 875 feet in the PM peak hour. There may be ways to reduce these potential traffic effects that would involve reconfiguration of the off-ramp.

For Station Design Option BAR-C2, with E Marginal Way S being restricted to local access only, existing through traffic would be expected to re-route via Tukwila International Boulevard and S 112th Street. This diversion, plus the additional traffic to/from the new station's park-and-ride facility on E Marginal Way S, would increase traffic delay and queuing on Tukwila International Boulevard, especially at the E Marginal Way S / S Boeing Access Road intersection and the Tukwila International Boulevard / S 112th Street intersection. At the Tukwila International Boulevard and S 112th Street intersection, the LOS would be expected to drop from B and C for the 2031 No-Build condition (AM and PM peak hour) to F and D under this option, due to the increased traffic demand. However, the inclusion of bus bays inside the park-and-ride facility and the closure of E Marginal Way S to through traffic creates a more efficient and welcoming environment for pedestrian and bicycle access, compared to Option BAR-A3. Option BAR-C2 would enable direct bicycle and pedestrian access to the Green River Trail via S 112th Street.

For Station Design Option BAR-C1, the vehicular traffic operation performance would be comparable to the No-Build condition due to the preservation of through traffic on E Marginal Way S. Option BAR-C1 also provides similar pedestrian and bicycle access benefits as Option BAR-C2.

Station location alternatives at this conceptual design stage would not affect the existing bicycle and pedestrian infrastructure performance, measured by pedestrian LOS and Bicycle Level of Traffic Stress. However, as the station advances in conceptual engineering and environmental review, non-motorized access conditions and connections to surrounding infrastructure will be important considerations in the station design guided by Sound Transit's Station Experience Design Guidelines and the Sound Transit Requirements Manual.

6.3 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 17 at the Tukwila Community Center. A total of 279 people visited the online open house and responded to the survey. Sound Transit also engaged with over 125 people at three in-person events. 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 station design should minimize the duration of construction and disruptions to existing light rail service. Respondents were evenly divided on the importance of parking availability in their decision to use this station. For a detailed engagement summary, please refer to **Appendix B: Boeing Access Road Station Project Engagement Summary Report**.

6.4 Level 2 Evaluation 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 Alternatives 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 potential displacements for each option based on preliminary design concepts	Assessment of right-of-way acquisition costs relative to other Level 2 options Low = more right-of-way and potential displacements High = less right-of-way and potential displacements
Multimodal Mobility & Safety	Qualitative and quantitative assessment of multimodal impacts of each option, including traffic impacts, non-motorized comfort and safety, and station access/circulation	Evaluation of multimodal LOS for the Level 2 Options and other accessibility considerations using the Station Experience Design Guidelines (SEDG) review and persona workshops Low = worse LOS, station access, and passenger experience High = better LOS, station access and, and passenger experience
Capital Costs	Quantitative assessment of planning-level opinions of rough order of magnitude cost, provided in ranges/magnitudes with contingencies included, excluding property acquisition	Assessment of potential capital costs relative to other Level 2 Options Low = higher cost High = lower cost
Environmental & Cultural Resources	Refined assessment of potential impacts to environmental, historic, and cultural resources in the study area and potential design mitigations to reduce impacts	Identification of environmental, historic, and cultural resources, including TCPs, within the study area, and assessing each option's potential impacts to those resources Low = higher risk of impacts High = lower risk of impacts
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

Evaluation Criteria	Description	Evaluation Approach
Construction & Operations Effects	Refined assessment of how feasible each 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 High = less construction effects
Utility Impacts	Assessment of potential impacts to existing utilities for each option	Identification of existing utilities and implications of relocating and/or undergrounding Low = more implications High = less implications
Stakeholder & Community Feedback	Overall sentiment of input received from stakeholders and community members regarding each station location, although input was not received for specific design options	Summary of feedback received through meetings, surveys, and other interactive means to understand public preferences and concerns regarding the two potential station locations

6.5 Level 2 Evaluation Results

Table 6-2Error! Reference source not found. summarizes the Level 2 Evaluation for the Project's three station design options. Options 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	BAR-A Option A3	BAR-C Option C1	BAR-C Option C2
Right-of-Way Requirements & Displacements	Lowest cost for ROW acquisition. Could require partial acquisition of several parcels. Would not require relocation of any existing businesses.	ROW acquisition is anticipated to be consistent with Option C2 and cost more than Option A3. Could require full and/or partial acquisition of several parcels. Would require relocation of existing businesses.	ROW acquisition anticipated to be consistent with Option C1 and cost more than Option A3. Could require full and/or partial acquisition of several parcels. Would require relocation of existing businesses.
Multimodal Mobility & Safety	Expect higher vehicular traffic delays at the Boeing Access Road / I-5 SB off-ramp intersection and adjacent intersections along Boeing Access Road due to increased park-and-ride traffic and complexities of site access.	Expect similar vehicular traffic operation performance as the no-build condition, and similar bike/ped traffic performance and transfer experience as Option C2. Option provides opportunities for improved connections to the Green River Trail.	Expect higher vehicular traffic delays at intersections along Tukwila International Blvd. due to re-routed through traffic from E Marginal Way S, including degradation from LOS B to F in 2031 AM peak hour at the Tukwila International Blvd. and S 112th St. intersection. E Marginal Way S, since it would be closed to through traffic, is a safer street to cross for bike/ped compared to Boeing Access Rd. (Option A3). Off-street bus stops provide better transfer experiences compared to Option A3. Design Option provides opportunities for improved connections to the Green River Trail.

Evaluation Criteria	BAR-A Option A3	BAR-C Option C1	BAR-C Option C2
Capital Costs	Capital costs are anticipated to be 7% higher than BAR-C.	Capital costs are anticipated to be lower than BAR-A and consistent with BAR-C2.	Capital costs are anticipated to be lower than BAR-A and consistent with BAR-C1.
Environmental & Cultural Resources	Potential wetlands on site. Undisturbed hillside is known TCP and requires additional investigation; potential for impacts to prehistoric archaeological resources. Access via existing driveway location may reduce disturbance.	Potential hazardous materials on nearby sites. Potential to affect historic built resources and known TCPs; potential for impacts to prehistoric archaeological resources.	Potential hazardous materials on nearby sites. Potential to affect historic built resources and known TCPs; potential for impacts to prehistoric archaeological resources.
Sound Transit's RET & Community Resources	No notable effects related to community resources. Fewer access benefits for existing communities.	No notable effects related to community resources. Improved access for existing communities.	No notable effects related to community resources. Improved access for existing communities.
Construction & Operations Effects	Potential challenges for construction equipment access. Site conditions and topography may negatively impact constructability. Federal Aviation Administration (FAA) regulations may restrict station height to a maximum of elevation 90 feet. No operations effects anticipated.	No substantial construction or operations effects anticipated.	No substantial construction or operations effects anticipated.

Evaluation Criteria	BAR-A Option A3	BAR-C Option C1	BAR-C Option C2
Utility Impacts	High pressure natural gas transmission line could be impacted at west edge of the site. Minor impacts to electrical and communications conduit for streetlights and the traffic signal at the Boeing Access Road intersection with the I-5 off-ramp. Water service would need to be extended to site from existing water system.	TPSS would likely need to be replaced. Local water, storm sewer, telecom, and electrical conduit and overhead lines would need to be relocated out of station footprint.	TPSS would likely need to be replaced. Local water, storm sewer, telecom, and electrical conduit and overhead lines would need to be relocated out of station footprint.
Stakeholder & Community Feedback	There is support for a new station in Tukwila at either location. There is some hesitancy about BAR-A due to access constraints and overall support for BAR-C according to public input gathered at this time.		

Table 6-3 Level 2 Evaluation Summary

	Station Location BAR-A	**Station Location BAR-C**	
	 **Option A3**	 **Option C1**	 **Option C2**
Right-of-Way Requirements	High	Low	Low
Multimodal Mobility & Safety	Low	High	Medium
Capital Costs	Medium	High	High
Environmental & Cultural Resources	Low	Low	Low
Sound Transit's RET & Community Resources	Low	Medium	Medium
Construction & Operations Effects	Low	Medium	Medium
Utility Impacts	Low	Medium	Medium
Stakeholder & Community Feedback	Generally more support for the BAR-C station location over the BAR-A station location according to public input gathered at this time		

6.5.2 BAR-A Option A3: On-Street Bus Stops

Option A3 rated higher on Right-of-Way Requirements & Displacements due to reduced property needs and medium on Capital Costs. This option rated lower on Multimodal Mobility & Safety, Environmental & Cultural Resources, Sound Transit's RET & Community Resources, Construction & Operations Effects, and Utility Impacts.

6.5.3 BAR-C Option C1: E Marginal Way S Realigned

Option C1 rated higher on Multimodal Mobility & Safety, Capital Costs, and Stakeholder & Community Feedback. This option rated lower performing on Right-of-Way Requirements & Displacements and Environmental & Cultural Resources.

6.5.4 BAR-C Option C2: E Marginal Way S Rerouted

Option C2 rated higher on Stakeholder & Community Feedback and Capital Costs. This option rated lower on Right-of-Way Requirements & Displacements and Environmental & Cultural Resources.

6.6 Proposed Station Location

Based on the results of the Level 2 evaluation, Station Location BAR-C performs better than Station Location BAR-A and is identified as the preliminary proposed station location. Of the two design options for BAR-C, BAR-C1 provides more advantages, particularly around multimodal operations and safety. The conceptual engineering will facilitate further refinement of the station design for BAR-C, particularly in refining the location and approach to the off-street program.

7 CONCLUSION

The Alternatives Development & Evaluation process began with the identification of potential station locations that meet the ST3 project description. Through an iterative process documented in this report, Sound Transit evaluated potential alternatives and design options. This evaluation identified the E Marginal Way Station Location (BAR-C) as the proposed station location. The findings of this evaluation will inform the conceptual engineering and environmental review phases of the Project. The Boeing Access Road Station design will continue to be refined during conceptual engineering.

8 REFERENCES

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

United States Department of Transportation. 2025. *Project Eligibility (formerly Resources by Mode)*. https://www.transportation.gov/buildamerica/about/resources-mode. Accessed March, 24, 2025

APPENDIX A

Draft Purpose and Need

Boeing Access Road 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

Purpose

The purpose of the Boeing Access Road 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 Boeing Access Road Station area, which include achieving efficient transit capacity that will reduce single-occupancy vehicle trips to, from, and through Tukwila, and expand high capacity transportation access for Tukwila residents and employees.

Need

The project is needed to:

- Provide access and additional transit connectivity within the current 5.5-mile gap in the existing Sound Transit light rail system between the Rainier Beach Station and the Tukwila International Boulevard Station, including access to jobs in the North Tukwila Manufacturing and Industrial Center.

APPENDIX B

Phase 1 Engagement Summary

Boeing Access Road Station Project

Engagement Summary Report

October 2024

SoundTransit

Revision history

Version	Title	Date	Notes
1.0	Engagement Summary Report	8/19/24	Initial draft for Sound Transit review
2.0	Engagement Summary Report	9/10/24	Revised in response to Sound Transit comments
3.0	Engagement Summary Report	10/10/24	Revised in response to Sound Transit comments

Executive summary

Sound Transit's Boeing Access Road Station Project would add a new elevated station to the existing 1 Line of the Link light rail network near South Boeing Access Road, East Marginal Way, and Interstate 5 (I-5) in Tukwila. This station location was included in the voter-approved Sound Transit 3 (ST3) system plan.

Sound Transit conducted several engagement activities to engage with community members.

In March through May 2024, we conducted seven community interviews. The goal of these interviews was 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 interviews, people shared their desire for accessibility to the station, through bus connections and shuttles to key destinations.

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 279 individuals.

Survey respondents noted that enhanced access and safety for people walking, biking, or taking transit are the most important design considerations and would make it easier for people to get to the station. Respondents also noted that the station design should minimize the duration of construction and disruptions to the existing light rail service. Respondents noted that maximizing parking availability was an important design consideration.

Corresponding with the online open house, Sound Transit also hosted an in-person open house and two tabling events. Outreach staff engaged with over 125 people at all of these events.

Attendees of the events expressed overall support for a station in the vicinity of Boeing Access Road, East Marginal Way, and I-5. Many people shared their preference for the proposed station site on East Marginal Way. Attendees also said that security, safety, and access should be prioritized for people traveling to and at the station, including bus connections and weather protection. We also heard that people were interested in parking and a pick-up/drop-off area at the station.

We promoted the open house events and raised project awareness by sending mailers to nearby homes and businesses, emailing community-based organizations, posting 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.

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.

Table of contents

Figures

Tables

Appendices

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, we conducted a series of interviews with stakeholders and community 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 then encouraged participants to share feedback. This included their questions, concerns, ideas, and how they prefer to be engaged with moving forward.

We met with the following organizations and community groups:

- Allentown Advocates
- Boeing
- DeafBlind Service Center
- International Rescue Committee
- Museum of Flight
- Prologis
- Rotary Club of SeaTac-Tukwila
- Seattle Southside Chamber of Commerce
- Tukwila Parks and Recreation
- Two individual community member briefings

During the community interviews, we heard support for the station and eagerness for its completion. People raised some concerns about the accessibility between the station and key destinations like the Museum of Flight, highlighting the need for additional bus service or shuttles. We also heard that there is a desire for the area to develop beyond its industrial roots, with more attractions and amenities. People recommended that we use newsletters, meetings, and existing community events for future engagement.

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 and 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 use the future station and what would make it easier to get to the future station, and what is important as the station is designed.

The survey had 279 responses, and 115 people subscribed to project updates. Survey respondents expressed that strong 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 existing light rail services and the surrounding natural areas during construction.

Some people would like to be able to drive to a future station and indicated that parking would help.

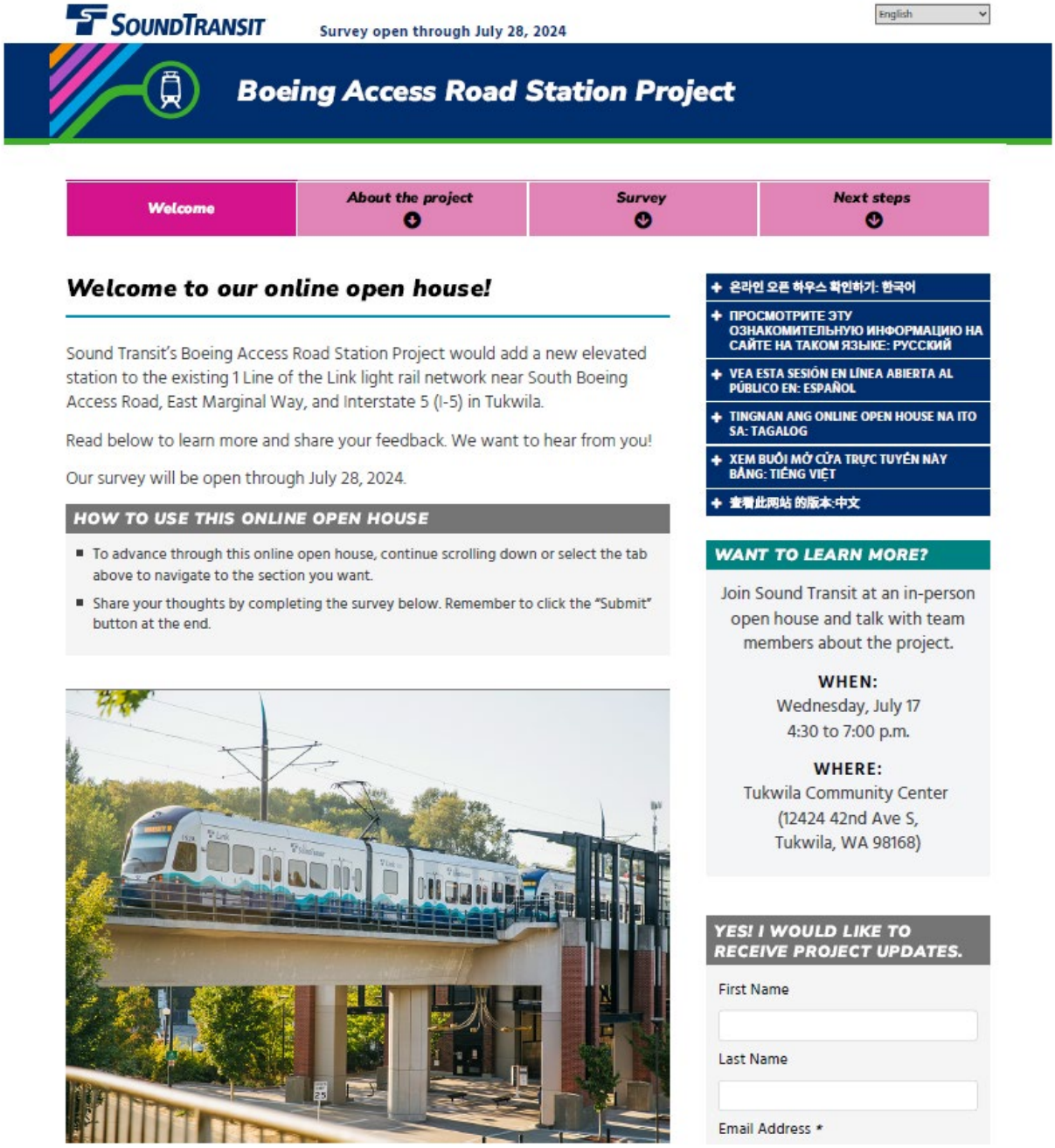


Figure 1-1. Screenshot of the online open house

1.3 In-person open house

On July 17, we hosted an in-person open house at the Tukwila 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 and from the station?
- What design considerations are most important to you?
- Is there anything else you would like to share about the Boeing Access Road Station Project?

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

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

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

Approximately 45 people attended the open house. Attendees expressed overall support for a station in the vicinity of Boeing Access Road, East Marginal Way, and I-5. Many people shared their preference for the proposed station site on East Marginal Way. Attendees also said that security, safety, and access should be prioritized for people traveling to and from the station. Some people noted the importance of weather protection at the station. Participants also requested that Sound Transit invest and plan for future development of the area.

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

1.4 Tabling events

We also attended two community events to raise project awareness and provide opportunities for people to connect with the project team. We attended the Burien Farmers Market on July 18 where we talked to over 50 people. We also hosted a table at the Tukwila Village Market on July 24 where we engaged with over 30 people.

During these events, people shared support for the station. People expressed interest in having parking at the new station as well as increasing parking at the existing Tukwila International Boulevard Station. Visitors said they would like improved safety while riding the light rail. Some people questioned why the station would be on Boeing Access Road.

1.5 Promotions

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

- **Mailers**: Sent to 6,012 addresses within a one-mile radius of the proposed station location. (See **Figure 1-4** and **Figure 1-5**)

Letters: Sent to 13 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 eight community-based organizations, with a request to share with their networks.
- **Flyers**: Posted at over 12 local businesses and community gathering areas, including libraries and community centers.
- **Social media ads**: Ran from July 2 to July 17, garnering 30,350 impressions and 1,720 clicks. (See **Figure 1-6**)

The Urbanist also published an article promoting the survey on July 10.

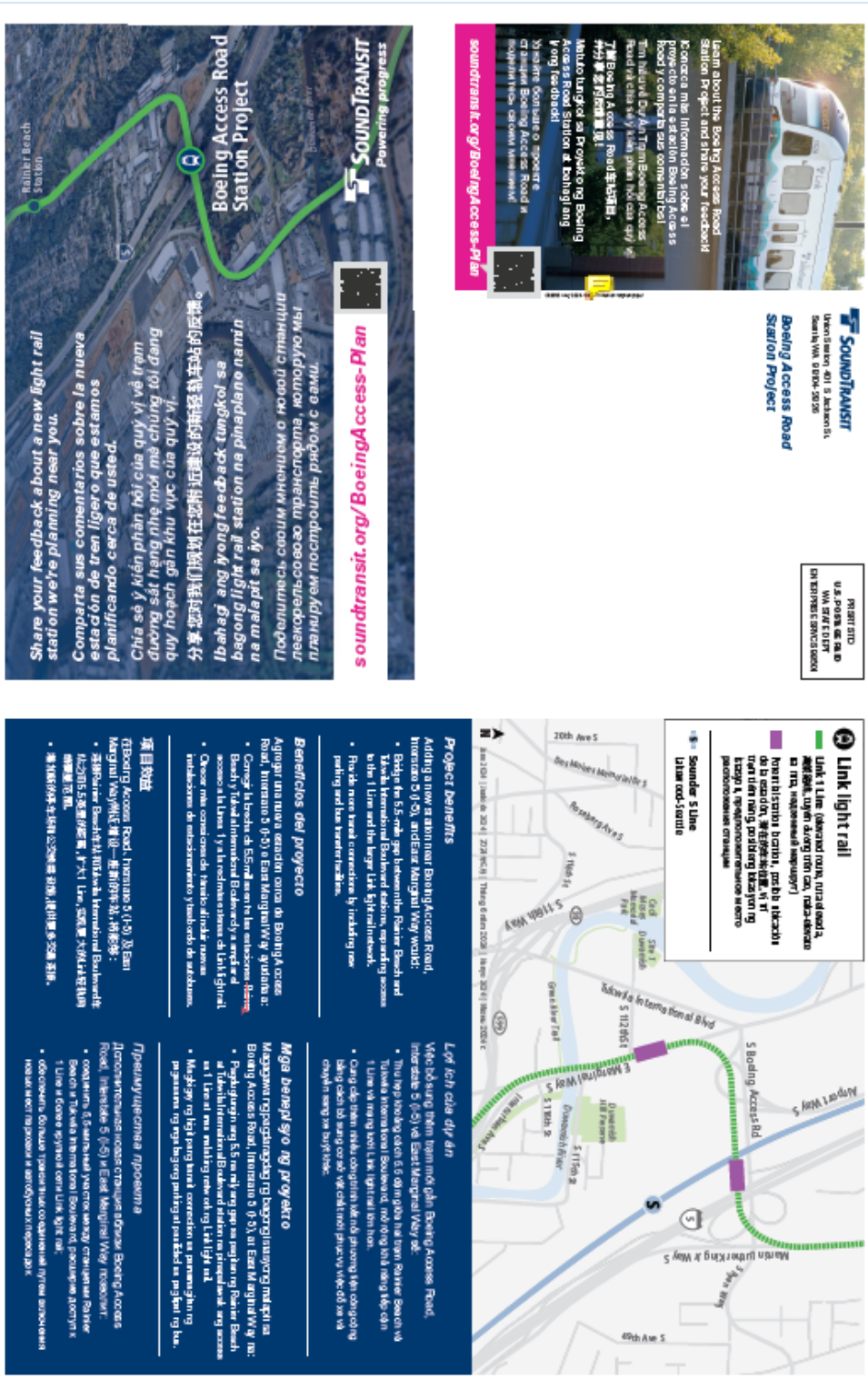


Figure 1-4. Mailer side one

About the project

The Boeing Access Road Station Project would add a new elevated station to the existing 1 Line near South Boeing Access Road, East Marginal Way, and I-5 in Tukwila. 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:
Wednesday, July 17, 4:30 – 7 p.m.
Tukwila Community Center, 12424 42nd Ave S, Tukwila
Interpretation provided in Spanish, Chinese, Vietnamese, Tagalog, Russian, and Korean. To request interpretation in another language or accessibility accommodation, call 800-823-9230.

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

Questions?
Contact Community Engagement:
boeingaccessstation@soundtransit.org or 206-293-9599.
Information in alternative formats: 800-201-4900 / TTY: 711 or accessibility@soundtransit.org.

关于本项目

Boeing Access Road车站项目将在South Boeing Access Road、East Marginal Way和Tukwila的I-5附近的现有1 Line增设一座新的高架车站。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17日（星期三）下午4:30-7:00。
Tukwila Community Center, 12424 42nd Ave S, Tukwila
提供西班牙语、中文、越南语、他加禄语、俄语和韩语口译服务。如需申请其他语言的口译服务或无障碍辅助服务，请致电800-823-9230。

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

有疑问？
联系社区参与部门：
访问boeingaccessstation@soundtransit.org或致电206-293-9599。
如需以其他格式的信息，致电800-201-4900 / TTY: 711或访问accessibility@soundtransit.org。

Sobre el proyecto

El Proyecto en la estación Boeing Access Road agregaría una nueva estación elevada a la actual Línea 1 cerca de South Boeing Access Road, East Marginal Way y la I-5 en Tukwila. Este proyecto forma parte de la ampliación del sistema de tránsito regional que aprobaron los votantes en noviembre de 2016.

¡Queremos conocer su opinión!

Asista a nuestra jornada de participación abierta en persona:
Miércoles 17 de julio, de 4:30 a 7 p. m.
Tukwila Community Center, 12424 42nd Ave S, Tukwila
Se proporcionarán servicios de interpretación en español, chino, vietnamita, tagalo, ruso y coreano. 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/BoeingAccess-Plan

¿Tiene preguntas?
Comuníquese con Participación Comunitaria:
boeingaccessstation@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 Boeing Access Road Station ng bagong naka-elevate na istasyon sa kasalukuyang 1 Line na malapit sa South Boeing Access Road, East Marginal Way, at I-5 sa Tukwila. Bahagi ang proyektong ito ng pinrohiyong 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:
Miyerkules, Hulyo 17, 4:30 – 7 p.m.
Tukwila Community Center, 12424 42nd Ave S, Tukwila
May pagsasalin sa Spanish, Chinese, Vietnamese, Tagalog, Russian, at Korean. Para humiling ng pagsasalin sa iibang wika o tulong sa accessibility, tumawag sa 800-823-9230.

Mag-online at ibahagi ang iyong feedback hanggang Hulyo 28:
soundtrans it.org/BoeingAccess-Plan

May mga tanong?
Kontakin ang Pakikipag-ugnayan ng Komunidad sa:
boeingaccessstation@soundtransit.org o 206-293-9599.
Impormasyon sa mga alternatibong format: 800-201-4900 / TTY: 711 o accessibility@soundtransit.org.

Giới thiệu về dự án

Dự Án Trạm Boeing Access Road sẽ bổ sung thêm trạm trên cao mới cho 1 Line hiện có gần phía Nam Boeing Access Road, East Marginal Way và I-5 ở Tukwila. 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 Tư, ngày 17 tháng 7, 4:30 – 7 giờ tối
Tukwila Community Center, 12424 42nd Ave S, Tukwila
Cung cấp dịch vụ thông dịch bằng tiếng Tây Ban Nha, tiếng Trung, tiếng Việt, tiếng Tagalog, tiếng Nga và tiếng Hàn. 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/BoeingAccess-Plan

Quý vị có thắc mắc?
Vui lòng liên hệ đội ngũ Tương Tác Cộng Đồng:
boeingaccessstation@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.

О проекте

По проекту станции Boeing Access Road будет добавлена новая надземная станция к уже существующей 1 Line вблизи South Boeing Access Road, East Marginal Way и I-5 в Tukwila. Данный проект является частью проектных работ по расширению региональной транспортной системы, утвержденных на основании голосования в ноябре 2016 г.

Мы будем рады узнать ваше мнение!

Посетите наше собрание лично:
среда, 17 июля, 16:30–19:00.
Tukwila Community Center, 12424 42nd Ave S, Tukwila
Устный перевод ведется на испанском, китайском, вьетнамском, тагальском, русском и корейском языках. Чтобы заказать услугу перевода на другой язык или специальные приспособления, позвоните по номеру 800-823-9230.

Поделитесь своим мнением в интернете до 28 июля включительно:
soundtransit.org/BoeingAccess-Plan

Есть вопросы?
Обращайтесь в отдел по работе с населением по адресу электронной почты boeingaccessstation@soundtransit.org или номеру телефона 206-293-9599.
Информация в форматах для лиц с инвалидностью: 800-201-4900/TTY: 711; 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 279 individuals, of which 144 responded to the open-ended question. Based on self-identified responses to the survey questions, respondents were slightly less representative of People of Color Populations than the Project Area demographics, with 42 percent identifying as non-White vs 79 percent of the population of the Project Area. Respondents included lower numbers of people under 18 years of age or older than 65 than the Project Area as well.

2.2 Survey questions

The online open house included a survey with 15 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 the neighborhood 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 near Boeing Access Road? [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. How important would parking availability be to your decision to use the station? [Select one]
7. Which of the following station design considerations are most important to you? [Select your top three options]
8. Of the three you selected, which station design consideration is the most important to you? [Select one]
9. Is there anything else you would like to share about the Boeing Access Road Station Project?

Demographic questions (optional)

1. What neighborhood do you live in? [Select one]
2. How many people live in your household on a regular basis including yourself? [Select one]
3. How old are you? [Select one]
4. Do you identify as Latino, Latina, Latinx, or of Hispanic origin? [Select one]
5. How do you identify yourself? [Select all that apply]
6. 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.
- **Construction impacts:** respondents want design considerations that minimize the duration of construction and disruptions to existing light rail service
- **Parking availability:** Some people would like to be able to drive to a future station and indicated that parking would help. Respondents noted that maximizing parking availability was an important design consideration and, more important than not, in their decision to use the station.

Table 2-1. Survey response summary

1	How do you get around today? [Select all that apply]	Count	Percent
	Driving	216	77%
	Link light rail	146	52%
	Walking	130	47%
	Metro buses	112	40%
	Biking	94	34%
	Rideshare (Taxi, Uber, Lyft)	48	17%
	Metro Flex on-demand service	30	11%
	Pick-up/drop-off	21	8%
	Scooter or bike share (Lime, Bird)	7	3%
	Vanpool/employee shuttle	2	1%
	Other [Please specify]	0	0%

2	What would be your primary reason for using this station? [Select one]	Count	Percent
	Commuting to work/school	119	43%
	Recreational/leisure activities	65	23%
	Connecting to other transit services	32	11%
	Shopping/errands	11	4%
	Visiting friends/relatives	9	3%
	Other [Please specify]	1	0%
	Medical appointments/health care	0	0%

3	How often do you anticipate using future light rail at Boeing Access Road? [Select one]	Count	Percent
	Regularly (a few times per week)	74	27%

	Occasionally (a few times per month)	68	24%
	Frequently (daily)	54	19%
	Rarely (a few times per year)	50	18%
	Never	22	8%
	Not sure	8	3%

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)	123	44%
	Metro buses	103	37%
	Biking	98	35%
	Link light rail	82	29%
	Driving	77	28%
	Pick-up/drop-off	29	10%
	Metro Flex on-demand service	22	8%
	Rideshare (Taxi, Uber, Lyft)	13	5%
	Scooter or bike share (Lime, Bird)	10	4%
	Not sure	10	4%
	Vanpool/employee shuttle	2	1%
	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)	172	62%
	Parking	161	58%
	Bus connections (more routes or more frequent buses)	149	53%
	Bike lanes	113	41%
	Secure bike parking	71	25%
	Drop-off/pick-up area	66	24%
	On-demand transit service (like Metro Flex)	50	18%
	Scooter or bike share	20	7%
	Other [Please specify]	0	0%

6	How important would parking availability be to your decision to use the station? [Select one]	Count	Percent
	Very important	104	37%
	Not important at all	81	29%
	Neutral	46	16%
	Somewhat important	40	14%
	Not very important	22	8%

7	Which of the following station design considerations are most important to you? [Select your top three options]	Count	Percent
	Enhance access to the station for people walking, biking, or taking transit	185	66%
	Enhance safety for people walking, biking, or rolling to the station	160	57%
	Minimize disruptions to existing light rail service during construction	100	36%
	Minimize disturbances to natural areas	84	30%
	Minimize how long construction takes	84	30%
	Maximize parking availability	73	26%
	Maintain existing traffic patterns	39	14%
	Minimize displacement of businesses	35	13%

8	Of the three you selected, which station design consideration is the most important to you? [Select one]	Count	Percent
	Enhance access to the station for people walking, biking, or taking transit	103	37%
	Enhance safety for people walking, biking, or rolling to the station	38	14%
	Maximize parking availability	38	14%
	Minimize disruptions to existing light rail service during construction	28	10%
	Minimize how long construction takes	27	10%
	Minimize disturbances to natural areas	14	5%
	Maintain existing traffic patterns	10	4%
	Minimize displacement of businesses	7	3%

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

Table 2-2. Demographics overview

10	What neighborhood do you live in?	Count	Percent
	Rainier Beach	46	16%
	Allentown	29	10%
	Unincorporated King County	19	7%
	South Beacon Hill	12	4%
	Duwamish	11	4%
	Ryan Hill	11	4%
	South Park	7	3%
	Currently unsheltered/no home	0	0%
	I don't know	0	0%
	I prefer not to say	23	8%

11	How many people live in your household on a regular basis including yourself? [Select one]	Count	Percent
	1	43	15%
	2	91	33%
	3	55	20%
	4	37	13%
	5	23	8%
	6 or more	7	3%

12	How old are you?	Count	Percent
	18 or younger	3	1%
	19 – 24 years old	14	5%
	25 – 34 years old	56	20%
	35 – 49 years old	103	37%
	50 – 64 years old	54	19%
	65 years old or older	18	6%
	I prefer not to say	8	3%

13	Do you identify as Latino, Latina, Latinx, or of Hispanic origin? [Select one]	Count	Percent
	No	228	82%
	Yes	24	9%
	I prefer not to say	0	0%

14	How do you identify yourself?	Count	Percent
	White	161	58%
	Asian or Asian American	29	10%
	Two or more races	27	10%
	Black, African, or African American	18	6%
	American/Alaskan native, First Nations or other Indigenous heritage	9	3%
	Native Hawaiian or Other Pacific Islander	2	1%
	Middle Eastern or North African	1	0%
	Unknown or unsure	3	1%
	I prefer not to say	27	10%

15	What languages are regularly spoken in your home? [Select all that apply]	Count	Percent
	English	244	87%
	Spanish	23	8%
	Vietnamese	12	4%

	Tagalog	7	3%
	Mandarin	4	1%
	Somali	3	1%
	Amharic	2	1%
	Cantonese	2	1%
	Korean	1	0%
	Russian	1	0%
	Arabic	0	0%
	Ukrainian	0	0%

2.4 Open-ended survey question overview

Of the 279 people who responded to the survey, 144 (51%) provided a response to the question, *"Is there anything else you would like to share about the Boeing Access Road Station Project?"* In response to this question, many people expressed strong support for the station, citing its potential to improve regional connectivity by making the area more accessible for pedestrians and cyclists. They expressed interest in better connections with existing transit services, such as Sounder and Amtrak, and support transit-oriented development.

However, there were notable concerns about the station's impact on local traffic, parking, and communities. Respondents also frequently mentioned issues related to safely accessing the potential station on foot or by bike. Respondents requested safe walking and biking paths across I-5, safe and easy access to the Museum of Flight, and improved sidewalk conditions on Martin Luther King Jr. Way South near Boeing Access Road.

While there is clear support for better transit access, concerns remain about whether the current plan effectively meets community needs and justifies the associated costs.

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

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
1	Since Metro Flex has been expanded, IT SUCKS. It is not efficient. I've spent 30 mins (for an otherwise 10 mins drive) trying to go to the Rainer Beach light rail stop as the driver picks someone after me up only to drop them off a COUPLE OF BLOCKS AWAY at a school or bus stop. At the school drop off we sat in traffic. !!! Whatever software is used to navigate drivers and prioritize drop-offs SUCKS. I've stopped using Flex, and therefore light rail, unless I have no specific time to be someplace. It's not useful when commuting to work or to appointments that have specific times. It is unreliable and the wait times are either 40 mins or 2 mins. Other times when requesting Flex, you see the driver remaining stationary with no movement for several minutes and it's not a pickup location. Buses in South Seattle are also limited. My closest route is a 15 mins walk. That's not practical when it's dark in winter for safety reasons. If there was SAFE and secure parking at stops I would utilize it. I would even pay a monthly fee for it. The Rainier Beach stop should having parking available. Buses are not easily accessible to all.
2	A Sounder infill station in the future is the most important part of why this station is being built in the first place. Please ensure the transfer is good. Remove the freeway-like interchange between Boeing Access Rd and Airport Way. It's completely unnecessary and makes walking extremely dangerous..
3	Link needs to keep operating as much as possible during construction. A connection to Sounder should be considered if the location close to heavy rail is selected.
4	unless a paired S Line station is built, it seems that the station location around the corner on East Marginal Way is better
5	I'm really torn about BAR. Without a connection to Sounder, the original station location could not be any worse (and even with a Sounder connection it's not going to be pleasant), but a station location in the neighborhood itself would be ideal for the area. However, it's a long walk from the Sounder tracks to the station location in the neighborhood (not that you could even do it because the area was designed for cars only), so if you build the station in the neighborhood it makes it difficult for a future Sounder station there. On the other hand, there was originally supposed to be a Sounder station there as well before it got cut, but if you put the station there, it makes it difficult to access the neighborhood. If there was a Sounder Station there as well, the station would *only* see people transferring between Link and Sounder, and remain inaccessible from the surrounding area. And even if there were both a Sounder and Link station there, the more centralized rapid transit connection would actually be at Tukwila Station, but Stride S2 Line isn't going to stop at Tukwila Station. It is my opinion that no matter what, Boeing Access Road Station is an inherently flawed project. I believe that the money for Boeing Access Road Station should be moved to a new study for a new Link alignment with a Link and Sounder Station closer to the area of the Tukwila Community Center.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
6	The sooner the better
7	We really need this station for better access to light rail in south seattle.
8	Would this still have the connection to the Sounder S line and if so, how would this station work with the limited space that BNSF may provide?
9	I live near this proposed location and am familiar with location. I don't think this station will be used very much given the low density residential and industrial nearby, in addition to being near the duwamish River. I feel like other stations would be much more valuable.
10	We use this station to visit the museum of flight. Having a secure and easy walking from the station to the museum is key for me to use the station.
11	I believe the East Marginal/112th location is the best option for the Allentown neighborhood and local businesses (Metro, Museum of Flight, Boeing, etc.) due to safer access to the station via walking/biking, avoiding the narrow pedestrian dangerous bridges on BAR. There is also the opportunity for Transit Oriented Development surrounding the station. Allentown is a transportation, food, and amenity desert, this station will not only provide access to reliable public transportation (which we don't currently have) it will help bring access to much needed amenities to our Southend community. I also believe the impact on undeveloped/natural areas will be greater if the station is built on the original BAR location between I-5 and BNSF railway. We currently have all the negative impacts of an elevated train running through our neighborhood with none of the benefits¦ REALLY looking forward to that changing in 2031!
12	It is very unclear what the benefits would be to having a station at this location other than breaking up the long distance between existing stations and the convenience of building here. Will there be a new Sounder stop at this location to allow for transfer between the 2 transportation systems? Businesses in this area are low density and don't seem like they would really increase ridership. Are there plans to redevelop these properties with residential / commercial development? Why not move the station location further south to serve other parts of Tukwila with more population close to the alignment?
13	The project only makes sense if Sounder gets a new station here and has improved frequencies, or if the surrounding station area is drastically upzoned to create a new high-density community. Otherwise, I would oppose the project and advocate to shifting its funds to improve other transit services in this area.
14	need to figure out how to rezone area around the station for denser uses
15	Without all day Sounder service, this station is not worth building.
16	There's essentially nothing in the station catchment area. Build some transit oriented development or connect to sounder. Otherwise this will only slow down service

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
17	This may go without saying, but since there are few origins or destinations within easy walking distance of this station, the planning and design should focus heavily on easing connectivity to the station from nearby locales, including all urban centers and employment centers for which this station is the nearest connection to Link light rail. Strong consideration should also be made to a potential future Sounder Station. building the station closer to the rail corridor make more sense than closer to East Marginal Way since buses can detour slightly to connect to the station whereas trains cannot.
18	Pedestrian bridge needed to connect allen town, upper beacon ave area, these are freeway entrance exit cars goes by very fast not safe. Currently poor walking/distrupted sidewalk along s boeing access road. Would love connection to sounder rail, amtrak, community van, trail head direct and senior service transportation.
19	Redesign intersection of Ryan/MLK to be more walk and bike friendly and safer
20	I had to choose maximize parking because metro has always done such a poor job of connecting neighborhoods to rail reliably.
21	Focus on TOD opportunities nearby. In light of possible plans to expand the Sounder's hours of operation, design so that, if it isn't part of the current round of construction, a transfer station to the Sounder can easily and cheaply be added in the future.
22	Make the station close to Metro facilities, so we can use it to commute to work, as a metro drivers.
23	I live near the Columbia City station and used to commute to work near the Museum of Flight. A major goal for this project should be making sure that my former commute would be clearly and obviously served by this station plus a quick connection to a frequent bus that runs north/south on Marginal Way. For those reasons, I think the Marginal Way alignment makes the most sense, however I understand the desire to consider a future connection to the Sounder, and with adjustments to the bus service could be a good choice as well. I will say that the location on Marginal Way offers more ability for the area to be developed as TOD vs the Boeing Access Road alignment for which the full catchment is taken up by highways and highway off ramps.
24	I like trains. And Lucky Liquor.
25	It's difficult crossing I-5 as a pedestrian. Whatever eases access across the highway for pedestrians would be optimal.
26	I'd love to be able to take a quick bus from where I live in Georgetown to this station and head to/from the airport. I'd also love to see a station spur some commercial development around that area.
27	Very excited about this station! The lack of parking and poor maintenance of sidewalks on MLK makes Rainier Beach station less useful for anyone south of that station. I would transition to using the light rail very frequently with the addition of this new stop.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
28	Sounder interchange.
29	I have been looking forward to Lite Rail Service nearer my neighborhood. Please do not delay or cancel this project. To date it has been delayed 15 years. It will be several more years before it is completed. This is an underserved community. Please support the people in this community with more/better transit options. As a family with a member who uses an ADA placard, ADA parking in a garage is vitally important to our family. I am not able to attend the in-person Open House July 17th. As a Skyway resident, I ask you to hold additional meetings in our community. I feel we will be more directly impacted than Tukwila. They already have their Lite Rail Station and parking.
30	Current site options seem very far from both business and housing, which will mean more parking demands. Why isn't a site closer to Allentown/the I-5 & International Boulevard office complex under consideration? At least then people could walk to/from their destination.
31	The chief stealth trail almost connects to the green river trail and could make a safe network of trails to access light rail and beyond; however, there is no safe way to bridge the two (especially the interchanges as you go over i5) I don't propose disrupting Ryan and making it more difficult to navigate by car than it is already, but sweeping the sidewalk of broken glass and debris on Ryan and MLK and making the crossings around i5 safer would go a long way
32	This will be amazing for the community.
33	Choosing the E Marginal Way provides easy access from the Green River Trail, enhancing interoperability between non-car based options. I am worried that the option by I5 will only be accessible by car or bus (sidewalks are nonexistent) and wouldn't be accessible from Allentown without a car (no bus stops currently).
34	Safety would be my top concern for putting a station near the entrance of a freeway, intersection and current fright train line. Many people that live in the area (myself in Skyway) will need to walk,bus, or metro flex to the station since the proposed location is in the more industrial area.
35	The biggest benefit for me would that it would take some of the pressure off the Tukwila International Station. Additional parking is a very, very good thing.
36	The area is currently not accessible to anything that's not a car. This must change if a station is going to be built.
37	This station is a chance to create a walkable transit-oriented community in an area unfriendly to non-drivers. Please don't spend all of our tax money on enormous parking garages, instead prioritize access and ToD to allow actual people, not cars, to use the station.
38	It would be nice to have food or even just a coffee vendor on site and might even help curb gang activity/presence, which has been a problem at the Tukwila International station for so long.
39	Its not an option listed, but would love to see a location closer to the tukwila community center for improved access for Tukwila residents.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
40	Parking has a great potential to increase transit ridership and reduce congestion while reducing greenhouse emissions. Compare on the basis of increased ridership offsetting of truncated automobile traffic and parking requirements at ultimate destinations in all directions. This will also reduce the cost of occupancy of new affordable housing along the routes.
41	Would recommend ensuring metro buses from South Park and white center will go to the stop to ensure access to light for these communities.
42	Safety and pedestrian access is really critical here " I want to see the same level of investment in pedestrian safety (like STEEL RAILINGS AND WALLS) keeping people safe blocks from this station. I'd prefer it be closer to I-5 but I am a constituent living up Ryan way to the east.
43	I just really want to be able to find parking in the morning, and to not have to worry about my car being broken into if I have to work a long shift.
44	The option on e marginal way seems like it will be more helpful for near businesses and communities rather than on top of the freeway
45	Love that you're adding a station between Tukwila and rainier beach. We need this!!!
46	Is this station envisioned to be more of a park and ride to access other parts of the city? Living next to the Rainier Beach station, I don't imagine using this station since anything I would access (Museum of Flight, South Park, etc) is not within walking distance.
47	Without a connection to the Sounder or Amtrak lines through this area, it is not clear what the purpose of the station would be. There are not nearby residences, and nearby businesses are too far too walk to and have ample parking. Without purpose, this station should be removed from consideration.
48	Pls provide parking area or parking ride around the station.
49	I know this station has been ready to go for many years, even before ST3. It's one of the reasons I purchased a house in the area in 2006. I am fully in favor of this station being built and look forward to using it. Thanks!
50	Can't believe you are asking us to trade off safety with maintain existing traffic patterns. This is offensive. You know the right thing to do.
51	100% support for the idea.
52	I am a metro transit operator who would like to be able to get to south base via public transit.
53	An issue with many light rail stations is they are either a parking lot or a place that is not a destination. While it is imported to have this available for commuters and workers at Boeing (hopefully with good bus connections), we must also consider making it an interesting destination with mixed used development consisting of high density affordable housing with shops below. Maybe a public square or some sort of park that can be a "third place".

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
54	Put the station on E Marginal Way and make it easy for people to get to and from the Museum of Flight.
55	Safe and convenient access to the Duwamish Trail is my primary desire with this. I would likely be riding to a light rail station (SoDo or delridge) and taking that to the Boeing access road station, then biking south on the Duwamish trail. With some relatively minor improvements in the area, this station would also provide decent access to South Park. It would also be nice to include pedestrian access to the east side of I-5 from the station, though I would prioritize serving the already existing trail. Maybe provide a connection to the Sounder if that isn't too dense for stations, or at least ensure a future connection. The more connections our transportation network has the better it will work.
56	The Boeing Access Road station options are in the middle of nowhere and there's no opportunity to build housing nearby. BUILD THE STATIONS WHERE PEOPLE LIVE not on the freeways!!! These stations should be USEFUL and not just for commuters who are barely even going into the office anymore
57	The Boeing Access Station should be placed in a location to maximize ridership
58	Station at southern alternative location could provide easier access to the Duwamish River and the Green River Trail for recreation.
59	Develop residential areas around the station. Maintain ability for Sounder connection in the future
60	Build this station, but also consider a station at 133rd in the ST4 ballot measure.
61	Neither station alternative is ideal. A station further south near Gateway Drive would do much more to provide connectivity to neighborhoods like Allentown, as well as the Tukwila Community Center. There also would be more potential for TOD at that location, as it is near land that could feasibly be zoned for high density housing. The shown alternatives are in a very low potential area, and industrial uses plus the freeway and BNSF make access super tricky. This station should get built further south along the alignment, or not at all. The ridership will be way too low at the shown alternatives to justify the costs, both of impact to existing one line service and actual financial cost of construction.
62	Large parking areas get less used as drivers experience their vehicle getting stolen or vandalized. I don't trust these neighborhoods to have parking where looters would be tempted.
63	This station could be a critical transfer point for future express light rail, Sounder regional rail, and local buses. My hope is it will be designed with future transit and mobility in mind, encouraging transit-related development, not extensive parking.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
64	The location on the east side of I-5 is too close to Rainer beach location to increase access. The location on the west will face a severely congested and unsafe traffic pattern involving a 5 directional intersection that is dsngerous and excessively short on ramps and off ramps for Airport way. This intersection needs to be completely revamped as it stands. Adding traffic will make it more dangerous. And the transit center will basically be used exclusively by Boeing employees considering the existing buses don't serve much aside from Boeing. Metro completely ignores the east side of the airport. I can't even take a bus to my job on the east side of BFI. I commuted to my old job on link for 7 1/2 years and am now forced to drive due to lack of Buses.
65	The west option would serve businesses in the area better as it's closer to them.
66	Making it safe to bike across the whole Boeing Access Road bridge would be a huge benefit of this project. It's the most direct route from Rainier Beach and South Beacon Hill to the Green River Trail. But it's a major barrier right now. There is a great trail over the train tracks, but the rest of the bridge is scary to bike over, especially the west section over Airport Way.
67	I strongly urge this station not be built, and funds be used for other Sound Transit projects. This station will have extremely low ridership due to being located far from housing, school, and jobs. Adding a station to close the 5.5 mile gap is of limited value when the Boeing Access Road station's walkshed is so poor. Additionally, adding the station will further delay travel times for airport, South King Co, and Tacoma riders. The 1 line's travel time south of downtown is already very poor compared to car/bus trips. Sound Transit would be better off using Boing Access Road's funds toward finding ways to speed up the line.
68	Put housing there instead of parking and then you don't need the parking. Crazy, right???
69	DO NOT build this station. It's nowhere close to the majority of Boeing facilities nor the Museum of Flight. Even if Boeing were to run shuttles to/from the station, the entire process of having to park my car at a full park & ride and ride a train and then have to get off and wait for a shuttle - it's not worth ditching my car. Traffic in this area isn't bad like Everett or Renton. I support transit. But I don't support this waste of funds that would be used to improve station ammentiies elsewhere. LIke SODO station: there's no canopy to protect customers from the elements. It's completely open and bare and you get poured on while in the rain. Spend money on that rather than a dud.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
70	I believe the Marginal Way station could provider better access to the local neighborhoods and people that would use the light rail. If the station is put at Boeing Access Rd, it becomes a less accessible option to the people of Allentown. It would also be nice to have it in a location where future infill and development could happen and I'm not sure that that is possible at the Boeing Access Rd location.
71	Success will require cooperation with companies in the Duwamish corridor to provide transportation, in addition to good bus connections with homes and businesses open to the community.
72	I would just like to add that the East Marginal Way alternative seems to be much more useful; the area around it seems to be much more developable and there are parks in the area that my family and I would actually be able to visit. I'd also like to add that Sound Transit should try to be as quick as possible with the planning and construction of this project, even if it means slightly less time for community engagement.
73	I think this particular station is a waste of money that almost nobody will use and will make other trips on link take longer because they stop at the station. It already takes too long to get between seattle and south king county, and adding this station will make that worse for no good reason.
74	I live by the Othello light rail station and I think it's horrible that the only track on street level in Seattle goes through the BIPOC part of town. I have observed the effects of the design neglect on pedestrian safety and the huge inconvenience to traffic along MLK Jr. for a decade and I think the decision is inexcusable. I think there should be a policy to never have a ground level track laid again, that pedestrian safety should be the utmost priority, and that the short and long term impact on already marginalized populations should be systematically assessed and included in all project success Key Performance Indicators (KPIs), which it clearly was not.
75	Expanded bicycle infrastructure on the south end is a must. The rainier beach and rainier view neighborhoods has nearly zero bike lanes and terrible traffic enforcement. I hear about someone hit by drivers in the bus lane weekly.
76	It would be great to to have connecting buses from Burien. Parking is very important, instead of abusing neighborhoods near transit stations like you have done in the Rainier valley.
77	Can we save the money and not build 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? Based on the projected ridership, it makes no sense to have a stop here. Why not use the money to build Ballard link faster? So many more people live/work there.
78	This station should be designed to be an interchange station for Sounder and reserve space for a large parking garage.
79	In general, parking should be deprioritized in favor of connections to other rail transit like Sounder/Amtrak. However, if not feasible, siting along marginal way and providing parking becomes more of a priority given the lack of existing walkable areas.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
80	This seems like a foolish idea. I don't understand why a station at South Center, Mall is not in the works, not planned and not currently being constructed. How clueless can you be?
81	North South bus connections are key since the residential areas to the west and east are largely covered by existing or planned light rail. This is the only station between Tukwilla and SODO. I work at Boeing and it would be a very easy connection to the factory on E Marginal Way from either station.
82	It's important to be able to safely walk/roll/bike to this station from rainier valley, so we need the sidewalks on MLK to be cleared of cars and debris AND we need bike infrastructure. We also need bike infrastructure to connect to Marginal Way. Please local the station along Boeing Access Road to fix the sidewalks and missing bike infrastructure there.
83	The expected trips I would take using this station would be taking Link from Northgate station to this new station with the rest of my journey being on bike to/from both my origin and destination stations.
84	I believe a station located on E Marginal Way S (North of the Duwamish River and south of S Boeing Access Rd) is the best station location. Firstly, it allows for the easiest transfers to and from a potential future rail line through the Duwamish River Valley towards SoDo via Georgetown and the Industrial District as well as future and existing bus lines. Secondly, it offers the highest Transit-Oriented Development potential of the potential station locations in this area as it is not hemmed in by highway-type infrastructure. A station located along S Boeing Access Rd would be a short-sighted decision because it would sacrifice future connections and development. I would also suggest that this shouldn't be the only infill station between Rainier Beach and Tukwila/International Blvd. Allentown is another location that could be well suited for TOD if a station was there.
85	Keep away from the Duwamish River. Hope the site alongside Boeing Access road is feasible. Hope the plans include a parking garage and pedestrian access over MLL blvd.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
86	I live in the community, apx 1/2 mile SE of Rainier Beach Station. Link light rail is my preferred & primary form of transportation, and proximity to a station was one of the biggest factors in my choosing to live here. Other than serving as yet another park & ride station to supplement Tukwila International Boulevard and Angle Lake, I struggle to see any value in this station. It will result in construction disruptions to the existing line which is already frequently impacted through Rainier Valley, slowing travel times between existing stations with the added stop. There's nothing of significance nearby (maybe the Museum of Flight, not that the mile-long pedestrian connection from this station would be safe or pleasant). It doesn't connect to a major transit spine that the existing stations don't already. It's not in a neighborhood primed for massive Transit Oriented Development. It doesn't improve access to neighborhoods that are presently isolated and annoyingly difficult to get to from South Seattle for their proximity, such as Georgetown, South Park, and White Center - an ongoing failure to develop adequate east/west connections from light rail stations to connect everyone to the spine. The money being considered for this station would be dramatically better-spent in other ways which could improve transit access to places people actually live and want to go, rather than further slowing the 1 Line through South Seattle in an industrial, car-centric part of town where very few people live, work, or play.
87	Great idea, get all the Boeing people to walk/train to work.
88	The station did not have houses around and there are no need to add the new station.
89	Should also consider a station located by the Gateway office park at 133rd St.
90	Don't really get this station. There is nothing there except the storage unit. If we could get more things for this south Seattle neighborhood that is for the existing people who live here like shops , things to do for everyone and people of color who are being priced to the max this would make sense. Right now we suffer from traffic noise , pollution, airport noise and being priced out of options.
91	Hi there, I would like to put my vote in for the S 112th st station!

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
92	Transit access to the neighborhood destinations is paramount. With that in mind, it seems like the Boeing Access Rd. alternative (between I-5 and the train tracks) seems difficult to work with (e.g., it would probably take 20 minutes to walk anywhere meaningful from that location). However, if this station option is significantly cheaper AND enough buses are routed through the station, it may still be worth it. For both station options, I'm particularly concerned with access to Airport Way S. Thousands of people work at Boeing Field, so there is major potential for this infill station, but currently there are no bus routes that travel along Airport Way S, and getting from either of these stations to Airport Way S looks like it will be a challenge. If the Boeing Access Rd alternative (farther north) is selected, a dedicated pedestrian/bike bridge connection to Airport Way S seems necessary. Further, Sound Transit absolutely needs to implement an interchange with the Sounder train if the Boeing Access Rd station location is selected. Regardless of station placement, bus routes need to route through the station and serve Boeing Field via Airport Way.
93	This is not a good station. I use Rainier Beach Sta, but Boeing is slowly leaving and Allentown does not have enough residents, and the BAR is a horrible walkshed area. Horrible. If you guys build a big carpark and build Sounder xfer station then maybe this could be a useful station, but I doubt it. Go focus on Graham St in-fill station, and build out to the south and w. Seattle. The BAR station will be a total waste as you guys have it envisioned.
94	there is a lot of freight traffic in this area. light rail passengers should use utmost safety when getting to the area.
95	Wherever the station is located, it should be well integrated into safe and accessible bike routes like the interurban and green River trails
96	Parking is a vital component given the terrible transit and walking options.
97	Given the location, parking is a vital component.
98	Personally, I would primarily use this station to access the Museum of Flight and some local restaurants via bus, which would be slightly easier with the Marginal Way station location. But the BNSF location could be more valuable to regional transit connections to SeaTac Airport by integrating bus, Sounder, and Amtrak Cascades connectivity all in one place. From my perspective, the BNSF-adjacent site is the best choice, but only if a Sounder + Amtrak Cascades infill station is also added, and if the parking built at this station would enable more housing and commercial development at the Tukwila Link and Sounder/Amtrak stations. If a Sounder/Amtrak infill station is not deemed as being feasible in the long-term, and housing/commercial development of the parking areas at the existing Tukwila stations is not possible, then a Marginal Way Link station would at least make bus connections with Link easier.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
99	This station would make my life MUCH easier, as it means my partner could easily commute to work and we could see each other more often
100	From Roosevelt to Rainier Beach, light rail serves actual communities; these stations are integrated into (or are within walking distance of) dense residential areas. North of Roosevelt and south of Rainier Beach, light rail seems better suited to connecting residents of core Seattle to commercial parks and commuter parking lots that are isolated from residential areas. The people who actually live in the communities of Tukwila, Skyway, and Renton remain dependent on cars to get around because they can't get from home to transit without a car anyway. As a result, the Renton/Skyway/Tukwila area is a transit desert despite being located so close to Seatac, the Sounder, and light rail infrastructure. I commute from southern Skyway to South Lake Union 5x/week by car but would much prefer to take light rail. But this will never be practical so long as transit commute times are 2-3 times longer than commuting by car (even during rush hour) because there's no practical way for me to get to transit without taking a car to get there. Enhancing access to this station from residential areas for walkers and bikers, improving bus connections from residential areas of Tukwila, Renton, & Skyway, and integrating station access points with a broader network of sidewalks, bike lanes, and bus routes that serve residential areas (including in unincorporated King County) will go a long way towards mitigating poor transit connections for these underserved communities. Building stations in commercial parks and along highways might be logistically easier, but won't alleviate highway traffic or effectively connect the communities of South Seattle, Tukwila, and Renton without considering where riders actually live and how they'll get from their homes to transit.
101	Boeing access road is not pedestrian or bike friendly. I would like a safer area to walk or bike.
102	Please do not build this station. It seems to provide zero benefit, and will further slow down an already slow ride between Tukwila Intl and downtown.
103	While I'm sure there is an administrative reason, this station seems like a waste of funds and effort. The main consequence will be increased travel times from stations further south, which are already being doomed to impractical light rail commute times to Seattle. The station seems like a project looking for a need. However, given it's likely advancing, hopefully future planning work will look at vehicular and bus entrances from both East Marginal Way and Tukwila International Blvd to have options. These options will help changes to the road system maximize compatibility for general and freight traffic with multimodal users. We also don't want to create new conflicts that then need to be mitigated so separate bike and pedestrian paths are encouraged. Additionally, please consider using a 20' minimum clearance for any projections over EMW.
104	Super excited for this. I would love if the location was closer to Ryan way and Martin Luther King Jr Way S. I'm interested to know if the Sounder S Line would also stop close by? Thank You.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
105	It deserves to be there so that Link can serve the area west of I-5 as there's a huge gap to get to the neighbourhoods that are totally dependent on the 124 (such as Georgetown). It would be great if via a combination of rail, bus and rideshare (scooter, bike, Via) that one can reach last-mile destinations quicker than is usually afforded (from somewhere further away without having to exit the morass that is Downtown Seattle and wait along a bus stop on gritty 3rd Ave). Also important that KCM 101 stops at this station (or even starts there for non-peak service) so it's equally important that bus service has an I-5 on/off-ramp to get to this new station. Finally a second stop is missing halfway between Boeing Access Road and Tukwila International Blvd (Allentown/Foster) just like there ought to be a Volunteer Park station between Capitol Hill and UW. Thank you.
106	I live in the Boulevard Park neighborhood of Burien, near Des Moines Memorial Drive and S 113th St. Boeing Access Road Station would be the nearest light rail station to my home. I use transit regularly but it is very difficult getting to Rainier Beach (the current nearest station) without a car. This would be helped if protected bike lanes and sidewalks were built along S 116th Way, Tukwila International Boulevard, and S Boeing Access Road itself. Especially S 116th Way and S Boeing Access Road -- these roads have cars getting onto highway ramps at fast speeds, so it is dangerous to walk or bike along these unprotected roads. There are many residents without cars in the apartment complexes along S 116th Way and Des Moines Memorial Drive & S 113th St. Building protected pathways for biking, walking and rolling to the station would make a huge difference to making Boeing Access Road Station accessible, particularly for people who rely on transit (132 and 124 bus lines). Please consider creating a Metro bus line that connects Des Moines Memorial Drive S and S 113th or S 116th Way to the station. As with all stations, please install BikeLink Lockers by this station. These things are would make access to light rail much safer and easier. Please consider building a sufficiently large park and ride, perhaps a covered or underground garage. There is no reliable public parking around Rainier Beach Station and no easy location to drop off/pick up passengers. I like the design of Tukwila station.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
107	Who is going to use this station and why is it being built? There's nothing near there. With apologies to Chevy Chase, Link light rail is trying to be both a floor wax and a desert topping ” trying to be both an urban system with lots of stops and a regional connector. I don't believe it can do both well. Adding lots of stops in areas with light population is going to make it slower and less attractive as a regional solution, and trips to the airport will be less competitive with rideshare.
108	The Boeing Access Rd., only, to protect the, Allentown community, concerning Safety of the, Neighborhood!ðŸ˜¡
109	Need good pick up and drop off at station!!!
110	The further away from neighborhoods the better. From my experience with light rail, the closer to the freeway the better. Easier to get to and easier to give directions to be picked up.
111	I believe that selection of the southernmost location would result in negative impact to existing businesses and local traffic flow.
112	We live in the area and we're really excited for this project!
113	The S Boeing Access Road station would be ideal. The station closer to i5 is Ideal.
114	The location appears to be terrible. You locate the station very close to the Museum of Flight further north on E. Marginal Way.
115	It would be nice to get from the Lynnwood Transit Center to CSC.
116	Need Pedestrian bridge/sidewalk not safe walking along the entrance and exit of freeway. Charging station for ev vehicle connection to amtrak sounder rail
117	Hopefully it can get done soon. I live near the Northgate station and work across from the Museum of Flight at Boeing. I would love to take the light rail to work.
118	Please don't build this station. It's a complete waste of tax payer money. How many daily riders will use this station? Money should go to better projects, like allowing for faster speeds on MLK/grade separation as much as possible. Increasing incredibly slow train speeds on the brand new 2 line. We want rapid transit, not slow moving trams. Please reevaluate this.
119	This station will slow the train to the airport. The museum of flight is too far away. Unless a massive upzone is planned it's best to spend this money on making the Martin Luther King Blvd faster, or on the tunnel to Ballard.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
120	I know thisnis targeted for tukwila workers and residents but it would be beneficial to have access to light rail for workers in georgetown and surrounding areas also. Increase busses so people who work at Boeing or on the north end of Boeing field can commute to/from work and home BEFORE 6am. Most industrial workers start between 4am-6am. Having a bus that only runs hourly or only stops every 4 miles isn't helping to reduce vehicles on the road. Georgetown, Van Asslet and duamish neighborhoods and employers need access to transportation. Not just Amazon and Microsoft
121	This station should be built on ML King Way where it would be within walking distance of numerous industrial enterprises as well as residences along Ryan Way.
122	If possible, please consider placingpublic restrooms with some form of security at the station. Generally speaking, security at the station will make it more likely that I will use public transit more often to commute to work, run errands, and attend events. I'm a woman over 50, and quite honestly I am afraid of some of the people I see on the train and at some of the stations.
123	Make sure it is totally accessible for those with disabilities, perhaps dedicate areas for easy drop off/pick up by flex, or on demand. And make it easy to access from White Center and the Duwamish area (i.e., 9th Ave SW and Holden)
124	Get more parking at Tukwila. Not enough parking there. That would be ore helpful than a new station.
125	If Sound Transit is no longer willing or interested in a Sounder transfer station, I do not see as much value on the S Boeing Access Road alignment. The location along E Marginal Way seems to have a better catchment area and has better potential to catalyze future TOD. In fact, I would rather see Sound Transit study with greater vigor locations near Foster just shortly south of the current alignment options. Most of the existing commercial uses are of no consequence and I do not think that preserving them should be weighed higher against creating a potential TOD neighborhood.
126	Yes I like the second site better. Away from the freeway
127	It would be better if you served the Allentown neighborhood with a station closer to them by locating the station at S 116th and Interurban Ave S at the Gateway North office/warehouse park with a pedestrian bridge over Interurban Ave S.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
128	If the light rail station could be closer to the Museum of Flight it would appeal more to both Boeing workers and those wanting to visit that area.
129	This is on the main route my wife takes to work, she doesn't like when that section is closed and they transfer riders to busses.
130	"Boeing Access Road station, service 2009"
131	I think a station here would be great but also there needs to be a large investment into the walkability of the neighborhood especially s 116th way that seems like a missing link to be able to bike or walk from a station to the white center area
132	Boeing Access Road Station could be a chance to connect Sounder and Link Service, and revital south seattle/tukwila with transit system it deserve. alse lot of opportunity to connect it to south west seattle
133	As Seattle continues to expand its public transportation infrastructure, I believe the proposed Boeing Access Road station is a crucial addition to our region's transit network. The station's strategic location just north of the intersection of E Marginal Way and S 112th St in Tukwila, WA, could significantly enhance connectivity for residents and workers. This intersection's proximity to major employment hubs like Boeing Field and nearby neighborhoods such as Allentown, South Park, Georgetown, and SODO makes it an ideal site. Its placement would provide easy access for those working in the aerospace and manufacturing sectors, helping to foster regional connectivity and promote a seamless transit experience by integrating various modes of transport. Additionally, upgrading King County Metro Route 150 into a RapidRide route and adjusting its path would maximize the benefits of this new station. Instead of using Interstate 5, the new RapidRide route could continue along Interurban Ave, offering direct service to the Boeing Access Road station and creating a more accessible, community-focused transit option. After the Boeing Access Road station, the route could continue north along E Marginal Way, serving key areas like Boeing Field, South Park, Georgetown, and SODO. This extension would provide vital links to industrial and commercial zones, boost economic activity, and offer convenient transit for workers and residents. These changes would improve accessibility, reduce congestion, spur economic development, and align with Seattle's environmental and sustainability goals.
134	It is currently really dangerous to get to the proposed station area by biking or walking from Ryan Hill. We also can't get to Tukwila by bus or Metro Flex, even though we are very close. There needs to be better bus service in the area to get there- the 154 bus was cancelled and many people who live in our area have too long/steep of a walk to get to a bus.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
135	I am a big proponent of mass transportation and utilized light rail in other cities I lived in prior to Seattle. I have always voted in favor of transit and when we purchased our current house here in Tukwila there was a large sign saying Future Light Rail Stop which heavily influenced our decision to purchase. However, the stop was deferred... and after many years the sign came down with no plans of when it would come back.... The community here has LONG had to put up with the down sides of transit -such as noise pollution- without any of the benefits. With the building of this stop the community and area businesses can finally benefit from the light rail which has long passed us by as we looked at and listened to it screeching by us. Over the years our community has also had unreliable bus lines and a decrease in those lines. I used to take a bus line to get to work downtown and had many days with such delayed service I could have literally walked there faster. Without a close by light rail stop easily accessible to me I have had to drive to either backtrack to a station farther from where I wanted to go, taking up limited parking and taking much longer to get to my destination, or park in a neighborhood which is not ideal. Having a walkable, bikeable, accessible stop near my house is KEY to greater use of the service. An addition to the benefit of being able to actually use the light rail from a nearby stop, there are additional benefits of transit oriented development which could also bring resources and amenities to the area. With community and business persistence it is finally time to add this long deferred stop in one of the longest stretches on the line without one. I am incredibly excited to finally have this stop be a priority so I can get on and ride the line!
136	I probably wouldn't use it much, but I think it's needed because that gap between Rainier Beach & Tukwila is significant.
137	Please be mindful and create enough parking, so it does not flood the neighborhood with cars. Having the light rail we can use will be SPECTACULAR and will positiveky impact the neighborhood when built correctly. Please build a parking garage, so a flat parking lot does not take away from the nature in the area. Please help build a space that continues to allow traffic to flow smoothly and also takes a lot of cars off the road. Our neighbors and I would love to have the light rail station on 112th, so we can mitigate the amount of gas used to arrive at the station.

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
138	Please take parking into consideration. Not flat parking but parking garages. flat parking lots in this high of density area is not only a waste of valuable real estate, urban sprawl, disturbance of natural areas, climate change through paved surfaces. It's just not the way forward. I'm from the Duwamish Neighborhood. 24 yr resident and homeowner. In talking with my neighbors, we'd love to have the station near 112th. This would way benefit most more than having it around the corner on Boeing access RD. where we would have to contend with that traffic and longer walks and rides to the station.
139	I live on military road and the primary access to the station is coming down 116th street. I would love to be able to walk or ride my bike down 116th to Tukwilia International Boulevard to catch the light rail. It is a major access point for the boulevard park neighborhood but very difficult to safely come down.
140	I'd love if there was a way you could split the difference between the two location options. Sticking it out in the middle of nowhere overtop the tracks only serves Sounder transfer, but abrogates any chance at making a TOD neighborhood, but putting it on Marginal Way loses possibly one of the most important transit interchanges in the network, giving a faster, less delayed, and more eco-friendly route from SEATAC to downtown Tacoma than the uncomfortable and inelegant existing stage busses. If you could put a station in the middle of the two locations, but have dedicated, protected, if longer, pedestrian access routes, that would serve both purposes.
141	This is a horrible station location. Go take these funds and make Graham St Sta happen like yesterday. Boeing workforce is continuing to leave the Seattle area. The ridership at this station will be incredibly low unless there is some major bus and Sounder interconnection. There is no neighborhood to support ridership (I love Allentown, but they will not use this station in any meaningful way). It's also right next to light industrial (everyone drives) and the police gun range. POW POW. Maybe some of the Amazon guys will use it if the Boeing bridge doesn't fall into the River due to lack of maintenance. Go build something else somewhere else. If it's just gonna be another giant parking garage, then that's ok, but focus on how to move all the cars. Good luck.
142	Very excited about the addition of this new station. I can deal with some disruptions while construction happens but want to ensure accessibility of this station and like the E Marginal Way station option

	Comment for "Is there anything else you would like to share about the Boeing Access Road Station Project?"
143	This area does not have a high concentration of businesses, is far away from residential areas, and the only bus service is the 112 on Tukwila International Blvd and S. 112th. This proposed station will likely serve a large number of residents who drive and park at this location and take the Light Rail or the 112 on to their destination, along with employees of the local businesses. The site that makes the most sense is on East Marginal Way. This will allow Commuters who work at local businesses to easily walk to their place of employment. Siting the station on Boeing Access Rd next to I-5 doesn't seem like it would be easily accessed by pedestrians. Also, a parking lot should be included to serve "drive and ride" commuters; I'm concerned the traffic in and out of the lot would disrupt traffic at the I-5 interchange, which is already very congested during commuting hours. There should be a plan on how to prevent increased congestion at the I-5 interchange.
144	East marginal is WAY better of an option for people living in the area.