



# ***Graham Street Station Project***

## Fall 2024/Winter 2025 Engagement Summary Report

**April 2025**

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## EXECUTIVE SUMMARY

Sound Transit's Graham Street Station Project would add a new street-level station to the existing 1 Line of the Link light rail network on Martin Luther King Jr Way South at South Graham Street in the Rainier Valley. Beginning in early 2024, Sound Transit began engaging the community to share project information and gather input on community priorities and concerns for a new station at South Graham Street. The goal was to share project information and build relationships with the surrounding communities. Engagement activities from March-July 2024 are described in the [Graham Street Station Project Engagement Summary Report \(October 2024\)](#).



**382 people** answered some or all online survey questions



Engaged with over **65 people** at the in-person workshop



Engaged with people at **5 in-person events** and community meetings



Sent **emails** to 20 community-based organizations

From August through December 2024, we maintained a consistent presence in the community, attending seven community meetings and briefings to share project information. During these meetings, we heard support for the project and interest in further collaboration.

In January and February 2025, we hosted an online survey and in-person workshop to share and gather input on station design options. The online open house and survey were open Jan. 27 through Feb. 7, 2025. The online open house shared previous engagement findings, presented three station design options, and sought feedback on the design options. The online open house generated comments from 382 people.

Survey respondents shared the following feedback:

- **Prioritize safety:** Enhanced safety for people walking, biking, taking transit, and driving is a priority.
- **Maintain access and connections:** Bike and transit connections to the station should be maintained and expanded.
- **Consider business and transportation impacts:** A new station might impact local businesses, 1 Line service, and traffic.

In addition to the online open house and survey, we hosted an in-person workshop on Feb. 3, 2025, where we engaged with over 65 people. Through the engagement period there was not a clear preference for one particular station design option, but participants did express a clear preference for prioritizing safety, accessibility, and minimizing disruption.

Workshop participants provided comments regarding the following themes:

- **Prioritize safety and access:** Participants prioritized enhanced safety and access to the station.
- **Consider construction impacts:** Participants wanted more information on how construction would affect 1 Line service, traffic, and local businesses.
- **Incorporate thoughtful station design:** Attendees shared ideas for the station's design, including features like bike lockers, seating, and clear signage.

We promoted the online and in-person events by emailing community-based organizations, posting on social media, and posting flyers at local businesses and community gathering areas.

Additional opportunities for public engagement are planned as the project progresses.

## 1 ENGAGEMENT ACTIVITIES AND INPUT

Sound Transit has conducted engagement activities since the planning phase, from March 2024 through July 2024. These previous engagement activities are summarized in the [Graham Street Station Project Engagement Summary Report \(October 2024\)](#). From August 2024 through December 2024, Sound Transit maintained a consistent presence in the community, attending existing community meetings and briefings to share project information. In January and February 2025, Sound Transit hosted an online and in-person open house to share previous engagement findings, gather community feedback on the station design options and any additional priorities and concerns. This document describes the engagement activities from August 2024 through February 2025.

### 1.1 Tabling events and meetings

Sound Transit attended five community events to raise project awareness and provide opportunities for people to connect with the project team: tabling at the Hillman City Block Party on August 10, the New Holly community on Aug. 24; Wing Luke Elementary School on Sept. 3; an event at the Filipino Community Center on Sept. 27; and Boo Bash on Oct. 27.

The project team also presented project information to the Congolese Integration Network on Sept. 26. Meeting attendees expressed interest in collaborating with Sound Transit as the project progresses. Participants also shared concerns about housing costs and ways to support businesses impacted by construction.

### 1.2 Community workshop

On Feb. 3, 2025, Sound Transit hosted an in-person community workshop at the Filipino Community Center to share and receive feedback on station design options and other project updates. In addition to Sound Transit, City of Seattle and King County Metro also staffed the event.



**Figure 1-1. Community Workshop Presentation**

The event began with a presentation summarizing the project timeline, Sound Transit's Racial Equity Tool Outcomes, previous engagement, technical considerations when building a station, the station design options, and next steps.

Approximately 65 people attended the community workshop. Live interpretation was available in Spanish, Simplified Chinese, Vietnamese, Tagalog, and Somali.

After the presentation, the project team set up three tables (one for each station design option) where attendees could ask questions and share input. Workshop attendees could also add their comments and questions on interactive display boards. The interactive boards had the following prompts (see **Figure 1-2**):

- Please share your thoughts about Option 1.
- Please share your thoughts about Option 2A.
- Please share your thoughts about Option 2B.
- What other outcomes are important to you? Please share your priorities here.
- What else is important to you? Please share your priorities here.



- Share your thoughts. Please share any other thoughts you have about a station at South Graham Street.

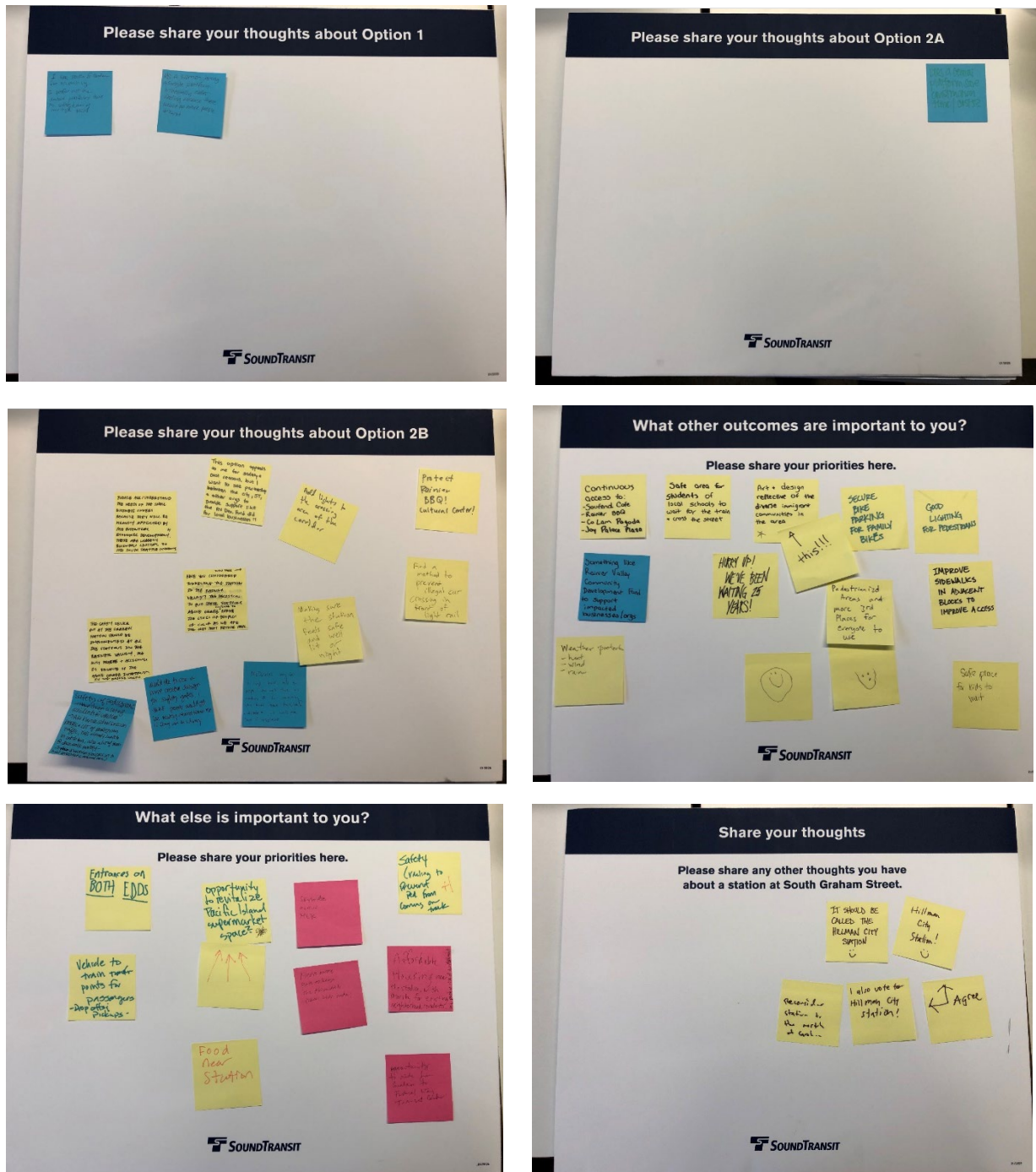


Figure 1-2. Community Workshop Interactive boards

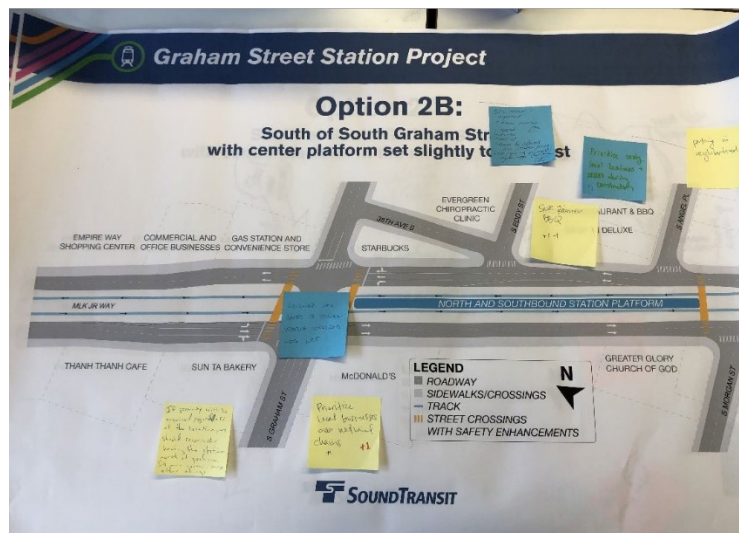
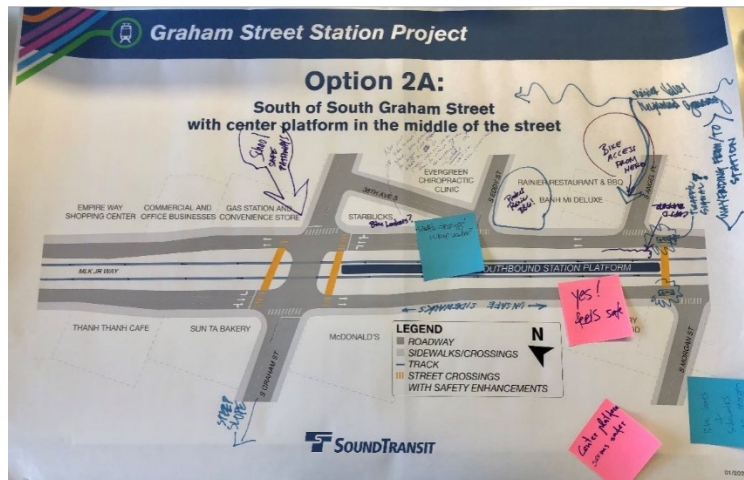
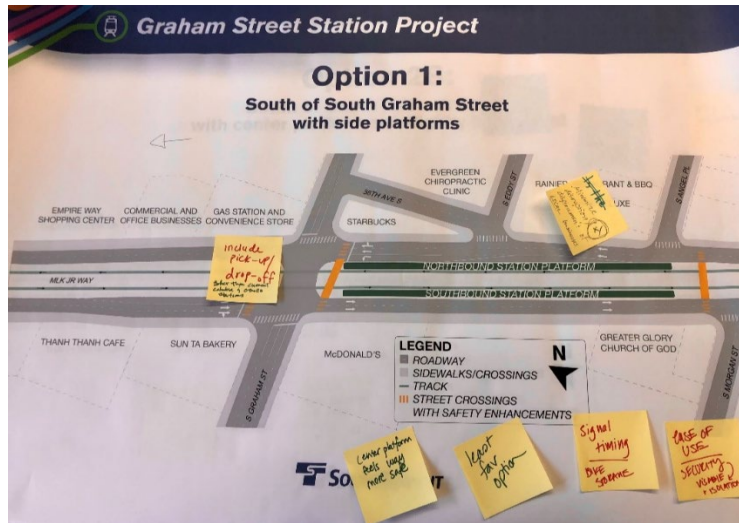


Figure 1-3. Community Workshop Interactive design diagrams

### 1.2.1 Workshop comments summary

Key themes shared by workshop attendees were:

- **Safety and access:** Attendees emphasized the importance of safety for those walking, rolling, and biking to the station and in the neighborhood. Attendees also shared their desire to improve connections for people walking, biking, and taking transit from nearby neighborhoods to the station.
- **Roadway impacts:** Community members would like to know more about how traffic movement would change during construction and once the station is built.
- **Construction impacts:** Participants asked questions and shared concerns about the length of construction and how it would disrupt the 1 Line service.
- **Business and property impacts:** Attendees shared concerns about potential business displacements to construct the station. Participants wanted to understand property and business effects. Attendees also named specific businesses that they feel are important to the community and want to be maintained.
- **Station area design and amenities:** Participants made suggestions for station area amenities, including adding a covered platform, lighting, bike lockers, pick up/drop off area, and wayfinding signage. Attendees also emphasized the need to ensure that platforms had enough space for everyone waiting, especially during peak hours.



**Figure 1-4. Community Workshop display boards**

### 1.3 Online survey

The online survey, open from Jan. 27 to Feb. 7, 2025, shared project information including site selection considerations and details about three station design options. The online survey was structured to present details for each station design option, followed by a comment section for feedback, before presenting the next station design option. The survey included questions about community priorities, thoughts about each station design option, and important outcomes. Three hundred eighty-two people provided comments in the survey.

Of those that provided demographic information, most respondents self-reported as living in Hillman City neighborhood (24%), with others also reporting that they either used to live in or work in Hillman City. See [Appendix A, table A-2](#) for full demographic data.

The survey included the following questions:

1. What else is important to you? Share your priorities below.



2. Please share your thoughts about this option [Option 1: South of South Graham Street with side platforms].
3. Please share your thoughts about this option [Option 2A: South of South Graham Street with center platform in the middle of the street].
4. Please share your thoughts about this option [Option 2B: South of South Graham Street with center platform set slightly to the east].
5. Please share any other thoughts you have about a station at South Graham Street.
6. What other outcomes are important to you? Share your priorities here.

Demographic questions (optional):

7. What neighborhood do you live in?
8. How many people, including you, usually live in your home?
9. What is your household's total annual income? A household income includes everyone living in the same home and sharing expenses, whether they are related to you or not.
10. How old are you?
11. Do you identify as Latino, Latina, Latinx, or Hispanic?
12. How do you identify yourself? (Select all that apply)
13. What languages are regularly spoken in your home? (Select all that apply)

See [Appendix A, table A-1](#) for all survey responses.

### 1.3.1 Survey comments summary

Survey respondents highlighted several topics for consideration as the project moves forward, including safety, transit connections, business and property impacts, and station design.

- **Safety:** Community members emphasized the need for enhanced safety and accessibility in the station's design. Many highlighted the need for safer crossings on Martin Luther King Jr Way South. Concerns about at-grade crossings and the risk of accidents were frequently mentioned. Respondents stressed the dangers of vehicles crossing tracks and suggested safety measures such as crossing gates, barriers, or grade separation.
  - We received comments that said the station should be elevated or underground to improve safety and efficiency, even if it increases costs.
- **Bike and transit connections:** Many emphasized the need to maintain and enhance bus routes rather than replacing them with light rail. Some also called for better bike lanes and protected paths to improve multi-modal access to the station.
- **Traffic and transit service:** Many expressed concerns about potential interruptions to 1 Line service during construction, especially if track realignments are required. Others sought clarity on how adding the station would impact overall commute times once operational. Participants also had questions about how the roadway might change to accommodate the station. Some supported reducing lanes to encourage traffic calming on Martin Luther King Jr Way South, while others were concerned about left-turn restrictions and increased congestion.

- **Potential business and property effects:** Respondents expressed concerns about how construction might affect local businesses, particularly small and minority-owned businesses. Some feared prolonged construction or land acquisition could force businesses to close. Respondents requested Sound Transit minimize construction time and disruptions to residents and businesses.
- **Station area design and amenities:** Community members expressed preferences and provided recommendations for the station design, including improved lighting and security, comfortable waiting areas, and public art. Some respondents expressed preference for wider sidewalks or planting strips along Martin Luther King Jr Way South.

Many survey respondents shared a station design option preference. A majority of those who provided their preference expressed that they preferred the center platform option for the following reasons:

- **Ease of use:** they make transfers easier and reduce confusion, especially for riders who might board the wrong train.
- **Safety:** center platforms were seen as safer because they eliminate the need for pedestrians to cross multiple tracks.
- **Efficiency:** some noted that center platforms reduce the station's footprint and could make construction more efficient.
- **Consistency:** a few respondents appreciated that center platforms align with the design of other stations in the system, like Stadium Station.

Community members expressed some concern or opposition to the station due to its cost, schedule, and design. Some respondents questioned the need for the station entirely, arguing that it was too close to existing Othello and Columbia City stations. Some survey respondents felt the station funding could be better spent on other transit improvements or addressing existing issues with the 1 Line. Other comments suggested prioritizing the lowest cost option.

The desired racial equity outcomes for the Graham Street Station Project were also shared in the online survey. Survey respondents offered suggestions for additional racial equity outcomes including:

- Address how an at-grade line disproportionately impacts an underserved community.
- Support more people of color on Sound Transit project teams.
- Define residential and business anti-displacement strategies.
- Document accessibility and translations in engagement efforts.
- Consider “people with special needs” in addition to communities of color and low-income populations.

## 1.4 Promotions

We used several notification tools to promote the online survey and community workshop, including:

- **Targeted emails:** Shared information with 20 community-based organizations, with a request to share with their networks.
- **Listserv update:** Two emails promoting the community workshop were sent to all subscribers of the project email list.
- **Flyers:** Posted at light rail stations, local businesses, and community gathering areas, including libraries and community centers.

## 2 FREQUENTLY ASKED QUESTIONS

Community members raised several recurring questions during the online survey and in-person workshop. The following reflects the most frequently asked questions and areas of concern, along with project team responses.

### **When will construction begin?**

Construction of the Graham Street Station is currently estimated to start in 2028. Potential construction of a new crossover in the vicinity of MLK Jr Way S and S Juneau St, could potentially start in 2027. A crossover would allow trains to cross from one track to another, reducing the effects of station construction on existing service.

### **How long will construction last?**

Construction and testing may take up to three years. The station is forecasted to open in 2031. Refined construction estimates will be developed during the conceptual engineering phase of the project.

### **How will construction impact existing 1 Line service? How will Sound Transit keep trains running during construction?**

Sound Transit plans to maintain 1 Line service and operations during construction. On occasion, the 1 Line service may be shut down at night or during the weekend to accommodate construction. Additionally, there may be times when only one of the tracks is operating. When this happens, the north and southbound trains must share a single track. As part of alternatives development and design, Sound Transit evaluated options for minimizing service disruptions during construction. During the conceptual engineering phase, Sound Transit will continue to refine the design and analyze the potential construction approach to minimize service disruptions during construction. Anytime Sound Transit has planned service disruptions, the Operations and Passenger Experience Teams work together to inform riders.

### **How will properties and businesses be impacted?**

It's too early in the project to know how adjacent properties will be affected. Sound Transit will evaluate property effects as part of the conceptual engineering and environmental review process.

### **How will the roadway be changed to accommodate the station? (e.g., number of lanes, turning lanes)**

The roadway is anticipated to have the same number of lanes and turning lanes as the current conditions. Both the northbound and southbound directions of MLK would need to be realigned to accommodate the station. Sidewalks adjacent to the station along MLK would also be wider than today to help people accessing the station. In coordination with the City of Seattle, Sound Transit will evaluate potential traffic and transportation effects during construction as part of the environmental review process.

### **What will pedestrian gates look like?**

Pedestrian gates would include a signal and an automatic gate that would lower when a train is approaching a crossing and raise when it is safe for pedestrians to cross the tracks. Sound Transit has already installed pedestrian gates in several locations along the 2 Line and is developing designs to test out in the Rainier Valley as part of the [At-Grade Crossing Program](#).

**How will Sound Transit address safety, including deterring unsafe behavior (e.g., illegal crossings, jumping safety fences)?**

Sound Transit is partnering with City of Seattle to implement safety pilot projects and programs on MLK Jr Way South, including the [At-Grade Crossings Program](#). The program was created to enhance safety near at-grade crossings with a focus on reducing unintentional acts around these crossings. At-grade crossings are designated crossings where a road or path crosses the railway on the same level. Sound Transit establishes processes that follow industry standards and best practices with a goal of continuous safety improvement.

**Why isn't Sound Transit building an elevated or underground station at this location?**

The voter-approved ST3 plan calls for a street-level station at Graham Street and did not contemplate changing the elevation of the existing alignment. Additionally, the current budget only supports an at-grade station. An elevated station would require additional funding from another party and substantial changes to the existing light rail system.

### **3 NEXT STEPS**

Community engagement and technical information will inform the conceptual engineering and environmental review phase of the project.

Additional opportunities for public engagement will be available as the project progresses.





# ***Graham Street Station Project***

## Appendix A

Survey responses

## Appendix A: Survey responses

**Table A-1. Survey raw comments**

Comments for: What else is important to you? Share your priorities below.
Be accessible via safe bicycle routes
Public transportation Increase access
Room for rental bikes and scooters to get people the "last mile "
Transit connections from station to neighborhood metro routes.
Walkable safe neighborhood well connected to link rail system
Easy access to the station via stairs, bus and walking from Beacon Hill on Graham. We have a community traveling with three generations (elders, students, and toddlers) who cannot access this station walking during winter, rainy months. Remove or improve congestion on Graham and MLK. Keep the business on Graham and affordable and accessible at all times. Provide protections to these long time businesses.
Easy access and minimal disruption to business and local traffic plus how will I get there
Accessibility features such as APS and tactile pavers are important. Crossing between at grade stations need to be considered as well.
Enhance Safety - The line and station need to be grade separated.
Enhance safty. Make is sfer to crosse the street. Meaning shorter wait times. Refugee islands and accessible for all.
Safety and Access. Ensuring cars don't crash into the trains is paramount
Safety for people walking and rolling to the station is of utmost importance.
Safety of existing stations and crossings should be fixed before adding more.
Safety to get to the station by having an above street level crosswalk/pedestrian bridge. Have security consistently near the station. Increase connecting bus routes East/West to the station (Graham to Seward Park Ave or Rainier, Graham to Beacon ave S).
Safety, especially at night. Increase access to the commumity
Safety, continued access for traffic with minimal interruptions, access to small businesses during construction, access to homes, support for small businesses especially disadvantaged bipoc businesses, continued dialogue before during and after construction.
Short walk from Orcas St
Develop infrastructure and businesses around the area of the station
Ensure maximum station area density (existing and future) to support our multi-billion dollar transit investments
Fostering housing and TOD around the station.
I'd like to see added residential density clustered near the station in time. I understand that it's a largely built environment today with some commercial areas and services, but added residential units should factor in somehow.
More TOD around the area.
TOD opportunities, especially affordable housing
Multi-modal transportation. The station and its surroundings should be pedestrian and bike friendly, and should have good transit connections
Connections to East West transit modes.
I concur with all the priorities already identified
I would agree with the above priorities.
I would agree with those 4 priorities
No priorities outside of what is already mentioned.
Nothing additional

Comments for: What else is important to you? Share your priorities below.
Nothing more. I agree with the ideas above.
The above are all important. Also let the design of the station improve the beauty of the neighborhood --TREES and art.
I would say add temporary stuff while during construction
1. Center Platform 2. Stamped concrete 3. No glass 4. No walls 5. Benches with 4 legs - one at each corner 6. Tamper resistant light poles Minimalism is made beautiful by its simplicity - let's embrace that beauty.
center platform, concrete pavers not tile.
Landscaping! Adding greenery to that area is vital, as it's suffered from a lack of investment in the past.
Make park and ride available. This will be very important in order for more people be encouraged to use 1 Line
Make the station grade-separated to minimize delays to operation.
Parking near the station is my number one priority
Parking near the station. When using light rail to travel into the city, I find myself parking in Beacon hill. The columbia city / othello stations do not have adequate parking.
Rain covers.
Turnstyles. Weather protection while waiting for the train.
Will You Have Video 8Y“, monitor screens with Livestream Videos 8YŽŹ with pre-recorded on All forms of transportation services 8Y□•â€□8Y!° in USA and Out of USA in real time information â„Ź,Ź,□, Real life 8YŠ¬ for upcoming years 8YŽ% & Decades to Come.
very important to have a center platform, it reduces confusion for vision inpaired, and others with cogna disabilities, and there would be access without not getting on the wrong side of center tracks.
Good coverage from the rain throughout the station platform (not only in some sections of platform). Bike lanes on graham street itself and connections to bike network. Right of ways for train that always give it green line when it approaches intersection
Pathway to and from Brighton playfield; signages; pedestrian safety; consideration for bus routes and stations for transferring
Having parking for bikes and separate, marked, parking for micro-mobility like Lime bikes and scooters. Lime bikes and scooters can take away space from people that need to lock up their personal bikes and scooters.
crossing gates at stations
Grade separation of mobility types would be ideal. At the very least, limiting vehicle crossings over the tracks as much as possible would increase safety and reliability of the line where frequent wrecks occur.
This station must be built north of Graham and must start construction ASAP. It's been a long time coming.
Traffic congestion. The Othello station is not too far and tends to get bogged during traffic hour from Holly street to Renton Ave. My concern is Traffic will be even more congested
Minimal negative environmental impact.
A station closer to my house would be amazing! All the proposed community priorities are important to me.
As a user, the very idea that the train will stop two blocks after Othello is just maddening. This south Graham location does not make my walk to the train significantly shorter. Spend your money and do this at Orcas. This is the best way to get to Seward Park. Orcas is a wider street which means you could get bike lanes and buses down it easier.
Cleanliness and longevity of station assets
Crime-free and clean station
Limit traffic disruptions - both during construction and after. Crossing MLK from Graham can be delayed by light rail traffic. Hopefully this new infill does not extend that stoplight further.
Minimize disruption to traffic - we already have to sit through 4 light cycles at Columbia City to take a left off of MLK when there are multiple trains that come through, which happens often. These stations should not be at street level, it's quite a disappointment to hear the suggestion of an additional one that increases more public safety risk and disruptions.
Future usability is more important than short term construction impacts. If there is no way around acquiring a current business for the land, it should be done.

**Comments for: What else is important to you? Share your priorities below.**

It seems that to minimize disruptions to service that platforms will have to be on either side of the existing rails, like at Columbia City and Othello, rather than a central platform like Rainier Beach. A center platform plan would likely take up less space, but rails would have to be placed into a traffic lane on either side of the current trackway in order to accommodate the construction.
Don't build the station.
enhancing the safety for all users of the corridor.
Fewer at-grade crossings for cars. 50% of the corridor crossings should be removed today. Crossings that should go are: Walden, Oregon, Edmonds, Brandon, Myrtle, Renton, Cloverdale and Norfolk. Enhanced pedestrian safety everywhere and traffic calming to slow vehicles down. Too much dangerous speeding.
Increased safety measures compared to other surface-track stations
Light rail safety- Keep unauthorized vehicles off tracks, especially when trains are approaching/passing.
Traffic safety. Get rid of all pedestrian crossings.
Ensure passenger safety -- that the station doesn't turn into a target zone for predators, criminals and vagrants. Things like good lighting, cameras, and visibility.
the at grade stations experience higher rates of accidents for vehicles and pedestrians, I would like to see more creative safety measures than pedestrian gates and unclear what safe crossing areas mean. There is a school nearby and that intersection already sees a lot of traffic when students are out of school to catch busses or go to local businesses in the area, how will the project support with pedestrian congestion as well as vehicle congestion/traffic? Green space buffering would be nice to have to help with noise and provide a buffer for pedestrians crossing. It would be great if the station was elevated but that doesn't seem like a likely option.
The safety of personnel operating a train with the school nearby and the ignorance of school children wanting to get to a coming train instead of watching for their safety Crossing arms Consider a raised station on the south end of Graham and MLK instead of the North end and MLK Have a raised crossing to the station
There will be a lot of youth using this station. It would be great to ensure their safety from vehicles and possible individuals that may do them harm. There needs to be more safety measures inside the station as well. Design-wise, it would be great to beautify the station with art and greenery. We as a community would like equal care to the aesthetics of the station similar to what is being done in Bellevue or Redmond. MLK station designs seem to be an afterthought. Consistent upkeep, cleanliness, and safety after it has been built needs to also be a consideration. Thank you.
Include crossing guards across S Graham St, to block any potential cars crossing the intersection when a train is coming. Every intersection along the at grade portion of the 1 Line should have these barriers in place.
#1 - Build it as a soon as possible :)
Already too many construction delays. Don't need more.
Build quickly
Build the station as soon as possible as I have seen a pattern of construction price tags ballooning on other projects in the Link System. Make a quicker decision with greenlighting
Earliest possible opening of the light rail station
When Will New 1st Station Construction going to start of new construction in Seattle.
Why is this taking so long? Just build it.
Build it fast and use only long lasting materials that will rarely if ever need repair
Get to work and build the station, quickly. Minimize disruptions to Link and to the people in the area. Quit wasting our time and money on consultants, studies, surveys, and red tape.
increased hours of light rail operation
Speed of the train to the airport
Speed
Add as little to the delay through rainier valley section of link as possible. It has become slower over the years due to admittedly necessary safety upgrades but please keep trip expediency in mind too.
Maintain a quick trip between downtown and points south



**Comments for: What else is important to you? Share your priorities below.**

Not slowing down current train travel times. Improving travel times throughout rainier valley while improving connectivity.
This is not necessary, building another station on MLK when light rail already has a ton of problems going on will only delay and make things worse for passengers. With you guys wanting 4 minutes head ways it only cause delays when people are trying to get to work. You guys are trying to be the TOP transportation in America but have so many issues going on. Fix the issues you guys have before trying to disrupt more services by creating a station that is not necessary.
Don't displace Rainier Restaurant and BBQ. Minimize service disruptions to all the riders that now depend on Link.
Maintain service as much as possible during construction
Designing the station to work well and not require frequent, disruptive maintenance. I don't want to hear about having to single-track the light rail a few years into operating the Graham Street station because they have to take weeks to replace some faulty floor tiles or other dumb oversights like that. This station should be built well.
Minimal disruption to current light rail service. Perhaps include overnight work minimize daytime disruption. Also include a third track or a passing track so that other trains may continue service in the event of a track blockage etc
Minimize disruption to the existing system.
Minimize disruptions to service on the 1 Line
Minimizing impacts and disruptions to the 1 Line itself is a priority for me. Splitting the system (in two locations for infills) would make travel between Seattle and SeaTac difficult depending on the number of shutdowns needed.
Dependability and resilience. We need a reliable, consistent service. Whichever plan has the highest safety and reliability is what we should prioritize.
Safe pedestrian crossings, and preserve local businesses. Also DO NOT disrupt Link service in the Rainier Valley during construction
Frequent trains, buses, and cheap, perhaps free and fully funded by the city. Easier access to the light rail. And as soon as possible.
High frequency service and nearby transit oriented development
Tap to pay system. The underground system in London has a Tap to Pay system using one's credit card. Would be nice to have this method of payment.

**Comments for: Please share your thoughts about this option [Option 1: South of South Graham Street with side platforms].**

There is already far too many pedestrians/potential riders willing to risk their lives, crossing traffic, against traffic signals to catch a train, if it can't be a raised station, it shouldn't occur.
More & better Safety Signage and direction signage is needed, Existing at grade stations are confusing.
The side platforms put the passengers closer to the vehicle traffic which is not as pleasant. Also, switching directions would mean crossing the tracks.
Seems fine. I'm not a huge fan of the side platform design as at othello and Columbia city. The pedestrian refuges between track and street feel really tiny, and the platforms themselves also feel small.
center platform would be better
I prefer 1 platform for both NB and SB trains
center platform is mor accessible, from experiance of using stadium verses sodo. like i said those with issues would always know their always in the correct place with a center platform. it also olimates extra issues if getting off the wrong station, the one we are speaking about you just need to turnaround and your still on the platform and facing the train to go back without a lot of navigation for those with special needs.
Center running is better for access from both sides of the road, but increases road crossings for everyone. Ideally the line could be elevated for this new station to remove the at grade crossings
I like this option because it looks like it requires less disruption to the existing tracks, and doesn't require taking as much occupied property.
I think this option would work, especially as it has the smallest land impact, which means it would probably impact local business the least. However, it's the option I like least due to the side platforms and amount of track crossings

### Comments for: Please share your thoughts about this option [Option 1: South of South Graham Street with side platforms].

Another station is not necessary, wasting tax payer dollars by having to move possible street and sewer pipes and who knows what else is totally bogus. We could use that money for other things instead of adding another station on MLK that will be close to othello and cause service disruptions when being built
I don't think we should build it, unless we elevate or cut and cover. It will slow down the train to the airport
don't build the station
I'd prefer on the North side of the Graham St which is more like between Columbia City and Othello station
I think this is the best option. The existing east-west pedestrian pathways connect to Angel Place and Morgan Street better than they do the alternatives. This means more people could easily access the station without walking along Graham.
This is the best option.
Honestly, we don't want another station at street level, no matter what precautions are taken. It causes way too many disruptions and safety issues, even after construction is complete.
This option is fine with me and seems like it would have less impact to the operating service before the station is opened. I imagine any track realignments would cause additional delay.
This plan sounds good. My main concern is that it's very similar to the Columbia City station, which has been very dangerous for pedestrians. You mention adding gates to improve safety - I would be interested in learning about what additional things we can add to make it as safe as possible.
Would there be traffic lights? more then once, the train's brakes have had issues around this area
Get rid of the left turn only lanes. There is no reason to keep them. It creates a danger to pedestrians as well as inattentive drivers who may turn into an on coming train. If you want to increase pedestrian safety then you should be limiting the distance that they need to cross traffic lanes. Also your system is supposed to replace or limit the number of cars on the road, so why do you need to keep the same number of lanes?
Can the public transit agencies worldwide announce Further Expansion of Footages of Livestream services with pre-recorded videos, on public transit and airport transit systems in real time information and real life?
What happens to the buildings on either side of MLK as the road widens? Thinking particularly about how the Starbucks drive through is already tight.
Looks good, why not elevate the whole station?
Minimal disruption to business, but how much does this actually increase rider access? South entrance is less than half a mile from north Othello entrance.
Define pedestrian gates
It appears as if the station will take space from the surrounding businesses? Unclear where the extra space is coming from. I am in strong support of wider sidewalks!
When Will Construction going to start at New station in Seattle.
It's unclear how this is meant to work how did you find room for the platforms, while widening the sidewalks and also maintaining the same number of general travel lanes? Did the buildings shrink?
this option seems ok. may provide more space for high pedestrian use from the school. Will trees actually be planted along sidewalk? Again would be nice because walking along MLK right now is not great and does not feel safe because of how small the sidewalk is and cars still driving more than 25 mph.
Looks good and provides Ada access
It's difficult to comment on this without knowing how many/which businesses or homes may be impacted. However, I think that this is the least safe option and would rank it lowest out of the options.
It's logical with regards to placement. I see minimal business that would be disrupted/displaced by widening the road. I'm not sure how realistic widening both the road and sidewalks about be. Seems like that would require business to relocate instead of join losing some street front space.
This option would require crossing an extra crosswalk to access the Empire shopping center, in favor of better access to Rainier BBQ/Banh Mi deluxe. Given the number of businesses at Empire shopping center, it would make more sense to locate the station closer to that block.
Don't even think of one lane for either north or southbound traffic. Keep car access open and reduce any options that cause traffic congestion. Bikes may be important but don't close lanes for bicycle traffic. Colombian way is now impossible to travel with huge backups. Avoid options like these. As long as the options in question provide safe access to pedestrians and autos it's fine.

### Comments for: Please share your thoughts about this option [Option 1: South of South Graham Street with side platforms].

I don't love that the sewer pipe may need to be relocated, which would add costs and construction time to the project.â€ Seems slightly less safe due to needing to cross potentially two tracks.
I think this plan is great since it reduces costs, impacts, and speed of construction. I worry there will be large periods of light rail service disruption during construction which should be avoided at all costs even if that means choosing a more expensive alternative.
Not a good idea - Requires 2x as much infrastructure and maintenance.
It seems fine, no major issues I have with it. Track disruption for rebuilding it might affect the neighborhood mobility though if the 1line is stopped or single tracked.
Completely insane that you think this can be done with minimal impact to existing service.
looks good but potential for extra delays is concerning
Not loving this option because it requires moving a sewer pipe
My concern is that the companies would have to reduce the parking lots like in McDonald's when it starts construction as it sometimes get busy, even when it is at drive thru (at the same time)
These tracks should be underground. Safety is only a concern because this is not a safe option with an above grade track. Cost should not be of an importance when safety should override all costs incurred for an area that's already unsafe with this above grade design.
looks fine. I'm glad that safety and esp. pedestrian safety is being prioritized.
This is the most consistent with the other stations in the vicinity. I've never felt it is particularly safe as it is too easy to cross unsafely in front of the train.
Is it not possible to make the road space for cars smaller. Not the street is designed for speeding. Many people live here. Making the street a bit more tight will save money and improve hte experience.
although pedestrian-friendly crossings are named, I worry still about safety. perhaps the gates would help, but I know the at-grade stations have more pedestrian fatalities than other stations. the location sounds ideal and if safety is thoroughly addressed, then it seems like a good option
It seems the most dangerous since there are more train tracks to cross as a passenger.
It always feels unsafe to drive over light rail tracks and to be so close to the light rail. A car accident can easily impact the light rail. Furthermore, construction would undoubtedly hit the sewer line. It's a no go for me.
need overhead walkway to cross street
Anything. No gate for pedestrians to open. Make it safe for blind.
This option seems fine, although I'm interested to see what other innovations are possible. For this option to work, I would be heavily concerned about additional safety considerations though. Drivers do not respect the speed limit on MLK, and I often feel hyper-vigilant as a pedestrian.
i think this is a fine option, so long as pedestrian guards are included for at least 2-3 blocks in either direction.
Seems fine, I just want to see pedestrian, bicycle and rider safety the priority, not vehicle miles traveled at high rates of speed.
-This is my preferred option
-Consider removing the eastbound right turn lane on Graham St at MLK Way to aid in safety for people crossing to the station
-Consider closing the 38th Ave/Eddy St intersection with MLK Way to aid in pedestrian safety around the station
This is fine, but I worry about traffic revisions.
Why are we even talking about cars? Like move them. Seriously. Clog the lanes please.
I like this
I like this option, it is straightforward.
Terrible!
seems to be less opportunity for density south of Graham vs north of Graham
Well in keeping with the other milk stations
This option seems to meet Sound Transit's stated requirements.
Takes too long to build Center platform might be easier to construct

**Comments for: Please share your thoughts about this option [Option 1: South of South Graham Street with side platforms].**

Looks good
Hard to understand your diagrams but sounds like a viable option
I like it. Straightforward and similar to other grade level stations along the alignment.
This option might make the street narrower. That is a concern.
Yeah, this looks good.
seems like a fine and reasonable approach
Don't love having to move the sewer pipe
MLK does *not* need two general travel lanes in each direction. Please look into options for reducing this to one lane (plus turn pockets) in each direction, including adding protected bike lanes, expanded sidewalks, bus lanes, and/or planting strips.
This is a great option
This looks good to me.
Seems ok
Prefer option 2B as less disruptive and safer
I like it but don't see how it uses less land than a center platform option.
Not sure at this point. Need to see other options before making a decision
I like it, it's similar to the Columbia City and Othello stations
This option looks nice.
Looks awesome
This is fine
I appreciate that it keeps the design of the at-grade stations consistent.
A side platforms option seems like overkill for an infill station.
I think Option 1 compliments the design of the other Link stations on MLK, which is good for folks with disabilities who have grown accustomed to this configuration.

**Comments for: Please share your thoughts about this option [Option 2A: South of South Graham Street with center platform in the middle of the street].**

Seems safer
Idea is good but how do we stay warm and dry during the long fall and extended winter weather we have in Seattle? There doesn't seem to be a rain cover and that can harm one's health and reduce the desire to use transit.
I prefer the design with 1 station in the middle of the 2 tracks rather than a SB/NB track design
I also like this option, and prefer the access as it requires waiting for fewer crosswalk lights to get to the correct platform.
I don't understand how or why there would be new sidewalks in the middle of MLK running north/south.
-Consider removing the eastbound right turn lane on Graham St at MLK Way to aid in safety for people crossing to the station -Consider closing the 38th Ave/Eddy St intersection with MLK Way to aid in pedestrian safety around the station
Much better, but still not good.
This would be safer than the previous option
south of Graham looks worse than north of Graham, but the center platform does seem better than side platforms
Personally I prefer center platforms, makes transferring easier



Comments for: Please share your thoughts about this option [Option 2A: South of South Graham Street with center platform in the middle of the street].
I don't see many benefits for this design over option 1. the middle platform vs side platform doesn't provide significant safety improvements for pedestrians.
This would disrupt the 1 Line stations from Othello to Columbia City station so it would be from Othello, Rainier Beach, Tukwila Int'l Blvd, and so on below until Federal Way (in 2026 as the construction starts (Graham Street station)) and from Columbia City, Mount Baker, and so on to Lynnwood City Center station because of the canary wire systems would be fixed or something like that
Hard to tell from construction impact map how this would impact businesses. How do the options compare as it relates to impacting current Link service?
This option requires too many concessions (space, utility relocation, track disruptions) for the minor benefit of a center platform. Unless ST will commit to grade separation, then build this station as efficiently and minimally as possible.
Same
I prefer the separated north and south bound platforms as it's more consistent with the rest of the south end stations.
Again, pedestrian, bicycle and rider safety are paramount. As long as there is adequate platform space, this seems fine and honestly one of the biggest mistakes most of the stations have, non-center platforms. This is always better for rider flexibility if going the wrong way and transfers.
Again, I like the center platform idea better. Confused as to why there appear to be sidewalks between track and street, unlike any other at-grade center platform stop I can think of. Wouldn't that space be better given over to wider sidewalks or planting strips at the west and east sides of MLK?
Prefer center platforms.
Center platforms are probably better overall, but it comes down to the amount of time and amount of interruptions to the existing system for me. Logically, I think this one would be harder to do.
I think separate north and south bound platforms are better than the combined one.
Looks less safe
I like just crossing one set of tracks like the stadium station. I still don't like it being on top of a sewer line nor cars being close to it.
This is an interesting option. MLK is a huge street considering the speed limit, businesses, and pedestrians, so it would be great if the extra space needed for the platform could also somehow act as traffic calming/making the street less wide.
Maybe too complicated and takes too long to build I am interested in the easiest solution
The challenges and benefits seem very similar to option 1
I'm fine with this option as well
I prefer this option. It reduces the amount of pedestrian crossings and is a simpler station design to navigate. Though it needs more land in the long-term it would be better for the community. The sewer pipe sounds like it would be impacted regardless of option 1 or 2A or 2B
Much prefer the passenger platforms on the outer sides of the trains
Same question as previous feedback. However, I like the center platform design better. It's easier to use.
I am totally confused by the diagram and description to be able to have an opinion but don't have an immediate objection
I like this one too.
I prefer this option.
Will Sound transit systems going to operate 24/7 Service on Trains, Buses, Commuters RAILS, Rail Stations & Airport Transit Systems & Airplanes for upcoming Years & Decades to Come.
Sure, either middle or outside is fine.
need overhead walkway to reach station
THIS IS THE BEST OPTION
Yes

Comments for: Please share your thoughts about this option [Option 2A: South of South Graham Street with center platform in the middle of the street].
This is great - just without the glass and walls. Lights that are completely vertical would probably be better than the diagonal...
This is my preferred option. It makes both maintenance and transfers easier while reducing the footprint of the station.
center platform is good
This is my preferred option!
I prefer 1 platform for both NB and SB trains that will have the least amount of travel time added to the overall commute time
This seems like a more expensive option with benefits negated by the pedestrian crossing gates being present. I prefer the split platform.
Nope
I'm not sure how it would work out to require pedestrians to cross the train tracks to get to the boarding zone.
I like the center platform concept
Realigning the tracks to support a center platform seems like it will be much more disruptive than not doing this.
This option is better with the center platform for both track directions. This station would be much improved if the line was elevated to remove the at grade road crossing
The safer option but also completely insane for the impact to existing service.
This is fine. If it's safer than Option 1 great. Compare the safety and costs.
I like the idea of the center platform but does the track spacing need to increase to accommodate that? How are the lanes going to be rerouted due to this increase center median area being widened. Also why does the cross section show center platforms with peds and light poles on the outside of the tracks? How would all of that fit?
This is preferable to the side platform option. Easier for people to switch platforms in case they need to change direction.
I like the idea of the single platform. It does take up a lot of extra space beside the street though.
I prefer this option to #1 as it does seem safer--no need to cross two tracks. However, I am concerned about the businesses on MLK. They don't seem super close to the street so maybe they wouldn't be as impacted.
I don't think we should build it, unless we elevate or cut and cover. It will slow down the train to the airport
Is it not possible to make the road space for cars smaller. Not the street is designed for speeding. Many people live here. Making the street a bit more tight will save money and improve hte experience.
seems safer and less confusing
Center loading is always preferred.
better environment for waiting passengers and changing directions will not need to cross the tracks. however, the waiting space for crossing the roadway appears very minimal.
Prefer this option as it presents less risk of people crossing tracks.
This is preferred.
Don't like this option as much to have only one platform - like the additional safety but with the crowding of students out from school I question whether it will have same impact.
Pedestrian crossings are what I like about this
I like how pedestrians are further away from cars. This feels a little safer.
Just don't think about cars and build where it makes the most sense at Orcas
not a fan--a surety that someone running late for a train would consider jumping any safety measures in place for crossing the track so close to the street crosswalk
depending on how much more this costs due to requiring more space, I like this option better safety-wise since it only requires pedestrians to cross one track
Whatever Provides the least impact on small bipoc businesses and homes and keeps traffic flowing.
Prefer option 2B as less disruptive and safer
After reading about the options I feel better about the first option.

### Comments for: Please share your thoughts about this option [Option 2A: South of South Graham Street with center platform in the middle of the street].

Also sounds doable

This is not a good idea. Removing the turning lane for South bound traffic on MLK is a bad idea. The turning lights (arrows) are short as it is and left turns on and off MLK are already frustrating (especially from Alaska to MLK).

A central platform should have been the standard for every station in the Link system. It helps with ease of use and transfers to future extensions. Even better would be to make all of the stations along MLK completely grade separated. But because of the at grade condition, this is a far less safe solution for pedestrians, with the walkway between busy traffic and the trains, you will have to create a fence line the entire length which will be both aesthetically unpleasant and constraining to those who use it. Again, reduce the number of car traffic lanes.

Center platform makes more sense than Option 1.

This option seems more doable.

I like option 1 better

I liked 1A better

Looks good

Less pedestrian exposure to tracks should be prioritized. re: the sewer line, it's better to spend that money now, than later. Especially if it's an older sewer line.

I dislike this option also because it contains the same sewer line.

Center platforms reduce the footprint of the station, which may make construction more efficient

This is my second preferred option.

same as the last post before this one

I like the middle platform because it might require less construction and you only need to cross one track. I don't like that it would be on a sewer line and would add costs and time.

I guess this makes more sense as it takes less real estate.

### Comments for: Please share your thoughts about this option [Option 2B: South of South Graham Street with center platform set slightly to the east].

This seems like the best option so far because of the sewer pipe

Same comments. Safety is already compromised with above grade tracks. Improve it while preserving business and creating safer travels for pedestrians to use transit. This includes shelters with covers.

I prefer the design with the station in between the 2 tracks that serve both NB/SB tracks. Better to have all services and staff all visible in one track rather than splitting it up. Prefer the design that decreases overall commute time in the long run after construction

I like this option and appreciate that it has fewer construction complications with the sewer pipe.

-Consider removing the eastbound right turn lane on Graham St at MLK Way to aid in safety for people crossing to the station -Consider closing the 38th Ave/Eddy St intersection with MLK Way to aid in pedestrian safety around the station

No, nothing south of Graham.

This appears to be the same but I guess cheaper and will save time

meh

Seems ok more room for walking

The track reconstruction is a much larger concern than the sewer line disruption since the former is the only one to impact current light rail service.

Same reason as in the other answer

Again, it's really hard to understand construction impact map as it relates to adjacent businesses. Not in favor of this option if it impacts Rainier BBQ.

No difference from 2A.

Comments for: Please share your thoughts about this option [Option 2B: South of South Graham Street with center platform set slightly to the east].
Better
I prefer options that don't require reconstructing the tracks.
Same, prioritize pedestrian, bicycle and rider safety.
I can barely see any difference to the centered center platform. If it saves construction time and money, go for it.
No personal thoughts between this option and the previous. Whichever placement works best.
Less safe
Of the options presented so far, this feels like the best bet. Not on top of a sewer line, safety for all.
It's hard to tell for sure without seeing the options side by side, but this seems better than option 2A. If it goes around the sewer pipe issue with only a minor shift in station, this seems preferable.
Best option so far
If you can avoid the sewer pipe but not decrease service that seems like a good option
I think this option would work just as well as 2A. I like both 2A and 2B options.
No additional feedback on the platform shifting to the east.
Takes away more space but possibly more rider friendly?? Diagrams confusing
I don't know. Just from the description and diagrams, I can't see the difference from 2a.
This is the best so far. The shift in location isn't significant. There may be a further walk to the boarding area, similar to Stadium, but it's great that it avoids the delay of moving the sewer.
When they going to have a Open 8' house 8' and survey.
fine.
need overhead walkway to reach platform for pedestrians
Yes
This is also a good option. Split platforms are not good options. Also the benches should have 4 legs - one at each corner. Previous thoughts on the light poles stand.
I prefer 1 platform for both NB and SB trains that will have the least amount of travel time added to the overall commute time. If tracks have to be shifted, will that add more total travel time when traveling from the airport to downtown?
Same issues as the other one, it seems unnecessary for an at grade station.
Terrible
seems extremely similar to the last option. no opinion.
This seems best of the three I've seen so far (center platform plus don't move sewer pipe)
Not obviously meaningfully different from the other option 2. Would still be improved to be elevated to remove the at-grade vehicle crossing
I don't understand how this differs. Still insane.
I prefer the center platform shared for north and south traffic. But see no need for sidewalks adjacent to the trains - this seems dangerous.
If this option cuts costs this is good.
Adding pedestrian gates would increase safety. Good given the middle school in the area
I like this option better than 2A. I don't see what the issue with having curved platforms are as I have ridden subways (namely Hong Kong) that have curved station platforms where people board/deboard.
This might be the best option.
Is it not possible to make the road space for cars smaller. Not the street is designed for speeding. Many people live here. Making the street a bit more tight will save money and improve the experience.
don't really understand the difference



**Comments for: Please share your thoughts about this option [Option 2B: South of South Graham Street with center platform set slightly to the east].**

Is the difference that trees can't be planted on the east side?
If sewer didn't need work , that would be ideal
This sounds like a great work around.
Have the option of a north and south platform on either side of Orcas been thought about?
same concern as for 2a
no strong feelings in differences between 2A and 2B
See my previous comments
Prefer option 2B as less disruptive and safer
Unsure what the difference is between this and 2A but I do prefer this design. As long as the platform is wide enough. It would be ideal to have complete overhang to protect passenger or pedestrians from our many months of rain. More seating is ideal.
I like this one best as it seems to cause the least impact ( other than space ) to the area and seems safer than the other options.
I like less construction
This is a little better but still not my favorite.
A wider platform is preferable for riders than a narrower platform. I would prefer this over 2a.
This seems the same as the other option 2
Still think option 1 is best
This is fine
I like that it is not over the sewer pipe.
Option 2B seems to make the most sense and perhaps require less cost and disruption than the others.
I think this option is best as it mitigates the safety risk of multiple crossings while retaining the same construction efficiencies as Option 2
This is my most preferred option, but would want to make sure that the impacted local businesses (Banh Mi Deluxe or Rainier BBQ) would be compensated and have accommodations made to ensure they could remain.
i feel the same as option one, and option 2
I prefer option 2B based on the reduced potential utility conflicts and center platform layout that reduces conflicts for pedestrians.
I like the middle platform because only one crossing. I like that this would reduce conflict with the sewer line and reduce costs and time.
This is cheaper, so preferable.

**Comments for: Please share any other thoughts you have about a station at South Graham Street.**

Ensure businesses can keep their doors open. Consider moving this track underground so no one else gets hurt. This area should see more safety improvements and money used to implement safer access to transit on foot. More people use transit than any other method. Keep us safe and create places that are equitable for all.
I hope that there is consideration for increased protected bicycle lanes connecting nearby neighborhoods without light rail to this station (South Park, Seward Park, South Beacon Hill, Georgetown)
-My preferred is option 1
It must be north of Graham with a shared middle platform.
north of Graham seems like the much better location to maximize potential density
We have been promised this stop for a long time and I'm very excited to see it happen

Comments for: Please share any other thoughts you have about a station at South Graham Street.
It sounds like just south of Graham is the preferred choice, the options 1, 2a, and 2b have no significant benefits or harms over each other.
No questions
Please share better details on potential construction impacts to businesses and current riders as a comparison point between the options. The construction impact maps lacked detail.
Again, unless ST will commit to fixing the initial problem of not building grade separated track and stations through Rainier Valley, then build this infill station with minimal disruption and as as cost-effective as possible.
The gates at all other stations are awful.
Same, prioritize pedestrian, bicycle and rider safety.
Concern it will create delays.
This will be a good addition to the system, but in the end it will still add time between Seattle and SeaTac which is a bit unfortunate.
Keep architecture simple to reduce costs
Repeating myself here, but anything that can be done to make pedestrian safety a priority during this project would be so appreciated. I'm a single adult, so even just speaking for myself, but also Aki Kurose middle school is right down the road from this future station. I'm sure many children would use this station. Please consider all options for reducing the harm that cars can do to pedestrians trying to access the train.
Build the side platform option. Copy the designs from Columbia City, Othello, and Spring District to the maximum extent feasible to save time and money.
The South end deserves to have this station as quickly as possible. We feel cheated that it wasn't done the first time around
So long as: dense residential development is planned in tandem; pedestrian-safe guards are included along the track for blocks in both directions; safe walking corridors to the Aki Middle School are planned, I think this is a great addition to the community.
PLEASE ensure Link continues running and serving this community during construction.
I'm excite to have an addition station.
Would like minimal disruption to neighborhood and businesses but be easier for residents, I want a station but don't understand your descriptions or diagrams
All of these seem to be safe options. The build further east doesn't seem like a significant location difference in being able to board near Graham, and if it facilitates building the station sooner, that's my highest priority. I wasn't clear on what impacts the increased land usage would have, but it doesn't seem to reduce the available lanes on MLK.
It is our hope that a park and ride option will be available in this station.
Public Safety 8Y10 and public works program & Projects.
Get started!
need overhead walkways for safety
Center Platforms made of concrete, no tile!
Construction only takes a short time - maintenance is forever. Design with maintenance efficiency in mind - keep things simple and the public will be happy. Complexity in design causes future issues and costs additional taxpayer funds down the line.
Add in a third track or a bypass track so if anything were to happen, the train behind can go around
Don't need, passengers are already at time running late because mechanics can't fix the trains correctly, every single train always has a fault. Building another station where we don't need to and spending money where we don't need too is stupid.
The design should consider that in the future, Sound Transit might want to do fare enforcement with turnstiles or such, like other cities do, to cut down on fare evasion.
Do it soon!
Traffic calming all along MLK is desperately needed, and while that's outside the scope of this infill station project, I hope you work with SDOT on reducing the number of general traffic lanes on MLK.

Comments for: Please share any other thoughts you have about a station at South Graham Street.
is it necessary?
This area and community would benefit from a closer station location. That said, this entire line should be elevated to remove all at-grade crossings and it seems short sighted to consider adding a new station without any consideration of elevating the line for this under construction portion. Ultimately this will increase the time from central Seattle to the airport
Stupid. A waste of money. If we wanted a streetcar that stopped every 2 blocks, we would have built a streetcar. Please abandon this idea.
Another stop would be appreciated.
Please use data to decide which type of platform is safest. This would be my favorite.
Good idea. The experts need to weigh in on comparing safety and costs factors. I don't feel qualified.
How much time will this add from Lynnwood to SeaTac?
This will make it much easier to access light rail!
will trains come more often? will trains have more cars to accommodate the ppl?
I'm disappointed there are no options for a north of Graham option. Your rationale for not pursuing this seems lazy. You're sacrificing user comfort and preference from your surveys because you don't want to deal with utility relocations, and you made up "safety concerns" and lack of east/west streets as an excuse. In reality, safety and access are nearly identical in both, so holding these up as a reason for choosing the southern option doesn't hold up to scrutiny.
I am curious to know what will be the impact of bus routes? With the stations coming online in the Southend we've seen cuts to bus routes and instead of making public transportation more accessible it has taken away public transportation for some in areas that already have limited options. It would be great to see ST invest in the VIA program or a larger type of shuttle service. As someone who lives in Beacon Hill but far from the station (20 minute walk from Othello and Columbia, 1.5 hr walk from Beacon Hill) coming back up the graham st hill is challenging esp for my elderly parents.
Please consider options that do not retain two general vehicle lanes in both directions. MLK needs safe walking and bicycling access as designated in Seattle's Bike Master Plan. And between center and side platform options, please choose center platform to ease passenger flow during single-tracking or contraflow operations..
I think priorities for having the station closer to Columbia city station, rather than so close to Othello would make more sense
N/A
It should be at Orcas. It makes the most sense. And if you want it can be pushed south to Juneau to give better access to the shopping center at Graham
please do not enact hostile architecture for the benches at this station
Keep roads open to traffic as much as possible. Seattle is still not New York. We can't travel everywhere under many circumstances and family structures without cars. Don't squeeze cars out and provide safe options for pedestrians. Bicycles are not feasible for all of except a small percentage. Keep moving forward and Seattle will arrive to a time when restrictive capital lanes for bicycles will be feasible and won't be dangerous. Safety and supporting bipoc businesses are a priority as well.
Those of us in the areas east and west of Graham have always relied heavily on public transportation. We are a disproportionately older community. Given the elevation changes, we need bus connections east and west on Graham, especially connecting with the 36, 107, and 7.
Like I mentioned before, would love to have a n aesthetically pleasing station. We as a community would like the same care and attention to detail given to other stations like in the east side and north Seattle. It would also be GREAT if ST could purchase some land in general near the Columbia City Station and this Graham Street station for park and ride options. It doesn't have to be huge, just would be nice to have an option to park somewhere.
I'm looking forward to using it!
I prefer an option with less construction cost and distribution
Please build it quickly =)
Stop making at grade stations and stop putting them in areas that are mostly surrounded by parking lots!

### Comments for: Please share any other thoughts you have about a station at South Graham Street.

It was a huge missed opportunity to not build this station when the light rail was originally built. This station should be prioritized for equity for the residents and businesses of this area. They have to deal with the daily presence of the light rail without a way of easily accessing the light rail. Please build this station ASAP.

NA

I would love a station on Graham, I live on Orcas so would be nice to have a station within closer walking distance. Would be nice for Aki students too

Feedback about how you do surveys: it would be awesome if we could see each option side by side! It's hard to remember what you see in option and even harder to have to go back and forth between pages.

This is good! Please provide surrounding connecting transit as well

would be interested in additional plans that do not involve moving the sewer pipe

Safety for users is the most important. Center platforms are safest

The large businesses are less likely to be harmed by major construction or loss of land. I'd prefer that smaller businesses be preserved and compensated for impact of construction.

you do not need to have all the issues with elevators, and excludators going out of order, and we know there a lot of those, and no issues with providing stairs.

In the description of each alternative, there are concerns noted about having enough space but it looks like the option of reducing the number of car travel lanes isn't being considered. This seems like a missed opportunity.

Ensure pedestrians are protected when traveling to and from station - this is already a super busy intersection.

Please please please make it on the north side of the s Graham St which is more midway between Columbia City and Othello station. I read the opinion on why it should not be on the North side, and I disagree. You can always construct near S Orcas St which is a major arterial and will bring more business to that area.

### Comments for: What other outcomes are important to you? Share your priorities here.

Moving the train underground like all other stations; use data to include funding where poor designs have hurt and killed pedestrians; creating spaces that are safe for all instead of ones that are unwelcoming that make one feel devalued due to their zip code or race

Place the station north of Graham!

allowing more housing allows more access to the station and is more equitable. please make sure we have buy in from seattle for massive upzones here

Keep the diverse character of mlk, offer many different levels of tod housing close by all milk stations

It's better to "sacrifice" the McDonalds and Starbucks than Rainer BBQ.

Nothing

Has the project considered adding additional pocket/crossover tracks to minimize impacts during construction (and all future disruptions that happen so often in the Rainier Valley)?

I would like to see RET implementing across Sound Transit. I have not seen one person of color assisting with the building of the Link Light Rail.

Same, prioritize pedestrian, bicycle and rider safety. These include signage and crossing barriers for those who may not be native English speakers.

If you expect federal funding better keep this section quiet.

Really hear out the residents that will utilize the station.

Adequate lighting for safety

This is very important, I defer to other community members to add their thoughts.

For f\*cks sake build the station so people can use it. There's been talk of building a station here since the 90's, then ST's Board torpedoed it and the train's been rolling by since 2009 without stopping. And we voted for this in 2016 so let's get a move on. Building a single, at-grade light rail station in a equitable, collaborative, and just manner should not take 15 to 30 years.

Minimizing impact to local businesses and homes, as well as ensuring service continues during construction would help ensure communities of color and low-income populations are less impacted. Utilizing high-grade finishes,

Comments for: What other outcomes are important to you? Share your priorities here.
architecture and good lighting for a first-class station experience is also important. There is a big difference in feel between the at-grade Bellevue stations (East Main and BelRed) vs MLK (Columbia City, Othello, Rainer Beach). Good bus connections to travel east/west from the station are also critical
Can't think of additional
The entire west side of the alignment is on a significant grade up to Beacon Ave. Will there be any consideration for facilitating riders unable to ascend/descend from the West side, aside from adding up to 15 to 30-minute headways waiting on a bus for transport up and down between MLK and Beacon?
ensure that the station will not be hard to be accessed by people with disability.
Live Stream Videos on Social Media Channels; Mobile Devices and Website.
make it pretty, plants and artwork are nice.
stations need to blend with community, need better access to the stations and things to do at station rather than basically a bus stop in the desert
Reduced traffic dangers a long MLK
Offer increased mobility by adding non-vehicle dependence options and increase mobility safety by improving crossings and pedestrian safety
The horrible impact on existing service during the years of construction will not help anyone. And once complete, adding a station will slow the already super slow trains even more and de-incentivize usage.
Important to me that there is less reliance on cars in this community so people can access the resources they need easier.
safety, esthetic design
Nothing further.
More stops is better. I always found it strange the large distance between Columbia city and Othello St. stations. Like, does no one in between need to use the train?
I especially like seeing local artist's work in the community.
The community feedback was clearly in favor of a north of graham option. Your rationale for a south of Graham option is thin, at best. You claim safety and access limitations for a northern option, but the street grid and crossings are nearly identical to the southern option. The only substantive difference appears to be the presence of utilities that need to be relocated, which the agency doesn't want to deal with. Put your users first for once and listen to what we have to say about where we want the station. Reconsider and put the station north of Graham.
These are all important to me. I think y'all have a good list that I want to see more details about how you plan to achieve these outcomes. We've seen a lot of change in neighborhoods where stations have been constructed. We have also seen a lot of plots go up for sale and luxury development with houses costing \$800k go up. We've seen loss of trees for these developments. It is still unclear to me what community benefits have been. I would like to see how ST is thinking about anti-displacement strategies and keeping people in place to benefit from this very project that has been promised to our community over a decade ago.
Advance environmental and economic justice to improve economic and health outcomes for communities of color
As a user I want it to make sense and not feel like an infill.
project must be attended with social programs that keep people currently living in this area able to keep their houses if they choose--gentrification will only increase in potency after this station is completed
end result of expanded connection to POC-owned businesses in the area while minimizing impacts to them during construction
Art installations that employ local neighborhood artists.
Agree 100%. Part of the cultural norms for the communities served by RET is multi-generational housing. Seniors in those households who may not be able to easily navigate hills need good and frequent bus connections to maintain their independence and make life easier for those households.
Would be nice to have a virtual option for any community outreach opportunities for those who are unable to attend in person. I like the option of doing online surveys. Also more importantly, as a community we would like to see what the outcomes are after these meetings and surveys are done. Perhaps a follow up communication email or report disseminated in social media or an email distribution list would be helpful. Often times we are surveyed and unsure what the results/outcomes are.
No additional

Comments for: What other outcomes are important to you? Share your priorities here.
Nothing comes to mind
I'm glad you're now considering this- Sound Transit really messed up putting rail at grade through some of the most under served neighborhoods in Seattle. Please actually listen to people this time- not just business owners.
Easier ways to connect people to businesses in the area, and reduce traffic on MLK
Reliable and resilient. Which design will we need in 40 years from now and how can the station meet the future needs of Seattle?
lets have all gthese same concerns for those with special needs, please. there always seems to be a lack of prioritits for those special needs, this is a great chance to make a station which addresses the needs of those with these special needs.with
Avoiding displacement of existing minority owned businesses
Yeah, if you were really concerned about that you would have made the light rail underground. I don't buy it.

Table A-2. Demographics overview

	What neighborhood do you live in?	Count	Percent
	Hillman City	23	24%
	Columbia City	8	8%
	South Beacon Hill	7	7%
	Othello	6	6%
	Rainier Valley	6	6%
	Mid-Beacon Hill	6	6%
	Rainier Beach	5	5%
	New Holly	1	1%
	North Beacon Hill	1	1%
	Dunlap	1	1%
	Currently unsheltered/no home	0	0%
	I don't know	0	0%
	I prefer not to say	12	13%
	Other – Please specify	19	20%

**Other responses included:** Working in or previously living in nearby neighborhoods, Belltown, Capitol Hill, Central District, Highland Park, Judkins Park, Shoreline, South Park, and U-District.

	How many people, including you, usually live in your home?	Count	Percent
	1	4	5%
	2	47	55%
	3	19	22%
	4	11	13%
	5	4	4%
	6 or more	0	0%



	What is your households total annual income? A household income includes everyone living in the same home and sharing expenses, whether they are related to you or not	Count	Percent
	\$200,000 or more	22	24%
	\$150,000 to \$199,999	16	17%
	\$100,000 to \$149,999	16	17%
	\$75,000 to \$99,999	10	11%
	\$50,000 to \$74,999	7	8%
	\$25,000 to \$34,999	4	4%
	\$35,000 to \$49,000	2	2%
	\$20,000 to \$24,999	2	2%
	Less than \$10,000	1	1%
	I prefer not to say	13	14%

	How old are you?	Count	Percent
	18 or younger	0	0%
	19 – 24 years old	2	2%
	25 – 34 years old	27	29%
	35 – 49 years old	34	36%
	50 – 64 years old	16	17%
	65 years old or older	9	10%
	I prefer not to say	6	6%

	Do you identify as Latino, Latina, Latinx, or Hispanic?	Count	Percent
	No	82	88%
	Yes	3	3%
	I prefer not to say	8	9%

	How do you identify yourself?	Count	Percent
	White	56	59%
	Asian or Asian American	20	21%
	Two or more races	4	4%
	Black, African, or African American	4	4%
	American/Alaskan native, First Nations or other Indigenous heritage	2	2%
	Native Hawaiian or Other Pacific Islander	2	2%
	Middle Eastern or North African	2	2%
	Unknown or unsure	0	0%

I prefer not to say	2	2%
Other – I prefer to self-identify	3	3%

**Other responses included:** Jewish

	What languages are regularly spoken in your home? [Select all that apply]	Count	Percent
	English	90	80%
	Spanish	6	5%
	Vietnamese	4	4%
	Mandarin	3	3%
	Tagalog	2	2%
	Arabic	1	1%
	Cantonese	0	0%
	Somali	0	0%
	Ukrainian	0	0%
	Amharic	0	0%
	Korean	0	0%
	Russian	0	0%
	A language not listed above	7	6%

**Other responses included:** French, Ilocano, Kenyan, and Turkish