



Graham Street Station Project

Engagement Summary Report

October 2024

Revision history

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

Executive summary

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

Sound Transit conducted several engagement activities to involve community members.

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

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

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

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

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

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



525 people completed the online survey



252 people subscribed to project updates



Engaged with over **50 people** at the in-person open house



Engaged with over **220 people** at 5 in-person tabling events



Met with people at **7 community interviews** and briefings



Sent **5,044 mailers** to recipients within a ½-mile radius of the project area



Received **23,110 impressions** and **1,280 clicks** on social media

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

Revision history ii

Executive summary iii

1 **Engagement activities and input** 1

 1.1 Community interviews 1

 1.2 Online open house 1

 1.3 In-person open house 3

 1.4 Tabling events 4

 1.5 Promotions 5

2 **Survey responses** 9

 2.1 Survey respondents 9

 2.2 Survey questions 9

 2.3 Survey summary 9

 2.4 Open-ended survey question overview 13

 2.5 Next steps 14

Figures

Figure 1-1. Screenshot of the online open house 2

Figure 1-2. People attending the in-person open house 3

Figure 1-3. Interactive display boards used at the in-person open house 4

Figure 1-4. Mailer side one 6

Figure 1-5. Mailer side two 7

Figure 1-6. Social media ad 8

Tables

Table 2-1. Survey response summary 10

Table 2-2. Demographics overview 12

Appendices

Appendix A. Open-ended survey responses

1 ENGAGEMENT ACTIVITIES AND INPUT

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

1.1 Community interviews

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

We met with the following community-based organizations:


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

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


1.2 Online open house

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

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


Survey open through July 28, 2024

English



Graham Street Station Project

Welcome

About the project

Survey

Next steps

Welcome to our online open house!


Sound Transit's Graham Street Station Project would add a new street-level station to the existing 1 Line of the Link light rail network on Martin Luther King Jr Way South near South Graham Street in the Rainier Valley.

Read below to learn more and share your feedback. We want to hear from you!

Our survey will be open through July 28, 2024.

HOW TO USE THIS ONLINE OPEN HOUSE

- To advance through this online open house, continue scrolling down or select the tab above to navigate to the section you want.
- Share your thoughts by completing the survey below. Remember to click the "Submit" button at the end.



- + KA EEG BANDHIGA FURAN EE KHADKA ONLAYNKA DHACAYA LUUQADA: SOOMAALI
- + VEA ESTA SESIÓN EN LÍNEA ABIERTA AL PÚBLICO EN: ESPAÑOL
- + TINGNAN ANG ONLINE OPEN HOUSE NA ITO SA: TAGALOG
- + XEM BUỔI MỞ CỬA TRỰC TUYẾN NÀY BẰNG: TIẾNG VIỆT
- + 查看此网站的版本: 中文
- + اطلع على هذه الدعوة للعدّة عبر الإنترنت في: عربي

WANT TO LEARN MORE?

Join Sound Transit at an in-person open house and talk with team members about the project.

WHEN:
Tuesday, July 16
4:30 to 7:00 p.m.

WHERE:
Van Asselt Community Center
(2820 S Myrtle St,
Seattle, WA 98108)

YES! I WOULD LIKE TO RECEIVE PROJECT UPDATES.

First Name

Last Name

Email Address *

SUBMIT

Figure 1-1. Screenshot of the online open house

1.3 In-person open house

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

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

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

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

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



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



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

1.4 Tabling events

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

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

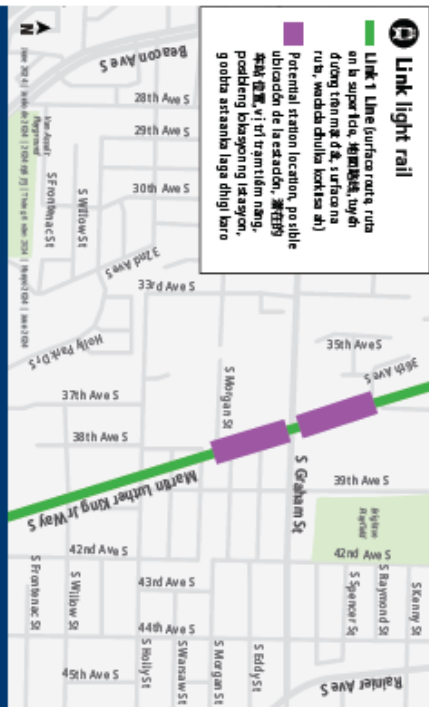
During these events, people shared support for the station and encouragement to complete construction quickly. People said that the existing gap between Othello and Columbia City Station is too long. People also had questions regarding elevated versus street-level stations and shared the importance of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

1.5 Promotions

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

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

Additionally, [Seattle Transit Blog](#) published an article promoting the survey on July 9. [The Urbanist](#) published an article promoting the survey on July 10.



October 2024

About the project

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

We want to hear from you!

Attend our in-person open house:

Tuesday, July 16, 4:30 – 7 p.m.
Van Asselt Community Center, 2820 S Myrtle St, Seattle
Interpretation provided in Spanish, Chinese, Vietnamese, Tagalog, Somali, and Arabic. To request interpretation in another language or accessibility accommodation, call 800-823-9230.

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

Questions?

Contact Community Engagement:
grahamstreetstation@soundtransit.org or 206-293-9599.
Información en idiomas alternos: 800-201-4900 / TTY: 711 o accessibility@soundtransit.org.

Acerca del proyecto

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

¡Queremos conocer su opinión!

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

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

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

¿Tiene alguna pregunta?

Comuníquese con Participación Comunitaria:
grahamstreetstation@soundtransit.org o al 206-293-9599.
Información en idiomas alternos: 800-201-4900 / TTY: 711 o accessibility@soundtransit.org.

关于本项目

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

我们希望听到您的意见！

参加我们的面对面现场咨询会：
7月16日（星期二）下午4:30-7:00。
Van Asselt Community Center, 2820 S Myrtle St, Seattle
提供西班牙语、中文、越南语、他加禄语、高棉语和阿拉伯语口译服务。如需申请其他语言的口译服务或无障碍便利服务，请致电800-823-9230。

请于7月28日之前上网分享您的反馈：

soundtransit.org/GrahamSt-Plan

有疑问？

联系社区参与部门：访问
grahamstreetstation@soundtransit.org 或致电206-293-9599。
如需其他形式的信息：致电800-201-4900 / TTY: 711 或访问 accessibility@soundtransit.org。

Giới thiệu về dự án

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

Chúng tôi muốn lắng nghe ý kiến của quý vị!

Tham dự sự kiện giới thiệu trực tiếp của chúng tôi:

Thứ Ba, ngày 16 tháng 7, 4:30 chiều – 7 giờ tối
Trung Tâm Cộng Đồng Van Asselt, 2820 S Myrtle St, Seattle
Cung cấp dịch vụ thông dịch bằng tiếng Tây Ban Nha, tiếng Trung, tiếng Việt, tiếng Tagalog, tiếng Somali và tiếng Ả Rập. Để yêu cầu dịch vụ thông dịch bằng ngôn ngữ khác hoặc hình thức hỗ trợ tiếp cận, hãy gọi số 800-823-9230.

Truy cập và chia sẻ ý kiến phản hồi của quý vị online đến hết ngày 28 tháng 7:

soundtransit.org/GrahamSt-Plan

Quý vị có thắc mắc?

Vui lòng liên hệ đội ngũ Tương Tác Cộng Đồng:
grahamstreetstation@soundtransit.org hoặc 206-293-9599.
Để nhận thông tin bằng các định dạng khác: 800-201-4900 / Dịch Vụ Tiếp Âm TTY: 711 hoặc accessibility@soundtransit.org.

Tungkol sa proyekto

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

Gusto naming malaman ang iyong opinyon!

Dumalo sa aming open house sa personal:

Martes, Hulyo 16, 4:30 – 7 p.m.
Van Asselt Community Center, 2820 S Myrtle St, Seattle

May pagpapalawak sa Spanish, Chinese, Vietnamese, Tagalog, Somali, at Arabic. Para humingi ng pagpapalawak sa ibang wikang o tulugan sa accessibility, tumawag sa 800-823-9230.

Mag-online at ibahagi ang iyong feedback hanggang Hulyo 28:

soundtransit.org/GrahamSt-Plan

May mga tanong?

Kontakin ang Pakikipag-ugnayan ng Komunidad sa:
grahamstreetstation@soundtransit.org o 206-293-9599.
Impormasyon sa mga alternatibong forma: 800-201-4900 / TTY: 711 o accessibility@soundtransit.org.

Faahfaahin ku saabsan mashruuca

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

Waxa aanu doonaynaa in macluumaadkaaga aanu helno!

Ka qayb galka gurigeena furan ee foolka-foolka ah:

Talaadada, Luuliyo 16, 4:30 galabta – 7 habeenimo.
Van Asselt Community Center, 2820 S Myrtle St, Seattle

Tarjumaada waxa ay bixiyaan Isbaanish, Jarmiga, Farsiisiga, Tagalog, Somali, iyo Cimilada Si wax u dhahato kugu bixiyaal ku qayb kaala ah ama qaababkaada Isbaanishka, la hadal 800-823-9230.

Qabo onlayn ahaan oo ku baahi fikirkaaga Luuliyo 28:

soundtransit.org/GrahamSt-Plan

Su'aalo?

Kala Xidhiidh La Shaqaynta Bulshada:
grahamstreetstation@soundtransit.org ama 206-293-9599.
Xogta oo u qayb kaala kaala: 800-201-4900 / TTY: 711 ama accessibility@soundtransit.org.

Figure 1-5. Mailer side two

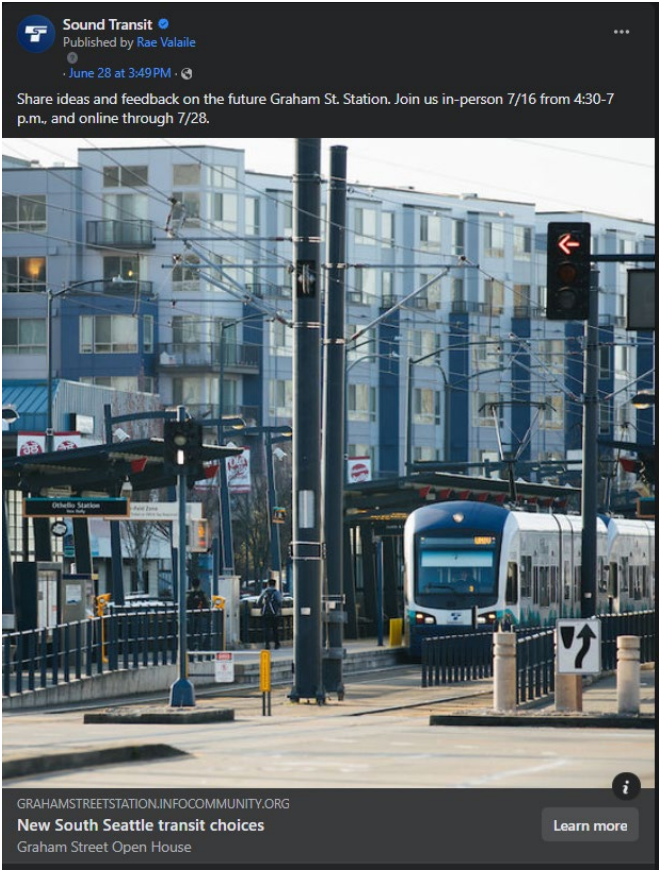


Figure 1-6. Social media ad

2 SURVEY RESPONSES

2.1 Survey respondents

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

2.2 Survey questions

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

Station survey questions

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

Demographic questions (optional)

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

2.3 Survey summary

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

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

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

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

Table 2-1. Survey response summary

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

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

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

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

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

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

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

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

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

Table 2-2. Demographics overview

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

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

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

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

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

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

2.4 Open-ended survey question overview

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

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

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

2.5 Next steps

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



Graham Street Station Project

APPENDIX A

Open-ended Survey Responses

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

	Comments for “Is there anything else you would like to share about the Graham Street Station Project?”
14	<p>Please consider:</p> <ul style="list-style-type: none"> -Any measures to calm traffic along MLK through station access funds. -Implementing no right turn on red restrictions for all right turn movements at the station-related intersections. -Closing the EB to SB dedicated right turn lane on Graham at MLK. -Tightening the radii of all corners of the intersections. -Providing new/enhanced crossing opportunities across Graham and MLK within the station area. -Widening sidewalk along MLK and Graham on station approaches. -Closing some private driveways (or other access management treatments) within the station area to better control turning vehicle movements. -Extending the C-curb along Graham east and west of MLK to limit left turns and deter existing illegal left turns. -Improving sidewalks on 39th to the north of Graham to meet ADA compliance and provide connections to Brighton Playfield and Aki Kurose.
15	<p>Walking and biking are two drastically different modes and should not be combined. Our neighbors walk or metro #36 in this area. To make improvement for access it must include safe passage for those walking up and down the steep area of Graham in order for us to access this line or a shuttle to get us to it. This steep passage from south beacon hill is not safe to walk and the bus does not get us there. Also, the curb bulbs on Graham are also a safety concern with cars peaking past the curb to see traffic and pedestrians not able to walk safely or feel safe. The curbs bulb out too far on this street for it to be safe to turn onto Graham and to be a pedestrian on graham. Stairs need to be added to avoid steep hills.</p>
16	<p>In order for this station to be really valuable and serve as many users as possible, it would be best for it to be north of Graham, with access to the existing crosswalk at 37th Ave. S. Locating the station south of Graham will place it too close to Othello, and will not facilitate nearly as much transit-oriented development as placing the station farther north.</p>
17	<p>I think a stop at Graham street would give 100's (if not more) of residents better access for their commute! There's a large gap between Columbia city and Othello now and this is sorely needed.</p>
18	<p>Not really sure what's going to be useful around this station. There's mcdonalds and gas stations. Money should go towards separating the existing line from MLK traffic</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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