



King Street Station

Platform Area Improvements

Spring 2022 Engagement Summary

Executive summary

Sound Transit is studying how to make King Street Station better for passengers and ready to serve more Sounder riders in the years ahead as part of the [Sounder South Capacity Expansion](#) program. As a primary destination for Sounder riders, King Street Station can sometimes feel crowded, especially on stairs and in elevators. The current platform isn't long enough to serve the 10-car trains we're planning for in the future.

In April 2022, we asked for public input on three potential improvements to King Street Station: a longer platform, adding more stairs and elevators, and a concourse above the platform. We hosted an online open house from April 19 – May 10 with graphics showing potential improvements and a short survey. The online open house was available in English, Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese, and drew over 725 visitors. We also hosted two tabling events at the station on April 27 and May 2.

More than 230 people completed the online survey. A majority of the comments were supportive of the proposed improvements (more than 70% for each potential improvement). Common themes included support for longer trains or more capacity, support for reduced crowding and better passenger flow, and requests for better connections to destinations, including light rail. We will use this feedback as we continue to study and refine potential improvements at King Street Station.

We will solicit additional public input in 2023 regarding potential street-level connections and street crossing improvements, with additional emphasis on the local community. We will study connections to other transit modes in the area, including to facilitate access to the light rail station being planned as part of the [West Seattle and Ballard Link Extensions](#). We expect to complete all King Street Station Platform area improvements by 2036. This summary will be shared on the project webpage, listserv and with the Sound Transit Board. There is also a [Frequently Asked Questions](#) section of this document with our responses to common questions we heard during the engagement period.

Engagement by the numbers



Over 725 users visited the online open house from April 19 – May 10



More than 230 people completed the online survey



Engaged with over 60 people and shared over 400 flyers during 2 tabling events at King Street Station



2 project email updates sent to more than 2,700 recipients



1 Tweet and 1 press release picked up by local publications

Resumen ejecutivo

Sound Transit está estudiando cómo hacer que la estación King Street sea mejor para los pasajeros y esté preparada para dar servicio a más usuarios de Sounder en los próximos años como parte del programa de [Expansión de Capacidad de Sounder South](#). Como destino principal de los pasajeros de Sounder, la estación King Street puede parecer congestionada a veces, especialmente en escaleras y elevadores. La plataforma actual no es lo suficientemente larga como para dar servicio a los trenes de 10 vagones que estamos planeando para el futuro.

En abril de 2022, solicitamos la opinión del público sobre tres posibles mejoras para la estación King Street: una plataforma más larga, la construcción de más escaleras y elevadores, y la colocación de una explanada sobre la plataforma. Del 19 de abril al 10 de mayo, organizamos una jornada de puertas abiertas en línea con gráficos que mostraban las posibles mejoras y una breve encuesta. La jornada de puertas abiertas en línea estuvo disponible en inglés, español, vietnamita, chino tradicional y chino simplificado, y atrajo a más de 725 visitantes. También organizamos dos eventos con puestos en la estación el 27 de abril y el 2 de mayo.

Más de 230 personas completaron la encuesta en línea. La mayoría de los comentarios apoyaron las mejoras propuestas (más del 70 % para cada una de ellas). Los temas más comunes fueron el apoyo para trenes más largos o de mayor capacidad, el apoyo para la reducción de aglomeraciones, mejorar el flujo de pasajeros y peticiones para establecer mejores conexiones con los destinos, incluido el tren ligero. Utilizaremos esta información para seguir estudiando y perfeccionando las posibles mejoras en la estación King Street.

Solicitaremos más opiniones del público en 2023 con respecto a posibles conexiones a nivel de calle y mejoras en cruces viales, con un énfasis adicional en la comunidad local. Estudiaremos conexiones con otros modos de transporte en la zona, incluso para facilitar el acceso a la estación de tren ligero que se está planeando como parte de las extensiones de [Link a West Seattle y Ballard](#). Esperamos completar todas las mejoras del área de la plataforma de la estación King Street para 2036.

Este resumen se compartirá en la página web del proyecto, en listserv y con la Junta de Sound Transit. También hay una sección de Preguntas frecuentes en este documento con nuestras respuestas a preguntas comunes que escuchamos durante el periodo de participación.

Participación y compromiso en cifras



Más de 725 usuarios visitaron la jornada de puertas abiertas en línea del 19 de abril al 10 de mayo



Más de 230 personas completaron la encuesta en línea



Tratamos directamente con más de 60 personas y repartimos más de 400 folletos durante dos eventos con puestos en la estación King Street



Enviamos 2 actualizaciones del proyecto por correo electrónico a más de 2700 destinatarios



Las publicaciones locales retomaron 1 tweet y 1 comunicado de prensa

Tóm Tắt Chung

Sound Transit đang nghiên cứu cách giúp Trạm King Street trở nên hoàn thiện hơn để phục vụ hành khách tốt hơn và sẵn sàng phục vụ nhiều người đi tàu Sounder hơn trong những năm tới theo chương trình Tăng Công Suất Phục Vụ của [Sounder South](#). Là điểm đến chính của những hành khách đi tàu Sounder, đôi khi Trạm King Street đem lại cảm giác đông đúc, đặc biệt là trên cầu thang bộ và trong thang máy. Thêm đứng chờ hiện tại không đủ dài để phục vụ các xe lửa gồm 10 toa mà chúng tôi đang lên kế hoạch triển khai trong tương lai.

Vào tháng 4 năm 2022, chúng tôi đã hỏi ý kiến của cộng đồng về những cải tạo có thể được thực hiện cho Trạm King Street: thêm đứng chờ dài hơn, thêm nhiều cầu thang bộ và thang máy hơn và phòng chờ phía trên thêm đứng chờ. Chúng tôi đã tổ chức một nhà mở trực tuyến từ ngày 19 tháng 4 đến ngày 10 tháng 5 với hình ảnh đồ họa cho thấy các cải tạo có thể được thực hiện và một cuộc khảo sát ngắn.

Nhà mở trực tuyến này được tổ chức bằng Tiếng Anh, Tiếng Tây Ban Nha, Tiếng Việt, Tiếng Trung Phần Thể và Tiếng Trung Giản Thể và đã thu hút hơn 725 người truy cập. Chúng tôi cũng đã tổ chức hai sự kiện họp bàn tại trạm vào ngày 27 tháng 4 và ngày 2 tháng 5.

Hơn 230 người đã hoàn thành cuộc khảo sát trực tuyến. Đa số ý kiến ủng hộ các cải tạo được đề xuất (hơn 70% cho mỗi cải tạo có thể được thực hiện). Các chủ đề phổ biến bao gồm hỗ trợ cho các xe lửa dài hơn hoặc có sức chứa lớn hơn, hỗ trợ giảm thiểu tình trạng chen chúc và cải thiện dòng lưu chuyển hành khách, cũng như các yêu cầu đối với kết nối hiệu quả hơn tới các điểm đến, bao gồm cả tuyến đường sắt hạng nhẹ. Chúng tôi sẽ tham khảo ý kiến phản hồi này trong quá trình nghiên cứu và hoàn thiện các cải tạo có thể được thực hiện tại Trạm King Street. Chúng tôi sẽ thu thập thêm ý kiến đóng góp của cộng đồng vào năm 2023 liên quan đến các kết nối cấp đường phố và các cải tạo về giao lộ có thể được thực hiện, trong đó tập trung hơn vào cộng đồng địa phương.

Chúng tôi sẽ nghiên cứu các kết nối với các phương tiện giao thông công cộng khác trong khu vực, bao gồm cả việc tạo điều kiện tiếp cận trạm của tuyến đường sắt hạng nhẹ đang được quy hoạch theo dự án Mở Rộng Tuyến [West Seattle và Ballard](#). Chúng tôi dự kiến sẽ hoàn thành tất cả các cải tạo cho khu vực Thêm Đứng Chờ Trạm King Street chậm nhất vào năm 2036.

Bản tóm tắt này sẽ được chia sẻ trên trang web listerv của dự án và với Ban Quản Trị Sound Transit. Ngoài ra, tài liệu này còn có phần Câu Hỏi Thường Gặp với các câu trả lời giải đáp những câu hỏi phổ biến mà chúng tôi nhận được trong quá trình lấy ý kiến của cộng đồng.

Số liệu tham gia



Hơn 725 người dùng đã truy cập nhà mở trực tuyến từ ngày 19 tháng 4 đến ngày 10 tháng 5



Hơn 230 người đã hoàn thành cuộc khảo sát trực tuyến



Hơn 60 người tham gia và hơn 400 tờ rơi được phát đi trong 2 sự kiện họp bàn tại Trạm King Street



2 bản cập nhật dự án đã được gửi qua email đến hơn 2,700 người nhận



1 Tweet và 1 thông cáo báo chí do các ấn phẩm địa phương lựa chọn

执行摘要

作为 [Sunder South](#) 容量扩展计划的一部分，Sound Transit正在研究如何让King Street车站更好地为乘客服务，并准备在未来为更多的Sunder乘客提供服务。

King Street车站是Sunder乘客的主要目的地，此车站有时会拥挤，尤其是在楼梯和电梯上。目前的月台不够长，无法容纳我们未来规划的10车厢列车。

2022年4月，我们就King Street车站的三种潜在改善项目向公众征求意见：加长月台、增加更多楼梯和电梯以及扩展月台上方的大厅。我们自4月19日至5月10日举行了线上咨询会，在会上展示了潜在改善项目效果图并完成了简短调查。线上咨询会提供英语、西班牙语、越南语、繁体中文和简体中文版本，吸引了超过725名访客。我们还于4月27日和5月2日举行了两次摆摊设点活动。

超过230人完成了线上调查。我们收到的大部分意见均支持拟议的改善项目（超70%的人支持所有潜在改善项目）共同主题包括支持加长列车或增加容量、支持减少拥挤状况并优化客流，以及要求优化与目的地的接驳（包括轻轨）。我们将利用这些反馈，继续研究并完善King Street车站的潜在改善项目。

我们将额外针对当地社区潜在的街道水平接驳和街道交叉路口改善问题，于2023年征求其他公众的意见。我们将研究该区域与其他交通方式的接驳，包括简化通往拟作为[West Seattle](#)和[Ballard Link](#)扩展项目一部分的轻轨车站通道。我们预计在2036年前完成所有King Street车站月台区域改善项目。

本概要将在项目网页、列表服务器上共享，并分享至Sound Transit董事会。本文件中还有“常见问答”部分，其中包含我们对参与期间常见问题的回复。

参与活动中的数字



超过725名用户在4月19日至5月10日期间访问了线上咨询会



超过230人完成了线上调查



参与者超过60人，并在2次摆摊设点活动期间于King Street分发了400多份传单



2个项目的更新内容以电子邮件形式发送给2,700多名收件人



发布1条推特和1篇当地出版物的新闻稿

執行摘要

作為Sounder South容量擴展計畫的一部分，Sound Transit正在研究如何讓King Street車站更好地為乘客服務，並準備在未來為更多的Sounder乘客提供服務。作為Sounder乘客的主要目的地，King Street車站有時會擁擠，尤其是在樓梯和電梯上。目前月臺不夠長，無法為我們未來規劃的10節車廂列車提供服務。

2022年4月，我們就King Street車站三種可能的改善專案向公眾徵求意見：加長月臺、增加更多樓梯和電梯以及擴展月臺上方的大廳。我們自4月19日至5月10日舉行了線上諮詢會，在會上展示了潛在改善專案效果圖並完成了簡短調查。線上諮詢會提供英語、西班牙語、越南語、繁體中文和簡體中文版本，吸引了超過725名訪客。我們還於4月27日和5月2日舉行了兩次擺攤設點活動。

超過230人完成了線上調查。我們收到的大部分意見均支援擬議的改善專案（超70%的人支持所有潛在改善專案）。共同主題包括支援加長列車或增加容量、支援減少擁擠狀況並優化客流，以及要求優化與目的地的接駁（包括輕軌）。我們將利用這些回饋，繼續研究並完善King Street車站的潛在改善專案。

我們將額外針對當地社區潛在的街道水準接駁和街道交叉路口改善問題，於2023年徵求其他公眾的意見。我們將研究該區域與其他交通方式的接駁，包括簡化通往擬作為West Seattle和Ballard Link擴展項目一部分的輕軌車站通道。我們預計在2036年前完成所有King Street車站月臺區域改善專案。

本概要將在專案網頁、列表伺服器上共用，並分享至Sound Transit董事會。本檔中還有「常見問答」部分，其中包含我們對參與期間常見問題的回覆。

參與活動中的數字



超過725名用戶在4月19日至5月10日期間訪問了線上諮詢會



超過230人完成了線上調查



參與者超過60人，並在2次擺攤設點活動期間於King Street分發了400多份傳單



2個專案的更新內容以電子郵件形式傳送給2,700多名收件人



發佈1條推特和1篇當地出版物的新聞稿

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Engagement activities

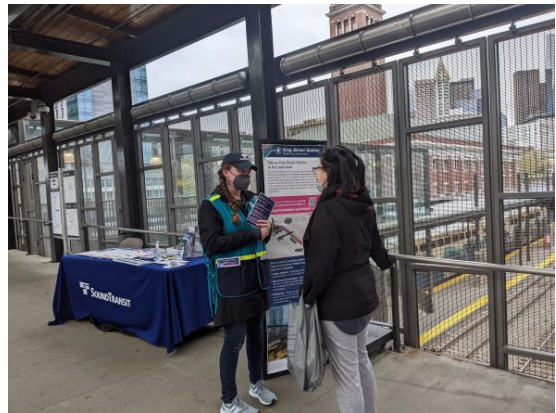
Online open house (kingstreetstation.participate.online)

This website contained information about the existing conditions and potential improvements for King Street Station (see Appendix A). The website provided infographics, aerial map displays, renderings, opportunities to get involved, contact information, and a survey. The survey gathered feedback on the proposed improvements and asked for respondent demographics. The full website was available in English, Spanish, Vietnamese, and Simplified and Traditional Chinese. More than 725 people visited the online open house and over 230 visitors completed the online survey (all responses were in English).

Tabling events

We hosted tabling events on the Weller Street Bridge at King Street Station on Wednesday, April 27, and Monday, May 2. We had displays with project information and materials about Sound Transit services and other related topics, like the ORCA program.

We engaged over 60 people in conversation about the project and listened to comments and questions. We also handed out around 400 flyers to promote the online open house during these events.



A passenger talks to a staff member about potential station improvements during a tabling event.

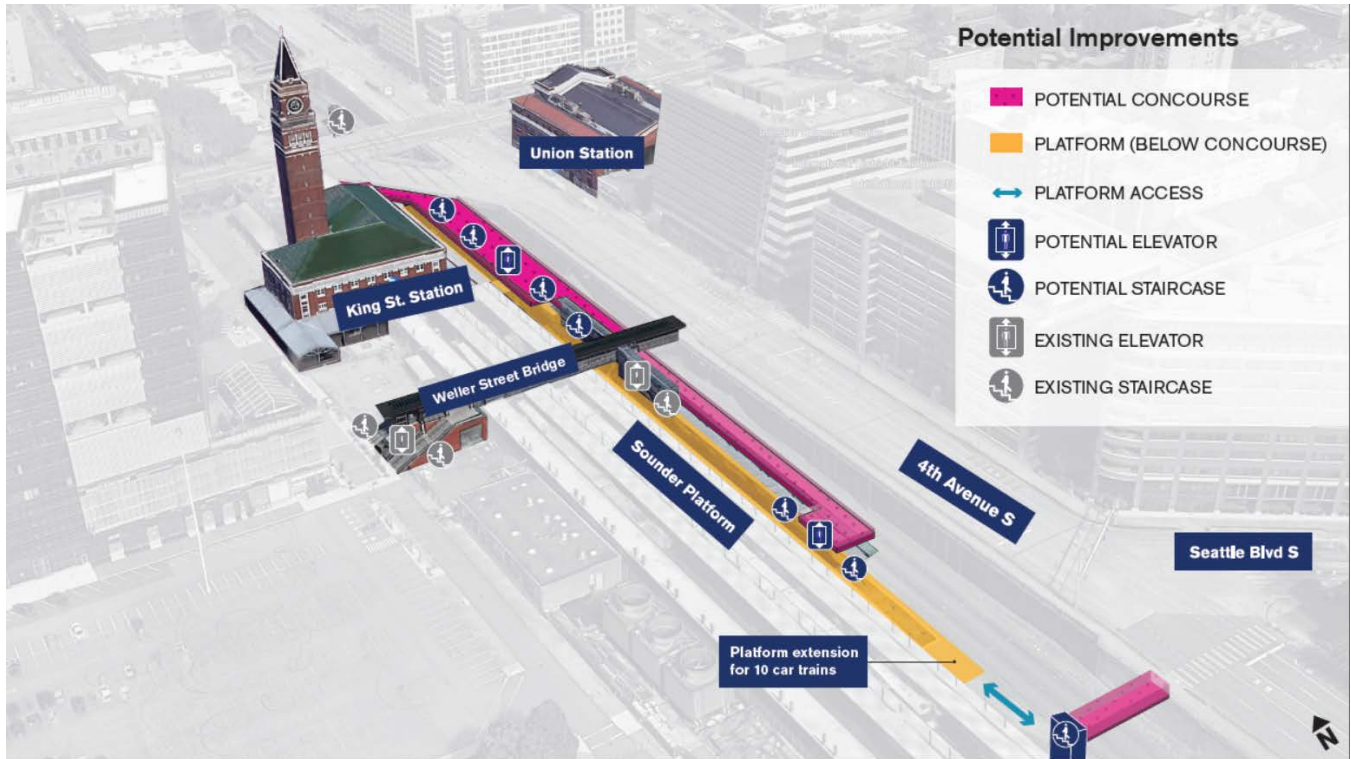
Notifications and stakeholder outreach

We promoted the engagement period to riders with signs at the station and on Sounder trains (see appendix B). We also sent two email updates to the Sounder South Capacity Expansion project listserv with more than 2,700 subscribers, issued a [press release](#) that was picked up by local publications, and shared a [post on Twitter](#).

We also notified staff from the City of Seattle, Historic South Downtown, Pierce County, King County, Pierce Transit, Washington State Department of Transportation, BNSF, and the cities along the Sounder South corridor (Lakewood, Tacoma, Puyallup, Sumner, Kent, Auburn and Tukwila) about the outreach period.








Summary of feedback

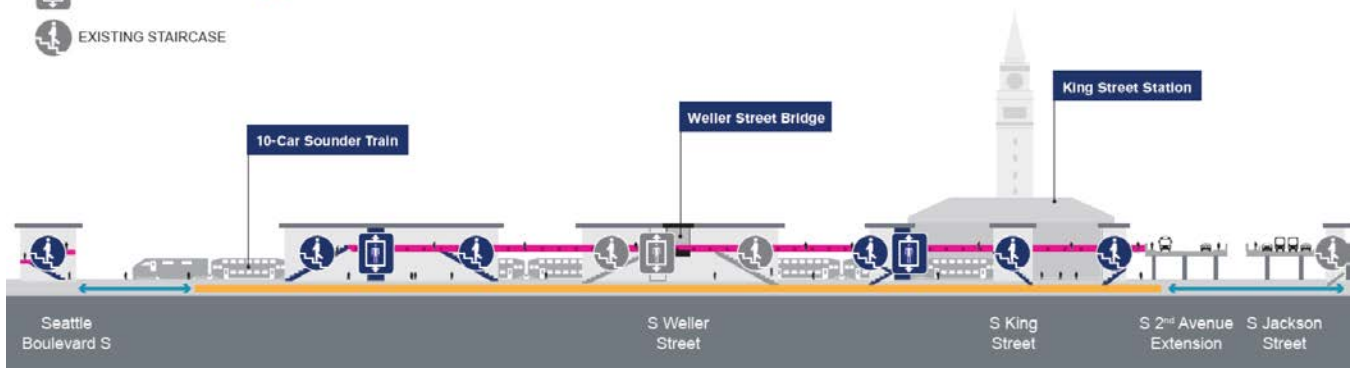
Our public engagement focused on potential improvements within the station footprint: a longer platform, more stairs and elevators, and a concourse above the platform. We asked people to tell us what they thought of these three ideas and anything else we should consider. The below feedback includes themes from the 232 responses to the online open house survey and informal conversations from the tabling events. Some sample quotes from participant responses are included in italics.



Potential Improvements



-  POTENTIAL ELEVATOR
-  POTENTIAL STAIRCASE
-  EXISTING ELEVATOR
-  EXISTING STAIRCASE
-  POTENTIAL CONCOURSE
-  PLATFORM (BELOW CONCOURSE)
-  PLATFORM ACCESS



Graphics from the engagement period illustrating potential improvements at King Street Station, including a longer platform, more staircases and elevators, and a concourse above the platform. The number and location of new elevators and staircases will be determined during the next phase of design.

Longer platform

Survey

We received 172 comments about longer platforms. The majority (over 75%) were positive, generally in support of making the platform longer at King Street Station, while a smaller percentage of comments (~10%) either opposed the improvement or said it did not impact them personally.

Common themes included support for longer trains and more capacity on Sounder (28 comments), support for reducing crowding (21 comments), comments about ridership levels (11 comments), and an emphasis on more points of access or passenger flow (10).

“Great idea! Longer trains will really help and as such longer platforms make a lot of sense.”

“Would be nice. Would help spread out riders and avoid over crowding.”

“Being able to handle more cars would be a benefit to riders when the ridership gets back to normal pre pandemic levels.”

“Don't extend the platform without adding more access points. If you do, it will make things worse, not better.”

People brought up a variety of other topics as well, such as requests for more train trips, a wider platform, and more seating; these topics are summarized in the “other feedback” section below.

Tabling events

We did not hear specific comments about a longer platform during our conversations at the station.

More stairs and elevators

Survey

We received 191 comments about more stairs and elevators. The majority (over 80%) were positive, and generally in support of adding stairs and elevators at King Street Station, while around 13% of comments were ambivalent or indicated that more stairs and elevators were not important or less important than other issues.

Common themes in the comments included support for reducing crowding (28 comments), an emphasis on more points of access for passenger flow (27 comments), a desire for better station access for the ADA community (18 comments), and feedback about elevator access, speed, size, or maintenance issues (15 comments).

“Excellent idea, the stairs pre-covid when a train would arrive can be a challenge to say the least. More stairs gives us more options.”

“Yes please: As a 50+ commuter, those stairs are getting tougher and tougher, but there is only the one slow elevator. Some more to the north would be ideal.”

“We definitely need more elevators, especially closer to the disabled car since that's who needs them the most! Right now, disabled passengers have to walk almost a city block to the existing elevator. For

someone with mobility issues, that's a long way. It's even worse when our destination is N, and the elevator is S. An elevator closer to the N end would be a huge help."

"ELEVATORS!!!!!! Watching able bodied individuals stream past while I wait for a fourth or fifth elevator is not equal access. Plus, with the rate at which an elevator is out of service, there really is no scenario of "too many elevators". What really hurts is knowing you have five minutes before the train leaves and there is a long line for the elevator. Able bodied individuals quickly walk down the stairs and catch the train in plenty of time. If I must wait for 2 or 3 elevators worth of people, I end up watching the train leave without me. THIS IS NOT EQUAL ACCESS."

"There should be more stairs and elevators. Additionally, Sound Transit should ensure that there are adequate amounts of maintenance to ensure that stairs and elevators are not constantly out of service."

"I understand that more stairs/elevators would help reduce congestion during peak times, but the congestion today is minimal, and even two years ago was not particularly awful."

Another theme from the responses to this question was escalators; this topic is summarized in the "other feedback" section below.

Tabling events

At the tabling events we heard general support for more stairs and elevators as soon as possible. Two riders with limited mobility expressed concern about the elevator on the west side of the Weller Street Bridge (connecting to/from the stadiums and Amtrak station) being out of service, and that the workaround is difficult (getting escorted across the tracks by the station agent). A couple folks with limited mobility emphasized the importance of more elevators (or escalators), and one asked that we add an elevator at the north entrance.

Concourse

Survey

We received 161 comments about adding a concourse. The majority (over 70%) were generally in support of adding a concourse above the platform at King Street Station. Around 10% of comments indicated uncertainty about adding a concourse, or that they needed more information about the design and functionality to understand the idea. There were also a small number of comments (around 7%) expressing that a concourse was not needed at this time.

Common themes in the concourse comments included support for providing more access points and improving the overall flow at the station (19 comments) and reducing crowding (16 comments).

"Love this idea, utilizing the space more efficiently and getting people up to the street more easily."

"Yes, it would spread out the crowds better on the platform, but without an additional crossing bridge to the west and streetlight crossing on 4th, you will still have the same choke points that will be dangerous and unwelcomed."

"It is not clear what the concourse would look like or why it is necessary. If it helps with reducing crowding and improving pedestrian circulation, then that would be great."

King Street Station Platform Area Improvements

“Interesting idea...my initial thought is that it is not needed, however, if ridership grows to pre-pandemic levels, it would be a nice addition as the current platform width is too narrow to safely fit all the passengers waiting.”

Comments included a few other topics, most commonly requests for increased weather protection at the station, comments about street-level crossing improvements, and suggestions for the concourse to include amenities. These topics are summarized in the “other feedback” section below.

Tabling events

Individuals were curious about how high above the platform the concourse would be, and had other design and functionality questions, including how it would connect to 4th Avenue South. Some riders were excited about the idea of the concourse or said that it made sense as a way to provide more places to connect stairs and elevators to the platform.

Other feedback

Survey

The final open-ended question in the survey asked participants if they had any other thoughts about the proposed improvements. We received 161 responses to this question, but we have also drawn related responses from across other survey questions to generate the below list of themes. These are listed in descending order of the approximate frequency they were mentioned.

Some of these comments and themes will be further studied in the next phase of the project, while others fall outside of the scope of this project. Read the [Frequently Asked Questions](#) (FAQs) section below for responses from Sound Transit.

Crossings and connections

Many commenters asked Sound Transit to study connections from King Street Station to other destinations. Creating an easy connection to light rail in the Chinatown-International District was a prominent theme, with many referencing the new Link light rail station proposed in the area as part of the West Seattle and Ballard Link Extensions project—and wanting this new station to be well-integrated with King Street Station. People also mentioned wanting better connections to the stadiums to the west of the station and to buses running on surface streets like 4th Avenue South.

This theme included requests for improvements to existing street-level crossings, like the crosswalk on 4th Avenue South that connects to the Weller Street Bridge; some suggested building a raised or grade-separated crossing over 4th Avenue South to make the connection safer for pedestrians, while others said they wouldn't use such a crossing (too much up and down).

There were also requests for more points that cross over the railroad tracks, either elevated at the level of 4th Avenue South, like the Weller Street Bridge, or near the platform level. A few comments suggested a tunnel under the tracks that would connect to light rail.

“A direct, safe, way to get to the link station. Currently you have mobs of people trying to cross 4th Ave and waiting for a pedestrian light to change can be frustrating esp in inclement weather.”

King Street Station Platform Area Improvements

"Please make sure this integrates well with the new light rail tunnel. This is the most important part of any King St redesign."

"Crossing 4th Ave is dangerous, and you should look for ways to connect the station with Chinatown that eliminate needing to cross a major thoroughfare."

"Connections to other public transportation options and foot traffic to Pioneer Square, ID/Chinatown and downtown in general should be prioritized"

"What would be great would be pedestrian overpasses: One at the Weller Street Bridge in particular, going to the International District and Link connections. The streetlight there is the single biggest congestion point: The light is long, the traffic dangerous, and there's a hike upward at the other end: Add another level up and elevator stop, and straight access across the street."

More train trips and weekend service

Respondents requested changes to the Sounder schedule, such as running more trains, running later trains, and providing Sounder service on weekends.

"Run more trips in both directions, serving more than just arbitrary commuting hours. Whatever improvements it takes to make this possible."

"If the Sounder could run later in the evening beyond 6:30 for commuters, that would improve the greater Seattle area even more."

"A longer platform might help carry more passengers at once, but pushing BNSF to allow a few more trains at other times -- particularly weekends -- would improve convenience more."

Weather protection

People shared that they would like better weather protection on the platform and stairs and want to see weather protection included in the design for the concourse.

"Any time it is raining, the King Street platform is a miserable place to be. It's either raining sideways and you're getting wet, or the streets above are pouring water down onto the platform. Parts of the stairs and the entire platform are always wet. Improvements are long overdue."

"A concourse would greatly improve the station. Sometimes it's really cold having to wait outside for the train and enclosure would make this a much more pleasant wait."

Loitering / security

Some comments referenced a desire for a greater security presence at the station and/or other measures to reduce non-transit related uses of the station area so that it feels welcoming for passengers.

"As someone likely to return to commuting later this year, I do worry about the security in and around King Street Station. A security presence throughout the commuting time periods would make a lot of sense."

King Street Station Platform Area Improvements

Escalators

Some passengers requested Sound Transit consider escalators at King Street Station or expressed complaints about escalator service issues at light rail stations.

“Elevators are limiting due to size, I believe Escalators will move more people and would be a more constant flow.”

“If escalators are included, make sure they are reliable. Unlike the light rail stations”

Wider platform

People requested making the platform wider or wondered whether adding more stairs and elevators would make crowding at the platform worse.

“A longer platform is great, but pre-pandemic what was really needed was a wider platform. It's too claustrophobic at times, especially when people are trying to board and deboard the same train.”

“The stairs can get in the way due to the width of the existing platform. When waiting for a train, the platform really isn't big enough and can be a safety hazard as folks are unable to pass.”

Seating

People wanted to see more seating on the platform and included on the concourse.

“It would be nice to have more benches for people who just missed the train to have a seat while waiting for the next.”

“Seating all along the platform, so people like me can sit near any car, not just wait at the busiest point.”

Amenities on the concourse

Some respondents suggested the concourse level would be more attractive if there were amenities, such as a place to buy coffee or food, retail space, or restrooms.

“Could a small convenience store or coffee shop be added to the concourse? It'd be nice to be able to get food/ drink while waiting for the train.”

“I like it - but only seems useful if it is nice and has amenities (newspaper and coffee stands, nice bathrooms, maybe lockers, nice waiting areas). In order for people to use the train, it needs to be attractive.”

More ORCA card readers

Some respondents suggested more ORCA card readers on the platform or concourse as a way to improve passenger flow.

“Could be benefited by more ORCA readers - I see a lot of pooling happen at the limited amount of ORCA readers at the stairs...”

Tabling events

Conversations at the station varied across a variety of topics, including many of the same themes from the survey responses above. We also heard questions about removal of the electronic arrival signs and feedback that verbal announcements of train cancellations and delays don't allow deaf people to receive the information. Others asked how this project would be coordinated with the West Seattle and Ballard Link Extensions project, especially in terms of potential impacts to the local community, and other project or agency processes (such as the ORCA card update and escalator maintenance at Link stations).

Who we heard from

Survey

We asked respondents whether they have ridden Sounder to or from King Street Station in the last 12 months and if so, how frequently. Just over 60% of the 232 survey respondents have taken Sounder South, and around 10% have taken Sounder North. Others either used to ride Sounder but their commuting patterns have changed, live or work nearby, or visit King Street Station to ride Amtrak. Of those who ride, more than 60% ride two or more days a week.

Respondents were also invited to provide optional demographic information; 157 people provided more information about themselves.

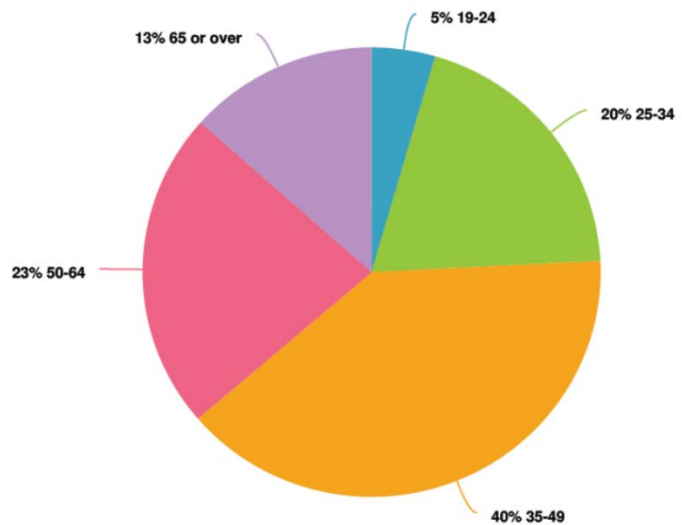
The largest percentage of respondents were aged 35-49 (~40%) followed by 50-64 (~23%), and most respondents were employed full-time (~75%), which tracks with a high percentage of respondents taking Sounder to commute. Other individuals were employed part-time, or were full-time students, retirees, or self-employed individuals.

More than half of the respondents identified as male (~60%). Most of the respondents identified as white (over 80%), with additional responses from individuals who identified as Asian or Asian American, American Indian or Alaskan Native, Black or African American, Hispanic, or did not indicate their race. There were some respondents that indicated that they have a disability that impacts the way they use public transportation (~11%).

The largest household income group reported was above \$100,000 (~42%), followed by between \$50,000 and \$100,000 (~28%), preferring not to answer (~20%), and incomes under \$50,000 (~11%). The top languages spoken at home were English (100%), Spanish (~11%), French (~3%), and Mandarin (~1%). (Respondents could choose multiple options.) When we seek feedback about potential connections from the station in the next phase, we will increase efforts to reach residents and workers in surrounding communities.

Tabling events

Though we didn't gather information about who we spoke with during the events at the station, from our conversations and our proximity to the station during the evening commute, we spoke predominantly to regular



Pie chart showing age ranges of survey participants.

King Street Station Platform Area Improvements

Sounder riders. Other visitors included relatively new or first-time riders, people going across the Weller Street Bridge to get to Amtrak, and people using the bridge to get around the neighborhood.

Next steps

We'll keep studying platform improvements and reach back out for more input in our next phase, sometime in 2023. We know better connections make a big difference, and next year we'll be seeking your input about street-level connections to transit routes and surrounding neighborhoods. We expect to complete all King Street Station Platform Area project improvements and other platform extensions in the Sounder South corridor by 2036.

To stay informed:

- Contact Melanie Mayock, Senior Engagement Specialist: melanie.mayock@soundtransit.org or 206-689-4877
- Visit the project website for information or to sign up for project updates by email: [King Street Station Platform Area Improvements](#)

Frequently Asked Questions

Will you consider a safer street-level crossing at 4th Avenue South, a pedestrian bridge over the street, or a tunnel under the railroad tracks and street?

In our next phase of work, we will study ideas to improve the street-level crossing and a potential pedestrian bridge over 4th Avenue South. Stay tuned for more details in 2023. A tunnel under 4th Avenue South is not feasible, as it would require widening the platform, which would require removing one train track, thus impacting Sounder, Amtrak and freight operations in the area.

How does this project integrate with West Seattle and Ballard Link Extensions (WSBLE) and the new Chinatown-International District (CID) station?

The location of the new CID station is still being decided. The alternatives being studied under this project will provide more options to exit King Street Station and make connections to the current and future light rail station in the CID. We are coordinating closely with the WSBLE team as planning moves forward for both projects.

Will there be better weather protection at the station / on the concourse?

We are studying options for building a canopy above the new concourse level. More information will be available next year.

Why didn't you look at adding escalators at the station?

The platform at King Street Station is narrow and exposed to the elements. Due to these limiting factors, escalators would be difficult and costly to install and maintain. Instead, we are proposing to focus the improvements on adding one to two additional elevators and three to five additional staircases to improve access to and from the platform for riders of all abilities.

What is being done to address the elevator maintenance and redundancy issue at King Street Station?

We recognize that the lack of redundant elevators is a big challenge for mobility-impaired passengers, and we hope to improve redundancy in the future through this project. In the meantime, Sound Transit has a regular elevator maintenance program.

Can't you make the platform wider?

Widening the platform would require removing one track, which would significantly impact Sounder, Amtrak, and freight operations in the corridor.

Will there be seating on the new concourse?

In our next phase of study, we will consider adding benches or other seating to the concourse.

Will you consider adding a coffee shop or convenience store?

As a transit agency, Sound Transit is focused on providing transit services at our facilities. We encourage our customers to support neighborhood businesses as they travel to and from our stations.

Can you add more ORCA card readers, to reduce crowding?

In our next phase of study, we will consider adding ORCA card readers on the new concourse level.

Can you add a place to park rental bikes or scooters at/near the concourse?

We may consider this idea in the next phase of the project.

Will construction at the station interrupt Sounder service?

We're not sure yet. We will identify potential impacts from construction in the next phase of the project.

Why won't the work be done until 2036?

Sound Transit has to balance a range of capital projects for South King and Pierce County subareas with available funding. The Sounder South Platform Extension project, which includes King Street Station, is identified to be completed in 2036, though we are pursuing additional funding sources so that we can deliver these improvements earlier.

General Sounder questions

Why doesn't Sounder run during evenings or weekends?

Sounder runs primarily on tracks owned by the BNSF Railway. They use those tracks heavily during evenings and weekends for freight movements and maintenance. We do provide special event trains for select events, like some Seahawks, Sounders FC, and Mariners games. See the schedule [here](#).

How does Sound Transit ensure safety and security at stations?

Sound Transit implements industry best practices to ensure our facilities are safe. Tactics include ample lighting, security cameras monitoring by security staff, and encouraging customers to report any suspicious activity. (Call or text Security 24/7 at 206-398-5268.) Learn more at [our website](#).

How have ridership levels changed with the pandemic? Are these improvements necessary?

In early 2020, Sounder South trains were often full during peak periods, but ridership declined sharply when the pandemic hit, and many people shifted to remote work. Sounder ridership is now rebounding, and we expect it to continue to grow as our region recovers from the pandemic and keeps growing.

What happened to the signs on the platform showing departure times?

Platform signs showing departure times were removed in the spring of 2022 to prepare to update the system. New signs are expected to be installed and operational by mid-2023.

Appendix A: Online open house

The snapshot below shows the online open house that was live from April 19 – May 10, 2022. A full [capture of the site](#) can be accessed on the project website. The site was available in English, [Spanish](#), [Vietnamese](#), [Simplified Chinese](#) and [Traditional Chinese](#).

The screenshot shows the top section of a website. On the left, there is a logo with colorful diagonal lines and a train icon. To the right is the Sound Transit logo and the text "Learn about potential station improvements and share your feedback." Below this, it says "April 19 – May 10". The main title is "King Street Station Platform Area Improvements". There are navigation links: "Overview", "Key elements", "Survey", "What's next?", and "Learn more". At the bottom of the header, there are language options: "Español | Tiếng Việt | 正體字/繁體字 | 简化字".

Welcome

As a primary destination for Sounder riders, King Street Station can sometimes feel crowded, especially on stairs and in elevators. The current platform also isn't long enough to serve the 10-car trains we're planning for in the future. As part of the [Sounder South Capacity Expansion program](#), we're studying how to make King Street Station better for passengers and ready to serve more Sounder riders in the years ahead. We're looking into adding more stairs and elevators, a concourse above the platform, and more!

King Street Station today



King Street Station today has limited stairs and elevators, which can cause crowding, delay riders on their way out of the station, and reduce accessibility for mobility-impaired riders. These challenges could worsen when we begin running longer trains in future years (with 10 cars rather than the current 7). | [Click to enlarge](#)

Stay engaged!

Sign up to get updates and we will notify you when we seek more public input next year.

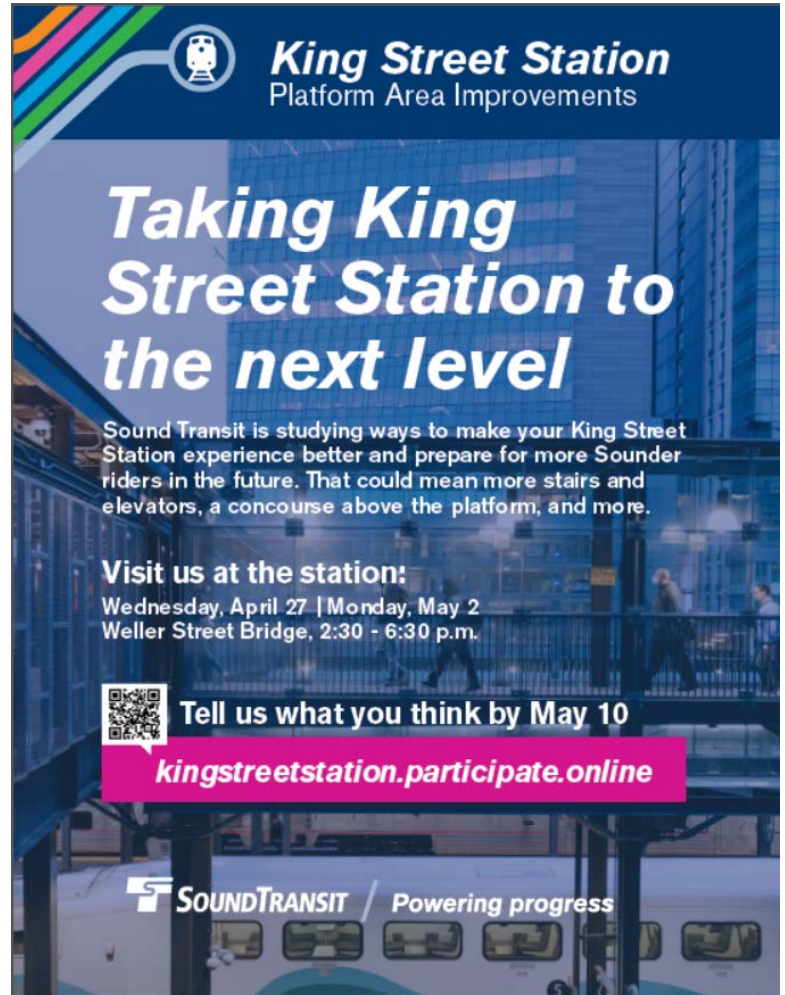
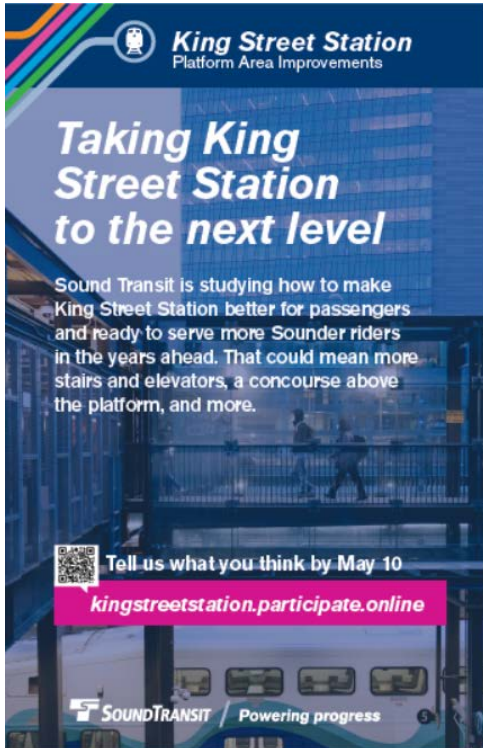
Subscribe now




Appendix B: Notification materials

Front and back of the project flyer handed out at King Street Station tabling events on April 27 and May 2.


Project insert displayed on Sounder train cars.



Signs posted at King Street Station during the duration of the engagement period.

 **King Street Station**
Platform Area Improvements


Taking King Street Station to the next level

 Tell us what you think by May 10

kingstreetstation.participate.online

Sound Transit is studying ways to make your King Street Station experience better and prepare for more Sounder riders in the future. That could mean more stairs and elevators, a concourse above the platform, and more.

Visit us at the station:
Wednesday, April 27 | Monday, May 2
Weller Street Bridge, 2:30 - 6:30 p.m.

 **SOUNDTRANSIT** / *Powering progress*