

Graham Street Station - Design

*PSRC Regional Project
Evaluation Committee - April 2024*



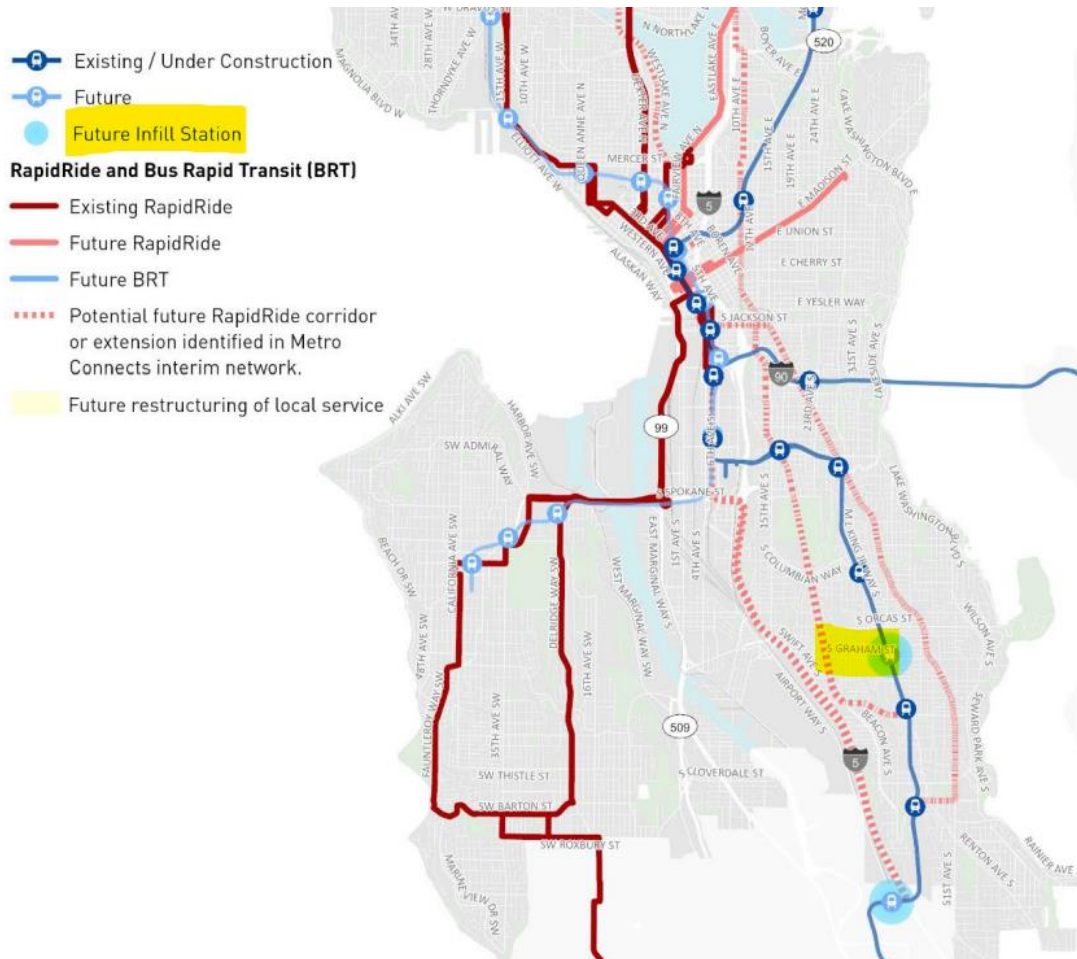
Overview

- CMAQ request to Design the Graham Street Station, a new infill light rail station including landscaping, drainage, utilities, streetlights, pedestrian and bicycle safety improvements, and bus stop improvements.
- Located at MLK Jr Way between Graham Street and Morgan Street, in south Seattle.
- Included in ST3 and Seattle Comprehensive Plan and scheduled to open in 2031.
- City of Seattle and Sound Transit partnership to build 1) affordable housing 2) safety improvements and 3) Graham Street Station.



Connecting Centers with High-Capacity Transit

- Graham Street Station is located in a King Countywide Center and connects to 10 Regional Growth Centers and 2 MICs, via high-capacity transit - the Link 1 Line.
- Graham Street Station is included in existing and draft Seattle Comprehensive Plans

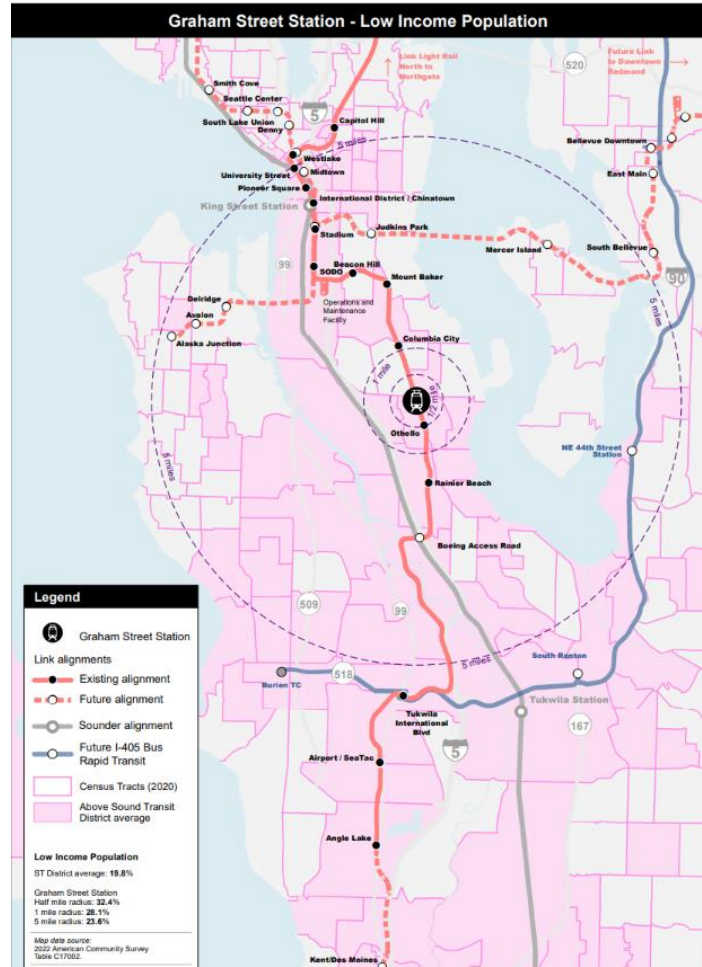


All 6 EFA Populations above Regional Averages

Demographics around Graham Street Station:

- People of Color (84%)
- People with Low Incomes (53%)
- People with Disabilities (17%)
- People with LEP (35%)
- Youth (20%)
- Older Adults (20%)
- Intersectional Equity Focus Areas – 53%

Graham Street Station will use ST's Racial Equity Tool and Equitable Engagement Tool for outreach and decision-making.



Graham Street Station Ridership and Service



- 3,900 to 4,400 daily boardings.
- Service 20 hrs/day (5:30AM-1:30AM).
- Frequent Service: 8-minute peak / 10-minute off-peak headways.
- 40% travel time improvement over bus service to downtown Seattle.
- Reduces 25,736 VMT per day.

Sound Transit TOD

- VISION 2050 goals: 65% of population growth and 75% job growth near high-capacity transit.
- To date, ST's TOD program includes 3,300 homes built or in process, including 2,325 affordable homes around stations.
- There are several affordable housing projects underway in the project area, including Rainier Valley Homeownership Initiative.



Affordable Housing around Link Stations

- The Rainier Valley Homeownership Initiative will provide at least 100 new permanently affordable homes by 2031.
- ST transferred 10 sites to the City of Seattle at no cost to create affordable homeownership opportunities. The Seattle Office of Housing committed at least \$10 million to support construction of the homes.



Completed the property transfer to City of Seattle for affordable homeownership partnership, which included 10 sites in Rainier Valley
Primary partners: City of Seattle

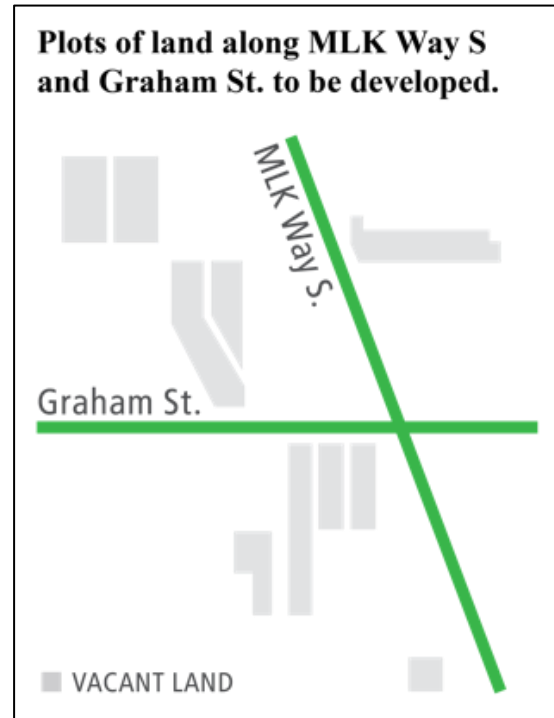
Affordable Homes in Graham Street Station Area

- Within ½ mile of Graham Street Station, there are two sites with an estimated 60 affordable homes that will be constructed by 2031.
- ST and Seattle will explore additional affordable housing opportunities with the construction of Graham Street Station.
- ST's TOD program and Seattle Comprehensive Plan include anti-displacement tools, supportive of HOP “Strengthen Access and Affordability” typology.



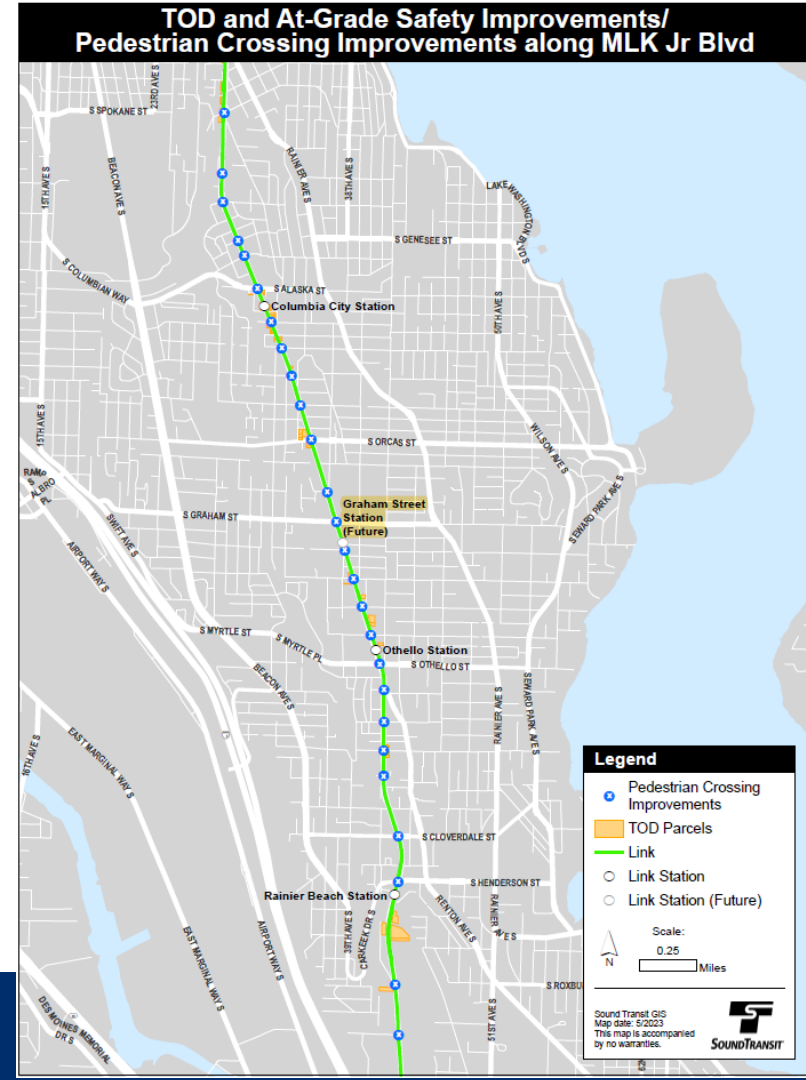
Equitable TOD Consistent with Community Vision

- Significant number of vacant or underdeveloped properties present additional affordable housing opportunities around the Graham Street Station area.



Graham Street Station Safety

- MLK Jr Way S has 6 lanes and Graham Street 4 lanes. Graham Street prioritized #1 for safety improvements.
- New pedestrian signal; dynamic message signs that say “ANOTHER TRAIN COMING,” and signage/stripping/infrastructure; rubber filler in crossing panels; and fencing to be built. Pedestrian swing gates or automatic pedestrian gates also being evaluated.
- Design of Graham Street Station will incorporate recommendations from At-Grade Crossing Safety Program.



Safety Features of LRVs & Stations

- Automatic Train Protection.
- Between-car-barriers to protect visually impaired passengers.
- Video cameras, covert microphones, silent alarms, and Automatic Vehicle Location.
- Stations have lighting, CCTV security cameras and call boxes that connect directly with the system operator and/or police.
- ST offers GoodMaps app as a digital wayfinding tool for riders with vision or mobility challenges.
- System has 480 Transit Security officers and 29 fare ambassadors, who come from diverse backgrounds and reflect the community they serve.
- Evaluating emerging technologies, including a collision avoidance system/driver assist system, into Series 3 LRVs.

Graham Street Station - Pedestrian Safety Improvements

- Modifications to existing sidewalks, landscaping, drainage, utilities and street lights along MLK Jr. Way in the station vicinity, to make a more pedestrian-friendly environment, and address safety concerns on the corridor.
- Station will also add a new pedestrian signal, and modifications to the MLK Jr. Way/Graham Street intersection.
- The new Station will include level boarding and other ADA improvements for safe and easy mobility for everyone.



Benefits of Graham Street Station

- 100% carbon-free, frequent light rail service 20 hours a day (266 trips per day).
- Travel time savings: 40% faster than existing bus service. Travel to Downtown Seattle takes ~18 minutes and Sea-Tac Airport ~18 minutes.
- Provides access to ~190 local, mostly small, businesses within 1-mile of the station.
- Graham Street Station has \$5.5M “Access Allowance” for nonmotorized improvements around Station.
- Bike parking for 30-100 bikes.



Request and Project Schedule

- \$8.2M CMAQ request for Design
- Environmental Review to be complete by Sept 2025.
- Local match available to obligate funds immediately.
- Construction complete by end of 2031.

Milestones	Dates
Preliminary Engineering	Jan 2024 – Oct 2025
Final Design	Oct 2025 – Dec 2028
Construction Procurement & Construction	Dec 2028 – Dec 2031

Thank you.



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Rainier Valley corridor

- Service opened in 2009.
- Approximately 4.5 miles of semi-exclusive right of way.
- 3 at-grade stations – Columbia City, Othello, Rainier Beach.
- 27 at-grade crossings, including 9 pedestrian-only crossings.



Completed Engineering projects

Sound Transit

- Adjust LRV bell volume.

Seattle Dept. of Transportation

- Leading pedestrian intervals.
- Retroreflective tape around signal heads.

Partnership

- LOOK Pavement markings.
- RxR Pavement markings in left turn pockets.
- Refreshed all crosswalk and lane line markings.
- Updated static signs.
- Upgraded no left turn dynamic warning sign.
- Upgraded Another Train Coming dynamic warning sign.



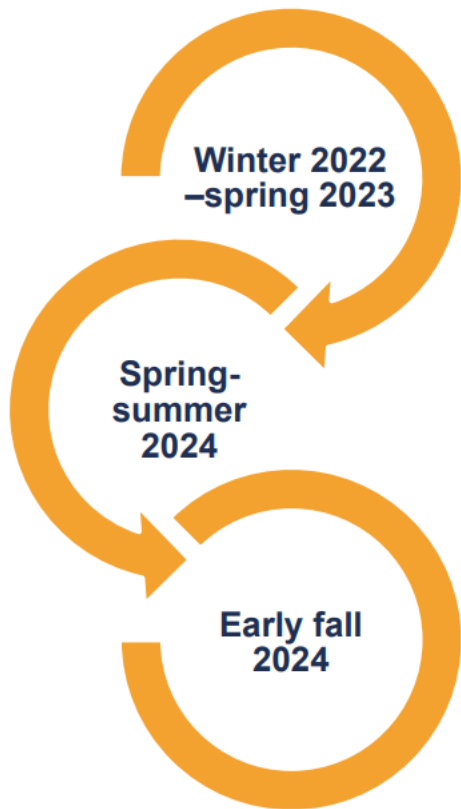
Technology projects in progress

SMART Grant

- Video analytics.
- Touchless pedestrian push buttons.
- Vehicle to everything (V2X) communications.
- Smart technology traffic signals.
- Signal system battery backup.



Exploring pedestrian gates at stations



- Phase I community engagement with community-based organizations and accessibility and operator surveys.
- Screen and refine safety enhancement ideas.
- Safety analyses and 30% design.
- Community engagement (including online open house, surveys, email and text notifications and briefings to community-based organizations).
- Report back to the Board on findings, community feedback and next steps.

Purpose and need

- Bus service in the area (route 106) runs 27% late, all day. Degraded roadway conditions are expected to continue to worsen as the region's population and employment grow.
- Regional and local plans call for a light rail station at MLK and Graham Street, consistent with VISION 2050, ST3 and ST's Long-Range Plan and Seattle's Comprehensive Plan.



TOD: Youth Achievement Center



Advanced the Youth Achievement Center through work with King County, community organizations, and the federal government

Primary partners: Africatown Community Land Trust, Community Passageways, Creative Justice, King County, FTA