



# ***Boeing Access Road Station Project***

## Engagement Summary Report

**October 2024**

## Revision history

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

## Executive summary

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

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

In March through May 2024, we conducted seven community interviews. The goal of these interviews was to share project information, build relationships with the surrounding communities, and inform the Community Engagement and Communications Plan. We spoke with community members and representatives of community-based organizations. During the interviews, people shared their desire for accessibility to the station, through bus connections and shuttles to key destinations.

We hosted an online open house and survey from July 2 through July 28. The online open house shared project information, including site selection considerations. The purpose of the survey was to gather input on community members' priorities and concerns. The survey was taken by 279 individuals.

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

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

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

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



media, and posting flyers at local businesses and community gathering areas. Media coverage of the project and engagement opportunity appeared in [The Urbanist](#).

Community feedback, along with technical considerations, will inform how we move forward with this project and conceptual engineering/environmental review. Later this year, we will provide an update on what was heard from the community.

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# 1 ENGAGEMENT ACTIVITIES AND INPUT

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

## 1.1 Community interviews

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

We met with the following organizations and community groups:

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

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

## 1.2 Online open house

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

The survey had 279 responses, and 115 people subscribed to project updates. Survey respondents expressed that strong pedestrian, bus, and bicycle connections would make it easier to reach the station. Safety and easy station access are top priorities. People also said the design should minimize disruptions to existing light rail services and the surrounding natural areas during construction.

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

**WELCOME TO OUR ONLINE OPEN HOUSE!**

Sound Transit’s Boeing Access Road Station Project would add a new elevated station to the existing 1 Line of the Link light rail network near South Boeing Access Road, East Marginal Way, and Interstate 5 (I-5) in Tukwila.

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.

**WANT TO LEARN MORE?**

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

**WHEN:**  
Wednesday, July 17  
4:30 to 7:00 p.m.

**WHERE:**  
Tukwila Community Center  
(12424 42nd Ave S,  
Tukwila, WA 98168)

**YES! I WOULD LIKE TO RECEIVE PROJECT UPDATES.**

First Name

Last Name

Email Address \*

Figure 1-1. Screenshot of the online open house

### 1.3 In-person open house

On July 17, we hosted an in-person open house at the Tukwila Community Center where attendees could learn about the project and light rail system expansion (see **Figure 1-2**). Attendees were encouraged to share their thoughts through interactive display boards. The interactive display boards asked (see **Figure 1-3**):

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

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

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

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



**Figure 1-2. 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 two community events to raise project awareness and provide opportunities for people to connect with the project team. We attended the Burien Farmers Market on July 18 where we talked to over 50 people. We also hosted a table at the Tukwila Village Market on July 24 where we engaged with over 30 people.

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

## 1.5 Promotions

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

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

**Letters:** Sent to 13 adjacent property owners, contained the same information as the mailers to inform property owners who are not tenants of addresses who received mailers.

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

[The Urbanist](#) also published an article promoting the survey on July 10.



**About the project**

The Boeing Access Road Station Project would add a new elevated station to the existing I Line near South Boeing Access Road, East Marginal Way, and I-5 in Tukwila. This project is part of the regional transit system expansion approved by voters in November 2016.

**We want to hear from you!**

**Attend our in-person open house:**

Wednesday, July 17, 4:30 – 7 p.m.  
Tukwila Community Center, 12424 42nd Ave S, Tukwila

Interpretation provided in Spanish, Chinese, Vietnamese, Tagalog, Russian, and Korean. For request interpretation in another language or accessibility accommodations, call 800-823-9230.

Go online and share your feedback through July 28:

[soundtransit.org/BoeingAccess-Plan](http://soundtransit.org/BoeingAccess-Plan)

**Questions?**

Contact Community Engagement:  
[boeingaccessstation@soundtransit.org](mailto:boeingaccessstation@soundtransit.org) or 206-293-9599.

Information in alternative formats: 800-201-4900 / TTY: 711 or [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

**关于本项目**

Boeing Access Road车站项目将在South Boeing Access Road、East Marginal Way和Tukwila的I-5附近的现有 I Line增设一座新的高架车站。本项目属于2016年11月获选民批准的区域交通系统扩展项目的一部分。

**我们希望听到您的意见!**

**参加我们的面对面现场咨询会:**

7月17日(星期三)下午4:30-7:00  
Tukwila Community Center, 12424 42nd Ave S, Tukwila

提供西班牙语、中文、越南语、他加禄语、俄语和韩语口译服务。如需申请其他语言的口译服务或无障碍便利服务, 请致电800-823-9230。

请于7月28日之前上网分享您的反馈:

[soundtransit.org/BoeingAccess-Plan](http://soundtransit.org/BoeingAccess-Plan)

**有疑问?**

联系社区参与部门:  
访问 [boeingaccessstation@soundtransit.org](mailto:boeingaccessstation@soundtransit.org) 或致电206-293-9599。

如需其他格式的信息: 致电800-201-4900 / TTY: 711 或访问 [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)。

**Sobre el proyecto**

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

**!Queremos conocer su opinión!**

**Asista a nuestra jornada de participación abierta en persona:**

Miércoles 17 de julio, de 4:30 a 7 p. m.  
Tukwila Community Center, 12424 42nd Ave S, Tukwila

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

Visite el sitio web y comparta sus comentarios hasta el 28 de julio:

[soundtransit.org/BoeingAccess-Plan](http://soundtransit.org/BoeingAccess-Plan)

**¿Tiene preguntas?**

Comuníquese con Participación Comunitaria:  
[boeingaccessstation@soundtransit.org](mailto:boeingaccessstation@soundtransit.org) o al 206-293-9599.

Información en formatos alternativos: 800-201-4900/TTY: 711 o [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

**Tungkol sa proyekto**

Magdaragdag ang Proyekto ng Boeing Access Road station ng bagong nakat-elevada na istasyon sa kasalukuyang I Line na malapit sa South Boeing Access Road, East Marginal Way, at I-5 sa Tukwila. 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:**

Miyerkules, Hulyo 17, 4:30 – 7 p.m.  
Tukwila Community Center, 12424 42nd Ave S, Tukwila

May pagpapalawak sa Spanish, Chinese, Vietnamese, Tagalog, Russian, at Korean. Para humingi ng pagpapalawak sa ibang wika o tulung sa accessibility, tumawag sa 800-823-9230.

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

[soundtransit.org/BoeingAccess-Plan](http://soundtransit.org/BoeingAccess-Plan)

**May mga tanong?**

Kontakin ang Pakikipag-ugnayan ng Komunidad sa:  
[boeingaccessstation@soundtransit.org](mailto:boeingaccessstation@soundtransit.org) o 206-293-9599.

Information sa mga alternatibong format: 800-201-4900 / TTY: 711 o [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

**Giới thiệu về dự án**

Dự Án Trạm Boeing Access Road sẽ bổ sung thêm trạm trên cao mới cho I Line hiện có gần phía Nam Boeing Access Road, East Marginal Way và I-5 ở Tukwila. Dự án này nằm trong dự án mở rộng hệ thống giao thông công cộng khu vực được cử tri chấp thuận vào tháng 11 năm 2016.

**Chúng tôi muốn lắng nghe ý kiến của quý vị!**

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

Thứ Tư, ngày 17 tháng 7, 4:30 – 7 giờ tối  
Tukwila Community Center, 12424 42nd Ave S, Tukwila

Cung cấp dịch vụ thông dịch bằng tiếng Tây Ban Nha, tiếng Trung, tiếng Việt, tiếng Tagalog, tiếng Nga và tiếng Hàn. Để yêu cầu dịch vụ thông dịch bằng ngôn ngữ khác hoặc hình thức hỗ trợ tiếp cận, hãy gọi số 800-823-9230.

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

[soundtransit.org/BoeingAccess-Plan](http://soundtransit.org/BoeingAccess-Plan)

**Quý vị có thắc mắc?**

Vui lòng liên hệ đội ngũ Tương Tác Cộng Đồng:  
[boeingaccessstation@soundtransit.org](mailto:boeingaccessstation@soundtransit.org) hoặc 206-293-9599.

Để nhận thông tin bằng các định dạng khác: 800-201-4900 / Dịch Vụ Tiếp Án TTY: 711 hoặc [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

**О проекте**

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

**Мы будем рады узнать ваше мнение!**

**Посетите наше собрание лично:**

среда, 17 июля, 16:30–19:00  
Tukwila Community Center, 12424 42nd Ave S, Tukwila

Устный перевод ведется на испанском, китайском, вьетнамском, тагальском, русском и корейском языках. Чтобы заказать услугу перевода на другой язык или специальные приспособления, позвоните по номеру 800-823-9230.

Поделитесь своим мнением в интернете до 28 июля включительно:

[soundtransit.org/BoeingAccess-Plan](http://soundtransit.org/BoeingAccess-Plan)

**Есть вопросы?**

Обращайтесь в отдел по работе с населением по адресу электронной почты [boeingaccessstation@soundtransit.org](mailto:boeingaccessstation@soundtransit.org) или номеру телефона 206-293-9599.

Информация для лиц с инвалидностью: 800-201-4900/TTY: 711; [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

Figure 1-5. Mailer side two



Figure 1-6. Social media ad

## 2 SURVEY RESPONSES

### 2.1 Survey respondents

The survey was taken by 279 individuals, of which 144 responded to the open-ended question. Based on self-identified responses to the survey questions, respondents were slightly less representative of People of Color Populations than the Project Area demographics, with 42 percent identifying as non-White vs 79 percent of the population of the Project Area. Respondents included lower numbers of people under 18 years of age or older than 65 than the Project Area as well.

### 2.2 Survey questions

The online open house included a survey with 15 questions. The purpose of the survey was to gather input on community members' priorities and concerns. The following questions were asked in the online survey.

#### Station survey questions

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

#### Demographic questions (optional)

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

## 2.3 Survey summary

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

- **Access and safety:** respondents noted that enhanced access and safety for people walking, biking, or taking transit are the most important design considerations, and that pedestrian infrastructure and bus connections would make it easier for them to get to the station.
- **Construction impacts:** respondents want design considerations that minimize the duration of construction and disruptions to existing light rail service
- **Parking availability:** Some people would like to be able to drive to a future station and indicated that parking would help. Respondents noted that maximizing parking availability was an important design consideration and, more important than not, in their decision to use the station.

**Table 2-1. Survey response summary**

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

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

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

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

4	If you plan to use light rail, how would you like to get to and from this station? [Select your top three options]	Count	Percent
	Walking (or use of mobility device)	123	44%
	Metro buses	103	37%
	Biking	98	35%
	Link light rail	82	29%
	Driving	77	28%
	Pick-up/drop-off	29	10%
	Metro Flex on-demand service	22	8%
	Rideshare (Taxi, Uber, Lyft)	13	5%
	Scooter or bike share (Lime, Bird)	10	4%
	Not sure	10	4%
	Vanpool/employee shuttle	2	1%
	Other [Please specify]	0	0%

5	What would make it easier for you to get to the station? [Select all that apply]	Count	Percent
	Pedestrian infrastructure (sidewalks, crosswalks)	172	62%
	Parking	161	58%
	Bus connections (more routes or more frequent buses)	149	53%
	Bike lanes	113	41%
	Secure bike parking	71	25%
	Drop-off/pick-up area	66	24%
	On-demand transit service (like Metro Flex)	50	18%
	Scooter or bike share	20	7%
	Other [Please specify]	0	0%

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



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

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

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

Table 2-2. Demographics overview

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

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

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

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

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

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

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

## 2.4 Open-ended survey question overview

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

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

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

## 2.5 Next steps

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



# **Boeing Access Road Station Project**

## **APPENDIX A**

### **Open-ended Survey Responses**

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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