Graham

STATION AREA PLANNING

Graham Street Station Area Planning

Phase 2A Engagement Summary

Spring 2026

Seattle
Office of Planning &
Community Development

Seattle
Department of
Transportation

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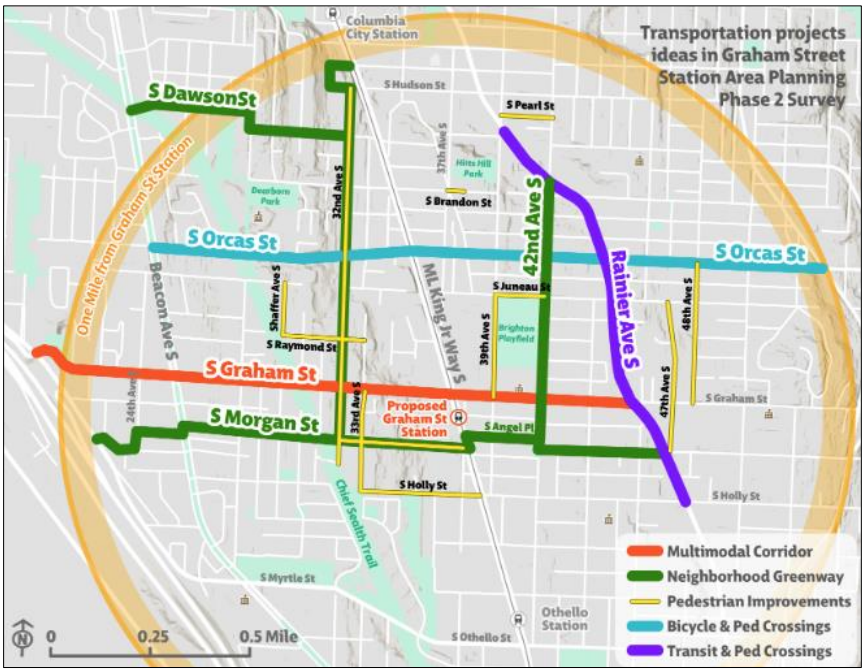
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Introduction

In spring 2026, the City of Seattle's Office of Planning and Community Development (OPCD) and Seattle Department of Transportation (SDOT) launched Phase 2 engagement for the Graham Street Station Area Planning (SAP) project in the Graham neighborhood. This project is planning for future population and employment growth through land zoning changes and transportation mobility improvements in the Graham neighborhood within approximately a half mile around the future Graham light rail station. This work does not address the design, construction, or operation of the future light rail station or alignment.



Phase 2 Graham Street SAP transportation project ideas.

Phase 2 engagement builds on what the project team heard in Phase 1, conducted in summer 2025. During Phase 1, hundreds of community members, business representatives, and residents shared stories, priorities, and survey feedback. A clear message emerged that people want to remain in the neighborhood they call home, travel safely and comfortably throughout the area, and have access to jobs, services, and opportunities close to where they live.

Using input from Phase 1 engagement, the project team developed a set of transportation ideas to explore further. During Phase 2 engagement, community members reviewed those ideas and shared what is working, what may be missing, and where future

investments should be focused. Community and partner input will help the project team refine recommendations that reflect neighborhood priorities.

OPCD focuses on future land use to ensure growth reflects neighborhood priorities. SDOT focuses on creating safe, connected transportation options like walking, rolling, biking, and taking transit to and from the station and around the neighborhood. Sound Transit will build and operate the stations. By coordinating across these agencies, the City can guide policies and regulations, and identify opportunities to invest in infrastructure, housing, and public spaces that support the neighborhood's cultural and economic vitality.

Phase 2 Community Engagement

Between April and May 2026, the project team engaged residents, businesses, and community groups, and other partners. Engagement activities included walking tours, an online survey, and community conversations. The team also distributed project flyers to businesses and organizations in the project area. The survey and project flyers were translated into Simplified Chinese, Somali, Spanish, Tigrinya, and Vietnamese.



2026 Spring Engagement Snapshot

338
Online Survey Responses

3
Walking Tours with over 20 participants

Overall Key Themes

The project team heard the following key themes from community and partner feedback:

Improve safety and accessibility for people walking, rolling and biking, particularly along major arterials.

> "I like the work on east-west greenways, but I'd love to see work done to MLK Jr Way S to make a safer experience for bikes." – Survey respondent

Create safe connections and crossings throughout the neighborhood to help people access the new station.

> "My kid will be at Aki Kurose, and I'm concerned that too many motorists drive erratically especially in and out of the gas station and shops on the northeast corner that I won't feel comfortable having him take light rail to school because he'll have to cross S Graham St." – Survey respondent

Install non-motorized amenities along major corridors (e.g. MLK Jr Way S and the Chief Sealth Trail), such as benches, vegetation, and shade.

> "Trees and wider walkways. I think public seating near art would be good, but the MLK Jr Way S [arterial] is unpleasant, and people typically want to walk and get off it. Would have to be sheltered from the noise of that artery." – Survey respondent

Promote economic revitalization and development near the station through a mix of retail shops, restaurants, and safe public places to gather and linger.

> "A big challenge here is a lack of businesses and shops. It feels like people get off the train [at Columbia City Station] and then leave the area entirely, so there is no life there. I would love to see some commercial spaces at MLK Jr Way S and Edmunds, or along the stretch of S Edmunds Street between MLK Jr Way S and Rainier Ave S. So many people walk that route and it's beautiful, but there are no businesses." – Survey respondent

Online Survey

Launched April 16, 2026 – Closed May 17, 2026

Overview

We conducted an online survey to collect community feedback on potential mobility and placemaking projects in and around the Graham Street station area. The survey built on feedback received during Phase 1 engagement.

While the Phase 1 survey focused on broad transportation and placemaking concepts to generate project ideas, the Phase 2 survey asked more detailed, project-specific questions. Participants were asked about their perceptions of the safety and comfort of potential projects to better understand tradeoffs between options and potential barriers to use.

The online survey was available in six languages: English, Simplified Chinese, Somali, Spanish, Tigrinya, and Vietnamese. It was promoted through City of Seattle social media channels and with flyers posted around the station area. See Appendix A for a copy of the survey questions and results.

Level of Participation

The survey received **338** valid responses after removing duplicates and incomplete submissions. This level of participation provides a substantial dataset for analyzing community preferences.

Participants included:



47% identified as women



41% reported having at least one child under 18 in their household



27% identified as Black, Indigenous, and/or People of Color (BIPOC)



22% reported speaking at least one language other than English at home



9% reported having a disability that makes it difficult to see, hear, and/or perform everyday tasks



11% reported a 2025 household income of less than $75,000

Community Representation: Survey vs. Project Area Demographics

We compared survey responses with Census data for the project area to understand how well the survey reflects the community.

Participation from women and people with disabilities matches the project census population. Participation was also high among adults ages 35 to 54 and households with children. However, some groups are underrepresented. Fewer people from BIPOC communities, households where a language other than English is spoken at home, and families with incomes below $75,000 responded to the survey than expected based on the area's population. These gaps show that future outreach should include more targeted efforts to connect with these communities and ensure a wider range of perspectives is represented.

Demographic Groups	Project Area (Census)	Survey Respondents	Representation Gap
Women	48%	47%	-1%
Age 35 to 54	37%	64%	27%
BIPOC	**64%**	**27%**	**-37%**
Language Spoken at Home: Non-	**39%**	**22%**	**-17%**
Household Income under $75,000	**34%**	**11%**	**-22%**
Disability	12%	9%	-2%
Household with at least one child	32%	41%	9%

Note: Light blue highlights with bold text denote demographic groups that were underrepresented in the survey by 15% or more compared to the project area.

What We Heard

Survey responses were generalized and categorized into the general themes below. The full set of survey responses can be found in Appendix A.

Mode preferences and flexibility:

- *These questions pertain to decisions around mode choice and what impacts decision making between choosing to take on mode over another.*
- *Most people who choose not to ride bicycles or scooters in the Graham area do not own a bike or scooter. Other reasons include perceptions of safety and comfort riding in the street or near traffic.*

- *MLK Jr Way S was also identified frequently as a barrier to accessing Graham Station, with participants noting vehicle speeds, lane reductions, and crossing improvements needed to help increase comfort.*
    - ***Correlation:** Younger respondents, men, and respondents without a disability were more likely to consider using S Graham St if it included a wider shared path for people walking and biking.*

Neighborhood connections and corridor improvements

These questions asked project and location-specific questions to assist with project alternative evaluation.

- *People would prefer to travel east-west on a potential greenway like S Morgan Street when riding a bike or scooter compared to on Graham St unless Graham St had a wide shared use path.*
- *Almost 60 percent of respondents who preferred to ride on S Graham St indicated that they would still want to ride on S Graham St if S Morgan St were modified to work for bikes, though nearly a third indicated they would consider using S Morgan St.*
- *Support overall for greenway projects, but not as an alternative to protected bike facilities on major arterials.*
- *A S Dawson St greenway would not be useful to most respondents.*
- *Traffic calming to reduce vehicle speeds at various locations in the study area were noted.*

Intersection safety priorities

In Phase 1, we heard about corridors that should be prioritized for safety investment, including pedestrian crossings. The Phase 2 survey asked respondents to rank intersection locations that should be prioritized for investment and completion first.

- *Intersection improvements on Rainier Ave S at S Orcas St and S Graham St, and on S Orcas S at MLK Jr Way S, Rainier Ave S, and Beacon Ave S were noted as high priorities.*

Public space and green landscape

These questions were aimed at crowdsourcing ideas for additional public space, asking where people would most like to linger and what the types of treatments they would like to see.

- *Pedestrian lighting and raised crosswalks help create a comfortable place to walk and linger near Graham Station.*
- *Public space improvements like wider sidewalks, trees, and seating were commonly identified on MLK Way Jr S, including at S Orcas St, S Graham St.*
    - ***Correlation:** Women were more likely to prioritize pedestrian lighting and public art around Graham Station. White respondents were more likely to prioritize landscaping, street trees, and/or planters.*

Walking Tours

In April and May 2026, the project team hosted three walking tours with community members, school representatives, residents, and city staff to observe existing conditions and identify opportunities to improve walking, biking, and general mobility in the study area. Participants shared feedback about routes near schools, neighborhood greenways, trail connections, and ways to improve safety and access for people traveling through the neighborhood. See Appendix B for photos from the walking tours.

Group 1 – Dearborn Park Elementary

SDOT staff from the Policy and Planning, Safe Routes to School, and Transit and Mobility divisions joined parents and staff from Dearborn Park Elementary on a walking tour of the Graham neighborhood. The tour gave participants an opportunity to review Phase 2 project ideas and identify additional improvements for consideration.

What we heard

- *Opportunities to improve pedestrian crossings, sidewalks, and access to the Chief Sealth Trail, especially along S Orcas Street and S Graham Street.*
- *Concerns about pedestrian visibility when crossing S Graham Street at most intersections.*
- *Support for additional traffic calming on 32nd Avenue S, a proposed neighborhood greenway.*

Groups 2 and 3 – Neighborhood Walking Tours

SDOT staff from Policy and Planning, Safe Routes to School, Corridors Development, Pedestrian & Neighborhood Projects, and the Bike Master Plan and Neighborhood Street Fund programs participated in two additional walking tours to discuss project ideas presented in the Phase 2 survey.

What we heard

- *S Orcas St is viewed as a good east-west bicycle option, although limited right-of-way and steep terrain west of Rainier Ave S present challenges.*
- *Limited right-of-way on S Graham Street, particularly west of Martin Luther King Jr. Way S, makes it difficult to add protected bicycle facilities while also accommodating potential future bus service connecting to Graham Street Station.*
- *Participants noted that some sidewalk improvements included in the project list are already planned as part of the Seattle Transportation levy.*



Caption: This is an image of two people walking on 32nd Avenue South in the Graham neighborhood. One person is walking on a neighborhood walkway.

Recommendations

The following recommendations are based on community input received during Phase 2 engagement. These recommendations combine feedback from community engagement efforts and offer insight into which groups were underrepresented among respondents.

Invest in non-motorized improvements along major arterials

Many people will walk, roll, or bike to and from the future light rail station. Survey respondents said they often feel unsafe traveling along major streets such as S Graham Street and MLK Jr. Way S. Improvements such as traffic calming, wider and well-maintained sidewalks, safer crossings, and street trees can make these routes more comfortable and encourage more people to walk, roll, or bike to the station.

Engage trusted community leaders to refine feedback

Survey responses showed little consensus about which streets or areas should be prioritized for traffic calming, walking and biking improvements, or public space investments. Working with trusted community organizations and leaders can help gather additional input and better identify the projects that will have the greatest community benefit.

Clearly communicate how community input informed the project

Explain how community shaped the transportation project list by adding projects, revising existing projects, and removing projects that are no longer under consideration.

Next Steps

In summer 2026, we will launch a third phase of engagement to report back on what we learned from survey responses and invite community feedback on refined strategies and projects. We will share a draft Action Plan in early 2027 to collect additional community feedback before releasing a final Action Plan for the Graham Station Area.

Learn more about the Graham Street Station Area Plan and subscribe to email updates at http://www.seattle.gov/opcd/station-area-planning.



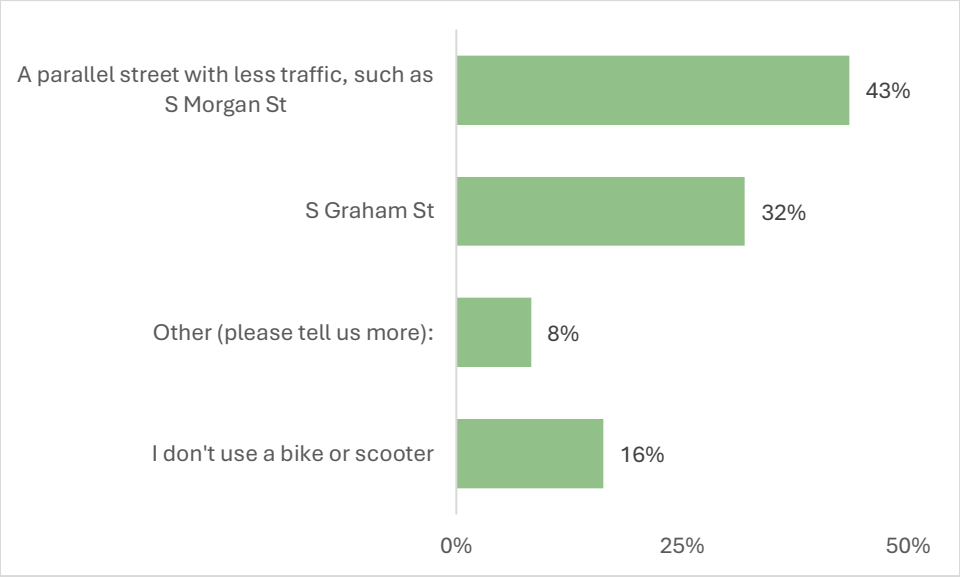
Caption: This is an image of a speed bump on 32nd Avenue South in the Graham neighborhood that shows damage from being struck by the underside of vehicles and new pavement to patch damage.

Appendix A: Detailed Survey Data

Survey data

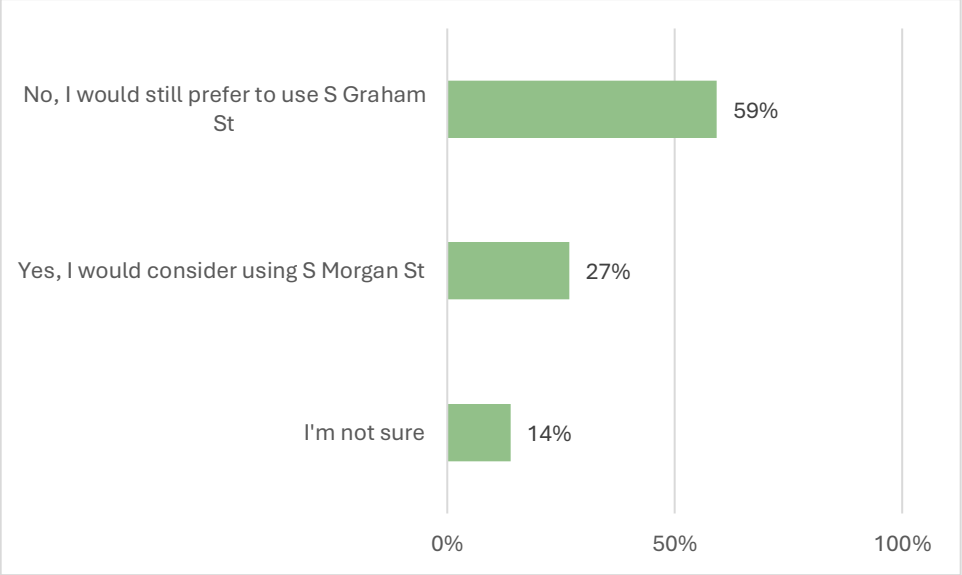
If you were riding a bike or scooter to travel **east-west,** where would you prefer to ride?

Base: all respondents (n = 338)



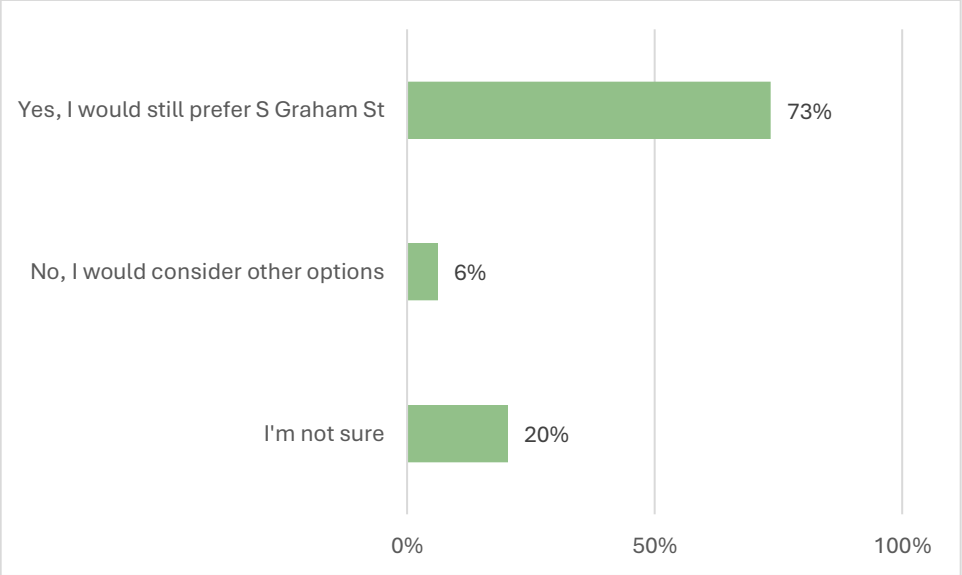
Would you consider biking on S Morgan St if the staircase were modified to work for bikes (for example, with a bike ramp or switchbacks)?

Base: respondents who said they would prefer to bike on S Graham St in Q1 (n = 108)



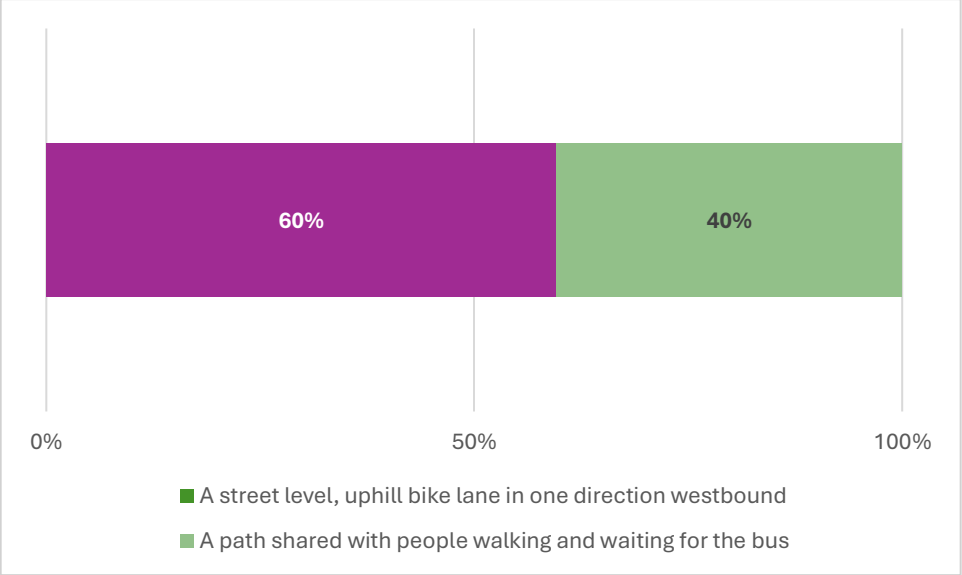
Would you still prefer to bike on S Graham St if there was a new bus route along S Graham St?

Base: respondents who said they would prefer to bike on S Graham St in Q2 (n = 64)



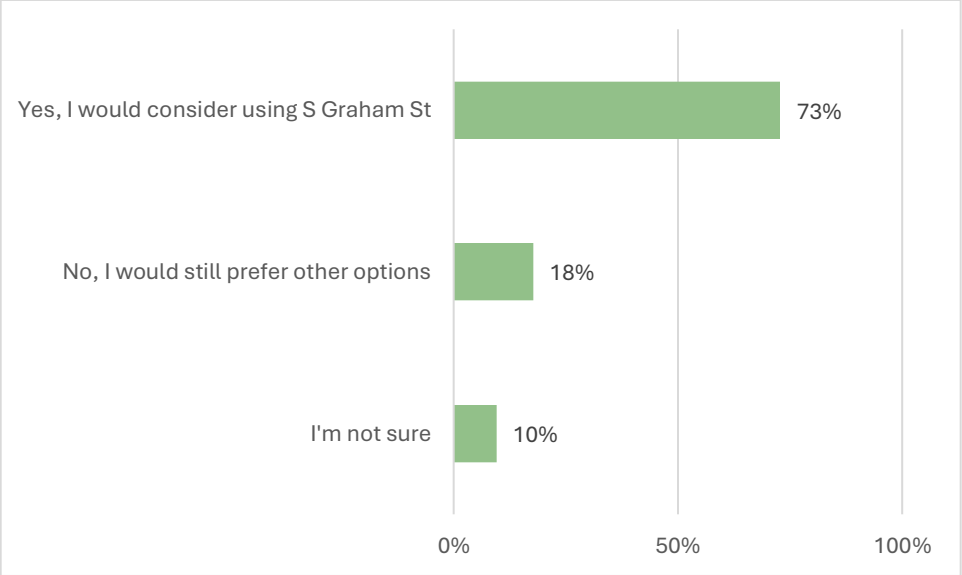
When biking on S Graham St with the new bus route, which type of bike path would you prefer?

Base: Respondents who said they would prefer to bike on S Graham St in Q4 (n = 47)



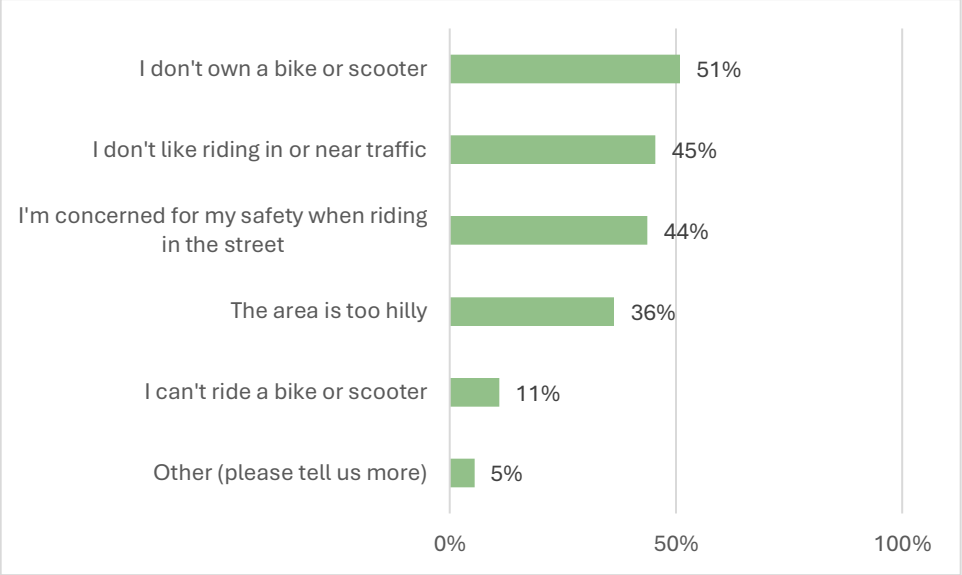
Would you be willing to bike on S Graham St if it had a wider shared path for people biking and walking?

Base: respondents who said they would prefer to bike on a parallel street in Q1 (n = 147)



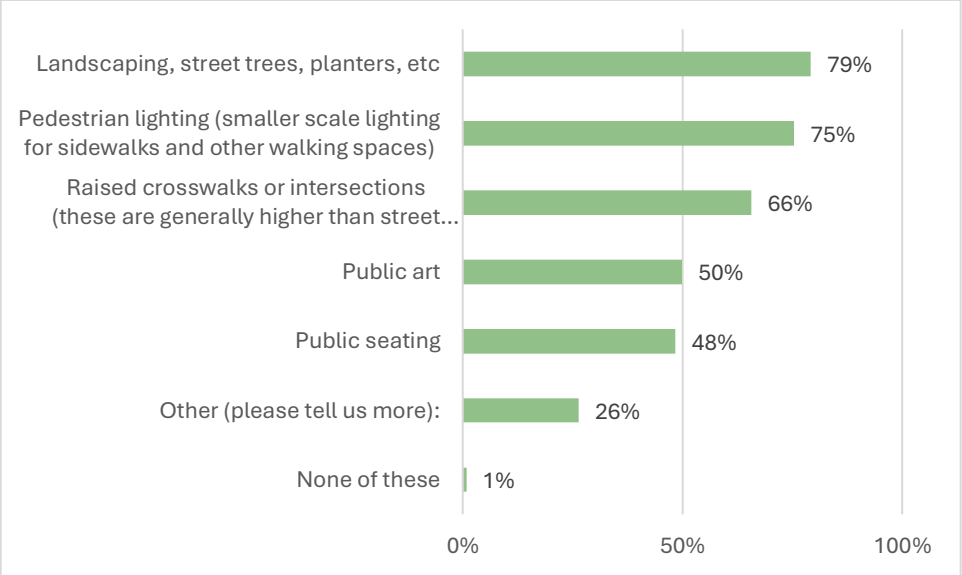
Why do you choose not to bike or scooter? Please select all that apply.

Base: respondents who said they don't bike or scooter in Q1 (n = 64). Multiple responses accepted.



What types of improvements around Graham Station do you feel would create a comfortable place to walk and linger? Please select all that apply.

Base: all respondents (n = 341)

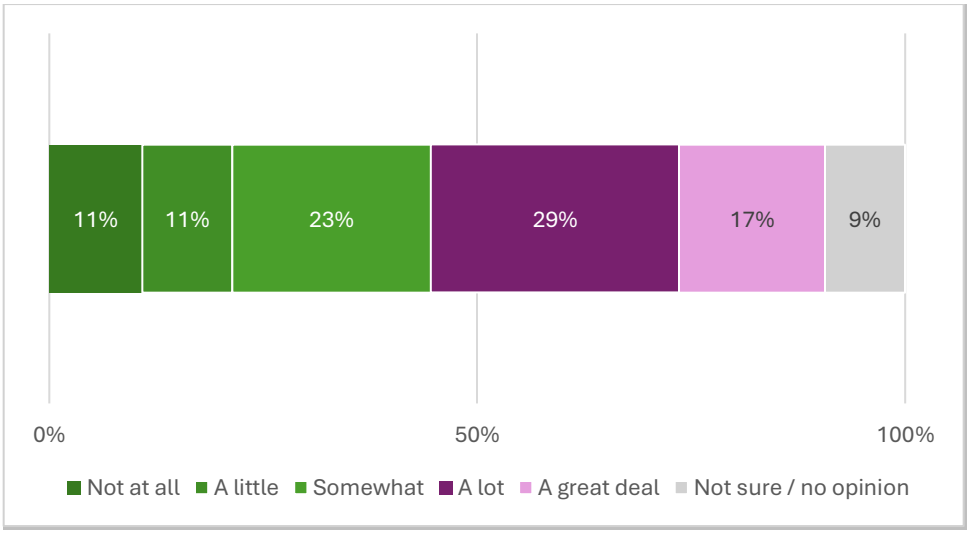


The table below lists types of features commonly mentioned in open-ended "Other" responses:

Feature type	Number of mentions
Traffic calming infrastructure (e.g. speed bumps, narrower lanes)	24
Public amenities (e.g. retail, restaurants or cafes, public trash bins)	17
More, wider, and/or better-maintained sidewalks	9
Protected bike lanes	8
Safe pedestrian crossings	8
Public restrooms	4

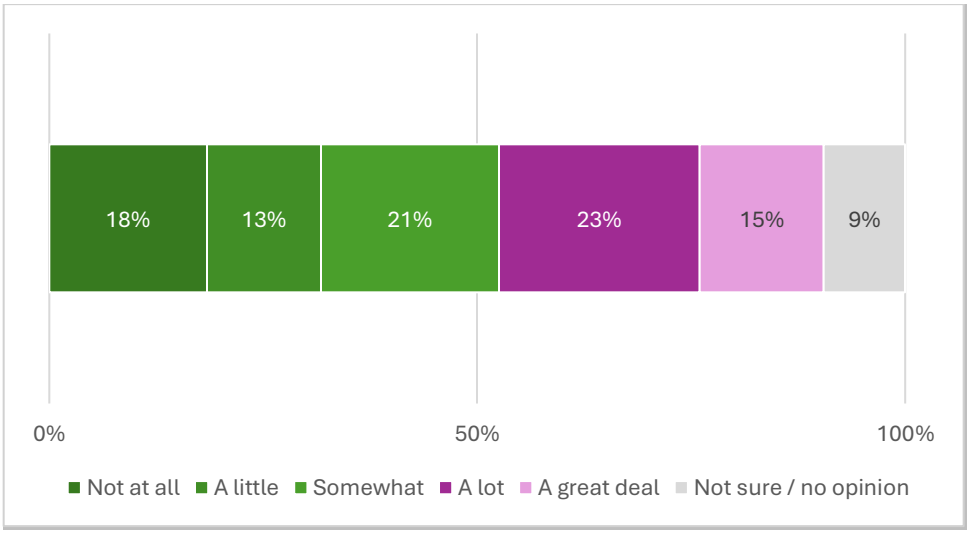
How much would improvements on S Morgan St help you get to places like the Chief Sealth Trail, the future Graham Street light rail station, Rainier Ave S, and Seward Park?

Base: all respondents (n = 341)



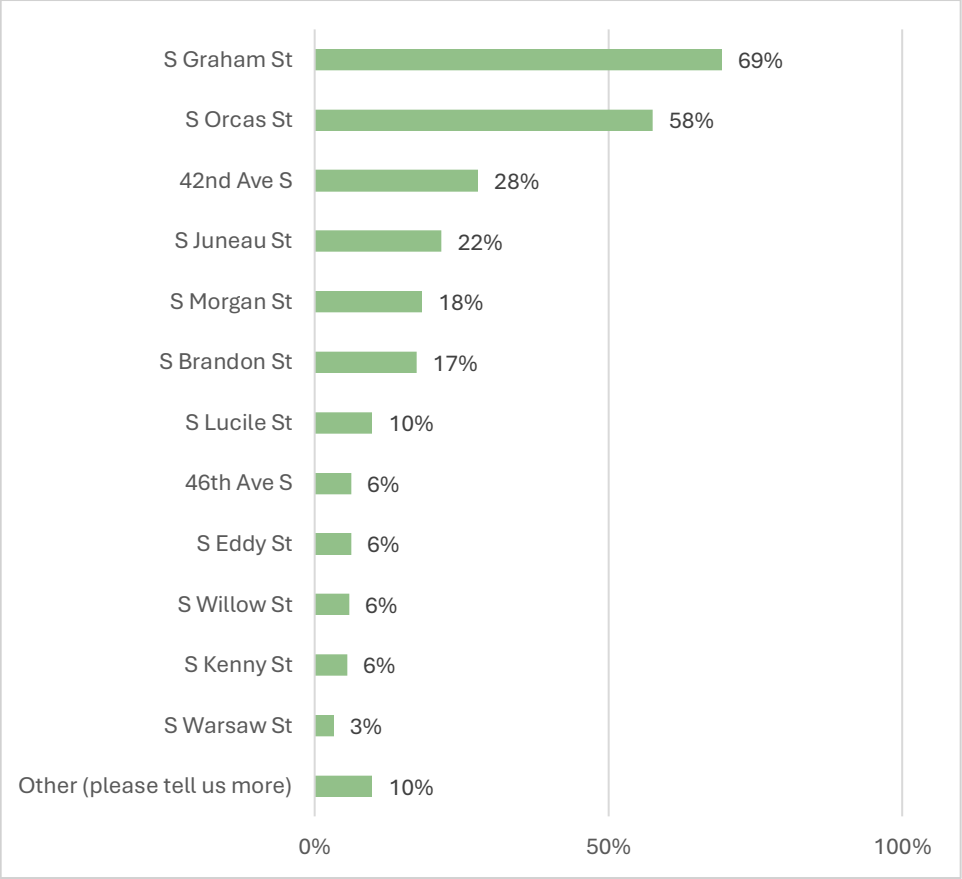
How much would safer walking and biking connections on S Dawson St help you connect to nearby places like the Chief Sealth Trail and the Columbia City light rail station?

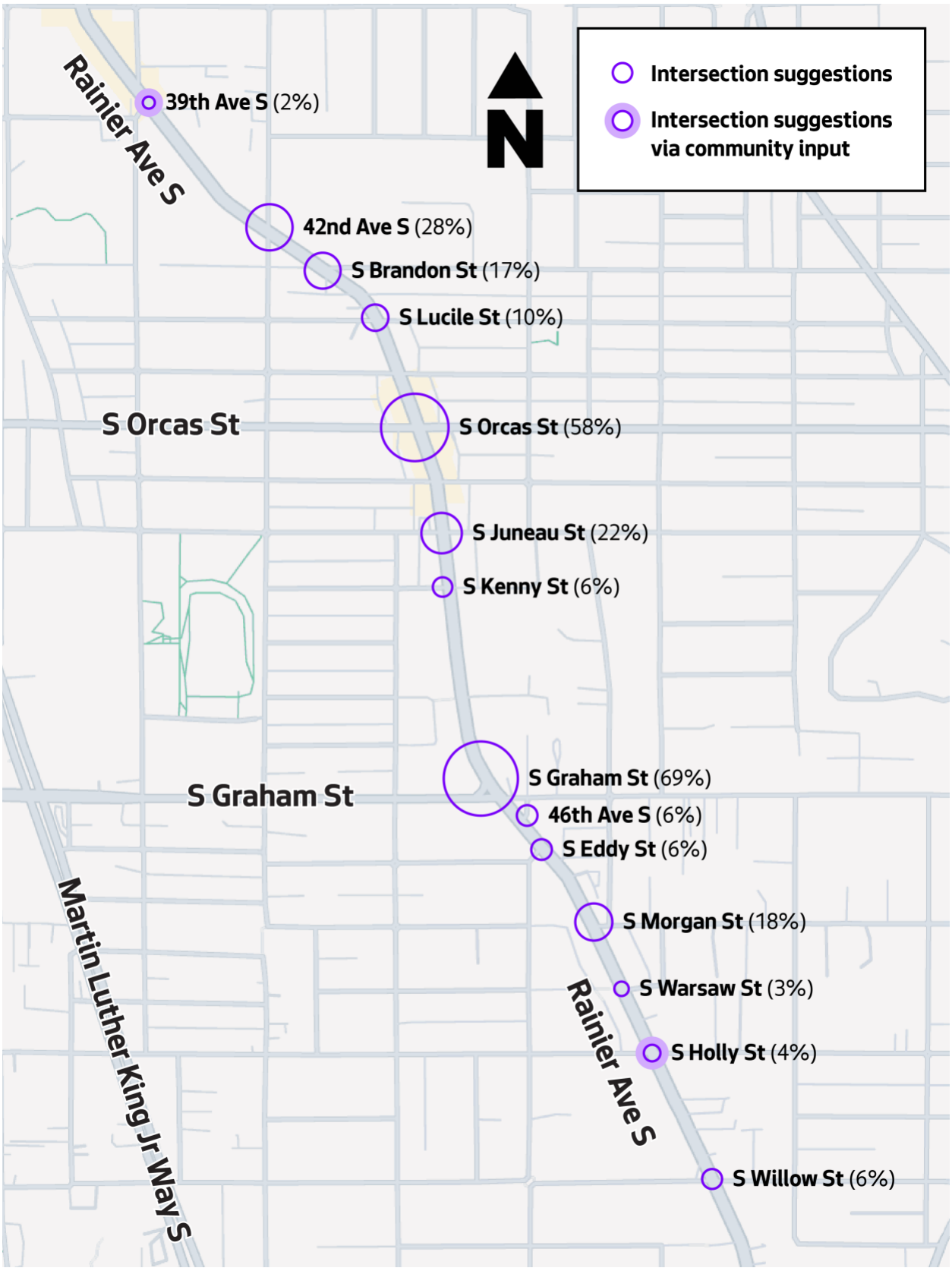
Base: all respondents (n = 337)



There are several intersections along Rainier Ave S that could be improved for walking and biking. Which intersections near 39th Ave S should we focus on to make it safer and easier to get around (e.g. Improve neighborhood safety, mobility, and connectivity)? Please select **up to three (3).**

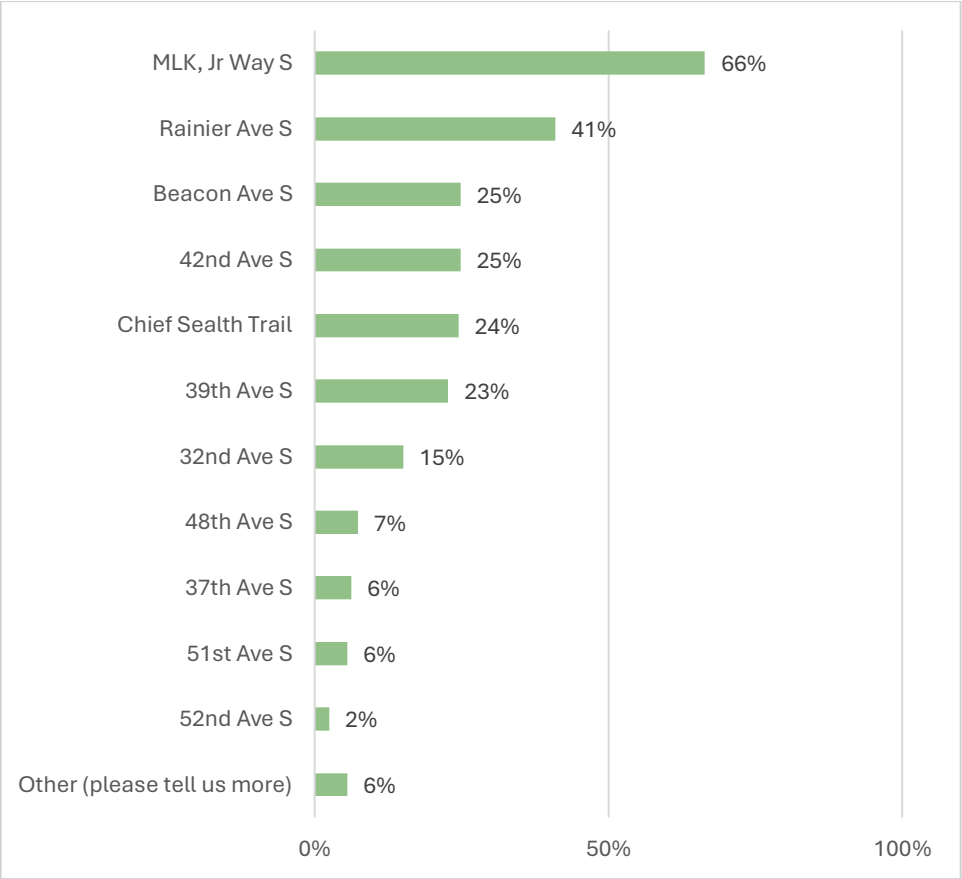
Base: all respondents (n = 306). Multiple responses accepted.




Intersection suggestions
Intersection suggestions via community input
N
Rainier Ave S
39th Ave S (2%)
42nd Ave S (28%)
S Brandon St (17%)
S Lucile St (10%)
S Orcas St
S Orcas St (58%)
S Juneau St (22%)
S Kenny St (6%)
S Graham St
S Graham St (69%)
46th Ave S (6%)
S Eddy St (6%)
S Morgan St (18%)
S Warsaw St (3%)
S Holly St (4%)
S Willow St (6%)
Martin Luther King Jr Way S
Rainier Ave S

During the previous engagement, many intersections on S Orcas St were identified for improvement. Which ones should we work on **first** to make it safer and easier to get around? Please select up to three (3).

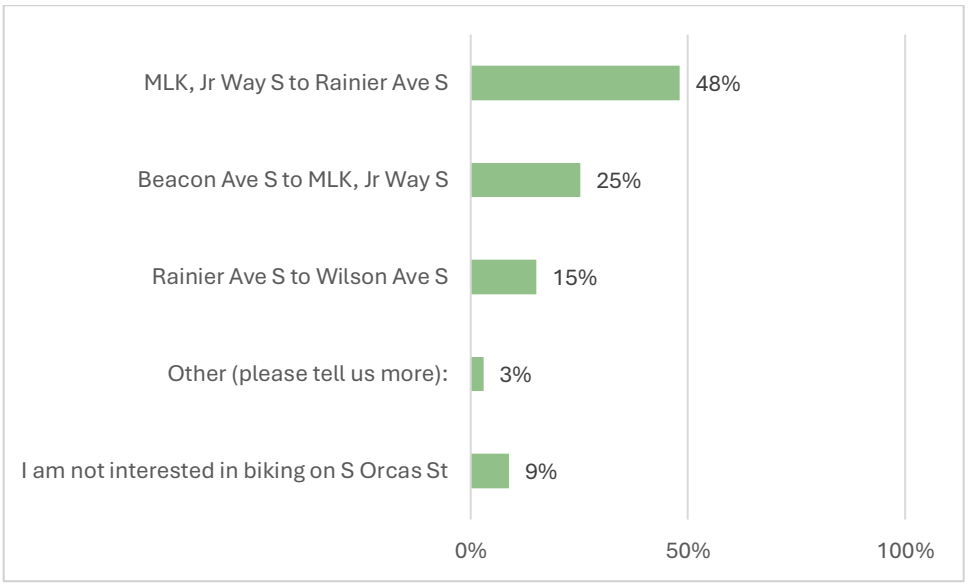
Base: all respondents (n = 286). Multiple responses accepted.





What segment should we work on **first** to improve biking on S Orcas St?

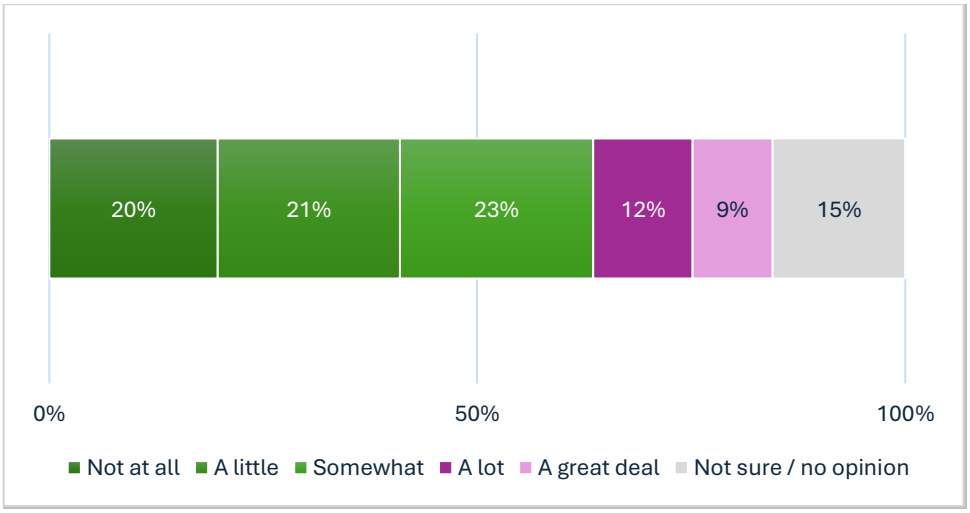
Base: all respondents (n = 306)





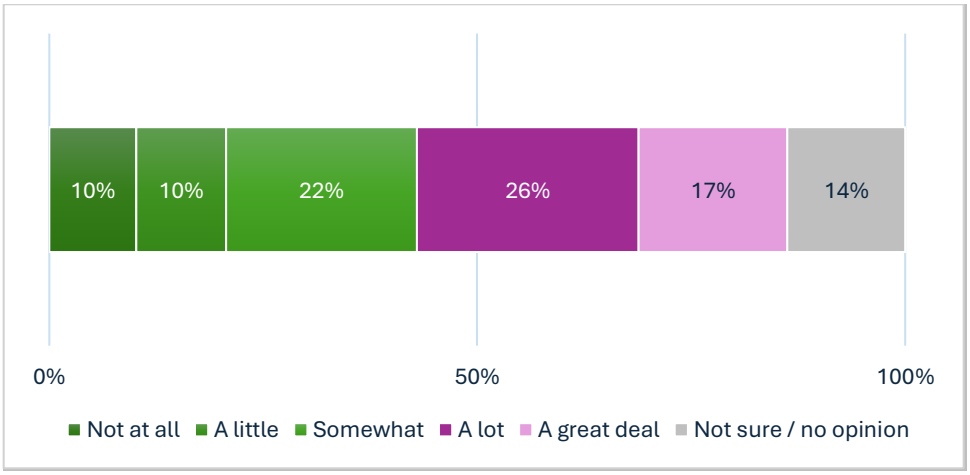
How much would a new staircase on S Brandon St just east of 37th Ave S improve walking connections for you?

Base: all respondents (n = 310)



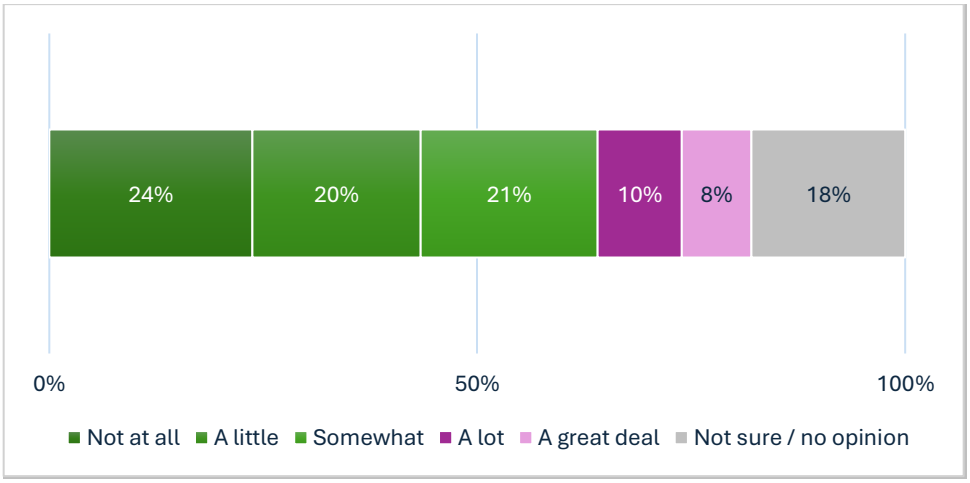
How much would pedestrian lighting (e.g. streetlights or other smaller scale lighting) on and to this new staircase improve walking conditions for you?

Base: all respondents (n = 305)



How much would new walkways on S Pearl St (between 39th Ave S and 42nd Ave S) help you get to other parts of your neighborhood?

Base: all respondents (n = 295)



Where else in the Graham neighborhood do you see people driving too quickly? Please be as specific as possible and include nearby cross streets.

Base: all respondents (n = 149)

Respondents mentioned 43 unique streets near the station area. The table below lists the most commonly mentioned streets:

Street	Percent
S Graham St	40%
MLK, Jr Way S	28%
Rainier Ave S	27%
S Orcas St	19%
Beacon Ave S	15%
42nd Ave S	9%
S Eddy St	9%
S Morgan St	8%
S Juneau St	8%
S Holly St	8%
32nd Ave S	7%
33rd Ave S	6%
44th Ave S	5%
Swift Ave S	5%

Where else in the Graham should we add sidewalks or separated walking spaces for people walking or using wheelchairs or other mobility devices? Please be as specific as possible and include nearby cross streets.

Base: all respondents (n = 100)

Respondents mentioned 43 unique streets. The table below lists the most commonly-mentioned streets:

Street	Percent
S Graham St	27%
MLK, Jr Way S	23%
S Juneau St	18%
S Orcas St	14%
32nd Ave S	14%
Renton Ave S	9%
39th Ave S	9%
42nd Ave S	9%
S Brandon St	8%
28th Ave S	8%
Chief Sealth Trail	7%
Beacon Ave S	7%
S Holly St	7%
S Raymond St	6%
Rainier Ave S	6%
33rd Ave S	5%
S Morgan St	5%

What streets, sidewalks, or other transportation features in your neighborhood need better maintenance? What problem do you see, like sidewalk or road cracks, drainage issues, faded markings, lack of physical space between bikes and vehicles, or poor lighting?

Base: all respondents (n = 164)

Respondents mentioned 50 unique streets that they felt needed better maintenance. The table below lists the most commonly-mentioned streets:

Street	Percent
S Orcas St	27%
MLK, Jr Way S	24%
S Graham St	20%
Rainier Ave S	19%
Beacon Ave S	9%
42nd Ave S	8%
39th Ave S	5%
32nd Ave S	5%
S Holly St	5%

Respondents most commonly identified issues related to cracks, potholes, and/or uneven surfaces (38%), narrow or missing sidewalks and bike paths (23%), and poor visibility and/or lighting (15%).

What places in your community could use public space improvements, like wider sidewalks, trees, seating, or public art? What would make those places better to spend time in, such as seating, shade, less traffic, or nearby shops?

Base: all respondents (n = 141)

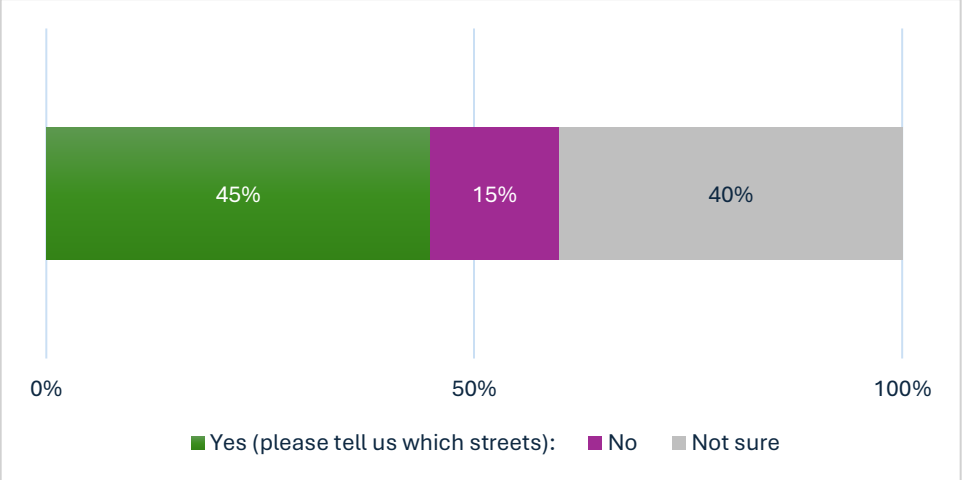
Respondents mentioned 39 unique streets and other places near the station area. The table below lists the most commonly-mentioned places:

Area	Percent
MLK, Jr Way S	42%
S Graham St	24%
Rainier Ave S	18%
S Orcas St	9%
Chief Sealth Trail	8%
Hillman City	7%
Beacon Ave S	5%
At or near transit stops	5%
In and around Brighton Playfield	5%

Respondents most commonly mentioned trees and greenery (24%), benches and seating (15%), shade and/or shelter (13%), restaurants and retail (13%), and public art (12%) as the public space improvements they would most like to see.

Are there specific streets you think could become car-free or low-traffic to create safer, more welcoming public spaces?

Base: all respondents (n = 232)



96 respondents mentioned a total of 36 unique streets. The table below lists the most commonly-mentioned streets:

Street	Percent
Rainier Ave S	20%
MLK, Jr Way S	17%
Lake Washington Blvd S	14%
42nd Ave S	11%
S Ferdinand St	9%
S Graham St	9%
S Dawson St	8%
S Edmunds St	8%
S Orcas St	7%
S Brandon St	7%
S Juneau St	7%
37th Ave S	6%
39th Ave S	6%
32nd Ave S	5%
44th Ave S	5%
S Morgan St	5%
S Eddy St	5%
Renton Ave S	5%

What feels like the biggest barrier to accessing the new Graham Street light rail station? Please tell us where the issue is (street names or intersections) and how you think it could be improved.

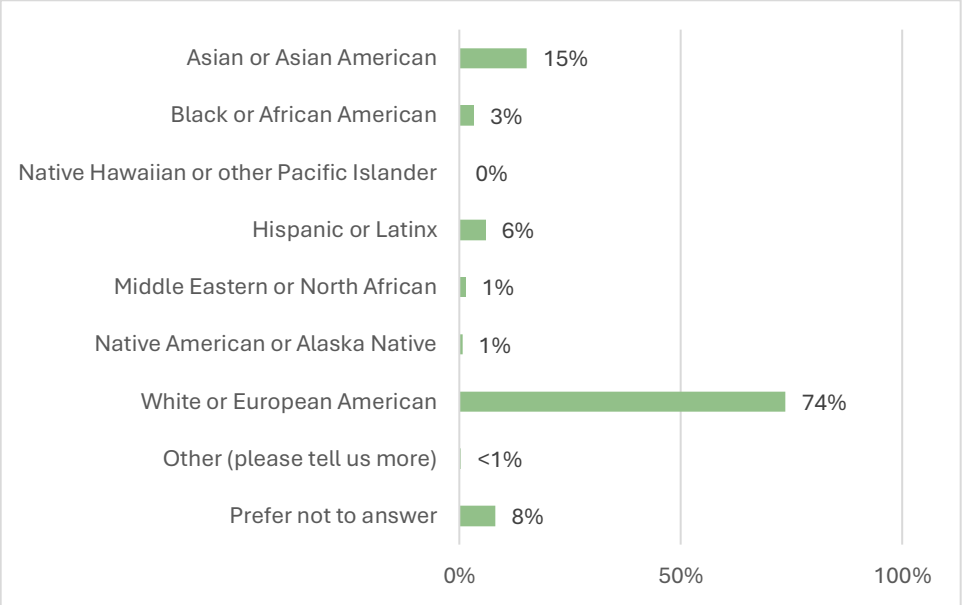
Base: all respondents (n = 171)

Respondents most commonly mentioned major arterials, especially S Graham St, MLK, Jr Way S, Rainier Ave S, and S Orcas St. The table below lists the most commonly cited barriers at any location, aggregated by theme:

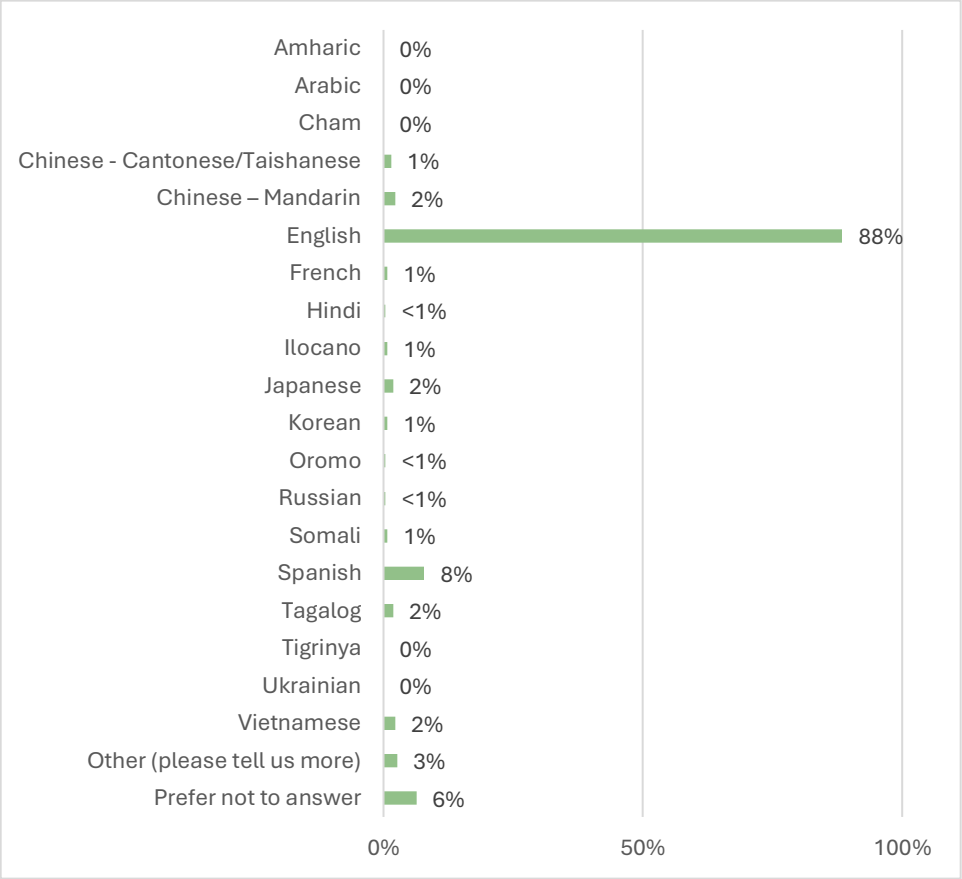
Issue	Percent
Insufficient walk/roll infrastructure	27%
Traffic and/or reckless driving	23%
Insufficient bike infrastructure	16%
Incomplete or unsafe connections and crossings	15%
Limited transit connectivity	13%
Difficult or steep terrain	12%
Safety related to the conduct of others	6%

Demographics

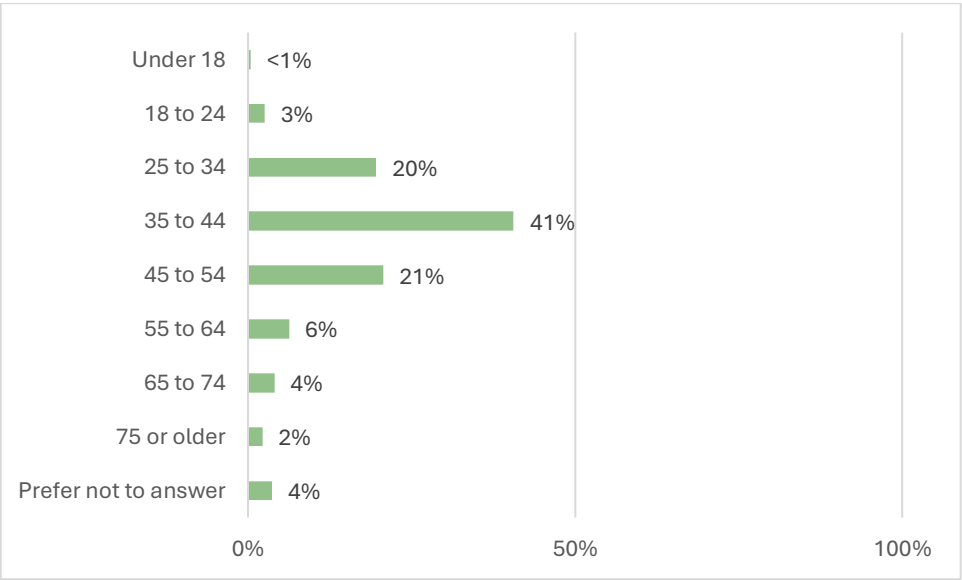
Race/ethnicity (n = 269). Multiple responses accepted.



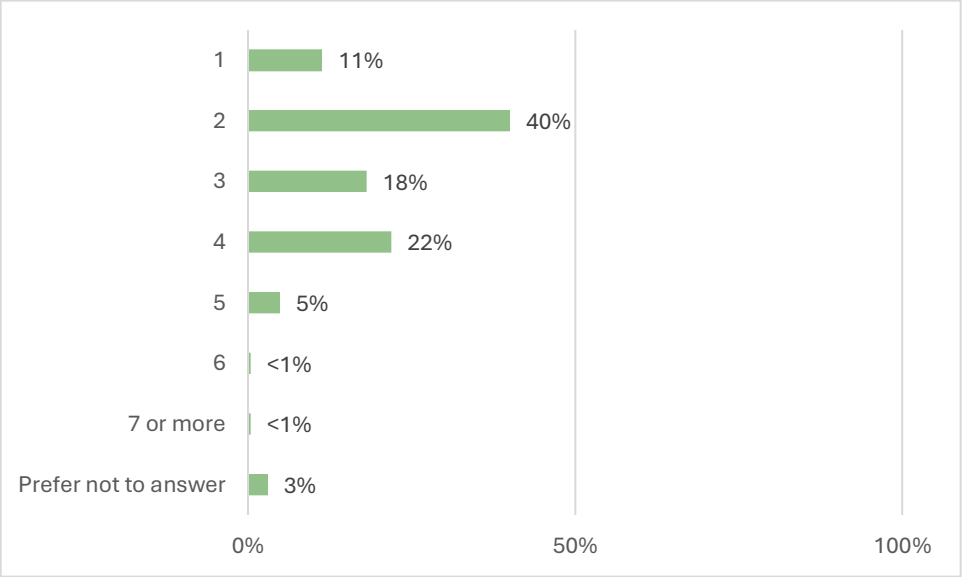
Language spoken at home (n = 267). Multiple responses accepted.



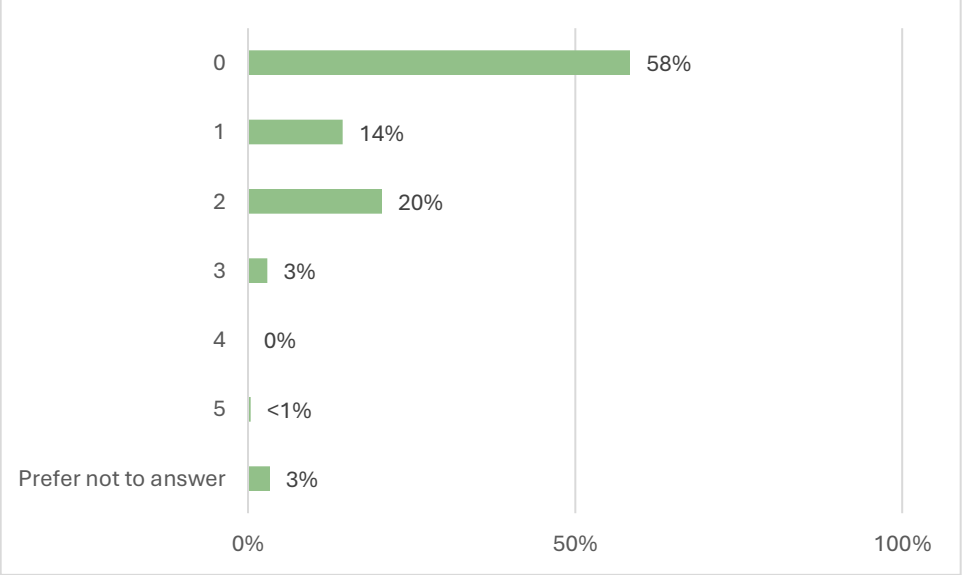
Age (n = 271)



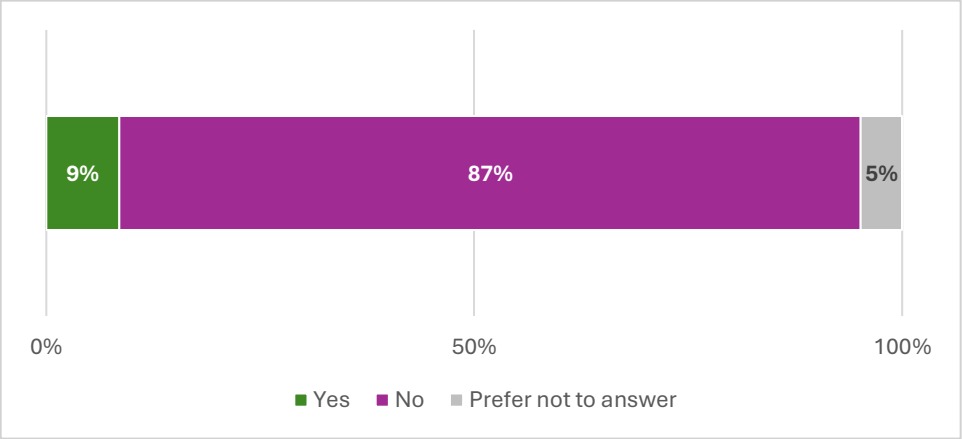
Household size (n = 265)



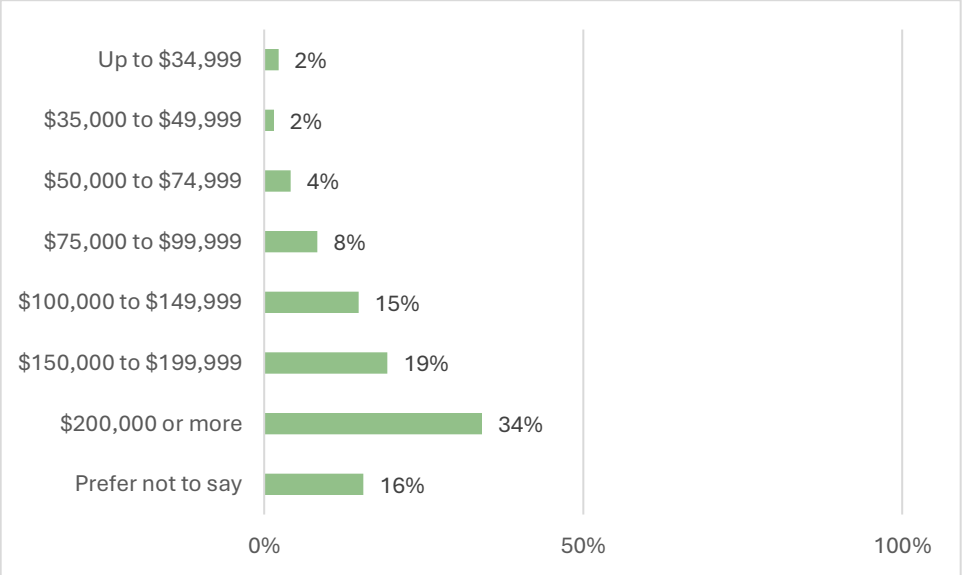
Household members under 18 years old (n = 269)



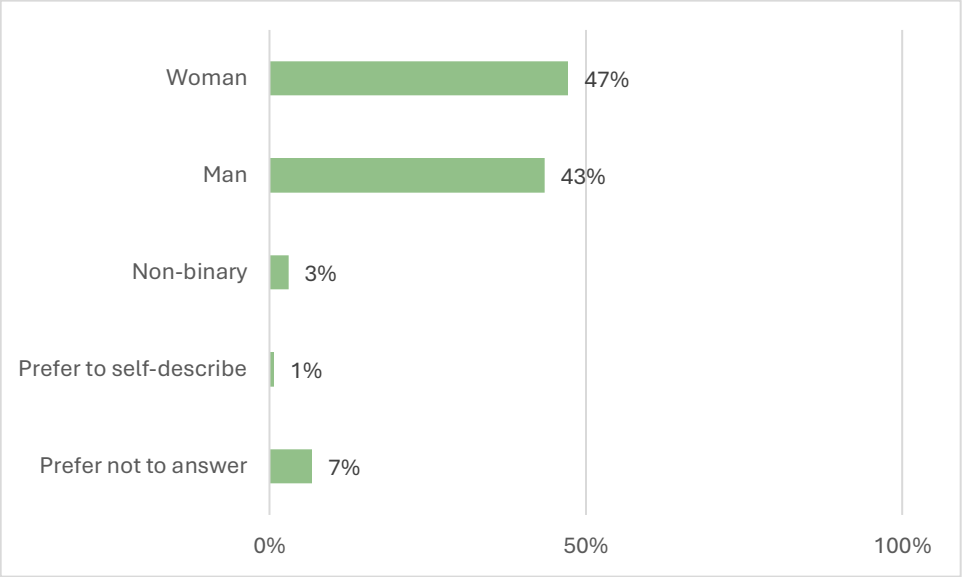
One or more household members aged 65 or older (n = 269)



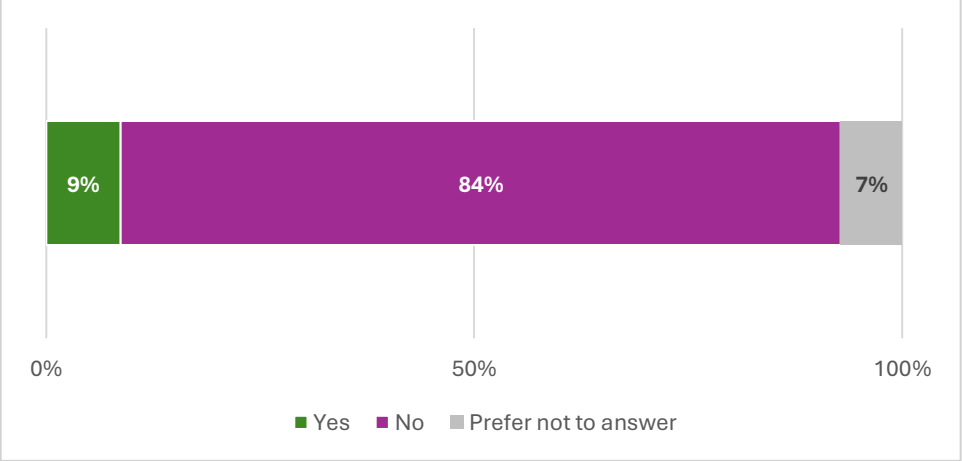
2025 household income (n = 264)



Gender identity (n = 267). Multiple responses accepted.



Disability status (n = 265)



Appendix B: Survey Questions

1) **If you were riding a bike or scooter to travel** east-west, **where would you prefer to ride?**
   - *S Graham St*
   - *A parallel street with less traffic, such as S Morgan St*
   - *Other (please tell us more):*
   - *I don't use a bike or scooter*

2) **Would you consider biking on S Morgan St if the staircase were modified to work for bikes (for example, with a bike ramp or switchbacks)?**
   - *Yes, I would consider using S Morgan St*
   - *No, I would still prefer to use S Graham St*
   - *I'm not sure*

3) **Would you still prefer to bike on S Graham St if there was a new bus route along S Graham St?**
   - *Yes, I would still prefer S Graham St*
   - *No, I would consider other options*
   - *I'm not sure*

4) **When biking on S Graham St with the new bus route, which type of bike path would you prefer?**
   - *A path shared with people walking and waiting for the bus*
   - *A street level, uphill bike lane in one direction westbound*

5) **Would you be willing to bike on S Graham St if it had a wider shared path for people biking and walking?**
   - *Yes, I would consider using S Graham St*
   - *No, I would still prefer other options*
   - *I'm not sure*

6) Why do you choose not to bike or scooter? Please select all that apply.

- *The area is too hilly*
- *I don't like riding in or near traffic*
- *I'm concerned for my safety when riding in the street*
- *I don't own a bike or scooter*
- *I can't ride a bike or scooter*
- *Other (please tell us more):*

7) What types of improvements around Graham Station do you feel would create a comfortable place to walk and linger? Please select all that apply.

- *Pedestrian lighting (smaller scale lighting for sidewalks and other walking spaces)*
- *Raised crosswalks or intersections (these are generally higher than street level but not as high as sidewalk level)*
- *Public art*
- *Landscaping, street trees, planters, etc.*
- *Public seating*
- *Other (please tell us more):*
- *None of these*

8) How much would improvements on S Morgan St help you get to places like the Chief Sealth Trail, the future Graham Street light rail station, Rainier Ave S, and Seward Park?

- *Not at all*
- *A little*
- *Somewhat*
- *A lot*
- *A great deal*
- *Not sure / no opinion*

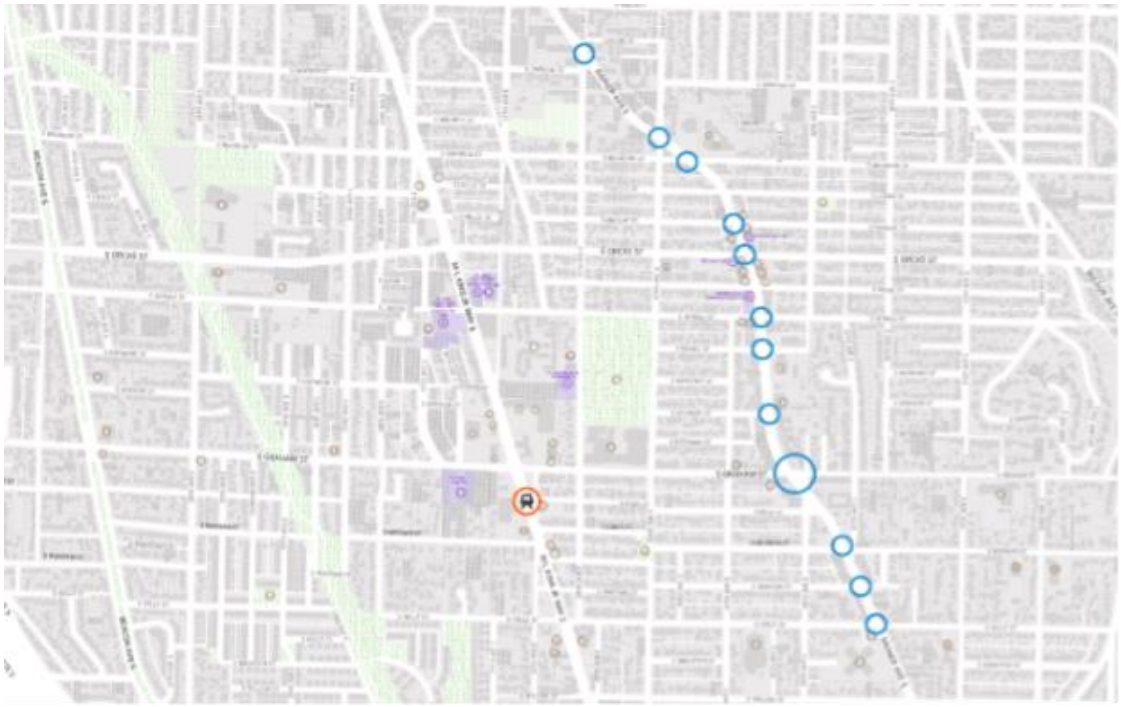
9) Comments?

10) How much would safer walking and biking connections on S Dawson St help you connect to nearby places like the Chief Sealth Trail and the Columbia City light rail station?

- *Not at all*
- *A little*
- *Somewhat*
- *A lot*
- *A great deal*
- *Not sure / no opinion*

11) Comments?

12) **There are several intersections along Rainier Ave S that could be improved for walking and biking. Which intersections near 39th Ave S should we focus on to make it safer and easier to get around (e.g. Improve neighborhood safety, mobility, and connectivity)? Please select** up to three (3).



- *42nd Ave S*
- *S Brandon St*
- *S Lucile St*
- *S Orcas St*
- *S Juneau St*
- *S Kenny St*
- *S Graham St*
- *46th Ave S*
- *S Eddy St*
- *S Morgan St*
- *S Warsaw St*
- *S Willow St*
- *Other (please tell us more):*

13) During the previous engagement, many intersections on S Orcas St were identified for improvement. Which ones should we work on first to make it safer and easier to get around? Please select up to three (3).

- *Beacon Ave S*
- *Chief Sealth Trail*
- *32nd Ave S*
- *MLK, Jr Way S*
- *37th Ave S*
- *39th Ave S*
- *42nd Ave S*
- *Rainier Ave S*
- *48th Ave S*
- *51st Ave S*
- *52nd Ave S*
- *Other (please tell us more):*

14) What segment should we work on first to improve biking on S Orcas St?

- *Beacon Ave S to MLK, Jr Way S*
- *MLK, Jr Way S to Rainier Ave S*
- *Rainier Ave S to Wilson Ave S*
- *Other (please tell us more):*
- *I am not interested in biking on S Orcas St*

15) How much would a new staircase on S Brandon St just east of 37th Ave S improve walking connections for you?

- *Not at all*
- *A little*
- *Somewhat*
- *A lot*
- *A great deal*
- *Not sure / no opinion*

16) Comments?

17) How much would pedestrian lighting (e.g. streetlights or other smaller scale lighting) on and to this new staircase improve walking conditions for you?

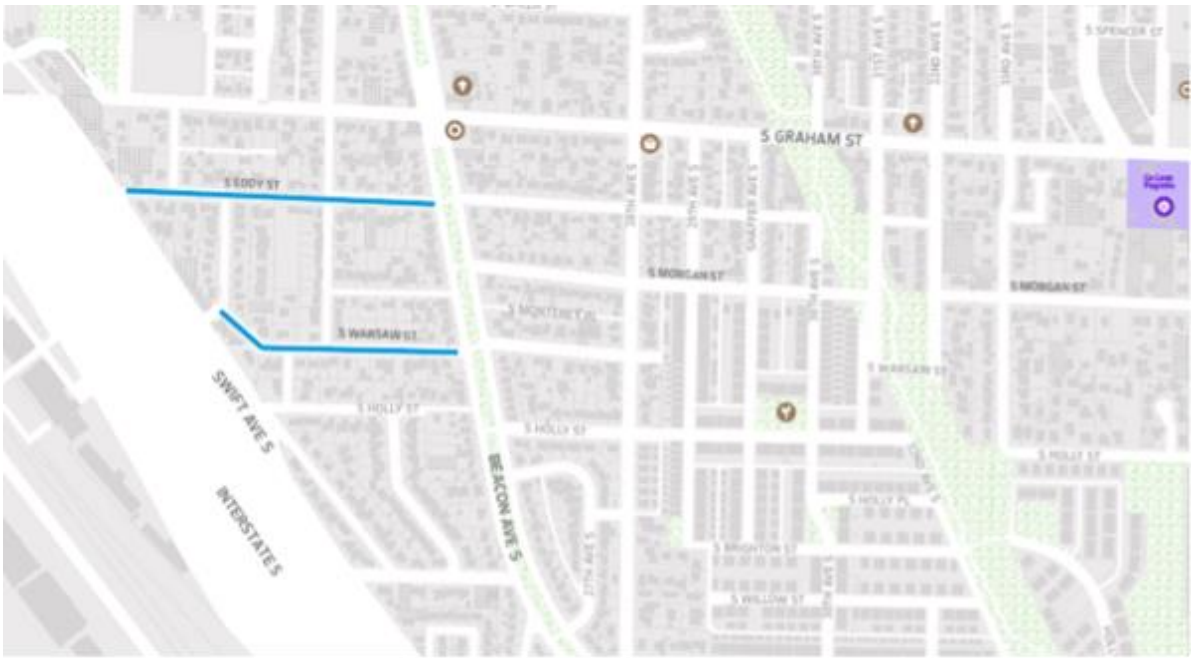
- *Not at all*
- *A little*
- *Somewhat*
- *A lot*
- *A great deal*
- *Not sure / no opinion*

18) Comments?

19) How much would new walkways on S Pearl St (between 39th Ave S and 42nd Ave S) help you get to other parts of your neighborhood?

- *Not at all*
- *A little*
- *Somewhat*
- *A lot*
- *A great deal*
- *Not sure / no opinion*

20) Comments?



21) Where else in the Graham neighborhood do you see people driving too quickly? Please be as specific as possible and include nearby cross streets.

22) Where else in the Graham should we add sidewalks or separated walking spaces for people walking or using wheelchairs or other mobility devices? Please be as specific as possible and include nearby cross streets.

23) What streets, sidewalks, or other transportation features in your neighborhood need better maintenance**? What problem do you see, like sidewalk or road cracks, drainage issues, faded markings, lack of physical space between bikes and vehicles, or poor lighting?**

24) What places in your community could use public space improvements**, like wider sidewalks, trees, seating, or public art? What would make those places better to spend time in, such as seating, shade, less traffic, or nearby shops?**

25) Are there specific streets you think could become car-free or low-traffic **to create safer, more welcoming public spaces?**

- *Yes (please tell us which streets):*
- *No*

- *Not sure*

26) What feels like the biggest barrier **to accessing the new Graham Street light rail station? Please tell us** where **the issue is (street names or intersections) and** how **you think it could be improved.**

27) How do you identify? Please select all that apply.

- *Native American or Alaska Native*
- *Asian or Asian American*
- *Black or African American*
- *Native Hawaiian or other Pacific Islander*
- *Hispanic or Latinx*
- *Middle Eastern or North African*
- *White or European American*
- *Other (please tell us more):*
- *Prefer not to answer*

28) What language(s) do you speak at home? Please select all that apply.

- *Amharic*
- *Arabic*
- *Cham*
- *Chinese - Cantonese/Taishanese*
- *Chinese – Mandarin*
- *English*
- *French*
- *Hindi*
- *Ilocano*
- *Japanese*
- *Korean*
- *Oromo*
- *Russian*

- *Somali*
- *Spanish*
- *Tagalog*
- *Tigrinya*
- *Ukrainian*
- *Vietnamese*
- *Other (please tell us more):*
- *Prefer not to answer*

29) How old are you?

- *Under 18*
- *18 to 24*
- *25 to 34*
- *35 to 44*
- *45 to 54*
- *55 to 64*
- *65 to 74*
- *75 or older*
- *Prefer not to answer*

30) Including yourself, how many people live in your household?

- *1*
- *2*
- *3*
- *4*
- *5*
- *6*
- *7 or more (please tell us how many):*
- *Prefer not to answer*

31) How many people in your household are under 18?

- *0*
- *1*
- *2*
- *3*
- *4*
- *5*
- *6 or more*
- *Prefer not to answer*

32) Is anyone in your household 65 or older?

- *Yes*
- *No*
- *Prefer not to answer*

33) What was your total household income in 2025, before taxes? Your best guess is fine.

- *Up to $34,999*
- *$35,000 to $49,999*
- *$50,000 to $74,999*
- *$75,000 to $99,999*
- *$100,000 to $149,999*
- *$150,000 to $199,999*
- *$200,000 or more*
- *Prefer not to say*

34) How do you identify? Please select all that apply.

- *Woman*
- *Man*
- *Non-binary*
- *Prefer to self-describe:*
- *Prefer not to answer*

35) Do you have a disability that makes it difficult to see, hear, or perform everyday tasks?

- *Yes*
- *No*
- *Prefer not to answer*