



Everett Link Extension

APPENDIX O

Participate.Online Online Open House

Welcome

Explore the latest

The Everett Link Extension is an ambitious mass transit system expansion that will extend Link light rail service north from Lynnwood City Center to the Everett Station area. This project will also include the Operations and Maintenance Facility (OMF) North, a necessary facility to support Link light rail operations.

Everett Link is currently in the planning phase. In June 2023, the Sound Transit Board identified alternatives for stations, routes, and OMF North locations for study during the environmental review process. Below you'll find an update on our work since mid-2023, including early draft station layouts.

About this site

This site provides information on:

- Project background.
- The environmental review process.
- Route, station, and OMF North alternatives.
- Next steps and future opportunities for input.

Subscribe for project news

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Chat with us!

We'll be at several community events in the next few months and would be happy to talk to you about the project. See the calendar of upcoming events.

What's changed since our scoping engagement in early 2023?

Thanks to your input, we have narrowed down the station and route alternatives from what we shared with you during scoping in early 2023.

The Sound Transit Board identified preferred alternatives for some portions of the project.

The project team has advanced the design to incorporate feedback we heard during scoping and to define the study area for environmental review.

To learn more, visit the alternatives section.

Background

About the project

The Everett Link Extension will provide fast, reliable connections to residential and employment centers throughout the region. We're planning to add approximately 16 miles of light rail and six new stations connecting Snohomish County residents to the regional Link light rail network. In addition, we are studying a **provisional (unfunded) station** through the planning process as well as **parking facilities** at two station locations.

The project includes the essential OMF North, which would support overall system operation and have the capacity to receive, store, and service a larger train fleet to support Link extensions. To build this new facility, we need approximately 80-100+ acres near the light rail line.

What we've done so far:

2016: Voters approved funding for the "representative project" —

As part of the ST3 ballot measure in 2016, voters approved funding for the representative project, which established light rail as the transit mode for the corridor, an approximate route, the number and general locations of light rail stations, and passenger access. The representative project was our starting point for project planning.

2021: Project planning began —

The first step in planning is alternatives development, where we worked with the Federal Transit Administration, local jurisdictions, and communities to identify any additional alternative routes, stations, and OMF North locations to be studied alongside the representative project in the environmental review process.

2021-2023: We asked for feedback on alternatives —

During alternatives development, we evaluated potential alternatives at progressively greater levels of detail and invited comments from the public, Tribes, and agencies at each level. We provided updates and asked for feedback on alternatives at three major decision-making points:

- Early scoping period in November – December 2021
- Level 1 analysis in March – April 2022
- EIS scoping period in January – March 2023

Your feedback supported our advisory groups' efforts to narrow down the number of alternatives and ultimately helped Sound Transit identify which alternatives would be studied in the Environmental Impact Statement (EIS).

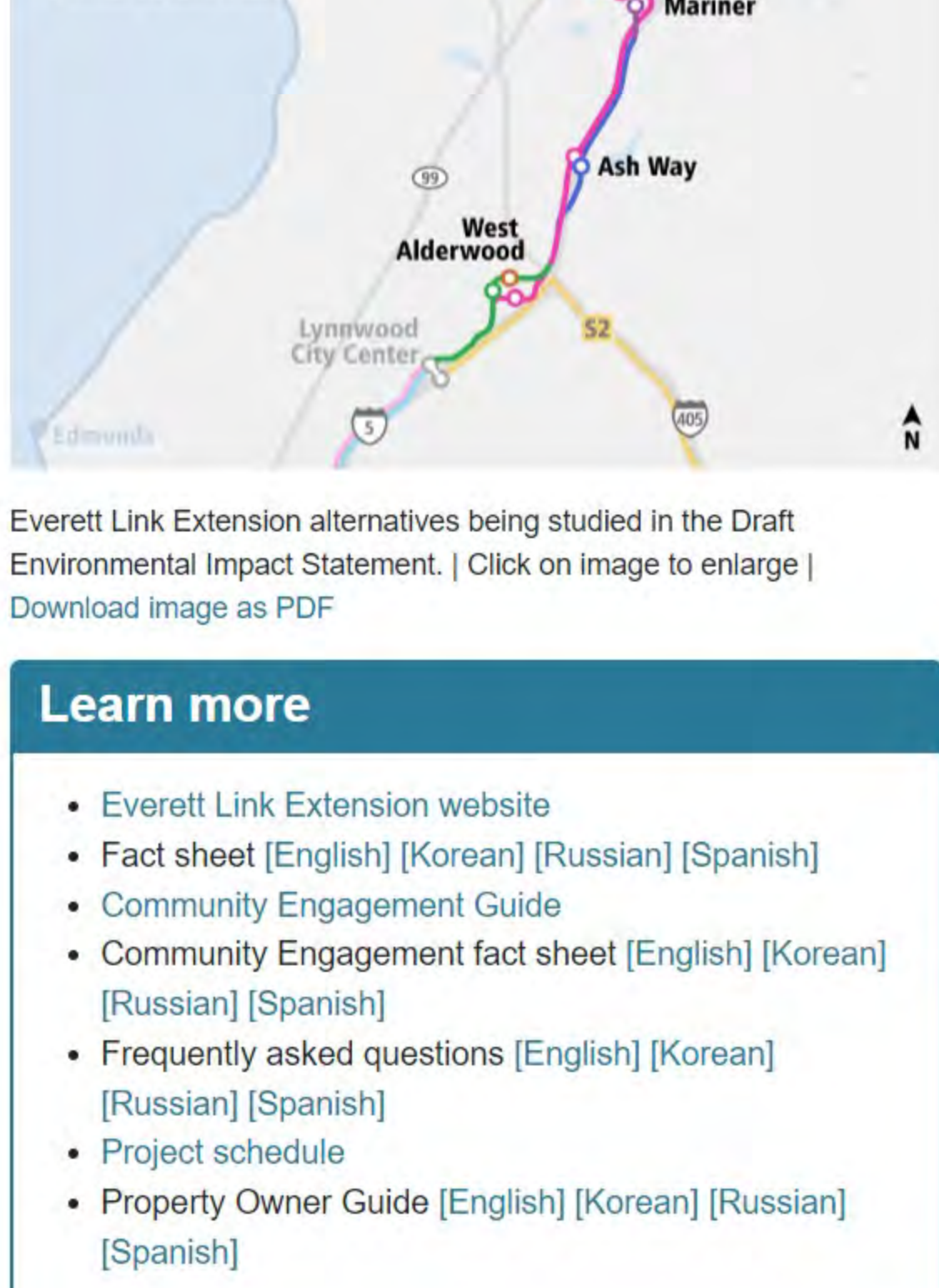
2023: The Board identified alternatives to study in the EIS —

In June 2023, the Sound Transit Board identified alternatives, including some preferred alternatives, for stations, routes, and OMF North locations to be studied in the EIS. This was the final step in the alternatives development phase of the project, and we transitioned into the environmental review phase, which will last for the next several years.

When will decisions about locations be made?

The Sound Transit Board will make their official decision about which route and stations and which OMF North location to build after environmental review is complete, which we expect to happen in or around 2027. Learn more in Next steps.

Project area



Everett Link Extension alternatives being studied in the Draft Environmental Impact Statement. | Click on image to enlarge | Download image as PDF

Learn more

- Everett Link Extension website
- Fact sheet [English] [Korean] [Russian] [Spanish]
- Community Engagement Guide
- Community Engagement fact sheet [English] [Korean] [Russian] [Spanish]
- Frequently asked questions [English] [Korean] [Russian] [Spanish]
- Project schedule
- Property Owner Guide [English] [Korean] [Russian] [Spanish]

Background information

- Alternatives Development Level 1 Evaluation Report
- Alternatives Development Level 2 Evaluation Report
- SEPA EIS Scoping Report

Local planning efforts

- Snohomish County's Light Rail Communities
- Metro Everett Subarea Plan
- Lynnwood Light Rail Resolution

Environmental review

What is an EIS?

The project is currently in the environmental review phase, which includes preparing an **Environmental Impact Statement**. The EIS evaluates the potential adverse or beneficial effects of each alternative to the physical, human, and natural environment and also proposes measures to avoid, minimize, or mitigate significant adverse effects where appropriate.

The EIS will be published in two documents: a Draft EIS and a Final EIS. The Draft EIS will be available for public review and comment for at least 45 days. The Final EIS will address public, Tribe, and agency comments; will include any necessary revisions to correct technical errors; and will add any new information that became available since the Draft EIS was published.

Note: NEPA and SEPA scoping —

This EIS will be prepared in compliance with both the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). The Federal Transit Administration is anticipated to be the lead agency under NEPA, and Sound Transit is the lead agency under SEPA. Sound Transit conducted public scoping under SEPA in 2023 to begin work on the Draft EIS, and the FTA is expected to conduct a second public scoping process on the Draft EIS under NEPA in mid-2025. Decisions that were made by Sound Transit in the local SEPA scoping process may be revisited in the subsequent federal NEPA process.

Preparing the Draft EIS

The Draft EIS will describe how the alternatives might affect the natural and built environments during both construction and future operations. We are conducting a detailed evaluation including identifying potential property acquisitions, conducting fieldwork, and working with local jurisdictions to coordinate with their planning processes. Our current timeline estimates that the Draft EIS will be ready for public review in early 2026.

We'll prepare informational materials to explain key findings from the Draft EIS that will help you compare the alternatives. During the comment period, we'll ask you for feedback on the Draft EIS. Your input is a key part of the environmental review process and will help the Sound Transit Board understand what is important to you as they identify a preferred alternative for the Draft EIS.

What will be studied in the EIS? —

The EIS will comply with all applicable environmental laws, regulations, and executive orders relevant to the proposed project. Sound Transit proposes to address the following topics within the EIS:

- Acquisitions, displacements, and relocations.
- Air quality, including greenhouse gas emissions.
- Economics.
- Ecosystems.
- Electromagnetic fields.
- Energy.
- Environmental justice.
- Geology and soils.
- Hazardous materials.
- Historic, cultural, and archeological resources including Section 106 (National Historic Preservation Act) resources and process.
- Land use.
- Noise and vibration.
- Parks and recreational resources.
- Public services, safety, and security.
- Section 4(f) of U.S. Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund Act.
- Social resources, community facilities, and neighborhoods.
- Transportation (traffic, freight, navigation, transit, non-motorized).
- Utilities.
- Visual and aesthetic resources.
- Water resources.

In evaluating these topics, the EIS will address direct, indirect, and cumulative effects of both the construction and the operation of the project and will propose measures to avoid, minimize, or mitigate significant adverse effects where needed, to inform decision makers, the public, Tribes, and agencies about the project. Learn more about NEPA regulations.

Project purpose and need —

The purpose of the Everett Link Extension is to expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an OMF in order to:

- Provide high quality, rapid, reliable, accessible, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan.
- Improve regional mobility by increasing connectivity and capacity in the Everett Link Extension corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation and economic development plans, and Sound Transit's Regional Transit Long-Range Plan.
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable growth in station areas through support of **transit-oriented development** and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit-Oriented Development Policy and Sustainability Plan.
- Encourage convenient, safe, and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy and Equity and Inclusion Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse effects on the natural, built, and social environments through sustainable and equitable practices.
- Provide an operations and maintenance facility with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for system-wide light rail system expansion.
- Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.

The project is needed because:

- Chronic roadway congestion on Interstate 5 and State Route 99 – two primary highways connecting communities along the corridor – delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute hours.
- These chronic, degraded conditions are expected to continue to worsen as the region's population and employment grow.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with Puget Sound Regional Council's VISION 2050 and Sound Transit's Regional Transit Long-Range Plan.
- Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's VISION 2050 and Regional Transportation Plan, include reducing greenhouse gas emissions by prioritizing transportation investments that decrease the vehicle miles traveled.
- The current regional system lacks an operations and maintenance facility with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of light rail maintenance in Snohomish and King Counties.
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while new vehicles are tested and prepared.

Alternatives

Which routes, stations, and OMF North locations are being studied in environmental review?

Linked below are the latest design concepts for the route, station, and OMF North alternatives being studied in the Draft EIS. All alternatives shown on this site will be studied over the next several years and design will continue to advance. When Sound Transit starts preparation of a Final EIS, a preferred alternative will be identified for all project components. Sound Transit will select the final locations for the route, stations, and OMF North after completion of the environmental review process under both SEPA and NEPA.

How has community input influenced the project?

During scoping in early 2023, we asked you which alternatives you preferred and why. Thanks to your input, we narrowed down the station and route alternatives and identified preferred alternatives in four out of eight project segments.

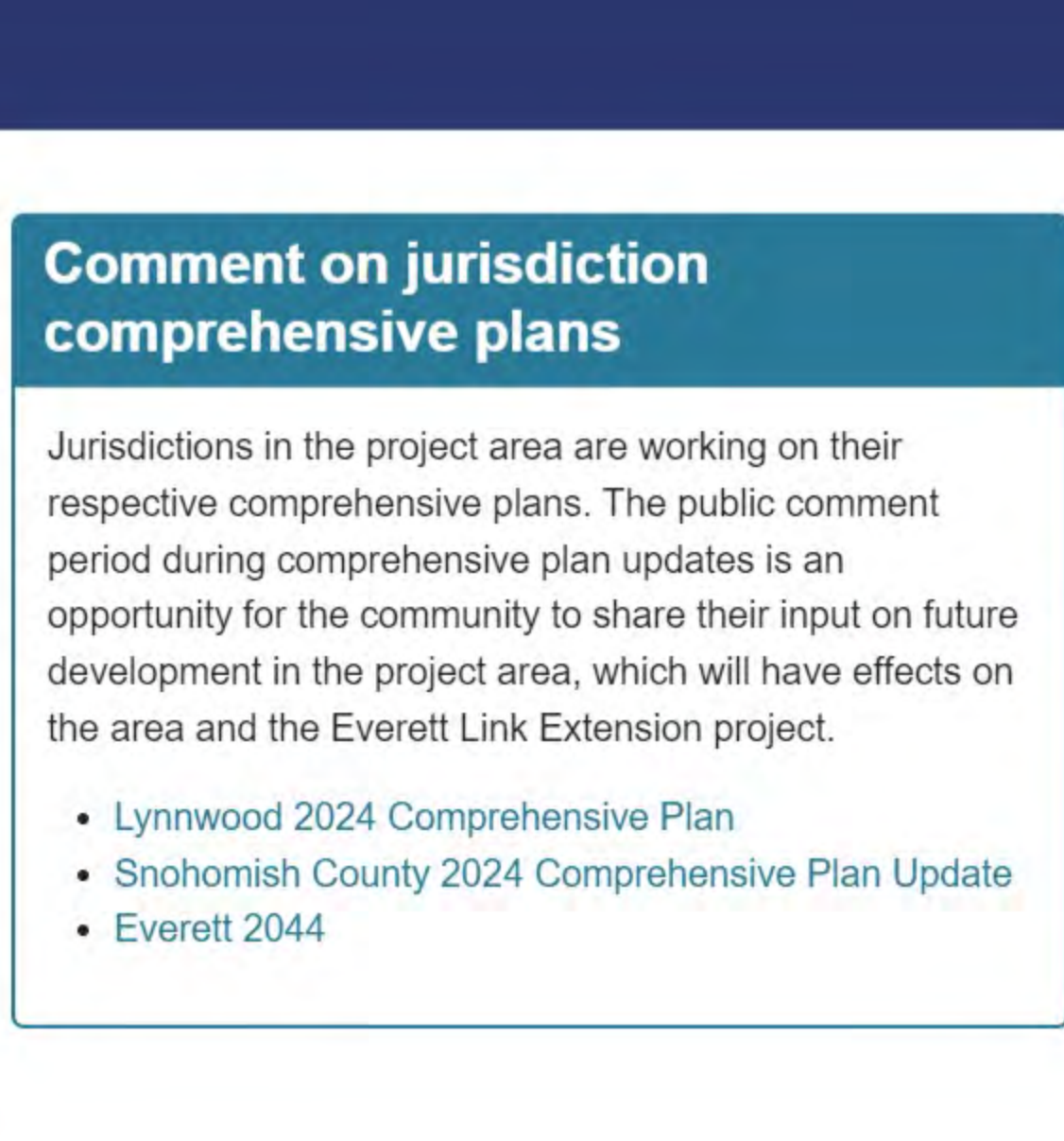
The project team has also advanced the design of route, station, and OMF North alternatives to incorporate some of the feedback we heard during scoping. Any changes made since we last shared information are explained in each area.

How to view project segments and OMF North updates

You can learn more about the project areas by clicking the name below. From there, you can learn about specific alternatives and see the latest segment maps, early station layouts, and OMF North locations.

- West Alderwood
- Ash Way
- Mariner
- SR 99/Airport Road
- SR Everett Industrial Center
- SR 526/Evergreen
- Broadway/I-5
- Everett Station
- OMF North

Project overview map



This map of the full Everett Link Extension project area shows the portions that have identified a preferred alternative in green, and other potential alternative routes and stations in other colors. Click on image to enlarge | Download image as PDF

Comments

This is not a formal comment period, but we always want to hear from you.

1. Do you have any comments or questions about the Everett Link Extension alternatives?

2. Would you like a response to your question or comment? (You will be asked to provide contact information after this question. This information is optional unless you are requesting a response.)

Yes

No

Submit

You may also share your thoughts or request more information by emailing everettlink@soundtransit.org.

Next steps

Throughout 2024 and 2025, we will continue to advance conceptual engineering, station designs, and environmental review. While our team is doing all this work, there will be times when we need your input—see below—and you are always welcome to contact us with any questions or comments! Our team will consider public input as we continue to develop the project alternatives in greater detail.

Opportunities for input

In early 2025, we will share more information about station access planning—how you could walk, roll, bike, and bus to future stations. We will be looking for input about how you plan to get to and from future stations to help us identify projects that best match with community priorities.

We also expect to coordinate with the Federal Transit Administration as they conduct NEPA scoping in 2025, which includes a formal opportunity for public input.

Timeline



Everett Link Extension project process. | Click on image to enlarge

We expect to publish the Draft EIS in 2026 for public review and comment. Based on the findings of the Draft EIS and input during the public review and comment period, the Sound Transit Board will identify, confirm, or modify the preferred alternatives for the Final EIS. The next step would be the preparation and publication of the Final EIS.

The Sound Transit Board will make their official decision about which route and stations and which OMF North location to build after the Final EIS is published, which we expect to happen in or around 2027. Assuming the Federal Transit Administration completes a NEPA process, they would issue a NEPA decision (called a Record of Decision, or ROD) after the Sound Transit Board's decision.

Learn more about the [project timeline](#).

What can I expect as a project neighbor?

If you are a resident, business, or property owner near a potential Everett Link route, station, or OMF North location, we encourage you to sign up for project email updates to ensure you have the most recent information.

The EIS process will evaluate potential property impacts of alternatives following further design work. Based on early plans, if it appears your property may be affected under any of the alternatives being studied, we will notify you in advance of the Draft EIS publication.

The Everett Link Extension route and station locations will not be finalized until the Record of Decision has been issued.

Information on property impacts is preliminary until we get further into the design phase of the project, which is currently estimated to last from around 2027 to 2029.

You can learn more about this process in our [Property Owner Guide](#).

If you have questions or concerns about potential property impacts, please contact everettlink@soundtransit.org or leave a message at 206-370-5533 and our team will reply as soon as possible.

West Alderwood

Key features

- All routes and stations would be elevated.
- Station alternatives are located in or around Alderwood Mall.
- Community Transit serves this area with local buses and Swift Orange Line service.
- No new parking is planned here as part of this project.
- Station ALD-D and route ALD-2 were identified as the preferred alternatives.

What has changed since 2023?

In coordination with WSDOT, the route south of the station area has moved closer to I-5 and we are studying a **design option** alternative along Alderwood Mall Boulevard. This helps minimize potential property acquisitions and use more public right-of-way along the highway. Station ALD-D and route ALD-2 were identified as the preferred alternatives by the Sound Transit Board.



The West Alderwood segment stretches from Lynnwood City Center station to just north of the I-5/I-405/SR 525 interchange. | Click on image to enlarge



In this West Alderwood station area map, station alternatives are shown as options B, D, and F, and route alternatives ALD-1 and ALD-2 are pictured in pink and green, respectively. | Click on image to enlarge

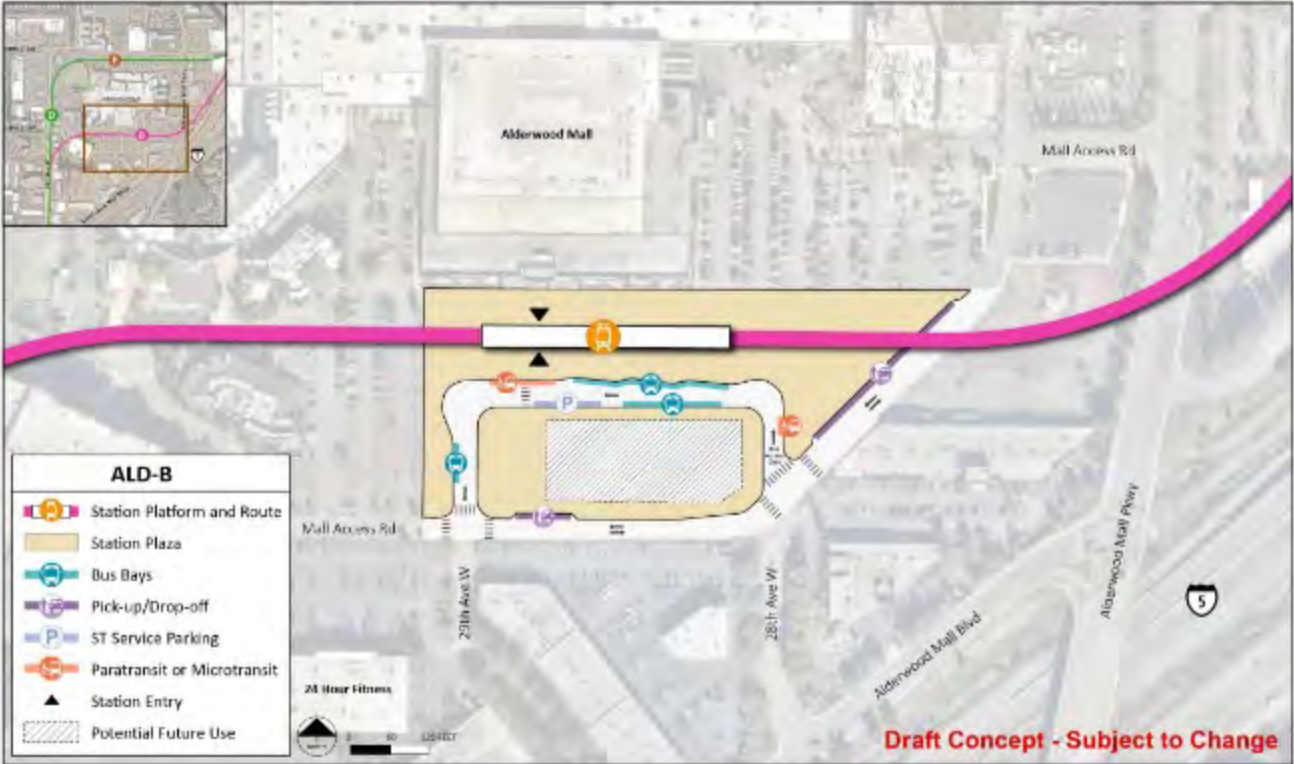
Station design elements

Below you can find early station layouts to give you an idea of what the different station alternatives may look like. These layouts are a snapshot in time and are subject to change as the design advances. As these graphics show, stations are more than just tracks and platforms. The drawings include the following station elements:

- **Pickup/drop-off:** Space for personal and shared vehicles to pick up or drop off transit riders.
- **Platform:** The space next to the light rail tracks where passengers wait for and move on and off trains.
- **Station entrance(s):** The place where people enter or exit the Link station.
- **Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
- **Paratransit and microtransit:** Paratransit is a transit service that provides individualized rides for people with qualifying disabilities and is supplied in accordance with the Americans with Disabilities Act. Microtransit offers an on-demand option for riders via an app, and the service is provided by vehicles smaller than a typical bus.
- **Bus bays:** Designated areas for public-transit bus stops to drop off and pick up riders, providing more local connections for riders.
- **ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- **Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

ALD-B

ALD-B would be elevated about 40 feet above street level and located on the south side of Alderwood Mall within the current surface parking lot. The route (ALD-1) would connect from Lynnwood City Center station and travel along I-5, 33rd Avenue W, and turn into the mall area around 188th Street SW before heading back to I-5.



Early station layout for station alternative ALD-B, located on the south side of Alderwood Mall within the current surface parking lot. | Click on image to enlarge



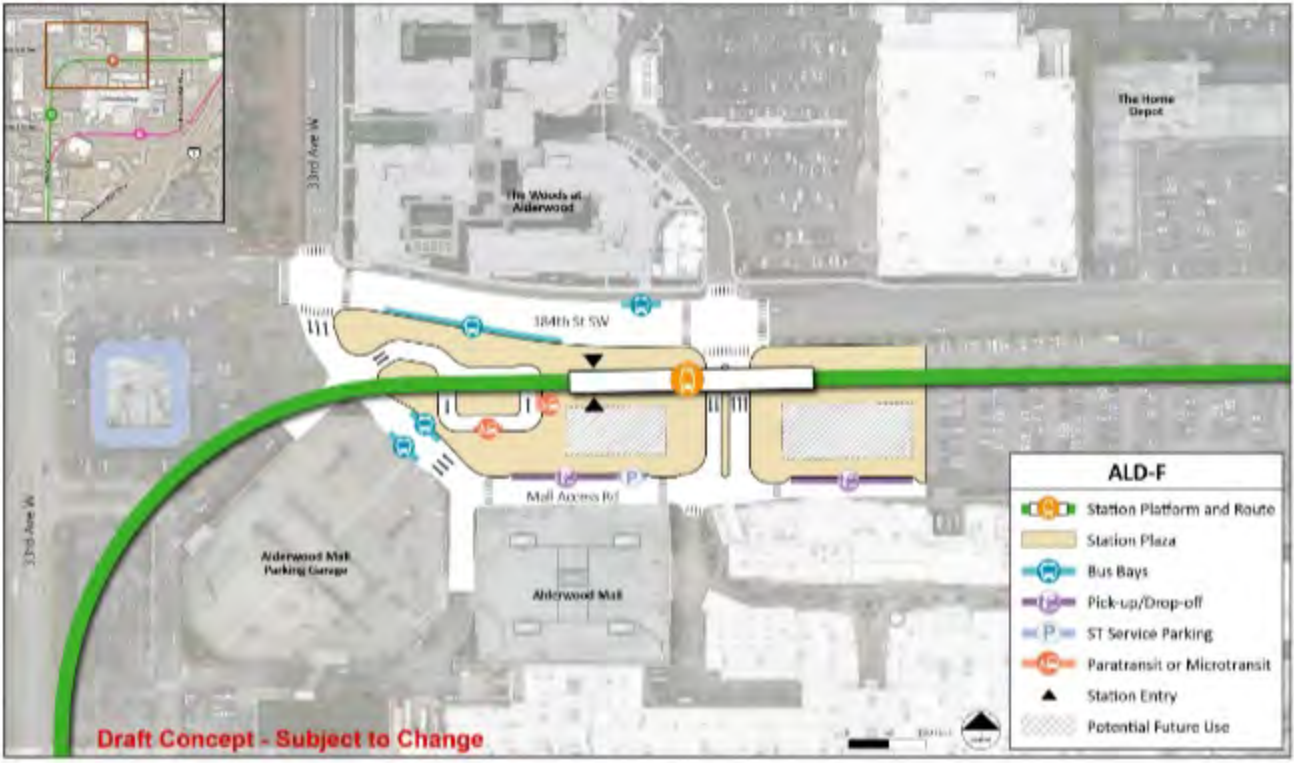
Early station layout for station alternative ALD-D, located on the west side of Alderwood Mall along 33rd Avenue W. | Click on image to enlarge

ALD-D

ALD-D would be elevated about 40 feet above street level and located on the west side of Alderwood Mall along 33rd Avenue W. The route (ALD-2) would connect from Lynnwood City Center station and travel along I-5, 33rd Avenue W, and turn east onto 184th Street SW. This station was identified as the preferred alternative by the Sound Transit Board.

ALD-F

ALD-F station would be elevated about 40 feet above street level and located on the north side of Alderwood Mall along 184th Street SW also using route ALD-2.



Early station layout for station alternative ALD-F, located on the north side of Alderwood Mall along 184th Street SW. | Click on image to enlarge

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Welcome Background Environmental review Alternatives ▾ Comments Next steps

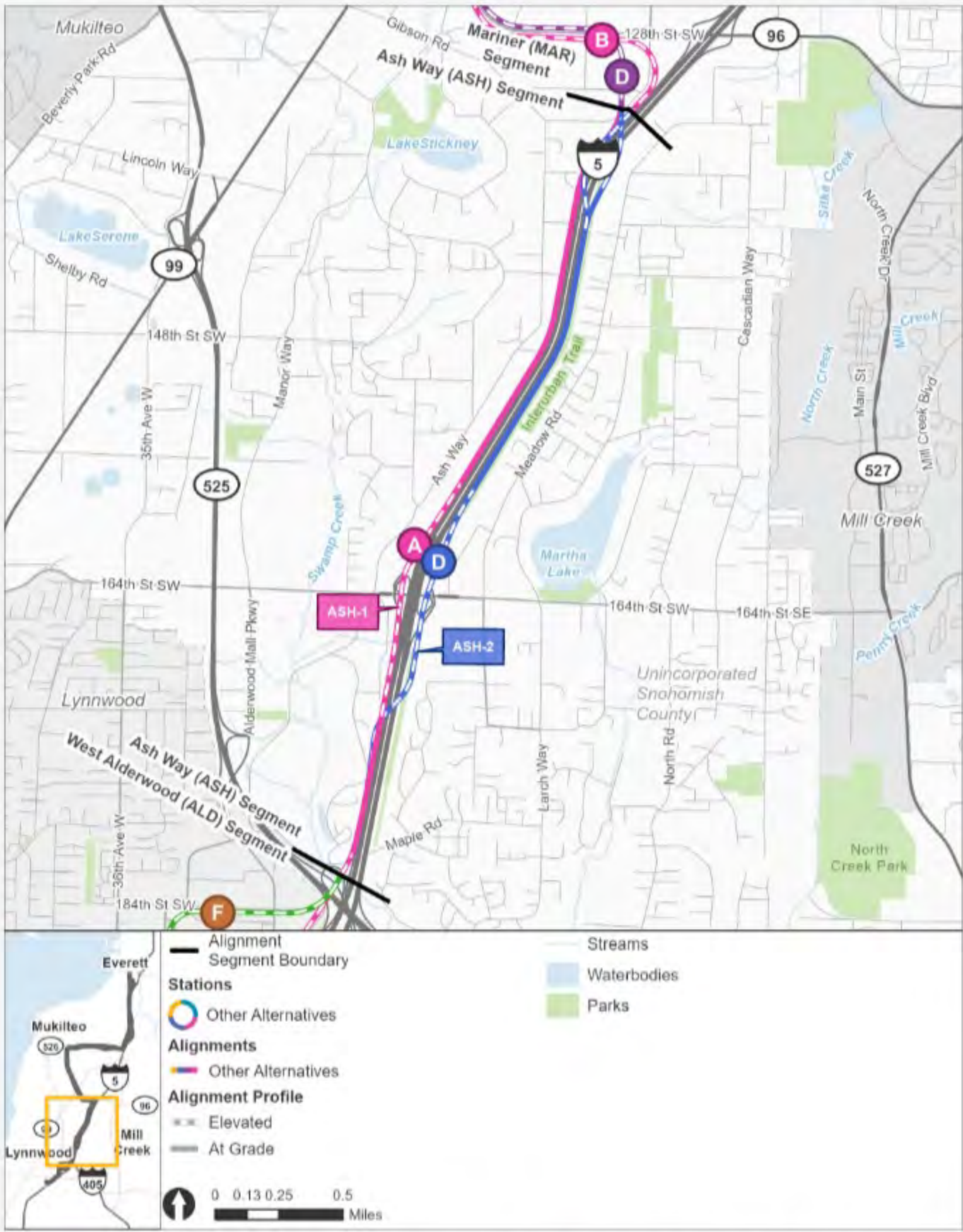
Ash Way

Key features

- The existing Ash Way Park-and-Ride located west of I-5 would continue to be the area's parking facility.
- Community Transit serves this area with local and commuter buses, and Swift Orange Line service.
- Snohomish County plans to complete a new multimodal crossing of I-5 north of 164th Street SW, which is partially funded.
- No preferred alternative was identified for this segment.

What has changed since 2023?

ASH-D has moved closer to I-5 and is now elevated instead of below street level to address engineering challenges, reduce cost, and minimize potential property acquisitions.



The Ash Way segment stretches from just north of the I-5/I-405/SR 525 interchange to 134th Street SW. | Click on image to enlarge



In this Ash Way station area map, the station alternatives are shown as options A and D, and route alternatives ASH-1 and ASH-2 are pictured in pink and blue, respectively. | Click on image to enlarge

Station design elements

Below you can find early station layouts to give you an idea of what the different station alternatives may look like. These layouts are a snapshot in time and are subject to change as the design advances. As these graphics show, stations are more than just tracks and platforms. The drawings include the following station elements:

- **Pickup/drop-off:** Space for personal and shared vehicles to pick up or drop off transit riders.
- **Platform:** The space next to the light rail tracks where passengers wait for and move on and off trains.
- **Station entrance(s):** The place where people enter or exit the Link station.
- **Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
- **Paratransit and microtransit:** Paratransit is a transit service that provides individualized rides for people with qualifying disabilities and is supplied in accordance with the Americans with Disabilities Act. Microtransit offers an on-demand option for riders via an app, and the service is provided by vehicles smaller than a typical bus.
- **Bus bays:** Designated areas for public-transit bus stops to drop off and pick up riders, providing more local connections for riders.
- **ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- **Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

ASH-A

ASH-A would be an elevated station about 60 feet above street level on the west side of I-5, located at the existing Ash Way Park-and-Ride. The route (ASH-1) would run at-grade along I-5 just to the south and north of the station.



Early station layout for station alternative ASH-A, an elevated station on the west side of I-5 and adjacent to the Ash Way Park-and-Ride. | Click on image to enlarge



Early station layout for station alternative ASH-D, an elevated station located east of I-5 on 164th Street SW. | Click on image to enlarge

ASH-D

ASH-D would be an elevated station about 30 feet above street level on the east side of I-5. The ASH-2 route would cross over I-5 at two points. The route would be elevated at the station and the crossings, but would otherwise be at-grade along I-5.

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Mariner

Key features

- All stations and routes would be elevated.
- Community Transit serves this area with local buses and the Swift Green Line.
- Snohomish County is actively seeking funding for a new multimodal crossing of I-5 between 130th Street SE on the east and 8th Avenue W on the west.
- Stations in the Mariner area are larger than other station areas because it would be a major hub for local and regional buses and a light rail transfer point.
- When Link light rail service is running to downtown Everett, two light rail lines will service the Mariner station. The station will have two platforms to accommodate the different lines, and therefore will be wider than other stations in the project.
- The Mariner Park-and-Ride lot is west of I-5 and south of 128th Street SW.
- Approximately 550 new parking spaces are planned at this station by 2046.
- Potential impacts related to parking will be assessed as part of the project's Environmental Impact Statement.
- No preferred alternative was identified for this segment.

What has changed since 2023?

We narrowed down the number of alternatives to study in this area from three to two. You can find information about previous alternatives in the [advisory group recommendations summary](#). We have also started evaluating parking options for this area.



The Mariner segment stretches from about 134th Street SW to the area south of SR 99. The route alternatives, MAR-1 and MAR-2, are pictured in pink and purple, and the station alternatives are shown as options B and D. | Click on image to enlarge



In this Mariner station area map, the station alternatives are shown as options B and D, and route alternatives MAR-1 and MAR-2 are pictured in pink and purple, respectively. | Click on image to enlarge

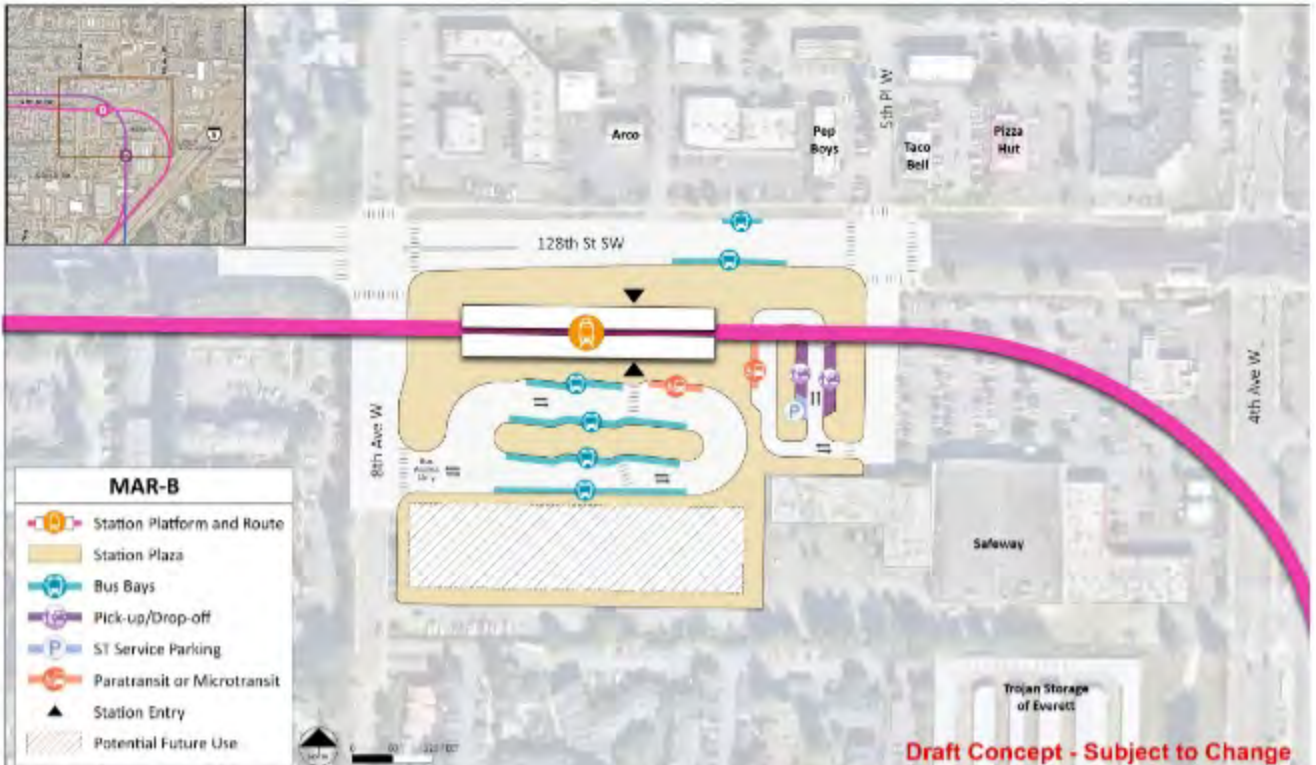
Station design elements

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- **Pickup/drop-off:** Space for personal and shared vehicles to pick up or drop off transit riders.
- **Platform:** The space next to the light rail tracks where passengers wait for and move on and off trains.
- **Station entrance(s):** The place where people enter or exit the Link station.
- **Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
- **Paratransit and microtransit:** Paratransit is a transit service that provides individualized rides for people with qualifying disabilities and is supplied in accordance with the Americans with Disabilities Act. Microtransit offers an on-demand option for riders via an app, and the service is provided by vehicles smaller than a typical bus.
- **Bus bays:** Designated areas for public-transit bus stops to drop off and pick up riders, providing more local connections for riders.
- **ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- **Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

MAR-B

MAR-B would be located on the south side of 128th Street SW. The station would be elevated and about 60 feet above street level.



Early station layout for station alternative MAR-B, an elevated station located on the south side of 128th Street SW at the intersection with 8th Avenue W. | Click on image to enlarge



Early station layout for station alternative MAR-D, an elevated station between 4th Avenue W and 8th Avenue W across the street from Mariner Park-and-Ride. | Click on image to enlarge

MAR-D

MAR-D station would be located between 4th Avenue W and 8th Avenue W across the street from Mariner Park-and-Ride. The station would be elevated and about 40 feet above street level.

MAR-B parking options



Proposed parking facilities for MAR-B, including structured parking and surface parking, near 4th Avenue W and 132nd Street SW. | Click on image to enlarge

Parking

- For this station area, different concepts for parking are being analyzed for each station alternative. See maps.
- Surface and structured parking concepts are being analyzed for both MAR-B and MAR-D, to help identify potential opportunities to deliver some additional parking before 2046, and to facilitate evaluation of tradeoffs in cost, benefits, impacts, and implications for property acquisition.

MAR-D parking options



Proposed parking facilities for MAR-D, including structured parking and surface parking, 4th Avenue W and 132nd Street SW. | Click on image to enlarge

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Welcome

Background

Environmental review

Alternatives ▾

Comments 

Next steps

SR 99/Airport Road

Key features

- This station is provisional (funded through environmental review, unfunded for final design and construction).
- All stations and routes would be elevated.
- Community Transit currently serves this area with bus routes including Swift Blue and Green lines.
- No new parking is planned here as part of this project.
- No preferred alternative was identified for this segment.



The SR 99/Airport Road segment stretches from Mariner to SW Everett Industrial Center. The route alternatives, AIR-1 and AIR-2, are pictured in pink and yellow respectively, and the station alternatives are shown as options A and B. | Click on image to enlarge



In this SR 99/Airport Road station area map, the station alternatives are shown as options A and B, and route alternatives AIR-1 and AIR-2 are pictured in pink and yellow, respectively. | Click on image to enlarge

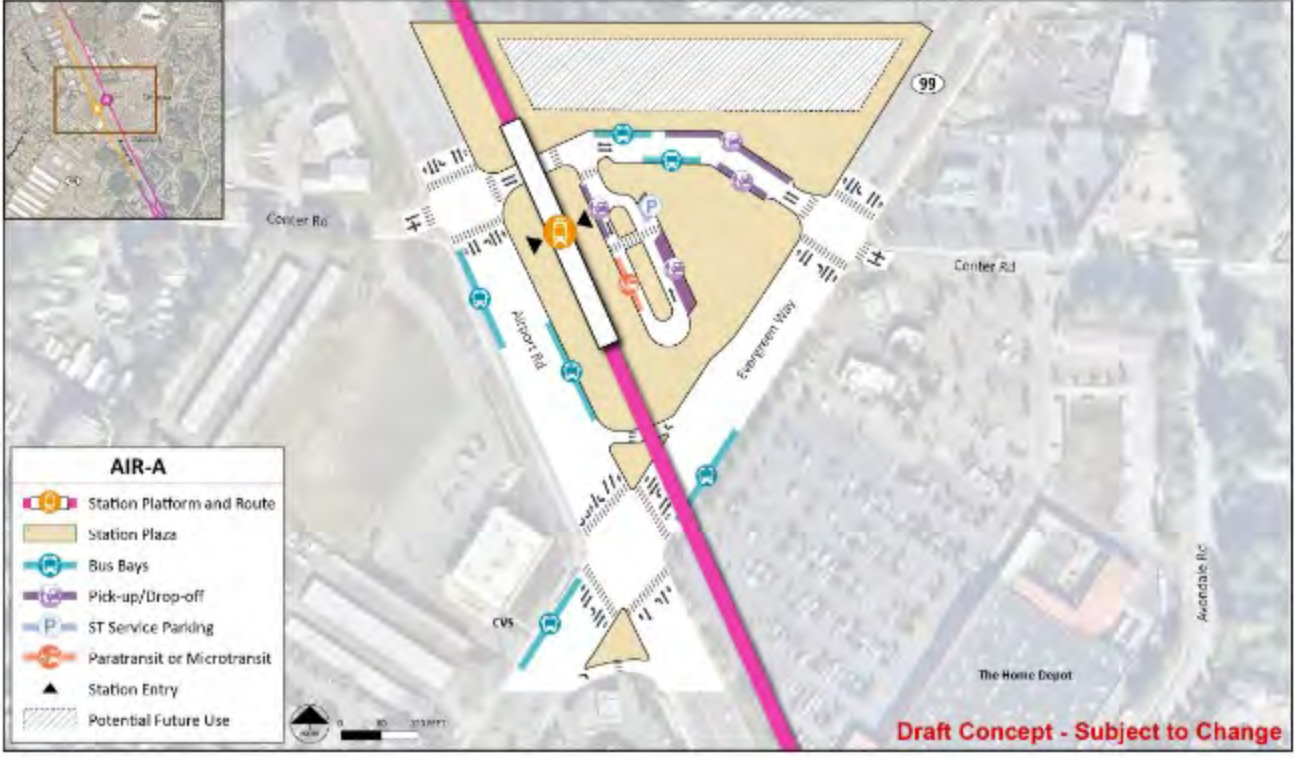
Station design elements

Below you can find early station layouts to give you an idea of what the different station alternatives may look like. These layouts are a snapshot in time and are subject to change as the design advances. As these graphics show, stations are more than just tracks and platforms. The drawings include the following station elements:

- **Pickup/drop-off:** Space for personal and shared vehicles to pick up or drop off transit riders.
- **Platform:** The space next to the light rail tracks where passengers wait for and move on and off trains.
- **Station entrance(s):** The place where people enter or exit the Link station.
- **Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
- **Paratransit and microtransit:** Paratransit is a transit service that provides individualized rides for people with qualifying disabilities and is supplied in accordance with the Americans with Disabilities Act. Microtransit offers an on-demand option for riders via an app, and the service is provided by vehicles smaller than a typical bus.
- **Bus bays:** Designated areas for public-transit bus stops to drop off and pick up riders, providing more local connections for riders.
- **ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- **Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

AIR-A

AIR-A would be an elevated station about 40 feet above street level at the northern corner of Airport Road and SR 99.



Early station layout for station alternative AIR-A, an elevated station located at the northern corner of Airport Road and SR 99. | Click on image to enlarge



Early station layout for station alternative AIR-B, an elevated station located at the western corner of Airport Road and SR 99. | Click on image to enlarge

AIR-B

AIR-B would be elevated about 60 feet above street level and located at the western corner of Airport Road and SR 99.

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SW Everett Industrial Center

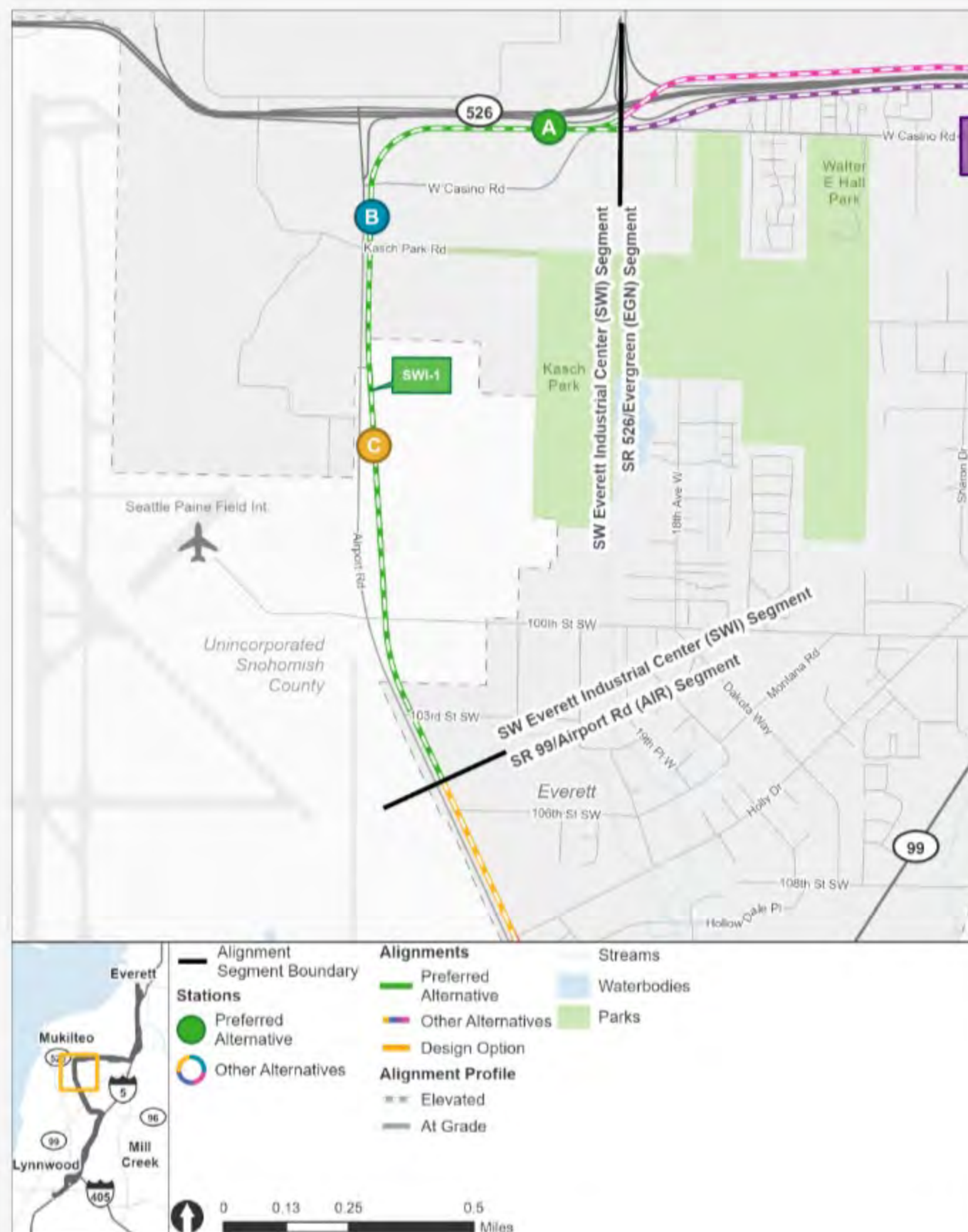
Key features

- All stations and routes would be elevated.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Green Line.
- All alternatives would be within the Paine Field/Boeing Everett Manufacturing/Industrial Center.
- Stations in this area include space for shuttle service to Paine Field Airport and to the Boeing Everett Production Facility.
- No new parking is planned here as part of this project.
- Station SW1-A and route SW1-1 were identified as the preferred alternatives.

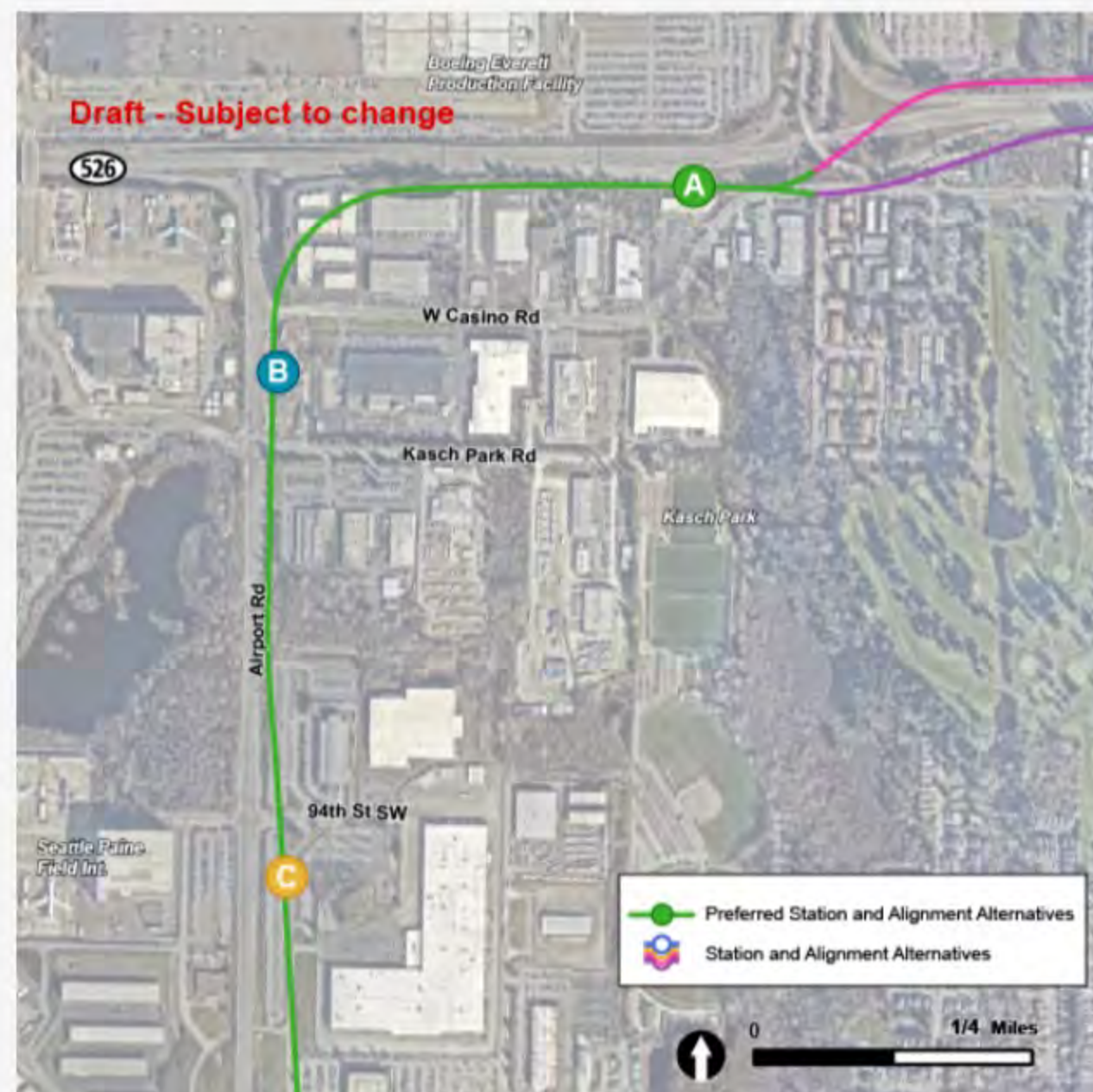
What has changed since 2023?

Station SWI-A and route SWI-1 were identified as the preferred alternatives by the Sound Transit Board.

We are studying a design option for route SWI-1 that is lower. This would reduce the height of station SWI-A and allow a section of SWI-1 to run at ground level.



The SW Everett Industrial segment stretches from SR 99/Airport Road to Evergreen. The only route alternative, SWI-1, is pictured in green, and the station alternatives are shown as options A, B, and C. | [Click on image to enlarge](#)



In this SW Everett Industrial Center station area map, the station alternatives are shown as options A, B, and C, and the only route alternative, SWI-1 is pictured in green. | [Click on image to enlarge](#)

Station design elements

Below you can find early station layouts to give you an idea of what the different station alternatives may look like. These layouts are a snapshot in time and are subject to change as the design advances. As these graphics show, stations are more than just tracks and platforms. The drawings include the following station elements:

- **Pickup/drop-off:** Space for personal and shared vehicles to pick up or drop off transit riders.
- **Platform:** The space next to the light rail tracks where passengers wait for and move on and off trains.
- **Station entrance(s):** The place where people enter or exit the Link station.
- **Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
- **Paratransit and microtransit:** Paratransit is a transit service that provides individualized rides for people with qualifying disabilities and is supplied in accordance with the Americans with Disabilities Act. Microtransit offers an on-demand option for riders via an app, and the service is provided by vehicles smaller than a typical bus.
- **Bus bays:** Designated areas for public-transit bus stops to drop off and pick up riders, providing more local connections for riders.
- **ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- **Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

SWI-A

SWI-A station would be elevated about 25-65 feet above street level (depending on platform design) and located just south of SR 526. The station could connect to a pedestrian bridge across SR 526 to the Boeing facility to the north for Boeing employees; however, the bridge is not currently part of this project because it has not been approved or funded. This station was identified as the preferred alternative by the Sound Transit Board.



Early station layout for station alternative SWI-A, an elevated station located just south of SR 526 across the highway from Boeing. | Click on image to enlarge



Early station layout for station alternative SWI-B, an elevated station located along the east side of Airport Road, south of Casino Road. | Click on image to enlarge

SWI-B

SWI-B would be elevated about 40 feet above street level and located along the east side of Airport Road, south of Casino Road.



Early station layout for station alternative SWI-C, an elevated station located along the east side of Airport Road, near 94th Street SW. | Click on image to enlarge.

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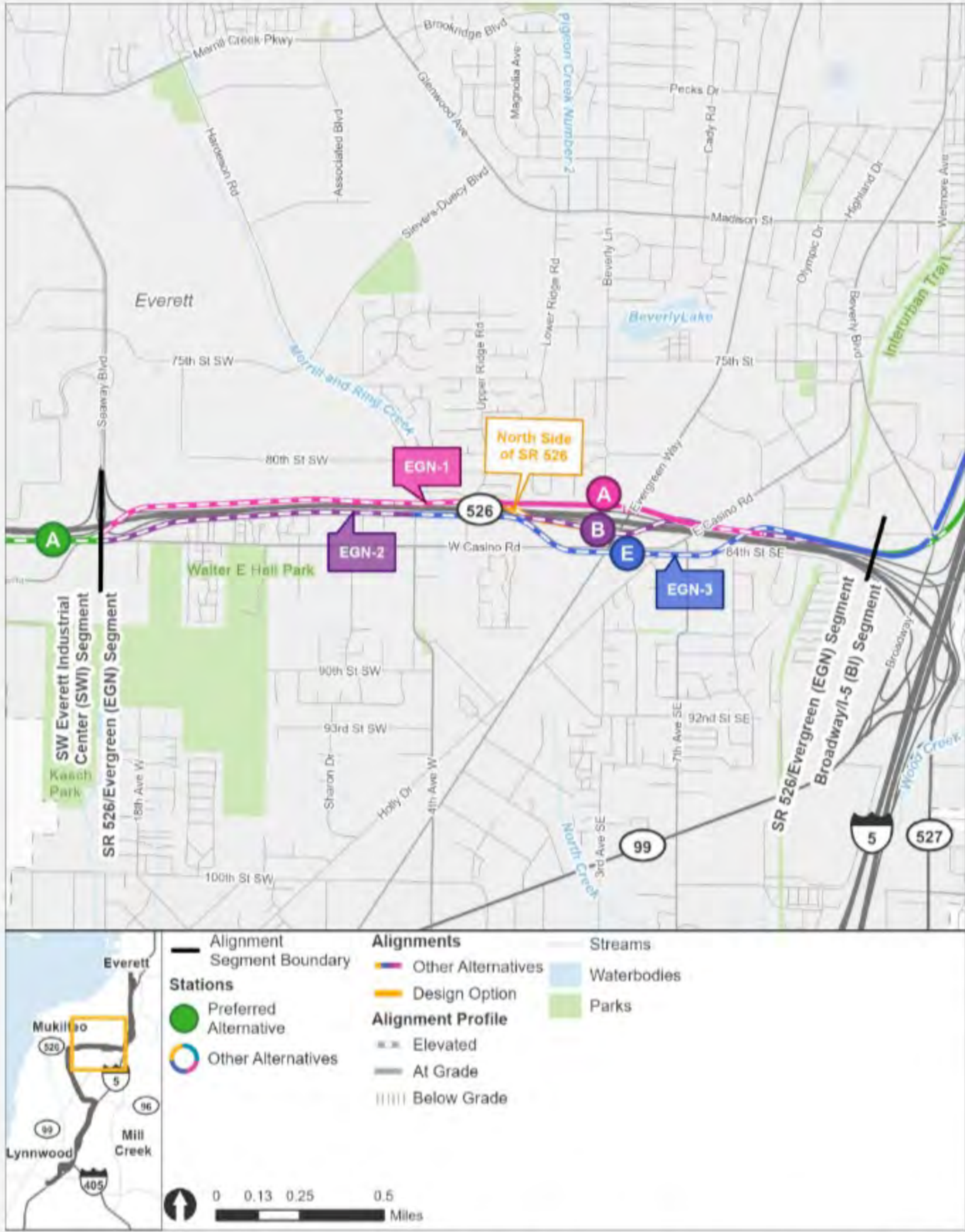
SR 526/Evergreen

Key features

- Bus stops would be located on existing streets at all station options in this area.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line.
- No parking is included at this station as part of this project.
- Either station EGN-A or EGN-B would require replacing the existing pedestrian bridge over SR 526.
- No preferred alternative was identified for this segment.

What has changed since 2023?

We narrowed down the number of alternatives to study in this area from five to three. You can find information about previous alternatives in the [advisory group recommendations summary](#). We are studying a design option that would connect route EGN-1 to station EGN-B or EGN-E if needed. We are also studying a revised connection between EGN-2 and OMF North Site B; see the OMF North alternatives' section for more details.



The SR 526/Evergreen segment stretches from SW Everett Industrial Center to the Broadway/I-5 segment. Route alternatives EGN-1, EGN-2, and EGN-3 are pictured in pink, purple, and blue respectively, and the station alternatives are shown as options A, B, and E. A design option that would connect route EGN-1 to station EGN-B is shown in yellow. | Click on image to enlarge



In this SR 526/Evergreen station area map, the station alternatives are shown as options A, B, and E, and route alternatives EGN-1, EGN-2, and EGN-3 are pictured in pink, purple, and blue, respectively. A design option that would connect route EGN-1 to station EGN-B or EGN-E is shown in orange. | Click on image to enlarge

Station design elements

Below you can find early station layouts to give you an idea of what the different station alternatives may look like. These layouts are a snapshot in time and are subject to change as the design advances. As these graphics show, stations are more than just tracks and platforms. The drawings include the following station elements:

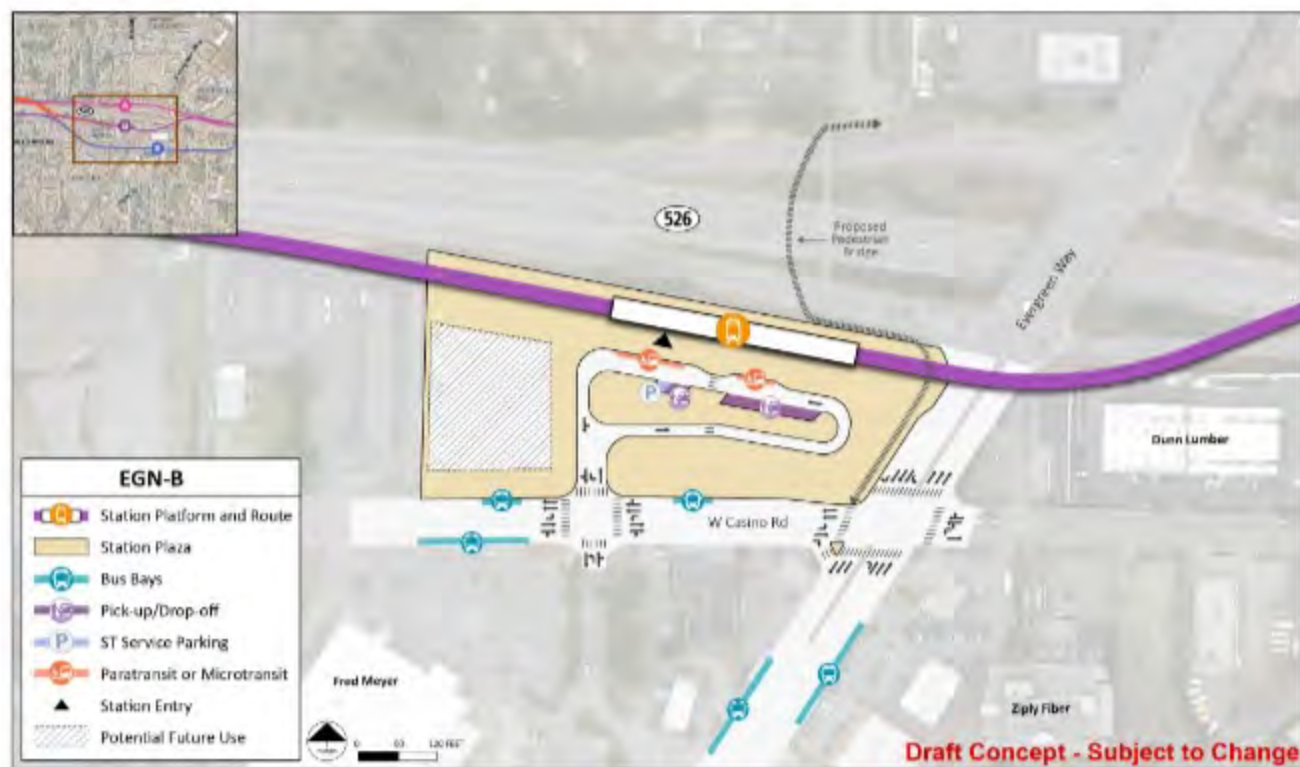
- Pickup/drop-off:** Space for personal and shared vehicles to pick up or drop off transit riders.
- Platform:** The space next to the light rail tracks where passengers wait for and move on and off trains.
- Station entrance(s):** The place where people enter or exit the Link station.
- Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
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- ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

EGN-A

Route EGN-1 would be north of SR 526 and would cross underneath Evergreen Way. The EGN-A station would be an open-air station about 30 feet below street level. The existing pedestrian bridge over SR 526 would need to be replaced if this station location is selected. A possible route for a relocated bridge is shown on the layout; due to grade requirements for new ramps, a new bridge could not be in the location of the existing bridge.



Early station layout for station alternative EGN-A, an open-air station slightly below street level located on the north side of SR 526. | Click on image to enlarge



Early station layout for station alternative EGN-B, an elevated station located at the northwest corner of the Casino Road and Evergreen Way intersection. | Click on image to enlarge

EGN-B

Station EGN-B would be elevated about 40 feet above street level and located at the northwest corner of the Casino Road and Evergreen Way intersection. The existing pedestrian bridge over SR 526 would need to be replaced if this station location is selected. A possible route for a relocated bridge is shown on the layout; due to grade requirements for new ramps, a new bridge could not be in the location of the existing bridge.

EGN-E

EGN-E station would be elevated about 30 feet above street level and located at the southeast corner of the Casino Road and Evergreen Way intersection.



Early station layout for station alternative EGN-E, an elevated station located at the southeast corner of the Casino Road and Evergreen Way intersection. | Click on image to enlarge

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Broadway/I-5

Key features

This section of the project includes two route alternatives from SR 526 and I-5 to Lowell Road and I-5. This section does not include a station.

- The BI-1 route would run mostly at street level next to I-5. This route was identified as the preferred alternative.
- The BI-2 route would be in an open-air trench in the southern third of this section, transitioning to elevated track moving north.

What has changed since 2023?

Route BI-1, which runs along I-5, was identified as the preferred alternative by the Sound Transit Board.



The Broadway/I-5 segment stretches from SR 526/Evergreen to the Everett Station segment. The Broadway/I-5 segment does not feature a station alternative, but features two route alternatives, BI-1 and BI-2, which are shown in green and blue, respectively. | Click on image to enlarge



In this Broadway/I-5 area map, the route alternatives BI-1 and BI-2 are pictured in green and blue, respectively. | Click on image to enlarge

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Everett Station

Key features

- All stations and routes would be elevated.
- When built, Everett Station would be the northern end of the Link system and would be a major connection hub.
- Tracks would extend beyond the station for trains to turn around. This is known as the tail track.
- Approximately 1,000 new parking spaces are planned at this station by 2046.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line. Sound Transit Sounder rail service, Greyhound, and Skagit Transit also use the Everett Station.
- Station EVT-C, station EVT-D, route EVT-2, and route EVT-3 were identified as the preferred alternatives.

What has changed since 2023?

The location of the EVT-A station shifted to the northwest to avoid conflicts with the existing Everett Station building.

Additionally, most of the EVT-3 route shifted from running along Broadway to running along McDougall, combining with the EVT-2 route. Stations EVT-C and EVT-D and routes EVT-2 and EVT-3 were identified as the preferred alternatives by the Sound Transit Board.



The Everett Station segment extends from the Broadway/I-5 segment to the project's end-of-line. Route alternatives EVT-1, EVT-2, and EVT-3 are pictured in pink and green, and the station alternatives are shown as options A, C, and D. | Click on image to enlarge



In this Everett Station area map, the station alternatives are shown as options A, C, and D, and route alternatives EVT-1, EVT-2, and EVT-3 are pictured in pink and green. | Click on image to enlarge

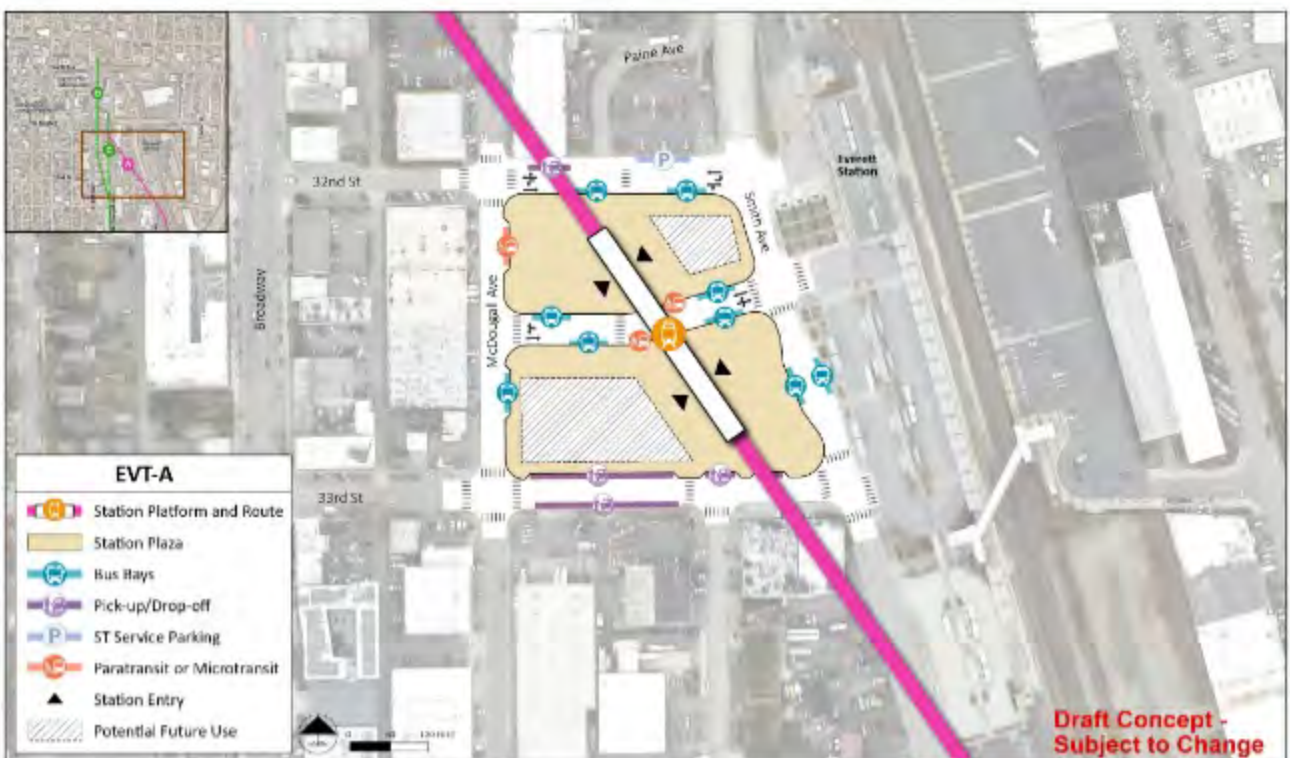
Station design elements

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- Potential future use:** During design, a full property may be acquired by Sound Transit in order to complete construction but may not be needed for the station layout. Once construction is finished, the space could be used by Sound Transit for other project infrastructure, like stormwater ponds or electrical equipment, or developed as affordable housing or transit-oriented development projects.
- Paratransit and microtransit:** Paratransit is a transit service that provides individualized rides for people with qualifying disabilities and is supplied in accordance with the Americans with Disabilities Act. Microtransit offers an on-demand option for riders via an app, and the service is provided by vehicles smaller than a typical bus.
- Bus bays:** Designated areas for public-transit bus stops to drop off and pick up riders, providing more local connections for riders.
- ST Service parking:** Designated parking area for Sound Transit staff such as security and maintenance professionals.
- Plaza:** A public space around the station platform that includes pedestrian and bike access, connections to local bus service, and landscaping.

EVT-A

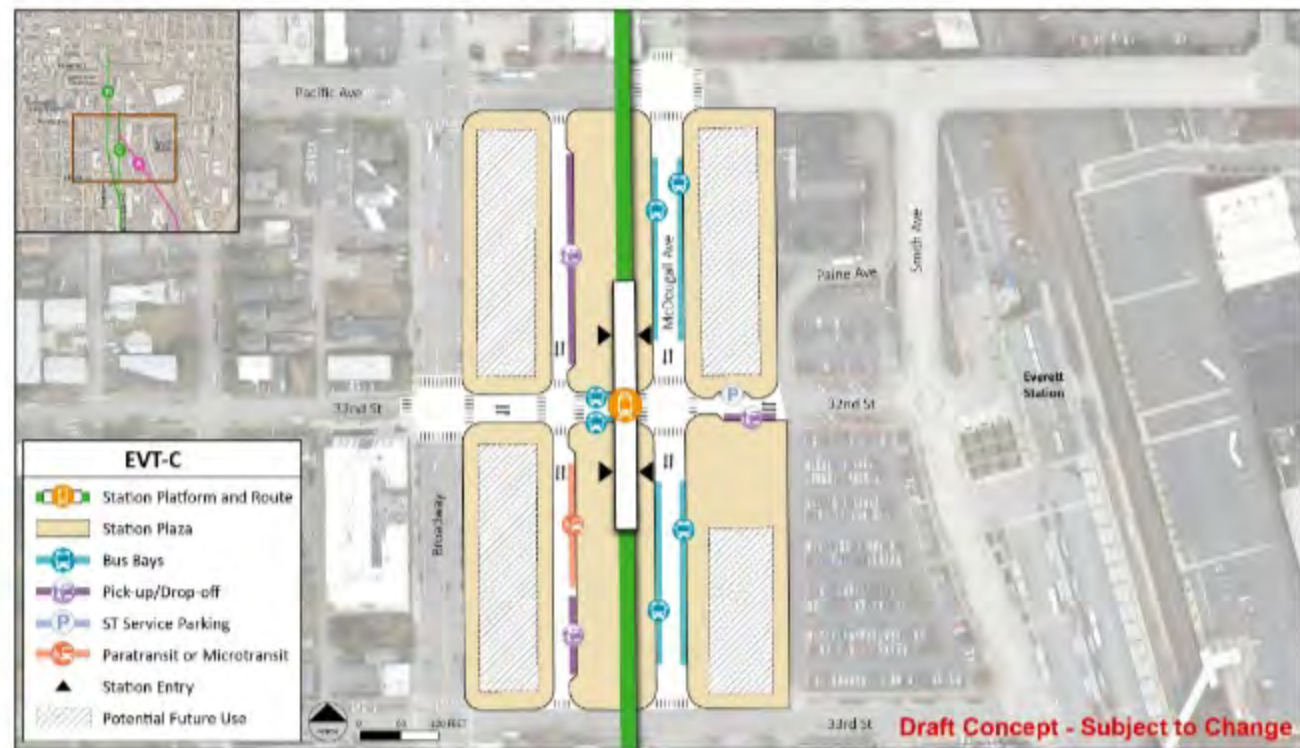
EVT-A would be elevated about 40 feet above street level and located west of the existing Everett Station.



Early station layout for alternative EVT-A, an elevated station west of the existing Everett Station. | Click on image to enlarge

EVT-C

Route EVT-2 would run along McDougall and station EVT-C would be elevated about 30 feet above street level and located along McDougall just south of Pacific Avenue.



Early station layout for station alternative EVT-C, an elevated station located along McDougall just south of Pacific Avenue. | Click on image to enlarge

EVT-D

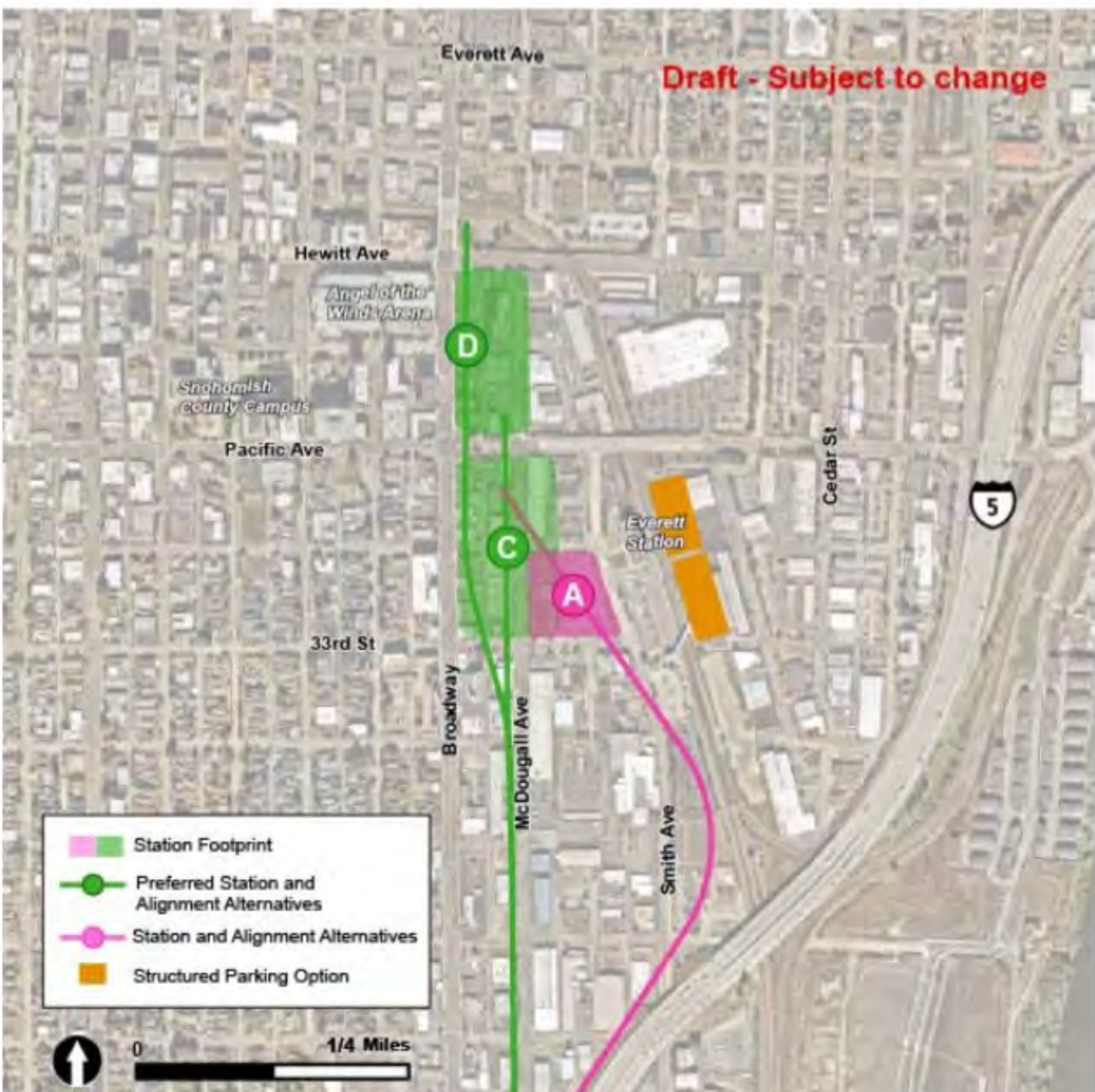
Route EVT-3 would run along McDougall until 34th Street and then shift west to run along Broadway. Station EVT-D would be elevated about 40 feet above street level and located along Broadway just north of Pacific Avenue.



Early station layout for station alternative EVT-D, an elevated station located along Broadway just north of Pacific Avenue. | Click on image to enlarge

Parking

- For this station area, one scenario for parking is being analyzed for all station alternatives.
- Potential impacts related to parking will be assessed as part of the project's Environmental Impact Statement.
- Structured parking is the focus of analysis for Everett Station because it would not be possible to accommodate parking for 1,000 additional vehicles with surface parking in this station area, given the existing built environment and local code requirements.



Proposed parking facilities for Everett Station, two parking structures adjacent to the existing Everett Station, are shown above. | Click on image to enlarge

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Events from Jul 30



Saturday August 3 1:00pm - 4:00pm

2024 Connect Casino Road Carnival

Connect Casino Road and other partners hosted the first ever Village Summer Carnival in 2023 with 300+ community members in attendance. ...



Saturday August 17 11:00am - 4:00pm

Mariner-Fest

Hand in Hand is excited to partner again with Sno-Isle Libraries to bring our annual back to school event to the community! We will have ...



Saturday August 17 3:00pm - 8:00pm

Lynnwood Luau

Experience the magic of summer at the Lynnwood Luau. This free family-friendly day is packed with concerts, mouthwatering food,



Sunday August 25 10:30am - 3:00pm

Everett Farmers Market

Seasonal market held on Sundays with produce from area farmers and local, artisanal foods and crafts. Website: ...



Sunday September 29 10:30am - 3:00pm

Everett Farmers Market

Seasonal market held on Sundays with produce from area farmers and local, artisanal foods and crafts. Website: ...

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