



Everett Link Extension

APPENDIX P

Participate.Online Online Open House Site Analytics

EVLE Overview

Continent

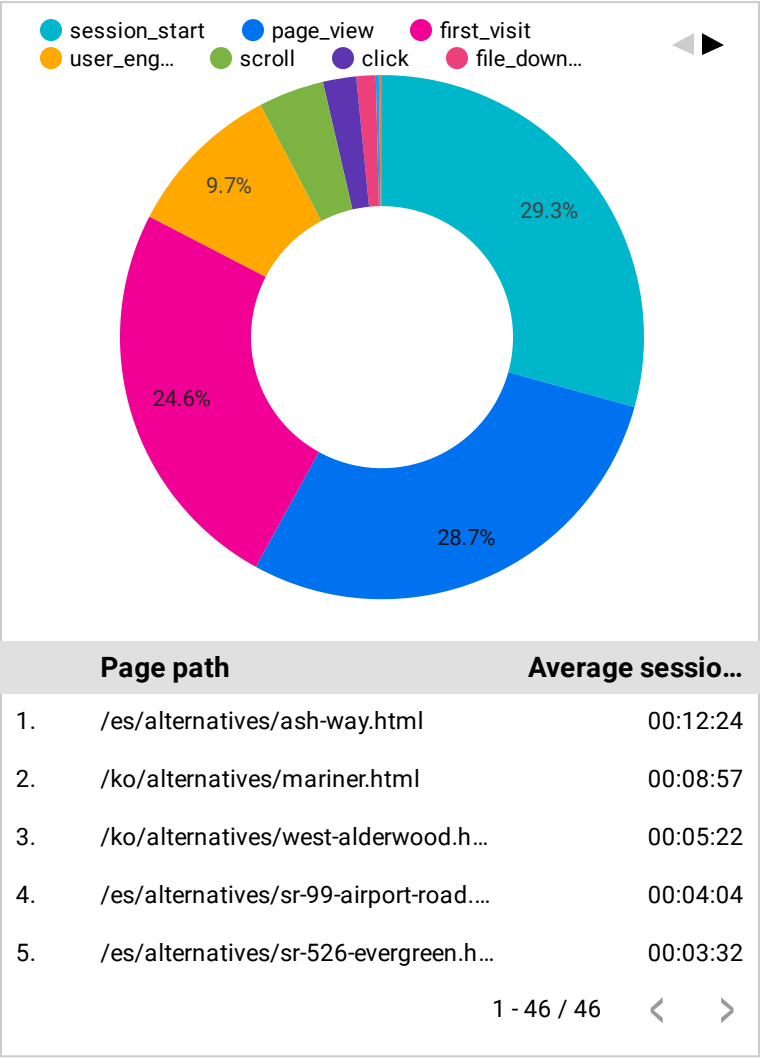
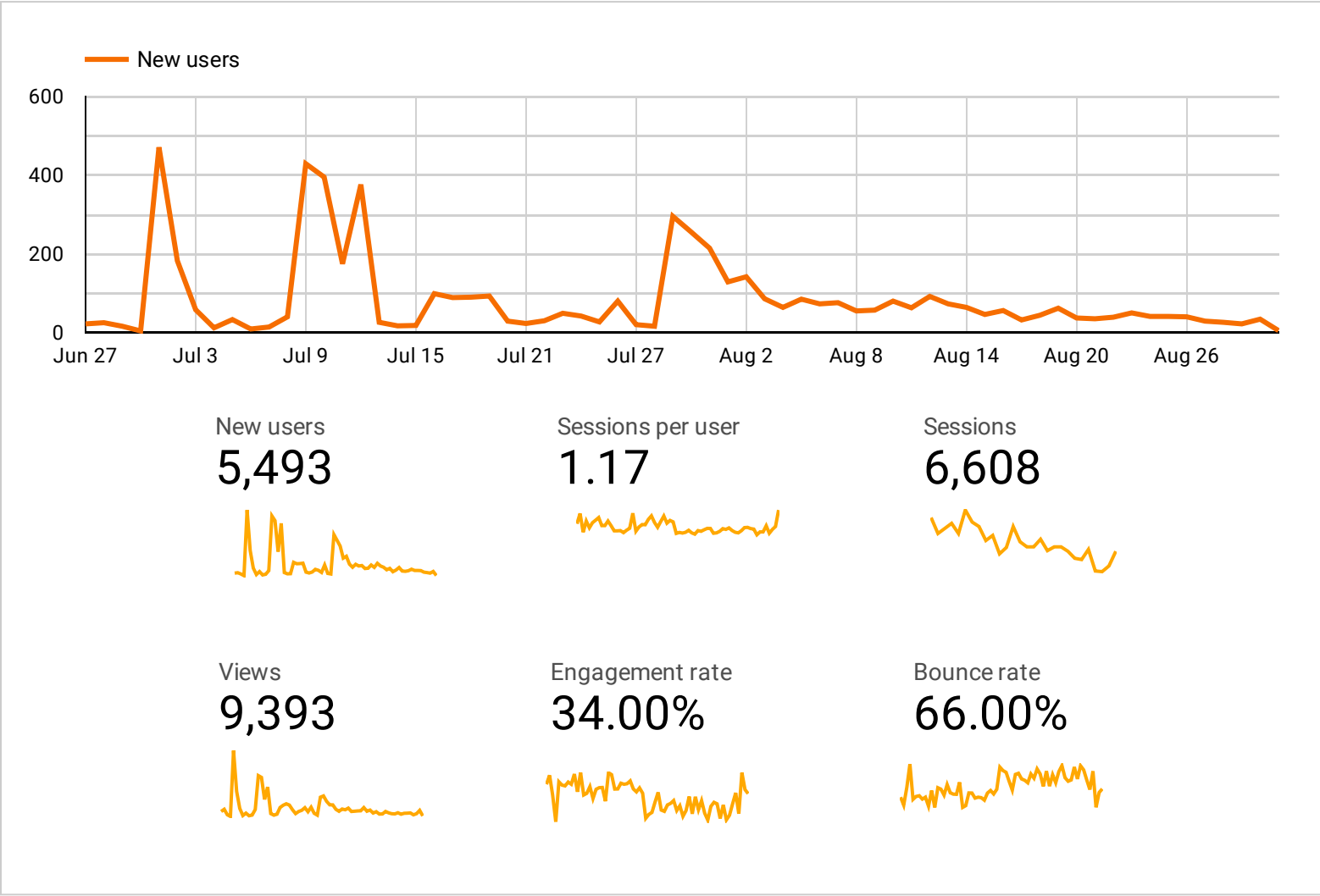
Region

Default cha...

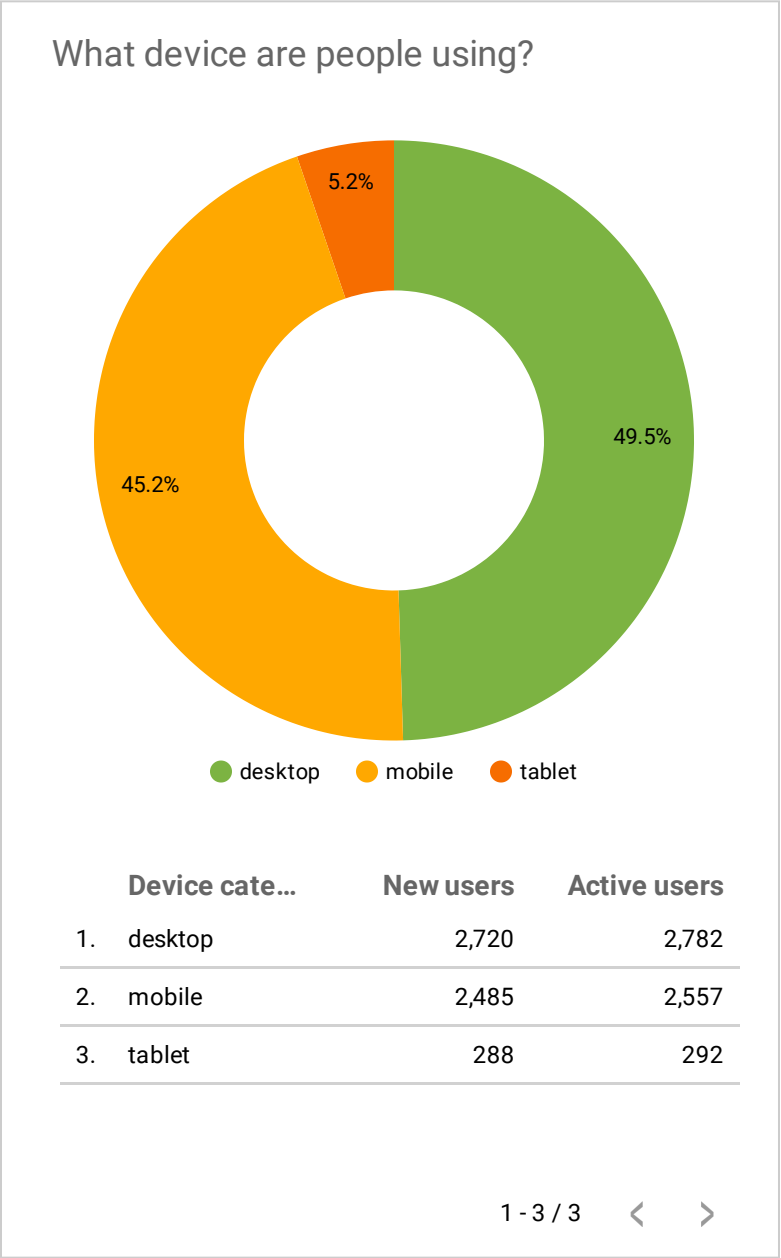
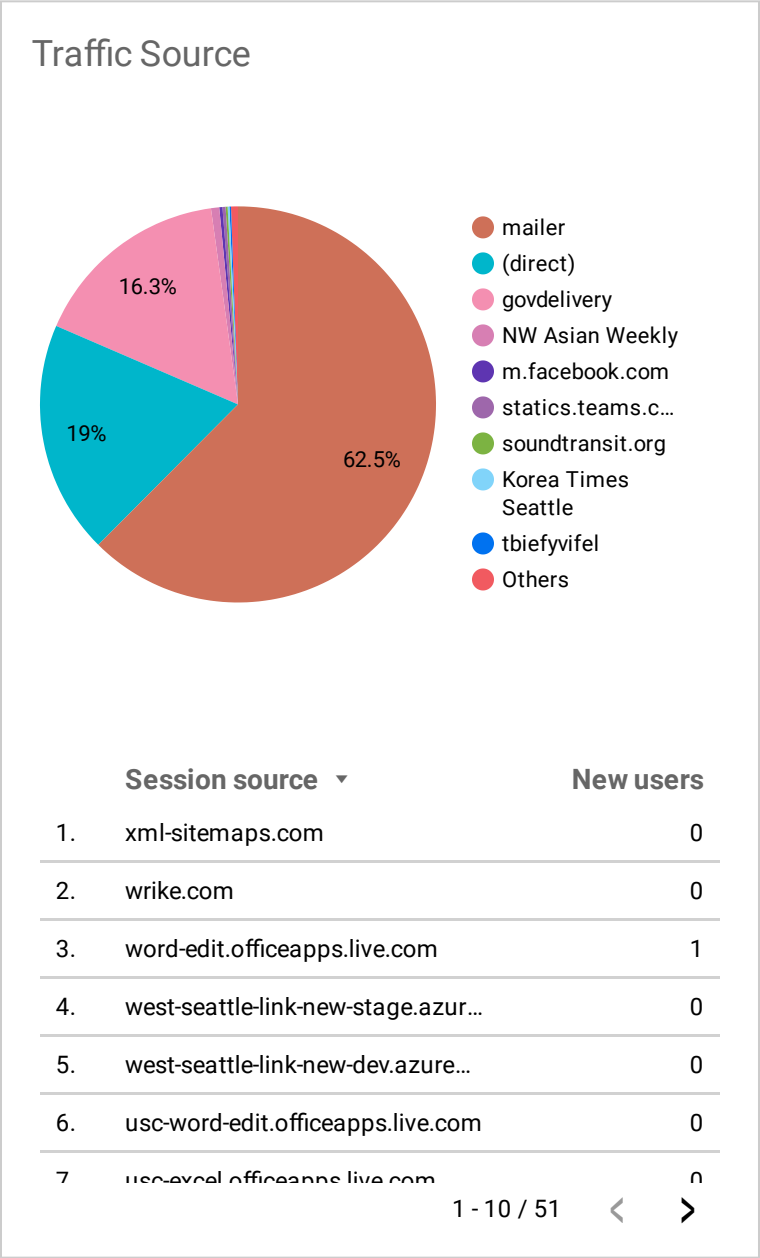
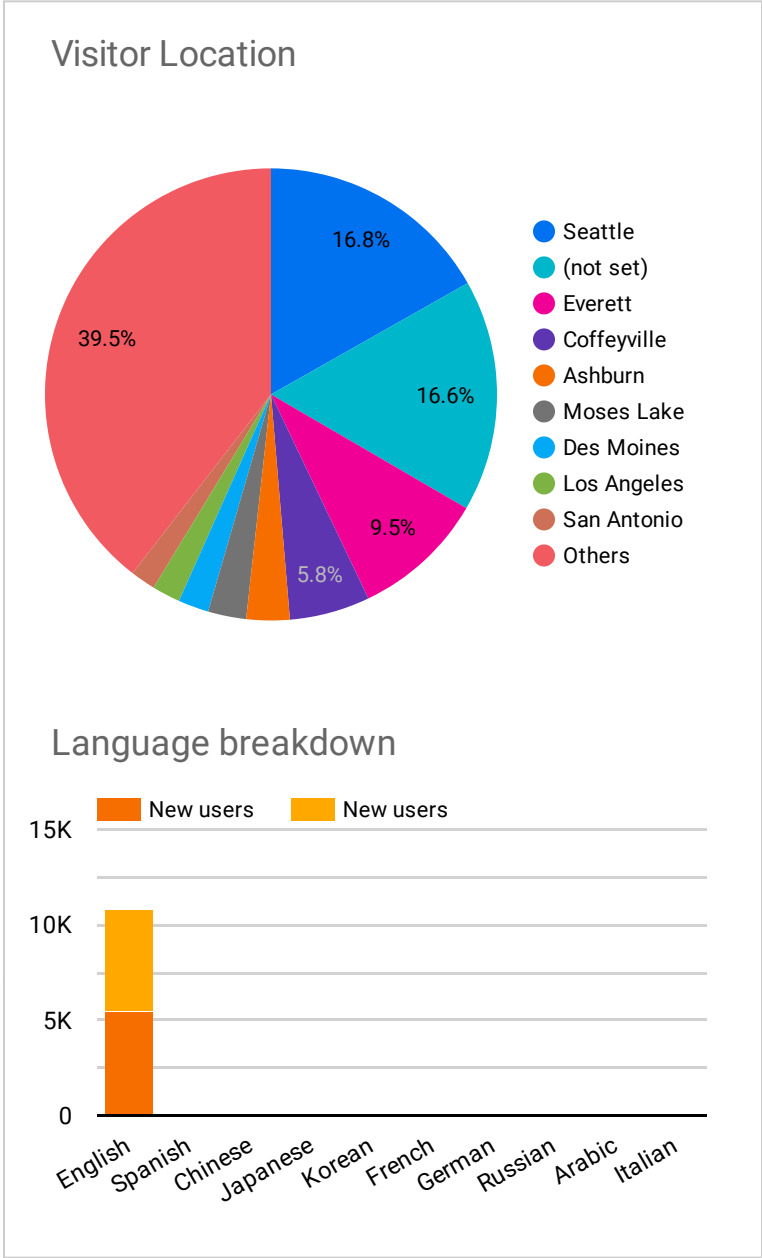
Device cate...

Jun 27, 2024 - Aug 31, 2024

Your audience at a glance



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EVLE Overview - English

Continent

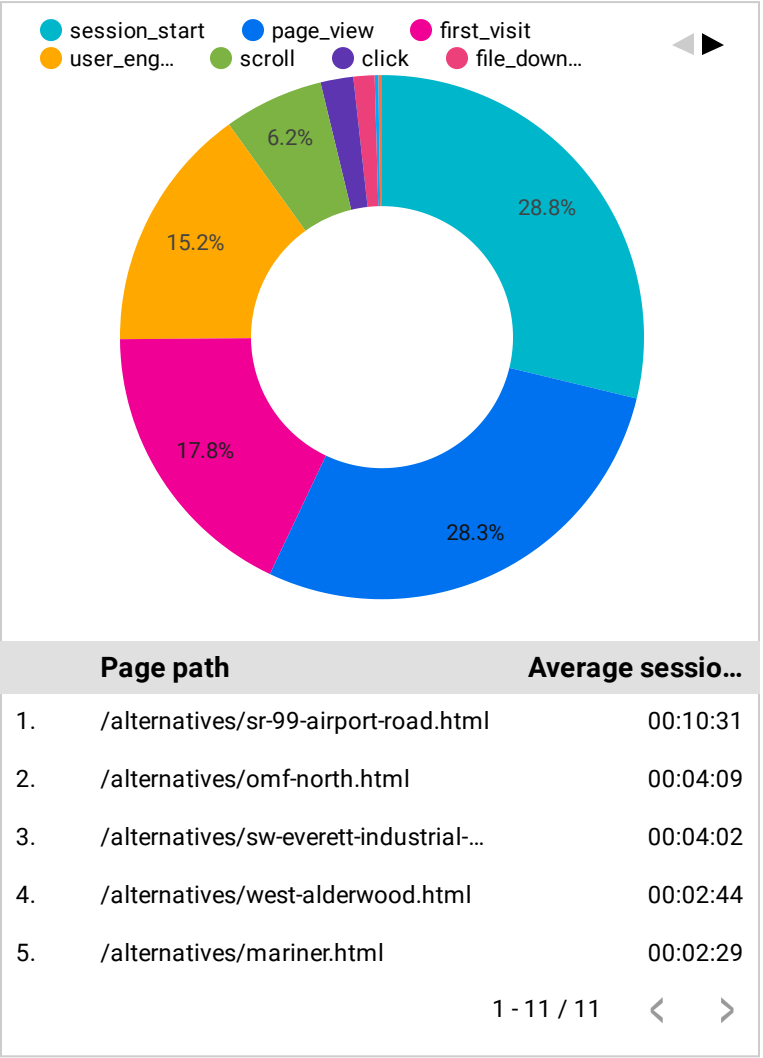
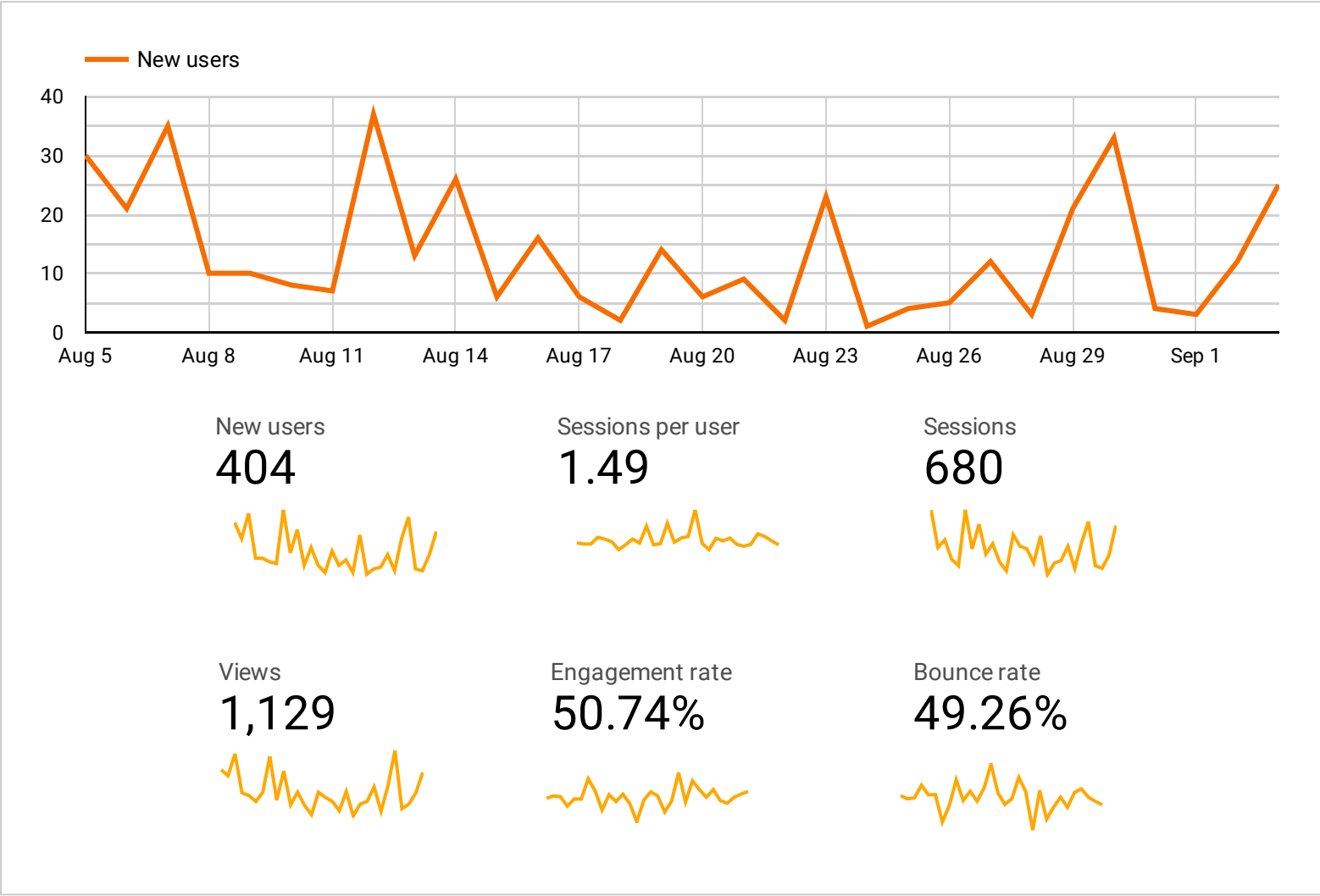
Region

Default cha...

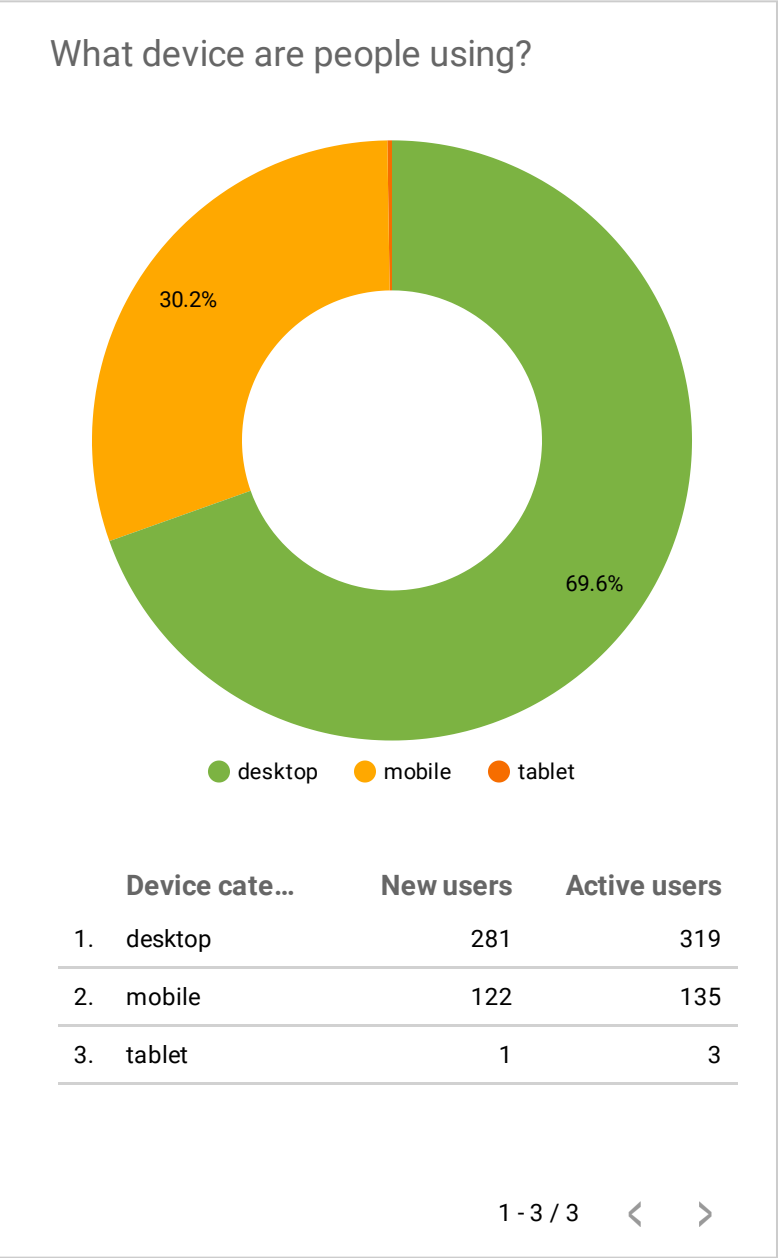
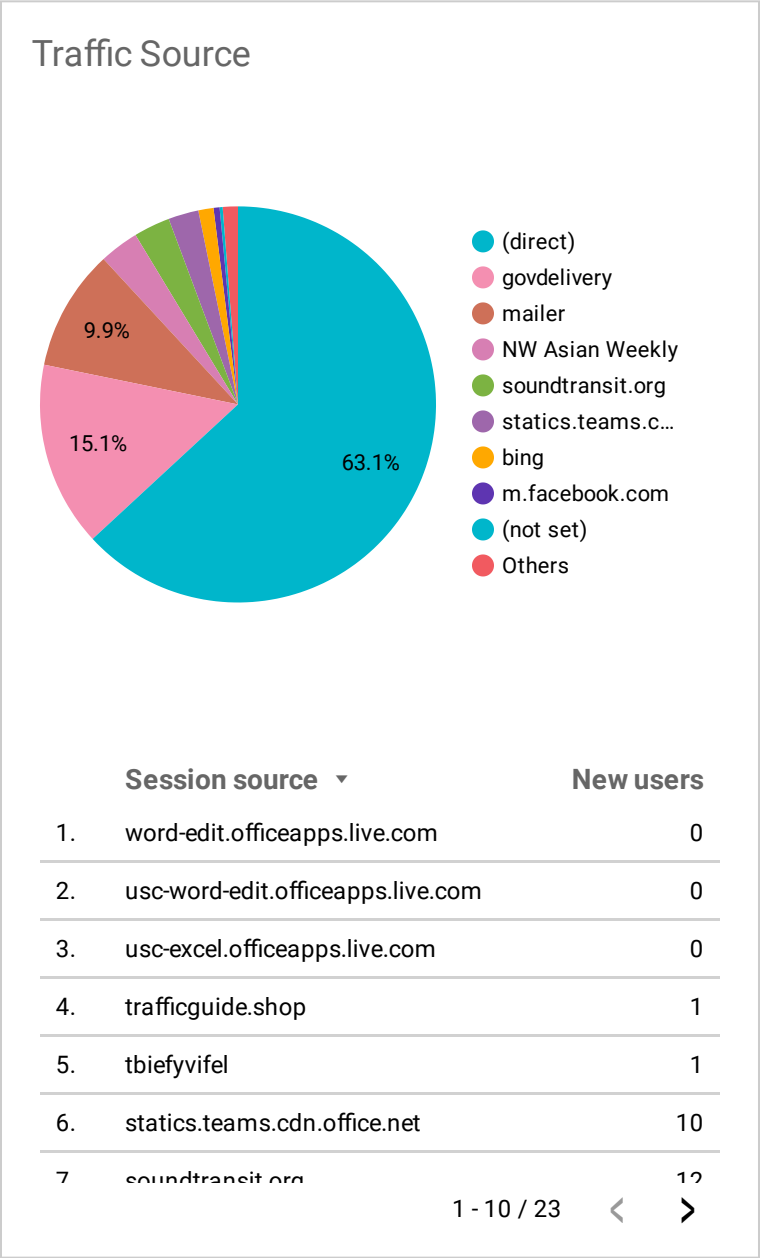
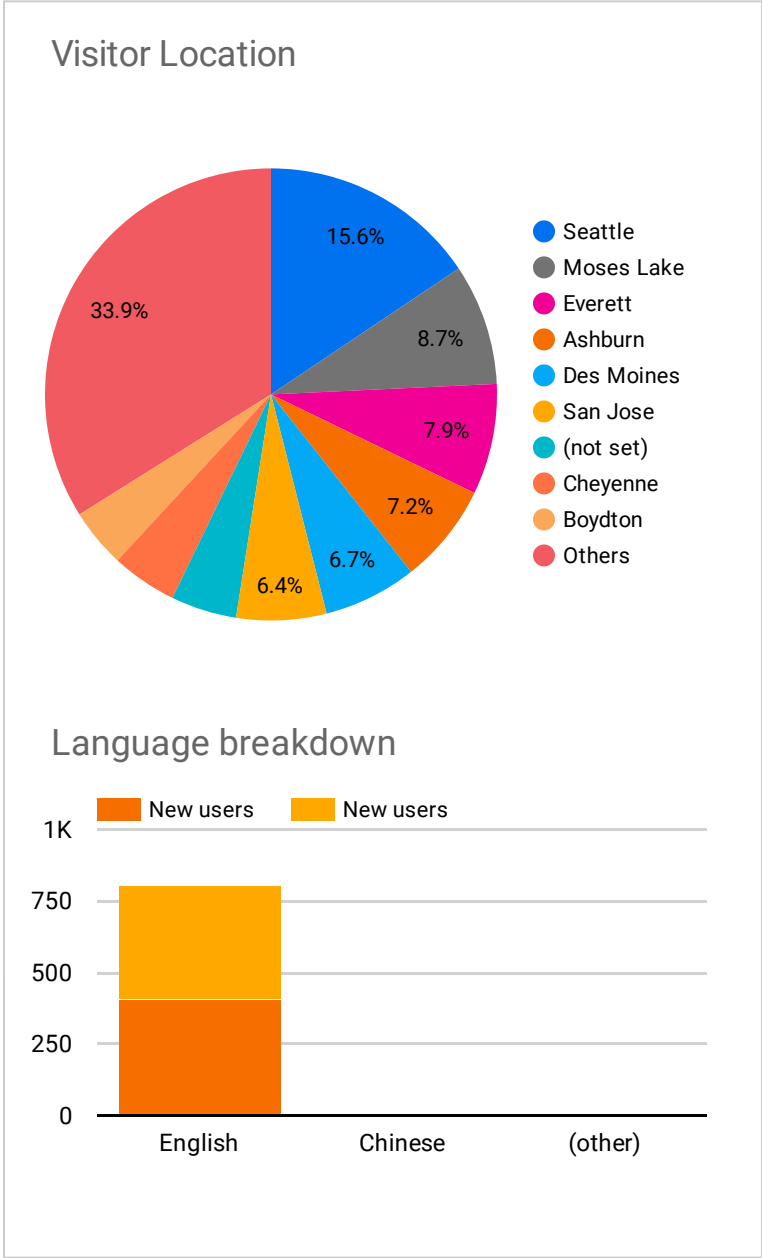
Device cate...

Aug 5, 2024 - Sep 3, 2024

Your audience at a glance



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EVLE Overview - Spanish

Continent

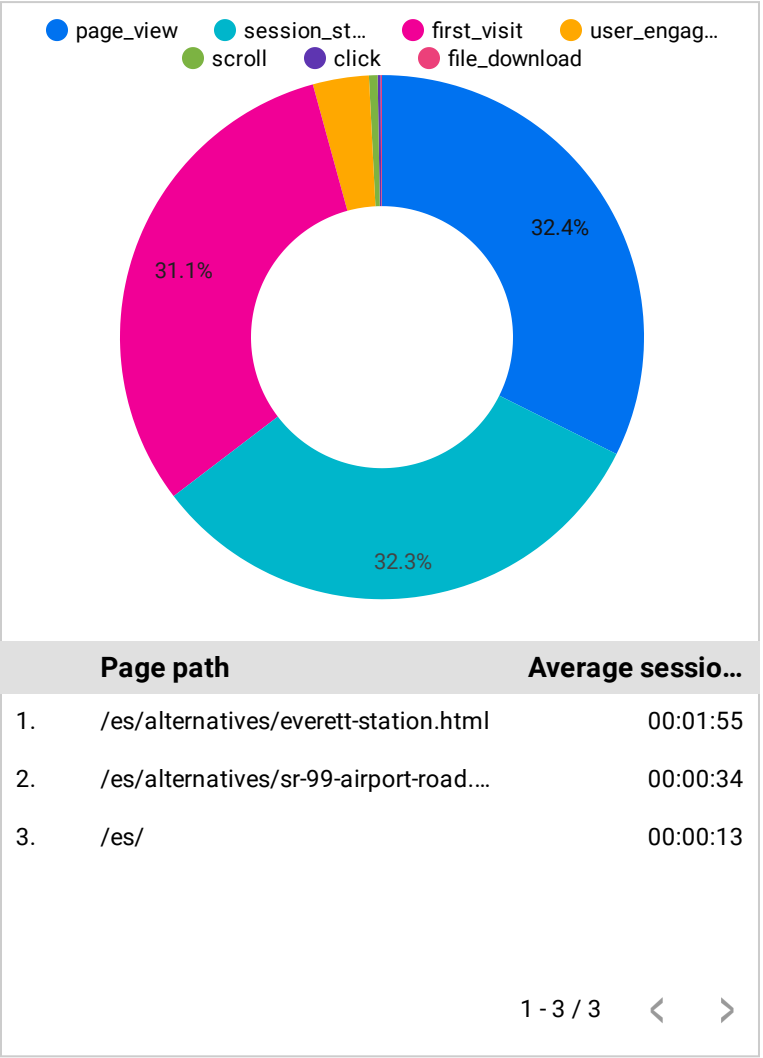
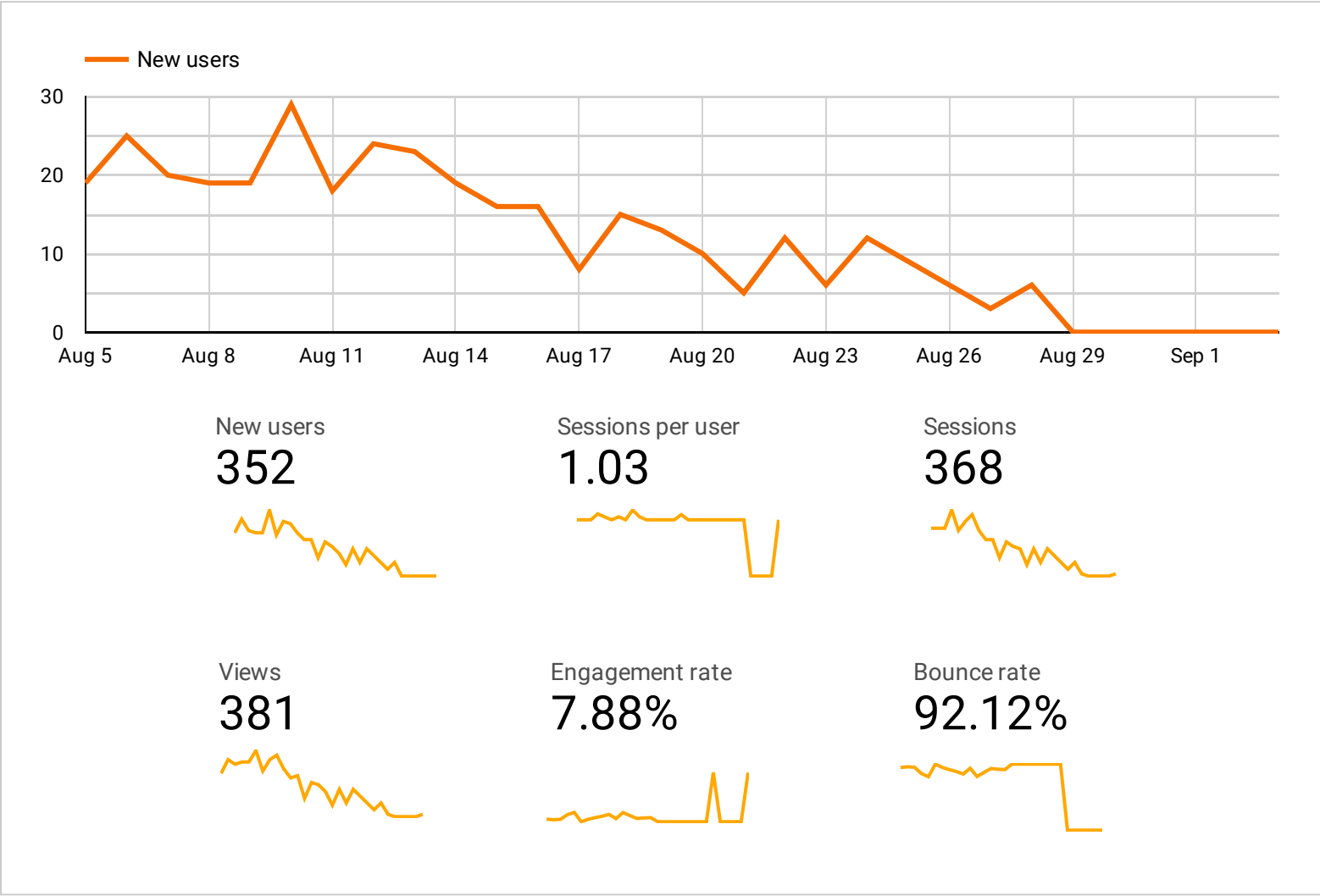
Region

Default cha...

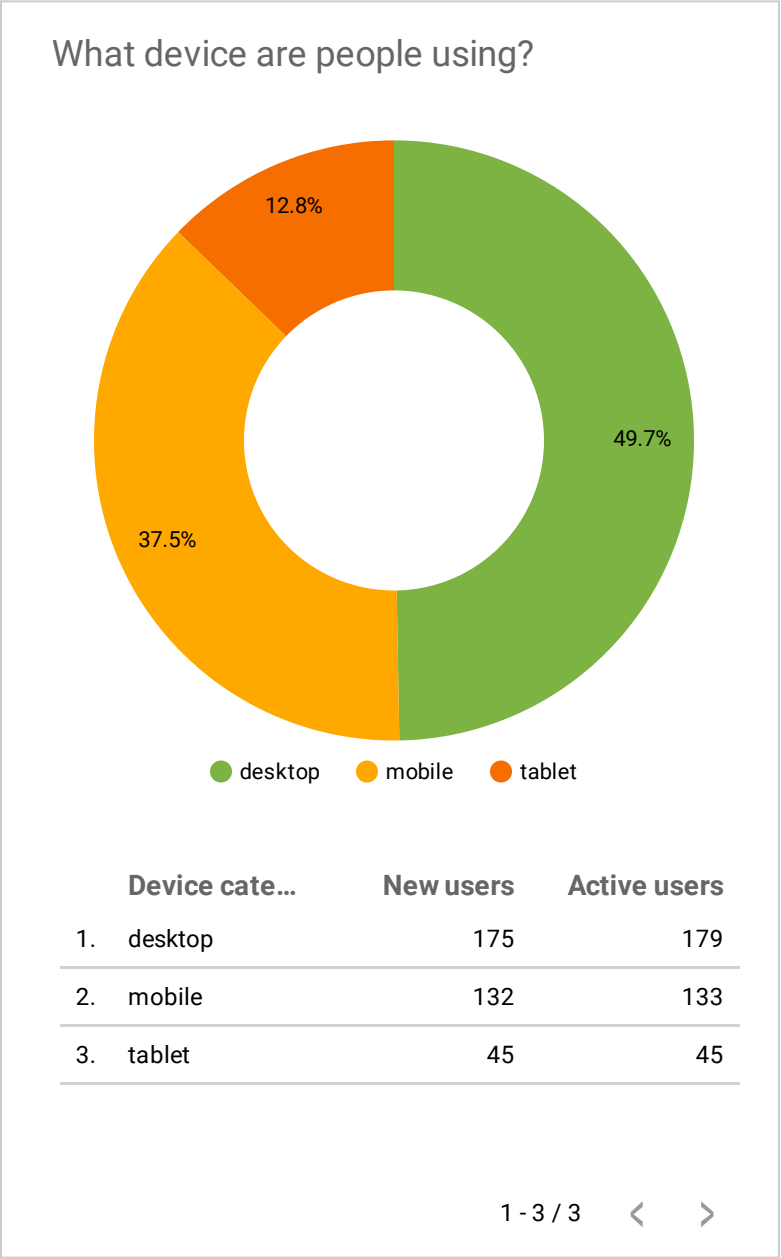
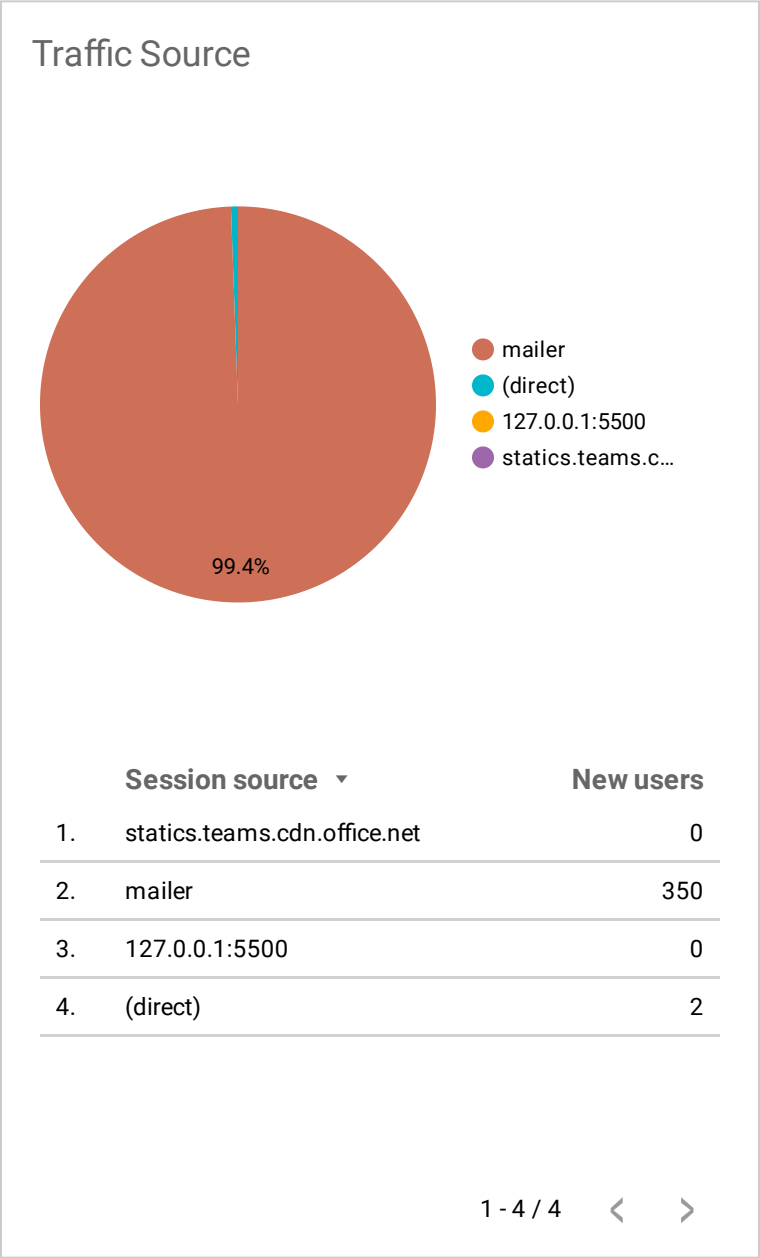
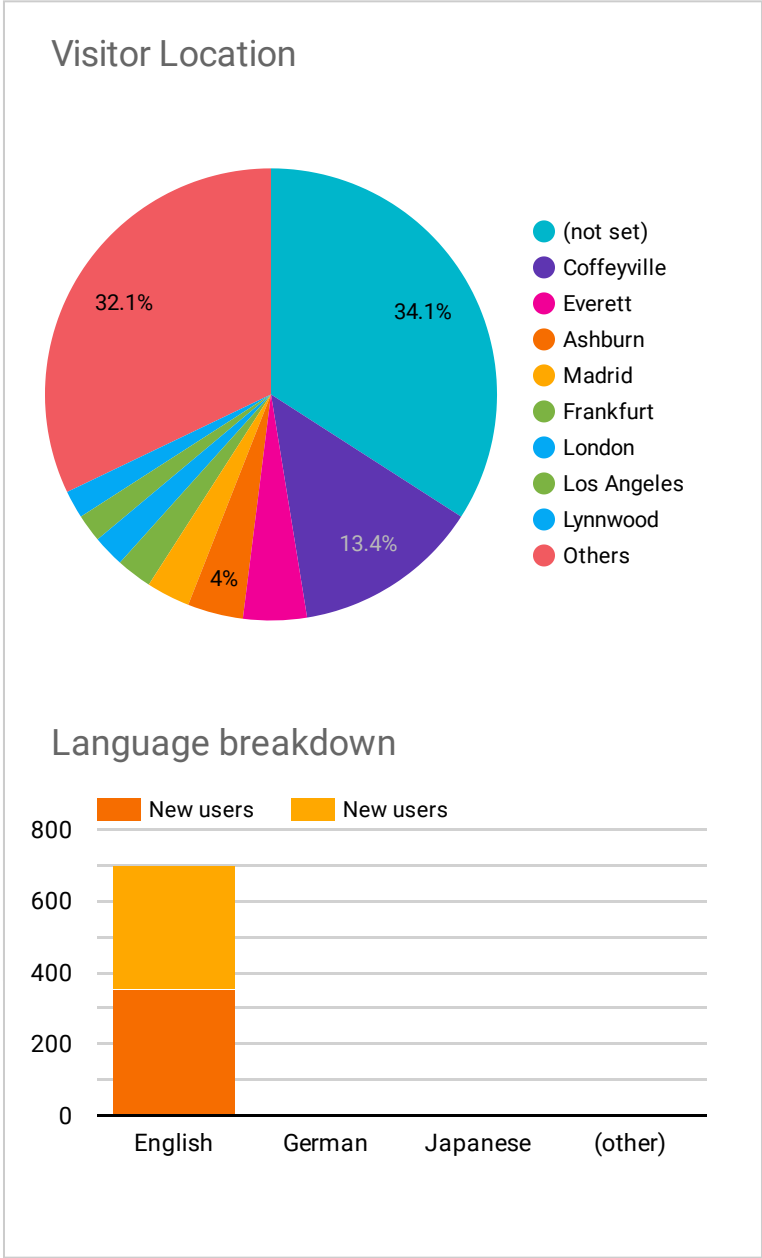
Device cate...

Aug 5, 2024 - Sep 3, 2024

Your audience at a glance



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EVLE Overview - Korean

Continent

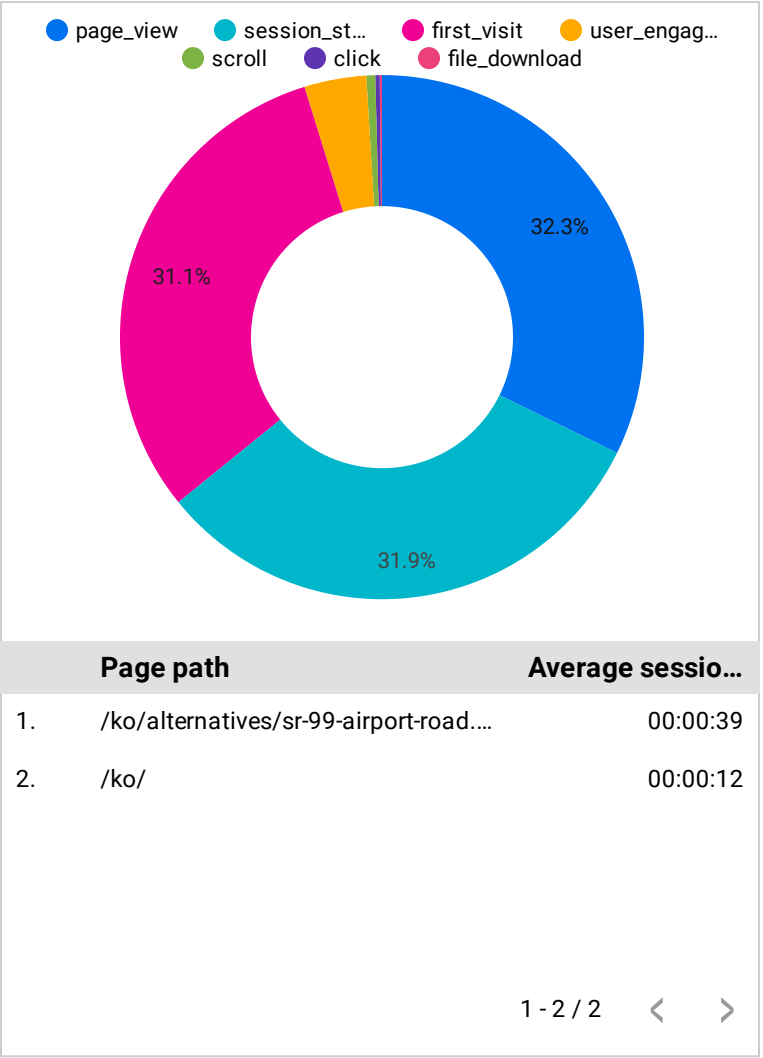
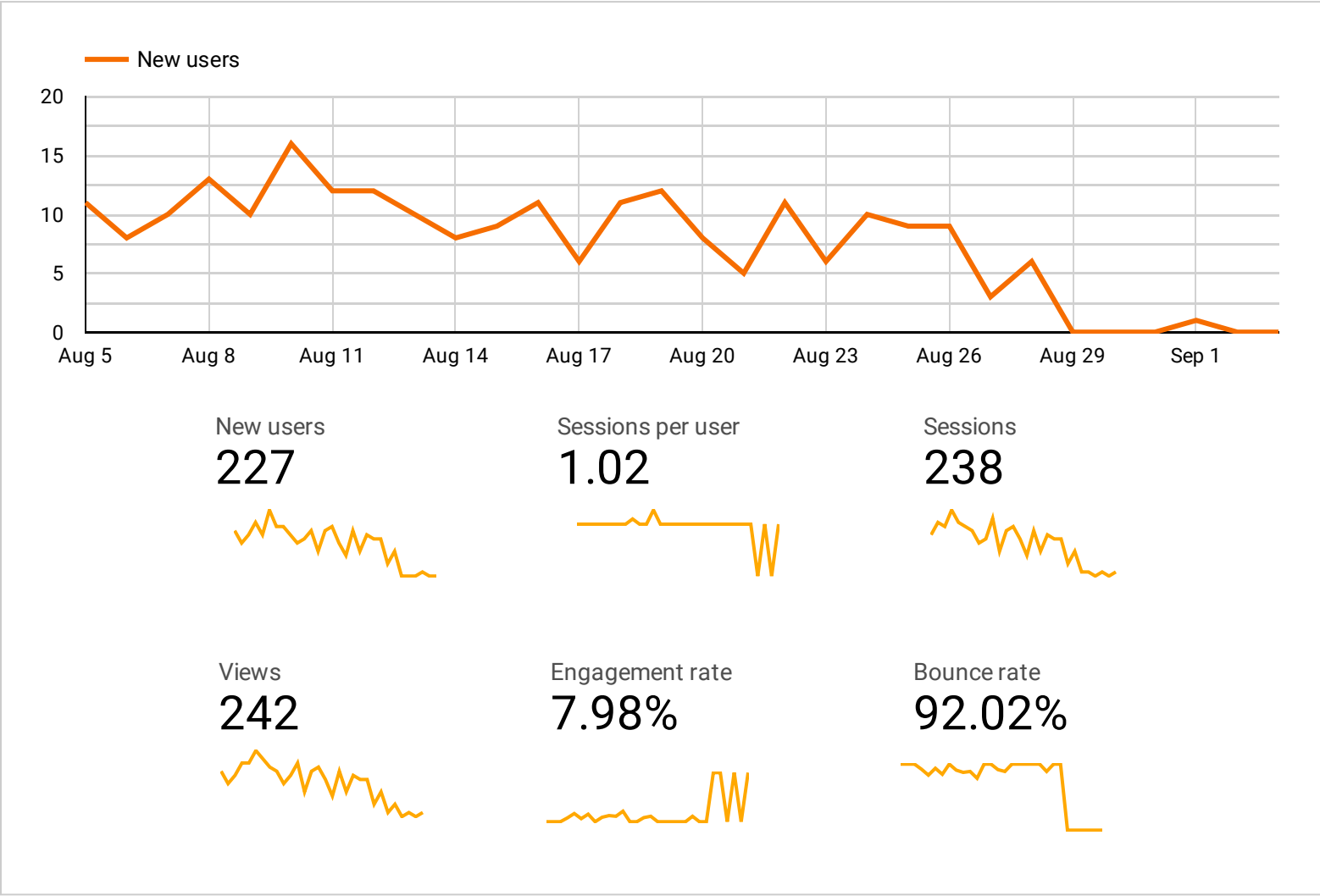
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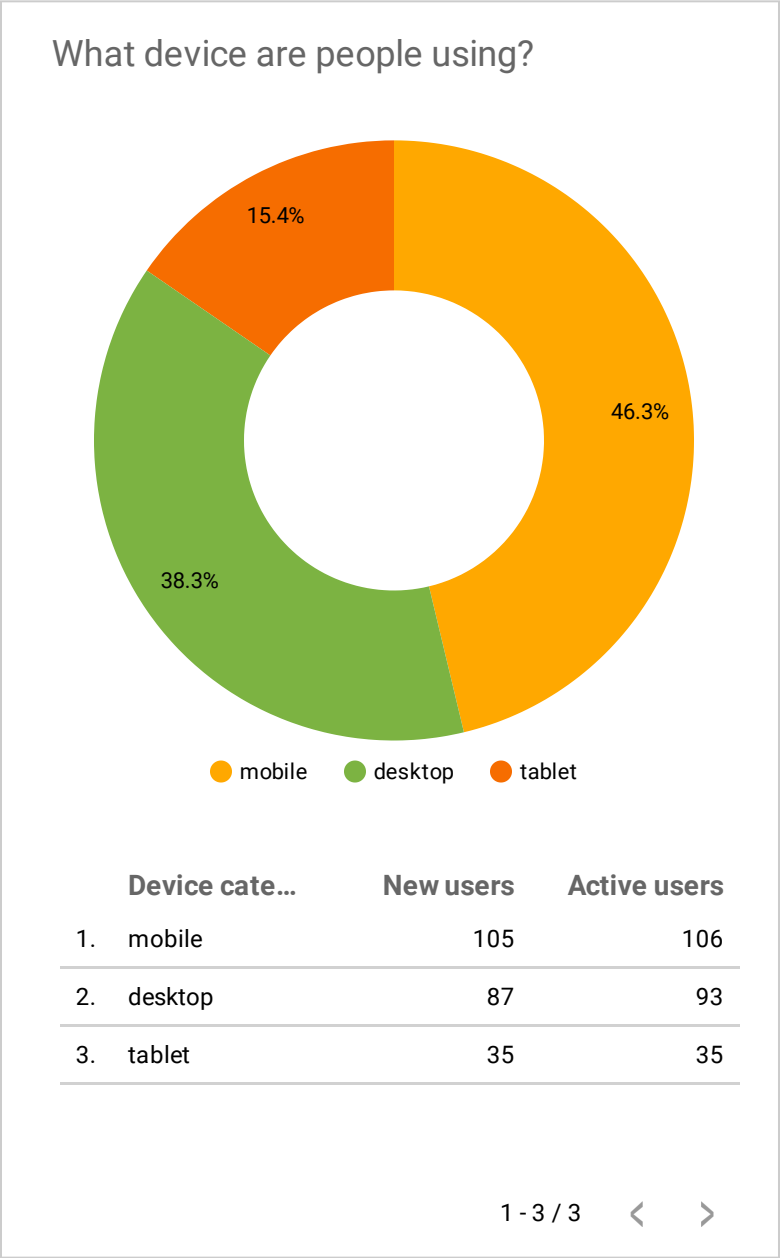
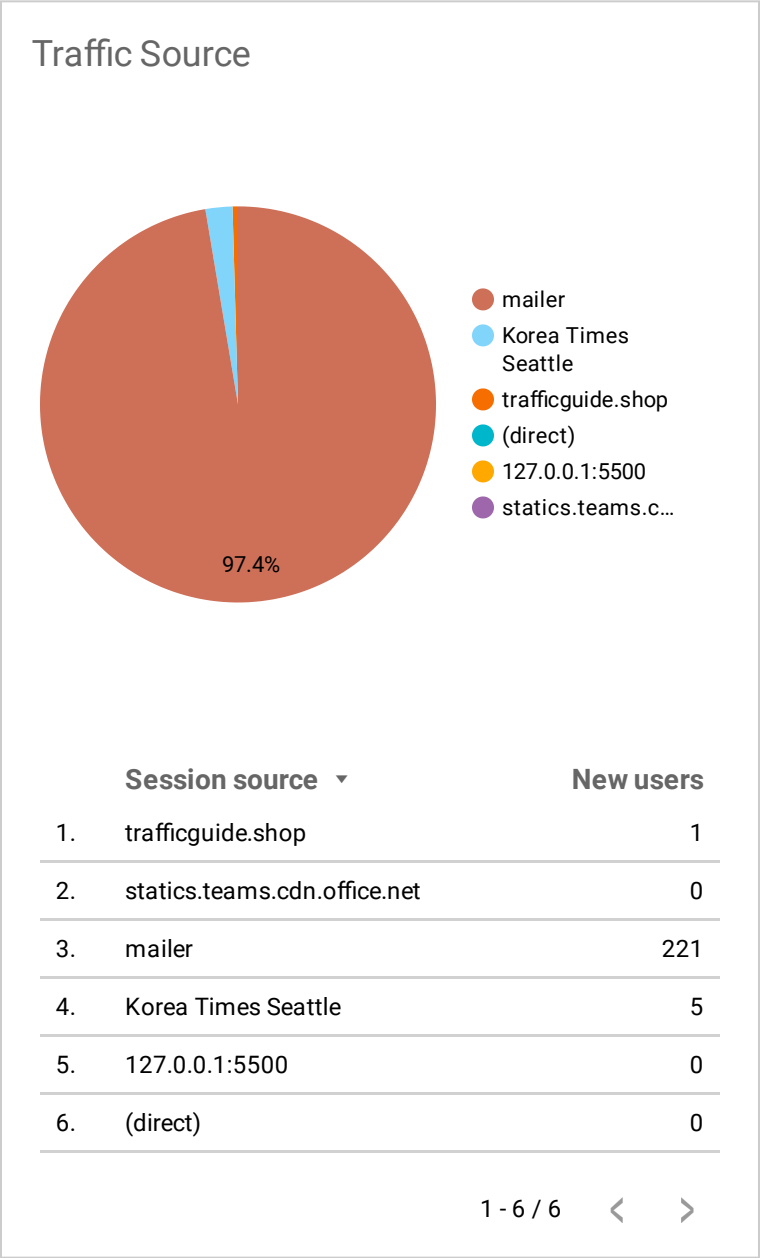
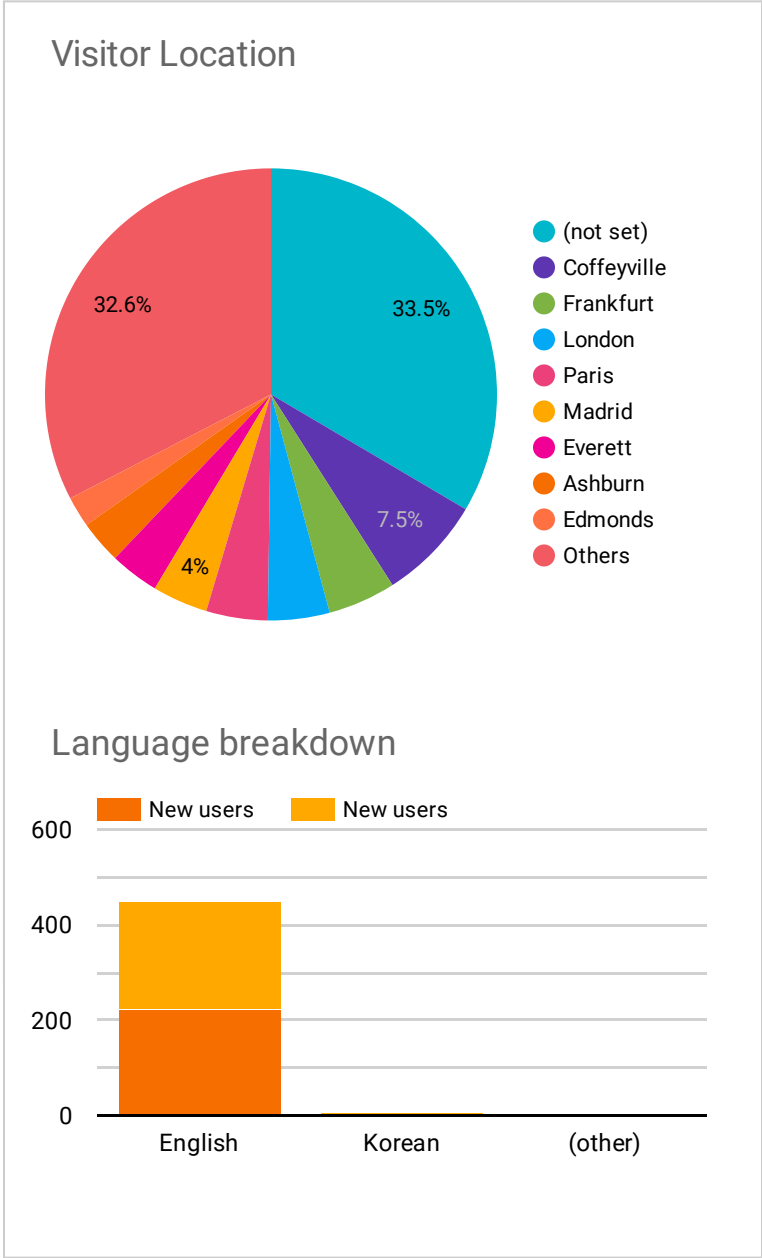
Device cate...

Aug 5, 2024 - Sep 3, 2024

Your audience at a glance



Let's learn a bit more about your users!



EVLE Overview - Russian

Continent

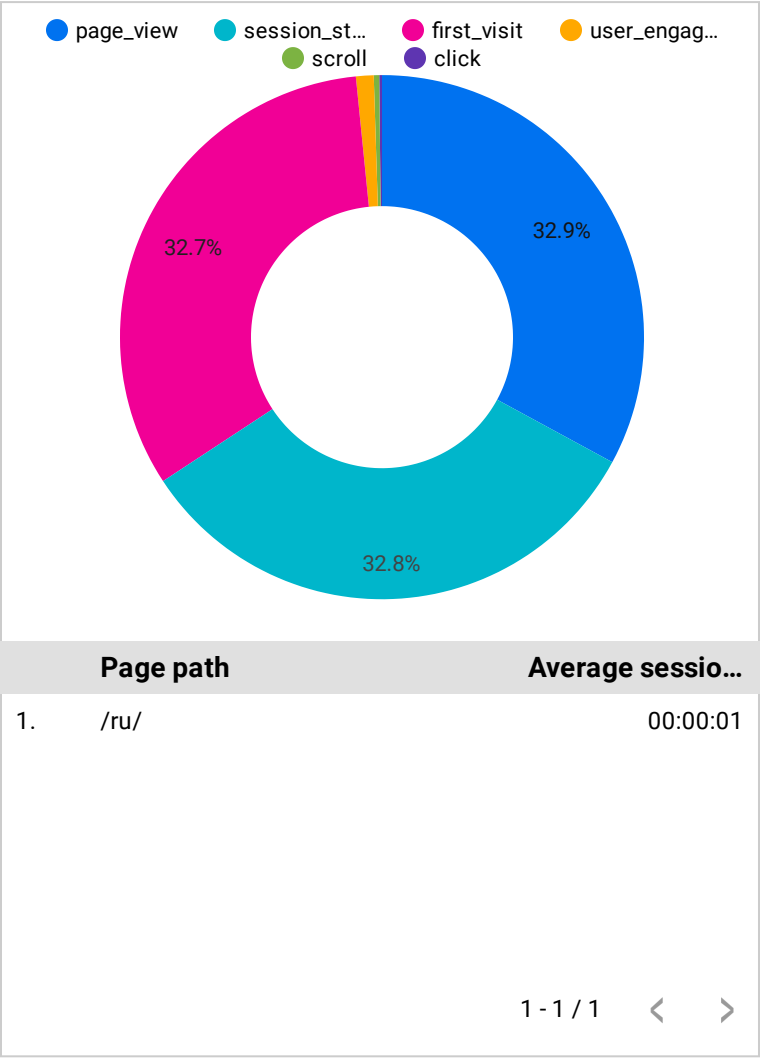
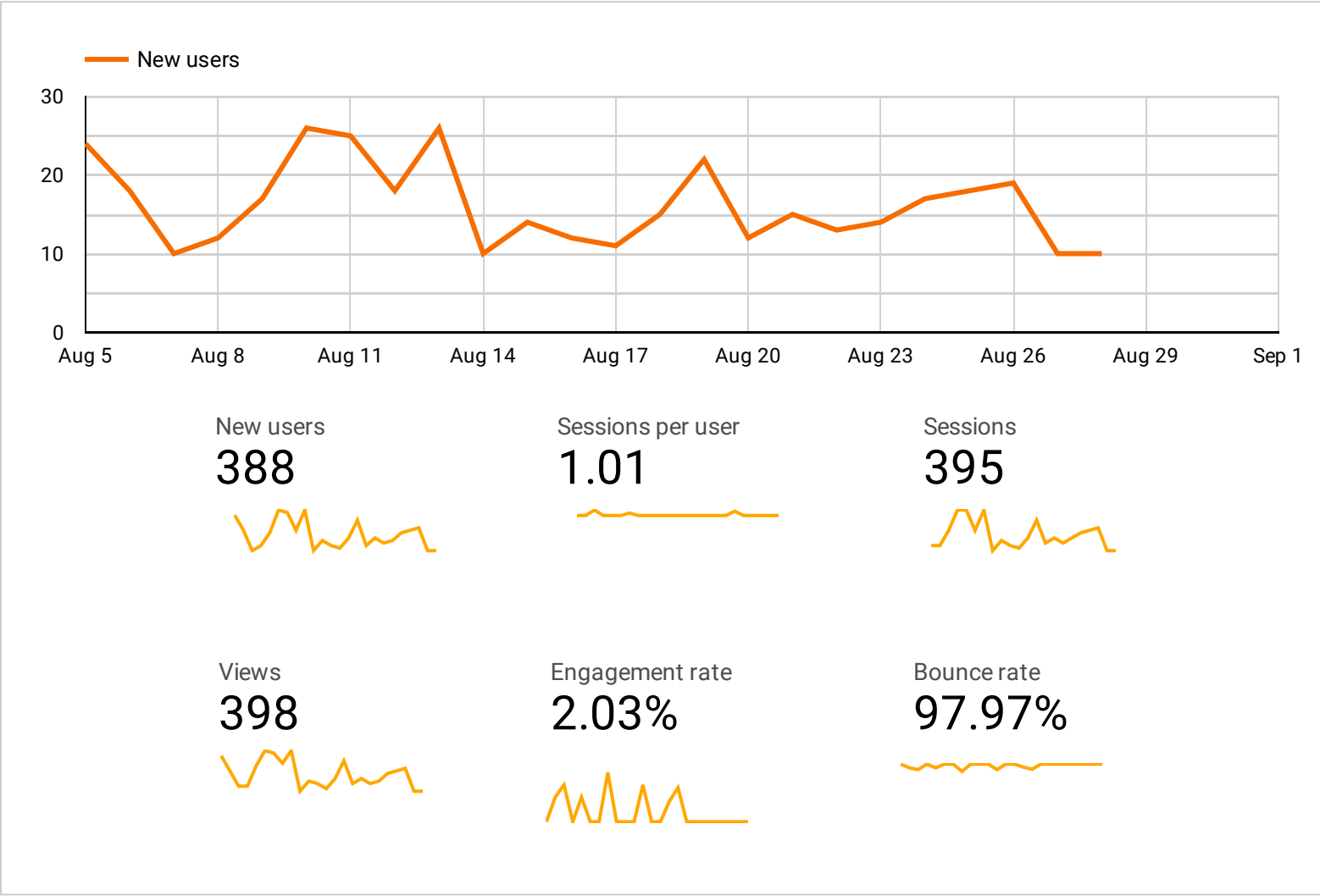
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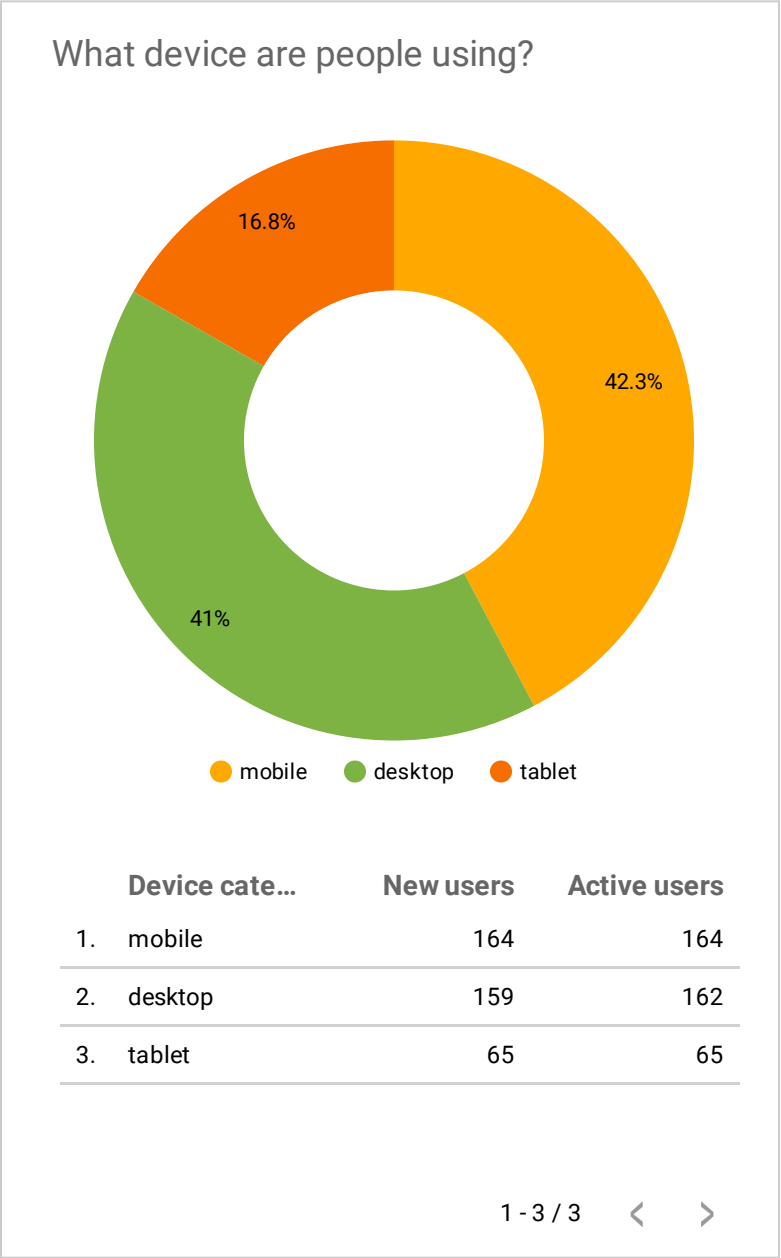
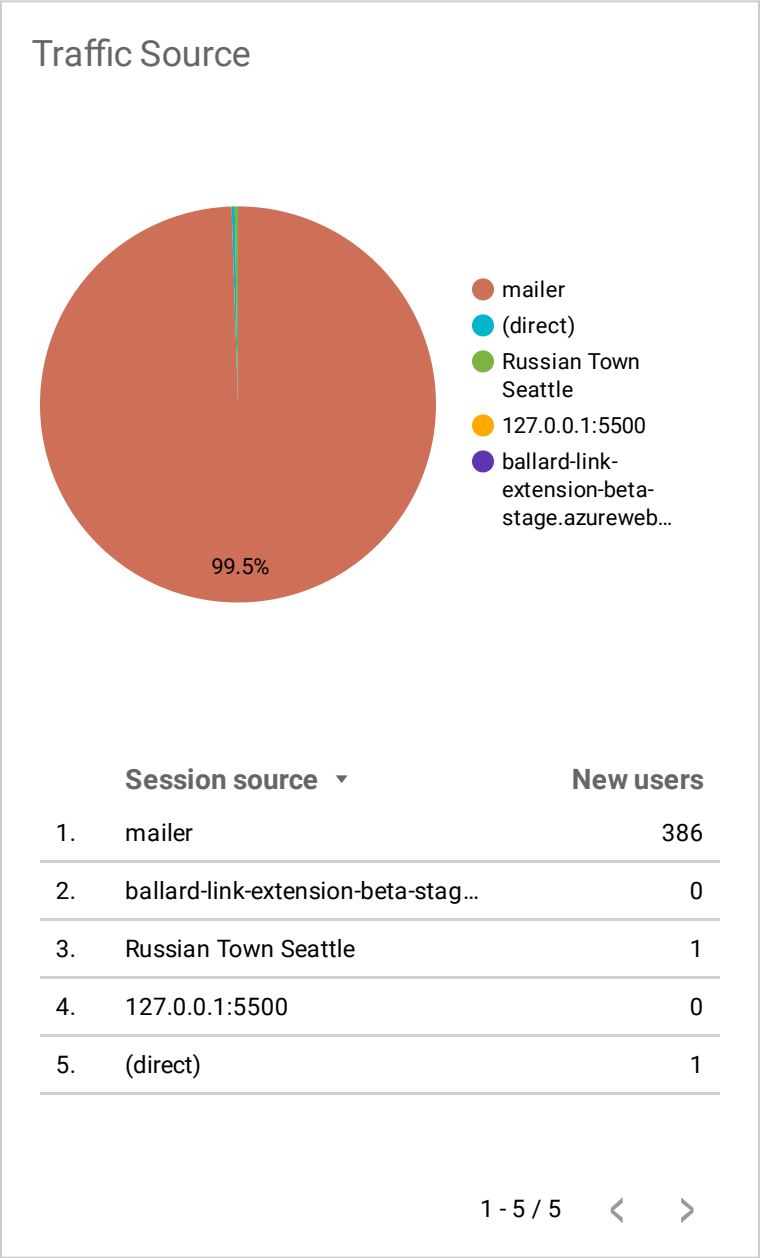
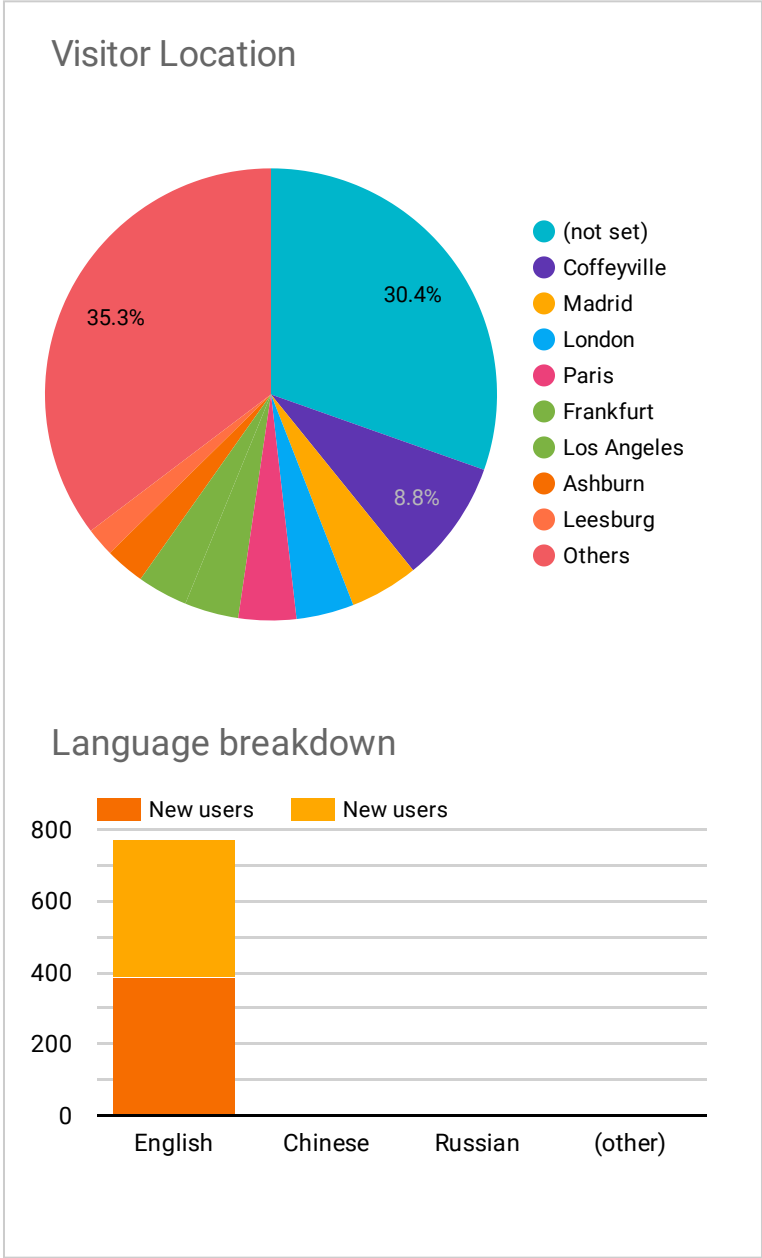
Device cate...

Aug 5, 2024 - Sep 3, 2024

Your audience at a glance



Let's learn a bit more about your users!





Everett Link Extension

APPENDIX Q

Participate.Online Online Open House Feedback Summary

Response ID	Comment	Source
2	1. Why does SR526/Evergreen Way Option A have to have an underground station and underground tracks? Just to make it more expensive and difficult to construct and therefore move it to the bottom of the list so that you can proceed with Option B and get rid of a bunch of small businesses owned by the 'underserved' population? 2. Option A for the SW Everett Industrial Center doesn't do a whole lot to get people to Boeing or PAE. How far from SeaTac airport is the SeaTac rapid transit station - maybe a whole 100 yards? How you going to get anyone to come to PAE for flights if you don't put a transit terminal within at least 1/4 mile of PAE, and that means revenue basically tossed out the window. 3. Option F for the OMF facility is a joke isn't it? You're actually considering tearing down a dozen apartment buildings (that will put more people on the streets!) plus at least a dozen small businesses as well as another maybe two dozen private houses for this? I know I don't need to ask where your brains are if you actually consider this as viable as Option E which has considerably less impact on businesses and private homes. Please look at these options yet one more time and please consider the impact to businesses and homeowners this time instead of merely throwing darts at a map and saying "hey, why not here?".	PO5 site
3	I live at (...) in Everett. If the preferred route for light rail is chosen (B1-1), will my house be torn down to accommodate the tracks? There is only one house separating my house from I-5, and we both are only a few feet away from the sound-resistant wall. And that wall is very close to I-5. A few months ago, Sound Transit took photos on the outside of my house, which they said they needed for planning purposes. Please advise, as I purchased my home a year and a half ago, and planned on owning it forever, as I love it...it's perfect for me.	PO5 site
4	2026 for a DRAFT of the analysis? That's ridiculous! I'll give you a hint, it'll be nicer than the cars that currently transport people along the route no matter what you pick.	PO5 site
5	My address is (...). I-5 is next to my next door neighbor, and I am next to him. Sound Transit took photos of the exterior of my house. If preferred option B1-1 is accepted, will my house be torn down?	PO5 site
6	Light Rail to 164th should be on the West side of I5. Avoid two I5 crossings. Light rail needs to go to the Everett Station to tie transportation modes together. Everett will eventually have a gondola that ties the waterfront developments to the transportation center. This will allow residents to travel regionally without touching a car.	PO5 site
7	There should be a station that serves Paine Field (PAE). This is a crucial connection point, just like the existing SeaTac/Airport Station.	PO5 site

8	Running the train through Paine Field/SW Industrial Center is a waste of money and slows down the train trip unnecessarily	PO5 site
9	Need straight I-5 route. If turn Everett industrial area it takes more than traffic time.	PO5 site
10	As means of acquiring data-driven information on (1) the ridership demand, (2) the station/alignment alternatives, and (3) car usage demands for the possible parkades, I propose an early and scrappy "Link Shuttle" service with buses (nothing fancy: no dedicated lanes or dedicated stops, just quick and simple) from Lynnwood TC to Everett swapping through each of the alternatives to gauge public engagement and true needs. The proposal would provide early insights on the route (including ridership and commercial development along the alignment) and foster a more favorable transit adoption environment with minimal cost and immediate public benefits.	PO5 site
11	Build the Mariner and Airport Rd segments over 128th St/Airport Rd and the SR99/Airport Rd station over the intersection. This avoids tearing down people's homes, gives better station access, and makes the road a better place to be by eliminating lanes	PO5 site
12	1. The project should prioritize a good connection to Paine Field passenger terminal. I'm worried that the current proposal focuses too much on commuter traffic from Boeing employees, rather than thinking about how air travel will impact our region 5-10 years from now 2. The terminus at Everett station should prioritize connections between Sounder trains and the Light rail network. Creating easy, walkable hubs of connections amplifies the benefit of each additional mode of transport	PO5 site
13	It feels like you are missing an opportunity to serve Silver Lake and communities to the east side of I-5. The route should go straight along I-5, with Paine Field being a branch loop. Some trains would go direct to Everett (or Seattle) saving a little on journey times. Some would follow the Paine Field loop which might be less frequent at some hours, or on some days, depending on working patterns.	PO5 site
15	Please please route the extension to Seaway Transit Center! Boeing employees really need more transit options coming from the south in the morning and many employees are eager to use transit.	PO5 site
16	If it swings towards Paine, it should stop at the airport. Boeing employees are already not taking advantage of the public transportation available to them, but people traveling are always looking for ways to leave their cars at home	PO5 site

17	I want to state that I support option EGN 3 for station SR526/ Evergreen where it wouldn't displace the local businesses in the other options or be behind a neighborhood where access would be very difficult and defeat the point of making light rail accessible to not only the communities living there but also should bring access to business in the area. Displacing the local businesses will only bring a bad reputation to sound transit and will destroy the lived communities in the area. Is there a time line of when the board will make a decision as to which design to follow? Will there be a public comment period for when the decision is made? What communications and community engage is happening to inform the local business and community in the area, especially to communities where English is not their first language?	PO5 site
18	I still think it's outrageous that a regional transit system is putting so much infrastructure into a private business that is not contributing anything to construction costs. The focus of a station in the Everett industrial area should be where the greatest number of riders would take advantage, and that strikes me as being Paine field. It would be a tremendous boost for the county to encourage wider use of this airport and making it easier to access for those living south and north would do so. Also having lived in other cities with more than one airport, those that are easily connected to population centers by transit are the ones that get used more. Option c is far from ideal but it is the only acceptable option.	PO5 site
19	Reviewing the Everett Link details further, I think the only question I have at the moment is why there is no station for the Broadway/I-5 segment? That segment seems ripe for a station considering it is cutting through a densely populated area of Everett where residents could heavily rely on that station to travel around and to conveniently have a station right in their neighborhood. A station along this segment would be similar to the South Seattle stations, like the street level neighborhood stations at Rainier Beach, Othello, Columbia City, etc.	PO5 site
20	By diverting the rail line to Paine field, commuters going from Snohomish County to Seattle are not going to see the light rail as a viable alternative. Therefore you will not get traffic off of I-5. An airport link should be a FUTURE link, AFTER the main north/south line is established. As a lake Stevens to Seattle commuter for many years, I am so disappointed to see that you are NOT aiming to alleviate congestion on I-5, but are only looking to the future of Paine field. Poor planning.	PO5 site
21	Is there a page ,where we can read comments provided to date?	PO5 site
22	I want to talk to somebody not record a message, the person that I talked to said that I would be able to talk to somebody and transferred me to you. Was I being lied to, what's going on? Who are you? State your name.	Phone

23	I work for (...) in Lynnwood Wa. (...) I am the store general manager. I have been asked to reach out and ask where the Line will be built compared to where we are located and if there will be impact on the business here. I am having trouble figuring it out on your site. Can you assist me with this please.	Email
24	I own a home on Holly Drive near Airport road. The map provided is unclear to me. Where or who can assist with clarification of the possible route and how close the actual rail would be to my home; and how my property will be affected. I appreciate your time.	Email
25	Hello, I'm unsure who to contact on this matter. I recently received an update on the Everett Link Extension by mail. My name and address are correct. However, I resigned as Leader of the Pinehurst-Beverly Park Neighborhood Association in October 2023. Can you remove the following information from your database? (Job title and Organization - as printed on the mailing address) Leader Pinehurst-Beverly Park Neighborhood I'm still interested in receiving updates on the project. I look forward to your response. Thank you for your time.	Email
26	Hello, I received information updating us on the link rail project. When I went to the website to look at the more detailed maps, my area was either not included or was masked by a green bar and verbiage. I am looking for the portion of the map that would include the Broadway I-5 exit and 41st street areas up to Pacific. The map on your site does not show where the track would/could possibly go after the Boeing area. We are located on the very south end of Smith that relates to the 41st Street overpass of I5. There have been rumblings of a possible route of being down Smith to the Everett Station. I know that this is now an alternative, but I would like to see if our business would be in the route. Thank you	Email

27	Hello, I have some questions and would like to have a list of any and all community events for this line. We live at (...), the highway wall is at the back of our property. The light rail track is planned to be constructed right on the other side of that highway wall. I'm very concerned about the integrity of our septic system, home; including water, gas & electrical lines, new Generac generator, patio, driveway, shed, large conifers etc being compromised during the construction of the rail system . I worked at (...), right behind the Lynnwood Transit Station, during the construction of the Light Rail Station and the entire brick building shook when the pylons were being driven into the ground, items fell off walls and moved across surfaces. The noise level, vibrations, shaking etc were to the point of needing to stop conversations until it stopped and the office was significantly farther away than our home will be from all of it. (See enclosed picture) Since this massive construction project will be only yards away from our property, how does Sound Transit plan on ensuring that our home and property will remain safe and in the event of damage occurring (inside and outside the home including any possessions that are damaged), how quickly will whatever has been damaged or destroyed be addressed/repaired/replaced? Two people work from home here. Given my experience, I know that this will affect their ability to do their jobs. Do you provide any assistance in relocating during the construction? Finally, are you planning on acquiring any of our property and if so, how much? Thank you for your time and consideration.	Email
28	Hi! I'm reaching out on behalf of the Pinehurst Beverly Park Neighborhood and want to find out if a representative is able to come to our Monthly Meeting -- tomorrow. I know it's incredibly short notice and unlikely - and if that is the case, would we be able to secure your time in August or September? Thanks, (...)	Email

29	I am interested in property at (...) in Everett. It is my understanding that this property might be in the vicinity of the proposed new link light rail system. Could you please send me any information that you may have for this property. Thank you.	Email
30	Hi I'm trying to reach (...) or somebody who can answer questions about the Everett Link line. I've got a property up on Casino Road and I was just curious about the route and timing and any information you have. The best number for me is (...), that's a cell phone. My name is (...) and I represent (...). Thanks very much, bye.	Phone
31	Hi I'm trying to get ahold of (...), my name is (...), (...), I own a commercial office building on Everett Mall Way and wanted to chat with you a little bit about the projected route for the Link system coming to Everett. (...). Thank you, bye.	Phone
32	Hello, I am a commercial property owner in Mariner Square. I see the proposed stations through Mariner as "B" and "D". I implore Sound Transit & Sno County to consider acquisition of the the Denny's, Gas Station, Motel 6, Dairy Queen, and Starbucks, with the station off 4th ave (south of 128th). This can expand the Mariner park and ride and be an ideal solution for Snohomish County to build affordable housing where the Denny's/Arco,Dairy Queen is located. Snohomish County has been aware they need to expand 128th for over 10 years, with the inevitable construction happening off 128th, this could be an ideal time for Sno County to expand 128th as well.	Email
33	Yes, good morning. My name is (...), one of the owners of (...). Just have a couple of questions about the proposed route for light rail as it pertains to McDougall between 36th and 37th, thank you.	Phone
34	Hi, I was looking at the light rail extension plans for Everett and had a couple questions. We have a property near Paine Field and both of the tentative maps might go through there. I was wondering what would happen to those properties, and if they are bypassed what kind of zoning changes will happen. Right now we're in Snohomish County but I think that might change to the City of Everett. I was wondering what the process is and how we might petition for that. My phone number is (...) thank you.	Phone