



Welcome

Explore future route and station locations with us

Thanks to regional voters, we are undertaking an ambitious mass transit system expansion, which includes extending Link light rail service north from Lynnwood City Center to Everett Station, with stops close to regional destinations such as Alderwood Mall and the SW Everett Industrial Center. Extending light rail to Snohomish County will complete the 116-mile network from Everett to Tacoma, and from Seattle neighborhoods to Redmond and Issaquah. We are currently in the Alternatives Development phase, where we explore locations for the route, stations and Operations and Maintenance Facility North in greater detail.

What is the alternatives development process? ^

In 2016, the representative project established the transit mode, approximate route, number of stations, and general station locations for the project. It is also a starting point for identifying additional alternative route, station, and OMF North locations and design configurations that could meet the project's purpose and need.

During alternatives development we identify and evaluate this range of alternatives and invite comments from the public, agencies and Tribes before we work with the Federal Transit Administration to prepare environmental review documents.

Throughout the alternatives development process, we will continue to engage with the public to gather feedback. This input will inform the Sound Transit Board's identification of alternatives to evaluate as we proceed with environmental review, likely through an Environmental Impact Statement in 2023/2024.

About this site

The purpose of this site is to provide:

- [Background information](#) about the Everett Link Extension project.
- Updates on [outreach activities](#) and what we have heard so far.
- Initial results of [our analysis of the station, route and OMF North alternatives](#).
- An opportunity for you to [give feedback](#) about the alternatives currently under consideration.

Scroll down or click the links above to visit sections you are interested in. Click on boxes with ▼ to expand the section and learn more.

Learn more

- Frequently Asked Questions [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#)
- [Early Scoping Summary Report](#)
- Community Guide to Alternatives Development [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#)
- Fact sheet [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#)
- [Community Engagement Guide](#)
- Watch the Project Introduction video developed for early scoping below



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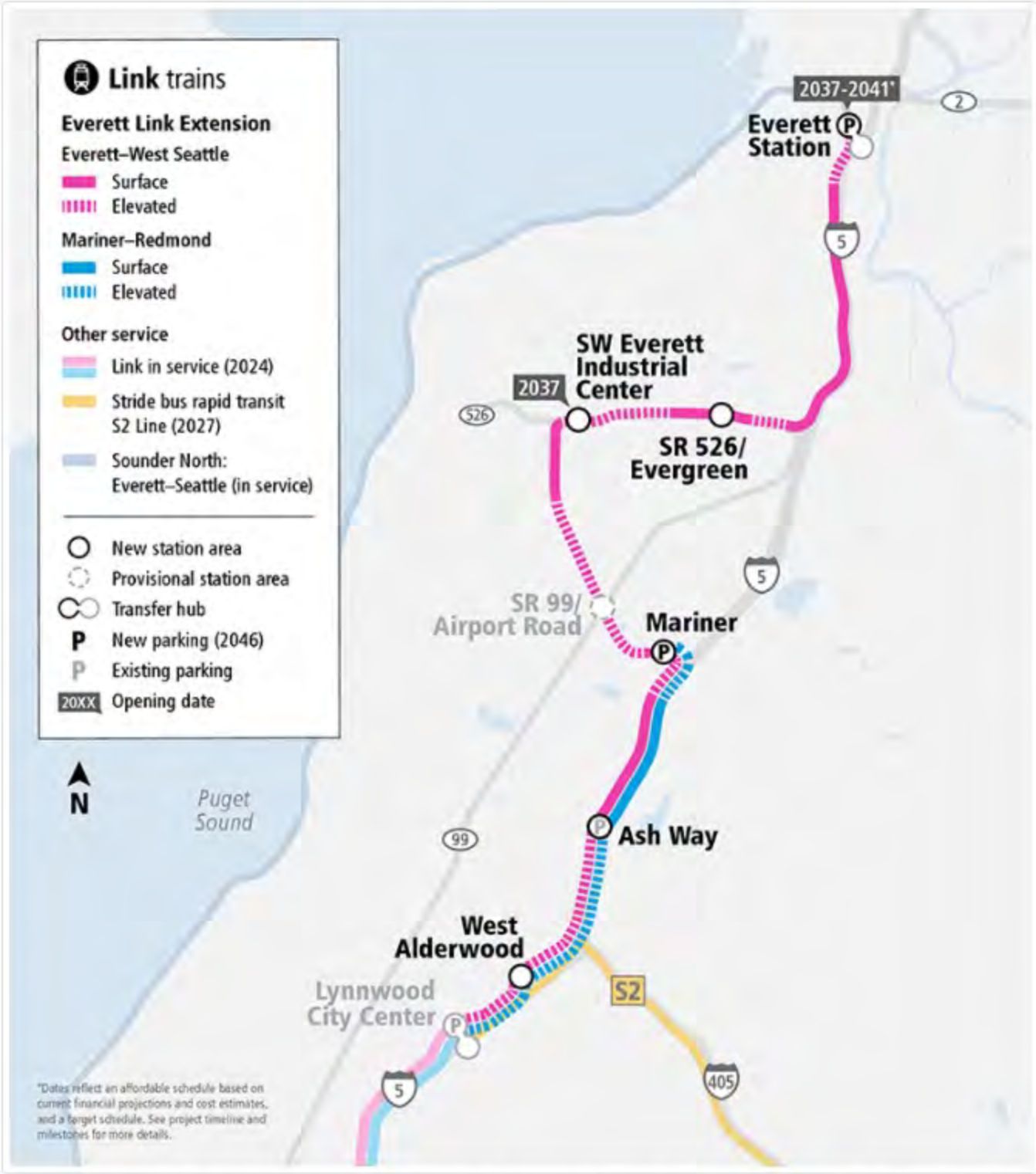
About the project

The Everett Link Extension will provide fast, reliable connections to residential and job centers throughout the region. We’re planning to add 16 miles of light rail and six new stations connecting Snohomish County residents to the [regional light rail network](#), and are also studying an additional provisional station in the planning process.

In addition, the project will include the essential Operations and Maintenance Facility North that is needed to receive, store and service a larger train fleet to support the light rail extension as well as overall system operation. To build this new facility, we need approximately 60 – 70 acres near the light rail line.

OMF North could support more than 450 high-skilled, living-wage jobs in Snohomish County. At our existing OMF, the average employee wage is more than \$40 per hour, or \$80,000/year. [Learn more in this OMF video.](#)

Project area map



The representative project, station areas and connections to other Sound Transit services | Click to enlarge

Everett Link Extension features

- **Opening timeline:** 2037 is the target schedule for the project; service beyond the SW Everett Industrial Center to Everett Station may be delayed to 2041 without additional funding.
- **Length:** 16 miles.
- **Six stations:** located at West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station, plus one provisional (unfunded) station at SR 99/Airport Road.
- **Service:** Every 4-6 minutes in peak hours, 10-15 minutes midday, weekends, and evenings.
- **Estimated travel times:**
 - Everett to Lynnwood City Center: 33 minutes.
 - Everett to downtown Seattle: 60 minutes.



Project schedule

2016 Voter Approval ✓

Planning (2020-2026)

- Alternatives development
 - Environmental scoping
 - Identify and evaluate station, route and OMF alternatives
 - The Sound Transit Board identifies alternatives for the Draft Environmental Impact Statement and may also identify a preferred alternative
- Draft EIS
 - Prepare Draft EIS
 - Conceptual engineering
 - Public review and comment on the Draft EIS
 - Sound Transit Board confirms/modifies preferred alternative for Final EIS
- Final EIS
 - Prepare Final EIS
 - Preliminary engineering
 - Sound Transit Board selects project to be built
 - Federal Record of Decision

Design (2026-2029)

- Final station and route designs
- Procure and commission station and public art
- Obtain land use and construction permits
- Begin property acquisition/relocation

Construction (2030-2036)

- Groundbreaking
- Construction updates and mitigation
- Safety education
- Testing and pre-operations

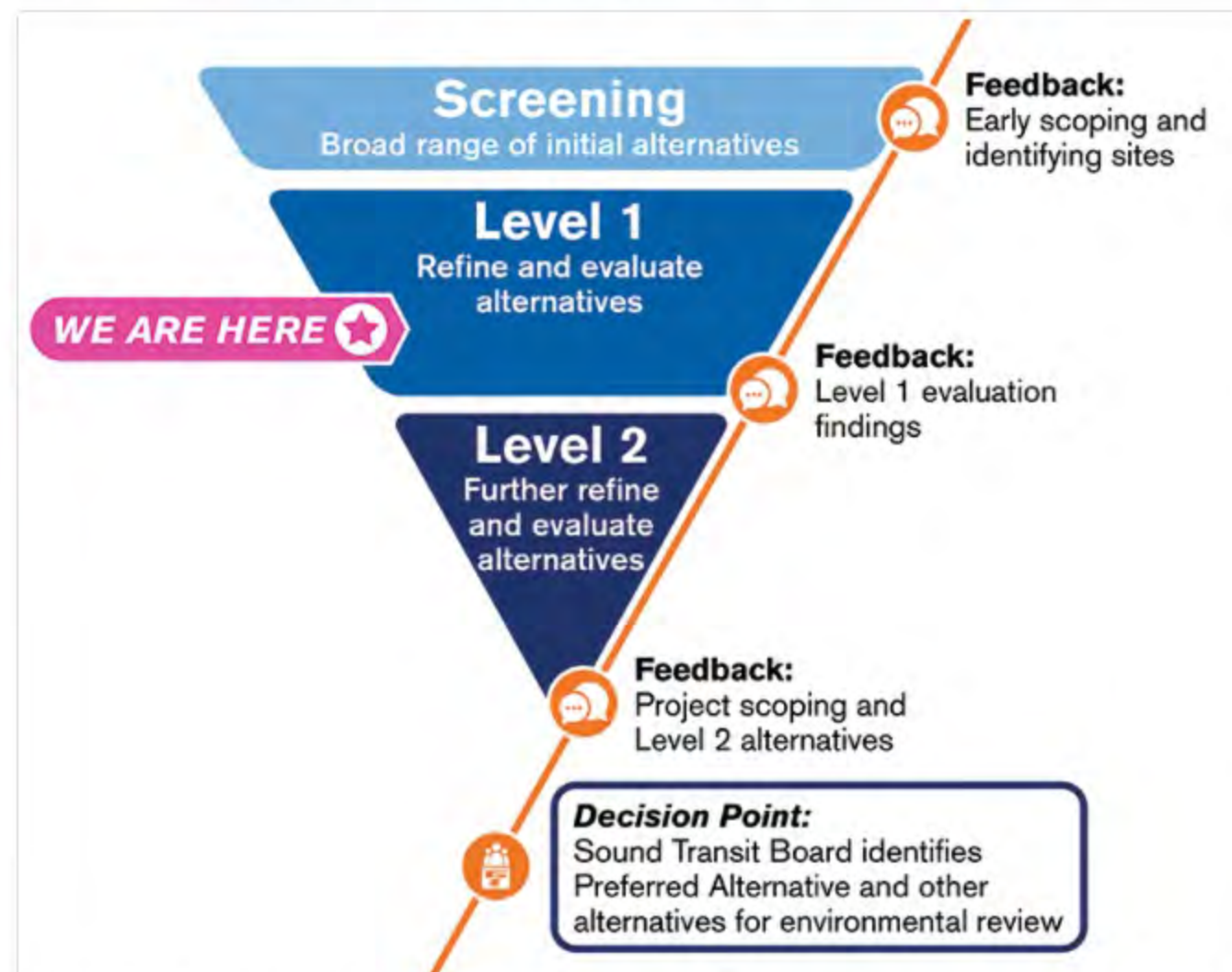
Open for Service (2037-2041)*

*The target schedule for opening service to Everett Station is 2037. This target schedule requires an estimated \$600 million in additional funding and/or savings, and we will seek out all options to open for service on this timeline. However, if additional funding and/or reduced project costs cannot be secured, the timeframe that is affordable to open service to SW Everett Industrial Center is 2037 and opening service from there to Everett Station is 2041. [Learn more about realignment here.](#) All project phases will include public involvement.

Public Engagement

What we do with your feedback

We ask for your feedback throughout the alternatives development process. At each step, we read and summarize every comment we receive. Comments and summaries are provided to agency partners, the Community Advisory Group, the Elected Leadership Group and the Sound Transit Board to help inform which alternatives warrant further study in the next evaluation phase. Your input is incredibly valuable to help decision-makers understand what is important to the communities that will be served by the Everett Link Extension.



Alternatives development has three general phases: Screening, Level 1 analysis, and Level 2 analysis. Through these phases we evaluate potential alternatives at progressively greater levels of detail and ask for feedback at each level. The arrow shows where we are in the process, and the orange circles above show when we ask for public input. | [Click to enlarge](#)

What we are asking for now

At this time, we are seeking your feedback on Level 1 alternatives. In Spring 2022, the Elected Leadership Group will consider what they have heard from community members and form their recommendations on which Level 1 alternatives warrant further study in Level 2.

If you commented during early scoping, these alternatives will look familiar to you. We have not eliminated any options since December 2021, but have done more analysis to understand the trade-offs for each alternative and summarized what we heard during early scoping.

We are asking you to look at what we have found and let us know which alternatives would best serve your community and why, what your priorities are, or what might be missing from our analysis. As members of the public, your feedback plays an important role in identifying which alternatives work best for future light rail in your community and should be considered for further study.

What we heard during early scoping

The early scoping period ended in December 2021 and we received hundreds of comments and questions from community members, agencies, and Tribes. We have summarized some of the comments we received below, under the station area they apply to. If you would like to review the full summary and see all of the feedback we received, you can download the [Early Scoping Summary Report](#).

We also received a lot of questions about the project and created a Frequently Asked Questions document to answer as many as we could. The FAQ includes questions like, "Why will it take so long for Sound Transit to finish the project?"

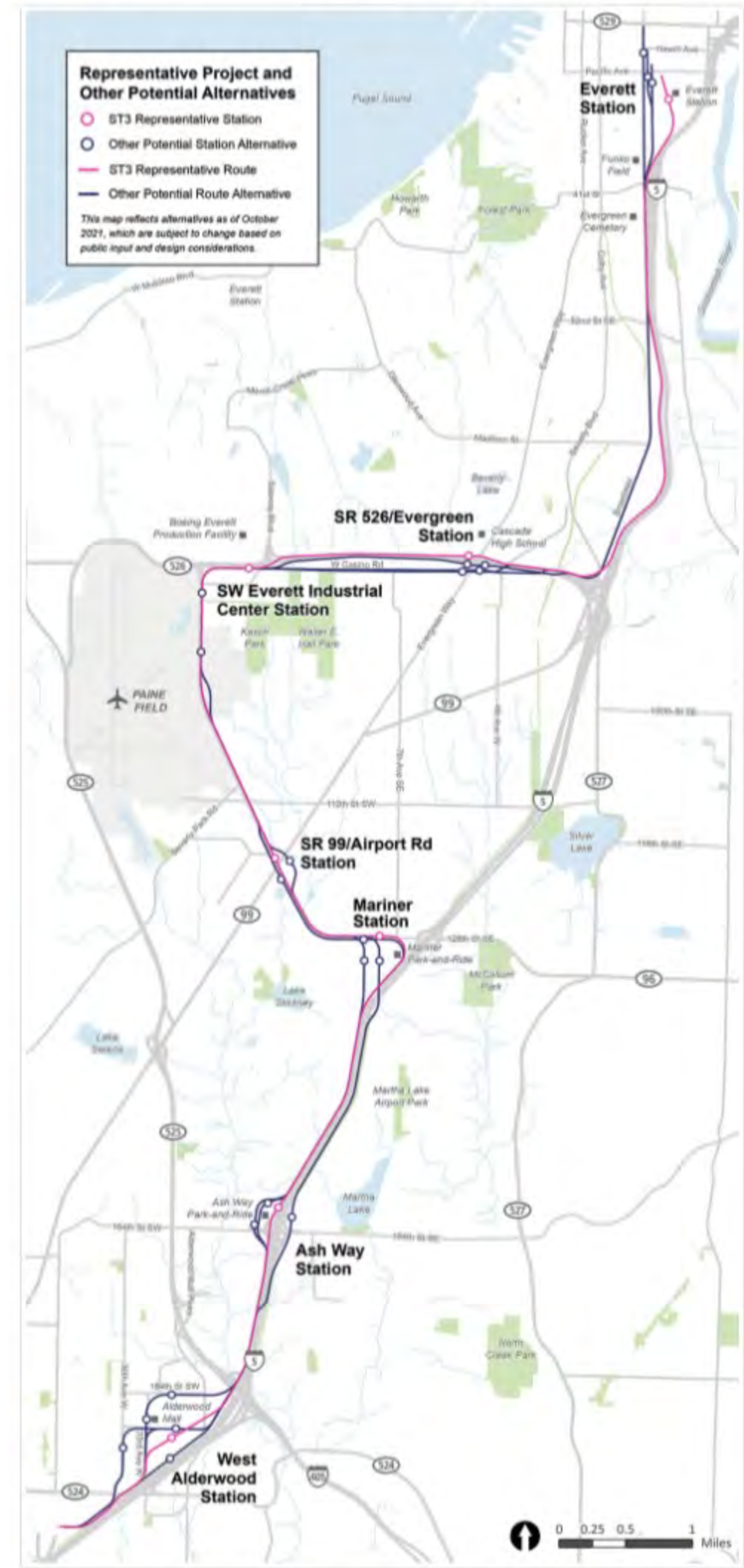
You can download the FAQ [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#).

How to view station areas

Maps in the drop-down sections below show the potential route and station alternatives and potential Operations and Maintenance Facility North locations currently being studied. You can learn more about a specific station area by clicking the station area name and ▼ below.

Project overview map

This map of the full EVLE project area shows the representative project route and stations in pink and other potential alternative routes and stations in navy blue. The representative project was developed for the purpose of establishing project scope, cost estimates and ridership forecasts.



The representative project, station areas and connections to other Sound Transit services
| Click to enlarge

The West Alderwood Station area in Lynnwood includes six station alternatives that offer access to the existing mall, adjacent commercial areas and the future growth planned for the area by the City of Lynnwood. This station would serve Alderwood Mall area patrons, employees and over 3,000 residents who are projected to live near the station area by 2040. There is potential for development that supports transit in and around the station area, some of which is underway today. Station alternatives on the north and west sides of the mall have a greater opportunity to serve existing and future residential development than alternatives that are closer to I-5. Community Transit currently serves the station area with bus routes on 33rd Avenue W, Alderwood Mall Parkway and Alderwood Mall Boulevard, and plans to expand service on 33rd Avenue W with the Swift Orange Line.



Click to enlarge

What we heard during early scoping:

- Access to Alderwood Mall is important.
- Support for transit-oriented development.
- Desire for the West Alderwood station to serve both residential and retail needs.
- Concern that a new station would make traffic congestion worse.
- Suggestions that current surface lots would be good locations for station or park-and-ride infrastructure.
- Support for convenient access to trail and pedestrian connections, commercial areas, and residential areas.
- More comments in support of the ALD-D and ALD-F options.

ALD-A	• Closest to existing jobs that employ people of color and jobs that are low wage. • More challenging bicycle and pedestrian connections to the station. • Less accessible to (farther from) historically underserved communities and affordable housing.
ALD-B	• More challenging bicycle and pedestrian connections to the station. • Less accessible to (farther from) historically underserved communities and affordable housing. • Farther from forecasted job and population growth areas.
ALD-C	• Fewer potential property acquisitions. • Most direct route with lower potential cost and faster travel time. • Least accessible to (farthest from) historically underserved communities and forecasted job and population growth areas. • Farthest from existing jobs that employ people of color and jobs that are low wage. • More challenging pedestrian connections to the station.
ALD-D	• Closest to the planned Swift Orange Line on 33rd Avenue W. • Closest to forecasted job and population growth areas. • More existing pedestrian connections nearby. • Higher potential costs for property acquisition on the edges of the mall. • City of Lynnwood’s preliminary locally favored option.
ALD-E	• Closest to existing residential development. • More challenging to connect to local and Swift bus service. • Lower potential for development opportunities near the station. • Farther from existing jobs that employ people of color and jobs that are low wage.
ALD-F	• Most potential for development opportunities near the station. • More challenging to connect to local and Swift bus service. • Higher potential costs for property acquisition on the edges of the mall.

The Ash Way Station area is in unincorporated Snohomish County and includes four potential route and station alternatives that would run alongside I-5. Alternatives on the west side of I-5 are closest to the existing Ash Way Park-and-Ride, north of 164th Street SW. 164th Street SW experiences heavy congestion and Snohomish County has planned to complete a second crossing of I-5, but it is not currently funded. The Ash Way station area is flanked on the west by the Swamp Creek wetland complex and on the east by Martha Lake with retail and office along 164th Street SW and a mix of single- and multi-family residential farther north and south. This station area could serve over 2,000 residents projected to live in the area by 2040. The Interurban Trail runs along the east side of I-5 and there is limited bicycle infrastructure on the west side.



Click to enlarge

What we heard during early scoping:

- Concerns about the high cost of crossing I-5.
- Support for transit-oriented development.
- Concerns that a new station would worsen congestion
- Support for convenient connections from the station to the Interurban Trail and an overall improvement in pedestrian and bicycle infrastructure
- More comments in support of the ASH-D and ASH-A options.

ASH-A	• Easier to connect to bus service at Ash Way Park-and-Ride. • More existing pedestrian connections nearby. • Limited potential for development opportunities near the station.
ASH-B	• Easier to connect to bus service at Ash Way Park-and-Ride. • More existing pedestrian connections nearby. • Limited potential for development opportunities near the station. • Much higher potential costs to purchase property and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
ASH-C	• Easier to connect to bus service at Ash Way Park-and-Ride. • Closest to forecasted job and population growth areas. • Most potential for development opportunities near the station. • Much higher potential costs to purchase property and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
ASH-D	• More potential for development opportunities near the station. • Most direct connection to the Interurban Trail. • Lowest potential costs and easier to construct with less aerial track. • Least accessible to (farthest from) historically underserved communities and affordable housing. • Challenging to connect with bus service at Ash Way Park-and-Ride across I-5. • Snohomish County's preliminary <u>locally favored option</u>.

The Mariner Station area has four station and route alternatives that are located either on 128th Street SW or west of Mariner Park-and-Ride. 128th Street SW experiences heavy congestion and Snohomish County has planned for a second crossing of I-5 at 130th Street SW, but it is not currently funded. All station alternatives are in an area with substantial planned residential and employment growth with potential for development that supports transit ridership. More than 5,000 people are projected to live in the station area by 2040 and could be served by this station. This station would also serve the existing Mariner Park-and-Ride lot and Mariner High School to the north. Two light rail lines will serve this station, which will also be a major hub for local and regional buses. 550 additional parking spaces are anticipated at this station by 2046.



Click to enlarge

What we heard during early scoping:

- Concerns of displacement of low-income residents and businesses owned by people of color.
- Concerns that a new station would make traffic congestion worse.
- Desire for new station to serve both residential and retail needs.
- Support for connecting with existing public transit options.
- More comments in support of the MAR-A and MAR-D options.

MAR-A	• Easiest to connect to existing local and Swift bus service. • Greater potential for property acquisitions in historically underserved communities. • Longest route.
MAR-B	• Most accessible (closest) to historically underserved communities. • Closest to forecasted job and population growth areas. • Least potential for development opportunities near the station.
MAR-C	• Most direct route. • Most challenging to connect to Swift buses and buses traveling on I-5.
MAR-D	• Less potential for property acquisitions in historically underserved communities. • Least accessible to (farthest from) historically underserved communities and affordable housing. • Most consistent with local planning. • Snohomish County's preliminary <u>locally favored option</u>.



The SR 99 / Airport Road Station is a provisional (unfunded) station northwest of Mariner Station along Airport Road near SR 99. This station area has three potential station and route alternatives. Surrounding land uses are primarily commercial along SR 99 with some industrial to the northwest and multi-family residential development primarily to the east. This station would connect to Swift Blue Line running on SR 99 and Swift Green Line on Airport Road. This station could serve over 4,000 people projected to live in the station area by 2040.



Click to enlarge

What we heard during early scoping:

- Concerns with low ridership and high project cost for the station area.
- Support for connecting with existing public transit options.
- Concerns of displacement of low-income residents and businesses owned by people of color.
- More comments in support of the AIR-A and AIR-B options.

AIR-A	• Lowest potential for property acquisition in historically underserved communities. • Less potential to affect businesses and community through property acquisition. • Least challenging construction with fewer transmission lines.
AIR-B	• Easiest to connect to local and Swift bus service. • Higher construction cost with long span bridge crossing over Airport Road. • Greater potential to affect businesses and community through property acquisition. • Greater potential construction challenges because of transmission lines and difficulty maintaining access to local businesses during construction.
AIR-C	• Roadway configuration precludes a direct bus connection at this location. • Slower travel time due to curve away from main track. • Highest potential costs for property acquisition and greater construction challenges.

The SW Everett Industrial Center Station area has four route alternatives and three station alternatives. Large industrial and aerospace employers, including Boeing and Paine Field, would be served by this station. The surrounding land use is heavy and light industrial with multi-family residential development in Everett’s urban residential zoning district to the east and south of SR 526. All alternatives are within the Paine Field-Boeing-Everett Manufacturing/Industrial Center. While there is limited residential development near this station, station alternative SWI-A could serve over 1,000 residents projected to live in the station area by 2040.



Click to enlarge

What we heard during early scoping:

- Concerns with low ridership, schedule delays, and high project cost for the station.
- Concerns related to the uncertainty of Boeing remaining in the region.
- Concerns regarding the lack of pedestrian and bicycle access in the station area.
- Concerns of displacement of low-income residents and businesses owned by people of color.
- More comments in support of the SWI-C and SWI-A options.

In this station area, you’ll see findings showing the station alternatives separate from the route alternatives because here, unlike other station areas, any route could be selected with any of the station options.

SWI-A	• Most accessible (closest) to historically underserved communities. • More existing pedestrian connections nearby due to proximity to Casino Road. • Most challenging to connect to local and Swift buses. • Closest to Boeing Everett Production Facility.
SWI-B	• Easiest to connect to existing local and Swift buses. • More challenging pedestrian connections to the station.
SWI-C	• Closest to Paine Field Airport. • More challenging pedestrian connections to the station.
SWI pink route	• Fewer potential property acquisitions. • Less potential for property acquisitions in historically underserved communities.
SWI purple route	• Lowest comparative costs. • More potential for property acquisitions.
SWI blue route	• North side Casino Road route. • More potential for property acquisitions and higher costs. • Greater potential for property acquisitions in historically underserved communities. • Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.
SWI green route	• Casino Road median route. • Most potential for property acquisitions and higher costs. • Greatest potential for property acquisitions in historically underserved communities. • Greatest potential construction challenges maintaining access to businesses and homes along Casino Road. • Greatest potential for utility conflicts.

The SR 526 / Evergreen Station area has four route alternatives and five station alternatives. Four of the station alternatives are near businesses at the intersection of Evergreen Way and Casino Road and one is on the north side of SR 526. The surrounding area includes multi-family residential development to the southwest and single-family residential development to the north and east. The Interurban Trail runs through the east side of the station area, near the south side of Cascade High School. This station would offer connections to existing bus service on Evergreen Way and Casino Road and could serve over 5,000 residents that are projected to live near the station area by 2040.



Click to enlarge

What we heard during early scoping:

- Concerns about potential negative impacts to local businesses and residents who are low-income and/or people of color.
- Support for a station location that would serve schools, commercial areas, residential areas and easy transit connections.
- Support for stations on the west side of Evergreen Way due to better pedestrian and bicycle access to surrounding communities.
- More comments in support of the EGN-A and EGN-B station locations.

EGN-A	• Fewer potential property acquisitions. • Lowest comparative cost. • Less accessible to (farther from) historically underserved communities and affordable housing. • Farthest from forecasted job and population growth areas. • Lowest potential for development opportunities near the station. • Most challenging to connect to Swift and local bus service. • Most challenging to connect to the Interurban Trail.
EGN-B	• Fewest potential property acquisitions, but with higher costs. • Highest potential to affect businesses through property acquisition.
EGN-C	• More existing bicycle and pedestrian connections nearby and access to the Interurban Trail. • Least accessible to (farthest from) historically underserved communities and affordable housing. • Less potential for development opportunities near the station. • Highest potential to affect businesses through property acquisitions. • Higher potential costs to acquire property.
EGN-D	• Most accessible (closest) to historically underserved communities. • Easiest to connect to local and Swift bus service. • Most potential for development opportunities near the station. • Highest potential for property acquisitions, particularly in historically underserved communities. • Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.
EGN-E	• Closest to forecasted job and population growth areas. • More potential for development opportunities near the station. • More existing bicycle and pedestrian connections nearby and access to the Interurban Trail. • Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.

Everett Station

The Everett Station area is adjacent to major landmarks near downtown Everett. The station area has four route alternatives and four station alternatives. Alternatives in this station area balance the need to both serve the existing Everett Station, which is a major local and regional transit hub, and downtown Everett, which has more destinations and residents. Currently, the station area is mostly light industrial and commercial but is planned for major residential and employment growth and could serve over 9,000 residents by 2040. Everett Station will be the northern terminus of the Link system and will be a major connection hub. 1,000 additional parking spaces are anticipated at the station by 2046.



Click to enlarge

What we heard during early scoping:

- Divided opinions between having a station closer to downtown or at Everett Station.
- Concerns that a new station would make traffic congestion worse and reduce parking options.
- Support for providing affordable housing options in the station area to address potential rent increases.
- More comments in support of EVT-A and EVT-C options.

EVT-A	• Less potential to affect known historic resources and for property acquisitions. • Easiest connection to existing transit hub at Everett Station. • Fewest construction challenges with less constrained space for construction. • Farthest from downtown. • Least accessible to (farthest from) historically underserved communities and affordable housing.
EVT-B	• Least potential to affect known historic resources and for property acquisitions. • Lowest potential for property acquisitions in historically underserved communities. • Greater construction challenges because of transmission lines on McDougall Avenue and substation to the east. • Balances distance to downtown and existing transit center.
EVT-C	• Greater construction challenges because of transmission lines on McDougall Avenue and substation to the east. • Balances distance to downtown and existing transit center. • City of Everett's preliminary locally favored option.
EVT-D	• Closest to downtown. • Most accessible (closest) to historically underserved communities and affordable housing. • Most challenging to connect to existing bus service. • Most potential to affect known historic resources and for property acquisitions.

Share your thoughts on route and station options

Survey 

Please rank the features below from the most important at the top to least important at the bottom, when considering station and route locations.

Drag items from the left-hand list into the right-hand list to order them.

Reliable service

Access to community services and existing transit

Consistent with local transportation planning and job/housing forecasts

Financially and technically feasible

Support growth at station areas

Equitable mobility

Quality pedestrian and bicycle access

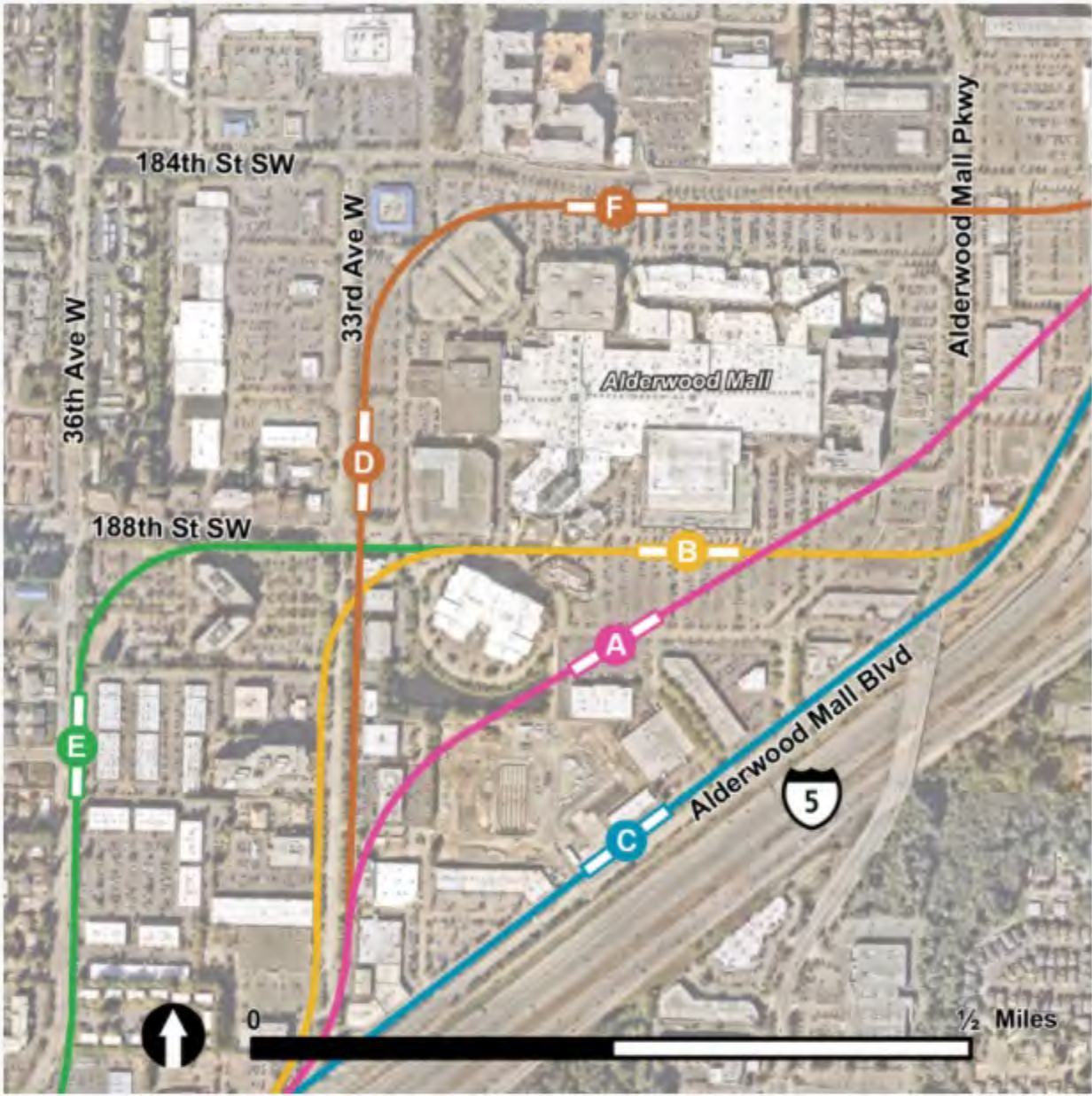
Healthy built natural and social environments



Which locations would you like to comment on? (Choose all that apply)

- ☒ West Alderwood
- ☒ Ash Way
- ☒ Mariner
- ☒ SR 99 / Airport Road
- ☒ SW Everett Industrial Center
- ☒ SR 526 / Evergreen
- ☒ Everett Station
- ☒ OMF North

West Alderwood



Click to enlarge

Which station and route alternatives in the West Alderwood area do you think should move forward?

- ☒ **ALD-A**
- ☐ **ALD-B**
- ☐ **ALD-C**
- ☐ **ALD-D**
- ☐ **ALD-E**
- ☐ **ALD-F**

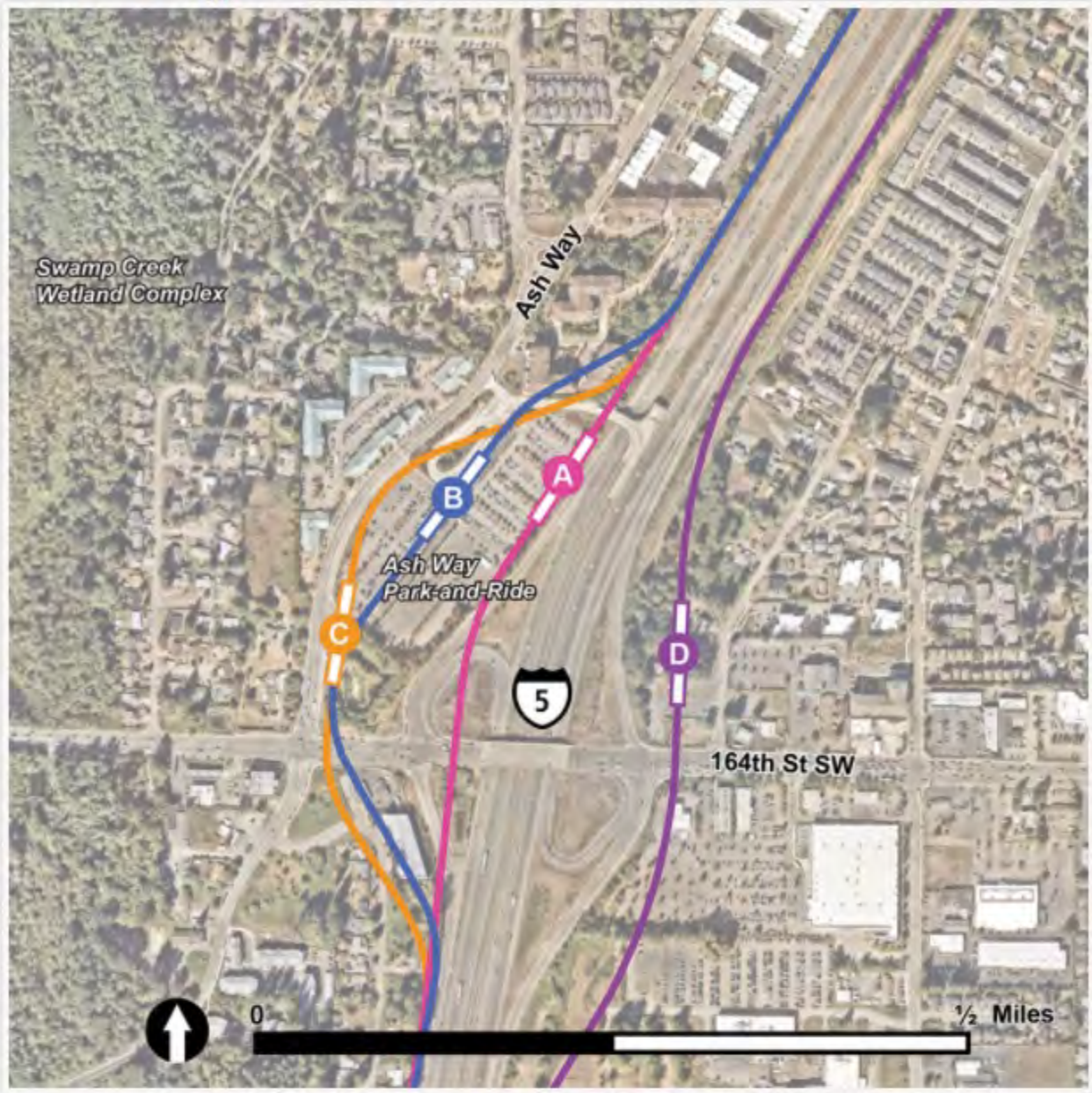
ALD-A pink: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the West Alderwood area do you think should **NOT** move forward?

- ☐ **ALD-A**
- ☒ **ALD-B**
- ☐ **ALD-C**
- ☐ **ALD-D**
- ☐ **ALD-E**
- ☐ **ALD-F**

ALD-B gold: Why do you think this option should **NOT** move forward? What do you dislike about this alternative?

Ash Way



Click to enlarge

Which station and route alternatives in the Ash Way area do you think should move forward?

- ☒ ASH-A
- ☐ ASH-B
- ☐ ASH-C
- ☐ ASH-D

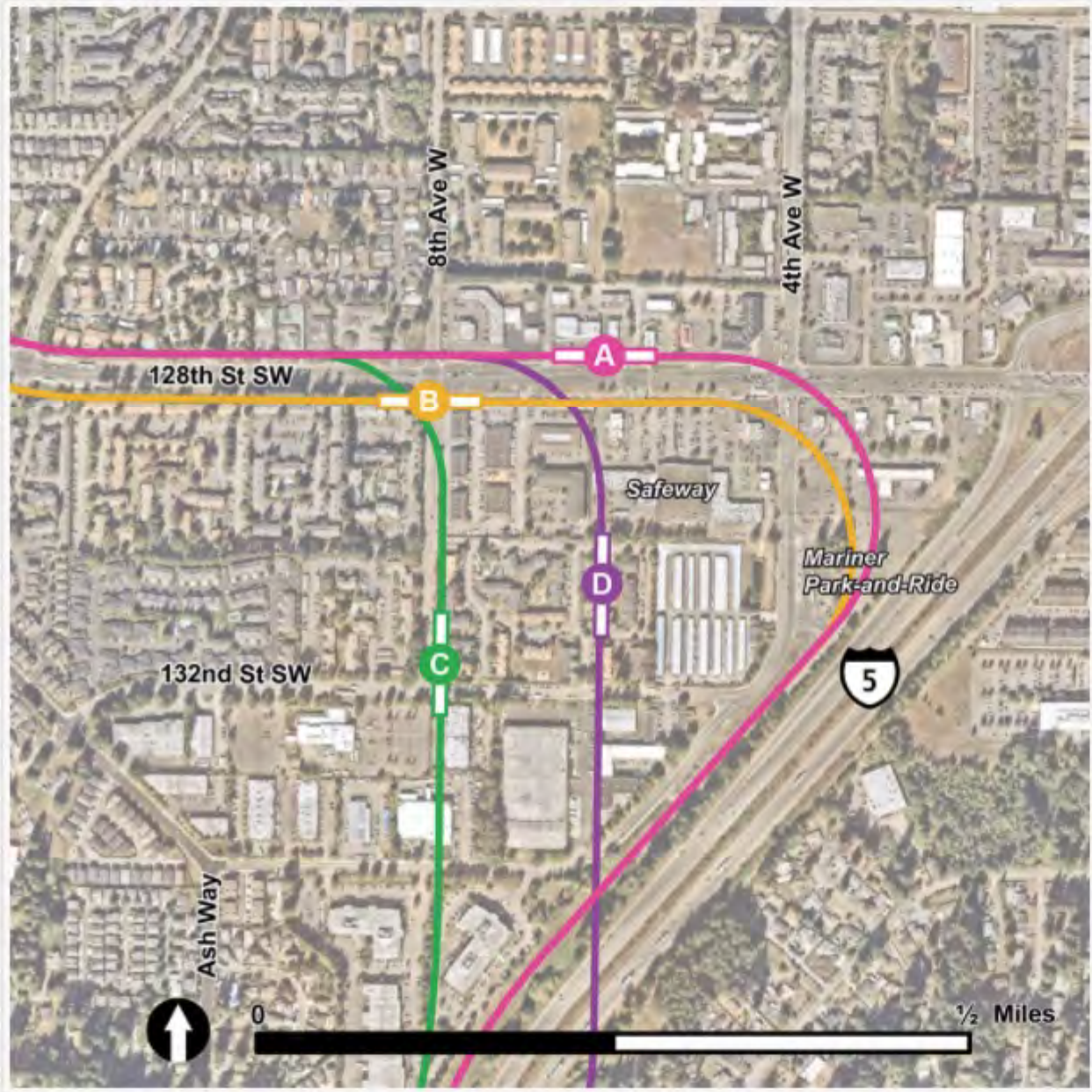
ASH-A pink: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the Ash Way area do you think should NOT move forward?

- ☐ ASH-A
- ☒ ASH-B
- ☐ ASH-C
- ☐ ASH-D

ASH-B blue: Why do you think this option should NOT move forward? What do you dislike about this alternative?

Mariner



Click to enlarge

Which station and route alternatives in the Mariner area do you think should move forward?

- ☒ MAR-A
- ☐ MAR-B
- ☐ MAR-C
- ☐ MAR-D

MAR-A pink: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the Mariner area do you think should NOT move forward?

- ☐ MAR-A
- ☒ MAR-B
- ☐ MAR-C
- ☐ MAR-D

MAR-B gold: Why do you think this option should NOT move forward? What do you dislike about this alternative?

SR 99 / Airport Road



Click to enlarge

Which station and route alternatives in the SR 99 / Airport Road area do you think should move forward?

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C

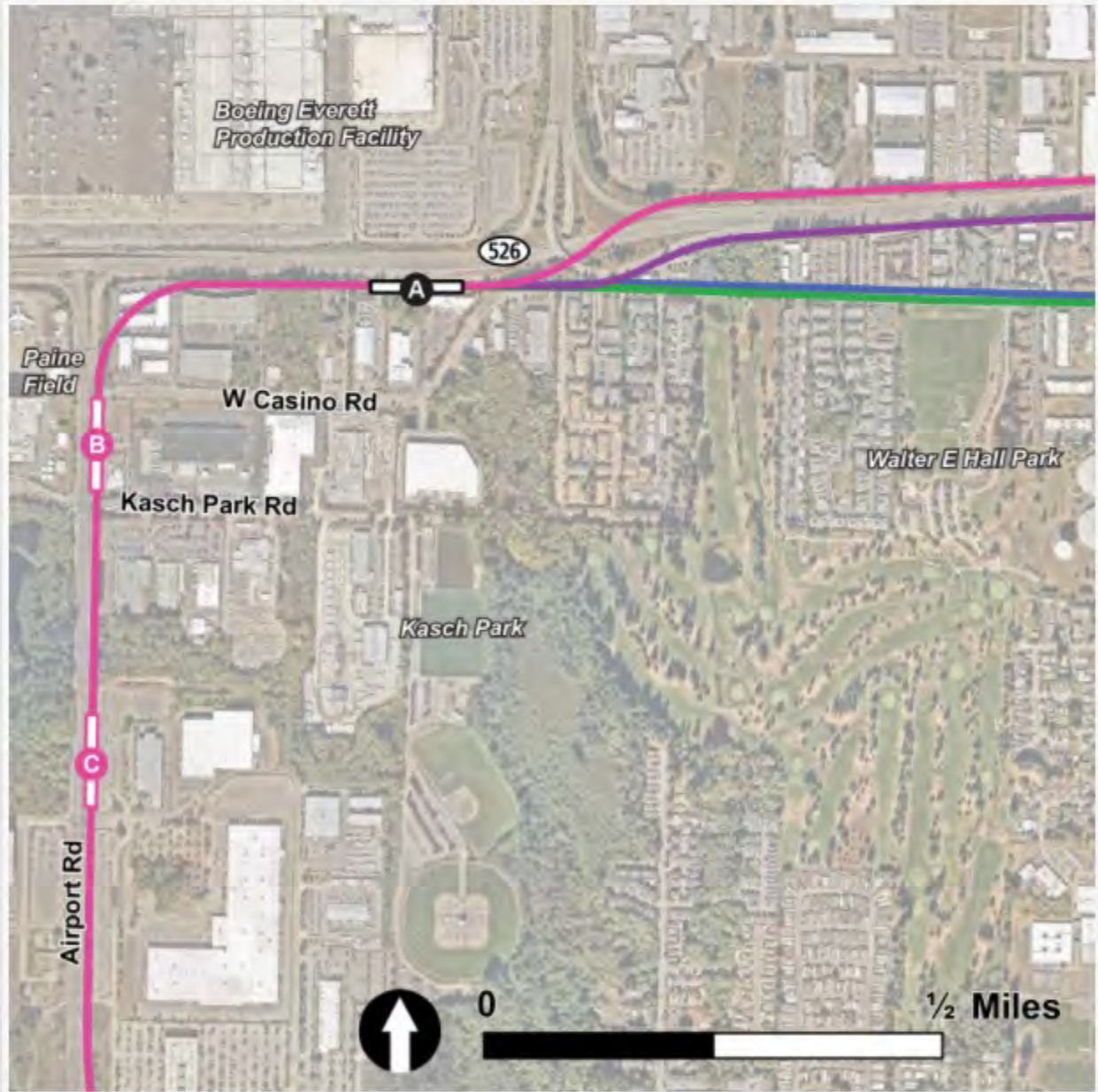
AIR-A pink: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the SR 99 / Airport Road area do you think should NOT move forward?

- ☐ AIR-A
- ☒ AIR-B
- ☐ AIR-C

AIR-B gold: Why do you think this option should **NOT** move forward? What do you dislike about this alternative?

SW Everett Industrial Center



Click to enlarge

Which station and route alternatives in the SW Everett Industrial Center area do you think should move forward?

- ☒ SWI-A
- ☐ SWI-B
- ☐ SWI-C
- ☐ SWI pink route
- ☐ SWI purple route
- ☐ SWI blue route
- ☐ SWI green route

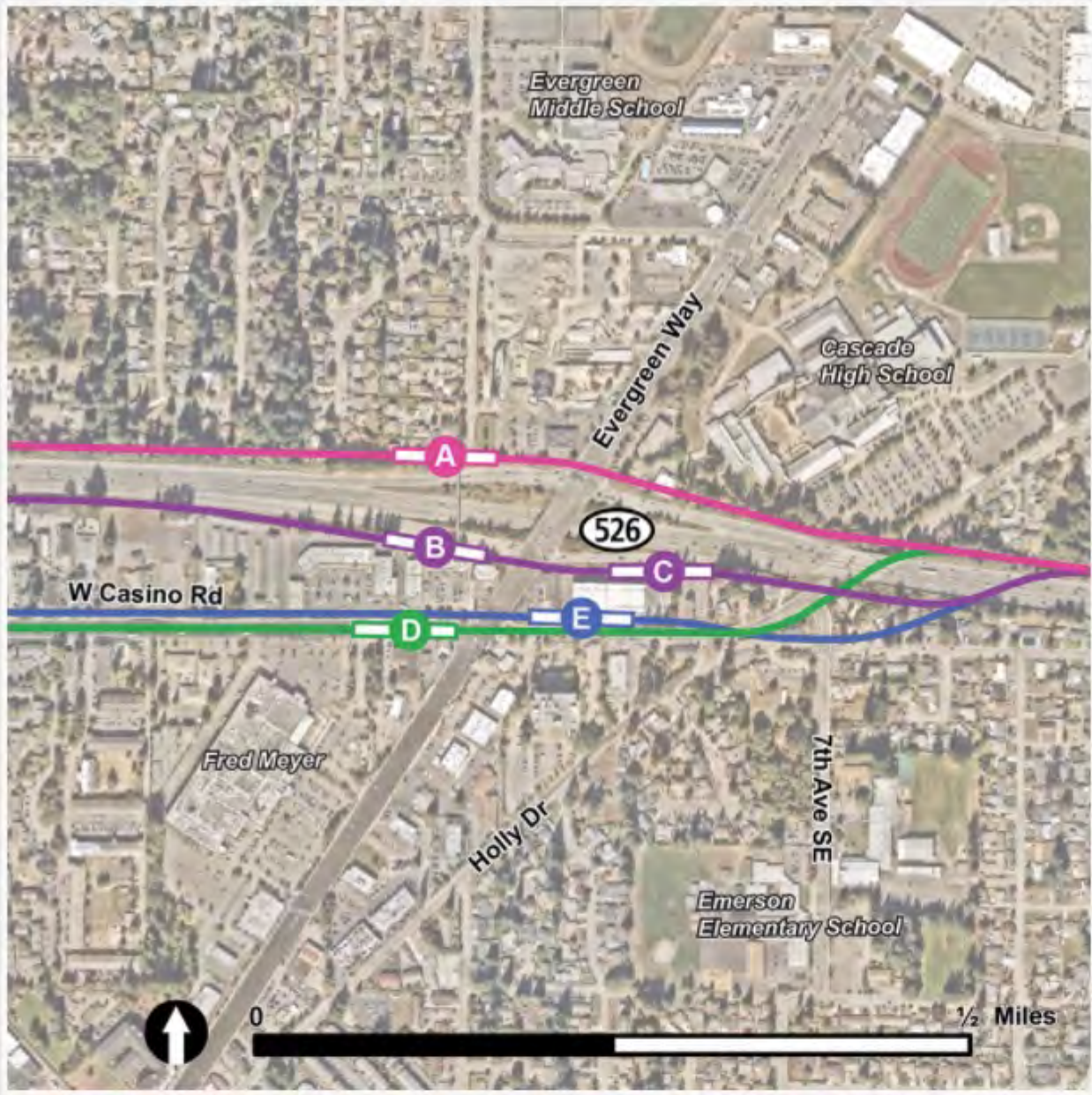
SWI-A: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the SW Everett Industrial Center area do you think should NOT move forward?

- ☐ SWI-A
- ☒ SWI-B
- ☐ SWI-C
- ☐ SWI pink route
- ☐ SWI purple route
- ☐ SWI blue route
- ☐ SWI green route

SWI-B: Why do you think this option should **NOT** move forward? What do you dislike about this alternative?

SR 526 / Evergreen



Click to enlarge

Which station and route alternatives in the SR 526 / Evergreen area do you think should move forward?

- ☒ EGN-A
- ☐ EGN-B
- ☐ EGN-C
- ☐ EGN-D
- ☐ EGN-E

EGN-A pink: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the SR 526 / Evergreen area do you think should NOT move forward?

- ☐ EGN-A
- ☒ EGN-B
- ☐ EGN-C
- ☐ EGN-D
- ☐ EGN-E

EGN-B purple: Why do you think this option should NOT move forward? What do you dislike about this alternative?

Everett Station



Click to enlarge

Which station and route alternatives in the Everett Station area do you think should move forward?

- ☒ EVT-A
- ☐ EVT-B
- ☐ EVT-C
- ☐ EVT-D

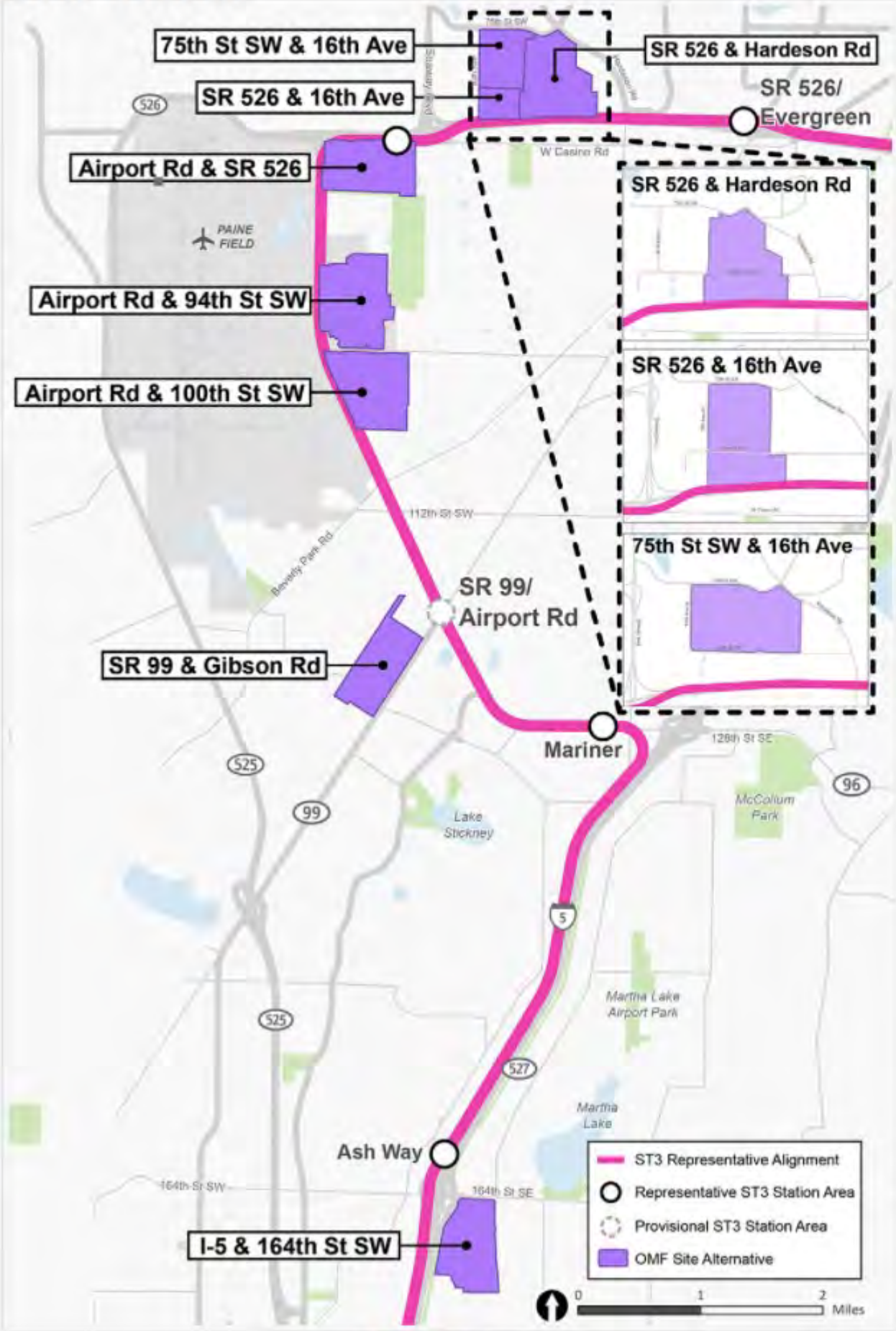
EVT-A pink: Why do you think this option should move forward? What do you like about this alternative?

Which station and route alternatives in the Everett Station area do you think should NOT move forward?

- ☐ EVT-A
- ☒ EVT-B
- ☐ EVT-C
- ☐ EVT-D

EVT-B purple: Why do you think this option should NOT move forward? What do you dislike about this alternative?

OMF North



Click to enlarge

What do you like and dislike about the OMF North site alternatives?
Select the sites you'd like to comment on below. (Choose all that apply.)

- ☒ SR 526 & Hardeson Rd
- ☐ SR 526 & 16th Ave
- ☐ 76th St SW & 16th Ave
- ☐ Airport Rd & SR 526
- ☐ Airport Rd & 94th St SW
- ☐ Airport Rd & 100th St SW
- ☐ SR 99 & Gibson Rd
- ☐ I-5 & 164th St

What do you like and dislike about the SR 526 & Hardeson Rd alternative?

Want to share anything else with us? Add any other comments that will help us build a better Everett Link Extension.

About You

Including information about yourself helps Sound Transit better understand whom we’re engaging with.

Would you be willing to provide demographic information?

- ☒ Yes
- ☐ No

What is your age?

- ☐ 18 or under
- ☐ 19-24
- ☐ 25-34
- ☐ 35-49
- ☐ 50-64
- ☐ 65 or older

What is your gender identity?

- ☐ Female
- ☐ Male
- ☐ Non-Binary
- ☐ I prefer not to answer
- ☐ Please self-describe

Which of the following best describes your living situation?

- ☐ Rent my own apartment/house
- ☐ Own my own apartment/house
- ☐ With a friend or relative
- ☐ Short-term / temporary shelter
- ☐ Long-term or Permanent Housing Services resident
- ☐ Transitional housing or authorized homeless “village”
- ☐ Unhoused / unsheltered
- ☐ I prefer not to say
- ☐ Other (Please specify)

Do you identify yourself as Hispanic or Latino/a/x or of Spanish origins?

- ☒ Yes
- ☐ No

Do you identify yourself as (Please check all that apply):

- ☐ American Indian or Alaskan Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White or Caucasian
- ☐ Other (Please specify)

Do you have reliable access to a working motor vehicle at home?

- ☐ Yes
- ☐ No
- ☐ I’d prefer not to say

What is your home ZIP code?

- ☐ My ZIP code is (Please write-in here)

- ☐ Currently unsheltered / no home ZIP code
- ☐ I don’t know
- ☐ I’d prefer not to say

What languages are regularly spoken in your home?

- ☐ English
- ☐ Spanish
- ☐ Vietnamese
- ☐ Cantonese
- ☐ Mandarin
- ☐ Russian
- ☐ Somali
- ☐ Korean
- ☐ Tagalog
- ☐ Other (Please specify)

Do you consider yourself to have a disability that impacts your use of public transportation?

- ☐ Yes
- ☐ No

What is your household’s total annual earnings?

- ☐ Less than \$10,000
- ☐ \$10,000 - \$14,999
- ☐ \$15,000 - \$19,999
- ☐ \$20,000 - \$24,999
- ☐ \$25,000 - \$34,999
- ☐ \$35,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 - \$199,999
- ☐ \$200,000 or more
- ☐ I prefer not to say

Submit

What’s next for Everett Link Extension?

Now that we’ve shown you our analysis of these alternatives and asked for your input, we will use your feedback to help narrow down alternatives with the most potential for further study in the next evaluation phase. There will be additional opportunities to learn more and weigh in on refined alternatives in Fall 2022.

How to stay engaged

Get involved



Request a briefing or meeting with us; we are happy to meet with you or your community group online with opportunities to hold in-person briefings once safe to do so.

Contact us



Call the project line at [206-370-5533](tel:206-370-5533) to speak with a community engagement specialist.



Email with questions, concerns or comments: everettlink@soundtransit.org.

Go online



Learn about the project: soundtransit.org/everettlink.



Respond to online surveys.



[Subscribe to email updates](#).



Follow us on social media [@SoundTransit](#).

Sound Transit system expansion is:

- Building a 116-mile network extending regional light rail from Everett to Tacoma, and from densely developed Seattle neighborhoods to Redmond and Issaquah.
- Establishing Stride Bus Rapid Transit to the north, east and south sides of Lake Washington.
- Expanding Sounder south line capacity and service, adding two new stations in Tillicum and Dupont.
- Improving access and expanding parking at stations.

Funding

The system expansion plan is paid for with a combination of voter-approved local taxes, federal grants, farebox revenues, borrowed funds and interest revenues.

Who we are

Sound Transit is a public transit agency that plans, builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish counties.

Current services

We are connecting more people to more places to make life better and create equitable opportunities for all. [Explore existing routes](#) and read more about our services below.



Link light Rail

Currently, Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle to Northgate. Service to Northgate began in October 2021, while service to Bellevue and East King County will begin in 2023. By 2024, service will further extend to Federal Way, Lynnwood and downtown Redmond. Link light rail operates seven days a week with trains running every six, 10 or 15 minutes depending on the time of day.



Link light rail trains can carry hundreds of passengers at a time throughout Seattle and the greater region.



ST Express Bus



ST Express bus routes serve urban centers in Snohomish, King and Pierce counties. Our 28 routes provide fast service between major cities and job centers and allow for easy transfers to train service and local buses. We offer ST Express service seven days a week on many routes.



ST Express buses feature bike racks to offer riders greater connectivity with other modes of travel!



Sounder Commuter Rail



Our Sounder trains travel between Everett and Seattle (making stops in Mukilteo and Edmonds) and between Lakewood and Seattle (making stops in South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn, Kent and Tukwila). Sounder trains regularly run weekday mornings and afternoons with weekend service for major events such as concerts and professional sports games.



Passengers boarding the Sounder train in downtown Seattle.



Stride Bus Rapid Transit (BRT) (coming soon!)



Sound Transit is designing the Stride BRT system for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit. Transit priority improvements such as new transit priority lanes and bus queue jumps will help riders avoid traffic congestion and enjoy more frequent and reliable service. The initial Stride BRT lines will serve the communities north, east and south of Lake Washington.

Future Service

Sound Transit service is growing, and to keep up with the growth we have a new and simpler way of naming our train lines. We started using these new lettered and numbered line names beginning September 2021 as part of the launch of Link light rail service to Northgate. [View the full system expansion plan.](#)

Project partners



Public



As a member of the public, we ask that you communicate your ideas, concerns and questions about the project through a variety of communications channels to:

- Learn about the project and ask questions.
- Provide feedback on topics and issues that interest you.
- Let Sound Transit know how you would like to engage.
- Share information and discuss the project with your community.



Community Advisory Group



The Community Advisory Group will provide a forum for community members to inform the development of alternatives for the project. The group includes residents, transit riders, business owners and representatives of organizations that reflect the diversity throughout the corridor, including groups with currently and historically reduced access to opportunities. CAG members will:

- Learn about the project and ask questions.
- Be of diverse representation.
- Aim for consensus around key project decisions and work through project issues as needed.
- Make recommendations at key milestones.
- Highlight specific issues and trade-offs in the corridor, including opportunities and tools to best engage the community in this process.
- Present recommendations for consideration.



Interagency Group



Sound Transit will work closely and coordinate with a number of agencies and governments as this project moves forward, including but not limited to:

- City of Everett.
- City of Lynnwood.
- Snohomish County.
- Puget Sound Regional Council.
- Federal Transit Administration.
- Washington State Department of Transportation.
- Community Transit.



Elected Leadership Group



The Elected Leadership Group is comprised of elected officials who represent communities along the project corridor, and Sound Transit Board members. The purpose of this group is to inform Sound Transit’s decisions and work through the alternatives development process. Meetings will align with key project milestones, be open to the public and include an opportunity for public comment. The ELG will:

- Consider the needs of the Everett Link Extension corridor within the context of the regional transit system.
- Work with project staff to understand and evaluate preliminary design options and trade-offs.
- Represent the communities they serve and share community priorities and local context.
- Seek to form consensus on group recommendations to inform alternatives to carry forward in environmental review and brought to the Sound Transit Board for formal action.

The group will convene throughout the planning process until the Sound Transit Board identifies alternatives to carry forward in environmental review.



Sound Transit Board



The Sound Transit Board oversees the implementation and delivery of the project and has final authority on major project decisions. These decisions include the identification of alternatives to carry forward in environmental review, identification of a preferred alternative, and selecting the project to be built after the conceptual engineering and environmental review process is complete.

In coordination with Federal Trade Administration (federal NEPA lead agency), the Board will consider recommendations and feedback from the Community Advisory Group, Elected Leadership Group, and the public when making decisions.



Tribes



In partnership with Sound Transit’s Tribal Relations director, the project team will consult with Washington State tribes throughout the project development process.

General questions? Contact us:

Sound Transit Community Outreach
Phone: [206-370-5533](tel:206-370-5533)
Email: everettlink@soundtransit.org
Web: soundtransit.org/everettlink

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: [800-201-4900](tel:800-201-4900), TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: [888-889-6368](tel:888-889-6368), TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: [206-398-5268](tel:206-398-5268)

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