



# ***Everett Link Extension***

## **Nonmotorized Station Access Allowance Comment Summary Report**

***May 15-June 29, 2025***

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# 1 INTRODUCTION

## 1.1 Overview

From May 15 to June 29, 2025, Sound Transit hosted a public engagement period to share information about and collect feedback on proposed Nonmotorized Station Access Allowance projects, along with a few other minor updates and survey questions regarding sustainability and other related topics.

This report summarizes the public participation and key findings from public feedback received during the outreach period. A full list of comments received on proposed Nonmotorized Station Access Allowance projects is available in **Appendix A**.

For further information on outreach methodology and the Nonmotorized Station Access Allowance process overall, please refer to the [Nonmotorized Station Access Allowance Outreach Summary](#).

## 1.2 In this report

In this report, you will find information about the feedback received throughout this engagement effort.

*Section 2* covers general engagement metrics and provides context for the feedback that informs the comment summary. You can find more information in the outreach summary report.

*Section 2.2* covers some of the universal themes that came up throughout the engagement that were repeated consistently throughout all station areas and proposed Nonmotorized Station Access Allowance projects.

*Section 3* covers the feedback shared at the station area level. Each subsection within *Section 3* is focused on one of the seven station areas. The station area subsections are broken out into several components starting from a broad station area level of general themes and drilling down to project specific feedback.

Each subsection of *Section 3* begins with a short description of the station area and the station alternatives that are being proposed, followed by some high-level reporting on the engagement that station area received and a map of the Nonmotorized Station Access Allowance projects that are being considered.

The next subsection includes more detail on the comments that were shared, starting with some general sentiments for each station area, a list of specific locations that are mentioned in survey comments, followed by more detailed reporting of the feedback shared for specific station access allowance projects.

The project-specific subsections include a heat map showing the projects that were most frequently rated as a high priority. The heat map is followed by a detailed table that includes the individual project descriptions, the total number of ratings and comments for each project, a detailed breakdown of the priority rating by percentage and count, as well as a detailed summary of the comments that were provided for each specific project.

Participants were asked to share ideas or suggestions for additional projects that were not covered in the proposed project list. Those suggestions are shown on a map indicating the location of the suggestion and a table that summarizes the project suggestion.

## 2 PUBLIC FEEDBACK

### 2.1 Engagement overview

Sound Transit held two public meetings, one in-person on June 5 and one virtual on June 17, to provide an opportunity for the public to learn about the access projects and provide input on their priority projects. In addition, an online open house was available throughout the entire comment period (May 15 through June 29, 2025) at [everettlink.participate.online](https://everettlink.participate.online). See the table below for information on engagement numbers. There are additional details in the [engagement summary report](#).

Type of outreach	Number of participants
Online open house	12,834 visitors
Interactive map/survey	2,911 visitors
Virtual public meeting	24 attendees
In-person public meeting	79 attendees
In-language public briefings	78 attendees

Sound Transit received approximately 1,296 comments from the public via the online survey, email, and written and verbal comments at the in-person open house. These comments are summarized in *Section 2.2*.

1

### 2.2 General comment themes

We categorized the 1,296 project comments into 81 unique comment themes. Below we have included a roll-up summary of the comment themes that were mentioned in 5% or more of the total number of comments. Copies of the public comments received are included in **Appendix A**.

Major comment themes that applied to the entire project included the following:

**Access and accessibility:** Comments focused on the importance of including improvements that provide access to safe biking, walking, and rolling for people of all ages and abilities. Many also noted a desire to connect to specific destinations, including local public transit and future Link stations. They also included comments around current accessibility limitations such as missing sidewalks, lack of audible technology at crosswalks, etc.

**Bicycles and cycling:** Comments included requests for better bike connections with a strong preference for physically separated/protected bike lanes designed for all ages and abilities. There was a desire for continuous bike routes and filling in network gaps.

**Bus/transit/light rail:** Comments focused on how bike and pedestrian facilities could increase transit ridership and the importance of designing facilities for safety, comfort, and flow around stations.

**Connection:** Comments focused on filling in network gaps, connecting to regional trails, making connections more direct and less circuitous, and overall support for connecting to neighborhoods and community destinations. Including increasing connections over Interstate 5 and Interstate 405 to provide greater access from neighborhoods to regional amenities.

**Economic impacts:** Comments noted the potential for projects to boost economic development, benefit local businesses, and create more desirable development conditions. Comments also focused on the need for residents to have access to areas with high levels of economic activity such as the Alderwood Mall and Boeing/Paine Field Airport.

**I-5/I-405:** Comments noted a desire to see improved connections over Interstate 5 and Interstate 405 to provide greater access from neighborhoods to regional amenities. Some comments shared observations about the lack of safety at existing crossings for people biking or walking.

**Interurban Trail:** Comments noted the importance of the Interurban Trail as a regional asset and support for filling in gaps and adding access points.

**Motor vehicle traffic:** Comments included observations about the volume or traffic near specific comments. Some comments provided these observations as evidence supporting the need for a particular improvement and some expressed concerns about the impact to traffic flow that the project would bring. Some comments also expressed a preference for prioritizing motor vehicle traffic in specific locations where people would need vehicle access to a destination or amenity.

**Pedestrian:** Comments noted the importance of pedestrian ease and safety and the need for improved crosswalks and paths that are designed for all abilities. Many comments pointed out where it is difficult to walk due to width, landscaping, noise, traffic speed, or gaps in the sidewalk network.

**Safety:** Comments around safety were very common and included specific safety concerns about vulnerable populations such as school-age children, elderly, and people with disabilities.

**Suggested alternatives:** Some comments suggested that the proposed project would be better on a different street or at a different intersection or should be a different length or facility type.

**Sidewalk, crosswalk, intersections:** Comments included a general desire for better crossings and connections as well as specific requests for connections over freeways, protected intersections for bikes, flashing beacons at crossings, and audio technology at signalized crossings.

Overall, there was a high level of interest in and support for station access projects in general. People saw the benefits of increased connectivity, safety, and even economic development potential as potential outcomes of these projects. Support for each individual project varied, and there were different priorities based on the context of each station area, which are summarized below.

### 3 STATION AREA FEEDBACK

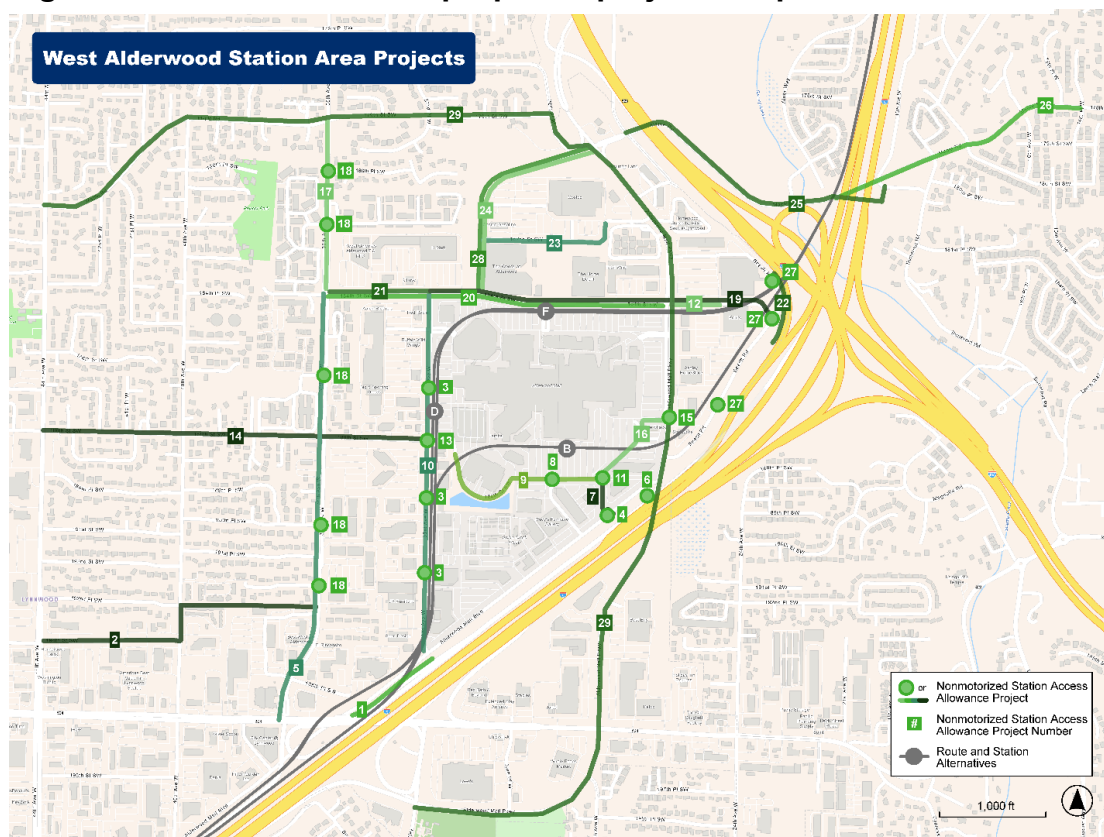
#### 3.1 West Alderwood

##### 3.1.1 Station area overview

The future West Alderwood Station would be elevated and located near the Alderwood Mall. Community Transit serves this area with local buses and Swift Orange Line service. No new parking is planned for this station area.

There are 29 candidate projects identified that are adjacent or in close proximity to the Alderwood West station area. These projects are indicated by the numbers on the map, and their descriptions are provided in table 3-1. Overall, the projects received 3,117 clicks. Respondents provided 1,674 project ratings, 252 project comments, and suggested 15 additional projects. The proposed projects are shown in Figure 3-2.

Figure 3-1: West Alderwood proposed projects map



### 3.1.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around West Alderwood were also included. Some common sentiments identified by respondents included:

- Strong support for a bicycle and pedestrian bridge over I-5 near Maple Road.
- Strong preferences for projects that proposed protected and separated bike paths over projects that proposed painted bike lanes or sharrows.
- Strong support for projects that improve access to the Interurban Trail.
- Strong support for projects that improve access to the Alderwood Mall and surrounding commerce area.
- Support for projects that improve accessibility for different user needs.
- Support for projects that improved access from neighborhoods to regional destinations.
- Support for the use of audible technology at all crosswalks.
- Support for crossings that improve pedestrian safety by reducing crossing distance or increasing visibility.
- Support for projects that would fill gaps in the existing bicycle or pedestrian networks.
- Acknowledgement of the positive economic impact some projects could bring to the area because they improve access to the mall from surrounding neighborhoods.
- Less support for bicycle network improvements that did not connect to other bicycle facilities.
- Less support for bicycle facilities that may be underutilized due to proximity to high traffic volume, vehicle speeds, or steeply graded hills.
- There was strong support for a bike/pedestrian bridge over I-5. The current overpass on Maple Road feels unsafe.
- Poplar Way corridor needs improved connections for bikes and pedestrians over the interstate.
- Pavement on the Interurban Trail behind Target is in poor condition and in need of repair.
- Desire to see proposed facilities connect to existing bike facilities on Ash Way, 188th St SW, 36th Ave W, and Larch Way.

#### 3.1.2.1 Comments by project

Most of the proposed projects in the West Alderwood Station Area were given a high priority rating of 4 or 5 by an average of 34% of respondents. Figure 3-3 below shows the high priority project rating mapped. Table 3-1 provides the rating data in more detail along with a summary of the project comments.

Figure 3-2: West Alderwood high-priority-rated projects map

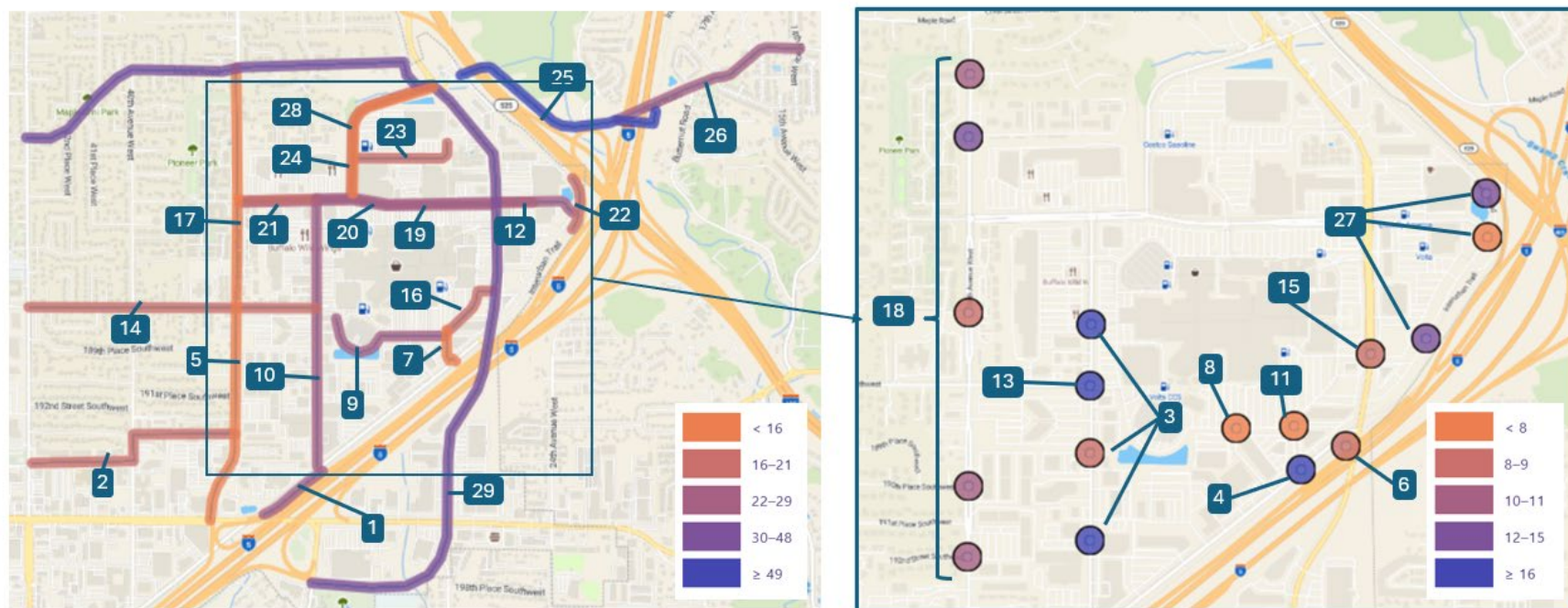


Table 3-1 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority ratings by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-1: West Alderwood ratings and project-specific comment themes**

West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #1:</b> Street level connection between Interurban Trail adjacent to Alderwood Mall Blvd and 196th St SW</p> <p><i>Total ratings: 78</i> <i>Total comments: 9</i></p>	5% (4)	15% (12)	27% (21)	21% (16)	32% (25)	<ul style="list-style-type: none"> <li>• Good for Interurban and Centennial Trail connections.</li> <li>• Positive safety improvement.</li> <li>• Could improve ridership for future light rail.</li> <li>• May not be needed due to other rail connection points.</li> </ul>
<p><b>Project #2:</b> All ages and abilities bike lanes on 194th St SW/Veterans Way between 44th Ave W and 36th Ave W. May include physical separation.</p> <p><i>Total ratings: 70</i> <i>Total comments: 9</i></p>	9% (6)	23% (16)	20% (14)	20% (14)	29% (20)	<ul style="list-style-type: none"> <li>• Concern about the lack of connections to other bicycle infrastructure.</li> </ul>
<p><b>*Project #3:</b> Three new high-visibility crosswalks with flashing beacons on 33rd Ave W between 184th St SW and 194th St SW</p> <p><i>Total ratings: 111</i> <i>Total comments: 10</i></p>	5% (6)	12% (14)	31% (36)	16% (18)	36% (42)	<ul style="list-style-type: none"> <li>• Support for a high visibility crosswalk.</li> <li>• Need to include audible technology in the proposed improvement.</li> </ul>
<p><b>*Project #4:</b> High-visibility crosswalk with flashing beacons or signal at the intersection of Alderwood Mall Blvd and 28th Ave W</p> <p><i>Total ratings: 39</i> <i>Total comments: 8</i></p>	5% (2)	18% (7)	10% (4)	26% (10)	41% (15)	<ul style="list-style-type: none"> <li>• Support for a safer crossing, shared personal experience with a near miss at this intersection, and expressed a need to include audible technology in the proposed improvement.</li> </ul>

West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #5:</b> Bike boulevard with lower traffic speeds and shared bike markings, on 36th Ave W between 196th St SW and 184th St SW</p> <p><i>Total ratings: 57</i> <i>Total Comments: 11</i></p>	9% (5)	18% (10)	26% (15)	28% (16)	19% (11)	<ul style="list-style-type: none"> <li>Lack of support for sharrows on this road.</li> <li>Protected or separated lanes would be a better solution at this location.</li> </ul>
<p><b>Project #6:</b> New connection for bikes between the Interurban Trail and the west side of Alderwood Mall Pkwy</p> <p><i>Total ratings: 37</i> <i>Total comments: 3</i></p>	3% (1)	16% (6)	32% (12)	27% (10)	22% (8)	<ul style="list-style-type: none"> <li>General support.</li> <li>Concern around worsening traffic congestion.</li> </ul>
<p><b>Project #7:</b> Two-way separated bike lane on the east side of 28th Ave W between Mall Access Road and Alderwood Mall Blvd to provide a direct connection to the Interurban Trail</p> <p><i>Total ratings: 41</i> <i>Total comments: 5</i></p>	2% (1)	20% (8)	20% (8)	29% (12)	29% (12)	<ul style="list-style-type: none"> <li>Would improve the connection needed between the mall and Interurban Trail.</li> </ul>
<p><b>Project #8:</b> New high-visibility crosswalks with flashing beacons across 29th Ave W at the intersection with 188th St SW</p> <p><i>Total ratings: 24</i> <i>Total comments: 2</i></p>	13% (3)	25% (6)	21% (5)	17% (4)	25% (6)	<ul style="list-style-type: none"> <li>General support for improved crossings.</li> </ul>

West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #9:</b> Fill sidewalk gaps along 188th St SW between 33rd Ave W and 28th Ave W</p> <p><i>Total ratings: 63</i> <i>Total comments: 9</i></p>	6% (4)	17% (11)	19% (12)	21% (13)	37% (23)	<ul style="list-style-type: none"> <li>Support for filling in gaps in the sidewalk network and making the area around the mall more accessible for people with mobility challenges.</li> </ul>
<p><b>*Project #10:</b> Separated bike lanes on 33rd Ave W between 184th St SW and the Interurban Trail</p> <p><i>Total ratings: 55</i> <i>Total comments: 9</i></p>	11% (6)	4% (2)	16% (9)	29% (16)	40% (22)	<ul style="list-style-type: none"> <li>Key connection for access to the station.</li> <li>Could increase bike ridership, transit ridership and improve multi-modal safety and access.</li> </ul>
<p><b>Project #11:</b> New high-visibility crosswalks with flashing beacons at the intersection of 28th Ave W and 188th St SW</p> <p><i>Total ratings: 33</i> <i>Total comments: 3</i></p>	12% (4)	24% (8)	18% (6)	27% (9)	18% (6)	<ul style="list-style-type: none"> <li>Challenge in getting from the Interurban Trail to the mall due to a gap in sidewalk connectivity.</li> </ul>
<p><b>*Project #12:</b> Fill in sidewalk gaps on the south side of 184th St SW between Alderwood Mall Pkwy and Beech Road</p> <p><i>Total ratings: 42</i> <i>Total comments: 2</i></p>	12% (5)	17% (7)	21% (9)	10% (4)	40% (17)	<ul style="list-style-type: none"> <li>Desire to see improved safety for those who use mobility devices.</li> <li>Other projects are more needed unless this project provides an opportunity to connect bike/pedestrian access to the north of the freeway.</li> </ul>
<p><b>*Project #13:</b> Reduce the pedestrian crossing distance and upgrade the accessible curb ramps at 33rd Ave W and 188th St SW</p> <p><i>Total ratings: 41</i> <i>Total comments: 2</i></p>	12% (5)	17% (7)	22% (9)	10% (4)	39% (16)	<ul style="list-style-type: none"> <li>General support for improved crossings.</li> </ul>

West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #14:</b> Bike improvements on 188th St SW between 33rd Ave W and 44th Ave W</p> <p><i>Total ratings: 57</i> <i>Total comments: 8</i></p>	9% (5)	11% (6)	30% (17)	21% (12)	30% (17)	<ul style="list-style-type: none"> <li>• Need to prioritize other improvements such as completing sidewalks.</li> <li>• Hill is too steep and would not get much use.</li> </ul>
<p><b>Project #15:</b> Crosswalk on the north leg of the intersection of Alderwood Mall Pkwy and 188th St SW</p> <p><i>Total ratings: 43</i> <i>Total comments: 5</i></p>	9% (4)	14% (6)	30% (13)	26% (11)	21% (9)	<ul style="list-style-type: none"> <li>• Existing crosswalk is sufficient.</li> <li>• Concern about the impact this would have on congestion turning out of the Alderwood Mall parking lot.</li> </ul>
<p><b>*Project #16:</b> Fill sidewalk gaps along 188th St SW between 28th Ave W and Alderwood Mall Pkwy</p> <p><i>Total ratings: 43</i> <i>Total comments: 5</i></p>	12% (6)	16% (8)	30% (15)	4% (2)	38% (19)	<ul style="list-style-type: none"> <li>• Support for safe and convenient pedestrian access around the mall.</li> </ul>
<p><b>Project #17:</b> All ages and abilities bike lanes 36th Ave W between 184th St SW and 179th St SW. May include physical separation.</p> <p><i>Total ratings: 42</i> <i>Total comments: 5</i></p>	2% (1)	12% (5)	29% (12)	26% (11)	31% (13)	<ul style="list-style-type: none"> <li>• Support for physically separated bike/pedestrian connection.</li> <li>• Connects to existing infrastructure.</li> <li>• Concern around worsening traffic congestion.</li> </ul>
<p><b>*Project #18:</b> Five new high-visibility crosswalks with flashing beacons on 36th Ave W between SR 524/196th St SW and 179th St SW</p> <p><i>Total ratings: 126</i> <i>Total comments: 10</i></p>	4% (5)	17% (22)	20% (26)	21% (27)	39% (51)	<ul style="list-style-type: none"> <li>• General support for improved crossings.</li> <li>• Will improve neighborhood connections.</li> </ul>

West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #19:</b> All ages and abilities bike lanes on 184th St SW between 33rd Ave W and Alderwood Mall Pkwy. May include physical separation.</p> <p><i>Total ratings: 61</i> <i>Total comments: 14</i></p>	7% (4)	13% (8)	25% (15)	18% (11)	38% (23)	<ul style="list-style-type: none"> <li>• Support for a connection that travels through the mall to the station.</li> <li>• Importance of a separated and protected facility at this location.</li> <li>• Potential benefit of economic growth to this area.</li> </ul>
<p><b>*Project #20:</b> Sidewalks on the south side of 184th St SW from 36th Ave W to Alderwood Mall Pkwy</p> <p><i>Total ratings: 56</i> <i>Total comments: 8</i></p>	5% (3)	7% (4)	18% (10)	25% (14)	45% (25)	<ul style="list-style-type: none"> <li>• Support for filling in gaps in the sidewalk network and improved pedestrian access around the mall.</li> </ul>
<p><b>*Project #21:</b> All ages and abilities bike lanes on 184th St SW between 36th Ave W and 33rd Ave W connecting to the County's planned project on 184th St SW. May include physical separation.</p> <p><i>Total ratings: 46</i> <i>Total comments: 8</i></p>	7% (3)	13% (6)	22% (10)	20% (9)	39% (18)	<ul style="list-style-type: none"> <li>• Described as critical connection; emphasized the need for it to be a protected and separated facility.</li> </ul>
<p><b>*Project #22:</b> Fill in gap in the Interurban Trail east of Beech Road near 184th St SW</p> <p><i>Total ratings: 40</i> <i>Total comments: 6</i></p>	3% (1)	0% (0)	25% (10)	30% (12)	43% (17)	<ul style="list-style-type: none"> <li>• Support for filling gaps in the Interurban Trail.</li> </ul>

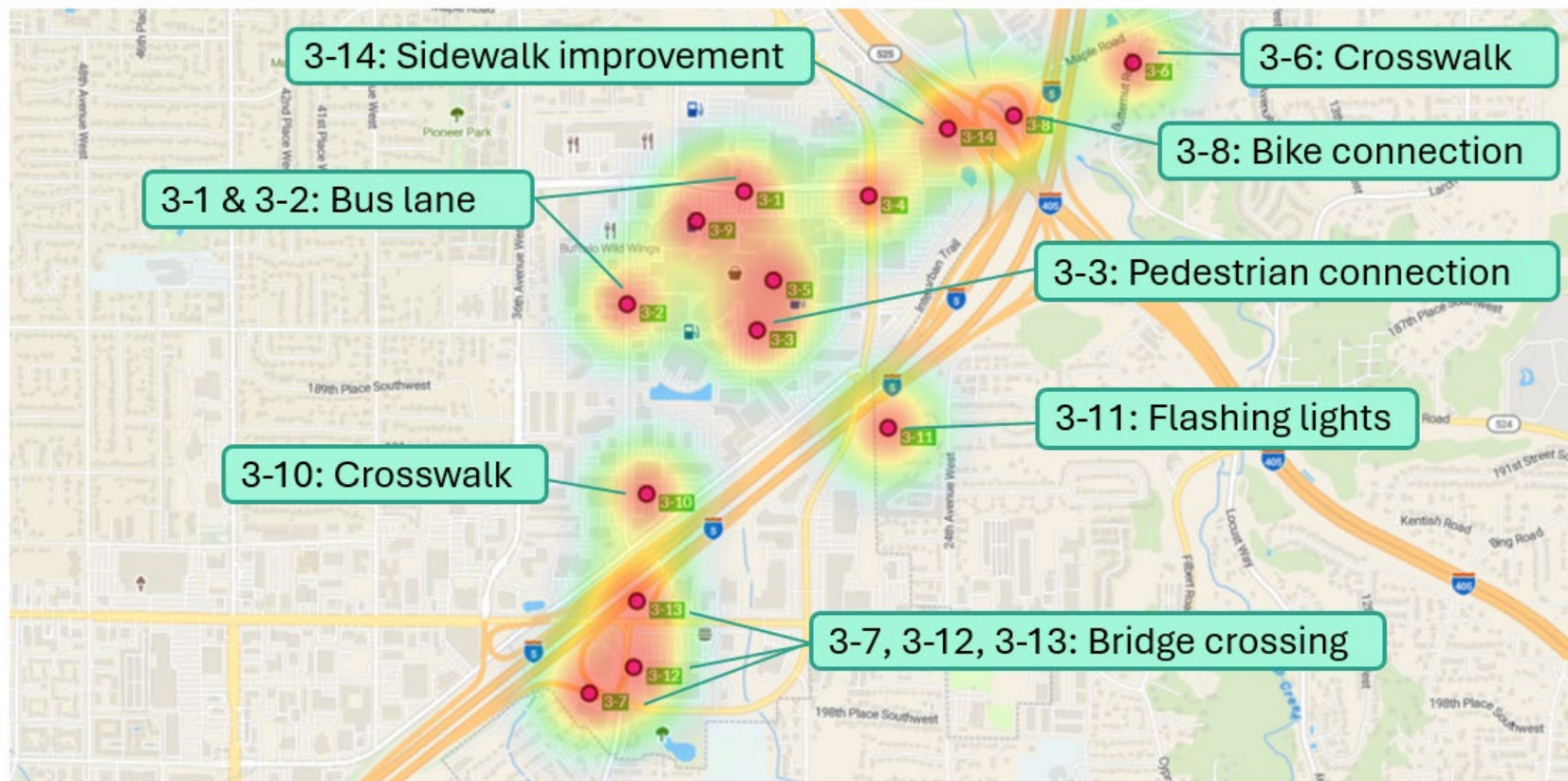
West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #23:</b> Fill in sidewalk gaps along 182nd St SW between 33rd St W and Alderwood Mall Pkwy</p> <p><i>Total ratings: 51</i> <i>Total comments: 6</i></p>	18% (9)	14% (7)	18% (9)	20% (10)	31% (16)	<ul style="list-style-type: none"> <li>Not perceived as a high priority due to low foot traffic.</li> </ul>
<p><b>Project #24:</b> Upgrade existing bike lanes between Alderwood Mall Pkwy and 184th St SW</p> <p><i>Total ratings: 42</i> <i>Total comments: 10</i></p>	12% (5)	17% (7)	21% (9)	21% (9)	29% (12)	<ul style="list-style-type: none"> <li>Concerns about this improvement due to current traffic speed and volume, suggesting that cyclists may not use it or that this road should prioritize vehicles.</li> </ul>
<p><b>*Project #25:</b> Bicycle and pedestrian path and bridge near Maple Road across I-5 to connect to the Interurban Trail at Butternut Road</p> <p><i>Total ratings: 75</i> <i>Total comments: 23</i></p>	3% (2)	5% (4)	9% (7)	17% (13)	65% (49)	<ul style="list-style-type: none"> <li>Strong support for this project as a critical measure to fill the gap in the Interurban Trail.</li> <li>Provide access to the mall and the light rail station.</li> <li>Provide a new safe and comfortable facility over I-5.</li> </ul>
<p><b>*Project #26:</b> Upgrade existing bike lanes on Maple Rd to a bicycle and pedestrian path between I-5 and 14th PI W as an extension to the County's planned project on Maple Road</p> <p><i>Total ratings: 61</i> <i>Total comments: 15</i></p>	3% (2)	11% (7)	11% (7)	36% (22)	38% (23)	<ul style="list-style-type: none"> <li>Need for improvement on the existing road due to safety concerns.</li> <li>Strong support for connectivity between the future light rail station, the mall, and the Interurban Trail.</li> <li>One commenter suggested a roundabout at the intersection of Maple and Butternut.</li> </ul>

West Alderwood Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #27:</b> Three new connections to the Interurban Trail along Beech Road with intersection improvements</p> <p><i>Total ratings: 100</i> <i>Total comments: 6</i></p>	7% (7)	19% (19)	25% (25)	20% (20)	30% (30)	<ul style="list-style-type: none"> <li>Some were in support of this project but suggested that it should be a lower priority compared to other projects in the area.</li> <li>Support for more connections to the Interurban Trail.</li> </ul>
<p><b>Project #28:</b> Replace painted walkway with formal raised sidewalk along the west side of 33rd Ave W between 184th St SW and Alderwood Mall Pkwy</p> <p><i>Total ratings: 51</i> <i>Total comments: 10</i></p>	14% (7)	18% (9)	12% (6)	22% (11)	34% (17)	<ul style="list-style-type: none"> <li>Concerns about this improvement due to current traffic speed and volume.</li> <li>Suggestion that pedestrians would not walk on that side of the road and the existing sidewalk on the other side is sufficient.</li> </ul>
<p><b>*Project #29:</b> Install all ages and abilities bike lanes on Alderwood Mall Pkwy from Poplar Way, along 30th PI W, 179th St SW, and Maple Road to 44th Ave. May include physical separation.</p> <p><i>Total ratings: 73</i> <i>Total comments: 17</i></p>	7% (5)	7% (5)	29% (21)	16% (12)	41% (30)	<ul style="list-style-type: none"> <li>Key connection to local commercial activity.</li> <li>Emphasized the need for physical separation of bike/pedestrian paths from vehicle traffic.</li> </ul>

### 3.1.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-3 shows the location of each of those suggestions and Table 3-2 includes the comments that were attached to each of these suggested projects.

Figure 3-3: West Alderwood suggested projects map



**Table 3-2: West Alderwood suggested project descriptions**

Map ID	Suggested Projects
3-2	Dedicated bus lane with signal priority along 133rd PI SW connecting Community Transit Services to the future Link station.
3-1	Dedicated bus lane with signal priority along 184th St SW connecting Community Transit Services to the future Link station.
3-3	Direct connection between Alderwood Mall and the future Link station with convenient pedestrian access to the mall.
3-4	No specific project suggestion. Commenter noted heavy congestion and requested that no project be completed in this location that would worsen the congestion.
3-5†	No specific project suggestion; included a general comment about the cost of the project.
3-6	Crosswalk to improve safe access to the Interurban Trail.
3-10	Crosswalk.
3-11	Install emergency lights at crosswalks and bike lanes.
3-8	Connect Maple Rd bike access to Interurban Trail on the southwest side of I-5/405 interchange.
3-7	Pedestrian Bridge over the interstate from Poplar Way to 33rd Ave W and preferred alternative Alderwood Link light rail station. Potential transit/park-and-ride space at the current Lowe's site.
3-13	Pedestrian/bicycle bridge over I-5 for a more direct connection to the station from Poplar Way and areas to the east. Potential long term/larger project to connect motor vehicle access or a future lid over this section of I-5, to reconnect the separated Alderwood area.
3-12	Improved access along the Poplar Way corridor to a pedestrian or multi-use bridge over I-5. Convert Lowe's parking lot to a park-and-ride.
3-14	Repair and maintain the pavement on the trail behind Target, address tree root damage.

†Comment is about the Link project in general, rather than a new station access improvement project.

## 3.2 Ash Way

### 3.2.1 Station area overview

The future Ash Way station would be located either at the existing Ash Way Park-and-Ride, or across I-5 from it. Snohomish County plans to complete a new multi-modal crossing of I-5 north of 164th St SW, which is partially funded. Community Transit currently serves this area with local and commuter buses, and Swift Orange Line service.

There are 16 candidate projects identified that are adjacent or in close proximity to the Ash Way station area. These projects are indicated by the numbers on the map, and their descriptions are provided in Table 3-3. Overall, the projects received 1,462 clicks. Respondents provided 845 project ratings, 263 project comments, and suggested 26 additional projects. These proposed projects are shown in Figure 3-4.

Figure 3-4: Ash Way proposed projects map



### 3.2.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around Ash Way were also included. Some common issues identified by respondents included:

- Support for building out/connecting existing bike infrastructure with new paths.
- Strong support for protected bike lanes to improve safety for cyclists.
- Support for filling sidewalk gaps to improve safety.
- Strong support for station alternative on west side of freeway.
- Strong opposition to station alternative on east side of freeway.
- Some comments questioning the necessity and need to weigh cost versus future usage.
- Several mentions of existing traffic congestion, and fears of traffic congestion getting worse if vehicle lanes are removed.
- Safety and accessibility are the top priorities.
- Request for bike lanes on Larch Way from SR 524 to 164th St SW.
- Request for better connection between neighborhoods and Alderwood Middle School and Martha Lake Elementary.
- Need for a safe sidewalk connecting 164th St SW to Alder Way.
- Better bike access to Mill Creek area.
- Observations of excessive congestion on 164th St SW:
  - Some suggest it is a good option for priority bus lane.
  - Some suggest that it is not a good option for a bike lane.
  - Safety concerns between Meadow Road and Mill Creek Blvd, deterring respondents from visiting business in the area.
  - Safety improvement I-5 overcrossing to add a 2-way bike path on the south side of bridge.
- Concerns about the safety around Mill Creek Foursquare Church.
- Concerns about the Business Access and Transit (BAT) lanes on SR 99 adding to congestion.
- Suggestions to move bus route to Meadow Road.
- Desire for better bike access to Martha Lake.
- Desire for better access to Ash Way and Swamp Creek Park-and-Rides.

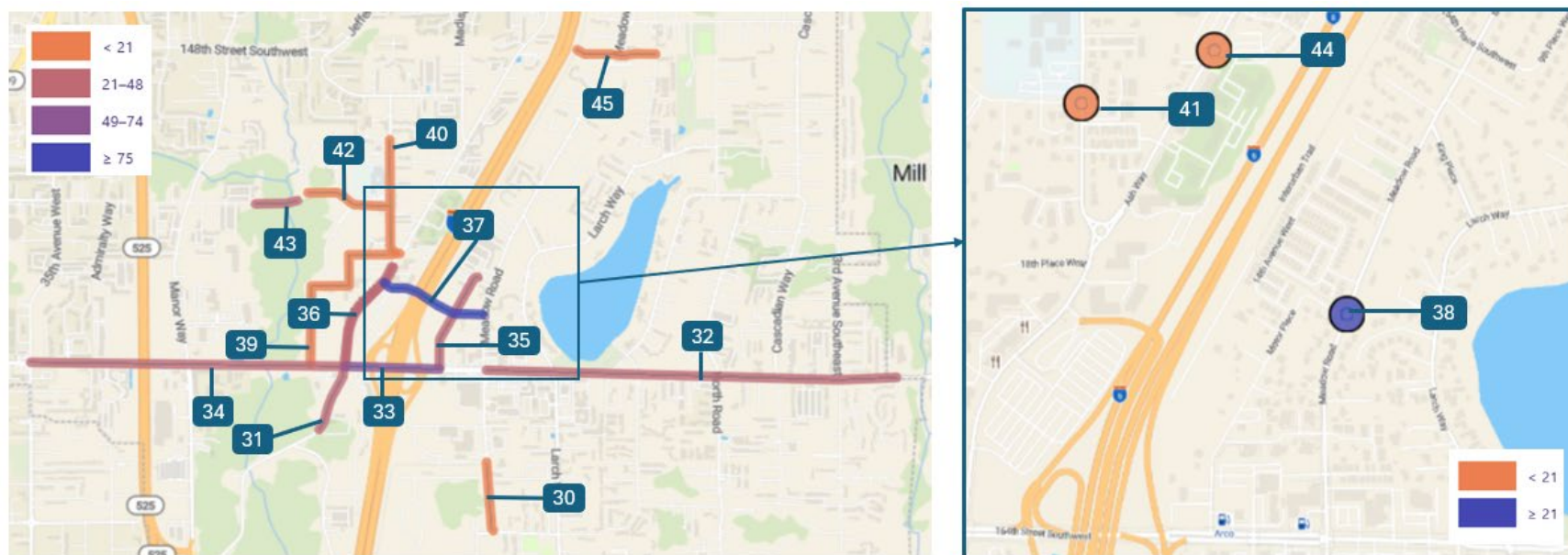
### 3.2.2.1 Comments by project

Most of the proposed projects in the Ash Way Station Area were given a high priority rating of 4 or 5 by most survey respondents, except for project 39, 42, 44, and 45. Figure 3-5 below shows the high priority project rating map. Table 3-3 provides the rating data in more detail along with a summary of the project comments. The starred projects (\*) received highest priority rating by more than 35% percent of people who rated each project.

**Figure 3-5: Ash Way high-priority-rated projects map**

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*



**Table 3-3: Ash Way ratings and project-specific comment themes**

Ash Way Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #30:</b> Install bike improvements on 13th Ave W from the Interurban Trail at 167th PI SW to 172nd St SW (~.2 miles)</p> <p><i>Total Ratings: 44</i> <i>Total comments: 9</i></p>	11% (5)	23% (10)	23% (10)	20% (9)	23% (10)	<ul style="list-style-type: none"> <li>• General support for installing an on-street bike lane on this street for improved safety, noting that many cyclists use this street already.</li> <li>• Strong desire to connect existing neighborhoods and community destinations (e.g.: schools) to transit with this bike lane.</li> </ul>
<p><b>*Project #31:</b> Fill in sidewalk gaps on both sides along Ash Way to maintain a dedicated pedestrian facility between 18th PI W and just north of Adler Way (~.6 miles)</p> <p><i>Total Ratings: 52</i> <i>Total comments: 10</i></p>	6% (3)	12% (6)	10% (5)	19% (10)	54% (28)	<ul style="list-style-type: none"> <li>• Broad support for completing sidewalk infrastructure in this area, addressing missing gaps in pedestrian access to future station and improving pedestrian safety in general.</li> </ul>
<p><b>*Project #32:</b> Install Business Access and Transit (BAT) only lanes and a trail on the north side of 164th St to provide additional connection to Martha Lake Park and other future Snohomish County plans for the area (~1.3 miles)</p> <p><i>Total Ratings: 59</i> <i>Total comments: 19</i></p>	5% (3)	3% (2)	24% (14)	24% (14)	44% (26)	<ul style="list-style-type: none"> <li>• Existing concerns about lack of full pedestrian/bicycle separation from large volumes of traffic on busy arterial.</li> <li>• Broad support for adding a dedicated multi-use trail for pedestrian/bicycle access to transit, as well as improving ped/bike safety in general.</li> <li>• Some support for adding a BAT lane to help speed up bus connections.</li> </ul>

Ash Way Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #33:</b> Modify existing 164th St SW bridge that crosses over I-5 from the northbound access ramps to accommodate either a bicycle and pedestrian path or separated bike lanes (~.3 miles), connecting to the County’s planned trail project on 164th St.</p> <p><i>Total Ratings: 77</i> <i>Total comments: 38</i></p>	5% (4)	8% (6)	9% (7)	14% (11)	64% (49)	<ul style="list-style-type: none"> <li>Concerns around traffic impacts, especially with existing traffic issues being made worse.</li> <li>Several comments highlighted the existing congestion in the area and that the street is already an extremely busy corridor.</li> <li>Strong support in improving bicycle access, highlighting the inadequate state of bicycle infrastructure in the area.</li> <li>Concerns about conflicts between pedestrians/bicycles and road traffic and ped/bike safety in general.</li> </ul>
<p><b>*Project #34:</b> Install Business Access and Transit (BAT) only lanes and trail improvements on 164th St between 35th Ave W and Ash Way (~1 mile)</p> <p><i>Total Ratings: 59</i> <i>Total comments: 21</i></p>	5% (3)	2% (1)	25% (15)	25% (15)	42% (25)	<ul style="list-style-type: none"> <li>Concerns around existing traffic volumes and pedestrian/cyclist safety.</li> <li>Support for a dedicated multi-use path and a BAT lane.</li> <li>Concerns around negative impacts to traffic volumes if a BAT lane is installed.</li> </ul>
<p><b>*Project #35:</b> Fill sidewalk gaps on both sides along Motor PI between 164th St SW and 160th St SW (~.3 miles)</p> <p><i>Total Ratings: 68</i> <i>Total comments: 26</i></p>	9% (6)	7% (5)	16% (11)	21% (14)	47% (32)	<ul style="list-style-type: none"> <li>Support for installing a sidewalk to fill in gaps in existing pedestrian infrastructure and for station access.</li> <li>Several comments in support of the west side station alternative due to proximity to parking.</li> <li>Several comments in opposition to station alternative on east side of freeway referencing safety concerns and distance from parking.</li> </ul>
<p><b>*Project #36:</b> Install separated bike lanes on Ash Way from 162nd Place SW to 18th Ave W (~.4 miles)</p> <p><i>Total Ratings: 53</i> <i>Total comments: 17</i></p>	9% (5)	11% (6)	21% (11)	19% (10)	40% (21)	<ul style="list-style-type: none"> <li>Support for installing an on-street protected bike lane to improve station access and cyclist safety.</li> <li>Concerns about potential congestion impacts if one vehicle lane is taken away.</li> </ul>

Ash Way Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #37:</b> Install multi-modal bridge (for bicycles, pedestrians, and transit) across I-5 north of 164th St SW (~.3 miles)</p> <p><i>Total Ratings: 95</i> <i>Total comments: 47</i></p>	4% (4)	1% (1)	7% (7)	8% (8)	79% (75)	<ul style="list-style-type: none"> <li>• Extensive support for additional pedestrian/bicycle crossing over freeway for improved station access for residents.</li> <li>• Strong support for pedestrian crossing as a direct access alternative to walking alongside a busy arterial road to access the station.</li> <li>• Comments expressing potential safety and accessibility concerns of a future bridge, especially at night.</li> </ul>
<p><b>*Project #38:</b> Install a high visibility crosswalk with flashing beacons across 160th St SW at Meadow Road</p> <p><i>Total Ratings: 47</i> <i>Total comments: 20</i></p>	9% (4)	13% (6)	23% (11)	13% (6)	43% (20)	<ul style="list-style-type: none"> <li>• Extensive support for improved crosswalk in this area coupled with concerns about potential traffic impacts and consideration for pedestrian/cyclist safety.</li> <li>• Mixed support to installing a flashing beacon crosswalk, some comments expressed concern about challenges crossing the street for those with accessibility needs.</li> </ul>
<p><b>Project #39:</b> Install bike lanes or a bicycle and pedestrian path on 22nd Ave W expansion between the traffic circle on Ash Way and 164th St SW (~.6 miles)</p> <p><i>Total Ratings: 49</i> <i>Total comments: 11</i></p>	10% (5)	12% (6)	29% (14)	27% (13)	22% (11)	<ul style="list-style-type: none"> <li>• Comments expressing that this project would be a fallback alternative if a different bike lane project doesn't get built.</li> <li>• Support for installing increased bike infrastructure but favoring other routes or alternatives over this one especially on cost.</li> </ul>
<p><b>*Project #40:</b> Fill sidewalk gaps on both sides of 18th Ave W between Ash Way and 152nd St SW (~.4 miles)</p> <p><i>Total Ratings: 44</i> <i>Total comments: 8</i></p>	7% (3)	14% (6)	27% (12)	16% (7)	36% (16)	<ul style="list-style-type: none"> <li>• General support in filling in sidewalk gaps within the project area, noting that it would help increase foot traffic to the future station.</li> <li>• Support in connecting housing and major community destinations to light rail through improved sidewalks.</li> </ul>

Ash Way Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #41:</b> Improve crosswalks with new sidewalk on 18th Ave W at Oak Road</p> <p><i>Total Ratings: 31</i> <i>Total comments: 4</i></p>	23% (7)	6% (2)	23% (7)	23% (7)	23% (7)	<ul style="list-style-type: none"> <li>Comments expressing support for connecting a nearby school with future light rail station.</li> </ul>
<p><b>Project #42:</b> Replace the painted walkway with formal raised sidewalks along the north side of Oak Road from 18th Ave W to the planned connection through the Swamp Creek wetland complex and planned project connecting to 156th St SW (~.3 miles)</p> <p><i>Total Ratings: 47</i> <i>Total comments: 7</i></p>	9% (4)	15% (7)	28% (13)	23% (11)	26% (12)	<ul style="list-style-type: none"> <li>General support for filling in sidewalk gaps for pedestrian safety in the project area.</li> <li>Fewer comments supporting this sidewalk project compared to other similar projects, with some even requesting other projects be prioritized over this one.</li> </ul>
<p><b>*Project #43:</b> Install a bicycle and pedestrian-only bridge over Swamp Creek from 156th St SW to Oak Road (~.1 miles)</p> <p><i>Total Ratings: 48</i> <i>Total comments: 16</i></p>	6% (3)	8% (4)	8% (4)	29% (14)	48% (23)	<ul style="list-style-type: none"> <li>Comments expressing general support for separating pedestrians from busy car traffic through building this sidewalk project.</li> <li>Concern about potential disruptions to local wildlife.</li> <li>Comments supporting a separate bridge to connect neighborhoods to future light rail stations.</li> </ul>
<p><b>Project #44:</b> Install high-visibility crosswalks with flashing beacons for two legs of the Ash Way and 155th St SW intersection</p> <p><i>Total Ratings: 28</i> <i>Total comments: 7</i></p>	18% (5)	18% (5)	32% (9)	25% (7)	7% (2)	<ul style="list-style-type: none"> <li>Comments expressing general support for adding a pedestrian crossing, but not as many prioritizing this project over other similar pedestrian improvements.</li> </ul>

Ash Way Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #45:</b> Extend and improve the trail from 148th St SW from the Interurban Trail to Larch Way/Martha Lake Airport Park (~.2 miles)</p> <p><i>Total Ratings: 44</i> <i>Total comments: 8</i></p>	7% (3)	16% (7)	30% (13)	20% (9)	27% (12)	<ul style="list-style-type: none"> <li>• Comments supporting an additional multi-use trail to connect station with communities and main Interurban Trail.</li> <li>• Support for dedicated pedestrian crossing lights and general pedestrian crossing improvements in this area.</li> <li>• Concern about potential cost/benefit analysis of this project, especially around future usage levels.</li> </ul>

### 3.2.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-6 shows the location of each of those suggestions and Table 3-4 includes a summarized description of the suggested projects.

Figure 3-6: Ash Way suggested projects map

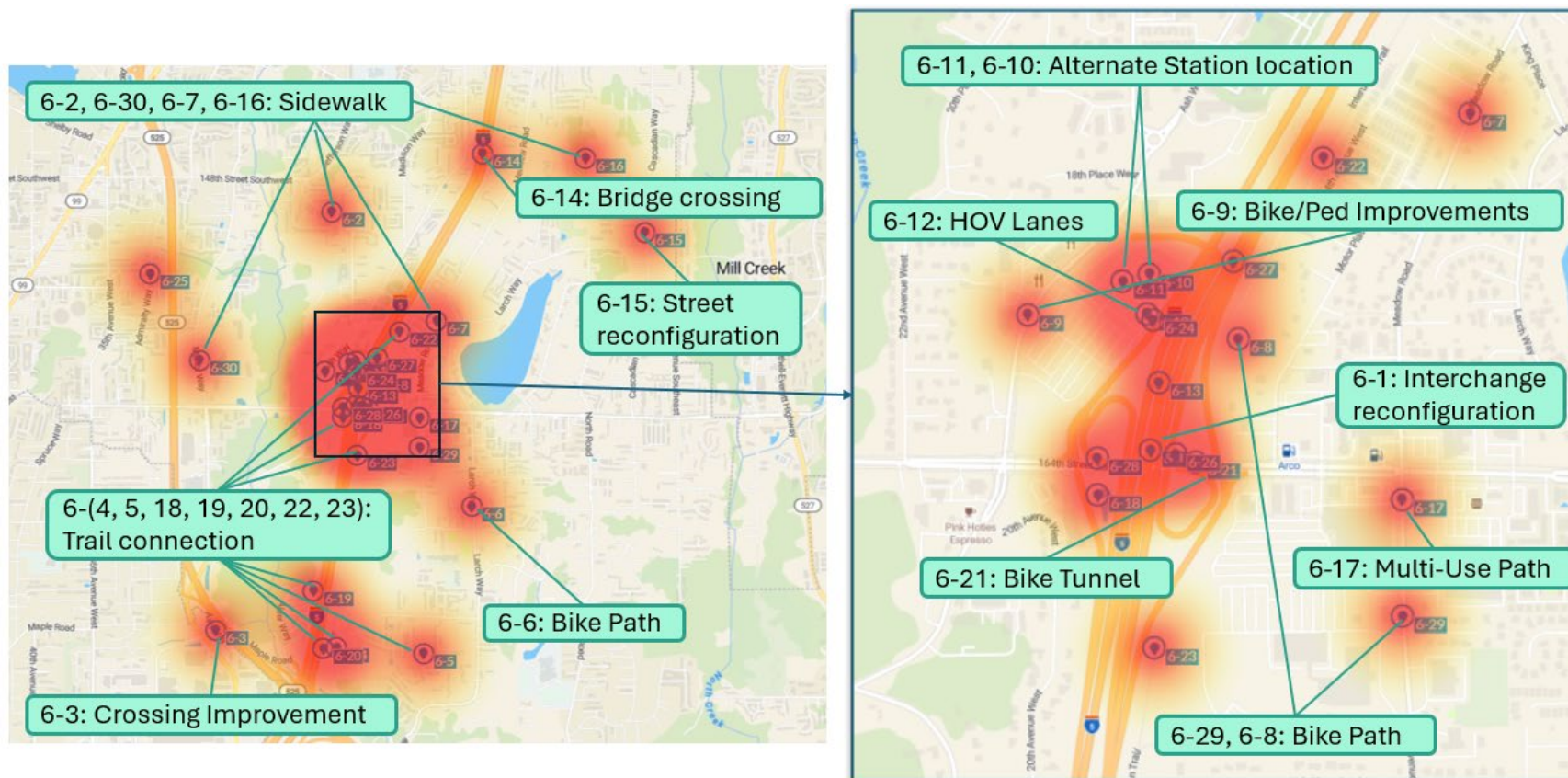


Table 3-4 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority ratings by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-4: Ash Way suggested project descriptions**

Map ID	Suggested Projects
6-2	Add a continuous sidewalk on Jefferson Way to improve walking to Oak Height Elementary and Ash Way Park-and-Ride.
6-17	Add multi-use path along Meadow Road and 13th Ave W to connect the Interurban Trail between 160th St SW and 168th St SW.
6-14	Extend 146th St SW over I-5 to Ash Way to improve station access and parking connections.
6-9	Redesign Ash Way to be more pedestrian and cyclist friendly, similar to Overlake Village Station.
6-5, 6-5	Connect Interurban Trail to the PUD corridor to Doc Hageman Park and continue east to North Creek Park.
6-22	Extend the Interurban Trail across 164th St SW to improve bike access and safety.
6-23	Extend the Interurban Trail across 164 St SW to improve bike access and safety.
6-30	Fill sidewalk gaps along Manory Way, specifically along the native growth area south of 153rd St SW to improve safety and access.
6-7	Fill sidewalk gaps along Meadow Road.
6-21	Build a bike tunnel under 164th St SW that connects the Interurban Trail to the north and south side of the street.
6-20	Extend the Interurban Trail under I-405/I-5 to create a continuous route from Seattle to Everett.
6-27	Improve accessibility for people with disabilities who need to transfer between the park-and-ride and new light rail station.

6-3	Improve or close Ash Way and extend the Interurban Trail north to 164th St SW.
6-16	Add sidewalks and bike lanes to 146th St SW to improve safety between Cascadian Way and Meadow Road.
6-19	Build the Interurban Trail along the rail line for pedestrians and bikers.
6-18	Interurban Trail needs to be here for safe access to both train station / bus stations.
6-26	Add pedestrian and wheelchair accessible lanes. (Translated from Spanish)
6-12	Make the current Ash Way Park-and-Ride HOV exits accessible from the north and consider multi-modal transit options that are fast and efficient during peak travel times.
6-29	Build an all ages and abilities path along 13th Ave W/Meadow Road to connect the Interurban Trail across 164th St SW.
6-11†	Place the station near the bus bays to allow for easier transfer between Link and bus.
6-8	Suspended bike path along D alignment.
6-1	Make the station environment friendlier by redesigning the I-5/164th interchange to a figure-8 roundabout or diamond interchange.
6-10†	The light rail station should be directly adjacent to the bus loop, like Northgate Station.
6-15	Expand Cascadian Way to accommodate a bus route, sidewalks and bike lanes.
6-6	Add bike lanes on Larch Way from SR 524 to 164th St SW to connect growing neighborhoods to transit.

†Comments are about the station alternatives rather than a new station access improvement project.

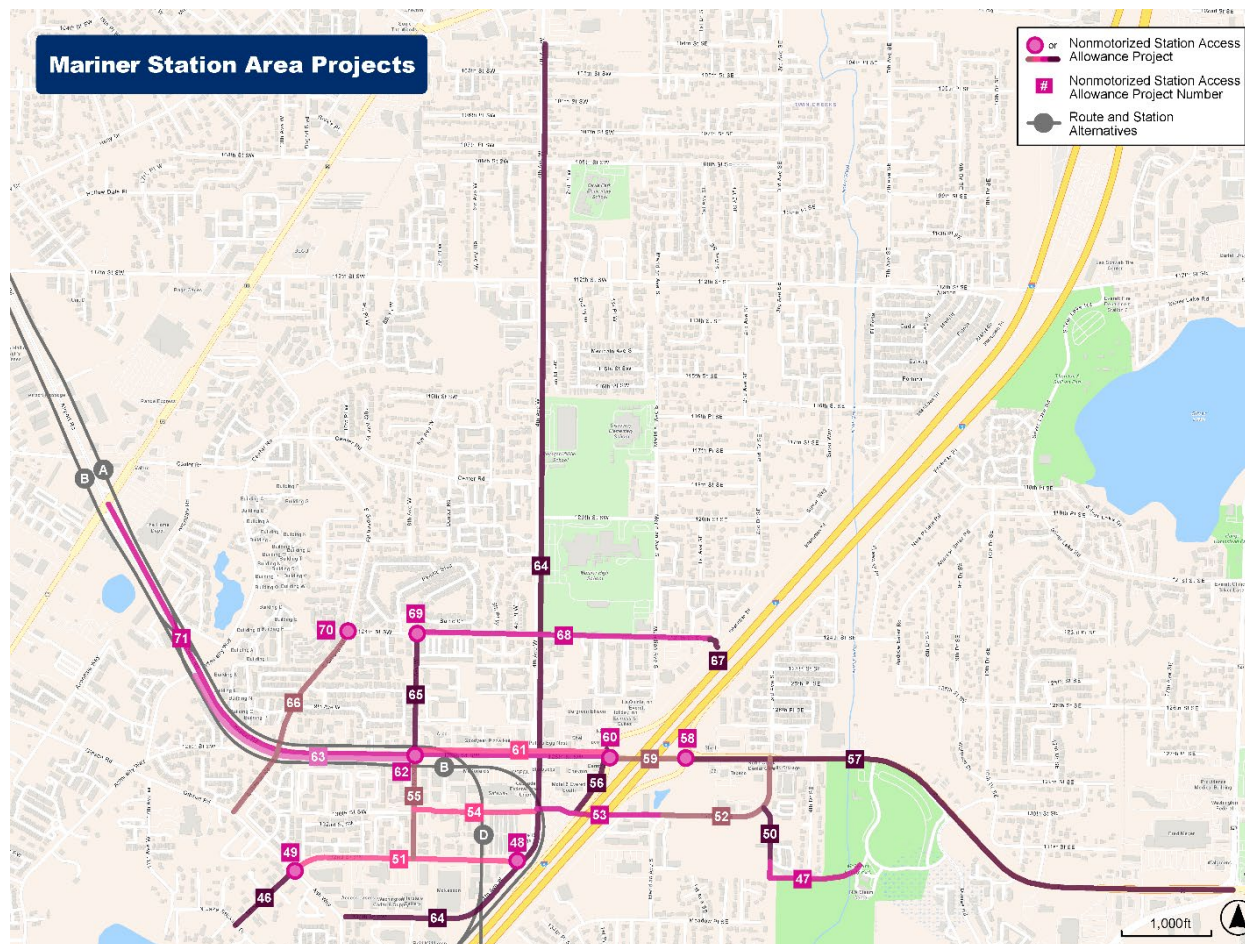
### 3.3 Mariner

#### 3.3.1 Station area overview

The future Mariner station would be a major hub for local and regional buses and a light rail transfer point. This station would be elevated. Community Transit currently serves this area with local buses and the Swift Green Line. The Mariner Park-and-Ride lot is nearby and approximately 550 new parking spaces are planned at this station by 2046.

There are 26 candidate projects identified that are adjacent or in close proximity to the Mariner station area. These projects are indicated by the numbers on the map, and their descriptions are provided in table 3-5. Overall, the projects received 2,129 clicks. Respondents provided 1,316 project ratings, 224 project comments, and suggested 21 additional projects. These proposed projects are shown in Figure 3-9.

Figure 3-7: Mariner proposed projects map



### 3.3.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around Ash Way were also included. Some common issues identified by respondents included:

- Safety concerns about crossing busy intersections.
- Support for building out/connecting existing bike infrastructure with new paths.
- Strong support for protected bike lanes instead of shared lanes to improve safety for cyclists.
- Some comments questioning necessity (low existing bike usage).
- Support for improving connections between Interurban Trail, Centennial Trail, North Creek, parks, businesses, and future light rail station.
- Concerns that a BAT lane could increase traffic congestion.
- Many projects are seen as critical connections to neighborhood and commercial areas or filling a gap in the regional trail network.
- Observation that there is no sidewalk on either side of Lake Stickney Drive SW.
- Support for transit access to North Creek Trail.
- Currently the safest access between the Interurban Trail and Dumas Road is not well maintained.
- Support for improvements that will increase access to McCollum Park, Pioneer Park, North Creek Trail, and businesses at Murphy’s Corner.
- A desire to maintain unimproved trails in McCollum Park for trail runners.
- Need for a safe crossing on 130th St SE where it curves into 3rd Ave SE.
- Better connections needed to the trail and to transit service on 128th St SW.
- Concerns about speed and visibility around a blind corner on 8th Ave W, turning west onto 132nd St SW.
- Strong support for a multi-modal bridge crossing over I-5 near 130th St SW.
- The crossing 128th St SW and 4th Ave W feels unsafe.
- Concerns about safety of future bike infrastructure on SR 96.
- Steep hill in a traffic lane on 134th St SW is a major deterrent for biking from Ash Way to Mariner.
- As a useful connection between Mariner to the rest of Everett, 4th Ave W needs better pedestrian and bike access.
- Observations of cyclists using full traffic lane on 112th St SW and sidewalk on 104th St SW.
- The existing bike facility from 8th Ave SE to SR 99 works but a new facility from 8th Ave SE to I-5 is needed.

### 3.3.2.1 Comments by project

Out of the 26 proposed projects in the Mariner Station Area, 22 of them were most frequently rated as a top priority by survey respondents. The projects that were less frequently rated as a high priority were projects 46, 55, 65, 69. Figure 3-8 below shows the high priority project rating mapped. Table 3-5 provides the rating data in more detail along with a summary of the project comments.

**Figure 3-8: Mariner high-priority-rated projects map**

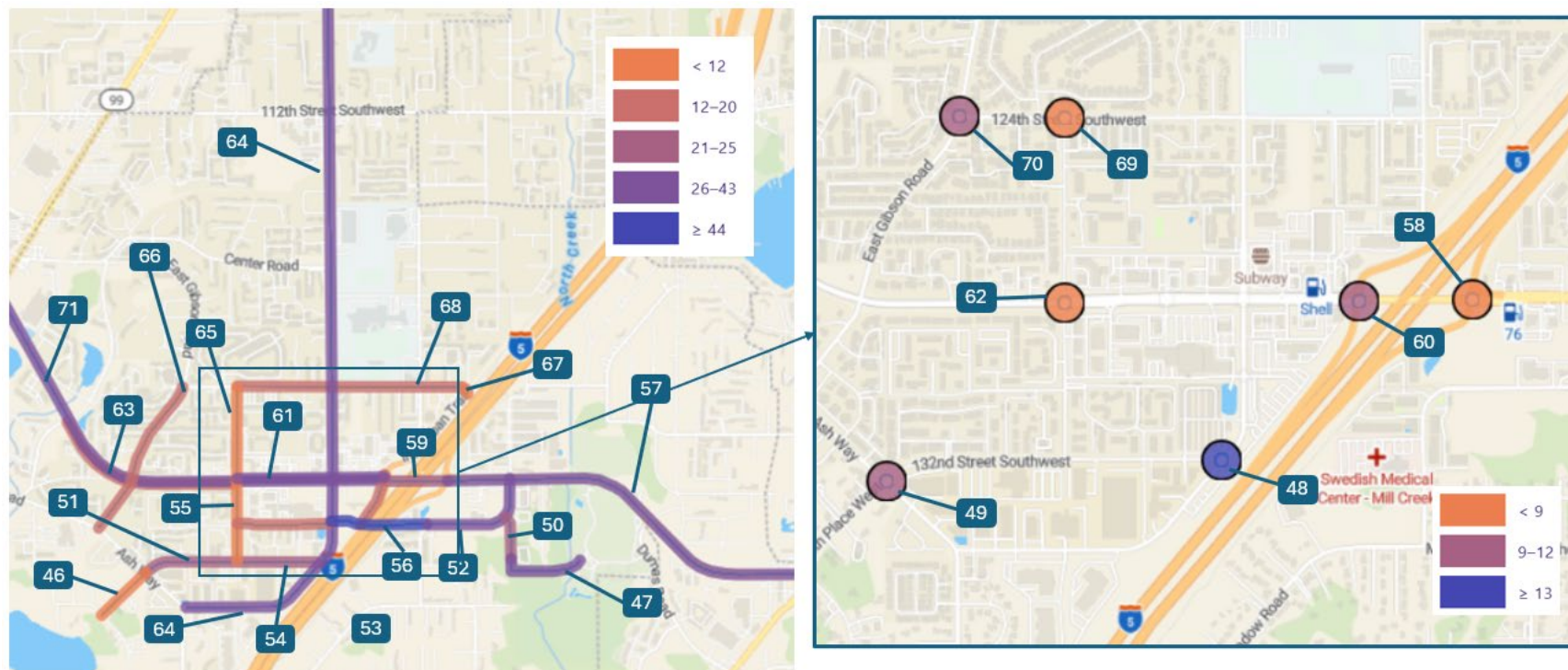


Table 3-5 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority rating by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-5: Mariner ratings and project-specific comment themes**

Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #46:</b> Install bike improvements on 12th PI W from Lake Stickney Drive to Ash Way (~.2 miles)</p> <p><i>Total ratings: 46</i> <i>Total comments: 2</i></p>	7% (3)	29% (12)	31% (13)	14% (6)	19% (8)	<ul style="list-style-type: none"> <li>Concern for steep roads with no bike lane protections and no sidewalk on North or South Lake Stickney Drive.</li> </ul>
<p><b>*Project #47:</b> Install McCollum Park Connector Trail between 3rd Ave SE and McCollum Park West (~.2 miles)</p> <p><i>Total ratings: 64</i> <i>Total comments: 9</i></p>	3% (2)	8% (5)	27% (17)	22% (14)	41% (26)	<ul style="list-style-type: none"> <li>Comments acknowledged that this project would improve neighborhood connections, connect people to open space, parks, North Creek Trail, the station area, and the Interurban Trail.</li> <li>Support for this project as a high priority.</li> </ul>
<p><b>Project #48:</b> Reduce pedestrian crossing distance and install high visibility crosswalks with flashing beacons across 132nd St SW at 4th Ave W. Install additional crosswalks across 4th Ave W on the south leg where existing wheelchair ramps are.</p> <p><i>Total ratings: 47</i> <i>Total comments: 5</i></p>	4% (2)	2% (1)	30% (14)	36% (17)	28% (13)	<ul style="list-style-type: none"> <li>Some confusion about design.</li> <li>Improving safety for those walking is a priority.</li> <li>Safety concerns.</li> <li>Several comments in support.</li> </ul>

Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #49:</b> Install a curb at the southeast corner, upgrade the accessible curb ramps, and install four crosswalks on 12th PI W/132nd St SW at the intersection with Ash Way</p> <p><i>Total ratings: 35</i> <i>Total comments: 1</i></p>	9% (3)	14% (5)	23% (8)	23% (8)	31% (11)	<ul style="list-style-type: none"> <li>This intersection is very difficult to cross a bicycle or pedestrian. Cars often don't stop.</li> </ul>
<p><b>*Project #50:</b> Install a bicycle and pedestrian path along 3rd Ave SE between the Interurban Trail and Cascadian Way (~.1 miles)</p> <p><i>Total ratings: 54</i> <i>Total comments: 10</i></p>	7% (4)	7% (4)	28% (15)	19% (10)	39% (21)	<ul style="list-style-type: none"> <li>A few comments stating a separated path isn't necessary because of low traffic while others state it would increase access and improve safety.</li> <li>Emphasis on completing or expanding connections.</li> <li>Several comments in favor of the project.</li> </ul>
<p><b>*Project #51:</b> Install separated bike lanes along both sides of 132nd St SW between Ash Way and 4th Ave W (~.5 miles)</p> <p><i>Total ratings: 61</i> <i>Total comments: 11</i></p>	2% (1)	11% (7)	23% (14)	25% (15)	39% (24)	<ul style="list-style-type: none"> <li>Several safety concerns.</li> <li>Protected or separated lanes would be a better solution.</li> <li>Request for additional sidewalks, particularly on South Lake Stickney Drive where it's dangerous for pedestrians and bikes.</li> <li>A few comments questioned the necessity due to low usage and not a lot of bikers in the area.</li> </ul>
<p><b>*Project #52:</b> Install a bicycle and pedestrian trail to close the gap from the existing Interurban Trail/new pedestrian bridge to 128th St SE along with Business Access and Transit (BAT) only lane improvements (~.3 miles)</p> <p><i>Total ratings: 61</i> <i>Total comments: 14</i></p>	0% (0)	2% (1)	18% (11)	25% (15)	56% (34)	<ul style="list-style-type: none"> <li>Good for Interurban and Centennial Trail connections.</li> <li>Several comments in support for connectivity.</li> <li>Seen as an important upgrade.</li> <li>Would provide benefits for both residents and local businesses, particularly with new housing development.</li> <li>Desire for safe, multi-modal transportation.</li> </ul>

Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #53:</b> Install a multi-modal bridge (for bicycles, pedestrians, and transit) across I-5 at 130th St SW (~.3 miles)</p> <p><i>Total ratings: 76</i> <i>Total comments: 26</i></p>	3% (2)	4% (3)	16% (12)	20% (15)	58% (44)	<ul style="list-style-type: none"> <li>• Strong support for safer crossing, current I-5 crossing is unsafe.</li> <li>• Provides more direct access to station, Interurban Trail, and local businesses.</li> <li>• Bridge is essential for connecting east and west sides.</li> <li>• Questions on cost and whether this is the best use of funds considering other higher priority projects.</li> <li>• Several positive comments in support.</li> </ul>
<p><b>Project #54:</b> Install 130th St extension, with bike lanes and sidewalks, from 4th Ave W to 8th Ave W (~.3 miles)</p> <p><i>Total ratings: 52</i> <i>Total comments: 7</i></p>	4% (2)	10% (5)	25% (13)	35% (18)	27% (14)	<ul style="list-style-type: none"> <li>• Comments indicated that this project is not a high priority.</li> <li>• A few comments questioned the necessity due to low usage and not a lot of bikers in the area.</li> <li>• Improves safety.</li> <li>• Important point of connection.</li> </ul>
<p><b>Project #55:</b> Install separated bike lanes on 8th Ave W between 128th St SW and 132nd St SW (~.2 miles)</p> <p><i>Total ratings: 52</i> <i>Total comments: 2</i></p>	2% (1)	25% (13)	29% (15)	25% (13)	19% (10)	<ul style="list-style-type: none"> <li>• Separated bike lanes preferred and seen as safer.</li> <li>• Questions on necessity in the area.</li> </ul>
<p><b>Project #56:</b> Create a new connection by installing a bicycle and pedestrian path west of the I-5 on-ramp from 128th St SE to 130th St SW overpass (~.2 miles)</p> <p><i>Total ratings: 46</i> <i>Total comments: 11</i></p>	2% (1)	7% (3)	30% (14)	28% (13)	33% (15)	<ul style="list-style-type: none"> <li>• Improves safety.</li> <li>• Increased connectivity.</li> <li>• Good for Interurban Trail connections.</li> <li>• Support for reducing dependence on cars in the area.</li> <li>• Only seen as useful if connected with other/existing trails.</li> </ul>

Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #57:</b> Provide on-street bike lanes or convert existing eastbound sidewalks to a bicycle and pedestrian path along 128th St SE/132nd St SE between I-5 ramps and 16th Ave SE or SR 527 (~1.3 miles)</p> <p><i>Total ratings: 74</i> <i>Total comments: 25</i></p>	4% (3)	8% (6)	20% (15)	26% (19)	42% (31)	<ul style="list-style-type: none"> <li>• Several comments stating a bike/pedestrian path here would see high usage.</li> <li>• Separated bike lanes preferred and seen as safer.</li> <li>• Increased connectivity.</li> <li>• Broad support for completing sidewalk infrastructure in this area, addressing missing gaps in pedestrian access to future station, and improving pedestrian safety in general.</li> </ul>
<p><b>Project #58:</b> Improve existing crosswalk by signaling freeway on-ramp right-turn movement from 128th St SW to northbound I-5 access ramps. Add new crosswalk on east leg with accessible curb ramps.</p> <p><i>Total ratings: 29</i> <i>Total comments: 8</i></p>	7% (2)	7% (2)	17% (5)	45% (13)	24% (7)	<ul style="list-style-type: none"> <li>• Slip-lanes<sup>1</sup> seen as unsafe and awful for pedestrians and desire to make them safer for people walking.</li> <li>• Safety concerns.</li> <li>• Support for adding signals at on-ramps.</li> <li>• Narrowing lanes seen as bad for all involved.</li> </ul>
<p><b>Project #59:</b> Narrow vehicle travel lanes to install new sidewalk over I-5 along the south side of 128th St SW (~.2 miles)</p> <p><i>Total ratings: 60</i> <i>Total comments: 18</i></p>	10% (6)	12% (7)	23% (14)	20% (12)	35% (21)	<ul style="list-style-type: none"> <li>• Concerns for safety – pedestrians and cyclists.</li> <li>• Several comments stating the new or expanded shared-use paths are needed.</li> <li>• Concerns about increased congestion if lanes are reduced.</li> <li>• Suggestion to build a separate pedestrian/bike bridge.</li> </ul>

<sup>1</sup> Slip lanes are separate turn lanes that allow cars to make a right-hand turn without fully stopping for a red light at an intersection

Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #60:</b> Reduce pedestrian crossing distance on the west leg, remove existing pedestrian island, and provide continuous pedestrian crossing on the north side of 128th St SW</p> <p><i>Total ratings: 28</i> <i>Total comments: 5</i></p>	7% (2)	0% (0)	25% (7)	32% (9)	36% (10)	<ul style="list-style-type: none"> <li>• Comments for clarity, there's some confusion about project details.</li> <li>• Safety concerns.</li> <li>• Suggestion to build a separate pedestrian/bike bridge.</li> </ul>
<p><b>*Project #61:</b> Install bicycle and pedestrian improvements on 128th St SW from 8th Ave W to the Interurban Trail (~.4 miles)</p> <p><i>Total ratings: 60</i> <i>Total comments: 7</i></p>	3% (2)	2% (1)	13% (8)	37% (22)	45% (27)	<ul style="list-style-type: none"> <li>• Several safety concerns, crossing 128th St SW during peak times is dangerous.</li> <li>• Would improve ability to walk/cycle to light rail station.</li> <li>• Comment it should not be on 128th St SW.</li> <li>• Concern for impact on traffic or pedestrians.</li> </ul>
<p><b>Project #62:</b> Reduce pedestrian crossing distance and increase pedestrian visibility at the southwest corner of 128th St SW and 8th Ave W</p> <p><i>Total ratings: 29</i> <i>Total comments: 1</i></p>	10% (3)	7% (2)	31% (9)	31% (9)	21% (6)	<ul style="list-style-type: none"> <li>• Helps pedestrians.</li> </ul>
<p><b>Project #63:</b> Widen existing sidewalk and provide landscape strip along the south side of 128th St SW between 8th Ave W and Admiralty Way (~.5 miles)</p> <p><i>Total ratings: 55</i> <i>Total comments: 7</i></p>	4% (2)	20% (11)	25% (14)	25% (14)	25% (14)	<ul style="list-style-type: none"> <li>• In support as long as it doesn't negatively affect traffic.</li> <li>• Project has potential to boost economic development for businesses in the area.</li> <li>• Desire for separate bike lane to the station.</li> <li>• Comments in support.</li> </ul>

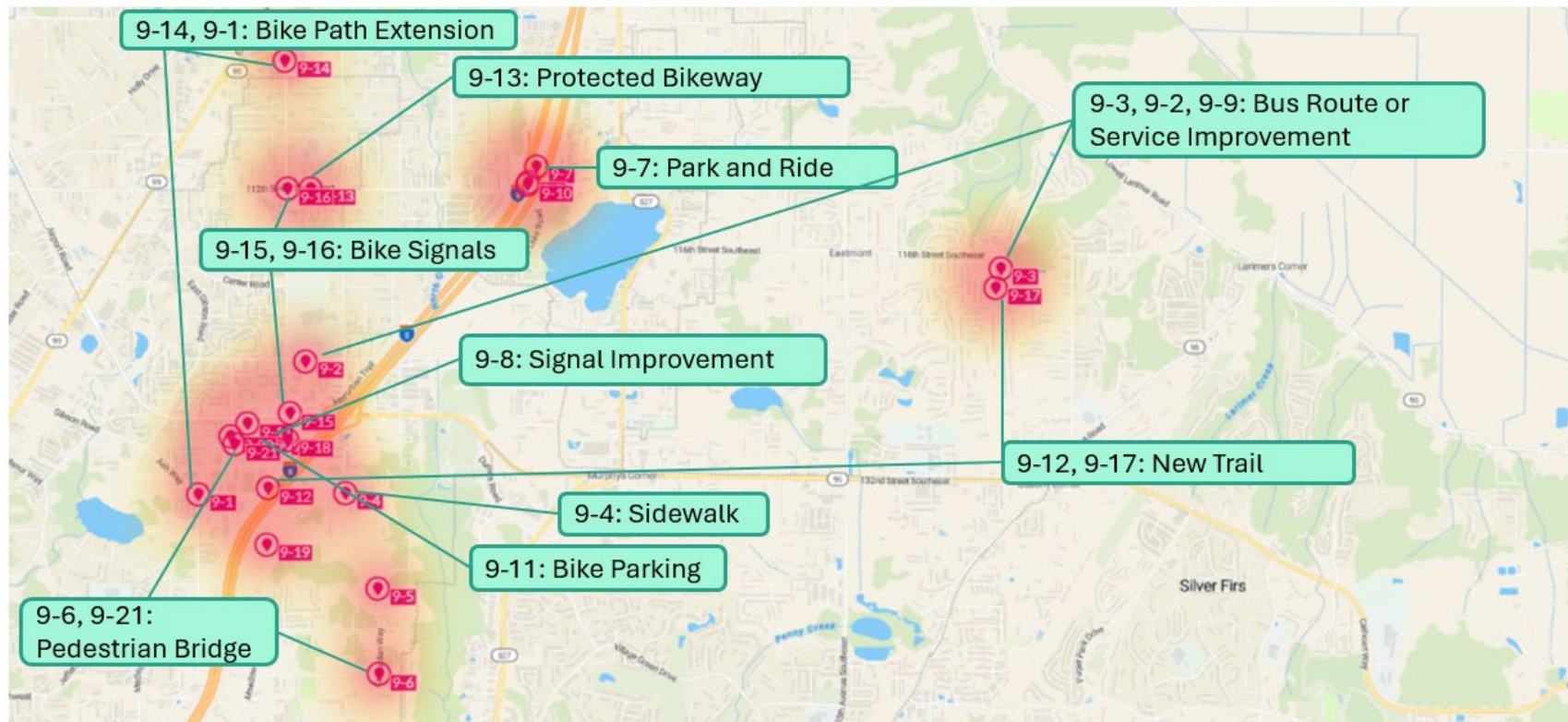
Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #64:</b> Install bike improvements on 4th Ave W and 134th St SW between 104th St SW and Ash Way (~2.2 miles)</p> <p><i>Total ratings: 65</i> <i>Total comments: 18</i></p>	0% (0)	6% (4)	28% (18)	25% (16)	42% (27)	<ul style="list-style-type: none"> <li>Protected or separated lanes would be a better solution.</li> <li>Improves safety, particularly for families and children in the area.</li> <li>Some comments questioning the need due to low cyclist usage.</li> <li>Area needs many improvements.</li> <li>Several safety concerns.</li> </ul>
<p><b>Project #65:</b> Install bicycle and pedestrian improvements on 8th Ave W between 128th St SW and 124th St SW (~.3 miles)</p> <p><i>Total ratings: 48</i> <i>Total comments: 1</i></p>	6% (3)	10% (5)	44% (21)	23% (11)	17% (8)	<ul style="list-style-type: none"> <li>Improves safety.</li> </ul>
<p><b>Project #66:</b> Fill sidewalk gaps on Gibson Road from Ash Way to 124th St SW (~.5 miles)</p> <p><i>Total ratings: 49</i> <i>Total comments: 2</i></p>	10% (5)	10% (5)	31% (15)	20% (10)	29% (14)	<ul style="list-style-type: none"> <li>Support for filling in sidewalk gaps.</li> <li>Walking should be safer.</li> </ul>
<p><b>Project #67:</b> Install a bicycle and pedestrian path from 124th St SE cul-de-sac to the Interurban Trail (~.1 miles)</p> <p><i>Total ratings: 50</i> <i>Total comments: 8</i></p>	8% (4)	6% (3)	34% (17)	34% (17)	18% (9)	<ul style="list-style-type: none"> <li>Desire for an official access point.</li> <li>Increased connectivity.</li> <li>Improves trail access.</li> <li>Support for project.</li> </ul>
<p><b>Project #68:</b> Install bicycle and pedestrian improvements on 124th St SE between 8th Ave W and the Interurban Trail (~.6 miles)</p> <p><i>Total ratings: 57</i> <i>Total comments: 3</i></p>	2% (1)	11% (6)	33% (19)	33% (19)	21% (12)	<ul style="list-style-type: none"> <li>Area needs safety improvements.</li> <li>Increased connectivity.</li> </ul>

Mariner Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #69:</b> Install a high-visibility crosswalk with flashing beacons, stop bar, and STOP marking across 8th Ave W at 124th St SW</p> <p><i>Total ratings: 26</i> <i>Total comments: 2</i></p>	15% (4)	8% (2)	38% (10)	15% (4)	23% (6)	<ul style="list-style-type: none"> <li>• Sounds great.</li> <li>• Would make the crossing safer.</li> </ul>
<p><b>Project #70:</b> Install high-visibility crosswalks with flashing beacons and accessible curb ramps on three legs of the stop-controlled intersection at E Gibson Road and 124th St SW</p> <p><i>Total ratings: 33</i> <i>Total comments: 3</i></p>	15% (5)	18% (6)	21% (7)	8% (6)	27% (9)	<ul style="list-style-type: none"> <li>• Would make the crossing safer.</li> <li>• Intersection should be raised.</li> </ul>
<p><b>*Project #71:</b> Upgrade existing painted bike lanes with separated bike lanes in both directions along Airport Road and 128th St between SR 99 and 8th Ave W. Install a new bike facility between 8th St and the I-5 ramps. (~1.3 miles)</p> <p><i>Total ratings: 63</i> <i>Total comments: 18</i></p>	3% (2)	6% (4)	16% (10)	29% (18)	46% (29)	<ul style="list-style-type: none"> <li>• Dedicated and protected bike lanes improve safety for bicyclists.</li> <li>• Essential for connecting light rail to Swift Blue/Green lines, nearby trail and Boeing.</li> <li>• High priority.</li> <li>• Safety concerns due to vehicle speeds.</li> <li>• Improvements would increase ridership.</li> </ul>

### 3.3.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-9 shows the location of each of those suggestions and Table 3-6 includes the comments that were attached to each of these suggested projects.

Figure 3-9: Mariner suggested projects map



**Table 3-6: Mariner suggested project descriptions**

Map ID	Suggested Projects
9-15, 9-16	Bike traffic signals (major intersection).
9-14	Bikeway should continue to SR 99.
9-1	Extend Project #64 (Corridor bike improvements) to Project #49 (intersection improvement).
9-3	Add a bus route or sidewalks along 116th St SE to South Everett Freeway Station.
9-21	Add an accessible footbridge across 128th St SW, save on costs by combining with planned bridge tracks.
9-12	Add an Interurban Trail along the east side of I-5 to improve access for neighborhoods east of I-5.
9-19	Add more signs and lighting for people with disabilities. (Translated from Spanish)
9-6	Build a connection between the North Creek Trail and Mill Creek Town Center.
9-13	Recommend improving this bikeway to a separated or protected bikeway.
9-11	Provide safe bike parking at Mariner Station.
9-4	Add sidewalks to improve safety and connection between Meadow Road/Cascadian Way and Meridian Ave S.
9-2	Reliable bus service to Mariner High School.
9-17	Paved trail through the greenbelt between 117th St SE and 46th Drive SE and 132nd St SE and 47th Ave SE to potentially improve ridership on Community Transit Route 109 and make Mariner Station/Park-and-Ride more accessible by public transit.
9-10	Add more transit options in the Silver Lake area where bus service has been removed.
9-9+	Add a light rail station at South Everett Freeway Station.
9-18	Adjust signal timing to be better coordinated with transit schedule.

## Everett Link Extension

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9-8†	Consider phasing Everett Link by opening Mariner first, then extending north to Everett to ensure there is adequate funding for Paine Field.
9-20	Use compass points signage (N, E, S, W) rather than letters (A, B, C) to designate exits to reduce confusion.
9-5	Add improved bike and micro-mobility infrastructure to Cascadian Way.

†Comments are about the station alternatives rather than a new station access improvement project.

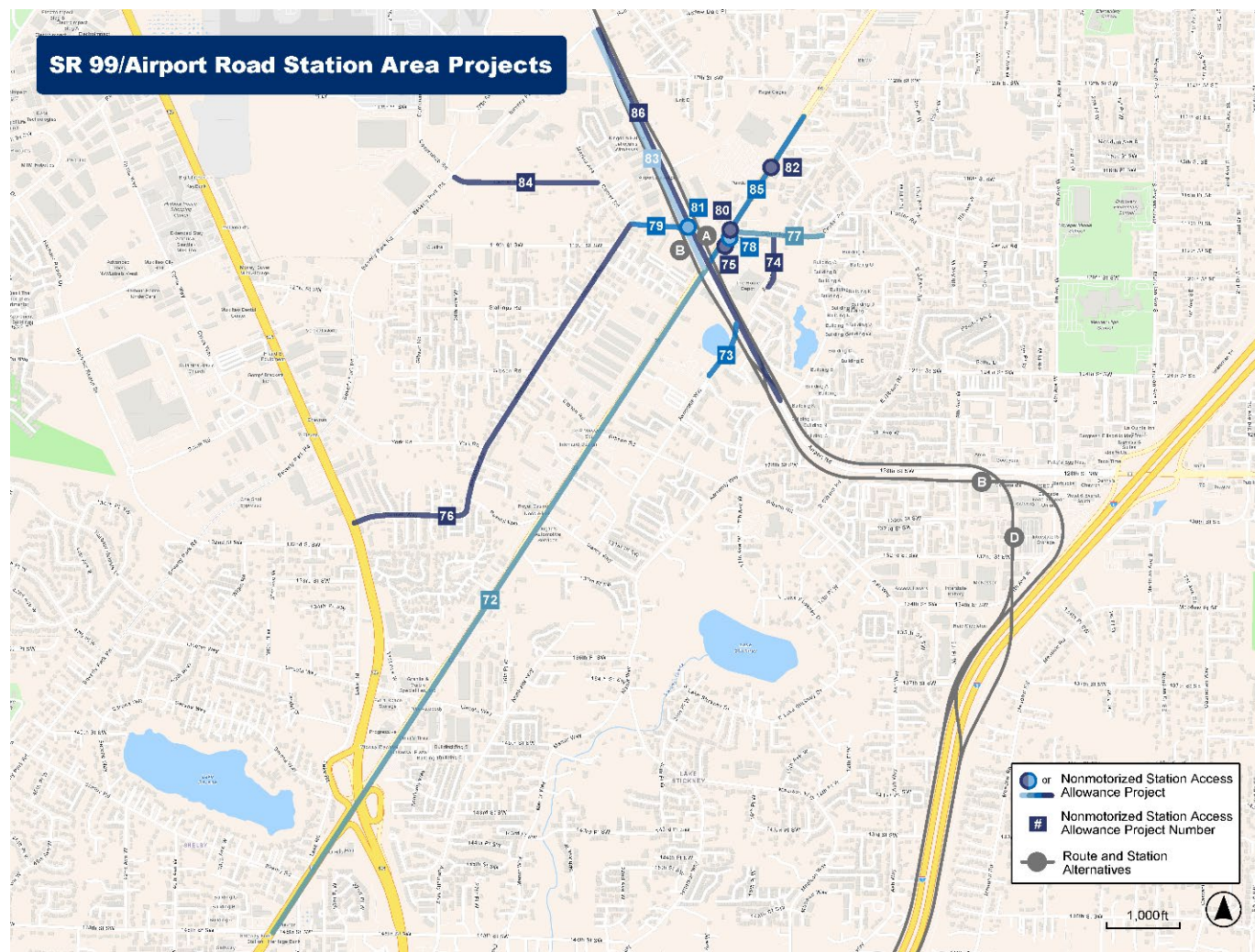
### 3.4 SR 99/Airport Road

#### 3.4.1 Station area overview

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

There are 15 candidate projects identified that are adjacent or in close proximity to the SR 99/Airport Road station area. These projects are indicated by the numbers on the map, and their descriptions are provided in table 3-7. Overall, the projects received 928 clicks. Respondents provided 562 project ratings, 75 project comments, and suggested 9 additional projects. These proposed projects are shown in Figure 3-10.

Figure 3-10: SR 99/Airport Road proposed projects map



### 3.4.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around SR 99/Airport Road were also included. Some common issues identified by respondents included:

- Support for dedicated, separated, and protected bike lanes, seen as safest option for cyclists.
- Several comments mention current conditions are unsafe due to heavy traffic and narrow roads.
- Positive comments about project improving safety for pedestrians.
- Requests for wider sidewalks.
- Concerns about impacts to vehicle traffic.
- Safety is viewed as top priority.
- Safety concerns for children and pedestrians near SR 525 and their ability to connect to parks and schools.
- Concerns about unsafe driving speeds on SR 99 and Airport Road.
- Desire for protected bike lanes on Russell Road and Beverly Park Way.
- Desire for increased connections to Airport Road, light rail station, and neighborhoods near SR 99.
- Concerns about current conditions of SR 99 and how it is unsafe for pedestrians.

#### 3.4.2.1 Comments by project

Out of the 15 proposed projects in the SR 99/Airport Road Station Area, 13 of them were most frequently rated as a top priority by survey respondents. The projects that were less frequently rated as a high priority were projects 77 and 78. Figure 3-11 below shows the high priority project ratings mapped. Table 3-7 provides the rating data in more detail along with a summary of the project comments.

Figure 3-11: SR99/Airport Road high-priority-rated projects map

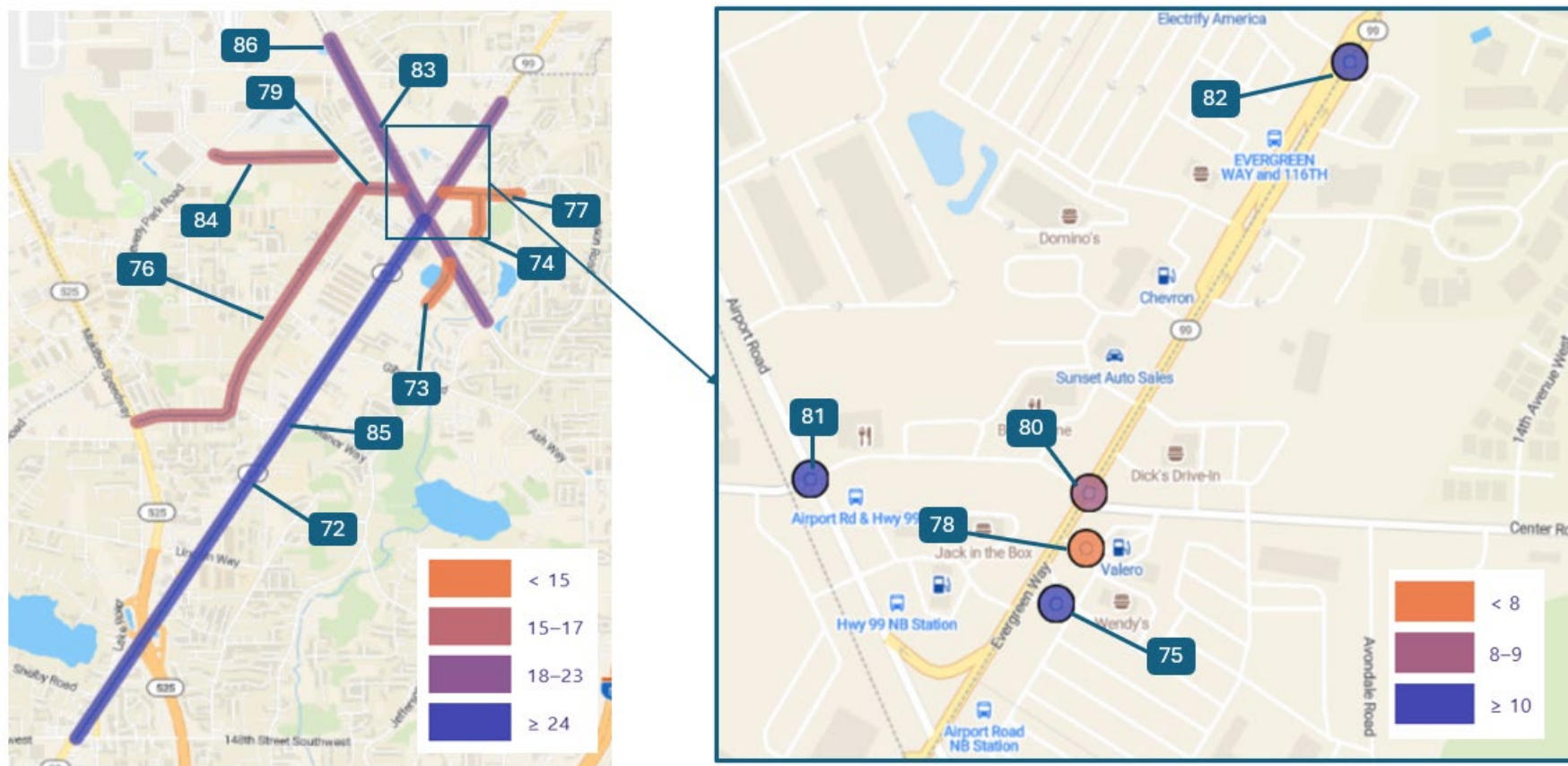


Table 3-7 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority ratings by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-7: SR99/Airport Road ratings and project-specific comment themes**

SR 99/Airport Road Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #72:</b> Install roadway, bicycle, and pedestrian improvements on SR 99/Evergreen Way between 148th St SW and Airport Road (~2.1 miles)</p> <p><i>Total ratings: 53</i> <i>Total comments: 19</i></p>	6% (3)	6% (3)	15% (8)	28% (15)	45% (24)	<ul style="list-style-type: none"> <li>Dedicated, separated, and protected bike lane improves safety for cyclists.</li> <li>Separated multi-use trail improves safety for cyclists.</li> <li>Expressed concerns about unsafe conditions due to vehicle speeds on SR 99.</li> <li>Current conditions are unpleasant for pedestrians, especially near SR 525.</li> </ul>
<p><b>Project #73:</b> Extend the existing trail on Avondale Way north to Airport Road along the side of the existing drainage pond southwest of Airport Road (~.2 miles)</p> <p><i>Total ratings: 38</i> <i>Total comments: 1</i></p>	5% (2)	11% (4)	29% (11)	26% (10)	29% (11)	<ul style="list-style-type: none"> <li>Improves safety.</li> <li>Sidewalks.</li> </ul>
<p><b>Project #74:</b> Install continuous sidewalks on the east side of Avondale Road between 121st St SW and Center Road (~.1 miles)</p> <p><i>Total ratings: 36</i> <i>Total comments: 3</i></p>	8% (3)	8% (3)	25% (9)	31% (11)	28% (10)	<ul style="list-style-type: none"> <li>Improves safety for pedestrians.</li> </ul>

SR 99/Airport Road Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #75:</b> Upgrade the existing accessible curb ramps and install crosswalks across the driveways at the Home Depot parking lot on Evergreen Way south of Center Road</p> <p><i>Total ratings: 31</i> <i>Total comments: 2</i></p>	10% (3)	3% (1)	23% (7)	32% (10)	32% (10)	<ul style="list-style-type: none"> <li>Improves safety for pedestrians.</li> </ul>
<p><b>Project #76:</b> Install separated bike lanes on both sides of Russell Way and Alexander Road (~1.2 miles)</p> <p><i>Total ratings: 48</i> <i>Total comments: 7</i></p>	6% (3)	19% (9)	15% (7)	29% (14)	31% (15)	<ul style="list-style-type: none"> <li>Concern that Russell Road might not be optimal for cyclists (steepness).</li> <li>Protected bike lane on Russell Road improves safety for cyclists.</li> <li>Protected bike lane connecting to Beverly Park Way.</li> </ul>
<p><b>Project #77:</b> Install painted bike lanes along both sides of Center Road between SR 99 and Admiralty Way (~.2 miles)</p> <p><i>Total ratings: 38</i> <i>Total comments: 7</i></p>	13% (5)	24% (9)	24% (9)	21% (8)	18% (7)	<ul style="list-style-type: none"> <li>Dedicated protected bike lane improves safety for cyclists.</li> <li>Expressed concern about painted bike lanes.</li> <li>Would prioritize bike improvements near or at the proposed station.</li> </ul>
<p><b>Project #78:</b> Upgrade existing accessible curb ramps and install a crosswalk across the driveway at Wendy’s drive-thru on Evergreen Way south of Center Road</p> <p><i>Total ratings: 20</i> <i>Total comments: 1</i></p>	5% (1)	10% (2)	35% (7)	30% (6)	20% (4)	<ul style="list-style-type: none"> <li>Improves safety for pedestrians.</li> </ul>
<p><b>Project #79:</b> Install sidewalks along Center Road between Alexander Road and Airport Road (~.1 miles)</p> <p><i>Total ratings: 36</i> <i>Total comments: 4</i></p>	11% (4)	0% (0)	17% (6)	28% (10)	44% (16)	<ul style="list-style-type: none"> <li>Improves safety for pedestrians, especially children.</li> <li>Current traffic conditions are unsafe.</li> <li>Connection for pedestrians between Airport Road, the light rail station, commerce on Airport Road, and SR 99.</li> </ul>

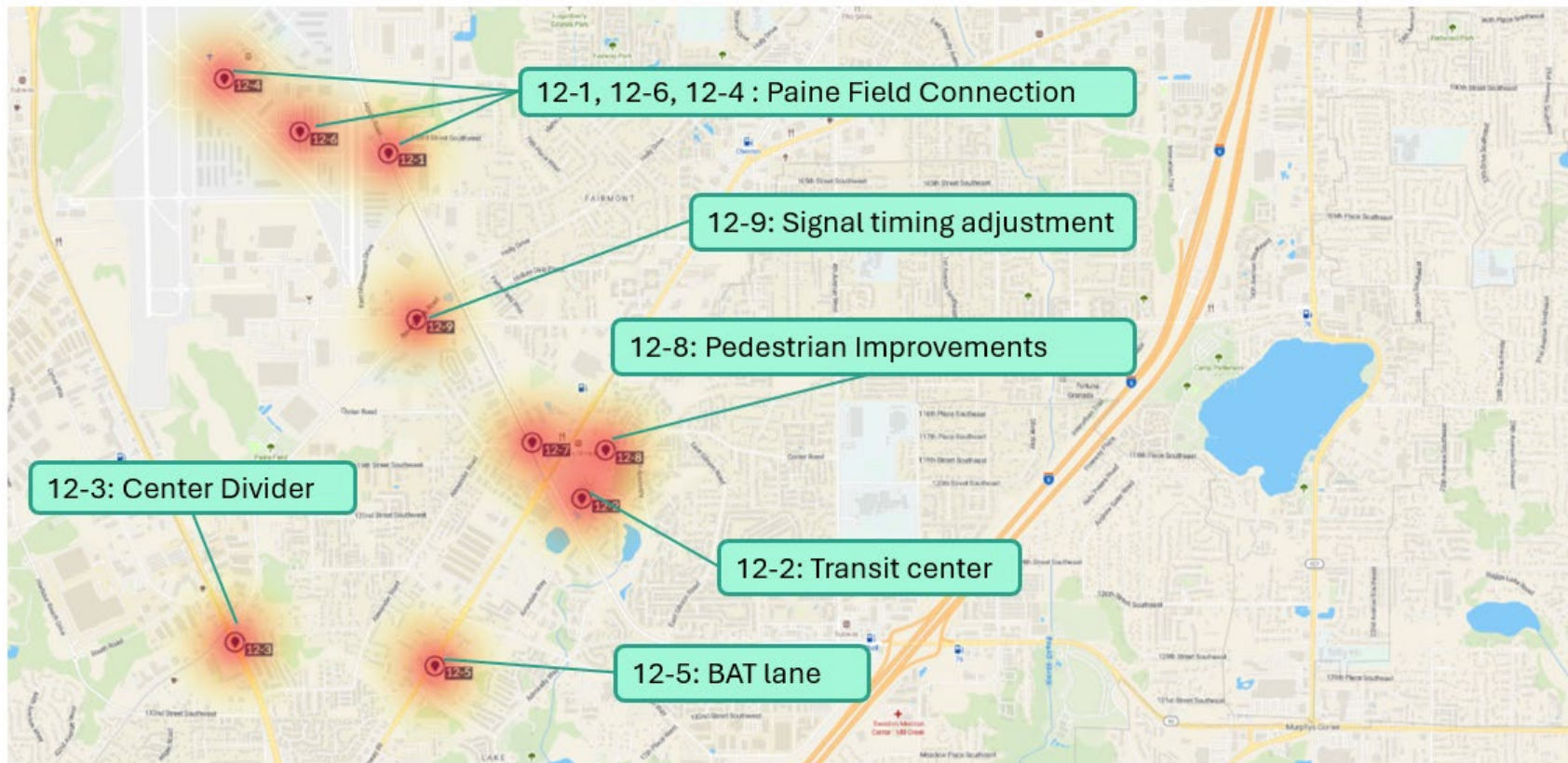
SR 99/Airport Road Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #80:</b> Signalize the intersection of SR 99 and Center Road and install crosswalks on all legs</p> <p><i>Total ratings: 24</i> <i>Total comments: 2</i></p>	8% (2)	0% (0)	17% (4)	42% (10)	33% (8)	<ul style="list-style-type: none"> <li>• Prioritize buses.</li> <li>• Concern for impact on vehicle traffic on highway.</li> </ul>
<p><b>Project #81:</b> Install a signalized crosswalk across Airport Road at the north side of Center Road</p> <p><i>Total ratings: 30</i> <i>Total comments: 2</i></p>	10% (3)	3% (1)	13% (4)	33% (10)	40% (12)	<ul style="list-style-type: none"> <li>• Improves safety for pedestrians.</li> <li>• Expressed safety concern because of road width.</li> </ul>
<p><b>Project #82:</b> Install a signalized pedestrian crossing across SR 99/Evergreen Way at 11400 Hwy 99, including accessible curb ramps</p> <p><i>Total ratings: 32</i> <i>Total comments: 1</i></p>	9% (3)	13% (4)	16% (5)	28% (9)	34% (11)	<ul style="list-style-type: none"> <li>• “Daylighting is important here.”</li> </ul>
<p><b>Project #83:</b> Upgrade the painted bike lanes along Airport Road to a bicycle and pedestrian path from SR 99/Evergreen Way to Beverly Park Road/Holly Drive (~.7 miles)</p> <p><i>Total ratings: 45</i> <i>Total comments: 6</i></p>	9% (4)	13% (6)	20% (9)	11% (5)	47% (21)	<ul style="list-style-type: none"> <li>• Expressed concern about traffic speed on Airport Road.</li> <li>• Protected bike lane improves safety for pedestrians and cyclists.</li> </ul>

SR 99/Airport Road Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #84:</b> Install continuous sidewalks for one or both sides of 117th St SW/Center Road from Beverly Park Road to Center Road (~.4 miles)</p> <p><i>Total ratings: 42</i> <i>Total comments: 6</i></p>	10% (4)	7% (3)	19% (8)	29% (12)	36% (15)	<ul style="list-style-type: none"> <li>Improves safety for pedestrians.</li> <li>Provides children with access to the park.</li> <li>Improves safety for connecting the neighborhood to Paine Field Community Park.</li> <li>One comment opposed to prioritizing this project.</li> </ul>
<p><b>Project #85:</b> Install widened sidewalks with a landscape strip on both sides of SR 99 per the Evergreen Way Revitalization Plan and install accessible curb ramps at driveways (~.4 miles)</p> <p><i>Total ratings: 46</i> <i>Total comments: 9</i></p>	11% (5)	7% (3)	20% (9)	20% (9)	43% (20)	<ul style="list-style-type: none"> <li>Improves safety.</li> <li>Support for bike infrastructure to connect neighborhoods near SR 99.</li> <li>Expressed support for new and additional landscaping and trees.</li> <li>Increase sidewalk width to accommodate pedestrians and bikes.</li> <li>Concern for current state of SR 99 and unsafe conditions for pedestrians.</li> <li>Expressed concern about impact to traffic.</li> <li>Comments expressing concern about attracting unhoused people.</li> </ul>
<p><b>Project #86:</b> Install widened sidewalks with a landscape strip on both sides of Airport Road and install accessible curb ramps at driveways between Beverly Park and Admiralty Way (~1.1 miles)</p> <p><i>Total ratings: 43</i> <i>Total comments: 5</i></p>	9% (4)	7% (3)	16% (7)	26% (11)	42% (18)	<ul style="list-style-type: none"> <li>Increase sidewalk width to accommodate pedestrians and bikes.</li> <li>Improves safety for people in general, airport commuters and Swift Transit riders.</li> <li>Expressed concern about impact to traffic.</li> <li>Comment expressing concern about attracting unhoused people.</li> </ul>

### 3.4.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-12 shows the location of each of those suggestions and Table 3-8 includes the comments that were attached to each of these suggested projects.

Figure 3-12: SR 99/Airport Road suggested projects map



**Table 3-8: SR 99/Airport Road suggested project descriptions**

Map ID	Suggested Projects
12-2	Potential location for a new transit center.
12-1	Direct connection to Paine Field to support airport service growth.
12-3	Install a raised divider along SR 525 to prevent unsafe crossing.
12-6	Direct rail connection to Paine Field Airport to support commercial air travel.
12-8	Improve walkability on Admiralty Way as demand for transit access grows.
12-9	Extend left turn signal timing from 112th St SW to Beverly Park Road to accommodate cyclists travel time accelerating from a complete stop on a hill.
12-7	Add more signage and lighting for pedestrians and cyclists. (Translated from Spanish)
12-4	Extend the light rail to Paine Field Airport to reduce demand for parking and increase transit use.
12-5	Extend BAT lane between 148th St SW and Airport Road instead of a bicycle lane.

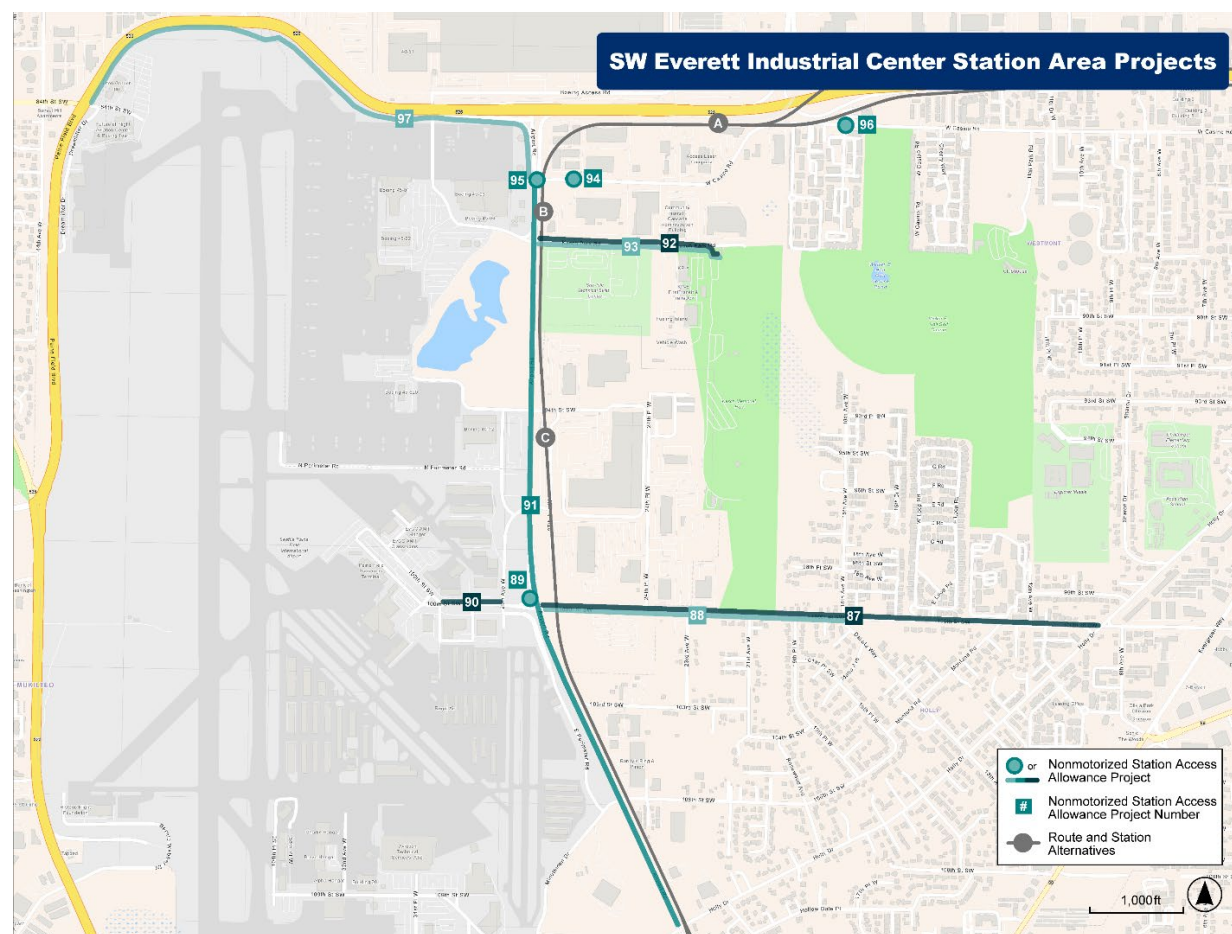
### 3.6 SW Everett Industrial Center

#### 3.6.1 Station area overview

This station would be elevated and would include space for shuttle service to Paine Field Airport and to the Boeing Everett Production Facility. Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Green Line. There is no new parking planned as part of this project.

There are 11 candidate projects identified that are adjacent or in close proximity to the SW Everett Industrial Center station area. These projects are indicated by the numbers on the map, and their descriptions are provided in table 3-9. Overall, the projects received 1,049 clicks. Respondents provided 510 project ratings, 84 project comments, and suggested 27 additional projects. These proposed projects are shown in Figure 3-15.

Figure 3-13: SW Everett Industrial Center proposed projects map



### 3.6.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around SW Everett Industrial Center were also included. Some common issues identified by respondents included:

- Some comments questioned the necessity of the projects due to low existing bike usage.
- Preference for a protected bike lane.
- Pedestrian safety identified as top concern.
- Support for building out/connecting existing bike infrastructure with new paths.
- Strong demand for filling sidewalk gaps and making access easier for all.
- Requests to maintain street parking on at least one side of the street.
- Vital for connecting neighborhoods to Boeing, Paine Field, and future light rail system.
- Concerns about the safety of adding bike lanes on 100th St SW.
- Desire to connect sidewalks and add a bike path along Airport Road.
- Connections to Paine Field and Boeing.

#### 3.6.2.1 Comments by project

Out of the 11 proposed projects in the SW Everett Industrial Center, 10 of them were most frequently rated as a top priority by survey respondents. Project 93 was the outlier, with 28% of respondents rating it with a medium priority of 3 and only 19% rating it as a high priority of 5. Figure 3-14 below shows the high priority project ratings mapped. Table 3-9 provides the rating data in more detail along with a summary of the project comments.

Figure 3-14: SW Everett Industrial Center high-priority-rated projects map

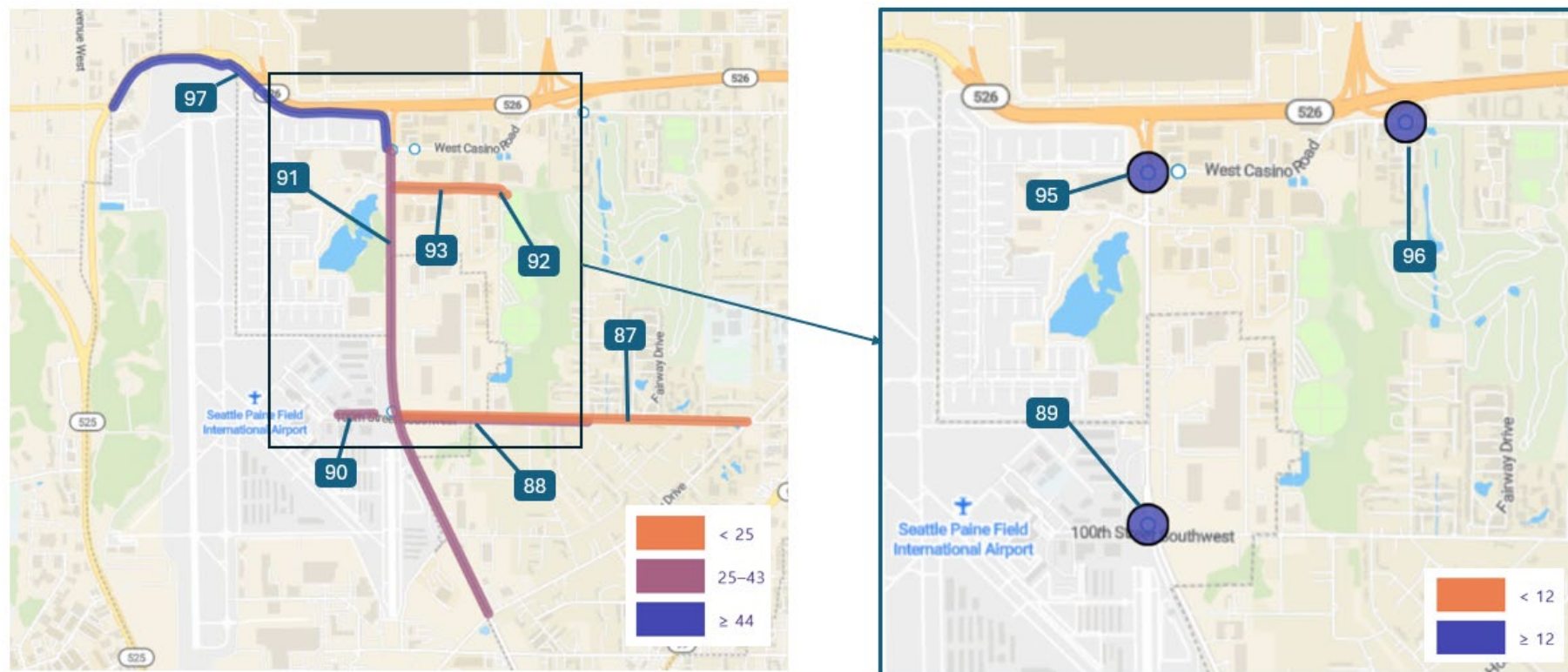


Table 3-9 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority ratings by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-9: SW Everett Industrial Center ratings and project-specific comment themes**

SW Everett Industrial Center Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #87:</b> Install bike lanes on 100th St SW between Airport Road and Holly Drive (~1.1 miles)</p> <p><i>Total Ratings: 52</i> <i>Total Comments: 10</i></p>	10% (5)	13% (7)	23% (12)	19% (10)	35% (18)	<ul style="list-style-type: none"> <li>• Several comments questioning the necessity of a bike lane in the area.</li> <li>• Preference for additional sidewalks over more bike lanes.</li> <li>• Mixed feedback in support.</li> </ul>
<p><b>*Project #88:</b> Fill sidewalk gaps on one or both sides of 100th St SW between Airport Road and 18th Ave W/Dakota Way (~.6 miles)</p> <p><i>Total Ratings: 50</i> <i>Total Comments: 6</i></p>	10% (5)	6% (3)	20% (10)	14% (7)	50% (25)	<ul style="list-style-type: none"> <li>• Seen as an important for general access.</li> <li>• Need good bike and pedestrian facilities from Everett Mall Way to airport.</li> <li>• Support for filling in gaps in the sidewalk network.</li> </ul>
<p><b>*Project #89:</b> Install high-visibility crosswalk with flashing beacons for southbound direction of Airport Road turning west onto 100th St SW</p> <p><i>Total Ratings: 30</i> <i>Total Comments: 5</i></p>	13% (4)	13% (4)	17% (5)	20% (6)	37% (11)	<ul style="list-style-type: none"> <li>• High-visibility crosswalk is helpful, but an overpass or tunnel is seen as the only way to truly ensure pedestrian safety.</li> <li>• Concerns that crossing an off-ramp will never be safe.</li> <li>• Comments questioning the necessity since there is already a crosswalk.</li> </ul>
<p><b>*Project #90:</b> Install a raised bicycle and pedestrian path along 100th St SW between 29th Ave W and 32nd Ave W (~.1 miles)</p> <p><i>Total Ratings: 65</i> <i>Total Comments: 11</i></p>	8% (5)	11% (7)	22% (14)	20% (13)	40% (26)	<ul style="list-style-type: none"> <li>• Some comments questioned the necessity of this project.</li> <li>• Some comments supported this project because it could improve airport terminal access.</li> <li>• Suggestions for a protected bike lane.</li> </ul>

SW Everett Industrial Center Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #91:</b> Upgrade bike lanes along Airport Road from SR 526 to I-5 to separated bike lanes or a bike path. Install protected intersections along this segment (at 100th St SW, 94th St SW, Kasch Park Road) while maintaining movement for all vehicles. (~1.6 miles)</p> <p><i>Total Ratings: 66</i> <i>Total Comments: 11</i></p>	6% (4)	6% (4)	14% (9)	27% (18)	47% (31)	<ul style="list-style-type: none"> <li>• Vital for micro-mobility and connecting neighborhoods to Boeing, Paine Field, and future light rail system.</li> <li>• In support as long as movement for all vehicles is maintained.</li> <li>• Comments saying it's fine as-is.</li> <li>• Separated bike lanes preferred and seen as safer.</li> <li>• Several safety concerns for current configuration.</li> </ul>
<p><b>*Project #92:</b> Install a bicycle and pedestrian path protected by a landscape strip along eastbound Kasch Park Road to connect to the existing sidewalk adjacent to the soccer fields (~.4 miles). Provide a pedestrian gate at the access to Kasch Park.</p> <p><i>Total Ratings: 40</i> <i>Total Comments: 5</i></p>	15% (6)	3% (1)	18% (7)	30% (12)	35% (14)	<ul style="list-style-type: none"> <li>• Great for safety.</li> <li>• Several comments in support with specific request to ensure street parking on at least one side.</li> </ul>
<p><b>Project #93:</b> Install bike lanes on Kasch Park Road between Airport Road and the park's parking lot (~.4 miles)</p> <p><i>Total Ratings: 47</i> <i>Total Comments: 5</i></p>	15% (7)	21% (10)	28% (13)	17% (8)	19% (9)	<ul style="list-style-type: none"> <li>• Improves safety.</li> <li>• Suggestion to focus on bike/pedestrian path instead.</li> <li>• Multiple comments agree that a sidewalk plus a dual-use bike/pedestrian path is better together than alone.</li> </ul>

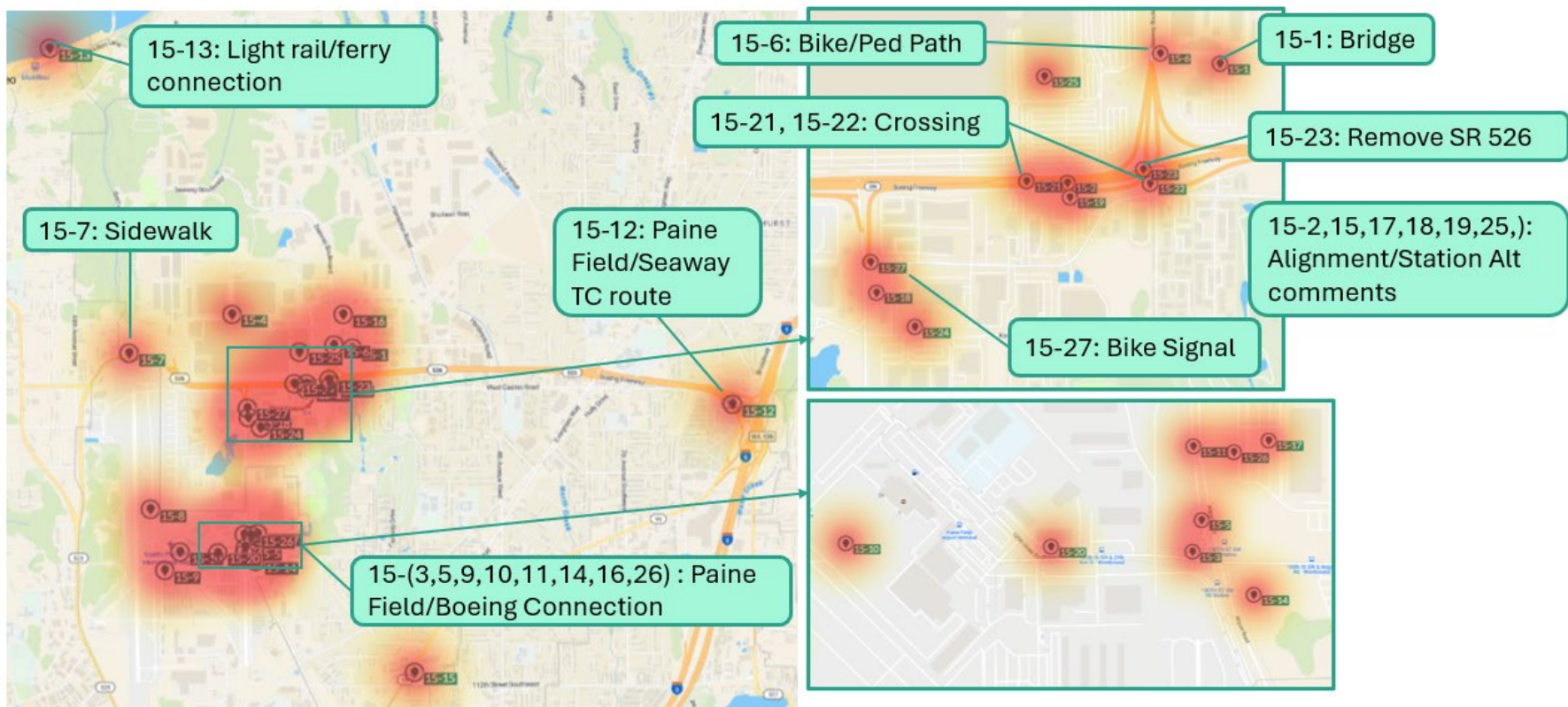
SW Everett Industrial Center Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<b>Project #94:</b> Install accessible curb ramps and pedestrian crosswalk across the business driveway at 2600 W Casino Road  <i>Total Ratings: 18</i>	17% (3)	6% (1)	17% (3)	33% (6)	28% (5)	<ul style="list-style-type: none"> <li>No comments.</li> </ul>
<b>*Project #95:</b> Reduce pedestrian crossing distance, install accessible curb ramps, and upgrade pedestrian signals at W Casino Road and Airport Road  <i>Total Ratings: 28</i>	14% (4)	7% (2)	11% (3)	25% (7)	43% (12)	<ul style="list-style-type: none"> <li>No comments.</li> </ul>
<b>Project #96:</b> Upgrade pedestrian facilities at W Casino Road and 18th Ave W by installing a high-visibility crosswalk with flashing beacons across W Casino Road and upgrade accessible curb ramps and provide crosswalks across 18th Ave W  <i>Total Ratings: 38</i> <i>Total Comments: 7</i>	11% (4)	16% (6)	18% (7)	24% (9)	32% (12)	<ul style="list-style-type: none"> <li>Crosswalk projects should include audible technologies to assist people with visual impairments.</li> <li>Safety concerns about drivers currently ignoring flashing school zone lights on Casino Road.</li> <li>Safety concerns about drivers speeding uphill and downhill.</li> <li>Pedestrian safety is a top priority.</li> </ul>

SW Everett Industrial Center Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>*Project #97:</b> Install a bicycle and pedestrian path along SR 526, outside of the airport fence, connecting Airport Road/Casino Road intersection to 84th St SW/Paine Field Blvd intersection (~1.1 miles). Requires ongoing coordination with Boeing for exact alignment.</p> <p><i>Total Ratings: 76</i> <i>Total Comments: 25</i></p>	8% (6)	9% (7)	7% (5)	18% (14)	58% (44)	<ul style="list-style-type: none"> <li>• Safety is the top concern.</li> <li>• This is a high-priority safety project.</li> <li>• Comments stating there are no safe alternatives for pedestrians or cyclists north of Paine Field.</li> <li>• Fills a major connectivity gap.</li> <li>• Highly beneficial for Boeing commuters, some comments sharing they would consider biking to work if built.</li> <li>• Suggestion to connect with existing multi-use trails, Mukilteo, ferry terminal, Boeing, and Everett.</li> <li>• Many comments in support with a few questions about viability due to distance and safety concerns.</li> </ul>

### 3.6.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-15 shows the location of each of those suggestions and Table 3-10 includes the comments that were attached to each of these suggested projects.

Figure 3-15: SW Everett Industrial Center suggested projects map



**Table 3-10: SW Everett Industrial Center suggested project descriptions**

Map ID	Suggested Projects
15-11	Direct transit access to Paine Field Airport.
15-5	Direct transit access to Paine Field Airport.
15-3	Direct transit access to Paine Field Airport.
15-6	Build bike/pedestrian trail between Seaway Transit Center and Casino Road.
15-10	Direct transit access to Paine Field Airport.
15-7	Install sidewalks between 84th St SW and west Boeing entrance.
15-26	Direct transit access to Paine Field Airport.
15-14	Direct transit access to Paine Field Airport.
15-27	Fix the left turn signal from Casino to Airport Road to recognize bikes.
15-12	Light rail should run direct to Boeing/Fluke/Seaway Bus Station and should be the primary transit center during construction.
15-9	Direct transit access to Paine Field Airport.
15-24	Mark the sidewalks and add more lighting for pedestrians and people with disabilities. (Translated from Spanish)
15-2+	Preference for SWI-A station alternative with the addition of an overpass or tunnel for pedestrians and bikes across SR 526.
15-15+	Preference for SR 99/Airport Road provisional station location instead of Paine Field.
15-21	Work with Boeing to add a crossing to the factory from the SWI-A station alternative.
15-4	Transit and pedestrian access improvements between Paine Field Airport and Boeing offices on the north side of the Boeing Freeway/SR 526 to better support swing and overnight shift workers.

15-23	Suggestion to remove SR 526.
15-19†	Station SWI-A does not serve the general public well. Prioritize funding direct transit access to Paine Field Airport.
15-18†	Station SWI-B should not be considered as it only serves Boeing. Prioritize funding direct transit access to Paine Field Airport.
15-17†	Station SWI-C is the best option because it provides airport access and supports long-term regional growth.
15-25†	Place the station near Boeing 40-87 office tower to cover main factory buildings.
15-22	Improve pedestrian/bike crossing under/over SR 526.
15-1	Add a bridge from Boeing/Seaview PR to Airport Road. <sup>ϕ</sup>
15-20	Direct transit access to Paine Field Airport.
15-8	Direct transit access to Paine Field Airport.
15-13	Convenient access between light rail station and Mukilteo Ferry Terminal.
15-16	Add a stop at the Boeing Transit Center. <sup>∞</sup>

†Suggestions were related to station alternatives or route alignment alternatives.

<sup>∞</sup> Location of the Pin suggests that this comment may have been referring to the Seaway Transit Center.

<sup>ϕ</sup> Location of the pin indicates that commentor may have been referring to Seaview Blvd.

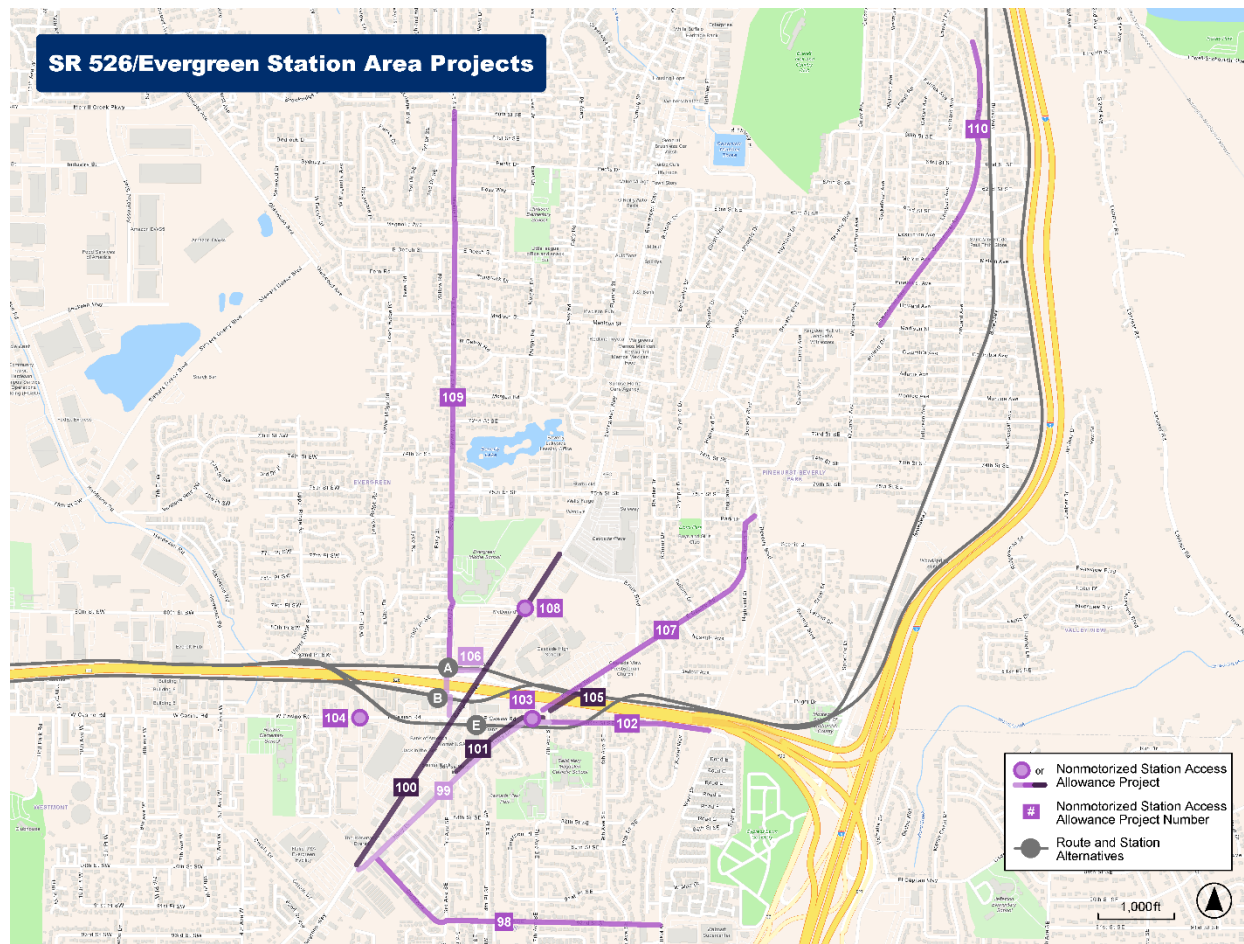
### 3.8 SR 526/Evergreen

#### 3.8.1 Station area overview

If the future SR 526/Evergreen station is located south of SR 526, it would be elevated. If EGN-A or EGN-B were built, the existing pedestrian bridge over SR 526 would need to be replaced. Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line.

There are 13 candidate projects identified that are adjacent or in close proximity to the SR 526/Evergreen station area. These projects are indicated by the numbers on the map, and their descriptions are provided in table 3-11. Overall, the projects received 1,075 clicks. Respondents provided 572 project ratings, 92 project comments, and suggested 22 additional projects. These proposed projects are shown in Figure 3-18.

Figure 3-16: SR 526/Evergreen proposed projects map



### 3.8.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around SR 526/Evergreen were also included. Some common issues identified by respondents included:

- Mixed feedback with some seeing bike/pedestrian improvements as beneficial for commuters while others question necessity.
- Support for improving connections between Interurban Trail, Evergreen Way, Boeing freeway crossing and schools.
- Concerns about traffic impacts.
- Support for prioritizing pedestrian access and safety, including ADA accessibility.
- Concerns about the steep grade.
- Some comments questioning necessity and need to weigh cost vs. future usage.
- Suggestion of a separated bike boulevard on Holly Drive.
- Suggestions to connect Evergreen Way pedestrian paths to nearby high school and extend them further south.
- Desire for additional bike paths on East Casino Road connecting to Interurban Trail and following north along SR 526.
- Desire for improved access across the Boeing Freeway/SR 526.
- Some are concerned about the proposed projects on Beverly Blvd due to the steepness of the hill and the narrowness of the existing road.
- Desire to extend bike lane on Beverly Blvd all the way to Evergreen Way.

#### 3.8.2.1 Comments by project

Out of the 13 proposed projects in the SR 526/Evergreen area, ten of them were most frequently rated as 5 (highest priority) by more than 35% of survey respondents. Projects 103, 107, and 110 were the outliers, but were still rated relatively high. Figure 3-18 below shows the high priority project ratings mapped. Table 3-11 provides the rating data in more detail along with a summary of the project comments.

Figure 3-17: SR 526/Evergreen high-priority-rated projects map

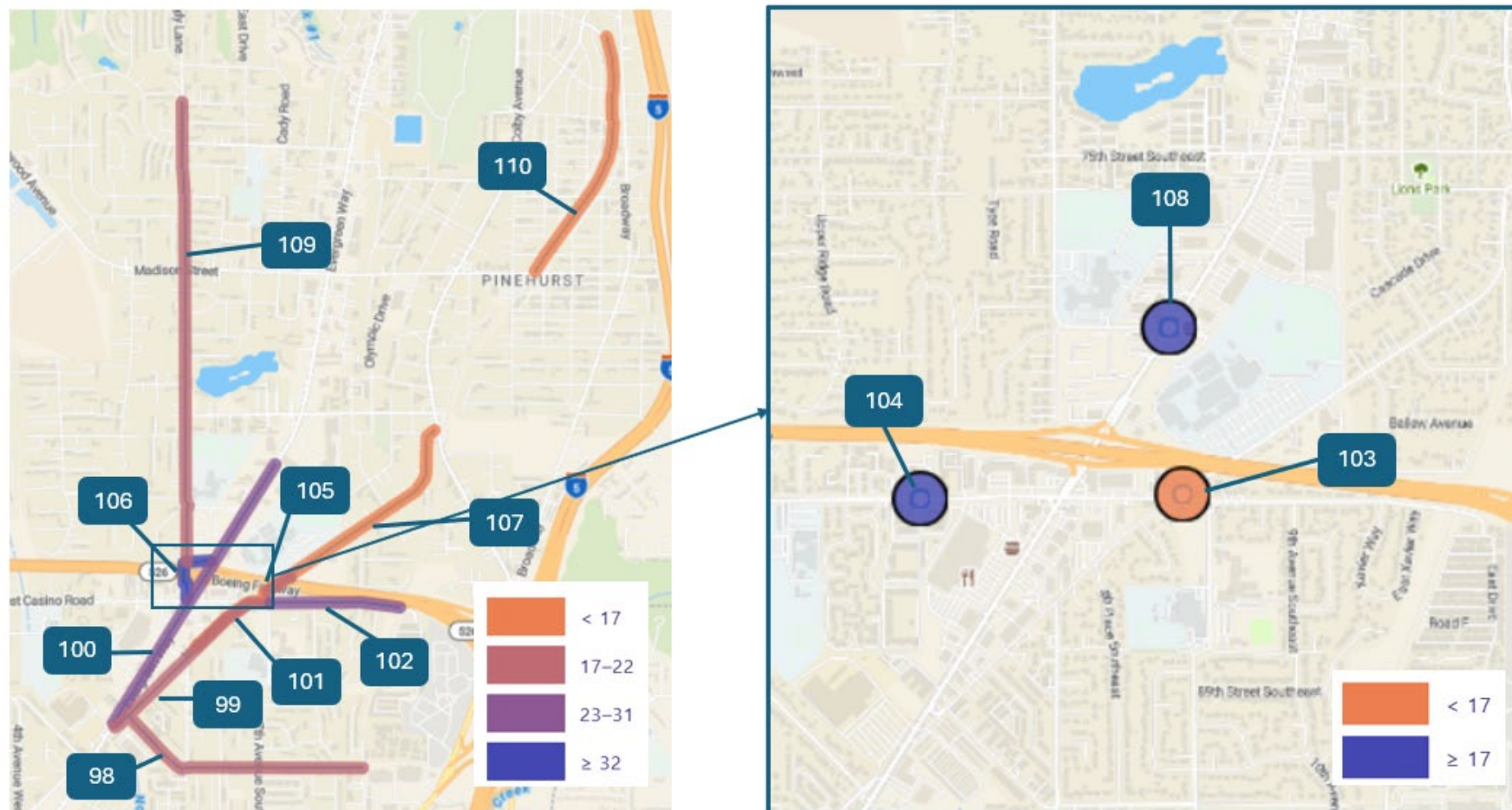


Table 3-11 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority ratings by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-11: SR 526/Evergreen ratings and project-specific comment themes**

SR 526/Evergreen Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #98:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, along 92nd St SE and Dorn Ave from Holly Drive to the Interurban Trail on W Mall Drive (~.8 miles) and add an enhanced crossing of 7th Ave SE on 92nd St SE</p> <p><i>Total ratings: 46</i> <i>Total comments: 7</i></p>	9% (4)	7% (3)	17% (8)	26% (12)	41% (19)	<ul style="list-style-type: none"> <li>Mixed feedback with some people being in support and others feeling it isn't needed or wouldn't be a sufficient improvement.</li> <li>A bike boulevard is low-cost and sensible.</li> <li>This would make work commutes easier.</li> <li>Don't see a value in having this improvement in the area.</li> <li>Concerns about road safety and accessibility for people with mobility issues.</li> </ul>
<p><b>Project #99:</b> Install separated bike lanes or bike boulevard, with lower traffic speeds and shared bike markings, along Holly Drive between south of Dorn Ave and 84th St SE (~.6 miles)</p> <p><i>Total ratings: 48</i> <i>Total comments: 7</i></p>	8% (4)	2% (1)	23% (11)	27% (13)	40% (19)	<ul style="list-style-type: none"> <li>Several comments indicated that it's already a low-traffic area.</li> <li>Differing opinions on what the best type of bike infrastructure would be, varying from none at all, noting that the street is already low-traffic, or the desire for separated bike lanes.</li> </ul>
<p><b>Project #100:</b> Upgrade existing sidewalks with landscape strips on both sides of Evergreen Way between Holly Drive and Bruin Blvd (~.9 miles) per the Evergreen Way Revitalization Plan requirements</p> <p><i>Total ratings: 61</i> <i>Total comments: 9</i></p>	10% (6)	8% (5)	16% (10)	28% (17)	38% (23)	<ul style="list-style-type: none"> <li>Several comments supported bike and pedestrian improvements.</li> <li>Suggestions to reroute the improvement to the nearby high school or further south on Evergreen Way.</li> <li>Concern that sidewalks set in from the road are hazardous.</li> </ul>

SR 526/Evergreen Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #101:</b> Install a raised sidewalk along westbound Holly Drive/84th St SE/Edmonds from 3rd Drive SE to 7th Ave SE (~.3 miles), connecting to the proposed bicycle and pedestrian path on 84th St SE (Project # 102)</p> <p><i>Total ratings: 36</i> <i>Total comments: 2</i></p>	6% (2)	6% (2)	25% (9)	22% (8)	42% (15)	<ul style="list-style-type: none"> <li>Commenters felt the project should be deprioritized when accounting for total project cost and existing sidewalk access on Evergreen.</li> </ul>
<p><b>Project #102:</b> Install a bicycle and pedestrian path on 84th St SE to the Interurban Trail terminus point near the Mobile Country Club (~.4 miles)</p> <p><i>Total ratings: 50</i> <i>Total comments: 9</i></p>	10% (5)	2% (1)	12% (6)	30% (15)	46% (23)	<ul style="list-style-type: none"> <li>Several comments that improvements aren't needed or don't need to be prioritized because it's a low-traffic street that already has some bike/pedestrian infrastructure.</li> <li>Desire to install a bikeway/side path to improve crossing access of the Boeing Freeway/SR 526.</li> <li>Sensible connection to the Interurban Trail.</li> </ul>
<p><b>Project #103:</b> Install a pedestrian connection between Holly Drive/84th St SE and Casino Road sidewalk</p> <p><i>Total ratings: 28</i> <i>Total comments: 3</i></p>	7% (2)	0% (0)	21% (6)	50% (14)	21% (6)	<ul style="list-style-type: none"> <li>Support for more walking access opportunities.</li> <li>Comment that there is a pedestrian path already, but that it's inaccessible.</li> <li>Suggestion to include bike crossing and bike lanes as well to improve connection to Interurban Trail.</li> </ul>
<p><b>Project #104:</b> Install a high-visibility crosswalk with flashing beacons and accessible curb ramps at W Casino Road and The Village</p> <p><i>Total ratings: 46</i> <i>Total comments: 8</i></p>	4% (2)	9% (4)	24% (11)	26% (12)	37% (17)	<ul style="list-style-type: none"> <li>Several comments in opposition to improvements that could slow down traffic speeds on Casino Road.</li> <li>Support for prioritizing pedestrian access and safety, including ADA accessibility.</li> <li>Support for increased pedestrian safety through crosswalks.</li> </ul>

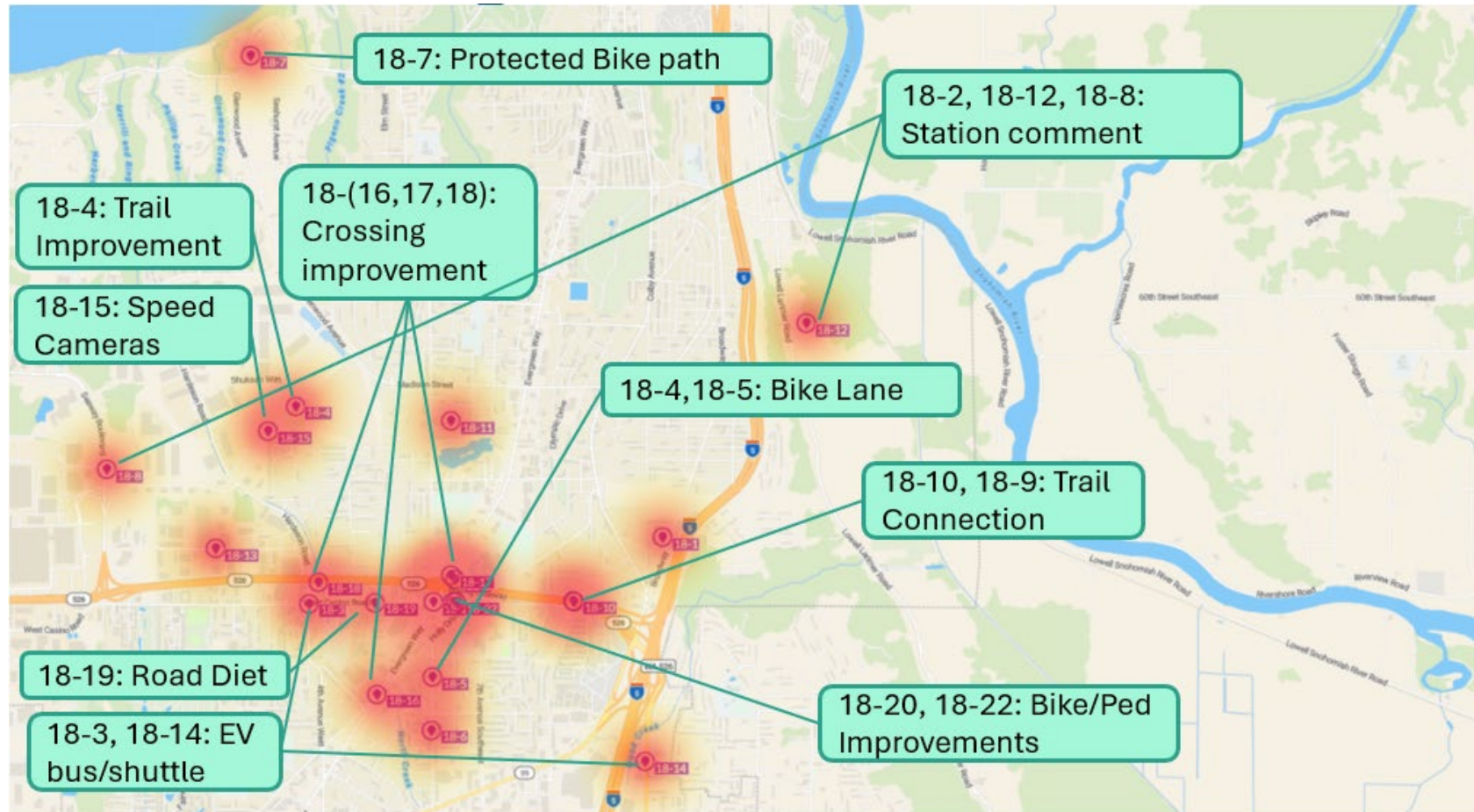
SR 526/Evergreen Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #105:</b> Install a bicycle and pedestrian path on Casino Road leading to the Interurban Trail under SR 526 (~.1 miles)</p> <p><i>Total ratings: 34</i> <i>Total comments: 4</i></p>	0% (0)	9% (3)	3% (1)	38% (13)	50% (17)	<ul style="list-style-type: none"> <li>Mixed feedback on the project’s necessity.</li> <li>Desire for more connection to the Interurban Trail.</li> </ul>
<p><b>Project #106:</b> Reconstruct the existing pedestrian bridge to meet ADA requirements and better connect southbound Evergreen Way to Casino Road or install a sidewalk along southbound Evergreen Way over SR 526 bridge (~.2 miles)</p> <p><i>Total ratings: 47</i> <i>Total comments: 12</i></p>	0% (0)	4% (2)	6% (3)	21% (10)	68% (32)	<ul style="list-style-type: none"> <li>Considered a high priority by many commenters.</li> <li>Concern about bike/pedestrian connection across SR 526 once station is constructed.</li> <li>The state of the current bridge or access to the station area is “substandard.”</li> <li>Desire for a separated bike/pedestrian path.</li> <li>Suggestion to move the bridge closer to Evergreen Way to reduce the detour.</li> </ul>
<p><b>Project #107:</b> Install bike lanes on E Casino Road between 7th Ave SE and Beverly Blvd (~.8 miles)</p> <p><i>Total ratings: 46</i> <i>Total comments: 8</i></p>	4% (2)	0% (0)	37% (17)	24% (11)	35% (16)	<ul style="list-style-type: none"> <li>Several comments in support of improvements around the school to improve bike/pedestrian safety and access.</li> <li>Some concern about the steepness on southbound Beverly Blvd.</li> </ul>
<p><b>Project #108:</b> Upgrade accessible curb ramps and pedestrian signal at Evergreen Way and 79th PI SE. Provide high-visibility crosswalk with flashing beacons on 79th Place SE outside Evergreen Middle School.</p> <p><i>Total ratings: 38</i> <i>Total comments: 2</i></p>	3% (1)	5% (2)	11% (4)	32% (12)	50% (19)	<ul style="list-style-type: none"> <li>Support for pedestrian improvements.</li> <li>Suggestion to make it a pedestrian overpass.</li> </ul>

SR 526/Evergreen Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #109:</b> Install separated bike lane on Beverly Lane between 60th St SE and 79th PI SE and a bike boulevard, with lower traffic speeds and shared bike markings, from 79th PI SE to Evergreen pedestrian bridge (~1.4 miles)</p> <p><i>Total ratings: 52</i> <i>Total comments: 13</i></p>	2% (1)	4% (2)	21% (11)	35% (18)	38% (20)	<ul style="list-style-type: none"> <li>Mixed feedback on the helpfulness of the project.</li> <li>This project would be an important safety improvement for this area and would help drivers slow down.</li> <li>Disapproval of adding a bike lane due to the narrowness of the current street and potential impacts on drivers.</li> <li>Approval of traffic circles for traffic calming.</li> <li>Prioritize the bridge crossing over this.</li> <li>Concern about just how much it would lower speeds.</li> <li>Suggestion to extend the improvement south down Evergreen Way.</li> <li>Approval of traffic circles for traffic calming.</li> <li>Several comments desired protected/separated bike lanes over painted lanes.</li> </ul>
<p><b>Project #110:</b> Install a bicycle and pedestrian path along northbound Commercial Ave between Madison St and the Interurban Trail (~.8 miles)</p> <p><i>Total ratings: 40</i> <i>Total comments: 8</i></p>	5% (2)	13% (5)	25% (10)	30% (12)	28% (11)	<ul style="list-style-type: none"> <li>For many, this is a lower priority improvement to make due to low traffic or other options for bikes and pedestrians nearby.</li> <li>Concerns about impacts on improvements for people with mobility issues.</li> <li>One comment in large support, noting that the road has decent usage as-is and that this improvement would be very beneficial to current riders.</li> </ul>

### 3.8.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-19 shows the location of each of those suggestions and Table 3-12 includes the comments that were attached to each of these suggested projects.

**Figure 3-18: SR 526/Evergreen suggested projects map**



**Table 3-12: SR 526/Evergreen suggested project descriptions**

Map ID	Suggested Projects
18-18	Add a multi-use trail along the light rail guideway connecting nearby multi-family housing to the station.
18-4	Add bike lanes along Sievers-Duecy Road.
18-5	Add biking lanes along 3rd Ave SE to connect the station with Everett Mall Way.
18-10	Connect Interurban Trail under Boeing Freeway/SR 526 to avoid inaccessible detour.
18-2	Add the station north of SR 526 (EGN-A) to serve large apartments and reduce congestion at Casino Road and SR 99.
18-1	Broadway has many bus stops already and the new Link station may too far away.
18-19	Add wider sidewalks, a landscaped buffer, pedestrian scale lighting, and protected bike lanes on Casino Road.
18-20	Add bike and pedestrian improvements on E Casino Road between 7th Ave SE and Evergreen Way to the station.
18-3	Add electric mini buses on Casino Road to connect neighbors to SR 99/Evergreen station.
18-12	Add a small park-and-ride station that connects to the Snohomish River Trail and Centennial Trail.
18-21	Improve bicycle crossing of Evergreen at E Casino Road to connect bike route from Interurban Trail to station alternative EGN-B.
18-22	Bike improvements on E Casino Road between 7th Ave SE and Evergreen Way to the station.
18-8+	Build a 75th St light rail station (at/by Seaway Transit Center) with direct service to Boeing and Fluke.
18-11	Add lighting and signs for those walking and rolling. (Translated from Spanish)
18-7	Improve safety and increase usage by adding protected bike lanes along Mukilteo Blvd.
18-16	Improve pedestrian crossing at Holly Drive and Evergreen.
18-17	Add pedestrian crossings on Evergreen Way, and across the SR 526 bridge (west side).

18-15	Install speed cameras on Sievers-Deucy to improve safety for visitors going to Phil Johnson Ballfields.
18-14	Improve bike, pedestrian, and shuttle access from the Silver Lake area to Evergreen Way station.
18-13	Add safe bus access for industrial companies in the area.
18-4	Create a paved trail at 3rd Ave SE to connect the station with the businesses on Everett Mall Way.
18-9	Build a tunnel under SR 526 to connect the Interurban Trail and avoid significant grade challenges.

†Comment suggests an additional station alternative rather than a new station access improvement project.

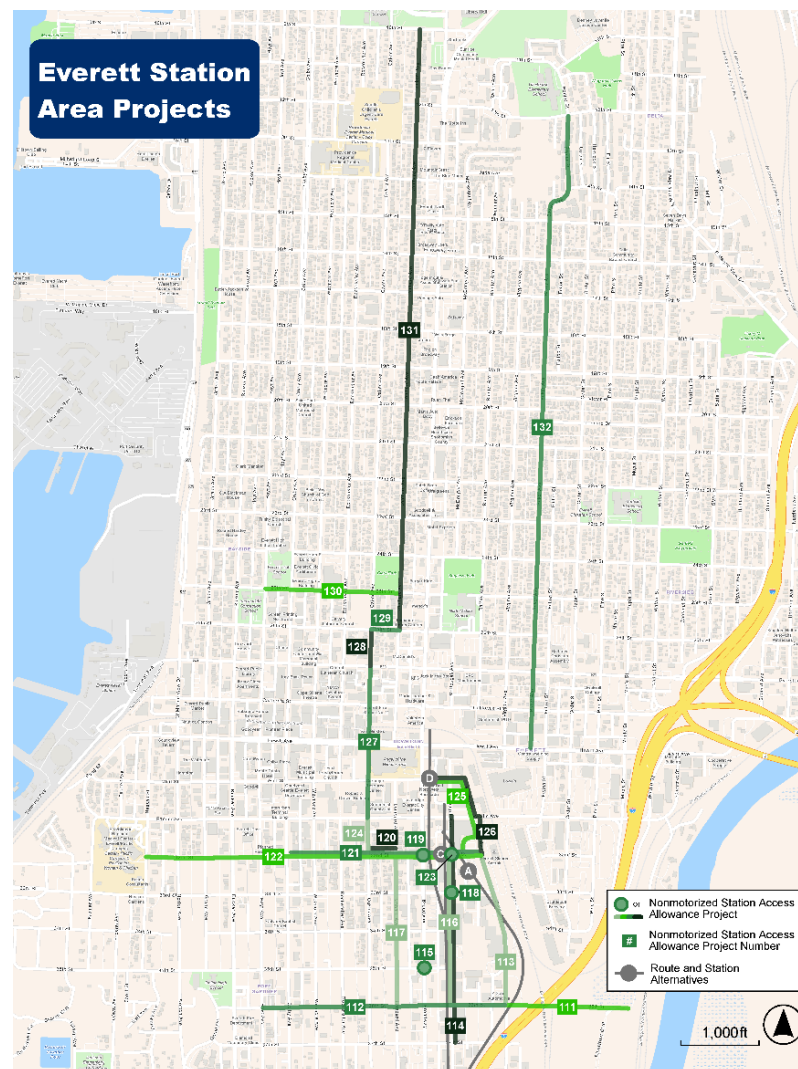
### 3.9 Everett Station

#### 3.9.1 Station area overview

The future Everett Station would be the northern end of the Link system and would be a major connection hub. This station would be elevated. 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, Island Transit, and Skagit Transit also use the Everett Station.

There are 22 candidate projects identified that are adjacent or in close proximity to the Everett station area. These projects are indicated by the numbers on the map, and their descriptions are provided in table 3-13. Overall, the projects received 1,765 clicks. Respondents provided 1,007 project ratings, 132 project comments, and suggested 30 additional projects. These proposed projects are shown in Figure 3-21.

Figure 3-19: Everett Station proposed projects map



### 3.9.2 Summary of public comments

Respondents were asked “On a scale of 1-5 how high would you prioritize this project?” with 1 indicating that the project was not a priority and 5 indicating that the project is a high priority. Respondents were also asked to provide comments associated with their ranking.

In addition to the categories and general comments summarized in Section 2.1 of this document, some more context specific comments around Everett Station were also included. Some common issues identified by respondents included:

- Broad support for the project as a key connector to nearby housing, Riverfront Development, and future stadium.
- Mixed feedback with some in support of bike/pedestrian safety improvements while others question necessity, cost, and impact to vehicle traffic.
- Preference for protected/separated bike lanes.
- Support for transit-oriented development (TOD) with some skepticism about likelihood in the area.
- Not viewed as a high priority but still recognized as a need.
- Concerns about steep grades, narrow streets, and long-term viability/usefulness.
- Several comments requesting re-orientation of stop signs along the route.
- Desire for coordination with existing or planned City of Everett bike projects.
- Desire for bike lanes on either Smith Ave or McDougall Ave, but not both.
- Areas for improvement on 36th St as well as Broadway.
- Comment advocating for different routing via Pacific Ave.
- Multiple suggestions to re-orient stop signs/adjust layouts to improve flow.

#### 3.9.2.1 Comments by project

Out of the 22 proposed projects in the Everett Station, most of the proposed projects in the Everett Station were given a high priority rating of 4 or 5 by an average of 34% of respondents. Figure 3-20 below shows the high priority project ratings mapped. Table 3-13 provides the rating data in more detail along with a summary of the project comments.

Figure 3-20: Everett Station high-priority-rated projects map

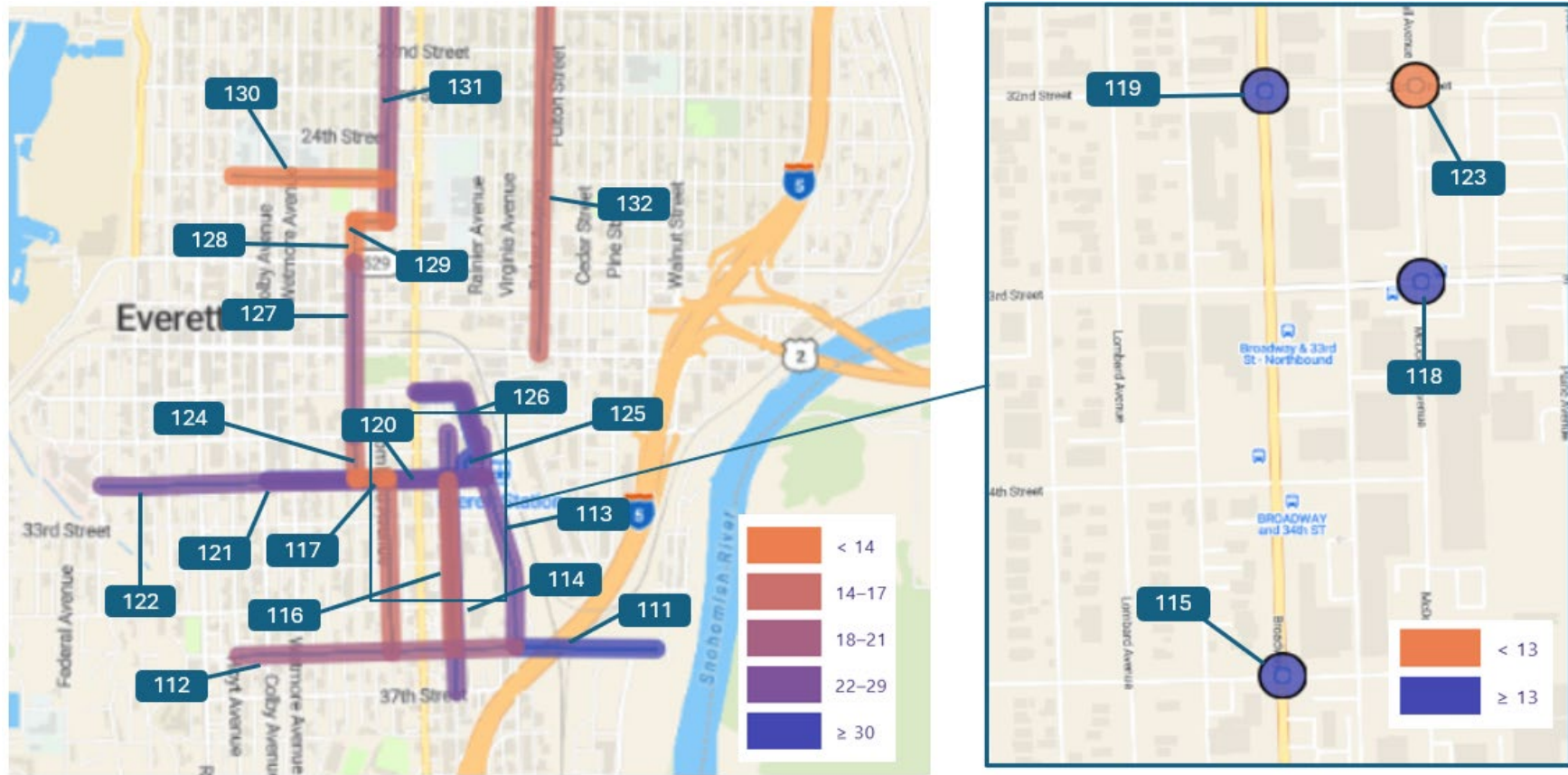


Table 3-13 below includes each project description, ranking, and summary of comments received. The starred projects (\*) received highest priority ratings by more than 35% percent of people who rated each project.

*Note: Some projects may have received fewer ratings/comments due to limitations in software and map accessibility. Raw numbers may not be an accurate representation of project interest. May include some duplicates.*

The color gradient scale shows the spread of priority ratings from the minimum percentage of responses to the maximum percentage of responses.

**Table 3-13: Everett Station ratings and project-specific comment themes**

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #111:</b> Construct sidewalks on 36th St between Smith Ave and Lowell Riverfront Trail</p> <p><i>Total ratings: 58</i> <i>Total comments: 12</i></p>	3% (2)	7% (4)	14% (8)	22% (13)	53% (31)	<ul style="list-style-type: none"> <li>• Suggestion to add bikeway to allow access to parks along Snohomish River.</li> <li>• Support for adding a protected bike lane.</li> <li>• At the east end of the segment a new park will be opening (Eclipse Mill Park).</li> <li>• Several comments in support of the project, noting it as a connection to housing, the Riverfront Development, and a means of crossing the highway.</li> <li>• Suggestion for considerations for accessing the neighborhoods east of I-5.</li> <li>• Request for Everett Link to go to the college.</li> </ul>
<p><b>Project #112:</b> Install bike lanes on 36th St between Hoyt Ave and Smith Ave (~.6 miles)</p> <p><i>Total ratings: 50</i> <i>Total comments: 12</i></p>	12% (6)	4% (2)	24% (12)	22% (11)	38% (19)	<ul style="list-style-type: none"> <li>• Mixed feedback on the proposed project with opposition for a bike boulevard or other improvement that would slow traffic or worsen congestion.</li> <li>• Suggestion to change stop sign layout so cyclists don't have to stop as often.</li> <li>• Questions about logistics of bikes crossing Broadway.</li> <li>• Support for the project as a connector.</li> <li>• Multiple comments suggest having the improvement extend west across Rucker Ave to Sequoia High School.</li> </ul>

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #113:</b> Install bike lanes on Smith Ave between 32nd Ave and 36th St, connecting to the proposed bike lane on 36th St (~.4 miles)</p> <p><i>Total ratings: 58</i> <i>Total comments: 10</i></p>	12% (7)	0% (0)	16% (9)	29% (17)	43% (25)	<ul style="list-style-type: none"> <li>• Preference for protection/separation at this location.</li> <li>• Suggestions to prioritize sidewalks instead.</li> <li>• Project area should extend to Sequoia High School.</li> <li>• Suggestion to re-orient stop signs along route.</li> <li>• One comment that motor vehicle traffic should be prioritized on this road.</li> <li>• Optimism about future potential for TOD in this area.</li> <li>• Recommendation to pick either Smith Ave or McDougall Ave for bike lanes, not both.</li> </ul>
<p><b>Project #114:</b> Install continuous sidewalks on one or both sides of McDougall Ave, and reduce pedestrian crossing distance with curb extensions at intersecting streets for traffic calming (~.5 miles)</p> <p><i>Total ratings: 55</i> <i>Total comments: 3</i></p>	5% (3)	5% (3)	15% (8)	31% (17)	44% (24)	<ul style="list-style-type: none"> <li>• TOD is unlikely in this area.</li> <li>• Priority for this project depends on future station location.</li> <li>• Recommendation to pick Smith Ave or McDougall Ave for bike lanes, not both.</li> </ul>
<p><b>Project #115:</b> Install a traffic signal, crosswalks, and accessible curb ramps at 35th St and Broadway</p> <p><i>Total ratings: 44</i> <i>Total comments: 4</i></p>	7% (3)	14% (6)	16% (7)	20% (9)	43% (19)	<ul style="list-style-type: none"> <li>• General support for the project.</li> <li>• Suggested areas for the project are 36th Ave as well as Broadway.</li> </ul>
<p><b>Project #116:</b> Add bike lanes on McDougall Ave between Pacific Ave and 36th St, connecting to the proposed bike lane on 36th St</p> <p><i>Total ratings: 40</i> <i>Total comments: 7</i></p>	15% (6)	0% (0)	28% (11)	20% (8)	38% (15)	<ul style="list-style-type: none"> <li>• TOD is unlikely in this area.</li> <li>• Pick Smith Ave or McDougall Ave for bike lanes, not both.</li> <li>• Preference for protection/separation at this location.</li> <li>• One comment that motor vehicle traffic should be prioritized on this road.</li> </ul>

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #117:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, on Lombard Ave between 32nd St and 36th St (~.4 miles)</p> <p><i>Total ratings: 47</i> <i>Total comments: 5</i></p>	15% (7)	9% (4)	21% (10)	26% (12)	30% (14)	<ul style="list-style-type: none"> <li>• Preference for protection/separation at this location.</li> <li>• One comment that motor vehicle traffic should be prioritized on this road.</li> <li>• Questioning necessity because Hoyt Ave already has a bike lane.</li> </ul>
<p><b>Project #118:</b> Install a traffic signal with crosswalks and reduce the pedestrian crossing distance with curb extensions at McDougall Ave and 33rd St</p> <p><i>Total ratings: 34</i> <i>Total comments: 3</i></p>	9% (3)	9% (3)	15% (5)	24% (8)	44% (15)	<ul style="list-style-type: none"> <li>• Suggestion for priority signals for bikes/peds.</li> <li>• Desire to maintain a streamlined traffic flow.</li> </ul>
<p><b>Project #119:</b> Install a traffic signal, crosswalks, and accessible curb ramps at Broadway and 32nd St</p> <p><i>Total ratings: 28</i> <i>Total comments: 3</i></p>	11% (7)	7% (2)	18% (5)	18% (5)	46% (13)	<ul style="list-style-type: none"> <li>• Support for more crossings on Broadway in general.</li> <li>• Suggestion to re-orient stop signs along route.</li> </ul>
<p><b>Project #120:</b> Provide bike lanes on 32nd St between Oakes Ave and Lombard Ave (~.1 miles)</p> <p><i>Total ratings: 37</i> <i>Total comments: 5</i></p>	8% (3)	8% (3)	38% (14)	19% (7)	27% (10)	<ul style="list-style-type: none"> <li>• Not a very high priority project.</li> <li>• Concerns about lowered speed limits and impacts on vehicle traffic.</li> <li>• General comments about the need for bike lanes in this area.</li> </ul>

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #121:</b> Install new or widened sidewalks on one or both sides of 32nd St. Include traffic calming, accessible curb ramps, and crosswalks at intersecting streets. (~.5 miles)</p> <p><i>Total ratings: 53</i> <i>Total comments: 3</i></p>	4% (2)	4% (2)	8% (4)	28% (15)	57% (30)	<ul style="list-style-type: none"> <li>• Support for crosswalk to connect nearby residences and future baseball stadium to future light rail station.</li> <li>• Suggestion for shared funding with the stadium.</li> </ul>
<p><b>Project #122:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, along 32nd St between Nassau St and Smith Ave (~.8 miles) to connect the station to other north-south bicycle facilities to the west</p> <p><i>Total ratings: 60</i> <i>Total comments: 9</i></p>	10% (6)	5% (3)	20% (12)	22% (13)	43% (26)	<ul style="list-style-type: none"> <li>• Comments calling out the steepness of the street and concerns about project viability/usefulness.</li> <li>• General comments against installing a bike boulevard, recommend installing protected bike lanes.</li> <li>• Comments advocating for a different routing via Pacific Ave.</li> </ul>
<p><b>Project #123:</b> Install a traffic signal, crosswalks, and accessible curb ramps at McDougall Ave and 32nd St</p> <p><i>Total ratings: 24</i> <i>Total comments: 1</i></p>	8% (2)	17% (4)	25% (6)	17% (4)	33% (8)	<ul style="list-style-type: none"> <li>• Not a high priority but recognized as a need.</li> </ul>
<p><b>Project #124:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, on Oakes Ave between Pacific Ave and 32nd St (~.1 miles)</p> <p><i>Total ratings: 32</i> <i>Total comments: 4</i></p>	12% (5)	7% (3)	26% (11)	21% (9)	33% (14)	<ul style="list-style-type: none"> <li>• Question about placing a traffic light at strategic intersection.</li> <li>• General comments against installing a bike boulevard, recommend installing protected bike lanes.</li> </ul>

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #125:</b> Install sidewalks on one or both sides of Wall St and Paine Ave between Broadway and 32nd St. Include traffic calming, accessible curb ramps, and crosswalks at intersecting streets (~.3 miles)</p> <p><i>Total ratings: 53</i> <i>Total comments: 5</i></p>	4% (2)	2% (1)	15% (8)	23% (12)	57% (30)	<ul style="list-style-type: none"> <li>• Strong support for installing additional sidewalks and filling in existing sidewalk gaps, especially for access to regional destinations.</li> <li>• Some support depending on which Everett Station alternative is selected.</li> </ul>
<p><b>Project #126:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, on Smith Ave/Paine Ave from Wall St to 32nd St (~.3 miles)</p> <p><i>Total ratings: 49</i> <i>Total comments: 7</i></p>	10% (5)	6% (3)	16% (8)	22% (11)	45% (22)	<ul style="list-style-type: none"> <li>• General comments against installing a bike boulevard, recommend installing protected bike lanes.</li> <li>• Comments about this project connecting a future baseball stadium to future light rail station.</li> </ul>
<p><b>Project #127:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, on Oakes Ave between Everett Ave and Pacific Ave (~.4 miles)</p> <p><i>Total ratings: 55</i> <i>Total comments: 8</i></p>	13% (7)	11% (6)	13% (7)	27% (15)	36% (20)	<ul style="list-style-type: none"> <li>• Comments fairly split between being in favor of and against installing a bike boulevard.</li> <li>• Comments opposed to installing bike boulevard cite negative impacts to downtown vehicle traffic speeds and potential loss of downtown parking.</li> <li>• Some confusion over what a bike boulevard actually is.</li> </ul>

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<p><b>Project #128:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, on Oakes Ave between 26th St and Everett Ave/SR 529 (~.1 miles)</p> <p><i>Total ratings: 40</i> <i>Total comments: 5</i></p>	15% (6)	13% (5)	20% (8)	28% (11)	25% (10)	<ul style="list-style-type: none"> <li>Similar to other bike boulevard projects, these comments were split fairly evenly between support/oppose.</li> <li>Comments opposed to installing a bike boulevard cite already low traffic speeds in downtown Everett.</li> <li>Suggestion to extend project to connect local high school.</li> </ul>
<p><b>Project #129:</b> Install bike lanes on 26th St between Lombard Ave and Oakes Ave (~.1 miles)</p> <p><i>Total ratings: 37</i> <i>Total comments: 4</i></p>	16% (6)	16% (6)	22% (8)	24% (9)	22% (8)	<ul style="list-style-type: none"> <li>Not a high priority project.</li> <li>Comments split 50/50 in support/against this project, with similar talking points to #126- #128.</li> </ul>
<p><b>Project #130:</b> Install bike lanes on 25th St between Lombard Ave and Hoyt Ave (~.3 miles)</p> <p><i>Total ratings: 42</i> <i>Total comments: 6</i></p>	14% (6)	10% (4)	29% (12)	24% (10)	24% (10)	<ul style="list-style-type: none"> <li>Not a high priority project.</li> <li>Comment in favor of prioritizing pedestrian improvements over bicycle infrastructure.</li> </ul>
<p><b>Project #131:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings, on Lombard Ave between 10th St and 26th St (~1.5 miles)</p> <p><i>Total ratings: 50</i> <i>Total comments: 7</i></p>	10% (5)	10% (5)	16% (8)	28% (14)	36% (18)	<ul style="list-style-type: none"> <li>Comments in favor acknowledge high traffic volumes and the need for an alternative safe, protected bike route.</li> <li>Comments opposed indicate concern for additional slow traffic and congestion on high volume streets.</li> </ul>

Everett Station Project Descriptions	Priority Rating					Comments
	1	2	3	4	5	
<b>Project #132:</b> Install a bike boulevard, with lower traffic speeds and shared bike markings on Baker Ave/Poplar St between 12th St and Hewitt Ave (~1.6 miles)  <i>Total ratings: 51</i> <i>Total comments: 9</i>	12% (6)	10% (5)	16% (8)	31% (16)	31% (16)	<ul style="list-style-type: none"> <li>• Comments in favor of project argue for increased safety features, such as protected bollards and increased separation of bikes from other traffic.</li> <li>• Several commenters noted that there are other bike projects planned in the area by the City of Everett that should be taken into consideration.</li> </ul>

### 3.9.3 Suggested projects

Respondents were asked to suggest additional projects via the map tool if there was a necessary improvement they identified that was not reflected in the proposed list. Figure 3-21 shows the location of each of those suggestions and Table 3-14 includes the comments that were attached to each of these suggested projects.

Figure 3-21: Everett Station suggested project map

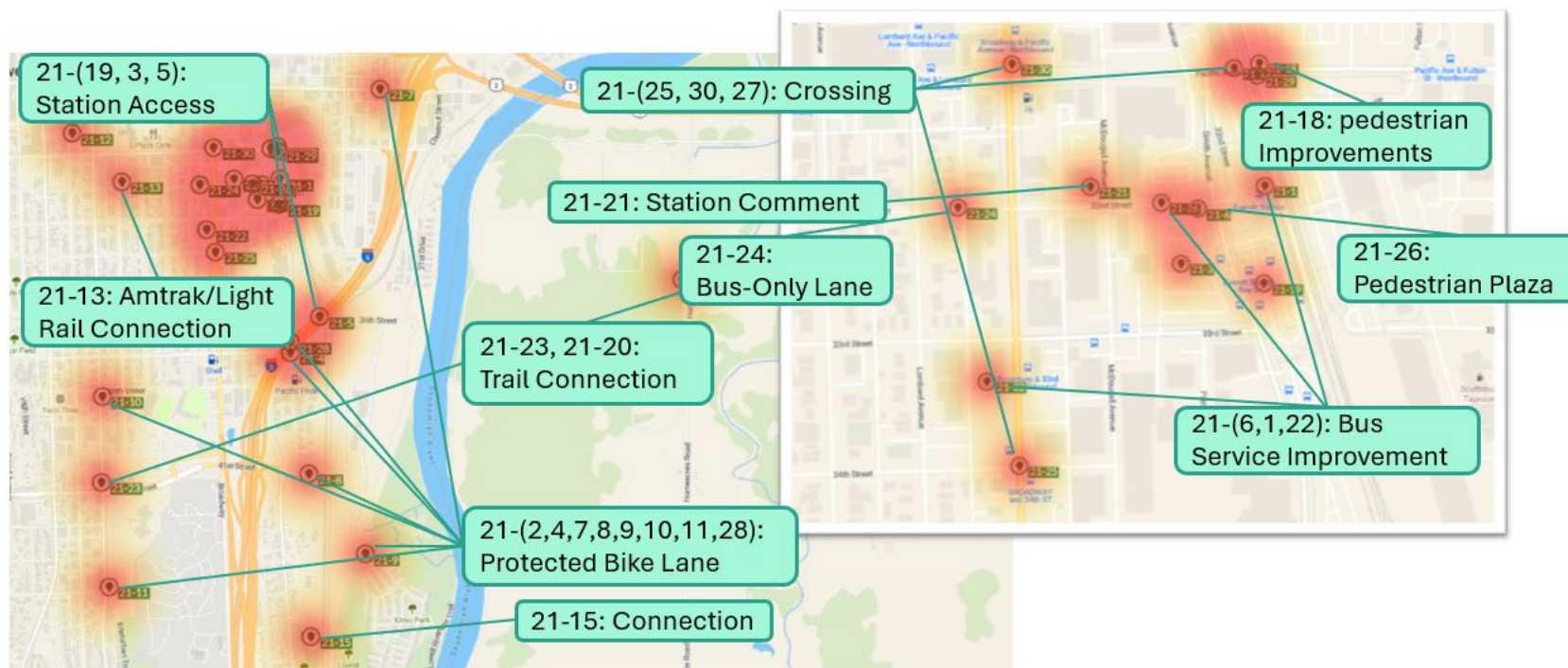


Table 3-14: Everett Station suggested project descriptions

Map ID	Suggested Projects
21-15	Create a direct route from the park to Everett Station.
21-25	Add pedestrian crossing and traffic signal at Broadway and 34th St.
21-19	Allow for easy access between Link station, Sounder station, and bus bays.
21-3	Allowing easy access between Link, ST Express bus, Sounder, Amtrak, Everett Transit, Community Transit, Skagit Transit, and Island Transit.

21-5	Complete 36th St to give Riverfront residents easier access to Everett Station.
21-24	Convert Pacific Ave's outer lanes to bus-only lanes for Swift and Everett Transit.
21-2	Create bike lanes on SR 529 from Marysville to Everett.
21-18	Coordinate pedestrian and street access with redevelopment plans for the new Everett baseball stadium.
21-4	Extend bike lanes under the I-5 bridge to S 3rd Ave to connect with existing bike infrastructure.
21-10	Build a protected bikeway to 36th St connecting Hoyt Ave and Riverfront bikeway.
21-12	Stroller-friendly light rail connection to Imagine Children's Museum with a short, flat walk.
21-14	Add a pedestrian crossing with flashing lights. (Translated from Spanish)
21-30	Improve pedestrian crossing north of Pacific Ave on Broadway to connect to downtown county campus, municipal building, and municipal court.
21-29	Improve pedestrian crossing of railroad tracks for eastern approaches to the station.
21-17, 21-16+	Consider light rail along East Marine View Drive across the Snohomish River into Marysville. (Duplicate comment)
21-27	Add an all ages and abilities crossing of the Pacific Ave bridge to connect to Fulton St and future redevelopment of Everett Public Works' Cedar St Campus.
21-28	Need protected bike lanes on Smith Ave from 36th St to 38th St to connect the Interurban Trail into the station area.
21-23	Connect Interurban Trail on 41st St to new bike lanes on 36th St.
21-6	Increase transit frequency from Lake Stevens to the Everett and Lynnwood Transit Center.
21-8	Add protected bike lanes on S 3rd Ave and 41st St to connect east side neighborhoods to future light rail station.
21-9	Build separated bikeway to connect Lowell Riverfront trail and the northern paved trail to avoid Riverfront

	Blvd.
21-21	Should stop above McDougall Ave next to the future stadium.
21-1	Provide reliable, frequent, and flexible Link from SeaTac to Everett to help travelers commuting to and from the airport.
21-20	Support Snohomish River Trail.
21-22	Expand existing Zip Shuttle into Everett and add flashing lights to crosswalks.
21-7	Create a protected connection from Highway 2 bike path to the light rail station for an east-west connection.
21-11	Add a separated bikeway between 44th St SE and 41st St on Colby Ave.
21-26	Turn 32nd St into a pedestrian plaza between Smith Ave and McDougall Ave, potentially up to Broadway.
21-13†	Add a stop at Everett Amtrack station to connect Amtrack to Link and Paine Field.

†Comments suggest additional station and alignment alternatives rather than a new station access improvement project.

## 4 NEXT STEPS

### 4.1 Continued analysis of Nonmotorized Station Access Allowance projects

The public's feedback provided valuable information on which candidate projects could improve people's access to future Everett Link Extension light rail stations, what types of projects would be the most useful, and additional suggested projects to consider. Sound Transit will work with jurisdictional partners and use this input, along with other Sound Transit Board-approved evaluation criteria, to narrow down the list of potential Nonmotorized Station Access Allowance projects. There will be additional opportunities for the public to give feedback as part of this process.

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# **APPENDIX A**

## **Public Comments**



# Everett Link Extension

## Nonmotorized Station Access Allowance project comments by station area

### West Alderwood

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
1	3jo7988xnu47	4	Connectivity to Interurban Trail is critical
1	8vn4em9ul4e8	5	Great for safety
1	9hx2lll3ou78	3	I don't feel strongly about this particular project
1	24m6vxk7eoo3	5	In terms of this section itself, it seems like the Link guideway alignment should maximize how adjacent it is to current freeway/transportation corridors east of it, to minimize disturbance of commercial and residential properties along the west side of the corridor. In terms of how this corridor could serve as part of an enhanced connection for the area, its current use as a bypass from Lynnwood city center to Alderwood is merely a band-aid when one considers how I-5 drove a spike through this part of town; with a connection of Poplar Way from the east over the interstate - whether it's built for ped/bike access, vehicle/transit access, or an over-freeway connector lid in a larger future project - this corridor amplifies its potential in bringing more ridership to Link light rail in the Alderwood area.
1	338zzt8gdp96	2	not sure I understand how this connects to the grand plan.
1	8dn6j8nfa4bd	2	The connection to the street level at Chase farther south and at 28th Ave W further north may be sufficient for access to the station, particularly since the Interurban already connects directly to the Lynnwood station.
1	66sn8s2uh2b9	5	The whole Alderwood Mall Pkwy/196th/I-5 overpass is really tedious on foot. It's so annoying that it makes me skeptical about plans for future bike lines across I-5. I don't want to be that way!
1	3bk6zm8iad48	4	These projects should be done in such a way as to not interrupt or interfere with motorized vehicle traffic
1	8z73wen49mu9	5	Trail connectivity should be a high priority, especially to interurban and centennial trail.
2	9hx2lll3ou78	4	Always a yes on bike lanes for me
2	474ue82e8if6	5	Everyone should have access to safe biking
2	3jo7988xnu47	5	High traffic area - separated bike lanes required
2	8vn4em9ul4e8	5	Making bicycling safer for all ages and abilities is great
2	24m6vxk7eoo3	5	Safety to/from Link stations is a priority.

<sup>1</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
2	8ax8wid9asu4	2	The key here is the "may include physical separation" part. Let's keep our bicyclists as safe as possible. If there's no separation, it's not a complete project. Just another dangerous bandaid for cyclists.
2	67flr9ae9d66	5	To make this transition now, I have to use the N side (wrong way) sidewalk on 196th, far from ideal
2	8z73wen49mu9	3	Vehicle/bike separation is always an ideal, however less of a priority and maybe a Round 2 project?
2	6hmc4llr3jra	1	While I like that they're all ages and abilities, they don't actually connect to any other bike infrastructure. Disconnected islands of bike infrastructure aren't particularly useful.
3	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
3	8vn4em9ul4e8	5	High visibility crosswalks are great
3	8dn6j8nfa4bd	3	I'm not sure the furthest south crossing makes sense if the station ends up directly west of JC Penney.
3	8dn6j8nfa4bd	3	I'm not sure the furthest south crossing makes sense if the station ends up directly west of JC Penney.
3	49xp4bki8ge7	4	It will allow pedestrians to cross these areas much safer.
3	8z73wen49mu9	4	Love flashing beacon crossings!
3	6hmc4llr3jra	4	People will be crossing this street whether there are signals or not, so let's add signals to make it safer.
3	9aw98mxi3afa	2	This feels unnecessary if there are existing signalized intersections. If it is a safety concern, higher sidewalk curbs or barriers.
3	6u7b8jbd7i66	2	This is important sure, but it's not a huge issue right now so it's hard to prioritize
3	66sn8s2uh2b9	5	This is the street I jaywalk across most often in Lynnwood, especially the northernmost intersection
3	3bk6zm8iad48	1	This should not be done in this configuration but rather as a over pass so as to not further congest the traffic around the mall was is already at critical levels
4	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
4	8dn6j8nfa4bd	2	Crossing is difficult in this area due to the high speeds on the road but it's not particularly close to the station and doesn't have a lot of pedestrian traffic.
4	3jo7988xnu47	4	Cross-walk beacons for safer cycling at Alderwood Mall Blvd & 28th Ave. W and Interurban Trail
4	9vm83jx4kkg7	5	I very nearly got hit by a car at this crosswalk.
4	8vn4em9ul4e8	5	Making crossing the street safer is great
4	3bk6zm8iad48	1	Projects the further congestion traffic on Alderwood mall Blvd should be removed. Congestion is already at critical levels.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
4	3pj9yed83eg4	3	This would make it much easier/safer to use the adjacent Alderwood Mall & 28th Ave bus stop.
4	8ax8wid9asu4		Yes, this is a long stretch with poor pedestrian crossing opportunities that are safe. But vehicular traffic is bad enough. In case the public transportation professionals and users haven't noticed, we won't be able to get everyone to get out of their cars. Maybe give them a break here?
5	4c8ays719hdk	2	36th Ave W is not a good street for sharrows - bike facility along there would need to be protected/separated
5	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
5	3pj9yed83eg4		Don't do this one.
5	8ax8wid9asu4	2	I predict low bicycle utilization that in no way offsets the needs of vehicular traffic; however, I do support lower speed limits in this area, if enforced.
5	3gup2lhx4229		if shared bike markings means sharrows, those are proven to be less safe for cyclists than leaving the road unmarked. We should aim for separated bike lanes instead on a key corridor like this
5	8ws466fen4b7	2	Shared roads are lame. Separate bike lanes are better
5	8iis4tsf4243	4	There should also be a safe way for pedestrians and cyclists to cross the freeway.
5	6hmc4llr3jra	1	This road acts as an extended freeway entrance. Sharrows aren't going to help here. Separated infrastructure is the only appropriate option for this road.
5	3bk6zm8iad48	1	Traffic is already overly congested in this location. This would ensure gridlock.
5	8vn4em9ul4e8	5	Why not a protected bike lane?
5	9o34p6ie84ej	2	with the raised crosswalks idea, physically separated bike lanes and traffic calming to enforce lower speeds would be nice
6	3bk6zm8iad48	3	Only if this could be done above or below the street level so it would not further interrupt traffic in this overly congested corridor.
6	8vn4em9ul4e8	5	Protect people on bikes and connect routes
6	3pj9yed83eg4	3	This could be nice
7	24m6vxk7eoo3	2	A low priority compared to the access opportunity to connect Poplar Way to the east over the interstate into an Alderwood Link station.
7	8ws466fen4b7	5	I like interurban Connection
7	3bk6zm8iad48	3	ONLY if this could be done above or below the current traffic grade. Under no circumstances should additional interruptions be added to the current traffic flow.
7	8vn4em9ul4e8	5	Separated bike lane is good
7	6dg3n3evd6a7	5	This has been a long needed cyclist improvement.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
8	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
8	8vn4em9ul4e8	5	Making street crossing safer is great
9	24m6vxx7eoo3	2	As an access road within the mall lot, this doesn't appear to provide many enhancement opportunities... unless 1) a quick ped/bike access point can be punched through to the Interurban Trail or a crossing over I-5 to provide an easier reach for those from the Brier direction, or 2) the nearby footprint of a Link station can provide in/out linkages to nearby parking and bus routes.
9	8vn4em9ul4e8	5	Great for people walking, and mobility challenges
9	9hx2lll3ou78	3	I don't see a need for sidewalk behind the AMC but the straightaway would give safe access to the other stores.
9	3pj9yed83eg4	5	Make walking around the mall area easy!
9	3hv9wu449276	2	Mall and business owner should do this.
9	8iis4tsf4243	4	Protected Intersections for bikes would be nice too (ofc the bike lanes)
9	8z73wen49mu9	5	Sidewalk gaps hinder those that want to walk/roll. Filling in existing gaps should be a priority.
9	4y62a2dgdw33a	4	sidewalk gaps should be prioritized
9	8ax8wid9asu4	5	This one is obvious. Old, formerly county roads from the early and mid 1900s need to be brought up to date in terms of walkability and ease of use for people with varying abilities. Meaning - sidewalks.
10	9hx2lll3ou78	5	A separate bike lane would be awesome. Bicycles participation in my circles is growing for a number of reasons and if the city were to introduce opportunities to ride safely, I'm 100% for it
10	9zu8yrz2kzw9	4	All bike lanes should be physically protected with barriers.
10	24m6vxx7eoo3	5	I see this as the most important corridor in relation to an Alderwood Link station, with the greatest potential for enhancements to accommodate Link ridership. Punching some sort of access point from Poplar Way (east of I-5) - be it ped/bike or vehicle/transit access - makes sense for maximizing connections for this area. It probably involves rethinking the Poplar Way/524 interchange as an opportunity for enhanced access, possibly as a segment of a larger freeway lid to reconnect this area that was bisected by the interstate. Frankly, I'm a bit surprised I haven't heard of a lid idea for this section of I-5 before, considering how badly the emergence of the interstate damaged access and connectivity for this part of Snohomish County.
10	6hmc4llr3jra	5	Main access point to station from the Interurban Trail to the south. Safe access is critical.
10	3vd4f9lh7rta	5	N-S make sense, great connection
10	9xlc8rey98na	5	Obviously a major priority for bike commuters like myself
10	8vn4em9ul4e8	5	Protect people on bikes from cars, trucks and buses

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
10	3jo7988xnu47	4	Provides necessary bike lanes to connect to City of Lynnwood's planned Poplar Way bridge project.
10	8789c9dse648	5	safe multimodal
11	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
11	9vm83jx4kkg7	3	It is so challenging as a pedestrian to approach the mall from the interurban trail, and the sidewalk randomly ending here with no clear place to cross is a part of the problem.
11	8vn4em9ul4e8	5	Making street crossing safer
12	24m6vxk7eoo3	3	It appears there's other access opportunities on higher demand, unless this provides an opportunity to connect ped/bike access to the north over freeway.
12	8vn4em9ul4e8	5	Making walking safer, also for people using wheelchairs, walkers, scooters
13	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
13	8vn4em9ul4e8	5	Making street crossing safer
14	8cp999tke3uxn	5	A protected, separated, and safe micromobility connection to and from the future station location that travels through the region's largest commercial shopping district is essential to running daily errands, getting to work, and meeting up with family and friends. This project also has the potential to boost economic development for businesses in the area. This should be built.
14	9zu8yrz2kzw9	3	Bike improvements should be prioritized, but only if they are actually creating safe, protected facilities.
14	4y62a2dgdw33a	3	completing sidewalk gaps a higher priority
14	6hmc4llr3jra	4	Connects station area to existing bike infrastructure on 188th St SW west of 44th Ave W.
14	67flr9ae9d66	3	Cross connection needed, but this hill is too steep to get much use
14	8z73wen49mu9	2	Fill in first, then improve what is out there.
14	8vn4em9ul4e8	5	Making bicycling safer
14	8789c9dse648	5	Sidewalk
15	24m6vxk7eoo3	3	Any enhancement to ease ped/rolling/transit access.
15	8z73wen49mu9	2	I thought there was a crossing here already? If not, then a 4.
15	8vn4em9ul4e8	5	Making street crossing safer
15	9vm83jx4kkg7	2	The current crosswalk situation is fine and makes sense here, but if a sidewalk was on both sides going toward the mall I'd prefer to cross on the north side of the intersection.
15	3bk6zm8iad48	1	This would block traffic turning out of the Alderwood mall and further congest traffic that is already close to gridlocked.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
16	8z73wen49mu9	3	Definitely fill in the gaps! Curious as to why commercial businesses along this stretch were not required to install prior?
16	3pj9yed83eg4	5	Make walking around the mall easy!
16	8vn4em9ul4e8	5	Making sidewalks safer
16	24m6vxk7eoo3	2	Part of access through the Alderwood lot... consider ped/bike safety and access enhancements.
16	8iis4tsf4243	5	This would be crucial for people accessing the station and the mall by foot.
17	8cp99tke3uxn	5	Adjacent safe, separated, and protected connections for the local community to get from their homes to the light rail station and commercial shopping district needs to be implemented to get people from their homes to the station. This should be built.
17	24m6vxk7eoo3	4	Another critical corridor to feed into Link station accessibility.
17	8vn4em9ul4e8	5	Best bicycle lanes are physically separated
17	6hmc4llr3jra	3	Connects station area to existing bike infrastructure on 36th Ave W north of 179th St SW.
17	3bk6zm8iad48	3	Will make traffic worse in this corridor.
18	24m6vxk7eoo3	4	A main corridor feeding an Alderwood Link station... consider ways to enhance ped/bike/transit access & safety. There's also a retirement community along this corridor (near Pioneer Park, perhaps there's more I'm unaware of), literally a block & change away from your proposed Link station placement... this might serve as an interesting opportunity to bounce around ideas in how to engage and help provide access to Link for retirees, in an effort to elevate ridership for a portion of the population that's facing mobility issues with age, phasing driving out of their daily routine, yet still independently capable (more of them than you might think) and in need of a way to get around and lead a meaningful and productive life without a car.
18	3bk6zm8iad48	1	Absolutely not. Will further congest traffic in the most congested area of Lynnwood.
18	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
18	9o34p6ie84ej	4	be sure to use daylighting and maybe raised crosswalks! i know it's a high-throughput street, but as we work to improve the built environment in lynnwood, we have to start somewhere :)
18	8vn4em9ul4e8	5	Making street crossing safer
18	3pj9yed83eg4	2	Maybe don't need quite so many crosswalks, especially the north and south pairs are very close and might be better served being combined. Net result of three crosswalks.
18	3pj9yed83eg4	2	Maybe don't need quite so many crosswalks, especially the north and south pairs are very close and might be better served being combined. Net result of three crosswalks.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
18	3pj9yed83eg4	2	Maybe don't need quite so many crosswalks, especially the north and south pairs are very close and might be better served being combined. Net result of three crosswalks.
18	24m6vxk7eoo3	3	Part of a main corridor feeding an Alderwood Link station... consider ped/bike access & safety enhancements.
18	9hx2ll3ou78	2	Seems like a lot for such a short stretch
18	9aw98mxi3afa	2	There are signalized intersections. Pedestrians should use those, the distance between isn't that great
18	3hv9wu449276	5	yes connect these neighborhoods
19	7ke7ors4yn23	5	A direct, safe, protected, and separated micromobility connection to the light rail station through the region's largest commercial/shopping center is essential for running daily errands, getting to
19	8cp99tke3uxn	5	A protected, separated, and safe micromobility connection to and from the future station location that travels through the region's largest commercial shopping district is essential to running daily errands, getting to work, and meeting up with family and friends. This project also has the potential to boost economic development for businesses in the area. This should be built.
19	6hmc4llr3jra	3	Forms part of the connection between the station area and the Interurban Trail to the north.
19	27sfh8peh4h9	5	Fully protected bike lanes with a PHYSICAL CONCRETE BORDER are very necessary.
19	66sn8s2uh2b9	3	I'd use it if it were physically separated. Not sure I trust mall drivers enough to ride in the shoulder on a 35mph road with lots of turning traffic.
19	3jo7988xnu47	5	Needed bike lanes - should be separated - on 184th St. SW.
19	8f794nw8agc7	5	Needed for the most likely station location
19	4y62a2dgw33a	3	nice idea.
19	8ax8wid9asu4	3	Only "with separation" from gp traffic.
19	24m6vxk7eoo3	5	Primary corridor feeding the Link station at Alderwood... It seem like you want to make it as bicycle and pedestrian friendly as possible to encourage flow to/from the station from local bus connections.
19	8vn4em9ul4e8	5	Protected bike lanes with physical separation are safest
19	8ws466fen4b7	5	Separated bike lanes good
19	8z73wen49mu9	3	Sidewalks already exist along this area, better signaling a must.
19	3bk6zm8iad48	1	This is a ridiculous proposal unless the goal is to gridlock traffic in this area.
20	3pj9yed83eg4	5	Absolutely do this
20	3bk6zm8iad48	3	As long as the area does not take away from the existing roadway.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
20	4v729y8hrv4p	4	Being able to walk on that side of the street without having to cross to north side to get to the bottom of the hill. Also would like to have an orange line bus stop on that side.
20	24m6vxk7eoo3	4	Higher priority to maximize access & safety to an Alderwood Link station.
20	8vn4em9ul4e8	5	Sidewalks are safer than walking on the shoulder
20	8ws466fen4b7	5	The mall needs more sidewalks
20	66sn8s2uh2b9	4	Yes! This gotcha makes it surprisingly annoying to walk from the mall to surrounding blocks.
20	8z73wen49mu9	5	Yes, fill in the gaps!
21	6hmc4llr3jra	3	Connects with West Alderwood Project #17.
21	24m6vxk7eoo3	5	Critical corridor feeding to/from the Link station at Alderwood... maximize ped/bicycle friendly access and safety.
21	3bk6zm8iad48	1	Further congest and already over congested roadway.
21	67flr9ae9d66	5	High priority on the climbing side, lower priority on the downhill side.
21	3jo7988xnu47	5	Need separated bike lanes to connect to project 19
21	8f794nw8agc7	5	Needed for accessing the most likely station location
21	8ax8wid9asu4	3	Please - with separation.
21	8vn4em9ul4e8	5	Protected bike lanes work best when connected
22	8ws466fen4b7	5	Bike trails are cool
22	3jo7988xnu47	5	Complete missing gap of Interurban Trail near 184th (behind Target). Low cost 2-way bike lanes, separated recommended.
22	8vn4em9ul4e8	5	Great to see Interurban Trail gaps get filled, safer
22	67flr9ae9d66		Little used, so close the trail
22	6hmc4llr3jra	3	Nice to have. Could be done very cheaply by simply closing that section of Beech Rd to through car traffic.
22	24m6vxk7eoo3	3	Part of the Interurban Trail? Possible access enhancement to reach areas to the north over the spaghetti of freeways.
23	24m6vxk7eoo3	2	Feeder street to main corridors... other than ensuring safety and access, it doesn't seem like a high priority.
23	9vm83jx4kkg7	1	I don't foresee many people walking here.
23	8vn4em9ul4e8	5	Safer for people walking, wheelchairs,,etc
23	66sn8s2uh2b9	3	This would be nice. I currently walk in the street to get from Costco to Home Depot.
23	6dg3n3evd6a7	5	Will improve a critical, close pedestrian corridor.
23	8ax8wid9asu4	5	Yes, please, in the name of both walkability and rollability.
24	8vn4em9ul4e8	5	Build it and people will bike more

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
24	66sn8s2uh2b9	4	I would love a better cycling experience on 33rd Ave, the Ash Way/Alderwood Mall Pkwy/30 PI W triple intersections with turning traffic feels death-defying. The existing bike lane currently has low-hanging branches that limit its usefulness for biking.
24	4az8cb3uxc33	5	If possible to safely navigate the very messy intersection at Alderwood Mall Pkwy and Maple Rd, this corridor is underutilized by car traffic and would be a wonderful access to H Mart and Alderwood Mall from areas east of I-5.
24	24m6vxk7eoo3	5	If this is the new corridor that bends around Costco, this seems like a high priority for providing walking and rolling access to a Link station area.
24	67flr9ae9d66	3	Seem OK as they are to me
24	4nn672no3sm8	5	This is a higher speed road, physical separation between car traffic and bicyclists should be prioritized.
24	3bk6zm8iad48	1	This roadway badly needs reconfiguration for motorized vehicle traffic, not bike lanes added to the mess.
24	6hmc4llr3jra	3	This would be great, but it MUST connect with the existing bike infrastructure at Ash Way. Stopping 500 ft short of that would be a huge wasted effort.
24	9vm83jx4kkg7	2	Turning traffic in and out of Costco make me never want to cycle here.
24	4y62a2dgdw33a	3	what does an upgrade mean? this is a very high volume, high distraction, higher speed road.
25	3vd4f9lh7rta	5	A new bridge over I-5 to improve safety for Interurban users. Extend Maple Rd west to close #28
25	9ak6tnu8vog4	5	Absolutely needs to be done! Crossing I-5 currently is
25	44xfk4yix2b8	5	Consider an alternative pedestrian bridge that shares the light rail guideway structure to cross 525 and provide a direction connection between separated segments of the Interurban Trail. This proposed bridge would only moderately improve trail connections, partially grade-related challenges.
25	3jo7988xnu47	5	Critical missing gap in Interurban Trail effectively blocks all vulnerable users (bikers, walkers, rollers, etc.) from access to Alderwood Station.
25	8cp99tke3uxn	5	Currently I5 and I405 significantly cut off pedestrian and cycling access to the region's largest commercial shopping area from the Larch Way neighborhood. The highways also create a significant gap in the Interurban Trail. This project should be built to help people get to the places they want to go outside of a car.
25	6hmc4llr3jra	5	Fixes critical gap in Interurban Trail, enabling access to station area by bicycle from the other side of I-5.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
25	7es23xgs8mfa	5	Highly recommend, however, I'd prefer an interurban trail along the route of the train path, so that I can access the train station more directly instead of a very long detour.  This area is often very floodprone, so during winter time there needs to be safe passage
25	8ij3dg7ye8h7	5	If we could do this work tomorrow, I would throw all my tax dollars at it. I work in SODO and live in Martha Lake. I bike to the Lynnwood light rail almost every day I go into the office. The scariest part of that ride is crossing over I5 on Maple. First, crossing the bridge itself, especially when heading west to east when the shoulder gets really tight and you're essentially picking between riding closer to cars or riding through prickly bushes. Cars also cut into the bike lane when going around the curve under the 405 bridge. The second scary part is when you're going east to west and need to cross maple to continue on the path. The wayfinding for the interurban trail tells you to just cross traffic, not to go up to the light and back around. And even going to the light can feel dangerous because cars are not paying attention when turning from Maple onto Ash for Ash onto Maple. All in all, I love my commute, but this portion is scary and I've had quite a few near misses.
25	66sn8s2uh2b9	4	I'm mostly interested in biking/walking to Maple Road from west of I-5, via Alder Way (my typical route today) or Ash Way (my preferred route if it were safer). It's fundamentally less useful for me to cross over to east-of-I-5 over a loud/uphill/long/multiple-signal-controlled 164th St overpass just to cross back over two miles later.
25	4b6zux69nof7	4	Important connection both for light rail and existing interurban trail
25	4az8cb3uxc33	5	In addition to being effectively part of the Interurban Trail, the Maple Road bridge is the only reasonable crossing point for most bike-friendly roads east of I-5 (196th and 164th Aves SW are both very difficult to navigate). Upgrading the Maple Road "share the road" signs to a safe crossing would be a huge win for the region.
25	9bw7pfx777a9	5	Long overdue
25	67flr9ae9d66	5	Maple as it is currently, I bike down (take the lane) but never up.
25	24m6vxk7eoo3	2	Not really sure how this relates to the Alderwood Link station... another access point I guess? Consider widening lanes for bicycle safety.
25	2oi3gxu48x47	5	Sidewalks should be installed here in order to safely move pedestrians and bikes through this part of Maple Rd.
25	8ax8wid9asu4	5	Spenny, but do it.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
25	6dg3n3evd6a7	5	<p>The Maple Road I-5 overpass is the least friendlist to pedestrians and cyclists between Everett and Seattle. It is downright hazardous to walk your bike across, having inadequade space. Fixing this would be wonderful.</p> <p>An even better possible fix would be having the Interurban avoid its jog up to Maple in the first place and going across I-5 alongside the light rail line. That would allow for a much straighter route and achieve the same end result.</p> <p>Either way, it would be a dramatic safety and access improvement.</p>
25	4u3rbs9umm48	5	This path is widely used by cyclists, and providing a safe connection to the trail will encourage even more riders
25	8vn4em9ul4e8	5	This would be a major improvement
25	4y62a2dgdw33a	5	this would fix a "missing link" in in the Interurban trail that makes it far less of a regional asset.
25	9vm83jx4kkg7	5	This would improve the usability of the interurban trail immensely! The current bridge is is a perilous trip.
25	8789c9dse648	5	Yes connect Interurban over
25	3hv9wu449276	5	Yes need this connect from east to west over the freeway Maple bridge unsafe. I would use this connection always!
26	2oi3gxu48x47	5	A roundabout should also be built at the intersection of Maple and Butternut, so that it will be able to keep traffic moving in a safe way, while also being built to accommodate bikers and pedestrians.
26	8iis4tsf4243	4	Bike lanes should conenct all the way to Larch Way
26	8vn4em9ul4e8	5	Great to connect paths, for safety
26	8f794nw8agc7	5	Key connection for improving Interurban Trail
26	67flr9ae9d66	3	Makes more sense to extend to Larch Way, a much more popular biking route, bypassing that section of the trail.
26	3hv9wu449276	5	Maple Bridge must be improved for bike and ped safety
26	3ob84imb2338	5	maple road bridge is a nightmare to cross on bike. the highest priority please
26	4az8cb3uxc33	5	Maple Road is absolutely key to connectivity with the Interurban, Alderwood Mall area, and Link station and safer infrastructure would be a huge difference to accessibility by a wider range of people.
26	6dg3n3evd6a7	4	One of the few improvements that focus on communities on the other side of I-5 that will be coming to the station.
26	3jo7988xnu47	4	Provides critical, safe connectivity to Project 25

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
26	9xlc8rey98na	5	This is a dangerous area for bicyclists trying to continue north along the Interurban Trail and a major barrier. Yes, a road exists, but low frequency/new riders, heck even myself as an experienced rider, are intimidated by being so close to cars and trucks. A connection across 405/I-5 to the segment NE of this interchange is essential.
26	9ub4a7ihh8g8	4	This is a high use path for cyclists following the Interurban trail south. There are cars that pass on the bridge, which is unsafe for cyclists and drivers.
26	9vm83jx4kkg7	2	with a new bike/pedestrian bridge, this improvement wouldn't be as necessary.
26	8789c9dse648	5	Yes connect Interurban over
26	8z73wen49mu9	5	Yes, please!
27	24m6vxk7eoo3	2	Interurban Trail enhancements? Likely a lesser priority to other enhancements to maximize Link access and ridership.
27	66sn8s2uh2b9	2	I've never wanted to turn off here. Maybe this will change if something new opens up in this block?
27	3pj9yed83eg4	2	Maybe don't need quite so many connections.
27	3pj9yed83eg4	2	Maybe don't need quite so many connections.
27	3pj9yed83eg4		Maybe don't need quite so many connections.
27	8vn4em9ul4e8	5	Will encourage more people to use it
27	3hv9wu449276	5	Yes interurban connection to the east side of the freeway a must
27	8z73wen49mu9	5	YES! More access points to the interurban trail will make it easier to use as a biking/walking arterial.
28	8789c9dse648	5	Coordinate w/ COL & Costco
28	9vm83jx4kkg7	1	Costco traffic on this road is a nightmare. there is no way I'm ever walking on that side of the road.
28	67flr9ae9d66		Fine the way it is
28	66sn8s2uh2b9	2	I walk along the east side sidewalk, it's sufficient for my needs. I would prioritize the bike lane project over this.
28	3hv9wu449276	5	Prefer path Separated from Traffic
28	8vn4em9ul4e8	5	Sounds safer
28	6hmc4llr3jra	1	There's already a formal raised sidewalk on the west side of the road.
28	3pj9yed83eg4	5	This will make walking safer for pedestrians.
28	4y62a2dgdw33a	4	yes sidewalk completion should be a priority
28	8ax8wid9asu4	5	Yes, please, in the name of walkability.
29	3vd4f9lh7rta	5	Make physically separated. Major connection
29	4nn672no3sm8	5	"All ages bike lanes" should always provide physical separation from traffic, not just paint and flex-posts. Either commit to a full concrete separator, or put the bike trail off the roadway itself. Flex posts will not stop a car from veering into the bike lane, nor will it stop a child from swerving into traffic.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
29	8cp99tke3uxn	5	A protected, separated, and safe micromobility connection to and from the future station location that travels through the region's largest commercial shopping district is essential to running daily errands, getting to work, and meeting up with family and friends. This project also has the potential to boost economic development for businesses in the area. This should be built.
29	9vm83jx4kkg7	5	Bike connections to Heritage park, the new REI, and the bookstore on the way to the mall will make me much more likely to approach this area from the southwest. I may chose to cycle to this station instead of Lynnwood on days I cycle.
29	27sfh8peh4h9	5	Fully protected bike lanes with a PHYSICAL CONCRETE BORDER are very necessary.
29	98n4sl6zmq24	1	Huh?!? A corridor to... nowhere? There's better and safer ideas for providing access to the station over I-5 from the east.
29	4y62a2dgdw33a	3	I am skeptical that bike lanes on such a busy, higher speed road could be made for "all ages and abilities". Lots of driveways to cross, too.
29	24m6vxk7eoo3	5	It seems like you've overlooked an opportunity within this roadway arc... I see potential for a pedestrian bridge from the area in & around the Poplar Way/Hwy 524 interchange, augmented perhaps with newly imagined bus stop enhancements. An alternative would be to punch Poplar Way over the interstate for a shortened connection to a Link station from the east. Obviously the awkward alignment of I-5 through the street grid in this area creates many detached spaces and corridors for pedestrian, bicycle and transit access to a Link station at Alderwood, and the mall in general anyway... considering overpasses and other improved spots of access make it easier for folks connecting from east of the freeway (to serve communities in and around Brier).
29	67flr9ae9d66	3	Love the connection to the existing bike lane continuing N of Maple Rd on the Pkwy, but the hill on 179th is a beast and will get little use.
29	8vn4em9ul4e8	5	Physical separation is safer than paint
29	3hv9wu449276	5	separate
29	3bk6zm8iad48	1	Should not go down Alderwood mall Parkway and further worsen already gridlocked traffic. Instead, dedicated bus lanes should be added in addition to the existing traffic lanes.
29	6hmc4llr3jra	2	This would be great to have, but I think the other projects have a higher impact.
29	9hx2lll3ou78	4	This would give me personally a better way to bike to work!
29	8789c9dse648	5	trail connection!
29	8iis4tsf4243	5	Turn this stroad into a street please. Use protected intersections, wider and even sidewalks, and narrower lanes

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
29	66sn8s2uh2b9	4	<p>Will this include adding pedestrian crosswalks to all sides of the Alderwood Mall Pkwy/Maple Rd/33rd Ave intersection? That's a big walkability hurdle.</p> <p>Bike lanes here are redundant with the Interurban Trail for through traffic, unless they're going directly to the new station. I biked across the I-5 overpass the other day on the sidewalk, it wasn't terrible.</p>
New	98n4sl6zmz24	n/a	A new pedestrian/bicycle bridge over I-5 for a more direct connection to the station from Poplar Way and areas to the east. Perhaps this could springboard a larger project of connecting vehicular access in the future, or even a future lid over this section of I-5, to reconnect the separated Alderwood area and the disjointed access.
New	9o34p6ie84ej	n/a	along 133rd, full bus lanes with full signal priority for community transit services connecting to the station would really help improve station access
New	7es23xgs8mfa	n/a	Connect Maple road bike access to Interurban trail on SW side of i5/405 interchange
New	3kfn9s4i6op6	n/a	Cruzes peatalse
New	6if4an97dvi6	n/a	Don't do anything to this area's traffic lanes that doesn't improve and speed up the flow of traffic. This area has the worst congestion in the state, especially during holidays
New	9o34p6ie84ej	n/a	full bus lanes with full signal priority on 184th would help improve station access
New	98n4sl6zmz24	n/a	Improved access along the Poplar Way corridor to a ped or multi-use bridge over I-5, with the Lowe's lot reimaged as a possible future transit/P&R connection.

Project ID	Respondent ID	Priority scale 1-5 <sup>1</sup>	Do you want to comment on this project?
New	7eg4ybr3fm39	n/a	<p>Pedestrian Bridge over the interstate from the vicinity of Poplar Way to 33rd Ave W and preferred alternative area for an Alderwood Link light rail station AND potential transit/park and ride space at the current Lowe's site:</p> <p>Good morning... I'm looking through your interactive map for submissions and suggestions on EVLE nonmotorized station access allowance projects, and want to submit a suggested concept not included in the options... it didn't seem like I could accurately convey it through the interactive page. I would have attended your June 5 meeting, but I was out of town.</p> <p>This is an idea for a pedestrian bridge over the interstate from the vicinity of Poplar Way to 33rd Ave W and what I understand to be the preferred alternative area for an Alderwood Link light rail station -- along with a potential transit/P&amp;R space at the current Lowe's site.</p> <p>Forgive the crude drawing, I just sketched out a concept with a jittery mouse (or hand) over Google maps to relay the idea.</p>
New	32ip3exl7p8a	n/a	Poner con luces emergentes e cruces peatonales y señalamientos el líneas de bicicleta
New	3ha2kz8w4p98	n/a	scrap this waste of money. it costs tax payers too much money and not enough people use it
New	67flr9ae9d66	n/a	The pavement is AWFUL on the trail behind Target, torn up by tree roots. Patches don't last, I gather the roadbed wasn't prepared properly. A proper fix for this should be the highest priority.
New	8iis4tsf4243	n/a	There should be a direct connection between Alderwood Mall and the Station. This would allow riders to be able to more conveniently access the mall, without crossing a sea of parking.
New	6wd2ujx84up3	n/a	This area needs a crosswalk so that people can safely access the interurban trail

## Ash Way

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
30	3ww223stp32w	1	Area is relatively low traffic and wide enough for cars to pass bikes.
30	7tm9fly27js3	3	Extending 30 to #37 Continuous bike lane.
30	8sh2g9upl2yj	3	I am unsure of the traffic volumes on 172nd or the residential density of the neighborhoods south of the trail. Seems like a good lower cost improvement for a return on investment.
30	8vn4em9ul4e8	5	Makes bicycling safer
30	9y34fpt4xdf6	1	nobody bikes here. bikes get stolen anyway
30	8789c9dse648	5	Only improvement South of 164th need to connect the neighborhood & schools (Alderwood Middle and Martha Lake Elementary)
30	48rm8f2mat2j		This area is highly popular with cyclists, and the improvement would enhance safety and encourage even more riders
30	8ij3dg7ye8h7	4	While I don't personally use this stretch on my route, and it isn't technically part of the interurban route,
30	3hv9wu449276	5	Yes but what about bike lanes on Larch Way from SR 524 to 164th This project been on the Snohomish county list for 20 years. Connect these neighborhoods that have been Zoned for more density to transit.
31	3pj9yed83eg4	5	Absolutely complete the sidewalks.
31	98n4sl6zmq24	5	Basic and essential ped/ADA access to station.
31	3ww223stp32w	2	Due to housing developments recently under construction most of this area has sidewalks on st least one side of the road.
31	2a3bsi8fha84	5	Important for safety of pedestrians and ease of access to the station
31	4nn672no3sm8	4	Increasing pedestrian access around a station is very important for walkability.
31	8vn4em9ul4e8	5	Makes walking safer
31	8sh2g9upl2yj	4	pedestrian access to the Ash way Transit Center should be a priority
31	66sn8s2uh2b9	3	This section north of 164th seems fine already. What I really need is a safe sidewalk connecting 164th to Alder Way.
31	9y34fpt4xdf6	4	this would make walking to the station much safer
31	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
32	3ww223stp32w	3	164th is easily clogged so bus priority here could improve transit times. Trail is interesting if it would get pedestrians away from the busy road, but should connect to the light rail station.

<sup>2</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
32	8cp99tke3uxn	5	A protected, separated, and safe micromobility connection to and from the future station location to folks homes and business along 164 St. SW is essential as it is the only East West corridor in the immediate area. This project also has the potential to boost economic development for businesses in the area. This should be built.
32	979nfo9ynr26	4	Adding a dedicated trail will make biking more appealing on 164th. Due to a 35 mph speed limit and unprotected bike lanes, it is currently not safe to bike on 164th. BAT lanes will improve reliability of the Swift Orange Line, since 164th gets heavily congested during peak hours.
32	8sh2g9upl2yj	3	BAT lanes only if transit timing is improved - may be too costly for value of project?
32	2hg8wub7vus3	5	Gets better access to bike riders in Mill Creek area.
32	8vn4em9ul4e8	5	Good to help Transit
32	9hx2lll3ou78		I don't know of anyone who enjoys the BAT lanes on Highway 99. This is going to make traffic even worse. Please dont so this. Keep the new station on the west side of the freeway
32	9vm83jx4kkg7	5	I like to bike on North road, and the North Creek Trail is great. Improving this connection to the Interurban would be appreciated. I'll take improved Orange Line and cycling between the new station and Mill Creek town center too!
32	8ij3dg7ye8h7	4	I love this idea. We love to bike around the area, but we won't visit businesses between Meadow/164th and Mill Creek Blvd/164th, because we do not feel safe biking along 164th. I rated this a 4, though, because there are sidewalks. As a runner I have made 164th work, but as a cyclist I do not feel safe on this road.
32	8f794nw8agc7	5	Needs to be improved for walking/biking.
32	9y34fpt4xdf6	3	nice to have, irrespective of light rail
32	3bk6zm8iad48	3	Only if this was in addition to the existing traffic lanes and not replacing them as this would further worsen already bad traffic in this area.
32	8iis4tsf4243	5	Swift Orange Line could really benefit
32	4az8cb3uxc33	5	The large hill on this segment of 164th St SW definitely would benefit from improved multimodal infrastructure.
32	66sn8s2uh2b9	3	The pedestrian experience is currently a slog, and I've never taken my bike along this route. I would use this route more if the experience was better.
32	3pj9yed83eg4	1	This is such a heavily trafficked road, that reducing the number of lanes available for all vehicles will only make things worse.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
32	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
32	2a3bsi8fha84	1	Transit only lanes would lead to increased congestion.
32	9dp8fec7wfg3		Why isn't 32 and 34 linked?
33	7bt7fdt93mb4	5	"I'm concerned about how this option could impact safety for our congregation and make access harder for those with disabilities. This area is already dealing with heavy traffic, and we really want to avoid adding more congestion to 164th. If future bus routes are being considered, we strongly support using Meadow Rd instead of Motor Rd or 14th. Thank you for taking the time to hear our concerns!"
33	9vub8fuv28c7	5	164th street is already an overused road. Trying to turn onto 164th, even at a stoplight, can be challenging. People turn left or right off of 164th frequently run the red light. I cant imagine adding more traffic to the existing road without causing even more back ups. During certain times of the day it can take up to 45 minutes to cross over I5 and get to the mall. Trying to turn right off of Motor PI is nearly impossible at certain times of the day because of its proximity to I5 and the over pass congestion. I would prefer Meadow road as the option for a new bus route rather than Motor Place. Thank you for ask ing for public input. I am grateful for the opportunity to part of the process.
33	6hmc4llr3jra	4	Also remove the slip lanes on freeway ramps to ensure safe crossings. If the path mixes bike/pedestrian traffic, it must be wide enough that people don't feel like they're going to fall over the railing when they're passing someone else.
33	2hg8wub7vus3	5	Better access for Bike riders and peds for 164th corridor to stations
33	3ww223stp32w	5	Bike access to/ from the station in this area is poor with high traffic. The recently completed lane realignment made the situation worse, as there is no way tracking for bicyclists.
33	9y34fpt4xdf6	3	bridge to the north of 164th is more important
33	6kc6j3n8tzk6	5	Currently next to impossible for anyone not driving a motor vehicle to use.
33	3bk6zm8iad48	1	Don't make traffic worse through here. It's already bad.
33	979nfo9ynr26	5	Due to the lack of bike lanes, this bridge is not safe to bike on. It is also not appealing to walk on due to the high amount of traffic.
33	89sfp9vcg2f3	5	Exelente plan
33	2a3bsi8fha84	5	Good idea. it allows people to easily go west to the new Ash Way station on the west side of I5

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
33	443p4k9pp6r9	5	I am concerned about the increased traffic this will cause, we already have a massive traffic issue in this area. I think the Meadow Road is a better option for the bus route. Thanks for asking for feedback!
33	67kcp4rld6p8	5	I am concerned about the safety of this option and the increased traffic demand on an already taxed area. We do not want to increase further burden of congestion here. I would much prefer Meadow Rd as the option for future bus routes over Motor Rd or 14th. Thank you for the opportunity to provide feedback!"
33	6ym9nsj7nzt3	5	I am concerned about various safety issues as it relates to our congregation, to include difficulty for those with disabilities having access, the need to not increase traffic on 164th, which is already cumbersome with traffic. I have waited at standstill traffic in that area, without the increase in public transit. I have a desire to utilize Meadow Rd for future bus routes and not Motor Rd or 14th. I am concerned about the safety of this option and the increased traffic demand on an already taxed area. I have waited at green lights unable to proceed due to the already crazy traffic congestion. We do not want to increase further burden of congestion here. I would much prefer Meadow Rd as the option for future bus routes over Motor Rd or 14th. Meadow road is also more accessible to other features. I am concerned about safety, for disabled and children and the increase of traffic. Thank you for the opportunity to provide feedback!
33	9jy7yg7tvx24	4	I am concerned with the amount of traffic on 164th St. With a light rail station added on the east or the west side there inevitably will be increased traffic issues. The intersection on 164th by the Arco station and Walmart is already quite dangerous for pedestrians. Drivers become impatient from sitting through lights and not progressing, which seems to lead to aggressive behavior that is potentially dangerous for people crossing the street.
33	2lp72lb2ijw7		I am worried that bike lanes and putting emphasis on pedestrian traffic here would increase load on car traffic in an extremely congested area. And directing more bikes/pedestrians through here could cause safety issues. an alternate route seems preferable.
33	4dz8pbr9im88	5	I have safety concerns about this option. There is already too much traffic in this area and this would make it even worse. I would prefer Meadow Rd as the option for future bus routes over Motor Rd or 14th. Thank you for the opportunity to provide feedback!

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
33	4aa32xer4sd6	5	I'm really concerned about the impact this would have on the safety and traffic in the area. 164th is already incredibly busy as it is, and adding more congestion would make things harder for drivers and pedestrians, and cause create unnecessary disruption for people with disabilities to safely get around. If possible, it would make a lot more sense to send future bus routes down Meadow Rd instead of Motor Rd or 14th, which are already tight and overused.
33	9vm83jx4kkg7	2	If I got to choose, I'd take the totally separated bridge by the station rather than this street.
33	98n4sl6zmq24	2	I'm not a fan of encouraging ped improvements over freeway access/interchanges, leave that for vehicles... given the choice, keep ped access separate for more efficient access and safety.
33	8xr9gac78ba6	5	I'm thankful to provide feedback here, and I also love our trails (would love more!)  I'm concerned about how this will increase congestion in this area. I travel through area daily, and 164th has a ton of traffic. Putting more traffic on the eastside of I5 is going to make things quite difficult. I also wonder how this bridge will ensure safety for vulnerable demographics.
33	339xo78o7bv6	5	Safety and access are critical for this overpass. Having bike and pedestrian access would be the best option.
33	3jo7988xnu47	5	Safety modification of 164th Street I-5 overcrossing: 2-way bike path recommended on south side of bridge.
33	7ed9jwa2cta3		Safety, Disabilities, reduce traffic on 164th and make sure they utilize Meadow Rd and NOT use Motor Rd or 14th
33	8sh2g9upl2yj	2	Since there is a Swift line with frequent service across I-5 for pedestrian and bike users, perhaps an expensive project to bridge I-5 is less necessary compared to less costly projects more likely to benefit and be used by people.
33	4az8cb3uxc33	5	The current crossing feels narrow and dangerous.
33	67flr9ae9d66	5	The existing giant intersection is basically impassable.
33	66sn8s2uh2b9	4	The pedestrian experience is currently adequate, but I never take my bike across this overpass. I'm unfamiliar with the planned county trail project.
33	2lu8dtt4lp33	5	This area is already an extremely heavy traffic congestion zone. I am concerned that BOTH the construction and the resulting increased traffic (vehicular, pedestrian, bicycle, etc) associated with this proposal (if it is approved) will worsen the core problem in this location that Sound Transit endeavors to improve

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
33	6we68xwm86k7	5	<p>This area is already highly congested without a station present and this is without the yearly road maintenance that further increases traffic. I believe adding the station on 164th will become unsafe. I travel for work down 164th and have come close to being hit because of impatient drivers.</p> <p>I attend Mill Creek Foursquare Church right off the freeway and I believe the station will cause further safety issues for our congregation and community. As I stated before, the area is already highly trafficked and I am thinking on how difficult this would make it with members with disabilities and the safety of our youth who come to gather.</p> <p>Thank you for your time and consideration.</p>
33	6if4an97dvi6	1	This area should not be considered for a light rail station or associated improvements from its funding.
33	8ij3dg7ye8h7	3	This can already be a sketchy area with the on ramps during rush hour. Most cars do not stop for bikes or pedestrians. Having a dedicated. A dedicated lane could help this. I would rate this a 5 if design plans included a way to not back up cars heading on/off the freeway, but also allowed bikes and pedestrians to not have to chance it at those intersections where there isn't a signal.
33	9hx2lll3ou78		This is the one time I would NOT recommend a separate bike lane. the traffic on 164th is the worst in the area. Taking space from motor traffic and giving it to bike lane would only make congestion worse. Project 37 is a better candidate for this type of pedestrian activity. Don't focus the traffic onto 164th when its already awful.
33	6wym9zps8hv6	5	This section of road is already very congested. I am worried that the increased traffic would make it even harder to get around, especially in the evenings. It would be my preference to use Meadow Rd as the option for bus routes over Motor Rd or 14th. Thank you!!
33	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
33	9ls68r9ic938	5	Traffic studies are not enough. Safety is cannot be seen in traffic studies. This needs to be addressed differently. There are many homeless and transients that occupy in this area, that make sidewalks and bike paths unsafe. Bus stops are not safe.
33	8vn4em9ul4e8	5	Would make it much safer

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
33	2r78gij92247	5	Yes! I am concerned about the safety of this option and the increased traffic demand on an already taxed area. 164th traffic is awful! It is always congested and backed up. I do not want to increase further burden of congestion here. I would much prefer Meadow Rd as the option for future bus routes over Motor Rd or 14th. I appreciate your willingness to hear feedback.
34	8cp99tke3uxn	5	A protected, separated, and safe micromobility connection to and from the future station location to folks homes and business along 164 St NW is essential as it is the only East-West corridor in the immediate area. This project also has the potential to boost economic development for businesses in the area. This should be built.
34	4nn672no3sm8	5	Buses approaching a major station on a congested east/west corridor should always take priority.
34	6hmc4llr3jra	4	Enables safe access to station area by bike from the west.
34	3jo7988xnu47	5	Ensure that a bike path is built with proposed BAT lanes on 164th St.
34	66sn8s2uh2b9	3	It's too hilly and high-traffic for me to ever prefer this route over 148th or a potential 156th bridge, but anything to make this less of a slog would be appreciated. The Fred Meyer should be easier to walk to, it is the only decent grocery store in the area.
34	3jg4cg7vn2h7	5	Looks unreasonably large for how much traffic is present
34	8sh2g9upl2yj	3	Maybe BAT lanes if needed for transit schedule - but this area is hilly and unpleasant for biking due to high traffic volume. Make sure Swift is accessible.
34	9y34fpt4xdf6	3	nice to have irrespective of light rail
34	338zzt8gdp96	3	not clear if "trail" includes bike routes
34	8vn4em9ul4e8	4	Not sure what this means, but good for transit. Would it be safer for people on bicycles?
34	3bk6zm8iad48	1	Only if it would be added to the existing traffic lanes and not taking them over for this purpose.
34	7tm9fly27js3	5	Safety improved.
34	8f794nw8agc7	5	Seriously needs to be improved for people walking/biking.
34	4az8cb3uxc33	4	Something wider for pedestrians and cyclists would really aid accessibility in this area.
34	9hx2lll3ou78		The traffic here is already insane. Limiting one of the lanes to BAT is a BAD idea
34	3ww223stp32w	3	This area is less crowded (for now)
34	3pj9yed83eg4	1	This is such a heavily trafficked road, that reducing the number of lanes available for all vehicles will only make things worse.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
34	9zu8yrz2kzw9	4	This road desperately needs safety features and is much too large. Please consider removing vehicular capacity and adding large protected bicycle paths.
34	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
34	339xo78o7bv6	5	We need this to support access to the train since parking will be limited. However, I feel strongly that the train needs to be connected or close to the bus station - not on the east of I5. Traffic will be scrambled even more than it currently is and access will be harder for my friends with disabilities.
34	2a3bsi8fha84	5	Will help to improve access to the new Ash way station on west side of I5.
35	7bt7fdt93mb4	5	"I strongly believe the Light Rail Station should be placed on the west side of I-5 to help prevent even more traffic congestion in an area that's already overburdened. It just makes sense to keep the Park and Ride, bus lanes, and light rail all on the same side—it would make access much easier, especially for people with physical limitations. This would be a more efficient and inclusive solution for our community."
35	6we68xwm86k7	5	Between the two areas, I think having the Light Rail Station on the west side can help from congestion and high traffic on 164th.
35	6wym9zps8hv6	5	Filling in gaps in the sidewalk is always great, but please do not place the new light rail station on the east side of I-5. It would be much safer for pedestrians if they could park at the park and ride and board the train without having to cross to the other side of the freeway.
35	8sh2g9upl2yj	4	good way to improve access at lower cost
35	2lu8dt4lp33	5	I am concerned that additional construction activities on the east side of I-5 Set the stage for a potential light rail station located here. I think this is a massive mistake. Siding the light rail station on the west side of the freeway and closest to the existing park-and-ride avails Sound Transit of existing corridors for people and vehicles, it minimizes significant additional people and vehicular congestion on the east side of the freeway, and it lessens the safety risk associated with people potentially crossing eastover the freeway.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
35	9vub8fuv28c7	5	I am very concerned as to the location of the Light Rail Station. I would like to see the station located on the same side of the freeway as the parking. As a woman, I am not comfortable parking in a parking lot across the road from a station. I would not feel safe having to cross any bridge over I5 alone in the dark (winter months). The traffic on 164th is already a problem. I have witnessed many accidents and near accidents as impatient drivers try to exit 164th onto side streets, Please take safety of drivers and women into consideration, Thank you for allowing me the opportunity to comment.
35	443p4k9pp6r9	5	I think it is better to have the light rail on the west side as the park and ride is already there, it just makes more sense, and it would not add to the existing traffic issue on the east side.
35	7es23xgs8mfa	5	I use this regularly, YES PLEASE.  Additionally, please add a shared bike lane along this route since this road is commonly used by bikers that access Mill Creek Foursquare Church for Microsoft Connector stop. I use this route pretty frequently.
35	67kcp4rld6p8	5	I would prefer that the Light Rail Station be put on the west side to eliminate further adding to the problem of traffic. For those dealing with physical limitations, it would be beneficial to have the Park and Ride, bus lanes and the light rail all on the same side of I-5.
35	6ym9nsj7nzt3	5	I would prefer that the Light Rail Station be put on the west side to eliminate further adding to the problem of traffic. For those dealing with physical limitations, to which we have a fair amount in our congregation, it would be beneficial to have the Park and Ride, bus lanes and the light rail all on the same side of I-5.
35	8xr9gac78ba6	5	I would really like more sidewalks, but I would vastly prefer the station to be placed on the west side, especially considering the Park and Ride is already over there. This would help those with disabilities.
35	2lp72lb2ijw7	3	Important for safety, but I would prefer not to increase the road traffic on this road.
35	8z73wen49mu9	5	Infill first!

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
35	62kon9fse997	5	It would be much better to put the station on the west side of I-5. Traffic getting onto the freeway in this area is already a major issue, and adding a station on the east side would only make congestion worse. It doesn't really help solve the traffic problem. Putting the station and more bus routes on the west side would open up more space for parking and reduce pressure on the freeway entrances. It would also make public transportation more accessible and convenient, which could encourage more people in the community to use it or carpool.
35	9hx2III3ou78	2	Low visibility around that corner and a growing population in the area: this is a good idea but definitely lower priority
35	8vn4em9ul4e8	4	Making walking safer, including people with limited mobility
35	4rxl6cni9cl8	5	Prioritize transit oriented development
35	6hmc4llr3jra	3	Safe access to station area from homes east of the freeway.
35	339xo78o7bv6	5	Sidewalks are a great idea. However, I believe it is important to have the train station on the west side of the freeway. 164th is already overloaded with traffic and having the station in conjunction with the buses will allow for easier access for people with mobility challenges, easier at night vs crossing the bridge, allow for access to parking and more.
35	9y34fpt4xdf6	4	The bridge across the highway is more important, of course. if there's money left over, this would be nice to have
35	9jy7yg7tvx24	4	The increased traffic in this area, necessitates safe sidewalks without disruption for pedestrians.
35	6if4an97dvi6	1	This area should not be considered for a light rail station or associated improvements from its funding.
35	2a3bsi8fha84	5	This area will be perfect for new apartment buildings and a sidewalk would be really helpful to get people to walk to the Ash Way station on the west side of I5
35	2r78giy92247	5	This doesn't make sense. You can't turn left onto Motor Place. You have to go through our parking lot to access it or you have to go to Larch and turn onto Motor Place.
35	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
35	9vm83jx4kkg7	5	With Alternative D or the new crossing, I don't see how you don't add these improvements.
36	3bk6zm8iad48	2	Again only if this is an addition to the existing lanes of traffic, not if it replaces any existing lanes.
36	4az8cb3uxc33	3	Ash Way is already a decent bike route in this area but separated lanes would complement the Link station well.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
36	2r78giy92247	5	I think this would be an excellent idea as many people who use the bus and light rail ride their bikes.
36	6cu4tei9d2v9	5	I'll drive to Ash Way and park in the existing lot. Not going to take Community Transit to ANY light rail station as it takes 2-3x longer to bus than drive. Using existing infrastructure makes the most sense and would be lowest cost (which means you'll probably do anything but, right?).
36	8iis4tsf4243	5	Increases cycling access to the new LRT station
36	7bx2vgz9ao46	5	It should really go further north - there's not a good link between this station area and the SR99/Airport area due north of here. This is the most direct n/s bike connection in the area.
36	3jo7988xnu47	5	Recommend protected bike lanes on Ash Way.
36	2a3bsi8fha84	4	Safety for bikers is needed.
36	8vn4em9ul4e8	5	Separated bike lanes are safest
36	3ww223stp32w	3	The current bike lanes here are ok, cars don't get up to speed due to all the stop lights.
36	66sn8s2uh2b9	4	The currently bike line on northbound Ash Way is insufficient. Switching lanes for the first Park & Ride turn-off scares me every time.
36	48rm8f2mat2j	5	The existing bike lanes at Ash Way are excellent, and this bike lane would complement it
36	9y34fpt4xdf6	1	there's hardly any bikers here. all the bikes get stolen anyway
36	3pj9yed83eg4	1	There's no space for bike lanes without taking away from the sidewalks.
36	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
36	9hx2lll3ou78	5	With so much pedestrian activity around the park and ride, this seems like a no brainer
36	8sh2g9upl2yj	4	worthwhile to connect neighborhood to transit center and build a north-south bike connection on west side of I-5
37	8xr9gac78ba6	5	A bridge would be cool, but it sounds very expensive. Such bridges can also be very unsafe, especially for those trying to cross at night. It also seems, frankly, a bit unnecessary (and again, very expensive!).
37	8ws466fen4b7	5	A good way to cross I5 is great
37	3ww223stp32w	5	Also open to a redesign of the current bridge, but this intersection is terrible as a pedestrian or bicyclist, and moving people traffic away from car traffic would make it more pleasant to cross.
37	98n4sl6zmq24	5	Any alternate route separating ped/bike traffic from vehicles is most favorable.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
37	2lu8dtt4lp33	5	Anything that worsens the existing congestion on the east side of the freeway is a huge mistake, in my opinion, encounter to the core purpose of sound transit to improve transportation options for individuals and lesson existing problems
37	7bt7fdt93mb4	5	As a concerned member of the community, I want to highlight the potential challenges this proposed I-5 bridge crossing could create—especially at night and for individuals with disabilities. Navigating that kind of structure in low visibility or with mobility issues could be not only difficult, but potentially unsafe. I urge you to carefully consider how this design will impact vulnerable members of our community and whether safer, more accessible alternatives are possible.
37	4ita7c2t9e3a	5	Avoids the congestion on 164th. Make 's it easier for peds and bikes.
37	3jo7988xnu47	5	Completion of the bridge over I-5 creates improved east-west connection to the Interurban Trail.
37	8cp99tke3uxn	5	Connect folks homes and businesses to the light rail station without requiring people to navigate highway on and off ramps should be a top priority to provide a safe and comfortable experience for folks walking and biking. This should be built.
37	8f794nw8agc7	5	Critical for success of the station area.
37	4c8ays719hdk	5	Crucial to implement
37	8f9aun92f778	5	Current pedestrian access over I-5 is a scary and loud multilane road
37	3uoi9mmp9rr6	5	Do it!!!
37	9vm83jx4kkg7	5	For either alternative, this crossing will be very valuable to avoid freeway traffic wither when transferring to a bus on the west side or visiting the shops or park on the east.
37	2r78giy92247	5	I do not feel this is safe and something I would want to be on. As a single woman, I walk alone a lot. To have to go over the freeway, not giving me any options of going around someone that makes me feel uncomfortable doesn't make me want to use this. Also, it would be more difficult for those with disabilities.
37	6we68xwm86k7	5	I think this bridge would prove to be challenging to those with disabilities especially during night time. I would be concerned of this being a safety issue for adolescents at night.
37	8ij3dg7ye8h7	5	I view this similar to the bike/pedestrian bridge at Northgate. As someone who lived in that area when that station opened, this bridge allowed us walk or bike to the train station instead of driving and parking. It would cut a full mile off having to walk all the way down to 164th and around from the interurban.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
37	443p4k9pp6r9	5	I worry about the safety of the bridge crossing, both for safety at night for young women and also for people with disabilities. Keeping things on the west side keeps more people safe.
37	2lp72lb2ijw7	5	Installing a bridge that goes across to Meadow Road is a great plan!
37	2m39rc3jum87	5	PLEASE. I would love a pedestrian bridge in this area! The one by Lynnwood City Center and the others in Seattle are so lovely.
37	47df89sgn9ni	5	Priority, connect to residential community
37	8sh2g9upl2yj	1	Since there is a Swift line with frequent service across I-5 for pedestrian and bike users, perhaps an expensive project to bridge I-5 is less necessary compared to less costly projects more likely to benefit and be used by people on foot and bike.
37	9o34p6ie84ej	5	soundproofing on this bridge would help improve accessibility for those with noise/stimulation sensitivities
37	4az8cb3uxc33	5	The entire region suffers from a shortage of safe crossings over I-5. A dedicated bridge would be a major improvement over 164th St SW and avoids the tradeoffs to infrastructure for cars there.
37	8xl3tfz3cch6	5	The more options to cross I-5 the better.
37	9jy7yg7tvx24	5	This bridge is a necessity to relieve the congestion on 164th St. However, it doesn't seem to make sense to have the park and ride one side of the freeway, and the light rail station on the other side of the freeway. This area can be quite dangerous, particularly at night. I am concerned for the safety of pedestrians who need to park in the park-and-ride and then use this bridge to cross over to access the light rail station. This is even more of a significant concern for those with disabilities. With our often rainy weather, even a well lit bridge over the freeway would be arduous and potentially limit the population that would be willing to make use of the light rail station because it feels dangerous or inaccessible based on their mobility needs. Also, it would be much preferable to use meadow Road rather than Motor place or 14th for traffic to access the bridge as there is already so much congestion on 1/64 near those two intersections. Thank you.
37	48rm8f2mat2j	5	This bridge provides a vital connection for pedestrians and cyclists accessing the Ash Way Park & Ride.
37	8iis4tsf4243	5	This bridge should have glass walls and be soundproof and weatherproof.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
37	2a3bsi8fha84	5	This bridge will provide a really nice shortcut for people to walk across I5 to the new Ash Way light rail station on the west side of I5. Walkers and cyclists will be able to enjoy your path and it would be so much more peaceful than going across I five at 164th. Weather will be busy traffic and noise.
37	9vub8fuv28c7	5	This is a part of the plan that is especially concerning to me as a woman in her sixties. Having to park across the freeway from the station, then having to walk alone through a parking lot to the bridge access, walking across the enclosed bridge access alone with only cameras as protection makes me highly uncomfortable. Even in daylight, I would be nervous but in the winter when it is dark both in the morning and late afternoon, it would be terrifying. I would fear for my safety as a woman. I am a user of light rail but I avoid ALL stations that I have to walk across the freeway to access parking. I will drive to a park and ride where I have direct access like the Lynnwood Station. Please take the safety of lone , older woman walkers into consideration. Thank you for allowing me to comment.
37	4rxl6cni9cl8	5	This is highly important. The current road bridge is a very busy and chaotic crossing. This bridge should be added especially for ASH D station. ASH D should be built and have local zoning made for transit oriented development. Let transit be to a destination instead of just a parking lot.
37	9y34fpt4xdf6	5	this is make or break for people living on the other side of I-5. If this doesn't exist, i'd have to drive to the station, which i can do right now by driving to lynnwood. The entire everett extension would be pointless for me
37	93llp9c2ru63	5	This is required.
37	62kon9fse997	5	This kind of bridge could be helpful, but there are a few big concerns. It might feel unsafe to use at night, especially if it's not well lit or if the area isn't very visible. People with mobility issues might also find it hard to navigate. I also worry about upkeep—if it's not maintained, it could become dirty or even attract unwanted activity. In the winter, it could get slippery and dangerous. And depending on how it's built, it could get in the way of emergency vehicles or make traffic worse. Just hoping all of those things are carefully thought through before moving forward.
37	2oi3gxu48x47	5	This road should be built so that it could also accommodate buses through here in addition to the bikes and pedestrians.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
37	6wym9zps8hv6	5	This seems like an unnecessary use of resources, and it would be safer and more convenient to keep the light rail station on the west side of the freeway. Thank you for the opportunity to provide feedback!
37	8vn4em9ul4e8	5	This would be a great addition for safety
37	6ym9nsj7nzej3	5	This would be challenging to navigate at night, especially those with disabilities.
37	67flr9ae9d66	5	This, and adequate signage, would be a cheaper alternative to fixing 164th crossing I-5
37	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
37	9hx2lll3ou78	5	Traffic to the east of I5 is really bad. This area would be awful if the new transit station was on the east side.
37	9ls68r9ic938	5	Very important for getting traffic from entering 164th from the east side of I-5. You NEED to enter onto 164th off Meadow Rd. NOT Motor or 14th. This is too congested already. This will also allow interurban trail access to the park and ride on the west side where the new Light Rail station needs to be.
37	4633btu7tpp3	5	We need better ways to cross the freeway to the park and ride than 164th.
37	979nfo9ynr26	5	Will reduce traffic on 164th, especially for those heading to the future light rail station.
37	338zzt8gdp96	1	Would prefer to spend the money on bike lanes on existing streets, separated when possible
37	3pj9yed83eg4	5	Yes! This should be built!
37	66sn8s2uh2b9	5	☺ I would actually go to Martha Lake and ride my bike across I-5 if I had this, instead of the really antiquated 164th St overpass.
38	9y34fpt4xdf6	3	the bridge across the highway is more important, of course. if there's money left over, this can be added
38	2lp72lb2ijw7	5	Adding safety improvements along Meadow is great. Especially for if the project #37 for the multimodal bridge goes in.
38	2r78giy92247	5	Again, this is a challenge to navigate both for myself and those with disabilities.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
38	8ij3dg7ye8h7	4	As a bike commuter, this section can be dicey to cross during heavier traffic periods to continue on the interurban. While it is currently manageable to cross and dodge traffic, I expect this will continue to get harder as the density of the area increases. It would allow cyclists to no longer have to decide to ride on the wrong side of the road to avoid crossing, vs stopping in the middle of the bike path and waiting for cars to cross for an opening.
38	9hx2lll3ou78	1	Cars love to drive really quickly through this area. A high-vis crosswalk is a good idea but again, there are other and better candidates on the west side of the fereway
38	339xo78o7bv6	5	Crosswalks that support walking and biking access to the light rail are critical in an area that is currently not safely walkable. The train needs to be on the west side of the highway for the easiest access for people with disabilities, people who need to park, or those arriving by bus. I can't imagine having to cross a bridge at night or in icy conditions to get the train.
38	9vm83jx4kkg7	3	I don't find this intersection difficult to cross on a bike, but this could be useful when approaching the new station.
38	6ym9nsj7nzj3	5	I have a desire to utilize Meadow Rd for future bus routes and not Motor Rd or 14th. I am concerned about the safety of this option and the increased traffic demand on an already taxed area. I have waited at green lights unable to proceed due to the already crazy traffic congestion. We do not want to increase further burden of congestion here. I would much prefer Meadow Rd as the option for future bus routes over Motor Rd or 14th. Meadow road is also more accessible to other features. I am concerned about safety, for disabled and children and the increase of traffic. Additionally, this would be hard to navigate at night, especially those with disabilities, to which there are a fair amount of people with disabilities who are part of our congregation and are dependent on accessibility. Thank you for the opportunity to provide feedback!
38	7bt7fdt93mb4	5	I'm concerned about the proposal to install a crosswalk with flashing beacons at 160th Street SW and Meadow Road. While safety is important, I worry that this particular location could still be very challenging to navigate—especially at night and for those with disabilities.
38	62kon9fse997	5	Instead of solving a problem, it might actually create more risk by interrupting traffic flow in an already narrow area. This intersection needs thoughtful traffic planning, not just another flashing signal.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
38	6wym9zps8hv6	5	Love the idea of an updated crosswalk. But I think it would be safer and more convenient to keep the light rail station and additional bus routes to the west side of 1-5. Thank you!
38	8vn4em9ul4e8	5	Making walking safer
38	9jy7yg7tvx24	4	Pedestrian safety in this area must be a priority with the traffic congestion. I am concerned that not only with the Urban Core new zoning from Snohomish County but also the Light Rail Community zoning, here is no limit on the number of stories that can be built. This could lead to significantly worse traffic conditions. As it is, the traffic conditions are already dangerous in this area.
38	8xr9gac78ba6	5	Safety is so important! But it seems that there are better ways of spending money and encourage safety.
38	9vub8fuv28c7	5	Thank you for the opportunity to comment. I am very concerned about any crosswalk on the busy roads accessing 164th. Many people take these side roads in order to avoid 164th and its congestion. I have tried to turn right onto Meadow road from a driveway during commuting hours and have witnessed 15 - 20 car backups waiting to turn onto 164th. Trying to turn left onto 164th from Meadow Rd is quite hazardous at certain times of the day as people are trying to turn into or exit the Shell station or the strip mall across the way. People use the strip mall parking lot as an additional road in order to get off the congested 164th street to access Meadow Rd. The left hand turn lane on Meadow rd is not adequate to accommodate the drivers trying to turn left onto 164th or trying to turn left from Meadows Rd to access the gas station and apartment parking. Adding more pedestrians to a already congested area seems like a safety issue that could translate into people getting injured.
38	2a3bsi8fha84	3	This can always be done later but if it increases pedestrian safety, it will encourage people to walk to the new light rail station on the west side of I five
38	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
38	6we68xwm86k7	5	While there is a light, I think this would still be challenging for those with disabilities to cross or at least challenging.
38	4az8cb3uxc33	3	Would aid in accessibility to the Interurban Trail.
39	6hmc4llr3jra	1	Ash Way is more direct. Focus on making Ash Way safer instead.
39	9y34fpt4xdf6	2	Bikes get stolen anyway. Pedestrian path is useful
39	3jo7988xnu47	4	Conditional support if project 36 is not completed. Project 36 is preferred.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
39	8sh2g9upl2yj	4	high priority depending on population density
39	2a3bsi8fha84	3	I think this will help to increase people to walk to the new Ash Way light rail station on the west side of I five
39	66sn8s2uh2b9	3	If Ash Way gets demphasized, then this route needs to take the slack.
39	4nn672no3sm8	3	If bike lanes, needs physical barrier between traffic and bike, not just flex posts.
39	8vn4em9ul4e8	5	Safer for people who bike or walk
39	3ww223stp32w	3	This would bring bicyclists downhill from the current crossing. I've heard the current ash way may change into bus access only, but would prefer to keep busses and bikes on the current access to ease bike elevation change.
39	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
39	9hx2lll3ou78		Why do this if the plan is to put a bike lane on Ash Way? Seems like a waste of time and money
40	3ww223stp32w	5	Access to elementary school and higher density housing in this corridor
40	3gup2lhx4229	5	extend the sidewalk to jefferson way
40	66sn8s2uh2b9	4	Filling in gaps on at least one side of the street is crucial, but it looks like this is already underway. The second side becomes less critical then, although I don't like how the northbound cycling lane kicks me out into traffic.
40	9hx2lll3ou78		I see lots of pedestrian activity here and a sidewalk would be wise
40	8vn4em9ul4e8	5	Makes walking safer
40	3pj9yed83eg4	5	There should never be sidewalk gaps in areas where people have the option to walk to transit or commercial districts.
40	2a3bsi8fha84	4	This will increase the probability that people will walk to the Ash Way light rail station on the west side of I5
40	9y34fpt4xdf6	4	this would make walking to the station much safer
41	3ww223stp32w	1	Existing sidewalk
41	8sh2g9upl2yj	4	near school
41	8vn4em9ul4e8	5	Support people on foot and limited mobility
41	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
42	66sn8s2uh2b9	4	If the Swamp Creek bridge gets built, then I'm going to be walking and biking this route all the time.
42	9vm83jx4kkg7	3	In combination with the pedestrian bridge, this is a good improvement.
42	8vn4em9ul4e8	5	Safer

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
42	93llp9c2ru63	4	this is desperately needed.
42	9y34fpt4xdf6	2	this is far enough from the station that it shouldn't be prioritized
42	3pj9yed83eg4	4	This will make walking safer.
42	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
43	9vrh28jih2l3	5	As long as it is not disruptive to wildlife this could be good
43	329amb3e72b4	5	As long as it is not disruptive to wildlife this could be good
43	4az8cb3uxc33	4	Connecting these neighborhoods would not just benefit those who live nearby but also add options for people in the broader area.
43	98n4sl6zmz24	4	Connects residences to the west of the station and encourages walkability.
43	47df89sgn9ni	4	east-west connections
43	6lc7l37eon33	5	I'm excited to see more pedestrian and bicycle paths in this area. As a nearby resident, I would greatly appreciate more options to get to Ash Way and Swamp Creek parks & ride.
43	9vm83jx4kkg7	4	Pedestrian bridges like these are awesome! Way more fun to walk or ride to the new station than going along busy 164th.
43	9y34fpt4xdf6	2	people are going to drive to the station from here anyway
43	6hmc4llr3jra	3	Provides a more pleasant connection than 164th St SW.
43	67flr9ae9d66	5	Really good idea, currently no crossing between 148th and 164th
43	8vn4em9ul4e8	5	Sounds good, though I don't have enough information to judge
43	3jo7988xnu47	5	This bicycle and pedestrian bridge creates a critical connection for vulnerable users.
43	3ww223stp32w	5	This would be a great connection between neighborhoods as density increases.
43	66sn8s2uh2b9	5	This would be a huge win for walkability and bikability. 164th St will fundamentally never be a great experience, but I get funneled there all the time because there are so few alternatives across Swamp Creek.
43	2a3bsi8fha84	4	This would be a nice addition for people who would like to walk to the station. Very peaceful.
43	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
44	2a3bsi8fha84	3	I'm neutral because I don't know if this is a problem intersection, but I do know that a lot of people would like to walk to the light rail station on the west side I5 at Ash Way.
44	3pj9yed83eg4	3	It would help make the crossing more visible to drivers.
44	48rm8f2mat2j	5	Lot of foot traffic in this area
44	8iis4tsf4243	4	The crossing itself should be raised to sidewalk level, and median island if possible for refuge.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
44	9vm83jx4kkg7	3	This is such a long stretch of road to not have a crossing.
44	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
44	8vn4em9ul4e8	5	Yes
45	93637rhn8s98	5	A crosswalk with lights at this intersection is essential. This is a heavily used pedestrian crossing point, with people regularly crossing here to access the park and the interurban trail.
45	8vn4em9ul4e8	5	Good for safety
45	3pj9yed83eg4	2	I would want to see how much this trail is used before devoting resources to it.
45	4az8cb3uxc33	4	Increases utility of the park and opens up more accessibility to the Interurban Trail for area residents.
45	48rm8f2mat2j	5	This improvement is essential, many people cross the street here to access the park, and poor visibility of cars due to corner.
45	9y34fpt4xdf6	3	this would be awesome. much needed improvement to the interurban trail
45	8u82y84wym78	1	too far to walk. not of any use without a parking lot for cars. will just have to keep driving. light rail is a waste of money and time
45	8ij3dg7ye8h7	2	While some people may access the park by the interurban, this does not address the lack of sidewalks/shoulders on 146th where the primary entrance to the park is. It also doesn't improve the sidewalk/shoulders on Meadow. While I believe it is important to be able to cross Meadow safely when coming or going from the interurban, if this is also about access to the park itself, it doesn't address the safety concerns of 146th or Meadow itself. I'd love to see more improvements to the park and the accessibility of the park, but I wouldn't prioritize this over other improvements with the exception of adding a crosswalk at Meadow in this location. Not when you can just go north 2 blocks and access the park that way.
New	3gup2lhx4229	n/a	add a continuous sidewalk to jefferson way; there are bits of sidewalks but many gaps on the road that make it difficult to walk to oak heights elementary / ash way park + ride as is today.
New	44xfk4yix2b8	n/a	Add multi-use path along Meadow Road & 13th Ave W to connect the Interurban Trail between 160th and 168th.
New	2oi3gxu48x47	n/a	An extension of 146th over I-5 and to Ash Way would greatly benefit this area and give easier access to parking at the Ash Way Station.
New	8iis4tsf4243	n/a	Ash way should be revamped to be more pedestrian and cyclist friendly, similar to Overlake Village Station.

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
New	3hv9wu449276	n/a	Connect Interurban trail to the PUD corridor to Doc Hageman Park and continue EAST to North Creek Park
New	3hv9wu449276	n/a	Connect Interurban trail to the PUD corridor to Doc Hageman Park and continue EAST to North Creek Park
New	7es23xgs8mfa	n/a	Continue interurban trail to connect to interurban trail on other side of 164th Street. Bike passage through this area is absolutely a headache and not very safe.
New	7es23xgs8mfa	n/a	Continue interurban trail to connect to south of 164th Street. Access via bike in this area is absolutely a headache and unsafe for bikers.
New	6lc7l37eon33	n/a	Fill sidewalk gaps along Manor Way. It is a semi arterial serving so many subdivisions, but there are still segments of Manor Way that are not safe for pedestrians. With each new development, we get additional sidewalks. However, there is nothing along the native growth protection area south of 153rd Street SW. There is scarcely any shoulder. I've been a resident in this area for 24 years and avoid walking along there as much as possible because it is NOT safe. Having sidewalks along there would increase access to the Swift Orange line and other buses for residents.
New	6t2aa3lp94dm	n/a	Fill sidewalk gaps. There are parts of Meadow Road where there is no sidewalk.
New	7es23xgs8mfa	n/a	Have bike tunnel under 164th (as part of connecting interurban trail) north and south of 164th street
New	7es23xgs8mfa	n/a	Have interurban trail connect under 405/i5 to West of i5. It stops here and doesn't have a continuous route from Seattle to Everett
New	9ls68r9ic938	n/a	I cannot imagine that someone handicapped, who will be transferring from the Bus on the park and ride west location, to get to the east side to get on the New Light Rail. this is not acceptable.
New	3hv9wu449276	n/a	Improve this dangerous uncontrolled intersection or close Ash Way and make an extension of the interurban Trail north to 164th
New	2oi3gxu48x47	n/a	In addition to providing a bus route through this area, the whole of 146th must be upgraded to include sidewalks for pedestrians and bike lanes so that non car users may be able to access between Cascadian Way and Meadow much easier than now.
New	7es23xgs8mfa	n/a	Interurban trail along route of train. If we're cutting through this route, let's make the route also usable for pedestrian / bikes.
New	7es23xgs8mfa	n/a	Interurban trail needs to be here for safe access to both train station / bus stations.
New	32ip3exl7p8a	n/a	Lineas peatonales líneas para sillas de ruedas

Project ID	Respondent ID	Priority scale 1-5 <sup>2</sup>	Do you want to comment on this project?
New	7hzj7x6pab46	n/a	Make the current Ash Way Park and Ride HOV Exits accessible from the north (currently only accessible from the south). Depends on if buses will still operate via I5 to this station. Rationale for this is that while the Light Rail will be convenient, for commuters an express option north/south with rush hour may make more sense (e.g. it takes ~25 min to go from 128th to Capitol Hill via HOV lanes in the AM on M/F but 30min between Lynnwood and Capitol Hill). As we think about multi-modal transit, light rail is convenient if not in a rush, but express routes with limited stops may make sense for specific convenient locations (e.g. the 510 south bus skips the Lynnwood transit center but offers an egress point via Mountlake Terrace to Link, but they ultimately go to the same location).
New	8f794nw8agc7	n/a	Need to build all ages & abilities bikeway or trail along 13th Ave W / Meadow Road, connecting both ends of the Interurban Trail and across 164th St SW
New	4hv7cd38k6ye	n/a	Putting it near the bus bays would allow for easier transfer between Link and bus.
New	7tm9fly27js3	n/a	Suspended bike path along D alignment
New	9o34p6ie84ej	n/a	the I-5/164th interchange is... a little bloated. reducing it to a figure-8 roundabout or simple diamond interchange minus the slip-lanes (requiring coordination with WSDOT and USDOT, which i understand complicates things) would help make the station environment much friendlier.
New	8iis4tsf4243	n/a	The Light Rail Station should be directly adjacent to the bus loop, like Northgate Station.
New	2oi3gxu48x47	n/a	The whole of Cascadian Way could benefit with an expansion so that it may be able to accommodate a bus route through here, as well as sidewalks for pedestrians and bike lanes.
New	3hv9wu449276	n/a	what about bike lanes on Larch Way from SR 524 to 164th This project been on the Snohomish county list for 20 years. Connect these neighborhoods that have been Zoned for more density to transit.

## Mariner

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
46	3ww223stp32w	2	Low speed area. Biking is ok here
46	994sp4wv6iy9	5	That's a really steep road with no bike lane protections. Also, no sidewalk on North or south lake stickney drive.
47	3xd46s4unh94	5	connect People to Open space/Park
47	6hmc4llr3jra	4	Connects North Creek Trail to station area and Interurban Trail.
47	4az8cb3uxc33	5	Currently use this in its unimproved state (i.e., bumpy, partially marked hiking trails) as part of the only safe access between the Interurban Trail and ultimately Dumas Road (avoiding the currently dangerous 128th St SE).
47	3pc2mco48kw3	5	high priority, but prefer gravel to not disturb environment.
47	8ij3dg7ye8h7		I have a lot of reservations around this, so for me it would really depend on where in the forest this is actually planning to go. This, and the north creek trail, are my favorite places to run. It's also the only spot I know of in the area that you can do a bit of trail running. It's nice because the terrain means people are going slowly. With a dedicated bike lane I would expect to see people going 15+ mph through the forest, and this could really disrupt the tranquility this space provides. Being near this forest was a major reason we purchased our home on Cascadian. If there are already improvements planned along 128th to better connect 128th with McCollum Park, I do not feel this would be needed, and could really affect the forest as it is today.
47	8b9zp46uab6a	3	McCollum Park is a gem in this area and improvements would serve countless residents and visitors.
47	2m9h4ctg9j7w	5	This addition would be highly popular, offering a significantly improved way to access the park
47	8sh2g9upl2yj	5	yes - give people an alternative to being on 128th
47	3hv9wu449276	5	Yes must make these connections to the Park amenities and transit and the north creek trail
48	3pj9yed83eg4	4	Good to have given proximity to Park and Ride.
48	994sp4wv6iy9	1	I don't understand how one reduces the crossing distance. Can't rate it if I don't understand. This corner/street needs a raised walking bridge so peds are safe and traffic isn't slowed down. I have spent 3 lights trying to make a right hand turn from 4th to 128th
48	8sh2g9upl2yj	4	improve pedestrian safety to transit center ? a no brainer

<sup>3</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
48	3ww223stp32w	2	This intersection is a little sketchy for to the angle of cats coming around the corner
48	2k2p39892ny9	5	Yes! Yes! So needed for this area. I can't believe people haven't been killed trying to cross the street in this area.
49	3ww223stp32w	4	This intersection is very difficult to cross a bicycle or pedestrian. Cars often don't stop.
50	6hmc4llr3jra	3	A separated path isn't needed on this portion of 3rd Ave NE, but a safe crossing of 130th St SE where it curves into 3rd Ave SE north of here is necessary for the success of Mariner Project #47.
50	2m9h4ctg9j7w	5	As someone that lives on Cascadian way, I agree 100%
50	3xd46s4unh94	5	complete the connection
50	8ij3dg7ye8h7		I personally don't feel this section actually needs a dedicated path. It's a dead end. We walk and bike this all the time. If this actually connected 3rd to 2nd (which would then actually directly connect to Cascadian), I would like that improvement, but I would not prioritize this over other areas of improvement.
50	3pj9yed83eg4	3	If done in conjunction with adjacent trail projects, will be good.
50	8vn4em9ul4e8	5	Looks great
50	4az8cb3uxc33	4	Low traffic (so reasonably safe currently) but would significantly broaden the user base this appeals to with proper infrastructure.
50	93637rhn8s98	5	This is excellent, it would bypass heavy traffic and provide easier access to McCollum Park and Ride.
50	8sh2g9upl2yj	4	this would help connect many people to the trail and to transit service on 128th
50	3hv9wu449276	5	yes
51	6kc6j3n8tzk6	5	Currently the sidewalk is the only safe place to bike
51	6hmc4llr3jra	4	Enables safe bike circulation around the station area.
51	338zzt8gdp96	3	I didn't see any separated bike lanes near the stations north of here. Separated bike lanes are great but why here?
51	4yd3sz8yfv23	5	I hope this includes sidewalks for pedestrians also. This is a very steep road. Currently there are no sidewalks or bike lanes on north or south lake stickney dr. That is needed because south lake stickney drive is dangerous for both peds and bikes

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
51	2k2p39892ny9	5	I live on 132nd ST SW and 8th Ave W (Raintree Village) across from Comcast. It is a very busy road and people speed along it a lot. Crazy fast motorcycles too. Speed limit is 35 mph. I have lived in this area since 2002 and two people have been hit and killed by cars on 8th Ave W. I think it should be at the most 30 mph and enforced. There is a blind corner when turning west, from 8th Ave W, onto 132nd ST SW because of the hill that hides cars coming up it from the east on 132nd ST SW. I worry about the kids walking home from the elementary school with the high rates of speed. I think having bike lanes on both sides of the road is a very good idea. The less people have to cross the road and more room they have the less likely they will get hit by a car that isn't paying attention of driving too fast.
51	8sh2g9upl2yj	3	it feels hard to set these priorities without cost numbers. separated bike lanes could encourage some people to bike in this area - but probably still only the "confident " cyclists due to high traffic volume, speeds and unpleasantness. Still , this area is high density and high impact population.
51	66sn8s2uh2b9	2	Less useful unless there's a new north-south punch-through of the existing development.
51	7es23xgs8mfa		Low usage, not a lot of bikers on this route.
51	89sfp9vcg2f3	5	Muy buen provecho
51	8vn4em9ul4e8	5	Separated bike lanes are safest
51	3jo7988xnu47	5	Support separated bike lanes on 132nd St. SW.
52	3pc2mco48kw3	4	Already have bike lane but good connections
52	8vn4em9ul4e8	5	Connections make it work safest
52	8b9zp46uab6a	5	Continuing to improve the Interurban Trail would drastically improve my life and health as someone who lives in the immediate area.
52	4az8cb3uxc33	5	Currently feels like a break in the Interurban Trail that could be made safer.
52	6hmc4llr3jra	4	Fills gap in Interurban Trail near station area, enabling safe access to station by people using the trail.
52	8f9aun92f778	5	Good for connectivity to light rail
52	2m9h4ctg9j7w	5	I fully support this addition, it's my favorite proposal. With new housing coming to the area, it will benefit both residents and local businesses
52	93637rhn8s98		I'm confused about this project since there's already a bike lane on 130th.
52	8f794nw8agc7	4	Important connection upgrade for Interurban Trail

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
52	994sp4wv6iy9	2	No, not needed if 132nd bike lanes are chosen. But would need 132 to 128th
52	3xd46s4unh94	5	Safe multimodal transportation
52	3pj9yed83eg4	3	This could be good.
52	3jo7988xnu47	5	This project provides safe access to project #53.
52	3hv9wu449276	5	Yes need this connection
53	3xd46s4unh94	5	connect communities. connect West & East & Hospital
53	8iis4tsf4243	4	A separated path for pedestrians and cyclists would be nice. The bridge should have light rail arrival times and be soundproof as much as possible
53	3pj9yed83eg4	5	Absolutely do this! Give the pedestrians and cyclists another way across I5 that avoids the 128th St ramps.
53	8xl3tfz3cch6	5	Bridges without regular traffic feel much safer as a pedestrian.
53	8sh2g9upl2yj	2	Consider the Swift line the "multimodal" bridge across I-5 and save lots of money to spend on more neighborhood-based pedestrian projects.
53	3ww223stp32w	4	Crossing by bike is currently difficult here, and by foot cars often aren't looking for pedestrians. Unclear how this would attach to Mariner p&r
53	7bx2vgz9ao46	3	Depends on where the station is?
53	8ax8wid9asu4	5	Heck yeah! But how much money have you got?
53	3px9ti8lri67	3	I like the idea but I don't think it will be popular in this area. To spend all that capital for a bridge only accessible by transit and active might ruffle some feathers in an area that's still pretty car centric.
53	7ima93ko3mw6	4	I'd love it, but that's big bucks. I'd hate to sacrifice elsewhere for this
53	4c8ays7l9hdk	5	Multimodal bridge should be the highest priority
53	98n4sl6zmz24	5	Prioritize this access from the east over that of the current freeway overpass to the north for safety reasons... to separate vehicular traffic from that of ped/bike.
53	338zzt8gdp96	3	probably very expensive
53	6hmc4llr3jra	4	Safe access to station from the Interurban Trail. Avoids unpleasant/unsafe freeway ramp crossings.
53	8vn4em9ul4e8	5	Safer crossing
53	3pc2mco48kw3	1	Suggest prioritize Maple St thinking high cost
53	9hx2lll3ou78	3	Thats a lot more traffic being funneled onto 128th.. Is this a good idea?

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
53	4az8cb3uxc33	5	The current crossing of I-5 (on the Interurban Trail around 124th St SE) is too far north to be useful to residents living south of 128th/132nd Sts SE -- a bridge would be an absolute gamechanger not just for increasing access to Link but also improving connectivity for the whole region.
53	8f794nw8agc7	2	This does not feel financially pragmatic to include as a top priority.
53	2m9h4ctg9j7w	5	This is my top choice, an alternative connection between the east and west sides is essential. The area is already well-used by both cyclists and pedestrians
53	93637rhn8s98	5	This project would be essential for connecting both sides of the freeway, giving more people access to local businesses.
53	9vm83jx4kkg7	5	This sounds awesome! taking the Swift Green Line across the freeway on 128th makes me nervous as a passenger, I can't imagine taking it as a pedestrian. This new crossing sounds like it helps solve both issues.
53	7es23xgs8mfa	5	This would allow for better access to the interurban trail that continues south of i5. The current bridge across i5 (near project proposal 67) is a large detour and it's not really easily rideable as it goes through a neighborhood and puts bikers out onto the street. By building this new bridge, it would make this route a protected bikeway without touching streets.
53	3jo7988xnu47	5	Will enhance the ability of residents east of I-5 to access the station by foot or on bike. 52 & 53 go together.
53	8f9aun92f778	5	Would love to have a dedicated ped/bike bridge! The current bridge has only one narrow sidewalk and is mostly dedicated to car traffic
53	994sp4wv6iy9	5	Yes please!
54	3ww223stp32w	3	Good with planned density increases, but not necessary right now
54	3pj9yed83eg4	2	If it would be useful, I don't see an argument against it.
54	7es23xgs8mfa		Low usage, not a lot of bikers on this route
54	8sh2g9upl2yj	4	possibly a good way to connect many people to the transit center. visualizing population and job density along with these projects would be helpful.
54	8vn4em9ul4e8	5	Safer for people
54	9o34p6ie84ej	4	this should probably at least be closed to thru traffic, or maybe even make it a pedestrian street, considering the TOD potential in this area
54	9vm83jx4kkg7	4	Very important connection if the transit center is still in use, especially with Alternative D.

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
55	338zzt8gdp96	3	I didn't see any separated bike lanes near the stations north of here. Separated bike lanes are great, but why here?
55	8vn4em9ul4e8	5	Separated bike lanes are safest
56	8sh2g9upl2yj	4	a better way to get from the southbound interurban trail to Mariner / future light rail would be very valuable. crossing 128th and 4th street is currently a safety nightmare.
56	8ax8wid9asu4	4	A natural, needed improvement to non-vehicular mobility in this area.
56	6hmc4llr3jra	3	Connects to spur of Interurban Trail north of the station.
56	3ww223stp32w	5	Current access to interurbnsn is difficult and confusing to find.
56	9vm83jx4kkg7	2	I'd rather cross 128th at 4th than at the freeway exit.
56	7ia9ux2m9d9a	4	Interurban splits and makes a big detour, not safe to cross street around there at peak times. If use of tunnel like at 112th, could completely separate cars and people. Better flow, safety , and bypass lights.
56	3jo7988xnu47	5	Makes sense to connect the orphan end of the Interurban at 128th.
56	3bk6zm8iad48	3	Only if this could be over/under the existing roadway to not disrupt an already overly congested traffic corridor.
56	7ima93ko3mw6	4	Only makes sense combined with the 130th bridge idea
56	7es23xgs8mfa	5	The current interurban trail does not access the station location. It's not very accessible and needs to have better access under 128th street.
56	8vn4em9ul4e8	5	Would boost use
57	8o7xya8l42k9	5	A bicycle and pedestrian path along 128th Street would likely see high usage
57	8ws466fen4b7	3	A nice wide sidewalk for both pedestrians and bikes would be great
57	2m9h4ctg9j7w	5	Agreed with: convert existing eastbound sidewalks to a bicycle and pedestrian path along 128th Street SE/132nd Street SE between I-5 ramps and 16th Avenue SE or SR 527. So many cyclists in this area. This is a must!
57	3pj9yed83eg4	1	As long as it doesn't negatively affect traffic or pedestrians.
57	8b9zp46uab6a	5	Cars have a 45 mph speed limit in this area. It is not safe for cyclists, and it is not pleasant for pedestrians. If converting the existing eastbound sidewalks to a bicycle and pedestrian path would mean the bicycle path is protected from traffic, then you should go with that route. I fear that an on-street bicycle lane would still be very dangerous to cyclists without a physical barrier between them and fast car traffic.
57	3xd46s4unh94	5	connect transit to Station

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
57	3bk6zm8iad48	3	Conversion only, nothing that would take away from the existing traffic lanes.
57	6kc42tkk2le8	4	Convert
57	93637rhn8s98	5	convert existing eastbound sidewalks to a bicycle and pedestrian path
57	8cp99tke3uxn	5	Given that 128th St. is one of the only East-West corridors in the area, a protected, separated, and safe micromobility connection to and from the future station location that travels through the area's commercial shopping district is essential to running daily errands, getting to work, and meeting up with family and friends. This project also has the potential to boost economic development for businesses in the area. This should be built.
57	3px9ti8lri67	5	I recommend avoiding on-street bike lanes here. Expansion of a sidewalk to a shared-use path would be preferable for less experienced and confident riders. Community transit has already started this process with their widening of the sidewalk between 3rd and the ramp terminal and it should be continued down the hill and even put on both sides if possible. With the park, CT hub, driving range, etc there are several attractors which could encourage more active transportation use. Trying to put those riders in the lanes on highway 96 seems ill advised given the speeds and volumes.
57	7ima93ko3mw6	4	I use this road only Westbound, downhill, taking the lane. To go Eastbound, I use Dumas Rd.
57	8f9aun92f778	5	Lots of families living in this area, so this bike lane would be very useful for kids to get to school on the west side of I-5
57	8f794nw8agc7	5	Most important from McCollum Park to I-5.
57	7ia9ux2m9d9a	2	Part of this is good but should funnel non-motorized traffic away from the interstate on it's own bridge across I5. Go there during peak times and imagine bikes and people on foot. Its bad enough now.
57	6hmc4llr3jra	4	Provides connection to McCollum Pioneer Park, North Creek Trail, and businesses at Murphys Corner.
57	3pc2mco48kw3	5	Safety, priority for bike/ped. Prefer protected.
57	4c8ays7l9hdk	5	Sidewalks definitely could use widening in this area
57	994sp4wv6iy9	1	Some pedestrian paths don't feel safe from cars or bikes so this all depends on the pedestrian path design. That's a really busy noisy road. I love my fellow bikers but pedestrians need protection from both cars and bikes.
57	3ww223stp32w	4	This area is difficult to bike

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
57	8sh2g9upl2yj	5	this is a big gap in the current bike network, and also an uncomfortable place to walk. A south side path for both biking and walking would be valuable.
57	4az8cb3uxc33	5	This segment of SR-96 feels very unsafe as a pedestrian or cyclist currently. Connectivity on this corridor to Murphy's Corner would be a huge benefit for the whole area by connecting a lot of businesses with the new Link station, with follow-on benefits to all the residents nearby.
57	8ax8wid9asu4	3	This would be a good place to get hit by a car while on your bicycle, with no separation between.
57	9vm83jx4kkg7	3	This wouldn't be an awful road to bike along
57	8vn4em9ul4e8	5	Yes!
58	9o34p6ie84ej	4	does this involve the removal of existing ramp slip-lanes? they're certainly a bit of an obstruction to a friendly pedestrian environment
58	3pj9yed83eg4	1	I think the proposed new bridge just south of here would be the better option.
58	994sp4wv6iy9	2	Narrowing? This sounds bad for all involved
58	8sh2g9upl2yj	4	of course
58	8vn4em9ul4e8	5	Safer for people walking
58	4az8cb3uxc33	5	Signalizing the on-ramp would significantly improve safety, given the tendency for drivers to want to get onto the ramp quickly. Impact to drivers should be minimal as when there is congestion, the ramp itself will have an active signal anyway.
58	6hmc4llr3jra	4	Slip lanes are awful to cross on foot, so it's great to see effort made to make them safer.
58	9vm83jx4kkg7	4	this crossing is crazy with freeway traffic. with the station on one side and the interurban trail, the nearby park, and lots of housing on this side, this crossing needs to be improved.
59	3pj9yed83eg4		Absolutely not. This bridge is terrible and crowded as things already are. The new proposed ped bridge south of this junction is a much better idea.
59	3pc2mco48kw3	5	High priority continuity for E-W
59	8f9aun92f778		I think separating the car and pedestrian traffic to different bridges should be a higher priority
59	8vn4em9ul4e8	5	Making walking safer
59	8ax8wid9asu4	1	Narrowing vehicle lanes should not be an option. Drivers won't be getting more skilled, ya know....give them what room for error ya can.

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
59	3px9ti8lri67	5	New shared use path as opposed to sidewalk. Keep the separation of active transportation and vehicle traffic. This bridge is already a big impediment walkers and cyclists with only having one sidewalk so the more than can be done to open up the barrier that is I-5 the better.
59	8b9zp46uab6a	5	Pedestrian experience across this bridge is, to put it frankly, frightening. Improving pedestrian access and making it safer would make people more likely to bicycle and walk to the Mariner light rail station.
59	9vm83jx4kkg7	4	People cross the freeway on the south side anyways, putting everyone in danger. Yes please!
59	3nj3n6v9gs23	3	Probably addition to bridge is needed and a dedicated bike and pedestrian lanes.
59	338zzt8gdp96	4	probably cheaper than a new pedestrian bridge
59	66sn8s2uh2b9	4	The lack of the southbound sidewalk is a huge walkability issue
59	3bk6zm8iad48	1	This is a ridiculous idea guaranteed to further add to already bad traffic congestion.
59	7ima93ko3mw6	1	Vehicle lanes are uncomfortably narrow for bikes as it is.
59	6kc42tkk2le8	1	Walk on the north side
59	4az8cb3uxc33	3	While additional sidewalk infrastructure on this bridge would be very welcome, narrowing the travel lanes at such a busy interchange (especially including truck traffic) may not make the most sense. Understand that the south side may make more sense for the Link station, but the Interurban does connect on the north side, so could widening the north side instead be an option?
59	49xp4bki8ge7	4	While this is a good idea, I am not sure how safe it would be to narrow the vehicle lanes. If the number of lanes is decreased at all with this project, it would also negatively affect the traffic that already accumulates there.
59	8f794nw8agc7	5	Would ensure it's designed for people to bike across bridge as well.
59	93637rhn8s98	5	yes, if converting existing eastbound sidewalks to a bicycle and pedestrian path along 128th Street
60	9o34p6ie84ej	4	does this involve the removal of existing ramp slip-lanes? they're certainly a bit of an obstruction to a friendly pedestrian environment
60	8sh2g9upl2yj	4	I don't understand the project description, but improving safe crossing from trail is important.
60	8vn4em9ul4e8	5	Making walking safer
60	4az8cb3uxc33	5	The current crossing is quite dangerous and would benefit from this change.

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
61	7ia9ux2m9d9a	4	128th is dangerous to cross at peak times. Pedestrians are nearly hit by cars running red lights turning off of 4th.
61	3pj9yed83eg4	2	As long as it doesn't negatively affect traffic or pedestrians.
61	8vn4em9ul4e8	5	Making it safer
61	4az8cb3uxc33	5	The sidewalk is currently the only safe option for cyclists, which puts them in conflict with pedestrians and is not an ideal setup especially with increased multimodal traffic to the Link station.
61	6hmc4llr3jra	3	There's plenty of space for a separated bike path (next to sidewalk, not on road). Also reduce the number of driveway crossings, if possible.
61	3bk6zm8iad48	1	This should not be on 128th.
61	8b9zp46uab6a	5	This would drastically improve my ability to walk/cycle from my home to the Mariner light rail station. Improvements to the Interurban Trail would also benefit my health as a local resident.
62	8vn4em9ul4e8	5	Helps pedestrians
63	3pj9yed83eg4	2	As long as it doesn't negatively affect traffic.
63	8cp99tke3uxn	5	Given that 128th St. is one of the only East-West corridors in the area, a protected, separated, and safe micromobility connection to and from the future station location that travels through the area's commercial shopping district is essential to running daily errands, getting to work, and meeting up with family and friends. This project also has the potential to boost economic development for businesses in the area. This should be built.
63	3bk6zm8iad48	2	If this could be done without reducing the existing roadway.
63	338zzt8gdp96	2	if you do this, plant trees in the landscape area!
63	8sh2g9upl2yj	3	is landscape strip at the expense of a bike lane / separate bike lane / wider bike lane (which can also give pedestrians that extra feeling of safety)
63	6i6kw6t4u9nc		provide separate bike lane to the station from highway 99
63	8vn4em9ul4e8	5	Sounds good
64	9zu8yrz2kzw9	5	Bike improvements should include physical protection.
64	7t9zo42esr49	5	Bike or scooter to Marinar transit would be great
64	3xd46s4unh94	5	can it be separated from Cars/buses
64	3ww223stp32w	3	Currently pretty high speed with many turns, I avoid this and use interurban currently
64	3pj9yed83eg4		Do people really bike along here? I'd focus on pedestrian improvements instead.

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
64	8cp99tke3uxn	5	Given that 4th ave W is one of the only North-South corridors in the area, a protected, separated, and safe micromobility connection to and from the future station location that travels through the area's residential area, passing multiple schools is essential for people to get to work and school safely outside of a car. and meeting up with family and friends. This should be built.
64	66sn8s2uh2b9	4	<p>Going up this steep hill in a traffic lane on 134th St is a major deterrent for biking from Ash Way to Mariner, a separated bike lane for just a block would help a lot.</p> <p>4th Ave is a useful route from Mariner to the rest of Everett, it needs better pedestrian and bike access.</p>
64	7es23xgs8mfa	5	<p>I commute (via bike/car) on this route daily from 104th St SW, and I also am a landlord that lives in this vicinity.</p> <p>I see a lot of bikers on sidewalks and sometimes on the road during my daily commute, and it's increasingly becoming a problem for bikers to not have dedicated lanes. I would strongly recommend creating a bike sidepath or a bikeway that is protected (not bike lane) that would allow for safe passage for bikers, as well as children who attend local schools along this street. Bicycle traffic signals would be recommended given the major intersections that 4th Ave intersects.</p> <p>I often see bikers use the bike lane on 112th Street Southwest to get on the intraurban trail, would be great to also have bikeways for 112th, as well as some traffic controls at major intersections for bicyclists only.</p>
64	9vm83jx4kkg7	4	I see folks cycling here often despite having hardly any bicycle infrastructure. I think this is a much-needed improvement.
64	4az8cb3uxc33	4	Improve bike access to Mariner High School would be great for the neighborhood.
64	8vn4em9ul4e8	5	Improve safety
64	8sh2g9upl2yj	4	key bike route that will have added vehicle traffic and bike demand with new light rail
64	7ia9ux2m9d9a	3	Not a lot of room and probably not safe during peak times.
64	3jo7988xnu47	5	Requires separated bike lanes on 4th.
64	8iis4tsf4243	4	There should be separated lanes for bikes on roads with speed limits over 25mph
64	4nn672no3sm8	4	This is a wide road with multiple lanes, how would you make biking pleasant and safe with high speed vehicle traffic?

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
64	338zzt8gdp96	5	This would improve things TODAY - don't wait until light rail!
64	8f9aun92f778	5	Very good for families in the surrounding neighborhoods to get to school and stores
65	8vn4em9ul4e8	5	Making street safer
66	8vn4em9ul4e8	5	Making walking safer
66	3pj9yed83eg4	4	There should be no sidewalk gaps here.
67	8sh2g9upl2yj	4	an official way to get onto the trail in this area would be nice (many unofficial / unclear access points)
67	8ax8wid9asu4	4	Better more access to and from the trail is a natural improvement to the whole idea of having the trail.
67	3pc2mco48kw3	5	Connect to ped bridge that's built by WSDOT.
67	8vn4em9ul4e8	4	Connections help
67	3pj9yed83eg4	4	Could be nice for trail access.
67	4az8cb3uxc33	3	Dirt path already exists; just need a curb cut.
67	6hmc4llr3jra	2	Formalizes existing desire path.
67	338zzt8gdp96	4	I think this would be an inexpensive project, relatively speaking. Go for it!
68	8vn4em9ul4e8	5	Connections help
68	338zzt8gdp96	4	How to you propose to cross the busier intersections?
68	8sh2g9upl2yj	4	this area needs all the safety improvements / vehicle slowing it can get
69	8vn4em9ul4e8	5	Sounds great
69	3pj9yed83eg4	3	Would potentially make the crossing safer.
70	8vn4em9ul4e8	5	Making crossing safer
70	8iis4tsf4243	4	The intersection should be raised
70	3pj9yed83eg4	4	Would make it safer for pedestrians crossing here.
71	8b9zp46uab6a	5	A bike facility would be amazing and would make my commute via light rail so much easier. I would not need to worry about people stealing my bicycle in this high-theft area, either.
71	8cp99tke3uxn	5	A protected, separated, and safe micromobility connection to and from the future station location that travels through the region's largest commercial shopping district is essential to running daily errands, getting to work, and meeting up with family and friends. This project also has the potential to boost economic development for businesses in the area. This should be built.
71	9vm83jx4kkg7	3	Be careful that cyclists can navigate around stopped Swift Green Line busses.
71	8iis4tsf4243	5	Connect Light Rail with Swift Blue line is a great idea. Bike Lanes and Sidewalks should not drop down to street level at sidestreets, only at major intersections.

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
71	8f9aun92f778	5	Existing bike infrastructure is scary to ride in because of the high speed traffic
71	3pj9yed83eg4		Fine as is
71	4az8cb3uxc33	4	Given the high speed and volume of traffic, separated bike lanes would feel significantly safer and likely increase usage dramatically.
71	3pc2mco48kw3	5	highest level of protection
71	7ia9ux2m9d9a	4	Mariner has the best potential for use of non-drivers. It sits on interurban and North Creek trails and could draw from a larger area than most stations with better access and secure/safe bike storage.
71	8ws466fen4b7	5	Physical Separation
71	4nn672no3sm8	4	Physical separation only.
71	3jo7988xnu47	5	Separated bike lanes are safer for all cyclists but especially less experienced riders. Required here.
71	8vn4em9ul4e8	5	Separated bike lanes are safest, this is great
71	7es23xgs8mfa	4	Strongly recommend protected bikeways or sidepath bikeway as this area sees a lot of usage for bikers.
71	2fs468lwc4ha	5	The commute and transit west towards Boeing and other manufacturing hubs is extremely important to usability of this station.
71	7ima93ko3mw6	4	The existing facility from 8th to Hwy 99 is OK, but the new facility from 8th to I-5 is sorely needed
71	338zzt8gdp96	5	This will assist bicyclists starting today! Start now :-)
71	7bx2vgz9ao46	5	Traffic moves very fast here. It feels unsafe to bike.
New	7es23xgs8mfa	n/a	Bike traffic signals (major interesection)
New	7es23xgs8mfa	n/a	Bike traffic signals (major intersection)
New	7es23xgs8mfa	n/a	Bikeway should continue to Rt 99
New	3pc2mco48kw3	n/a	Extend #64 to #49. fill in gap.
New	72lsi2zbl7gh	n/a	I can walk to this Park' n' Ride. I could not walk to the Mariner Station.
New	3jg4cg7vn2h7	n/a	I live along 116th and have to either uber to South Everett Fwy Station or walk a mile south (20 minutes), so I think a bus route along here would be nice because the South Everett P&R is only two miles away. That and/or more sidewalks.
New	9bs647uuj629	n/a	I would like an accessible footbridge across SW 128th st. To reduce cost, it might be possible to tie the footbridge into the bridge the tracks are going to take over SW 128th.
New	7es23xgs8mfa	n/a	Interurban trail on east side of i5 to improve access for neighborhoods east of i5. This trail would be parallel to the trains.

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
New	32ip3exl7p8a	n/a	Más iluminación señalamientos para personas discapacitadas ect.
New	8o7xya8l42k9	n/a	Proposing the construction of a bridge or walkway connecting this location to the North Creek Trail, providing convenient access to the Mill Creek Town Center.
New	7es23xgs8mfa	n/a	Recommend improving this bikeway to a sidepath bikeway or protected bikeway.  Current bike lane is too narrow and has some rough spots. Cars drive very fast on this route, creating a lack of safety coordior for bikers and other users. I often see scooters using sidewalks here. Many bikers use this cooridor to access interurban trail and i5 bus station
New	7ia9ux2m9d9a	n/a	Secure and safe parking for bikes. Mariner has great potential now and more so in the future, if investments are made. Station could draw from a larger area
New	8o7xya8l42k9	n/a	Sidewalks are needed in this area to provide a safe and direct connection between Meadow/Cascadian Way and Meridian Ave S.
New	4hv7cd38k6ye	n/a	The students of Mariner High School deserve reliable service to school.
New	9gm3dyk8izz9	n/a	There is a greenbelt area running from 117th & 46th down to 132nd & 47th in between houses that could maybe have a paved trail in the middle, enough people walk along this area that there is a visible desire paths that runs along much of it- paving a small trail could make this area more comfortable to walk and bike along providing another quieter route to the bus stop at 132nd & 44th. This should improve 109 ridership make Mariner Station/Park and Ride more accessible by public transit.
New	9mt7eug3fvb3	n/a	There needs to be more done for those in the greater Silver Lake Area (Silver Lake/Silver Firs/Eastmont/Seattle Hill Rd area/etc) as transit has been more difficult as busses have been removed and replaced with minimal options to reach light rail or Seattle directly at this point.
New	9mt7eug3fvb3	n/a	There should be a Light Rail Station at South Everett Freeway Station as the proposed stations thus far are cutting off a giant section of South Everett

Project ID	Respondent ID	Priority scale 1-5 <sup>3</sup>	Do you want to comment on this project?
New	9vm83jx4kkg7	n/a	This crossing signal is unpredictable and isn't useful. I find 50% of the time I need to cross on red to catch a bus when transferring between the green line and a bus at the transit center. If bus service will continue to be here, please revisit this signal and make it useable.
New	6dg3n3evd6a7	n/a	This is a general comment - Please consider breaking up Everett Link into 2 phases. The first phase would end at Mariner, allowing that and the rest of the line to come online sooner. The second would extend north to Everett. That would help ensure there is adequate funding for the Paine Field jog. It would also bring light rail to many more communities years earlier.
New	9bs647uuj629	n/a	This is a signage suggestion. Instead of using arbitrary letters (A, B, C,...) to designate exits, use compass points (E, W, NE, NW, SE, SW) to designate exits. Do not assume people know which way is north because at the Mariner station, the NB train is going West and the SB train is going East. You and I know that, but a visitor who is not a native English speaker who has arrived at the station in the dark might be disoriented.
New	8o7xya8l42k9	n/a	While there may not be enough space to add dedicated bike lanes, implementing shared lane markings (sharrows) would still be beneficial. Cascadian Way is frequently used by cyclists, scooters, e-bikes, and other alike.

## SR 99/Airport Road

Project ID	Respondent ID	Priority scale 1-5 <sup>4</sup>	Do you want to comment on this project?
72	7es23xgs8mfa	5	Dedicated bikeway (not bike lane). This gets a lot of traffic and traffic is heavy/fast, often unsafe for bikers. I see bikers all the time on this route.
72	8cp99tke3uxn	5	Given the configuration of SR99 in this area that encourages fast speeds, a grade separated multi-use trail would make the most sense to span this length of roadway. If constructed as on-street bikelanes, protected or not, the roadway needs a significant redesign to reduce speeds.
72	6i6kw6t4u9nc	5	Highway 99 is dangerous. There needs to be separated bike lanes in both directions
72	8ws466fen4b7	3	Highway 99 needs to be divided into bus lanes bike paths and shrunk for cars

<sup>4</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>4</sup>	Do you want to comment on this project?
72	9jk3mwz4f4g3	5	I think this would be beneficial for the community. My husband and I love having bicycle [šŸš²] specific lanes since we ride our bikes on the weekends. Would love to be able to get to light rail closer than lynnwood location.
72	3bk6zm8iad48	2	Only if this would not take away from the existing roadway.
72	4nn672no3sm8	3	Roadway improvements should prioritize active uses (transit, biking, walking) and not encourage more driving.
72	8vn4em9ul4e8	5	Safer
72	7ima93ko3mw6	5	THE highest priority project!!
72	9hx2lll3ou78		the speed limit is pretty high on 99. It better be a bike lane with a significant boundary...
72	8f794nw8agc7	5	These improvements would help address safety at one of the most dangerous intersections in Everett
72	9zu8yrz2kzw9	5	This area desperately needs protected bike lanes.
72	2fs468lwc4ha	5	This area is currently very car dependent. Making bike improvements would make this a viable commute route and unlock transit - especially since no parking is planned at this station.
72	66sn8s2uh2b9	3	This is currently an unpleasant pedestrian experience, especially near the WA-525 underpass. Not sure if I will ever be good without major land use changes, but improvements are welcome.
72	9vcz87hz9x24		This is well and good but how does one get to the airport from Index? Or anywhere from Index, other than by car?
72	8iis4tsf4243	4	This path should be separated from car traffic with trees or other things, while keeping lighting good.
72	3pj9yed83eg4	4	This stretch of SR99 is in desperate need of improvement.
72	93llp9c2ru63	5	this whole region is top priority
72	8b9zp46uab6a	1	Until zoning is changed to disallow marijuana shops, car repair shops, massage parlors, etc., route 99 is not a place most people will want to walk down, even if it's to get to a light rail station.
73	8vn4em9ul4e8	5	Improves safety
74	8vn4em9ul4e8	4	It would be good to know about potential use, but sounds good
74	8ws466fen4b7	5	Keep adding new sidewalks
74	3pj9yed83eg4	3	Make walking safer.
75	8vn4em9ul4e8	5	Needed
75	3pj9yed83eg4	3	Would help making the crossing safer.
76	93llp9c2ru63	1	do any bikes use this now? no.
76	3pj9yed83eg4		Not sure bikes would really be used here.
76	7ima93ko3mw6	2	Russel is little used, the hill is too steep up to 525
76	3jo7988xnu47	5	Russell Road needs separated bike lanes on both sides.
76	8vn4em9ul4e8	5	Separated bike lanes are safest

Project ID	Respondent ID	Priority scale 1-5 <sup>4</sup>	Do you want to comment on this project?
76	6i6kw6t4u9nc	5	The bike lanes should connect the station to Beverly Park Way. There are many bicyclists that would use this route.
76	9jk3mwz4f4g3	5	There are many bicyclists in Everett areas. Very important and necessary!
77	98n4sl6zmq24	4	I'll give higher priority to bicycle improvements near or at a proposed station.
77	9zu8yrz2kzw9	2	Painted bike lanes are better than nothing, but the standard should be physical protection or redesigning the street such that bike lanes are unnecessary (i.e, shared streets).
77	8ws466fen4b7	3	Separated bike lanes are better
77	8vn4em9ul4e8	5	Separated bike lanes would be better
77	7es23xgs8mfa	3	This street is already narrow as it is, painted bike lanes is not safe and I've seen plenty of incidents along this route. Consider sidepath bikeways
77	7wr4e8znc9e9	2	You oughta know by now painting in bike lanes doesn't do a whole lot of good for either the idiot car drivers playing with their phones as they drive or the jerky bike riders that think traffic laws don't pertain to them at all.
77	4kpr7fxk9vu3	1	You're going to ruin the area with all the construction and that new hub and you're worried about sidewalks? Oh my god. I'm worried about my home and the business and you are going on about sidewalks... well I guess that makes sense to the city, but surely not to the people who live in this path of destruction to come.
78	8vn4em9ul4e8	5	Safer for people walking
79	93llp9c2ru63	5	do it for the children.
79	9vm83jx4kkg7	3	Maybe pedestrianize the whole thing, this road makes drivers do crazy things.
79	8vn4em9ul4e8	5	Safer for people walking
79	3pj9yed83eg4	5	Would allow people to walk out to Airport Road and thus the new lightrail stop and the commercial at Airport Rd & SR99.
80	3bk6zm8iad48	1	Do not further obstruct traffic on the highway.
80	9o34p6ie84ej	4	priority for buses?
81	9vm83jx4kkg7	4	if the station is here, then definitely yes.
81	3pj9yed83eg4		No. This road is too big to have just a crosswalk light. It would be safer to have people walk to the closest intersection and cross there.
82	9o34p6ie84ej	4	daylighting is important here!
83	3jo7988xnu47	5	Airport Road is a high-speed auto-route: a separate 2-way bike path is needed here.
83	2fs468lwc4ha	5	Improvements would make this a viable bike commute route.

Project ID	Respondent ID	Priority scale 1-5 <sup>4</sup>	Do you want to comment on this project?
83	93llp9c2ru63	2	not a priority.
83	8vn4em9ul4e8	5	Safer for people walking and biking
83	7es23xgs8mfa	5	Seperated sidepath / protected bikeways would be highly recommended given there's ample space and plenty of usage. This area is also seeing significant growth of residential usage and I highly anticipate more mixed use buildings will occur along this route.
83	7bx2vgz9ao46	5	Traffic moves very fast here - this seems like a good candidate for separation.
84	7wr4e8znc9e9	2	It's about time!
84	89sfp9vcg2f3	5	Muy buen proyecto
84	93llp9c2ru63	4	park access for kiddos.
84	8vn4em9ul4e8	5	Safer for people walking
84	2pz7yo7xt9n9	5	Sidewalks on one or both side of the road are really needed on this road.
84	3pj9yed83eg4	3	This seems good. It would provide sidewalk access for people to get from the neighborhood to Paine Field Community Park.
85	3pj9yed83eg4	3	As long as it doesn't negatively impact traffic.
85	7wr4e8znc9e9	2	Great - the landscape strips will provide some shelter for all the homeless that hang out in this area!!!
85	8vn4em9ul4e8	5	Improves safety
85	7es23xgs8mfa	5	Include bikeway (not bike lane) due to access of neighborhoods just off of 99. Dick's Drive in was also recently opened here, and increased traffic will benefit from foot traffic.
85	4c8ays7l9hdk	5	Make sidewalks wide enough to accommodate bikes
85	22stp8o8xvs9	5	Some street trees would be nice, walking on this part of 99 very unpleasant in its current state.
85	8f794nw8agc7	5	This improvements would help safety at the most dangerous intersection in Snohomish County.
85	8b9zp46uab6a	1	Until zoning is changed, route 99 is completely inhospitable to pedestrian activity regardless of any kind of landscape strip that might be installed.
85	4lv6wuy3yz79	1	Yes, please provide trees on the sidewalks so the homeless can shelter under them - NOT!
86	3pj9yed83eg4	3	As long as it doesn't negatively affect traffic.
86	4c8ays7l9hdk	5	Make sidewalks wide enough to accommodate bikes
86	8vn4em9ul4e8	5	Sounds good
86	93llp9c2ru63		this is not needed. homeless will just congregate.
86	94uxb6tcc9h4	5	This project provides immediate benefit to airport passengers, transit riders for Swift Lines and general public

Project ID	Respondent ID	Priority scale 1-5 <sup>4</sup>	Do you want to comment on this project?
New	4hv7cd38k6ye	n/a	A big enough space in case you want to build a TC there.
New	6os8xwo8ahp4	n/a	Actually connect to Paine Field which will only grow in air service.
New	3pj9yed83eg4	n/a	Install raised divider between the NB and SB lanes of SR525 to discourage people from Jay-walking across a major state highway.
New	8em3y3622vi4	n/a	It would be amazing to take the light rail directly to PAE airport! With a growing strain on SEA, hopefully PAE will grow in popularity for commercial flights and I would love to hop on a train at Northgate (my closest station) and go straight north to the airport...if the train also has room for my luggage & kids car seats.
New	2xm9cdu7fkx8	n/a	It's very important to improve walkability of this road as this leads to major. public transit area in the future.
New	7ima93ko3mw6	n/a	Left turn signal from 112th to Beverly toward the school is way too short for bikes accelerating from a stop on the hill, needs to be much longer
New	32ip3exl7p8a	n/a	Señalamientos peatonales, muchas luz y rutas de bicicleta laminada
New	4x7utc7tdr34	n/a	The light rail should go to the airport. There is no reason to not have this. This allows people to bus to their nearest station and get to the airport which reduces the need for large parking garages near the airport. When I fly out of Paine field the parking is already more expensive than Seattle without a good way to get their through transit. There won't be a better time to make the best decision going forward.
New	3sz7fit4knh4	n/a	What's been needed here - and has been talked about for 15 years - is for WSDOT to allow the BAT lane to be finished between 148th SW and Airport Road. To put a bicycle lane on a 45 mph road is foolhardy and appeals to only the powerful professional bicycle lobby.

## SW Everett Industrial Center

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
87	4lv6wuy3yz79	1	100th St is already narrow enough and now you want to put bike lanes there? Drivers already ignore the posted speed limit and you want to introduce a serious road hazard???
87	7es23xgs8mfa	4	Install sidepath bikelane, and this would go well with 4th street bike sidepaths.

<sup>5</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
87	2lgu3j3isp47	4	It seems pretty silly to build a really expensive train almost to the airport or Boeing factory, but not all the way, so that it's still really inconvenient. I don't think very many people will use this station because it's so compromised.
87	3pj9yed83eg4		No. Prioritize sidewalks over bike lanes. Additionally, this road needs street parking.
87	6xk6ntv8og89	1	Not a route I would likely take
87	27nzf6xhp7o7	1	Not a route I would likely take
87	3jo7988xnu47	4	Recommend separated bike lanes on 100th St. SW.
87	8b9zp46uab6a	1	This new light rail stop was a carve-out to please Boeing. No additional money should be spent on improving this area.
87	9jk3mwz4f4g3	5	Very necessary for this area!
87	3hv9wu449276	5	Yes walkable to the station
88	6xk6ntv8og89	3	Important for general access
88	27nzf6xhp7o7	3	Important for general access
88	4c8ays719hdk	5	Should be good bike and ped facilities from Everett Mall Way to the Airport Terminal
88	8b9zp46uab6a	1	This new light rail stop was a carve-out to please Boeing. No additional money should be spent on improving this area.
88	2h4snt9y2zh9	5	Why stop at 18th? Right now pedestrians are asked to cross 100th without crosswalks for the entire length from Holly Dr to Airport. This area needs continuous sidewalks on both sides but if that is not possible then more than one crosswalk to allow at least somewhat safer crossing from one side to the other to reach a sidewalk.
88	3pj9yed83eg4	5	Yes! Finish connecting the sidewalks to allow people to walk to Airport Rd and the Swift Green line.
89	6ci6ea4cbj67	3	A high visibility crosswalk is helpful, but an overpass or tunnel would truly ensure pedestrian safety. I have seen a lot of pedestrians in Mukilteo crossing at crosswalks on red or simply jaywalking across two way two lane roads with a center turn lane during busy traffic because they don't want to wait for the light. Until a more patient and safety oriented mindset is part of our culture, we need to provide options that are easy and completely avoid hazards whenever possible rather than simple hazard reduction.
89	6xk6ntv8og89	1	Crossing an off ramp will never be safe
89	27nzf6xhp7o7	1	Crossing an off ramp will never be safe
89	7bx2vgz9ao46	2	Isn't there already a stop light here?

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
89	3pj9yed83eg4		Not sure how needed this is given that it's at an intersection already.
90	93llp9c2ru63	2	a waste
90	33wpc4oc33n3	5	Connecting the Airports is significant because it allows for the transfer of passengers and reduce the strain on an overburdened SEA and allows for growth of Everetts Airport.
90	7ima93ko3mw6	1	I ride it all the time, it's fine as is
90	2nhg7kyu99i3	5	If we're going to operate light rail past Paine Field, we need an airport terminal station and this would be the access route
90	4lv6wuy3yz79	5	If you want people to be able to get to PAE safely, you better do something.
90	6xk6ntv8og89	4	Route for bikes from station to downtown
90	27nzf6xhp7o7	4	Route for bikes from station to downtown
90	4c8ays7l9hdk	5	Should probably prioritize upgrading the path on the south side of the street, optimize for airport terminal access.
90	6ci6ea4cbj67	3	This road could use a protected bike lane as Paine field airport expands, but it already has sidewalk on one side.
90	3pj9yed83eg4	4	Would make access to the airport terminal easier.
90	7wr4e8znc9e9		You really think there's going to be that much bike traffic in this area? Pedestrians maybe (mainly because you won't put the station next to the airport) but still I guess you got to spend the money somewhere so might as well be here.
91	8cp99tke3uxn	5	Given the lack of another North-South corridor on the eastern side of Paine Field, this project is critical to facilitate micro mobility from nearby neighborhoods to jobs at Boeing and Paine Field and the future light rail station.
91	3pj9yed83eg4	4	I do see this section of road used for bikes, so as long as "movement for all vehicles" is maintained, I think this would be good.
91	7ima93ko3mw6	1	I ride it regularly, it's fine as is
91	6ci6ea4cbj67	4	If alternative station C is chosen, this path is needed to make it safe for bikers to access the station.
91	9ub4a7ihh8g8	5	It can be dangerous cycling on this road due to minimal space in shoulder for bikes and close proximity to cars traveling at high speeds.
91	3jo7988xnu47	5	Recommend a bike path along Airport Road (see project # 83 comments).
91	3jy9ytz8u466	5	Separated bike lanes would be a huge improvement, the current bike lanes are dangerous because of the speed of the traffic and cars making right turns.

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
91	8b9zp46uab6a	1	This new light rail stop was a carve-out to please Boeing. No additional money should be spent on improving this area.
91	4ita7c2t9e3a	5	This would make Airport road safer for cyclist and easier to commute to the station.
91	7bx2vgz9ao46	5	Too hard to safely traverse this area without entering Boeing property. Good to use public space for people here.
91	4c8ays719hdk	5	Yes, for roads that have speeds of higher than 30 mph, bike facilities should probably be protected and separated
92	8vn4em9ul4e8	5	Great for safety
92	6kc42tkk2le8	1	How many people have been struck by vehicles on this road? It has perfectly good sidewalks.
92	6xk6ntv8og89	4	Let kids walk to where they are playing. Not require a lift from parents!
92	27nzf6xhp7o7	4	Let kids walk to where they are playing. Not require a lift from parents!
92	3pj9yed83eg4	5	Yup. This would be good to have. Ensure to keep at least one side of the street open for street parking.
93	8vn4em9ul4e8	5	Improves safety
93	3pj9yed83eg4		No. Do the bike/ped path instead. This road is slow enough and with little enough traffic that bikes can share the vehicle lanes.
93	6xk6ntv8og89	3	Sidewalk plus this would be better, but a dual use path is good.
93	27nzf6xhp7o7	3	Sidewalk plus this would be better, but a dual use path is good.
93	8b9zp46uab6a	1	This new light rail stop was a carve-out to please Boeing. No additional money should be spent on improving this area.
96	3vsu77gph8l3	5	All crosswalk projects should include audible technologies to assist the visually impaired.
96	7wr4e8znc9e9	2	Drivers ignore the flashing lights next to the school on Casino and you think they're going to respect these?
96	9ub4a7ihh8g8	5	Drivers speed coming down and up the hill. It is unsafe to quickly cross unless there is a large gap between cars.
96	93llp9c2ru63	1	not related to the light rail
96	98n4sl6zmq24	5	Ped/ADA safety is priority #1!!!
96	8b9zp46uab6a	1	This new light rail stop was a carve-out to please Boeing. No additional money should be spent on improving this area.
96	4lv6wuy3yz79	2	Why? People on Casino Road, whether residents, gang members, or homeless, just cross Casino wherever the heck they want to anyway.

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
97	4lv6wuy3yz79	1	Absolutely NOT! You want to now provide an access point for whomever, whether ganger, homeless, OR terrorist, to Boeing facilities and Paine Field airport??? What kind of idiotic thought brought this on???
97	8vn4em9ul4e8	5	Great safety improvement
97	76hyv8uoh9vk	5	I see people walking/biking the hwy, and not safe? Thanks. Would give safe walking/biking path to the Link Station from Mukilteo. Some currently RIDE BIKES AGAINST TRAFFIC TO GET TO BOEING
97	98n4sl6zmq24	4	In looking at this segment, have you thought of the possibility for the 2-Line to extend along this alignment from its current Mariner terminus to the Mukilteo ferry terminal? (as part of an ST4 proposal, such a modest extension seems like it would have colossal connectivity benefits from the ferry to Everett, Boeing, and all stops southbound & eastbound)... perhaps that impacts priorities and decision-making for current improvements.
97	6upf92bx6vo7	5	Lots of people already try to walk and ride this route but it's dangerous
97	6ci6ea4cbj67	5	Mukilteo has excellent bike infrastructure through town, including the speedway and Paine Field Blvd. Adding a walking and biking trail here would not only enable access to the light rail, but would allow Boeing employees who commute from Mukilteo or Whidbey island via the ferry to bike to campus without having to ride on the Boeing freeway. I would actually consider biking to work on nice days if this project was completed. Please also consider adding bike parking infrastructure such as bike racks, or something like what Gifu station in Japan has.
97	7ia9ux2m9d9a	1	No one bikes to Boeing, nice idea but they don't live in Mukilteo.
97	7wr4e8znc9e9	2	Oh this is someone's brilliant idea - put bike riders right next to cars driving in excess of 40-60 mph... doh!
97	3jo7988xnu47	5	Recommend a bike path along 526 to connect at each end with existing bike facilities.
97	4c8ays7l9hdk	5	Seems like a great gap to fill
97	338zzt8gdp96	5	There are currently no safe alternatives for bicyclists to travel this route. Very high priority! Start now!
97	8cp99tke3uxn	5	There currently is no safe connection for pedestrians or bikes north of Paine Field. This project would be a perfect to allow folks to travel from one side of the airport to the other, connecting the existing multi-use trail on the west side of the airport to the future light rail station.

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
97	3jy9ytz8u466	5	There is currently no way for pedestrians or bicyclists to go East - West north of Paine Field, so this project would have a massive impact. It would make it much easier for people to commute from Mukilteo to Boeing. Currently bikes use the shoulders of highway which is dangerous.
97	9hx2lll3ou78	5	This could provide a great way to bike to work for many in the area
97	7k7wle3w9ru4	5	this is a huge gap in getting to mukilteo by bike or foot
97	93llp9c2ru63	5	this is required.
97	8b9zp46uab6a	1	This new light rail stop was a carve-out to please Boeing. No additional money should be spent on improving this area.
97	3h78pvg7ppn9	5	This path has been needed for years for people commuting to Boeing by bike from Mukilteo or the ferry.
97	3pj9yed83eg4	4	This would be nice as there are a number of people who bike/walk from Boeing to the bike paths and sidewalks of Mukilteo.
97	9vm83jx4kkg7	5	This would close a huge pedestrian/bike/bus service gap. I'd love a quick walk around the airport from the Green line or light rail to the Boeing Future of Flight.
97	6xk6ntv8og89	5	This would make train from Seattle then bike to the ferry great, instead of not viable.
97	27nzf6xhp7o7	5	This would make train from Seattle then bike to the ferry great, instead of not viable.
97	7bx2vgz9ao46	5	Very hard to safely get to Boeing from Mukilteo today.
97	94uxb6tcc9h4	1	While Project # 97 connects Mukilteo with the future Paine Field light rail station this distance is not practical for foot or bike traffic. This route is better served by bus or other public transit.
97	8z73wen49mu9	5	Yes PLEASE! There is no safe bike way to get from Merrill Creek Parkway over to Mukilteo!!!
New	74byj8xe4sfa	n/a	Allow for a future upgrade of passenger connections to Paine Field. As commercial service from Paine Field grows and the terminal expands, passengers will need fast and easy transport between the terminal and the Link station. This could come in the form of short rail-based transit
New	4hv7cd38k6ye	n/a	Allows for easy access to the airport.
New	74ylm3yxs684	n/a	Build a station AT the airport, for crying out loud! No one wants to drag their bags onto a shuttle—and it becomes impossible for families with babies and small children, also packing carseats, etc. It should be easy to walk from the train into the airport, as it is at SeaTac.

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
New	3pj9yed83eg4	n/a	Build bike/ped trail between Seaway Transit Center and Casino Rd to allow for easy movement from major transit station to new lightrail station.
New	3f6ljp4x3mp9	n/a	How about an airport terminal station?  We are literally going to ride right by it and then have to backtrack?
New	3pj9yed83eg4	n/a	Install sidewalks between 84th St and west Boeing entrance to make it safer for people who walk to and from work along this route.
New	28zsh6ctd4u8	n/a	It is foolish not to connect the airport terminal. Being able to light rail from PAE to SEA would be a huge boon. You have to add a station for the commercial terminal
New	2xy4hd6dx9s8	n/a	It would make sense to have a station near the Paine Field Airport, like Seatac Airport has, so that people can get to the airport. If a station is too far away (as shown on the map), then they can't realistically use it to get to the airport, especially with luggage.
New	7ima93ko3mw6	n/a	Left turn signal from Casino to Airport Rd. does not recognize bikes, it needs to be fixed.
New	72lsi2zbl7gh	n/a	Light Rail should run direct to Boeing/ Fluke Seaway Bus Station. This should be main Everett station until Downtown Everett line is completed.
New	4x7utc7tdr34	n/a	Make the station at the airport this allows the provisioned shuttles to be used just for the Boeing route. The airport won't move but it's hard to guarantee a business will always stay put.
New	32ip3exl7p8a	n/a	Marcar las ceras para peatones y personas con discapacidades y muchas luces iluminadas
New	6ci6ea4cbj67	n/a	My preference of these alternative stations is alternative A (or both A and C at the same time), as Boeing employs approximately 30,000 people on its Everett campus. I have many colleagues who live south of Everett and often talk about how nice it would be to use the light rail for commute. The other station alternatives won't likely be close enough for people I know to consider them, even if a shuttle is added between the station and the main campus. This is because the shuttle will add an additional 20-30 mins to their commute for the last 1/2-2 miles of distance which doesn't feel like it makes sense. If alternative A is chosen, please add an overpass or tunnel for pedestrians and bikes across the Boeing Freeway so people can simply disembark the train and finish their commute without having to transfer to another mode of vehicle transit.

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
New	9km6uk7xvw24	n/a	NO PAINE FIELD! SR-99 Please!
New	9vm83jx4kkg7	n/a	Please consider working with Boeing to have a crossing to the factory from the station, especially with Alternative A. It would be heartbreaking to miss an opportunity to make taking the train the most obvious way to get to Boeing.
New	9kr7hco36ia7	n/a	Please, Please, Please coordinate with Boeing to put a station on site. The vast majority of the 30000+ people who work at boeing have no access to public transportation because the onsite shuttles do not run at the start of either 1sta or 3rd shifts, and do not run at the end of 2nd shift. so there is no way for people to get to any transportation. An on site station by the 40-32 / 40-33 buildings would be centralized enough that just about everyone in the factory could get to it. Additional note, the walk shed is incorrect here as well, there is no access for pedextrians to cross the boeing freeway from the boeing site, most employees do not have access to the flightline and thus the one bridge, for safety reasons.
New	8sv9rl42l9vc	n/a	Remove SR-526
New	7es23xgs8mfa	n/a	Station A does not serve the general public well. Consider access to the airport FOR the public, not corporations. Corporations can afford their own additions at their own expense if they want to increase access. Our tax payer dollars deserve to serve the public, and that's the airport.
New	7es23xgs8mfa	n/a	Station B should not be considered as it only functionally serves Boeing. We need to serve the public well and have a dedicated station for the airport.
New	7es23xgs8mfa	n/a	Station C is the best option due to access to the airport. Seatac is getting to capacity, and our region will see growth. Planning ahead and increasing public transportation to the airport will help future growth.
New	6oag24rlh2pj	n/a	The station in this area should be as close as possible to the Boeing 40-87 office tower. Such a location would automatically cover the Everett main factory buildings. The other alternatives for this station are too far from the Everett factory and office towers.

Project ID	Respondent ID	Priority scale 1-5 <sup>5</sup>	Do you want to comment on this project?
New	9vt76d9tk3g9	n/a	There is no efficient pedestrian/bike accessible way to cross from the station and under/over SR 526 to the employers on Seaway Blvd and/or the Seaway transit center without going out of the way and backtracking - noting there is only one pedestrian/bike accessible underpass at 5th avenue which is far from the station. This would also create an alternative bike route from the Interurban trail trailhead to those same destinations versus the tougher grade/geography on the other side of the freeway.
New	93llp9c2ru63	n/a	We desperately need a bridge from Boeing/ seaview PR to airport road, this is obvious, where is it?
New	2de6hib8whc6	n/a	we need a station to allow Link passengers to go to Paine Field
New	6wd2ujx84up3	n/a	What is the point of having a station if it is not connected to the airport
New	7vg2avh7p7m3	n/a	<p>Whatever the new Everett Link station looks like, it needs to have easy access to/from the Mukilteo ferry. A solid connection from Mukilteo to the Link light rail will open up access to all of Whidbey Island and change lives and economic situations all the way up the island. The majority of the workforce on South Whidbey Island relies upon the ferry to get to Everett, Seattle, and other locations, and creating opportunities for those off-island to work on Whidbey also increases recruitment and economic vitality for the entire region.</p> <p>When considering ways to provide positive access and equity, please don't forget rural communities. Island Transit has worked diligently to connect everyone on the island to the ferries and Oak Harbor - creating a simple and easy way to get to the Link light rail is a massive opportunity that would affect thousands of households because of the transit footprint that already exists on Whidbey. Please consider it in your plans!</p>
New	6vs4b3xnz4vu	n/a	Why isn't there a stop at the Boeing Transit Center? thousands of people drive by that every single day on their way to work at Boeing.

## SR 526/Evergreen

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
98	3jo7988xnu47	4	Bike boulevard is a sensible, low-cost approach for routing cyclists through neighborhoods.
98	7ima93ko3mw6	1	Don't see value in this, either Northbound or Southbound.
98	2d4c3xhd78in		I don'[t think this area is a safe area to be riding bicycles
98	8gou8hni7g29	2	It is already quite usable by bike and not really a connection unless the east of Evergreen Way station location is chosen.
98	9je8zx6lce37	1	Not everyone can ride a bicycle due to age, disability or balance issues. It seems your entire project is based on discriminating against disabled people.
98	77ly7kaj9yhl	5	This is much needed. The sooner this is completed the better. Very exciting! I think the best option is E, then B. I do not like the location of A. A feels harder to get too...and going under Evergreen? Sounds expensive. Also, I would think about updating surrounding roads that will see an uptick in traffic due to a new station. Please look at Intercity Ave. This road is already used as a shortcut. We have speeding cars, lots of pedestrians and no sidewalks or center painted line, because the road is too skinny. The road is not wide enough for 2 cars to pass each other without having to drive up on the shoulder area, where there are often pedestrians.
98	48pfe4tzb8d6	5	This would make my commute to work a heck of a lot easier.
99	8gou8hni7g29	3	Best for east of Evergreen station location. That road is currently a bit harder to bike with erratic traffic. It would benefit from a final connector to the chosen station location, possibly back along Casino Rd. if one of the west of Evergreen station locations is selected.
99	3jo7988xnu47	4	Bike boulevard on Holly Drive if the neighborhood streets are low-traffic and suitable, otherwise bike lanes here.
99	8sh2g9upl2yj	4	important connector route
99	7ima93ko3mw6	1	It's a low traffic street, not a problem now, I ride it frequently
99	77ly7kaj9yhl	3	It's hard to guess how many people would be riding bikes to/from this station. I live in the area and don't see many bike riders currently.
99	4c8ays7l9hdk	5	Separated lanes, not bike boulevard
99	9je8zx6lce37	1	Your survey is one of the most convoluted I have ever witnessed.

<sup>6</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
100	6ci6ea4cbj67	3	Evergreen way is a high traffic area, pedestrian and bike improvements would benefit businesses in the region for worker commutes, and customers. Consider branching from this directly to the nearby high school to allow students to use the light rail more easily and safely
100	8gou8hni7g29	1	I often find that sidewalks that are set in from the road can be more hazardous to walk, and always more hazardous for someone on a bike. It is more likely that a driver won't see you and turn into your path. That road is fast and lacks bike lanes so bikes will generally be on the sidewalk.
100	9zs83bwn47a7	5	I work at the intersection of Holly & EGW - this stretch of road is uncomfortable. Getting separation from cars would be a big improvement
100	4lv6wuy3yz79	1	Just give those homeless people another place to camp out under the trees.
100	4c8ays7l9hdk	5	Make wide enough to accommodate bikes
100	338zzt8gdp96	4	Plant trees in the landscaping!
100	8f794nw8agc7	5	This is perhaps the #1 priority for this station area.
100	9je8zx6lce37	1	Too much money is being spent on this boondoggle of a project. It rains in Washington. Most people do not want to ride bicycles in the rain.
100	77ly7kaj9yhl	5	Very much needed. I would extend this further south on Everegreen as far as possible.
101	77ly7kaj9yhl	3	Are raised sidewalks for improved safety? If trying to save money, it feels like this project may be a low priority.
101	8gou8hni7g29	2	Evergreen currently provides a good sidewalk. This sidewalk likely should be bumped in priority if the station is located east of Evergreen.
102	98n4sl6z mz24	4	A cyclist has more control over their movement and environment - - and therefore a higher level of responsibility -- than that of a pedestrian, and certainly way beyond that of someone operating in a wheelchair... plus, the majority of riders are on foot. That said, I'll generally be prioritizing improvements for ped/ADA accessibility over that of cyclists in my feedback.
102	7es23xgs8mfa	5	As a bike commuter, this area is such a headache in order to cross the Boeing Freeway, we have to make a very large detour... Please install a bikeway (sidepath highly recommended).
102	338zzt8gdp96	1	low car traffic here, riding on street is OK
102	89sfp9vcg2f3	5	Muy buena oportunidad

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
102	8sh2g9upl2yj	2	nice but since this road is low volume, the status quo seems OK? other projects address more hazardous issues
102	7ima93ko3mw6	1	Not needed, low traffic street, fine now
102	3jo7988xnu47	4	Sensible connection to the Interurban Trail
102	8gou8hni7g29		There already is a pedestrian path and cycle paths on that road. Making it a raised sidewalk and better marked would help, but the current situation works as this is a fairly quiet residential area.
102	66sn8s2uh2b9	3	This deficit in the Interurban Trail doesn't annoy me as much as other sections.
103	3pj9yed83eg4	5	More walking access is always good.
103	77ly7kaj9yhl	3	There is already one there, which is taken over by homeless people. Also, if you select option E, a new bridge wouldn't be needed. I'm sure the savings could be used on other things.
103	8gou8hni7g29	4	This is a smaller change that would be very useful. It would be more useful to include bike crossing there and bike lanes (in addition to the existing raised sidewalks) on East Casino Rd. from the Evergreen station to where the Interurban trail cuts off Casino and follows the north side of Hwy 526.
104	28yi69g338k7		Este me gusta quiero que pongan un cruce de Pateones aqui por seguridad de las personas
104	8ez8en79mpj4		Me gusta el proyecto ya que es una manera rápida y segura de cruzar la calle sin el riesgo de algún accidente lamentable me gustaría que el proyecto se efectuara lo más pronto posible
104	4lv6wuy3yz79	1	Oh sure, slow down traffic on casino road even more... plus provide more electrical components and wiring for the crack-heads to steal for their fix.
104	98n4sl6z mz24	5	Pedestrian safety & access routes to the station, in addition to ADA accessibility, should be THE top priority.
104	8gou8hni7g29	3	Since I don't use that area often, and by bike when I do, I cannot really rate it well.
104	7wr4e8znc9e9		This area is already one of the worst in the city for traffic problems and congestion and you're thinking of putting a blinking light in for pedestrians to safely cross Casino? Do you realize what that will do to the traffic at the intersection of Casino and 99? Cars turning left from Casino to 99 routinely block that intersection because they get stuck between red lights going north on 99 and the green lights going east on Casino and you want to add in yet another blinky light????
104	9dp8fec7wfg3		This project would only work if the Village isn't demolished!

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
104	77ly7kaj9yhl	4	Yes, I'm sure this will be needed.
105	8sh2g9upl2yj	4	a path on casino road would help people find the interurban. I biked past it for almost a year before I realized it existed
105	8gou8hni7g29	4	If that was from the intersection of East Casino and Evergreen way to the Interurban I would give it a #5 priority. The existing overly wide sidewalk is performing the function now and could use improvement.
105	4c8ays7l9hdk	3	Seems like that's already there?
105	77ly7kaj9yhl	4	Yes, this is a small project that will offer a big impact.
106	8gou8hni7g29	5	Access for pedestrians and by bike across Hwy 526 is a current transportation weakness that will be much worse when a train station is located in the area.
106	8f794nw8agc7	5	Critical in light of no pedestrian/bike infrastructure on the west side of Evergreen Way over SR526.
106	8sh2g9upl2yj	5	current bride is substandard in every way - hard to find, hard to access and exit. the neighborhoods in this area deserve better connections. Some way to cross 526 safely - on a separated path - is essential
106	4lv6wuy3yz79	5	Getting pedestrians out of the way of vehicles is a great idea, now just have to figure how to keep the graffiti artists from decorating the pedestrian bridge.
106	4c8ays7l9hdk	5	High priority to reconstruct ped and bike bridge once Link station location is finalized.
106	6gw97wkg7kz6	5	If the option for a new pedestrian bridge is pursued, it should be significantly closer to Evergreen Way to reduce the size of detour required for pedestrians on the west side of Evergreen
106	338zzt8gdp96	4	remove homeless people from pedestrian bridge. Fix up the bridge - I imagine that a pedestrian or cyclist using a sidewalk along Evergreen to cross 526 would have to wait considerable amounts of time to cross with pedestrian (walking man) traffic lights - using ped. bridge flows much better than having to wait at intersections to cross. This may depend on where the station ends up actually being - the exits from the station should get people to the desired part of the 526/Evergreen intersection.
106	7ima93ko3mw6	5	The existing facility is so bad, I used it ONCE, 15 years ago, and never again.
106	3pj9yed83eg4	5	This bridge could do with being rebuilt for sure.

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
106	8fa8gof69ye3	5	This stop would be extremely helpful. Currently, I have a 45 to 60 minute bus ride just to get to the Freeway Station and then another 15 minute bus ride to the Lynnwood Station. Traveling to Seattle or anywhere south is extremely difficult.
106	3jo7988xnu47	5	Upgrade to bridge will provide a relatively low-cost access to the likely station site on Evergreen making it possible for pedestrians and cyclists to access the station.
106	77ly7kaj9yhl	5	Yes to the sidewalk, no to the bridge. There is already a bridge, just use the one that's there by upgrading The sidewalks on Evergreen. A new pedestrian bridge feels like wasted money.
107	6ci6ea4cbj67	5	Any work to improve safety around a school is very important and seems like a good idea to prioritize
107	3pj9yed83eg4		Do enough people bike down this road?
107	8gou8hni7g29	3	Helpful, but Beverley isn't the most bike friendly. For northbound bikes the existing Interurban works well, but when going south there is a very steep uphill in that area which discourages cycles (and pedestrians) from using the trail.
107	338zzt8gdp96	5	high car traffic, lots of kids, bike riders trying to connect to Interurban - this would be a great project.
107	77ly7kaj9yhl	4	I do think you may get bike riders to and from that direction.
107	8f794nw8agc7	4	Important for access to high school
107	7ima93ko3mw6	4	Needed on the climbing (Southbound) side, less so on the descending (Northbound) side.
107	48pfe4tzb8d6	5	This is something the city of Everett should have done a long time ago.
108	87kbi9x38j6n	5	This really should be a pedestrian overpass.
108	77ly7kaj9yhl	4	Yes, especially with the students in the area.
109	9zu8yrz2kzw9	5	All bike lanes should be physically separated from vehicles.
109	338zzt8gdp96	5	cars drive too fast due to the hill, lots of schools kids on this route. your project would be a great improvement. start now!
109	7ima93ko3mw6	5	Don't bother unless you fix the ped overcrossing
109	8ws466fen4b7	5	I bike to Boeing with part of this
109	332awn3pya8c	4	I drive along this street all the time and I always feel like if the streets were narrower or had bigger bike lanes, more people would follow the speed limit. I'd love this implemented!
109	77ly7kaj9yhl	3	I'm torn on this...how much lower speeds? If done, I would also like to see this going south down Everegreen way for a long stretch.
109	7wr4e8znc9e9	2	Oh c'mon now, Beverly is already tight to drive with one lane each direction and now you're going to squeeze in a bike lane? Who's brilliant idea is this?

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
109	9kr7hco36ia7		Please do not do this, this road is already backs up frequently as it is the only alternative to evergreen, this would make it worse.
109	8vn4em9ul4e8	5	Protected bike lanes are safer than paint
109	3jo7988xnu47	4	Recommend separated bike lanes on Beverly Lane & also recommends the adjoining bike boulevard.
109	3pj9yed83eg4		This is a residential neighborhood with already slow speeds. Reducing it more will cause irritation for drivers.
109	87kbi9x38j6n	5	Traffic circles at some of the intersections down the hill on Beverly would be a great way to control traffic speed and disinsentivize the semi trucks and other large commercial vehicles that use it to bypass traffic on Evergreen
109	8gou8hni7g29	4	Useful since Evergreen Way bike access is not very good.
110	8gou8hni7g29	2	And improvement, but it isn't a particularly scary place to ride now. It's a residential neighborhood.
110	8sh2g9upl2yj	3	low traffic road - path would be nice but more hazardous areas to address
110	9je8zx6lce37		Not everyone can ride a bicycle due to age, disability or balance issues. It seems your entire project is based on discriminating against disabled people.
110	6lf9fw8tot37		On the main run that goes north of 526 and west of I-5, you need to be sure to keep the treeline between the light rail station and the homes that are in that area. Ideally you should not be looking to buy these homes for the expansion due to the cost increases to the project, and the displacement to the neighborhoods that would occur in that area.
110	77ly7kaj9yhl	1	Pedestrians could easily stay on side roads along this path. There's no reason they need to be on a busy main road.
110	7ima93ko3mw6	1	Ride it often, never noticed a problem
110	338zzt8gdp96		Very low car traffic on this stretch of Interurban, so riding on street feels safe enough
110	7es23xgs8mfa	5	YES! Separated / Sidepath bikeway would see high usage. It currently has decent usage by locals including me, but making access better would be incredibly beneficial. This road gets quite a bit of traffic at times.
New	8f794nw8agc7	n/a	Add a multi-use trail along the light rail guideway, connecting the backside of the apartment complexes with a low stress walking/biking route to the light rail station.
New	27Inf3o4mdn8	n/a	Add bike lanes along Sievers-Duecy Road

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
New	4ue26civ66l9	n/a	Add biking lanes along 3rd Ave SE to better connect the station with Everett Mall Way.
New	7es23xgs8mfa	n/a	As a bike commuter, connect interurban trails under Boeing freeway (526) because the detour is absolutely ridiculous and inaccessible. It's a slog to go around the boeing freeway in this way.
New	7wr4e8znc9e9	n/a	Ask yourself "where are the riders coming from" and since the answer will be from those ginormous apartments NORTH of 526, you should put the station on the NORTH side of 526, and don't cause a HUGE traffic problem at Casino and 99.
New	96ypj9rj63i4	n/a	Broadway is a major road, with many bus stops already there. I personally would not use the new link if I could not catch the bus within .02 miles from my house, right on Broadway
New	8f794nw8agc7	n/a	Casino Road Road Diet. The top concern for residents along Casino Road is the feeling that traffic is too dangerous and the sidewalks are inadequate. Need to provide wider sidewalks, a landscaped buffer, pedestrian scale lighting, shorter distances to pedestrian crossings of Casino Rd, and protection/barrier for the bike lanes. To accomplish this, reduce Casino Road from 4 general purpose lanes with a center turn lane to 2 general purpose lanes with a center turn lane. Where a center turn lane is unnecessary, provide a landscaped/treed median. Besides improving Evergreen Way, this is my #1 priority for Casino Road.
New	8f794nw8agc7	n/a	Critically need bike/ped improvements to East Casino Road from Evergreen Way to 7th Ave SE. This is a critical connection from the schools and Interurban to the future light rail station.
New	9un7tbf88jc4	n/a	How about electric mini busses along Casino Rd to bring neighbors to the Casino/Evergreen station?
New	8z73wen49mu9	n/a	If alignment is available, a small station with a park -n-ride would be a great connection! This could then be aligned to provide connection to the Snohomish River Trail with ultimate connection to the Centennial Trail. With an alternative to the US2 trestle for access and commute for better connectivity from SR9 and US2 from the east!
New	6gw97wkg7kz6	n/a	Improve bicycle crossing of Evergreen on north side of E Casino road as part of bicycle route from Interurban Trail to Station Alternative B.

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
New	6gw97wkg7kz6	n/a	Improve conditions for cycling on East Casino road between 7th Ave Southeast and Evergreen Way. I don't understand why largely unnecessary Project 105 exists but stops at 7th Ave, when the sections of E Casino Road west of 7th is what really needs improvement for people on bikes trying to get to the station.
New	72lsi2zbl7gh	n/a	Light Rail should run to a 75th Street Station. No Bus connections. Make a straight shot to Boeing and Flukey who are Everett's biggest employers.
New	32ip3exl7p8a	n/a	Luces un lugar iluminado señalamientos tanto para caminar como los que usan aparatos como patineta y scuter
New	3y2irl3cr237	n/a	Mukilteo blvd is a very busy road and can be dangerous for bikers. People that live in the area avoid biking to Everett and elsewhere partly because of this hazard. Protected bike lanes would greatly overcome that fear. With e-bikes, the hills are flattened so that more people can see themselves biking to Everett stations from the blvd. Roads connecting the blvd to stations like Glenwood Avenue would also need protected bike lanes. Please consider it! Otherwise, people will more likely drive especially if bus routes like Everett Transit 18 stay very limited.
New	7ima93ko3mw6	n/a	Need a way to connect Holly across Evergreen that's better than the existing "sprint between the lights on Evergreen before the cars catch you"
New	8f794nw8agc7	n/a	Need pedestrian crossings of Evergreen Way, and across the SR526 bridge (west side).
New	4lv6wuy3yz79	n/a	Put in automatic speed cameras to cut down on the drag racing on Sievers-Duecy so as to keep people who visit Phil Johnson Ballfields safe. Use A-I to recognize the rear license plate (since nobody uses front plates anymore) and automatically submit a speeding ticket.
New	6hn32ysn6pb4	n/a	The Silver Lake area, roughly from 128th up to Hwy 526, east of I-5 has a lot of homes and commuters that could use the train. Improvement to help those people access the train would be most helpful. Perhaps a rapid shuttle bus system and/or improved bike and pedestrian from Hwy 527 to the Evergreen Way station. Similar improvements at the south end to that station would also be helpful.
New	6u7b8jbd7i66	n/a	There are a lot of industrial companies on this road and near this road and unfortunately we don't have bus access. Anyone who needs to (or wants to) commute via bus has to use Casino Road which isn't always a safe option, especially for more vulnerable populations

Project ID	Respondent ID	Priority scale 1-5 <sup>6</sup>	Do you want to comment on this project?
New	4ue26civ66l9	n/a	There is currently an unmaintained non motorized trail at 3rd Ave SE with road barricades and concrete blocks at the ends of the trail. It would be good to make this a dedicated paved trail, with traffic bollards at the ends of the trail and greenscaping throughout. This will better connect the station with the businesses along Everett Mall Way.
New	44xfk4yix2b8	n/a	Tunnel under 526 to connect the Interurban trail and avoid significant grade challenges

## Everett Station

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
111	7es23xgs8mfa	5	Add bikeway (not bike lane), as this would allow access to parks on Snohomish river.
111	9dp8fec7wfg3		Bike buffer lane too would be nice. The East end of this segment will be a new Everett City Park in a few years as well - "Eclipse Mill Park".
111	8f794nw8agc7	5	Critical connection to connect to Riverfront Development.
111	3tt9tz3nmh38	5	Good for people to cross the highway
111	338zzt8gdp96	5	How do you plan to cross I-5 and the railroad tracks? Would be good access to these neighborhoods east of I-5
111	37kx3rvo82i9	1	I will likely be dead by the time this project is done.
111	3ju2ii6km2ca	5	Please please please make the rail line go all the way to the college! That's where the people are going to be.
111	3uu7aav7yv84	5	This is a critical connection for a large swathe of housing, both current and incoming.
111	8cp99tke3uxn	5	This project should also include bike lanes to allow for easier micromobility access to developments along Riverfront Blvd. and access to the Lowell Riverfront trail.
111	8g2nr8lrr2f8	5	UNsound Transit is a joke - I worked for WSDOT when the RTA was just a glimmer in the corrupt King County politicians eyes and you've been fucking the north sound ever since. The 'spine' was supposed to be constructed before service expansions in KC/Seattle but you've been busy cum guzzling in West Seattle and Bellevue/Redmond. My only consolation is taking Tim Eyman's advice and not buying tabs for any of my vehicles. Thanks to dumbfuck liberals and "defunding the police" - they don't even care! Go to hell you asshats.
111	8f9aun92f778	5	Would be extremely useful for residents in lowell and new developments on riverfront to access Everett Station
112	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
112	7ima93ko3mw6	4	Also need to change the stop signs so bikes don't have to stop every block
112	338zzt8gdp96	4	How will bikes cross Broadway (currently no traffic lights)? Will the smaller cross streets have stop signs?
112	37kx3rvo82i9	1	I will be too old to ride a bike.

<sup>7</sup> On a scale of 1-5 how would you prioritize this project?

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
112	9dp8fec7wfg3		I'd suggest connecting this to Colby
112	89sfp9vcg2f3	5	Muy conveniente para una vía más rapido
112	8vn4em9ul4e8	5	Protected bike lanes are safest
112	7es23xgs8mfa	5	Sidepath, not bike lanes. Bike lanes are unsafe.
112	3pj9yed83eg4		Spend the money on sidewalk improvements over bike lanes.
112	3uu7aav7yv84	5	The bike lanes need to extend further west to Sequoia High School, crossing Rucker Ave.
112	7h999j4fkj89	5	This is a crucial connection that needs to extend west across Rucker Ave. Without an access point across Rucker Ave you are walling off the community to the west. They will drive.
112	8g2nr8lrr2f8		UNsound Transit is fucking joke.
113	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
113	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
113	8f794nw8agc7	5	Critical last quarter-mile bikeway connection from Interurban to the station.
113	27sfh8peh4h9	5	Fully protected bike lanes with a PHYSICAL CONCRETE BORDER are very necessary.
113	8vn4em9ul4e8	5	Protected bike lanes are safest
113	7es23xgs8mfa	5	Sidepath, not bike lanes or at minimum, protected bike lane. Bike lanes are often narrow in spots.
113	8sh2g9upl2yj	4	station access - should have been added years ago. but pick either smith or mcdougal for bike lanes
113	9dp8fec7wfg3	5	This area is bound to be redeveloped as a TOD so this would be a wonderful forward-thinking project
113	37kx3rvo82i9	1	Too old to ride a bike in 2046.
113	8g2nr8lrr2f8		Unsound Transit is a bunch of corrupt whores.
114	338zzt8gdp96	3	Depends on where the actual station ends up being
114	8g2nr8lrr2f8		Dow Constantine is a drunk pedo.
114	8f794nw8agc7	4	TOD south of 33rd is fairly unlikely given existing light industrial uses and the drop off in Metro Everett Zoning, so this project should not be viewed as supporting much TOD.
115	8g2nr8lrr2f8		Thank God for telecommuting!
115	3uu7aav7yv84	2	This is needed on 36th
115	9dp8fec7wfg3	5	This would be great!
115	8sh2g9upl2yj	4	yes - more safe crossings (lighted intersections) of Broadway are needed

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
116	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
116	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
116	8sh2g9upl2yj	3	lanes on either McDougal or Smith - pick one
116	37kx3rvo82i9	1	Like anyone will be riding bikes in 2046.
116	8vn4em9ul4e8	5	Protected bike lanes are safest
116	8f794nw8agc7	4	TOD south of 33rd is fairly unlikely given existing light industrial uses and the drop off in Metro Everett Zoning, so this project should not be viewed as supporting much TOD.
116	8g2nr8lrr2f8		Unsound Transit bans smoking cigarettes but drug addicts smoking fentanyl is AOK!
117	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
117	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
117	8g2nr8lrr2f8		Corrupt piece of shits still haven't completed the northbound direct access HOV ramps from the 164th Park and Ride
117	9dp8fec7wfg3	1	Hoyt is already a bike lane so this may not be as necessary?
117	8vn4em9ul4e8	5	Protected bike lanes are safest
118	338zzt8gdp96	4	Be sure to create priority travel for those of us out in the elements- bikes and pedestrians and wheelchair people- so we can travel more efficiently through the intersection compared to people who are sitting in their heated/air-conditioned/dry vehicles when you consider traffic lights!
118	8g2nr8lrr2f8		Never built the direct access ramps to 525 either....
118	3pj9yed83eg4		Only do one or the other between 35th and 33rd traffic lights. Too many close lights create poor traffic flow.
119	8f794nw8agc7	5	More pedestrian crossings of Broadway is critical
119	8g2nr8lrr2f8		My only consolation is watching revenue drop and costs increase because you fucks couldn't plan your way out of a wet paper sack.
119	8sh2g9upl2yj	4	yes - more safe crossings of roadway

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
120	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
120	7ima93ko3mw6	4	Change stop signs so bikes can cross the crossing streets
120	8g2nr8lrr2f8		I don't know what's funnier; watching all you dumbfuck liberals lose money on electric cars or key Tesla's because Orange Man Bad?
120	9dp8fec7wfg3	2	If this connects to other bike lanes, then great.
120	8vn4em9ul4e8	5	Protected bike lanes are safest
121	8sh2g9upl2yj	4	a clear pedestrian entrance to the station area would be nice
121	6gw97wkg7kz6	5	Improved pedestrian crossing of Broadway at 32nd to serve future TOD, existing apartment buildings and other residences west of Broadway.
121	8z73wen49mu9	4	This would be a good project to reach out to the new baseball stadium committee and seek out co-funding opportunities.
122	8f794nw8agc7	4	32nd St is fairly steep, so while traffic calming measures should be implemented, it's hard to imagine significant East - to - West bike traffic.
122	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
122	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
122	3uu7aav7yv84	3	Crossing Rucker is the selling point here, preferably 36th prioritized or both
122	3pj9yed83eg4		Most people here appear to walk, not bike.
122	9kr7hco36ia7	1	Please dont, this limits hospital access.
122	8vn4em9ul4e8	5	Protected bike lanes are safest
122	9dp8fec7wfg3		This is great - it's hard to bike east-west across north Everett. My only concern is that 32nd has to cross Rucker, Colby, and Broadway which are large unprotected intersections. Protections would need to also be installed for this route. Maybe a route along Pacific instead would be better?
122	338zzt8gdp96	4	What's your plan for having bikes cross Rucker & Colby? This plan will need priority traffic lights to cross the busy streets. Will cross-streets all have stop signs? This is a very hilly route. I'd rather ride on Pacific on a separated bike lane. The concept is generally good.

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
123	8sh2g9upl2yj	3	i suppose this will be needed with added traffic in the area. not a high priority to me right now
124	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
124	3pj9yed83eg4		No
124	8vn4em9ul4e8	5	Protected bike lanes are safest
124	8sh2g9upl2yj	1	would there be a light to cross pacific at Oakes? cuz that is the biggest issue right now
125	9zs83bwn47a7	5	Same as the bike lanes along this corridor, if the northern most station location is chosen this will be an important route
125	8f794nw8agc7	5	See comments re: Project #126. Same comments apply here.
125	27sfh8peh4h9	5	Sidewalks should be everywhere and there is absolutely no reason not to install them, especially adjacent to a station
125	3pj9yed83eg4	5	Would help with walking to Angel of the Winds arena.
125	37kx3rvo82i9	1	You know none of this is ever going to happen, right?
126	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
126	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
126	9dp8fec7wfg3		If approved, this is where the new Aquasox stadium will be so while a pedestrian connector would fit well, it may be good to pause until that plan is finalized to make sure you don't have to "go back to the drawing board"
126	8vn4em9ul4e8	5	Protected bike lanes are safest
126	27sfh8peh4h9	5	Smaller access streets for bikes and peds are helpful.
126	8f794nw8agc7	5	This was already funded by Sound Transit but then supplanted by the proposed stadium. It should be put on the stadium developers to build this connection. Ultimately, the route to connect at Hewitt & Broadway, not Wall & Broadway. Wall is very steep into downtown, whereas Hewitt is more gradual.
126	9zs83bwn47a7	5	This would be awesome, even right now for getting from DT to Everett Station. If the northernmost station is selected this route seems like it'd be very well used.

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
127	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
127	8sh2g9upl2yj	4	it would be nice to have a true bike blvd. in the center of downtown.
127	6kp462e4bto6	3	Make sure easy access to sidewalk
127	37kx3rvo82i9	1	No one is giving up their car.
127	8vn4em9ul4e8	5	Protected bike lanes are safest
127	3pj9yed83eg4		The speeds in downtown Everett are already slow. Making them slower will only aggravate drivers.
127	2xy4hd6dx9s8	4	This road needs some improvement. With more people walking/biking from the light rail station, I imagine a lot are going to the County buildings and the sports arena. This road is often very busy already. I just hope this project isn't taking away any street parking.
127	4lv6wuy3yz79	1	What the heck is a 'bike boulevard'????
128	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
128	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
128	9dp8fec7wfg3		I'd suggest having this segment continue north to 23rd before cutting over to Lombard. Folks going to Everett High School will keep going north on Oakes to 26th before heading East to the school.
128	338zzt8gdp96	4	not sure what this connect to, but sounds good
128	8vn4em9ul4e8	5	Protected bike lanes are safest
129	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
129	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
129	338zzt8gdp96	4	Not sure why the jog in the route is here.
129	8vn4em9ul4e8	5	Protected bike lanes are safest
130	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
130	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
130	37kx3rvo82i9	1	All of this money being spent to plan for something that won't happen. Ha!
130	3pj9yed83eg4		How many people actually bike? Focus on pedestrian improvements since there are a lot of people who walk in the downtown Everett area.
130	8vn4em9ul4e8	5	Protected bike lanes are safest
130	338zzt8gdp96	4	This would improve biking flow!
131	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
131	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
131	6y6llo8lvg36	5	Flat road and will be great to have this one
131	2dp3t6ht29k9	5	I live on Lombard Avenue and cars frequently use Lombard as bypass to avoid streetlights on Broadway. Because Lombard is extremely narrow due to on-street parking, I recommend selecting a few blocks between 10th and 26th to install chicanes to slow down traffic for increase cyclist safety.
131	3tt9tz3nmh38	5	LOVE! We will be biking to the station.
131	8vn4em9ul4e8	5	Protected bike lanes are safest
131	338zzt8gdp96	4	This would be very useful
132	6hw2sox6pir8	1	a bike boulevard is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant.
132	87fdx24o7xha	1	a bike boulevard/bike lane is the worst possible idea/option. bike traffic on roads that are already slow and congested is just ignorant and dangerous. lowering speeds in areas where the majority of people drive under the speed limit does not increase safety.
132	8ws466fen4b7	5	Bollard protected bike lanes would be better
132	338zzt8gdp96	4	I believe there aren't any other north-south corridors for bikes east of Broadway, so this would be great.
132	9o34p6ie84ej	5	making either this or the lombard bike boulevard a separated 2-way path/lane would be ideal
132	8vn4em9ul4e8	5	Protected bike lanes are safest
132	9zs83bwn47a7	4	The northern end of this route is denser, will have lots of folks coming south for the station.

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
132	9dp8fec7wfg3		This is great, but I'd suggest coordinating with the city of Everett as there's a Fulton Street bike lane planned along this stretch too.
132	4lv6wuy3yz79	1	With all these 'bike boulevards', whatever they are, bike lanes, pedestrian this or that, that you want to install all over, why not just fence off the city to personal vehicles and just allow commercial traffic only? Just think of the revenues from bus riders...!
New	6rc6ngf8vpk9	n/a	a direct route in some way from the park to the main everett station would be absolutely incredible.
New	8f794nw8agc7	n/a	Add pedestrian crossing & traffic signal at Broadway & 34th St.
New	2ye4mrc3g6z6	n/a	Allow for easy access between Link station, Sounder station, and bus bays.
New	4hv7cd38k6ye	n/a	Allowing easy access between Link, STX, Sounder, Amtrak, Everett Transit, Community Transit, Skagit Transit and Island Transit
New	3pr6gic9fbs8	n/a	Complete 36th St to give Riverfront residents easier access to Everett Station.
New	8f794nw8agc7	n/a	Convert the outside lanes of Pacific into Bus-Only lanes. If station is either in locations D or C, provide in-lane bus stops for Community Transit Swift buses on Pacific as well as some Everett Transit buses.
New	74ylm3yxs684	n/a	Create bike lanes on SR 529 so I can safely ride from Marysville to Everett!
New	8z73wen49mu9	n/a	Everett is considering a new baseball stadium. It might be beneficial to 'team up' and look at complete streets/ped access plans for redevelopment of this area in concert with the new Everett light rail station. Similar ped crossings/improvements will be needed for both.
New	8f9aun92f778	n/a	Extend bike lanes under the I-5 bridge to South 3rd Ave to connect with existing bike infrastructure
New	7es23xgs8mfa	n/a	Have bikeway (sidepath or protected) all the way to 36th Street. This would allow bikers to connect to Hoyt Ave, which would then allow bikers access to Riverfront Bikeway (near Riverfront Blvd) along 36th Street
New	8em3y3622vi4	n/a	I'd love to take a stroller on lightrail to Everett to visit the Imagine Children's Museum. With a short <15 minute not uphill walk!
New	32ip3exl7p8a	n/a	Iluminación cruces peatonales con luces de intermitente

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
New	6gw97wkg7kz6	n/a	Improve pedestrian crossing of Broadway north of Pacific, either on the North side of Pacific, or at Wall, for better access to downtown south of Hewitt, especially the County Campus and Municipal Building and Municipal Court.
New	6gw97wkg7kz6	n/a	Improve pedestrian crossing of railroad tracks for eastern approaches to station. Pacific overpass is too exposed to high speed traffic with insufficient buffer. Station's pedestrian bridge is too far south to be useful to anyone but users of the park and ride lot. Lack of proposals on this map for improving eastern approaches to station is very concerning.
New	79t4hni8mji3	n/a	It would be nice if the light rail was to travel along east Marine view drive across the Snohomish river into Marysville. Just a thought and idea here.
New	2sg8vzh8h837	n/a	It would be nice if the light rail went along east Marine view Dr and crossed over the Snohomish river into Marysville.
New	8f794nw8agc7	n/a	Need an all ages & abilites crossing of the Pacific Ave bridge to connect light rail to Fulton Street and the future redevelopment of Everett Public Works' Cedar Street Campus.
New	8f794nw8agc7	n/a	Need protected bike lanes on Smith Ave from 36th St to 38th Street to connect the Interurban into the station area.
New	7ima93ko3mw6	n/a	Need some way to connect the Interurban, which currently dies on 41st, to the new bike lanes on 36th.
New	4oix3tn6gfg6	n/a	Please send more frequent routes from Lake Stevens to the Everett Transit center (and Lynnwood transit center)
New	8cp99tke3uxn	n/a	S 3rd Ave and 41st Street should both see protected bike infrastructure to connect the neighborhoods east of I5 that are cut off by highway to the future light rail station. This would also allow folks getting off the light rail to more easily access the Lowell Riverfront Trail and Rotary Park.
New	7es23xgs8mfa	n/a	Seperated bikeway to connect Lowell Riverfront trail and paved trail north of Lowerll Riverfront trail. Riverfront Boulevard has a lot of traffic.
New	28zsh6ctd4u8	n/a	Should stop above McDougall next to the future stadium

Project ID	Respondent ID	Priority scale 1-5 <sup>7</sup>	Do you want to comment on this project?
New	26etv8wff7y4	n/a	<p>Stanwood, WA is my childhood home where my parents still reside but I live in Boston.</p> <p>Once the extension happens, whenever I visit, I anticipate my family taking the Link from SeaTac to Everett, where my parents would pick us up via car. However, if frequent bus services, we might commute in that fashion.</p> <p>Ultimately, we'd like to utilize the Link so that a) my parents don't have to commute to pick us up and b) there is flexible timing given the amount of delays on flights. We've used the Belair shuttle but it's far too spaced apart and ultimately stressful.</p>
New	4b6zux69nof7	n/a	Support Snohomish River Trail
New	6z8rgz8ris34	n/a	The projects do all look good, although I admit to being enough of a lay-person that they looked pretty similar to me. Both as a driver and as a pedestrian, I generally very much like the crosswalks that include flashing lights. I live a bit far from Everett Station to walk, and I'm not much of a cyclist. I'd be more inclined to take my personal car or an Uber to connect to the train. I'd *really* love to see the existing Zip shuttle expanded into Everett.
New	8cp99tke3uxn	n/a	There should be a protected connection from the western terminus of the SR2 bike path to the light rail station. This connection would allow people easier access to the bridge trail and allow for an East-West connection that doesn't exist in this part of town.
New	7es23xgs8mfa	n/a	This bike route spits bikers back onto a busy roadway (Colby Avenue). A seperated bikeway is well deserved here. I feel unsafe riding on this section, and I shouldn't be riding on the sidewalk here. This goes all the way from 44 St SE, and goes north to 41st street where the interurban trail apparently stops (again, on the sidewalk).
New	8f794nw8agc7	n/a	Turn 32nd Street into a pedestrian plaza from Smith Ave to McDougall, and potentially up to Broadway. See ESDA design work in its "Future Concepts" report.
New	2de6hib8whc6	n/a	we need a stop at the Everett Amtrak station to connect Amtrack to Link with eventual connection to Paine Field