



Everett Link Extension

APPENDIX S

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Everett Link Extension

[Welcome](#) [Background](#) [Station access projects](#) [Environmental review](#) [Alternatives](#) [Next steps](#)

Welcome

Explore the latest

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

Everett Link is currently in the planning phase. In June 2023, the Sound Transit Board identified [alternatives](#) for stations, routes, and OMF North locations for study during the environmental review process. In June 2024, we shared early station layouts to help illustrate what future stations could look like.

Since then, we have partnered with local jurisdictions in the seven station areas to identify projects that will improve access for those who walk, bike, roll, and transfer from transit to these stations. Visit the [station access projects](#) section to explore these projects and additional updates.

[Comment now](#)

Want to chat with our team?

Join us at one of our upcoming meetings!

Join us in-person:

June 5, 5:30-7:30 p.m.

Cascade High School, 801 E Casino Rd,
Everett, WA 98203

Presentations at 6 and 6:45 p.m.

Interpretation support: ASL, Korean, Russian, and Spanish

[Add to calendar](#)

Join us virtually:

June 17, 5:30-6:30 p.m.

[Zoom meeting](#)

If you need language interpretation or other accessibility accommodations to participate in the virtual meeting, please [email us at everettlink@soundtransit.org](mailto:everettlink@soundtransit.org) by June 10.

[Add to calendar](#)

About this site

This site provides information on:

- [Project background.](#)
- [Nonmotorized Station Access Allowance projects.](#)
- [The environmental review process.](#)
- [Route, station, and OMF North alternatives.](#)
- [Next steps and future opportunities for input.](#)

Subscribe for project news

Email

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Chat with us!

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

Meeting materials

- Meeting presentation [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#)
- Nonmotorized Station Access Allowance Glossary of Terms [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#)
- Nonmotorized Station Access Allowance candidate projects list
- Community Guide to Nonmotorized Station Access Allowance [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#)

Learn more

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

Background

About the project

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

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

What we've done so far:

2016: Voters approved funding for the "representative project"

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

2021: Project planning began

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

2021-2023: We asked for feedback on alternatives

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

- [Early scoping period](#) in November – December 2021.
- [Level 1 analysis](#) in March – April 2022.
- [EIS scoping period](#) in January – March 2023.

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

2023-2024: Environmental review and conceptual design began

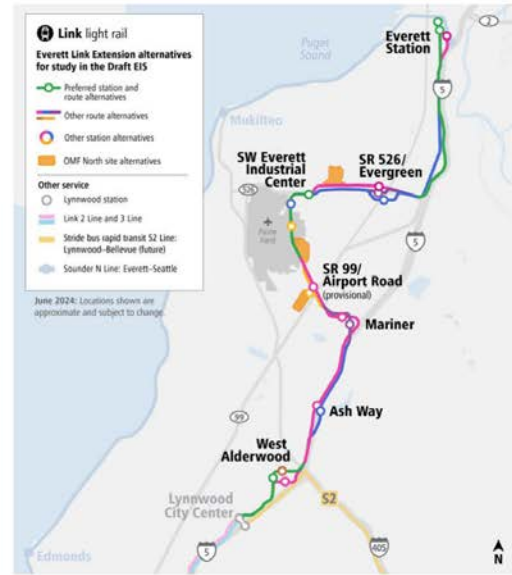
In June 2023, the Sound Transit Board identified [alternatives](#), including some preferred alternatives, for stations, routes, and OMF North locations to be studied in the EIS. This was the final step in the alternatives development phase of the project, and from there we transitioned into the environmental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

In summer 2024, Sound Transit shared updated station area maps, early station layouts, and updated OMF North maps. Although this was not an official comment period, viewers were able to leave feedback through a comment form on the site.

When will decisions about locations be made?

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

Project area



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

Background information

- [Alternatives Development Level 1 Evaluation Report](#)
- [Alternatives Development Level 2 Evaluation Report](#)
- [SEPA EIS Scoping Report](#)

Local planning efforts

- [Snohomish County's Light Rail Communities](#)
- [Metro Everett Subarea Plan](#)
- [Connect Lynnwood](#)

Nonmotorized Station Access Allowance projects

Improving walking, biking, and rolling to and from future stations

We want to provide safe and convenient access for all future riders of Everett Link. Through our work on nonmotorized station access allowance projects, we're collaborating with jurisdictional partners to create safe and direct walking, biking, and rolling routes to the Everett Link stations from neighborhoods, businesses, and community gathering places.

To help in this effort, we have set aside funding for projects that improve walking, biking, and rolling to Everett Link stations. Projects could include upgrades to existing features like sidewalks, crosswalks, signage, lighting, and bike routes, as well as new bike and pedestrian facilities and other new infrastructure.

Help us identify station access improvements

We have developed a preliminary list of candidate projects that support walking, biking, and rolling to future stations. The project list was developed through collaboration with our jurisdictional partners, including a comprehensive review of their long-term plans, as well as our own investigation of gaps and barriers that currently make it difficult to get to station areas.

We want to know which projects on our list would make your trip to the future stations safer and more convenient. Knowing which projects on our initial candidate list are most important to you and why, and finding out what we may have missed, will help us refine the list of projects for consideration.

After we review your feedback, we'll evaluate and prioritize projects using criteria that reflect the following goals:

- Growing ridership.
- Improving connectivity and network access.
- Improving safety and human health.
- Optimizing passenger experience.
- Advancing social equity.

Learn more about and comment on candidate projects

You can learn more about the candidate projects and provide feedback in two ways: an [interactive map](#) or a [text-based survey](#). Each page shares the same information and survey questions, so you do not need to leave comments on both surveys. We recommend using the text-based project list if you are using a screen reader or have any issues with the interactive map feature.

[Comment now](#)

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Candidate projects include new or improved bike and pedestrian routes, like the Scriber Creek Trail improvements near Lynnwood City Center station.

How many of these projects can be funded?

There are limited funds for candidate projects, so we cannot fund every project in our initial list. That means your feedback is crucial to helping us identify community priorities and areas that would benefit most from funding for station access improvements. The funds set aside for station access projects will go towards those that score the highest in an evaluation and public feedback process.



Everett Link Extension

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Nonmotorized Station Access Allowance projects – interactive map

How to view and comment on candidate projects

Welcome to the interactive map of candidate projects! The box on the left side of the map will show you how to use the map to learn more about and provide input on each potential project, as well as how to add your own project suggestions.

Once you share your input on candidate projects, make sure to click through the sustainability topics and demographics questions to submit your responses.

Need help understanding urban design terms in the candidate project list? See the [Nonmotorized Station Access Allowance Glossary of Terms](#).

English

Welcome to the interactive map of candidate projects!

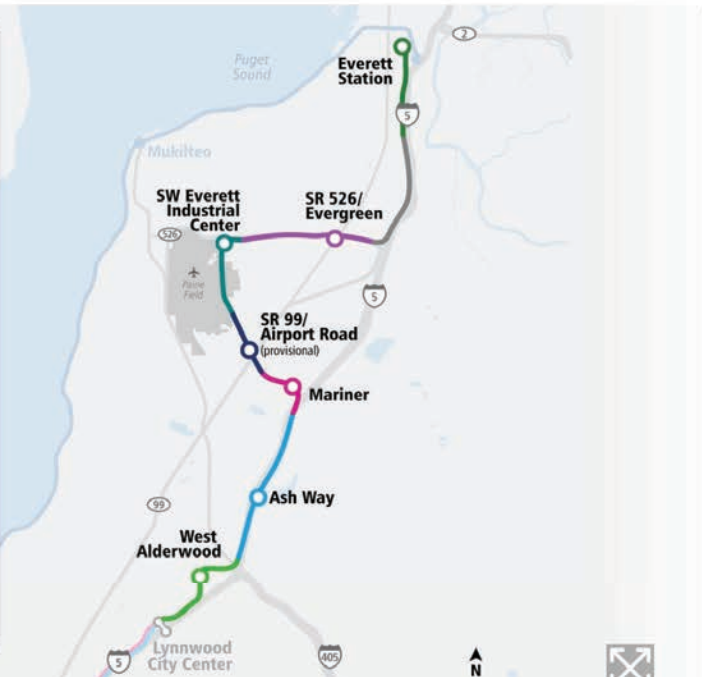
How to use this map

Work your way through all seven station areas moving south to north using the page navigation arrow buttons at the bottom of this info box.

Each page will show you projects near one of the seven station areas. Each of the numbered lines on the map represents a potential candidate project.

When you click on a candidate project an info box will pop-up on your screen with information about the project, a survey question, and a comment box. You can provide feedback on as many or as few of the projects as you would like.

You can also click on the button that says "Make a suggestion" to drop a pin and add a new project for us to review. When you drop a pin please be sure to leave a comment describing the project or improvement you would like to see at that location.



Having issues with the interactive map? Use the [text-based version](#) instead.

Questions? Contact us:

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West Alderwood Station Area Projects

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.

[West Alderwood Station Area Projects](#)

Click on any of the green project lines, points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to tell us your project idea.

[Make a suggestion](#)

Having issues with the interactive map? Use the [text-based version](#) instead.

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West Alderwood Station Area Projects

Project # 1 Proposed Improvement:
Provide connection at street level between Interurban Trail adjacent to Alderwood Mall Boulevard and 196th Street SW.

[Google Street View](#)

On a scale of 1-5 how would you prioritize this project?

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Need help understanding urban design terms in the candidate project list? See the Nonmotorized Station Access Allowance Glossary of Terms.

Ash Way

Ash Way Station Area Projects

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 multimodal crossing of I-5 north of 164th Street 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.

[Ash Way Station Area Projects](#)

Click on any of the blue project lines, points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to tell us your project idea.

Having issues with the interactive map? Use the text-based version instead.

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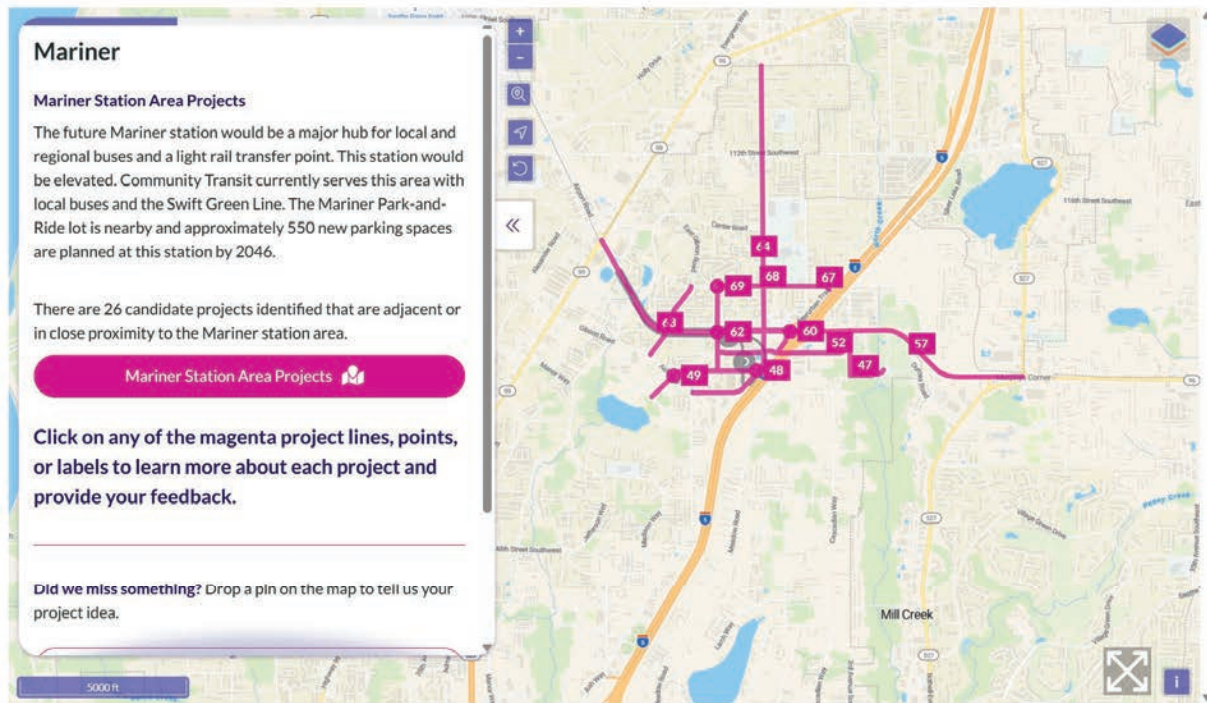
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Need help understanding urban design terms in the candidate project list? [See the Nonmotorized Station Access Allowance Glossary of Terms.](#)



Mariner

Mariner Station Area Projects

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.

[Mariner Station Area Projects](#)

Click on any of the magenta project lines, points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to tell us your project idea.

Having issues with the interactive map? Use the [text-based version](#) instead.

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The screenshot shows a map interface with a popup window titled "Mariner Station Area Projects". The popup contains the following text:

Project # 57 Proposed Improvement:
Provide on-street bike lanes or 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 (~1.3 miles)

Below the text is a small map showing the project location. At the bottom of the popup are buttons for "DONE" and "DELETE".

On the left side of the map interface, there is a sidebar for "Mariner" with the following text:

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

There are 26 candidate projects identified that are in close proximity to the Mariner station area.

Click on any of the magenta project labels or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to suggest a project idea.

Having issues with the interactive map? Use the [text-based version](#) instead.

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SR 99/Airport Road

SR 99/Airport Road Station Area Projects

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.

[SR 99/Airport Road Station Area Projects](#)

Click on any of the navy blue project lines, points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to tell us your project idea.

[Make a suggestion](#)

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SR 99/Airport Road

SR 99/Airport Road Station Area Projects

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

There are 15 candidate projects identified that are in close proximity to the SR 99/Airport Road station.

SR 99/Airport Road Station Area Projects

Click on any of the navy blue project location points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to suggest a project idea.

Make a suggestion

5000 m

SR 99/Airport Road Station Area Projects

Project # 72 Proposed Improvement:
Install roadway, bicycle, and pedestrian improvements on SR 99/Evergreen Way between 148th St SW and Airport Rd (~2.1 miles)

DONE ✓ DELETE

Having issues with the interactive map? Use the [text-based version](#) instead.

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SW Everett Industrial Center

SW Everett Industrial Center Station Area Projects

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. No new parking is 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.

[SW Everett Industrial Center Station Area Projects](#)

Click on any of the green project lines, points, or labels to learn more about each project and provide your feedback.

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Nonmotorized Station Access Allowance projects – interactive map

How to view and comment on candidate projects

Welcome to the interactive map of candidate projects! The box on the left side of the map will show you how to use the map to learn more about and provide input on each potential project, as well as how to add your own project suggestions.

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Need help understanding urban design terms in the candidate project list? [See the Nonmotorized Station Access Allowance Glossary of Terms.](#)

SW Everett Industrial Center

SW Everett Industrial Center Station Area Projects

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

There are 11 candidate projects identified that are in close proximity to the SW Everett Industrial Center area.

SW Everett Industrial Center Station Area Projects

Click on any of the green project lines, labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to share your project idea.

5000 ft

SW Everett Industrial Center Station Area Projects

Project # 91 Proposed Improvement:
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 Street SW, 94th Street SW, Kasch Park Road) while maintaining movement for all vehicles. (~1.6 miles)

DONE ✓ DELETE

Having issues with the interactive map? Use the [text-based version](#) instead.

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Need help understanding urban design terms in the candidate project list? See the [Nonmotorized Station Access Allowance Glossary of Terms](#).

SR 526/Evergreen

SR 526/Evergreen Station Area Projects

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

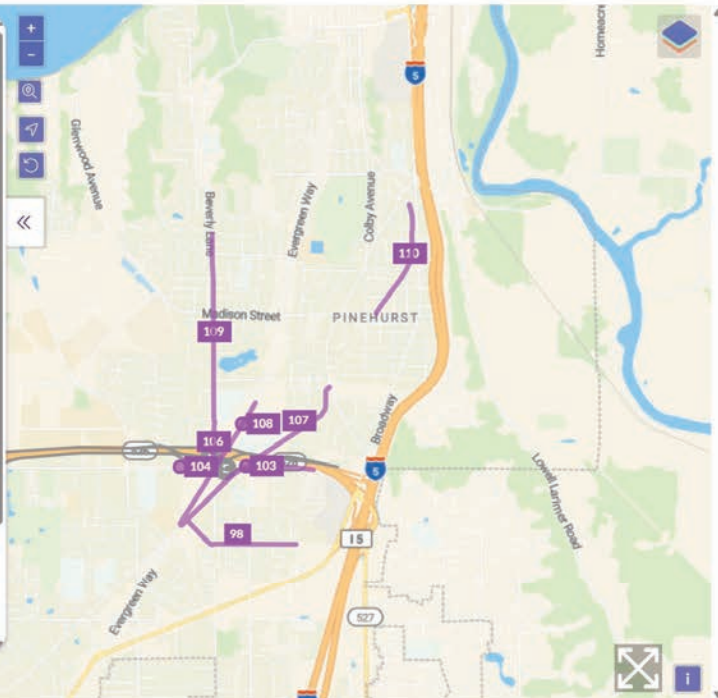
There are 13 candidate projects identified that are adjacent or in close proximity to the SR 526/Evergreen station area.

[SR 526/Evergreen Station Area Projects](#)

Click on any of the purple lines, points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to tell us your project idea.

[Make a suggestion](#)



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Need help understanding urban design terms in the candidate project list? [See the Nonmotorized Station Access Allowance Glossary of Terms.](#)

SR 526/Evergreen

SR 526/Evergreen Station Area Projects

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

There are 13 candidate projects identified that are in close proximity to the SR 526/Evergreen station.

SR 526/Evergreen Station Area Projects

Click on any of the purple lines, points or markers on the map to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to suggest a project idea.

Make a suggestion

5000ft

SR 526/Evergreen Station Area Projects

Project # 98 Proposed Improvement:
Install a bike boulevard, with lower traffic speeds and shared bike markings, along 92nd Street SE and Dorn Avenue from Holly Drive to the Interurban Trail on W Mall Drive (~.8 miles) and add an enhanced crossing of 7th Avenue SE on 92nd Street SE

DONE ✓ DELETE

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Once you share your input on candidate projects, make sure to click through the sustainability topics and demographics questions to submit your responses.

Need help understanding urban design terms in the candidate project list? See the Nonmotorized Station Access Allowance Glossary of Terms.

Everett Station

Everett Station Area Projects

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.

Everett Station Area Projects

Click on any of the green lines, points, or labels to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to tell us your

5000ft

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Need help understanding urban design terms in the candidate project list? [See the Nonmotorized Station Access Allowance Glossary of Terms.](#)

Everett Station

Everett Station Area Projects

The future Everett Station would be the northernmost station in the Everett Link system and would be a major connection hub. The station platform would be elevated. Approximately 1,000 new parking spaces are planned at this station by 2046. Everett Transit and Sound Transit Community Transit currently serve this area with bus service, including the Swift Blue Line. Sound Transit Sound Transit Sound Transit service, Greyhound, Island Transit, and Skagit Transit also serve the Everett Station.

There are 22 candidate projects identified that are located in close proximity to the Everett station area.

[Everett Station Area Projects](#)

Click on any of the green lines, points, or icons on the map to learn more about each project and provide your feedback.

Did we miss something? Drop a pin on the map to suggest a new project location.

5000 ft

Everett Station Area Projects

Project # 112 Proposed Improvement:
Install bike lanes on 36th Street between Hoyt Ave and Smith Ave (~.6 miles)

[Google Street View](#)

DONE **DELETE**

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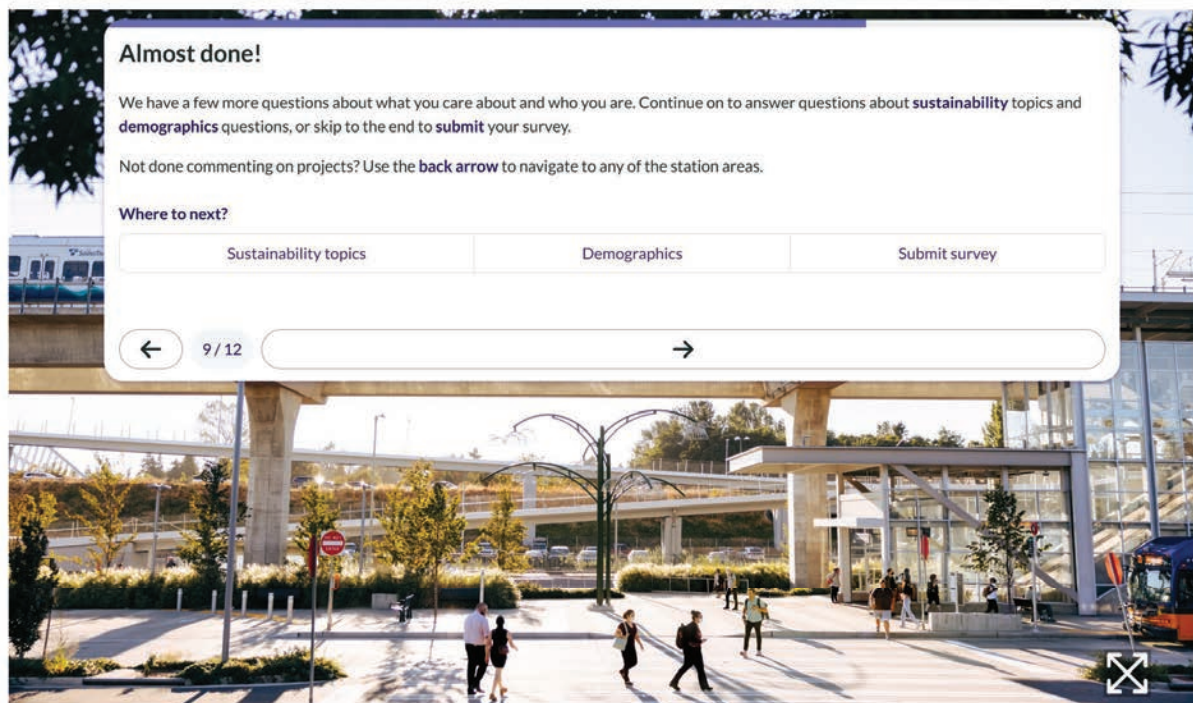
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Sustainability Topics

We are interested in learning more about what you care about when it comes to transportation and sustainability. Please rank how important the following are to you, on a scale of 1-5.

ECOSYSTEM: Create and steward biodiverse, interconnected habitats within and beyond project boundaries to improve greenspace for plants, animals, and people around station areas.

ENERGY: Designing for comfort in occupied spaces while conserving energy to reduce our carbon footprint.

EQUITY, COMMUNITY, ACCESS: Engaging with communities to create opportunities for all groups, especially for those who have experienced socioeconomic disadvantage. This category also includes improving access to public transit.

MATERIALS: Build with foresight, avoiding known harmful substances, encouraging transparency, and using life cycle assessment. This could include using recycled materials or materials that have less of an impact to produce.

RESILIENCE: Plan and design for emergencies and for vulnerabilities associated with the long-term effects of climate change.

WATER: Conserving and protecting all water resources by optimizing building, infrastructure, and site systems such as stormwater management to reduce flooding and help prevent pollutants from entering waterways.

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Demographic Questions

Would you like to answer some demographic questions? Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.

Yes
 No

What is your age?

What is your gender identity?

Do you identify yourself as Hispanic or Latinx?
 Yes
 No

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

Caucasian/White Black or African American Asian or Asian American Native Hawaiian or Other Pacific Islander
 American Indian or Alaska Native Other

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The screenshot shows a feedback modal overlaid on a map. The modal has a title "Thank you for your feedback!" and asks "Do you want to receive project updates? Share your email address to be added to our mailing list." with an input field. Below the input field, it states "Once you click the submit button below, your survey responses will be recorded." and "If you still have feedback to share about any of the candidate projects or want to suggest additional projects, use the back arrow to navigate to any of the previous pages." At the bottom of the modal are a back arrow, a page indicator "12 / 12", and a "SUBMIT" button. The background shows a map with a highlighted area and a train icon.

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Nonmotorized Station Access Allowance projects – text survey

This page includes a text-based survey tool that shares information and welcomes public comments. You can also learn more and share input using an interactive map survey tool, if you prefer. The map and this page share the same information and survey questions, so you do not need to leave comments in both surveys. We recommend using the text-based survey if you are using a screen reader.

How to view and comment on candidate projects

To navigate the text survey, select which segments you want to learn more about and comment on from the list below. The survey organizes the candidate projects by the area they are located in. You are welcome to comment on and make suggestions for projects in one or multiple segments.

Need help understanding urban design terms in the candidate project list? [See the Nonmotorized Station Access Allowance Glossary of Terms.](#)

To navigate the text survey, select the station area you want to provide feedback on from the list below. Each station area you select will show projects near each of the station areas. You can provide feedback on as many or as few of the projects as you would like.

Which station area would you like to provide feedback on? (You may select one or multiple) *

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

Next

0%

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Orange Line service. No new parking is for this station area.

There are 29 candidate projects identified that are adjacent or in close proximity to the Alderwood West station area.

West Alderwood Project #1

Proposed Improvement:

Provide connection at street level between Interurban Trail adjacent to Alderwood Mall Boulevard and 196th Street SW



On a scale of 1-5 how would you prioritize this project?

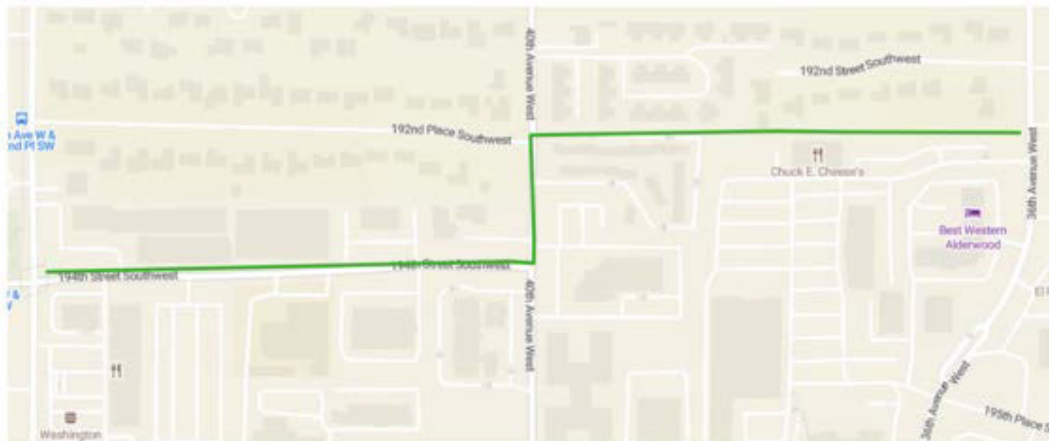
Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

West Alderwood Project #2

Proposed Improvement:

Install all ages and abilities bike lanes, which may include physical separation from auto lanes, on 194th Street SW/Veterans Way between 44th Avenue W and 36th Avenue W (~.5 Miles)



On a scale of 1-5 how would you prioritize this project?

Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

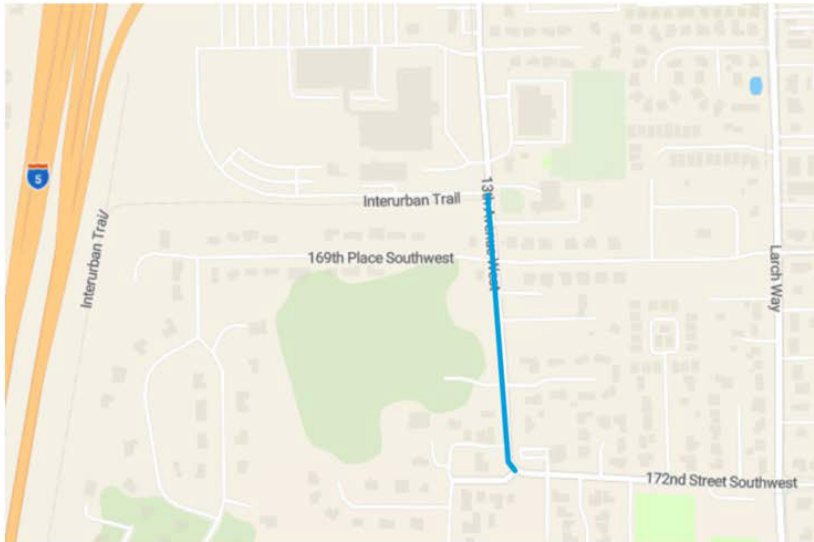
The future Ash Way station would be located either at the existing Ash Way Park-and-Ride, or across I-5 from it. Snohomish County plans to complete a new multimodal crossing of I-5 north of 164th Street SW, which is partially funded. Community Transit currently serves this area with local and commuter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

Ash Way Project #30

Proposed Improvement:

Install bike improvements on 13th Avenue W from the Interurban Trail at 167th Place SW to 172nd Street SW (~2 miles)



Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

On a scale of 1-5 how would you prioritize this project?

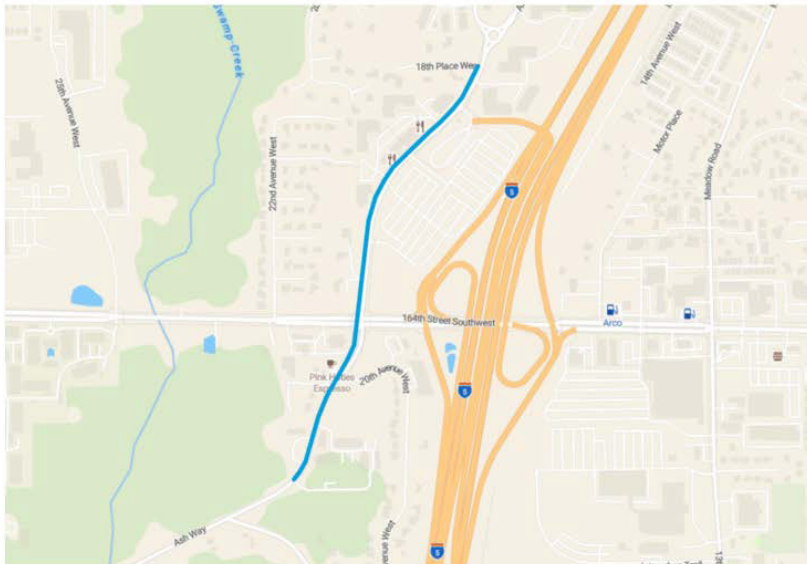
1 2 3 4 5
 Not a priority Very high priority

Do you want to comment on this project?

Ash Way Project #31

Proposed Improvement:

Fill in sidewalk gaps on both sides along Ash Way to maintain a dedicated pedestrian facility between 18th Place W and just north of Adler Way (~6 miles)



On a scale of 1-5 how would you prioritize this project?

1 2 3 4 5
 Not a priority Very high priority

Do you want to comment on this project?

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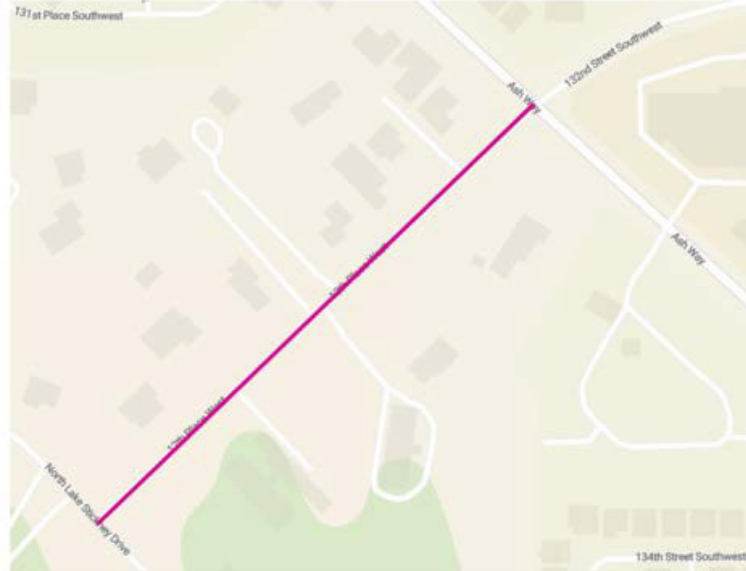
The future Mariner station would be a major hub for local and regional buses and a light rail transfer point. This station would be elevated. Community Trans currently serves this area with local buses and the Swift Green Line. The Mariner Park-and-Ride lot is nearby and approximately 550 new parking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

Mariner Project #46

Proposed Improvement:

Install bike improvements on 12th Place W from Lake Stickney Drive to Ash Way (~2 miles)



On a scale of 1-5 how would you prioritize this project?

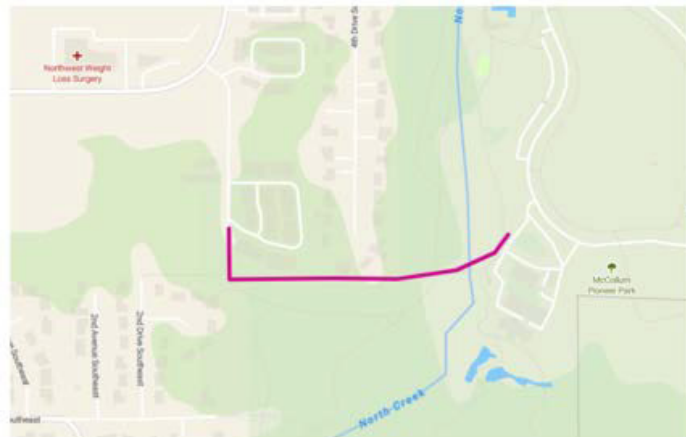
Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

Mariner Project #47

Proposed Improvement:

Install McCollum Park Connector Trail between 3rd Avenue SE and McCollum Park West (~2 miles)



On a scale of 1-5 how would you prioritize this project?

Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

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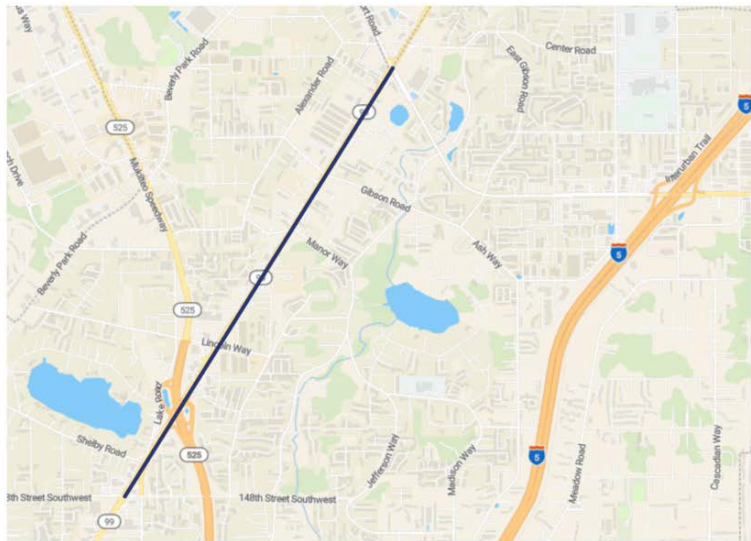
This station is provisional (funded through environmental review, unfunded for final design and construction). This station would be elevated. Community Transit currently serves this area with bus routes including Swift Blue and Green lines. No new parking is planned as part of this project.

There are 15 candidate projects identified that are adjacent or in close proximity to the SR 99/Airport Road station area.

SR 99/Airport Road Project #72

Proposed Improvement:

Install roadway, bicycle, and pedestrian improvements on SR 99/Evergreen Way between 148th St SW and Airport Rd (~2.1 miles)



On a scale of 1-5 how would you prioritize this project?

1 Not a priority
 2
 3
 4
 5 Very high priority

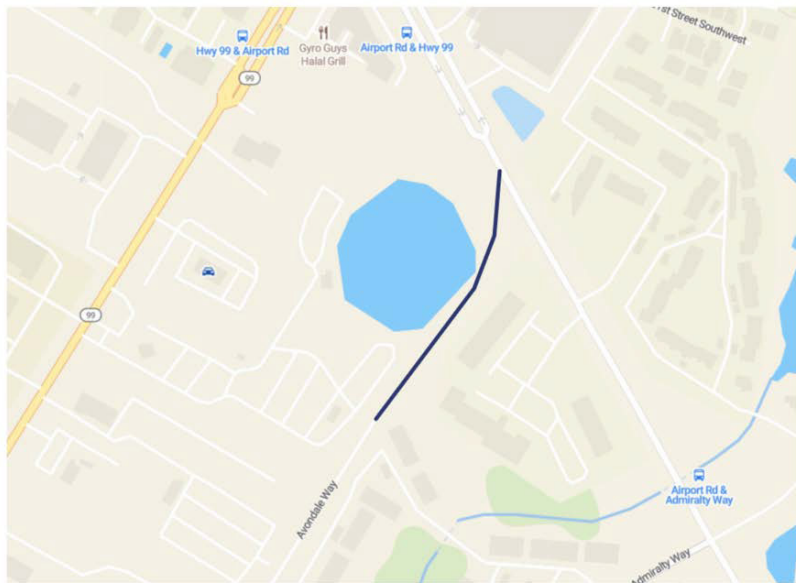
Do you want to comment on this project?

Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

SR 99/Airport Road Project #73

Proposed Improvement:

Extend the existing trail on Avondale Way north to Airport Road along the side of the existing drainage pond SW of Airport Road (~2 miles)



On a scale of 1-5 how would you prioritize this project?

1 Not a priority
 2
 3
 4
 5 Very high priority

Do you want to comment on this project?

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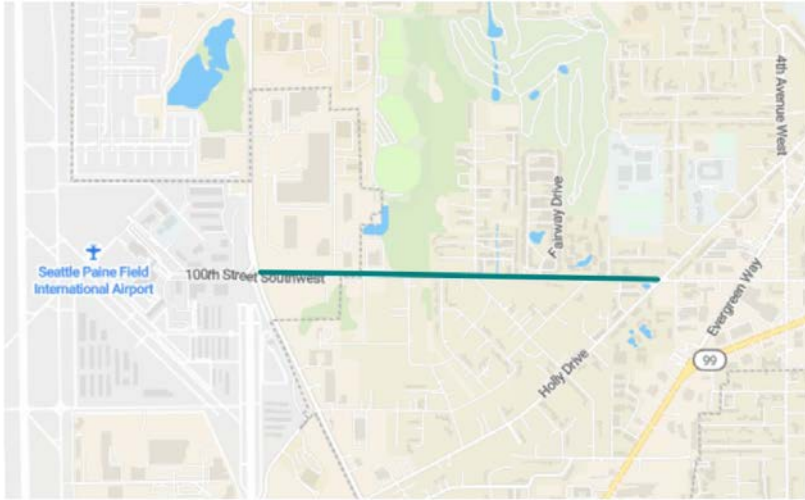
This station would be elevated and would include space for shuttle service to Paine Field Airport and to the Boeing Everett Production Facility. Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Green Line. No new parking is planned as part of this project.

There are 11 candidate projects identified that are adjacent or in close proximity to the SW Everett Industrial Center station area.

SW Everett Industrial Project #87

Proposed Improvement:

Install bike lanes on 100th Street SW between Airport Road and Holly Drive (~1.1 miles)



Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

On a scale of 1-5 how would you prioritize this project?

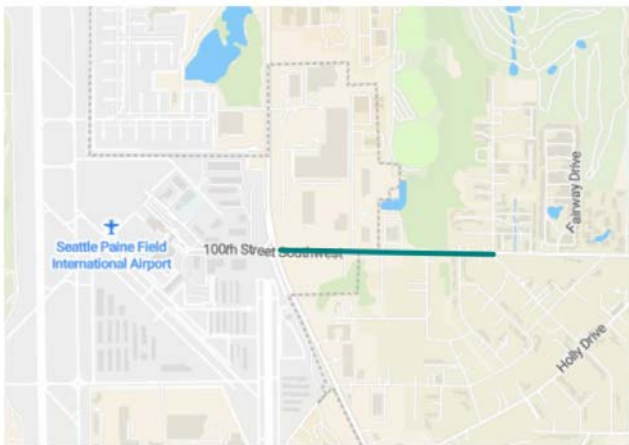
Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

SW Everett Industrial Project #88

Proposed Improvement:

Fill sidewalk gaps on one or both sides of 100th Street SW between Airport Road and 18th Avenue W/Dakota Way (~.6 miles)



On a scale of 1-5 how would you prioritize this project?

Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

Welcome Background Station access projects Environmental review Alternatives Next steps

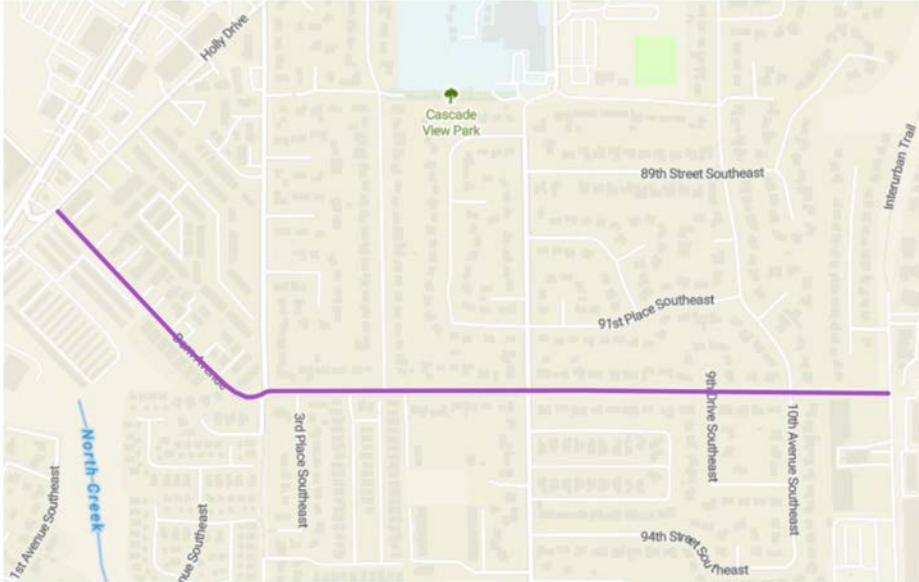
If the future SR 526/Evergreen station is located south of SR 526, it would be elevated. If EGN-A or EGN-B was built, the existing pedestrian bridge over SR 52 would be replaced. Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line.

There are 13 candidate projects identified that are adjacent to or in close proximity to the SR 526/Evergreen station area.

SR 526/Evergreen Project #98

Proposed Improvement:

Install a bike boulevard, with lower traffic speeds and shared bike markings, along 92nd Street SE and Dorn Avenue from Holly Drive to the Interurban Trail & W Mall Drive (~.8 miles) and add an enhanced crossing of 7th Avenue SE on 92nd Street SE



On a scale of 1-5 how would you prioritize this project?

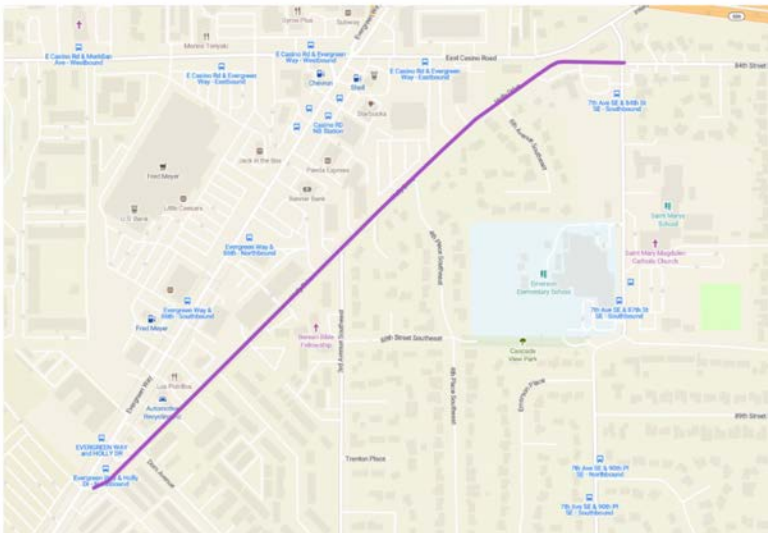
Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

SR 526/Evergreen Project #99

Proposed Improvement:

Install separated bike lanes or bike boulevard, with lower traffic speeds and shared bike markings, along Holly Drive between south of Dorn Avenue and 84th Street SE (~.6 miles)



On a scale of 1-5 how would you prioritize this project?

Not a priority 1 2 3 4 5 Very high priority

Do you want to comment on this project?

Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

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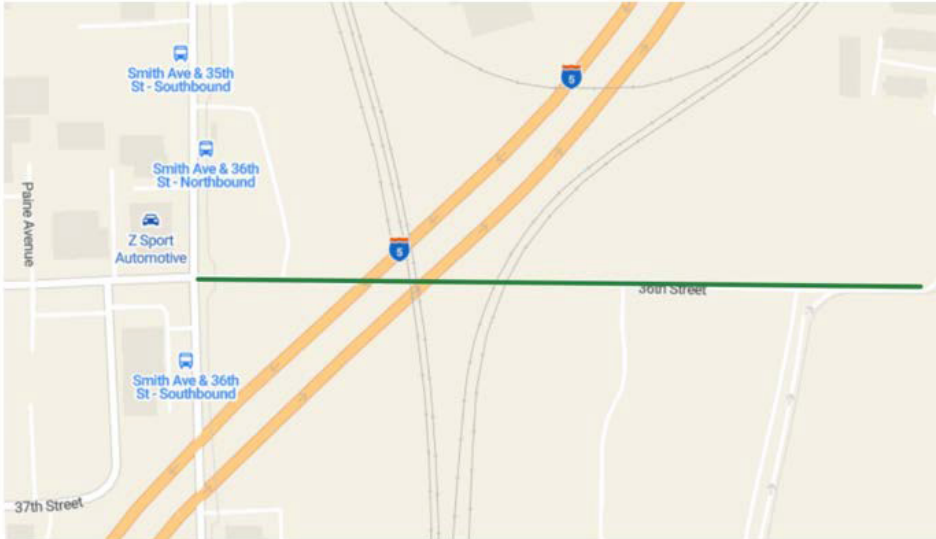
The future Everett Station would be the northern end of the Link system and would be a major connection hub. This station would be elevated. Approximately 1,000 new parking spaces are planned at this station by 2046. Everett Transit and Community Transit currently serve this area with bus routes including 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.

Everett Project #111

Proposed Improvement:

Construct sidewalks on 36th Street between Smith Avenue and Lowell Riverfront Trail



On a scale of 1-5 how would you prioritize this project?

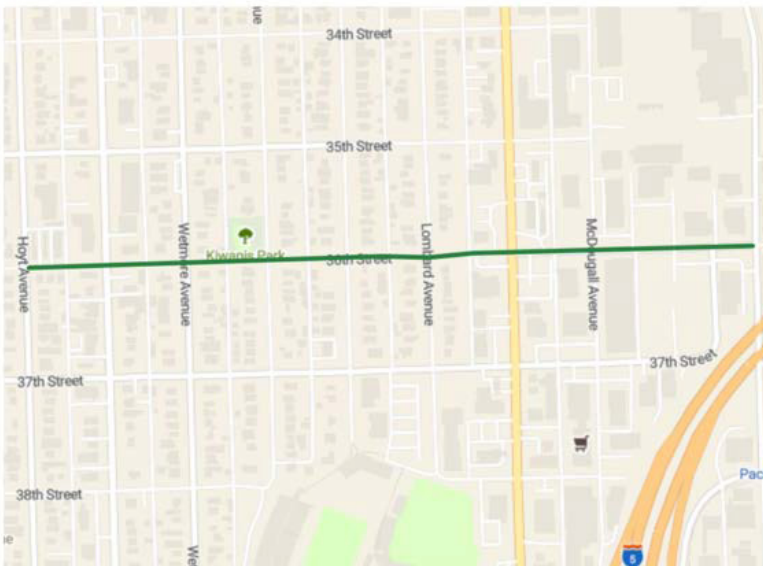
1 2 3 4 5
Not a priority Very high priority

Do you want to comment on this project?

Everett Project #112

Proposed Improvement:

Install bike lanes on 36th Street between Hoyt Ave and Smith Ave (~.6 miles)



On a scale of 1-5 how would you prioritize this project?

1 2 3 4 5
Not a priority Very high priority

Do you want to comment on this project?

Note: A complete set of thumbnail map images for all projects can be found in Appendix O – Nonmotorized Station Access Allowance Binder

Everett Link Extension

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Nonmotorized Station Access Allowance projects – text survey

This page includes a text-based survey tool that shares information and welcomes public comments. You can also learn more and share input using an interactive map survey tool, if you prefer. The map and this page share the same information and survey questions, so you do not need to leave comments in both surveys. We recommend using the text-based survey if you are using a screen reader.

How to view and comment on candidate projects

To navigate the text survey, select which segments you want to learn more about and comment on from the list below. The survey organizes the candidate projects by the area they are located in. You are welcome to comment on and make suggestions for projects in one or multiple segments.

Need help understanding urban design terms in the candidate project list? [See the Nonmotorized Station Access Allowance Glossary of Terms.](#)

Almost done!

We have a few more questions about what you care about and who you are. Continue on to answer questions about sustainability topics and demographics questions, or skip to the end to submit your survey. Not done commenting on projects? Use the back button to navigate to any of the station areas.

Where to next?

- Sustainability Topics
- Submit survey

[Back](#) [Next](#)

62% 

Questions? Contact us:

Sound Transit Community
Outreach
Phone: 206-370-5533
Email:
everettlink@soundtransit.org
Web: soundtransit.org/everettlink

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY
Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY
Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.
Call or text Security 24/7: 206-398-5268



Follow us



We are interested in learning more about what you care about when it comes to transportation and sustainability. Please rank how important the following are to you, on a scale of 1-5.

	1: Not at all important.	2: Somewhat unimportant.	3. Neutral importance.	4. Somewhat important.	5. Very important.
ECOSYSTEM: Create and steward biodiverse, interconnected habitats within and beyond project boundaries to improve greenspace for plants, animals, and people around station areas.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ENERGY: Designing for comfort in occupied spaces while conserving energy to reduce our carbon footprint.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
EQUITY, COMMUNITY, ACCESS: Engaging with communities to create opportunities for all groups, especially for those who have experienced socioeconomic disadvantage. This category also includes improving access to public transit.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
MATERIALS: Build with foresight, avoiding known harmful substances, encouraging transparency, and using life cycle assessment. This could include using recycled materials or materials that have less of an impact to produce.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RESILIENCE: Plan and design for emergencies and for vulnerabilities associated with the long-term effects of climate change.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WATER: Conserving and protecting all water resources by optimizing building, infrastructure, and site systems such as stormwater management to reduce flooding and help prevent pollutants from entering waterways.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WELLBEING: Plan and design the built environment for the physical, mental, and social well-being of all. This can include improving walking, biking, and rolling to and from stations, encouraging a sense of safety, and supporting local businesses.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Back Next



Would you like to answer some demographic questions?

Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.

- Yes
- No

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31%



What is your age?

- <19
- 19-24
- 25-34
- 35-49
- 50-64
- 65 or more

What is your gender identity?

- Male
- Female
- Non-Binary
- I prefer to self-describe
- I prefer not to say

Do you identify yourself as Hispanic or Latinx?

- Yes
- No

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

- Caucasian/White
- Black or African American
- Asian or Asian American
- Native Hawaiian or Other Pacific Islander
- American Indian or Alaska Native
- Other (please specify):

What languages are regularly spoken in your home? (Please check all that apply)

- English
- Spanish
- Vietnamese
- Cantonese
- Mandarin
- Russian
- Somali
- Korean
- Tagalog
- Other (please specify):

If you speak a language other than English, how well do you speak English?

- Very Well
- Well
- Less than well
- Not at all
- Not applicable - I only speak English

Do you consider yourself to have a disability?

- Yes
- No

What accommodations do you require?

- Lift/ramp
- Automated stop announcements
- Priority seating
- Wheelchair securement
- Assistance from the operator to board
- Bus lowering/kneeling feature
- Other (please specify):
- None

How many people are in your household (including yourself)? (Choose one)

- 1 (I live alone)
- 2
- 3
- 4
- 5
- 6 or more

What is your household's total annual earnings?

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

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38%

Thank you for your feedback!

Do you want to receive project updates? Share your email address to be added to our mailing list.

Once you click the submit button below, your survey responses will be recorded.

If you still have feedback to share about any of the candidate projects or want to suggest additional projects, you can navigate back to any of the previous pages.

Back

Submit

92%



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

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

The project is needed because:

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

Alternatives

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

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

How has community input influenced the project?

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

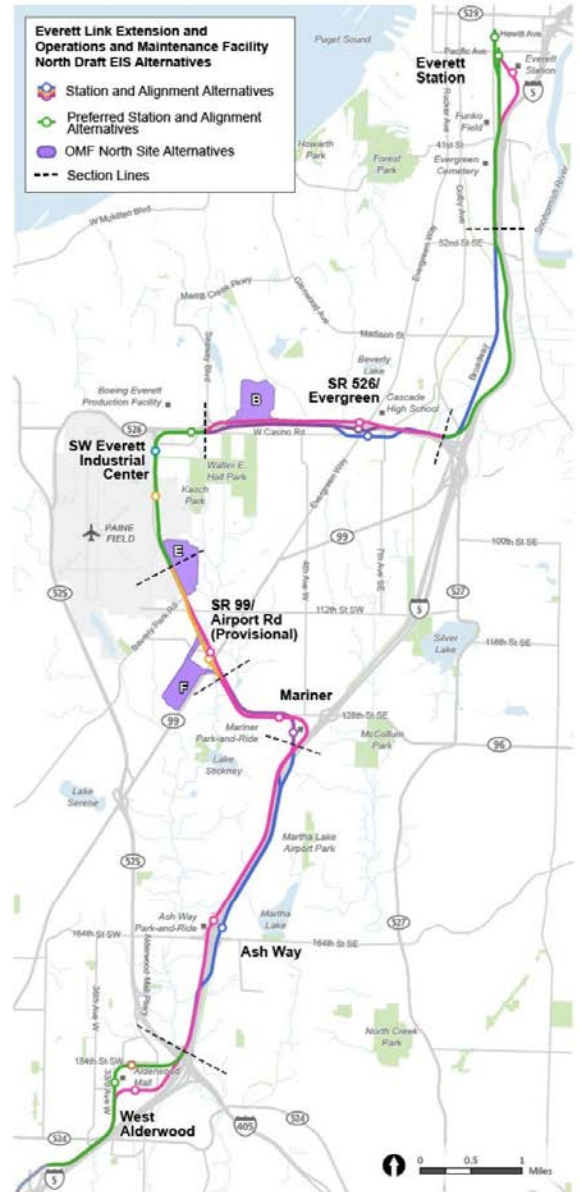
The project team has also advanced the design of route, station, and OMF North alternatives to incorporate some of the feedback we heard during scoping. Any changes made since we last shared information are explained in each area.

How to view project segments and OMF North updates

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

- [West Alderwood](#)
- [Ash Way](#)
- [Mariner](#)
- [SR 99/Airport Road](#)
- [SW Everett Industrial Center](#)
- [SR 526/Evergreen](#)
- [Broadway/I-5](#)
- [Everett Station](#)
- [OMF North](#)

Project overview map



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



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West Alderwood

Key features

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

What has changed since 2023?

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



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

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

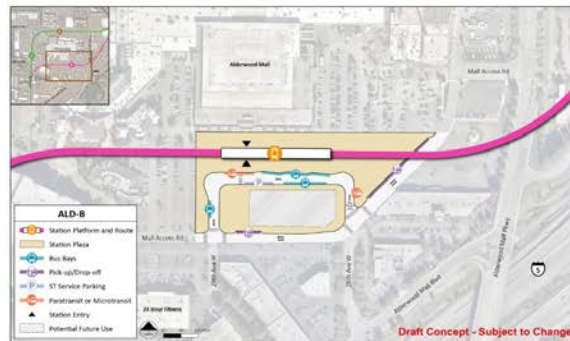
Station design elements

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

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

ALD-B

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



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



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

ALD-D

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

ALD-F

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



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

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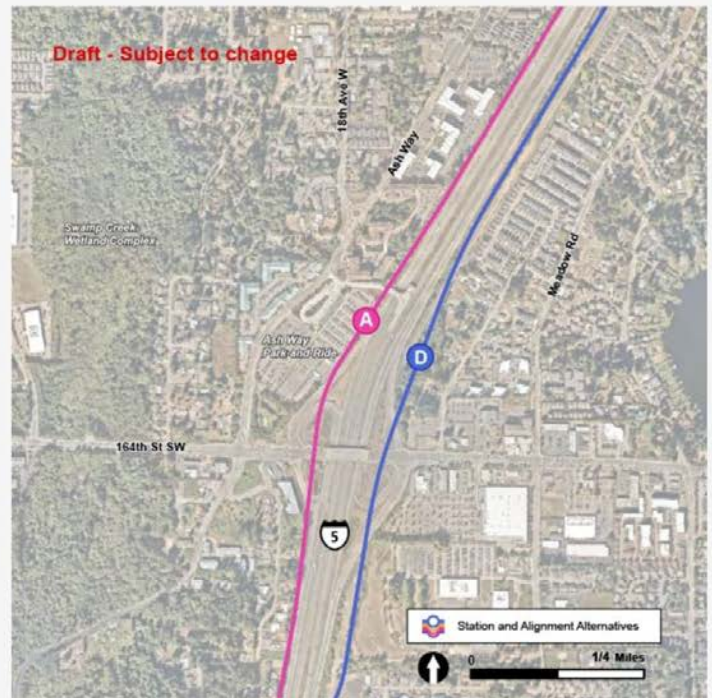
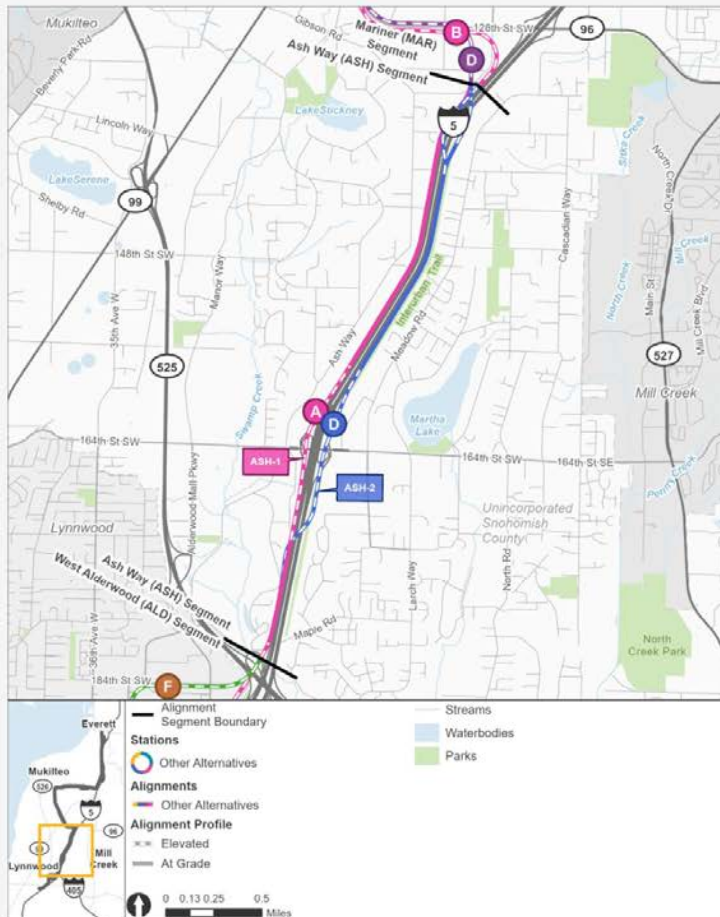
Ash Way

Key features

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

What has changed since 2023?

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



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

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

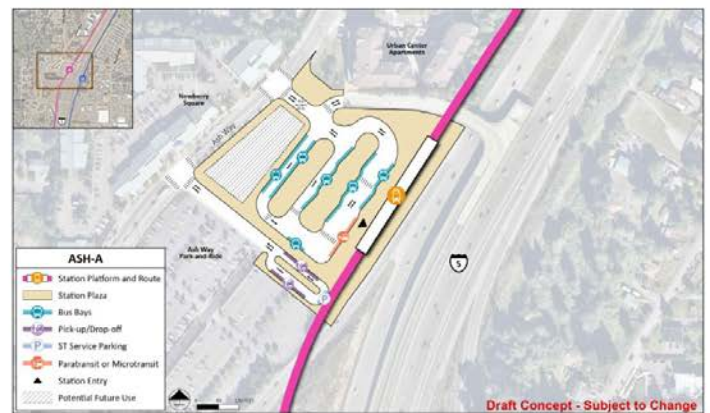
Station design elements

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

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

ASH-A

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



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

| Click on image to enlarge



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

ASH-D

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



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Mariner

Key features

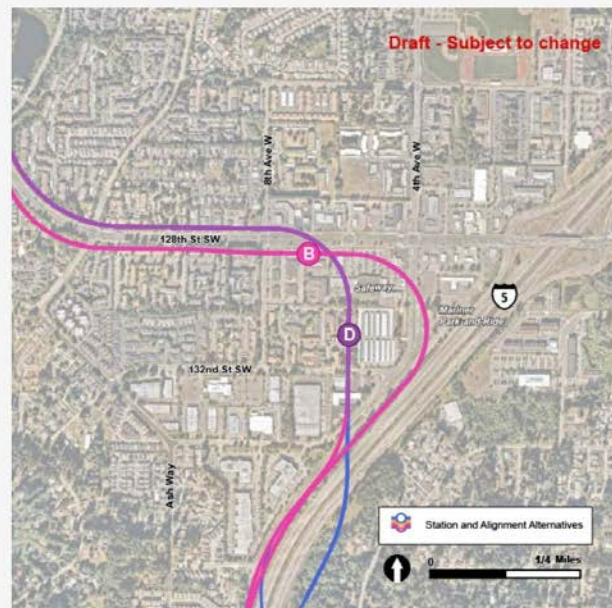
- All stations and routes would be elevated.
- Community Transit serves this area with local buses and the Swift Green Line.
- Snohomish County is actively seeking funding for a new multimodal crossing of I-5 between 130th Street SE on the east and 8th Avenue W on the west.
- Stations in the Mariner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

What has changed since 2023?

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



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



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

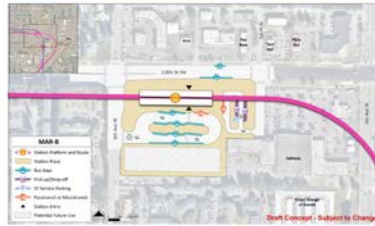
Station design elements

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

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

MAR-B

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



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

MAR-D

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



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

MAR-B parking options



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

MAR-D parking options



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

Parking

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



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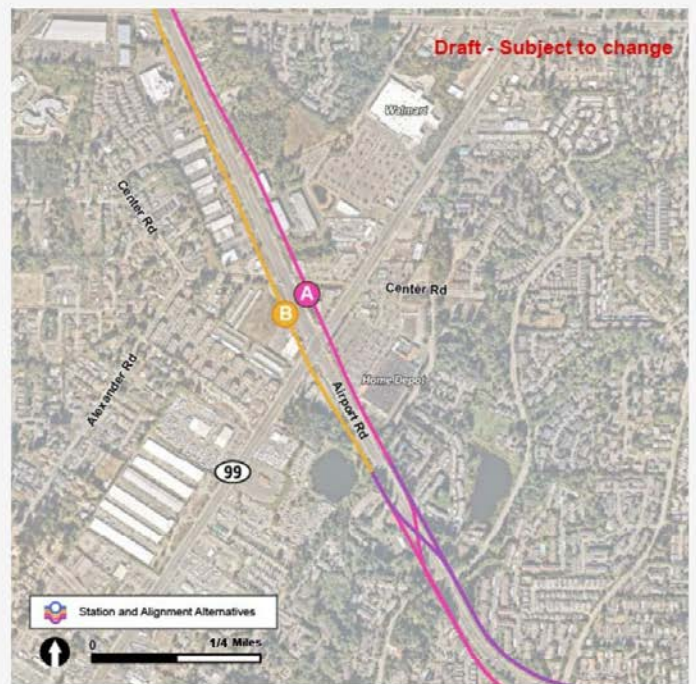
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SR 99/Airport Road

Key features

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



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

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

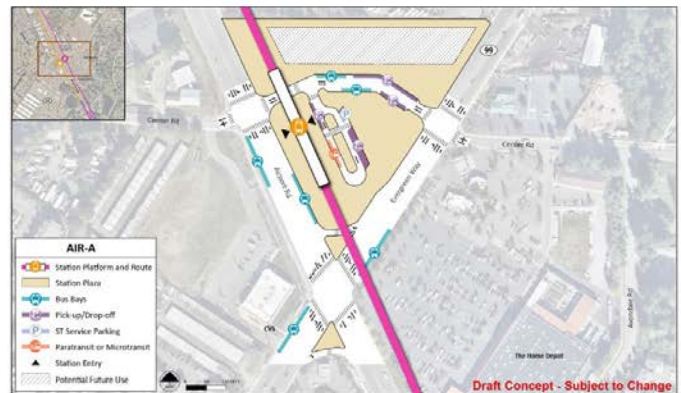
Station design elements

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

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

AIR-A

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



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



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

AIR-B

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



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SW Everett Industrial Center

Key features

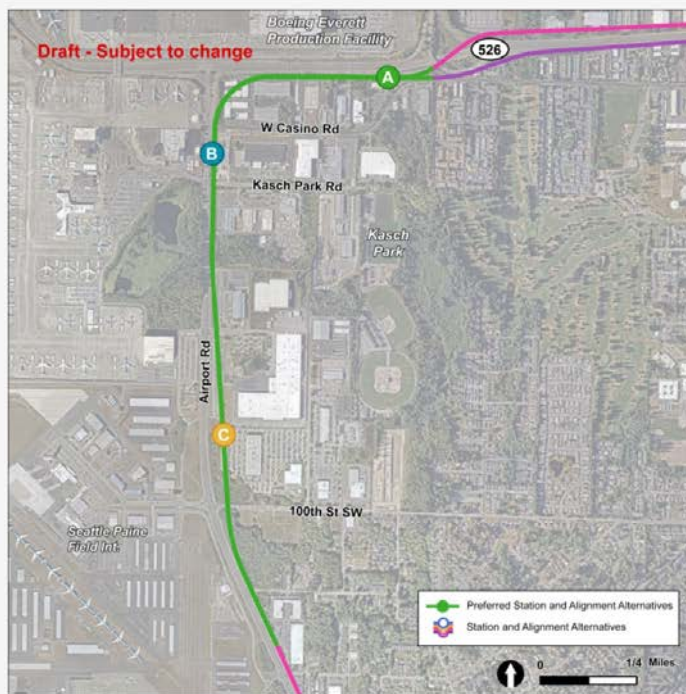
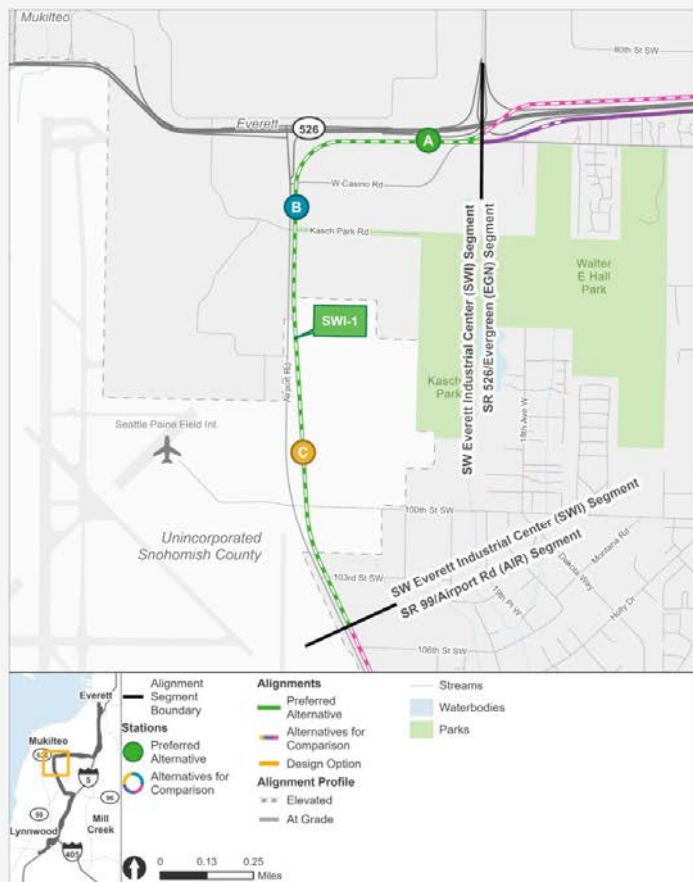
- All stations and routes would be elevated.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Green Line.
- All alternatives would be within the Paine Field/Boeing Everett Manufacturing/Industrial Center.
- Station facilities in this area include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

What has changed since 2023?

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

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

In fall 2024, the SWI-C station was moved further south to be closer to Paine Field Airport.



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

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

Station design elements

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

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

SWI-A

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



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



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

SWI-B

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

SWI-C

SWI-C would be elevated about 30 feet above street level and located along the east side of Airport Road, near 100th Street SW. Although this station is closest to the Paine Field passenger terminal, it is still located about 1/2 mile away and would require shuttle service to the airport. In fall 2024, the SWI-C station was moved 1,000 feet further south to be as close as possible to Paine Field.



Updated station layout for station alternative SWI-C, an elevated station located along the northeast corner of Airport Road and 100th Street SW. | Click on image to enlarge



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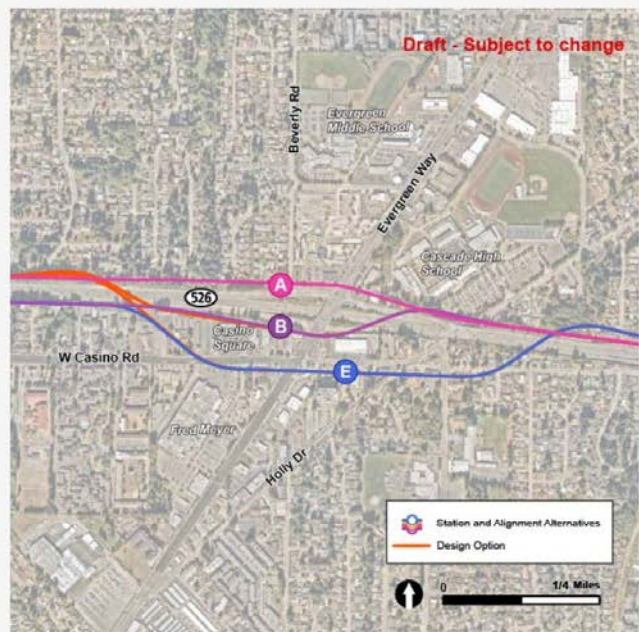
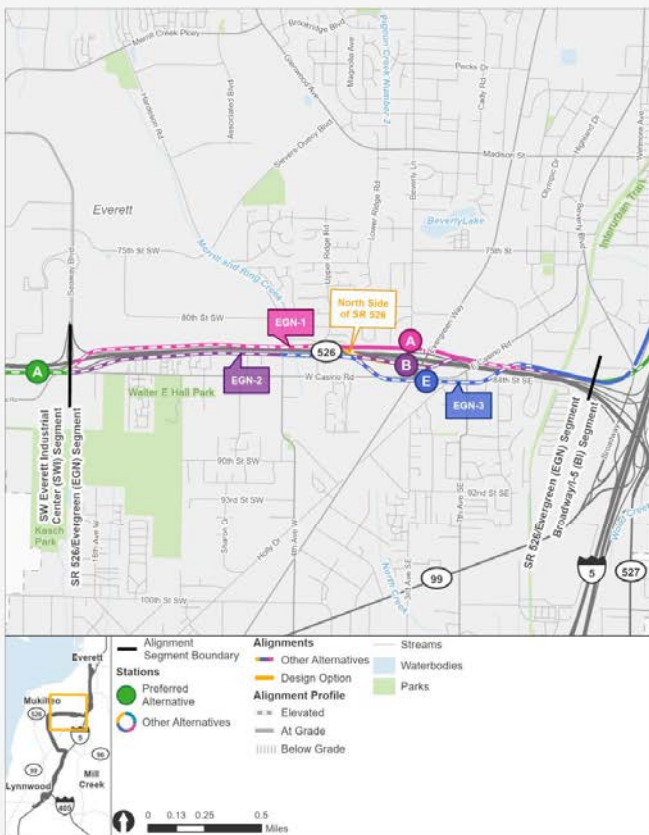
SR 526/Evergreen

Key features

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

What has changed since 2023?

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



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

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

Station design elements

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

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

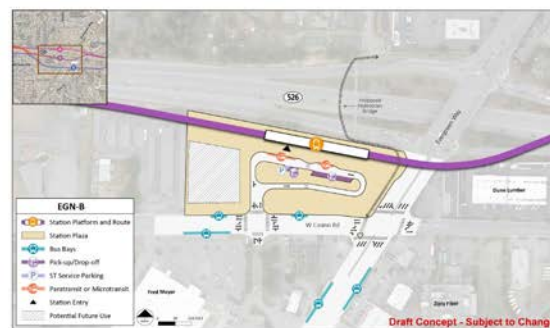
EGN-A

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



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

| Click on image to enlarge



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

| Click on image to enlarge

EGN-B

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

EGN-E

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



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

| Click on image to enlarge



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Everett Station

Key features

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

What has changed since 2023?

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

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



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

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

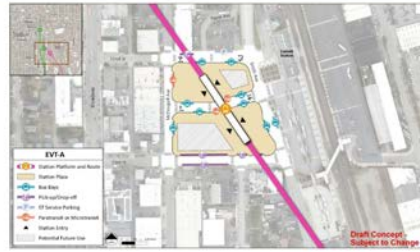
Station design elements

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

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

EVT-A

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



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



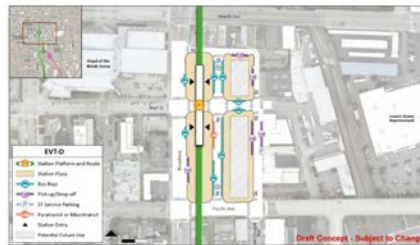
Early station layout for station alternative EVT-C, an elevated station located along McDougall just south of Pacific Avenue. | Click on image to enlarge

EVT-C

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

EVT-D

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



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



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

Parking

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



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Broadway/I-5

Key features

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

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

What has changed since 2023?

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



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

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



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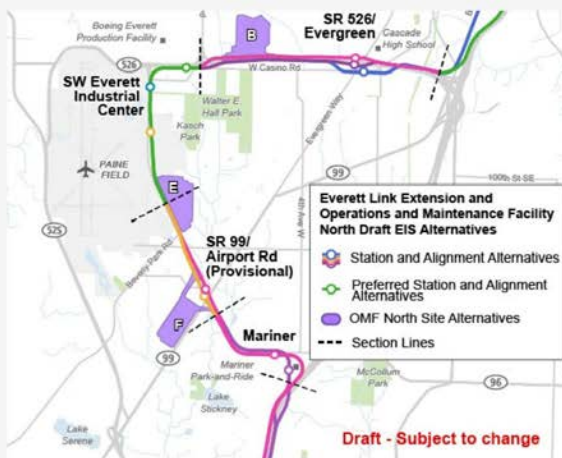
Operations and Maintenance Facility (OMF) North

Key features

- 80-100+ acres are required for the new OMF North facility.
- Critical facility to support planned Sound Transit light rail expansion including Everett Link and Ballard Link Extensions to keep the system safe and clean.
- Designed to maintain, store, and deploy 150+ light rail vehicles, with additional maintenance facility space for equipment and service vehicles.
- Provides mainline track, systems, and station maintenance functions (Maintenance of Way).
- OMF North is expected to support more than 500 high-skilled, living-wage jobs in Snohomish County.
- The average employee wage is currently more than \$45 per hour, or \$85,000/year, at our existing OMF facilities.
- To be designed to meet Sound Transit sustainability goal: Leadership in Energy and Environmental Design (LEED) Gold.
- No preferred alternative was identified for OMF North.

What has changed since 2023?

During Level 2 of the Alternatives Development phases, we studied two overlapping locations for OMF Site B. Based on feedback and information we received during scoping, we refined this to one site, located slightly to the east of the options we were studying to reduce impacts to major employers.



The three potential sites of the OMF North facility are pictured in purple.
 | [Click on image to enlarge](#)

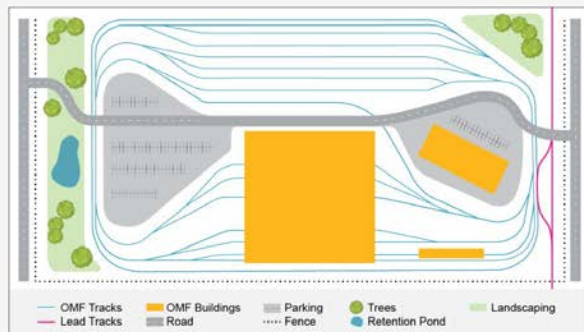


A light rail vehicle sits on the vehicle storage tracks to prepare for regular maintenance at OMF East. | [Click on image to enlarge](#)

Elements of an OMF site



Sound Transit's recently completed 28-acre OMF East property in Bellevue showing light rail vehicle storage tracks and almost 180,000 square feet of various required maintenance shops and other supporting facilities. | [Click on image to enlarge](#)



OMF options include the elements described below and shown in the graphic above, including buildings, tracks, parking, landscaping, and fencing/walls. | [Click on image to enlarge](#)

Buildings

Buildings are used for maintaining, repairing, and cleaning trains and other equipment.

OMF tracks

Track space for moving and testing trains around the facility, as well as outside storage for trains.

Lead tracks

Tracks to and from the main track alignment and the maintenance yard.

Parking

For various light rail service vehicles and for the OMF employees.

Landscaping, retention ponds, and other improvements

Landscaping around the facility reduces the number of hard surfaces, helps with drainage, and can provide habitat. The project will also add sidewalks and roadway improvements as needed.

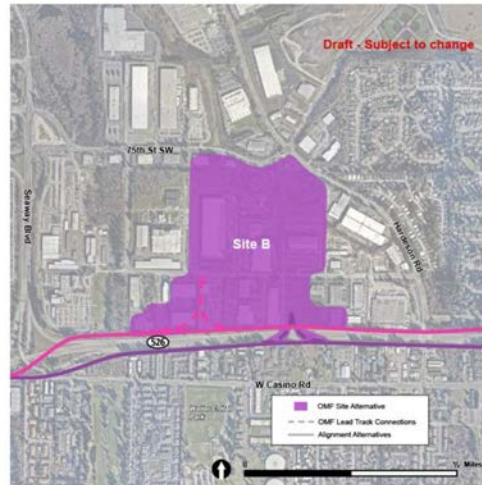
Fencing/walls

Some sites would require retaining walls and fencing to provide security around the facility.

Want to learn more about Operations and Maintenance Facilities at Sound Transit? [Watch this informational video about OMF South.](#)

OMF Site B

OMF Site B would be located adjacent to the alignment along the north side of SR 526. The map shows potential lead tracks from both sides of SR 526.



OMF Site B, located north of SR 526 and west of Hardeson Road, is shown above. | [Click on image to enlarge](#)



OMF Site E, located on the northeast side of Airport Road and south of 100th Street SW, is shown above. | [Click on image to enlarge](#)

OMF Site F

OMF Site F would be located west of SR 99 at the intersection with Gibson Road. The map shows potential lead tracks from both sides of Airport Road.



OMF Site F, located west of SR 99 at the intersection with Gibson Road, is shown above. | [Click on image to enlarge](#)

Next steps

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

Opportunities for input

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

We also expect to publish the Draft EIS in early 2026. There will be multiple ways to provide input during a formal comment period, including through this engagement website and public meetings where you can learn more about the project.

Timeline



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

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

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

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

What can I expect as a project neighbor?

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

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

The Everett Link Extension route and station locations will not be finalized until the Record of Decision has been issued, currently expected in 2027.

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

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

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

Questions? Contact us:

Sound Transit Community Outreach
Phone: 206-370-5533
Email: everettlink@soundtransit.org
Web: soundtransit.org/everettlink

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.
Call or text Security 24/7: 206-398-5268



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