

P.O Site #3 “Level 1” Survey Response Summary

Purpose

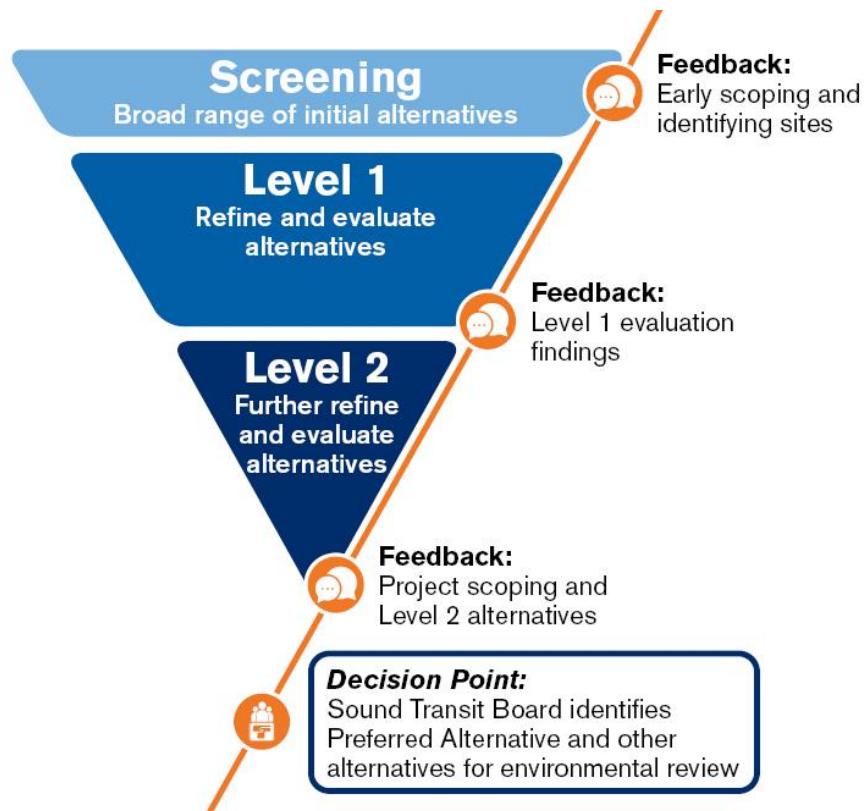
This document summarizes key themes identified from Level 1 survey responses. Survey responses are organized by themes based on public feedback as to *why* and *why not* station, route and Operations and Maintenance Facility North alternatives should move forward into the Level 2 analysis.

Sound Transit received 360 survey responses, resulting in 1,849 specific comments. We received nine emailed comments, which are incorporated into the themes below. This document summarizes the consistent themes of comments people provided for specific station areas and does not represent every comment submitted. Many people provided unique comments. Sound Transit is reviewing each comment and piece of feedback.

Background

The first step of Everett Link Extension project is the alternatives development phase, where Sound Transit identifies and evaluates a range of alternatives and invites comments from the public, agencies and Tribes before proceeding with environmental review. During this process, we explore alternative alignment, station, and OMF North locations and design configurations that could meet the project’s purpose and need.

Alternatives development has three general phases: Screening, Level 1 analysis, and Level 2 analysis. Through these phases, we evaluate potential alternatives at progressively greater levels of detail and ask for feedback at each level. The survey described in this report was held at the end of Level 1 analysis and the public feedback helped determine which alternatives advanced to Level 2.











Everett Link Extension

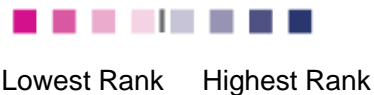
Features Ranking

Survey respondents were able to rank up to eight features of light rail development by importance. This question helps the project team understand which features are most important to the community.

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

Table 1-1 Features ranking

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Reliable service	1		859	142
Access to community services and existing transit	2		856	145
Financially and technically feasible	3		735	144
Quality pedestrian and bicycle access	4		681	141
Consistent with local transportation planning and job/housing forecasts	5		576	136
Support growth at station areas	6		522	135
Equitable mobility	7		518	134
Healthy built natural and social environments	8		446	133



Everett Link Extension

West Alderwood

276 comments

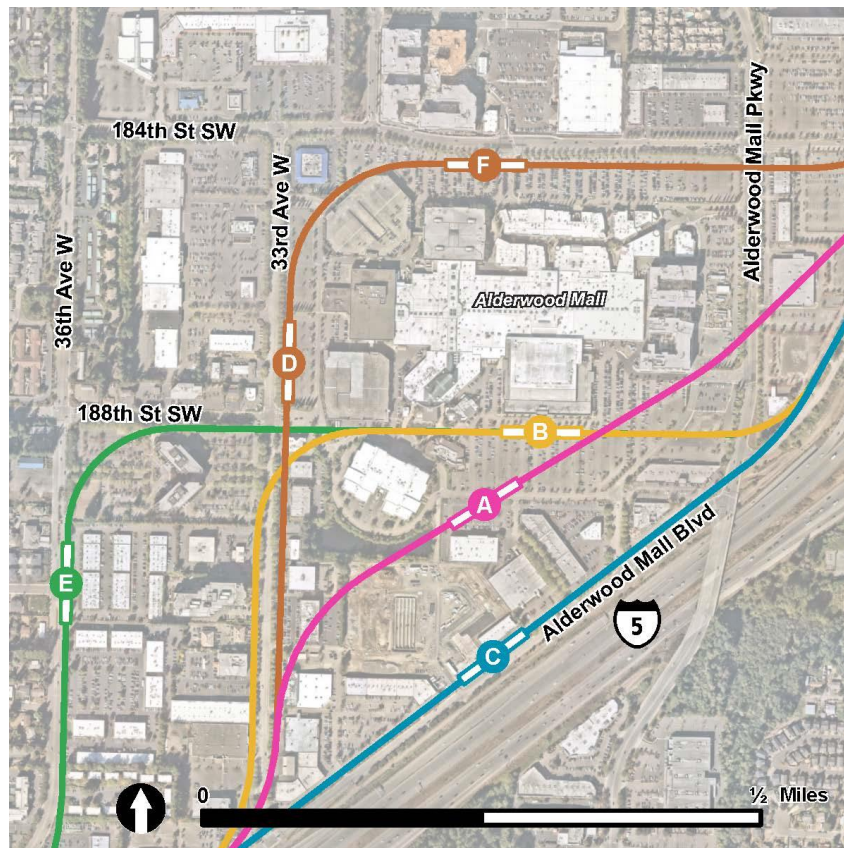


Figure 2-1 West Alderwood station alternatives

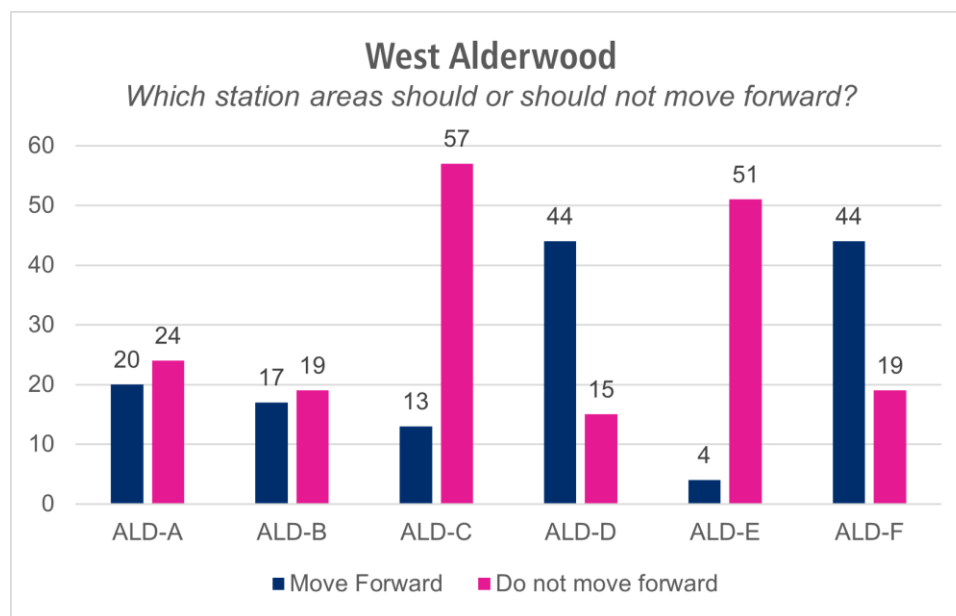


Figure 2-2 West Alderwood station alternatives survey results

Everett Link Extension

Overall themes about the West Alderwood station area (not specific to one alternative):

- Proximity to Alderwood Mall is a priority.
- Station alternative should not disrupt existing businesses.
- Pedestrian access and walkability from the station to Alderwood Mall is a priority.
- Concerns about commuters taking parking away from Alderwood Mall customers and management.

ALD-A

Table 2-1 West Alderwood ALD-A station alternative survey results

Why should ALD-A move forward?	Why should ALD-A NOT move forward?
13 comments	21 comments
Themes: <ul style="list-style-type: none"> • Proximity and access to Alderwood Mall and other amenities. • Fewer disruptions to existing businesses, structures, and infrastructure (like roads, Interurban Trail) compared to other alternatives. • Does not impact existing traffic and roadways. 	Themes: <ul style="list-style-type: none"> • Concerns about pedestrian access (lack of walkability) due to location in mall parking lot. • Disruptions and displacements to businesses would negatively affect the community. • Lack of connections to other transit options (e.g.: Community Transit local bus service).

ALD-B

Table 2-2 West Alderwood ALD-B station alternative survey results

Why should ALD-B move forward?	Why should ALD-B NOT move forward?
16 comments	15 comments
Themes: <ul style="list-style-type: none"> • Proximity and access to Alderwood Mall. • Proximity and walkability to other shops, housing, and businesses. 	Themes: <ul style="list-style-type: none"> • Proximity to I-5 would negatively impact pedestrian accessibility. • Concerns about negative impacts to Interurban Trail. • Concerns about business and residential displacements. • Construction would be very disruptive to the nearby community. • Equity and project cost concerns—one comment said: “Alternative route benefits already wealthy landowners and costs taxpayers more money.”

Everett Link Extension

ALD-C

Table 2-3 West Alderwood ALD-C station alternative survey results

Why should ALD-C move forward?	Why should ALD-C NOT move forward?
10 comments	52 comments
Themes: <ul style="list-style-type: none"> Station is close to I-5 which provides for route efficiency (most direct route). Fewer disruptions to businesses and other existing structures since it is close to I-5. 	Themes: <ul style="list-style-type: none"> Too close to I-5, concerns about freeway impacting pedestrian/ADA routes to the station as well as impacts on Interurban Trail. Too far from popular destinations (Alderwood Mall, other businesses, housing) and not centrally located. Far removed from main hub of activity in Alderwood area, difficult to access by other means of travel, especially for pedestrians and bicycles.

ALD-D

Table 2-4 West Alderwood ALD-D station alternative survey results

Why should ALD-D move forward	Why should ALD-D NOT move forward?
36 comments	13 comments
Themes: <ul style="list-style-type: none"> Proximity and access to residential, businesses, Interurban Trail, and transit connections. Proximity and access to amenities in the area, including Alderwood Mall. Area would support future development, including transit-oriented development. 	Themes: <ul style="list-style-type: none"> Too great of impact and disruptions to businesses, both during construction and displacement. Vehicle traffic impacts to already congested areas. Not close enough or connected to key destinations.

ALD-E

Table 2-5 West Alderwood ALD-E station alternative survey results

Why should ALD-E move forward?	Why should ALD-E NOT move forward?
3 comments	41 comments
Themes: <ul style="list-style-type: none"> Proximity and access to mall and surrounding businesses. 	Themes: <ul style="list-style-type: none"> Too far from Alderwood Mall and other businesses people want to access. Not centrally located. Impacts to adjacent residences and businesses.

Everett Link Extension

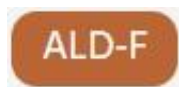


Table 2-6 West Alderwood ALD-F station alternative survey results

Why should ALD-F move forward?	Why should ALD-F NOT move forward?
39 comments	17 comments
<p><i>Themes:</i></p> <ul style="list-style-type: none">• Proximity and access to Alderwood Mall as well as other nearby businesses and retail (H-Mart, Costco, Home Depot).• Proximity (walkable) to residential areas.• Area would support future development, including transit-oriented development.	<p><i>Themes:</i></p> <ul style="list-style-type: none">• Impacts to vehicle traffic and congestion (specifically 184th St SW).• Risk of residential and business impacts, including displacement.• Too far from Alderwood Mall and other places people want to access.

Everett Link Extension

Ash Way

325 comments

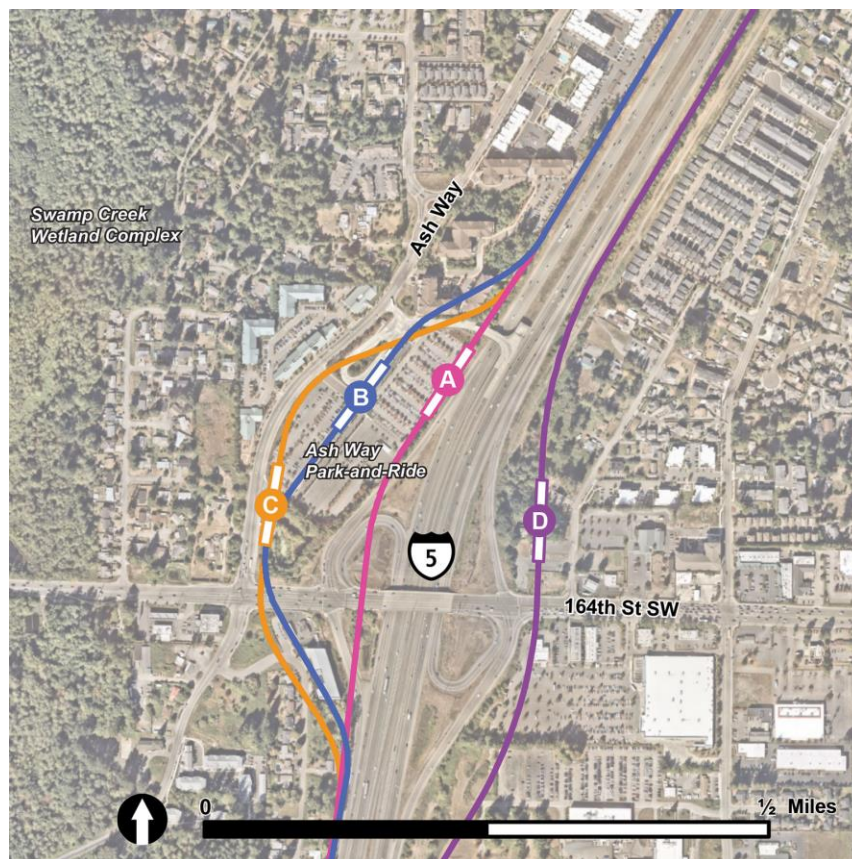


Figure 3-1 Ash Way station alternatives

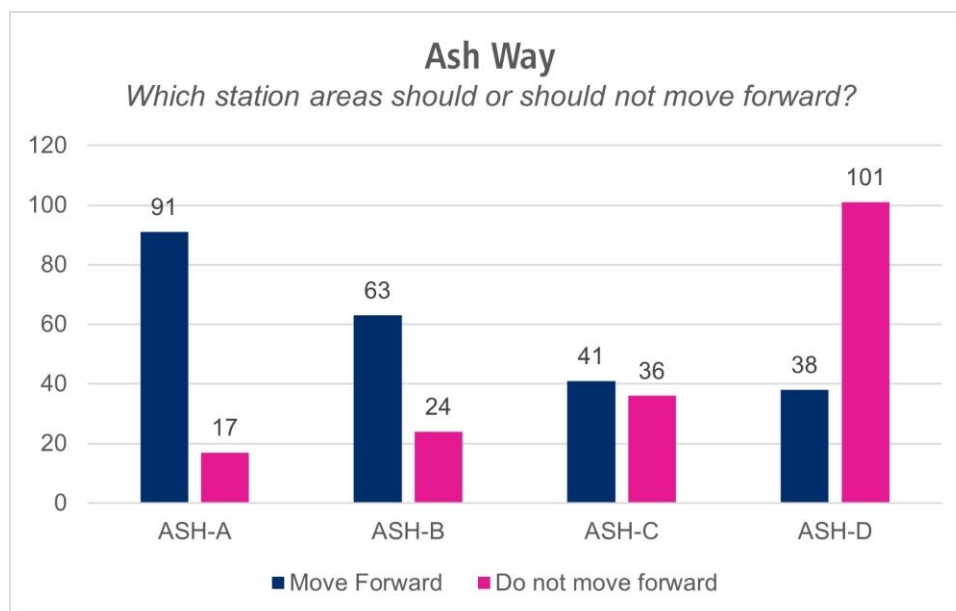


Figure 3-2 Ash Way station alternatives survey results

Everett Link Extension

Overall themes about the Ash Way station area (not specific to one alternative):

- Route alignment west of I-5 is a priority for a majority of respondents.
- Opposition to a route alignment east of I-5 was due to perceived higher cost.
- Proximity to Ash Way Park-and-Ride is a priority.
- Proximity to existing transit options is a priority.
- Respondents called for a pedestrian bridge for safe access across I-5, regardless of their preferred station alternative.

ASH-A

Table 3-1 Ash Way ASH-A station alternative survey results

Why should ASH-A move forward?	Why should ASH-A NOT move forward?
71 comments	17 comments
<i>Themes:</i> <ul style="list-style-type: none">• Close to existing park-and-ride.• Close to existing transit options.• Simple, direct, efficient, least costly option.• Should include safe pedestrian access across I-5.• Doesn't disrupt neighborhoods.• On the west side of I-5.• Along I-5.	<i>Themes:</i> <ul style="list-style-type: none">• Increases car trips.• Far from 164th St SW.• Poor for pedestrians.• Perceived higher cost.

ASH-B

Table 3-2 Ash Way ASH-B station alternative survey results

Why should ASH-B move forward?	Why should ASH-B NOT move forward?
49 comments	17 comments
<i>Themes:</i> <ul style="list-style-type: none">• Close to existing park-and-ride.• Close to existing transit options.	<i>Themes:</i> <ul style="list-style-type: none">• Disrupts bus service.• Higher cost.• Limited development opportunities.

Everett Link Extension

ASH-C

Table 3-3 Ash Way ASH-C station alternative survey results

Why should ASH-C move forward?	Why should ASH-C NOT move forward?
30 comments	30 comments
Themes: <ul style="list-style-type: none"> • Close to existing park-and-ride. • Close to existing transit options. • Close to 164th St SW. 	Themes: <ul style="list-style-type: none"> • Awkward/poor connection to bus and park-and-ride. • Traffic impacts to already congested area. • Higher cost. • Generally disruptive, not cohesive with local amenities. • Generally, a poor location.

ASH-D

Table 3-4 Ash Way ASH-D station alternative survey results

Why should ASH-D move forward?	Why should ASH-D NOT move forward?
34 comments	77 comments
Themes: <ul style="list-style-type: none"> • Close to Interurban Trail. • Access to east side of I-5. • Future development/transit-oriented development. • Cheapest project cost. • Would need a pedestrian bridge. 	Themes: <ul style="list-style-type: none"> • Far from existing park-and-ride. • Far from existing transit options. • Not a good location for people's needs. • Doesn't make sense to cross I-5 twice. • Poor pedestrian access. • Perceived higher cost. • There are existing development plans, so this would disrupt businesses. • There is already too much traffic in this area and locating the station here would lead to more traffic. • Disrupts natural areas, green space, and Interurban Trail.

Everett Link Extension

Mariner

208 comments

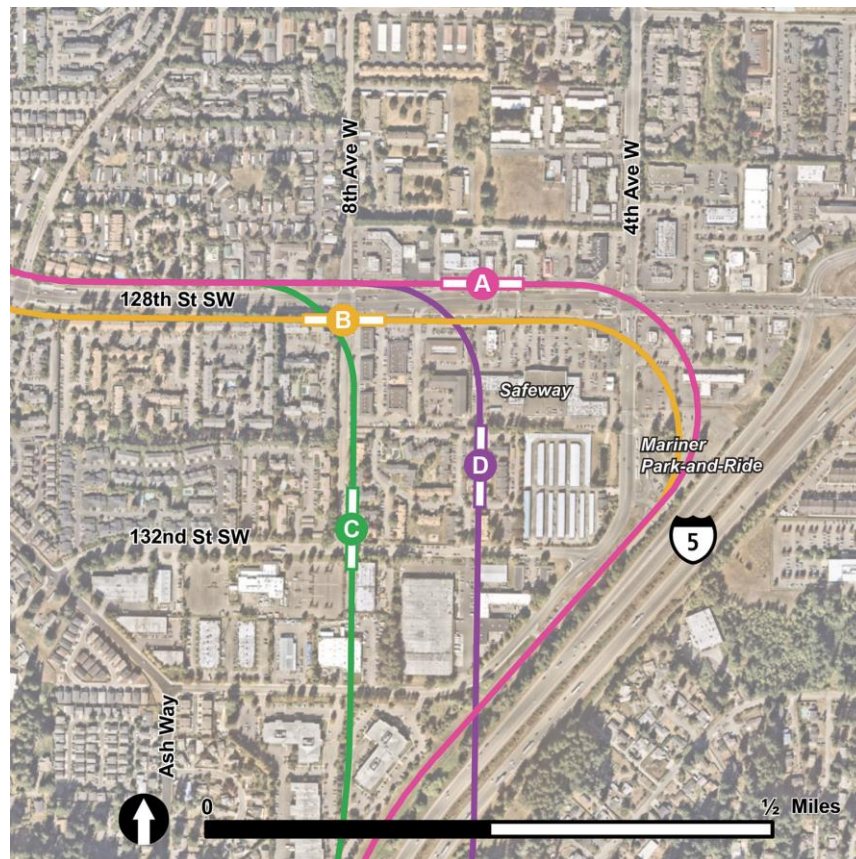


Figure 4-1 Mariner station alternatives

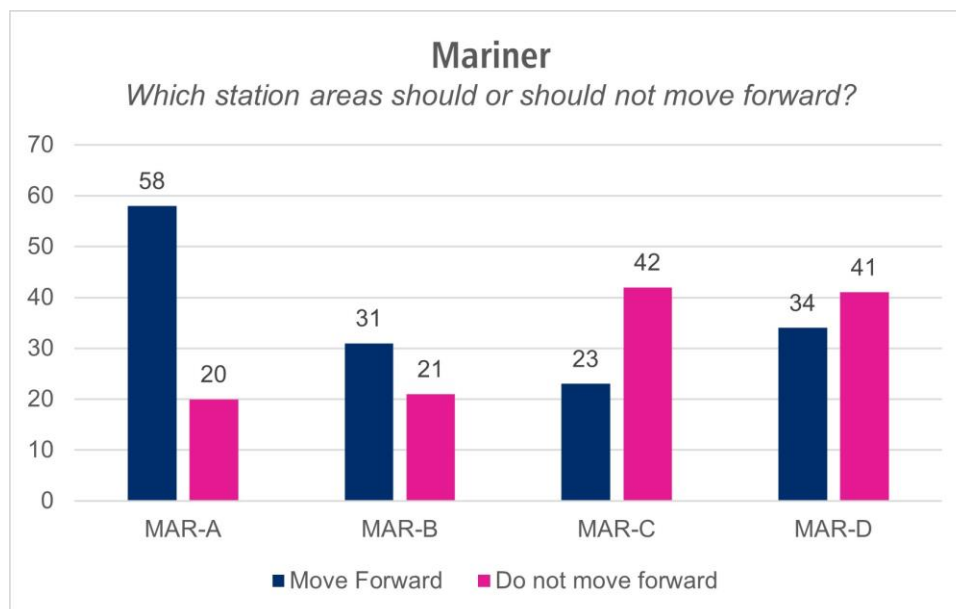


Figure 4-2 Mariner station alternatives survey results

Everett Link Extension

Overall themes about the Mariner station area (not specific to one alternative):

- Sensitivity regarding business displacement, particularly businesses owned by people of color.
- Sensitivity regarding residential displacement, particularly historically underserved communities.
- Many respondents preferred a station directly at Mariner Park-and-Ride.
- Proximity to Mariner Park-and-Ride was a priority.
- Many respondents were against a route alignment east of I-5 due to high project cost.

MAR-A

Table 4-1 Mariner MAR-A station alternative survey results

Why should MAR-A move forward?	Why should MAR-A NOT move forward?
46 comments	17 comments
<i>Themes:</i> <ul style="list-style-type: none">• Access to existing transit.• Access to local businesses and services.• Close to Mariner Park-and-Ride.• Close to Mariner High School.• Limits residential displacement.	<i>Themes:</i> <ul style="list-style-type: none">• Traffic concerns on already congested 128th St SW.• Business displacement.

MAR-B

Table 4-2 Mariner MAR-B station alternative survey results

Why should MAR-B move forward?	Why should MAR-B NOT move forward?
19 comments	19 comments
<i>Themes:</i> <ul style="list-style-type: none">• Access to Mariner Park-and-Ride.• Access to existing transit.• Close to Safeway (only grocery store in the area), but many prefer it even closer.	<i>Themes:</i> <ul style="list-style-type: none">• Traffic concerns on already congested 128th St SW.• Far from Mariner Park-and-Ride.• Pedestrian safety concerns.

MAR-C

Table 4-3 Mariner MAR-C station alternative survey results

Why should MAR-C move forward?	Why should MAR-C NOT move forward?
14 comments	37 comments
<i>Themes:</i> <ul style="list-style-type: none">• Alignment west of I-5 most common theme.• Access to Mariner Park-and-Ride is ok.• Described as a “redevelopable area.”	<i>Themes:</i> <ul style="list-style-type: none">• Not centrally located.• Poor transit access.• Too far from Mariner Park-and-Ride.

Everett Link Extension

MAR-D

Table 4-4 Mariner MAR-D station alternative survey results

Why should MAR-D move forward?	Why should MAR-D NOT move forward?
28 comments	28 comments
<i>Themes:</i> <ul style="list-style-type: none">• Access to Mariner Park-and-Ride.• Access to existing transit.• Described as a “redevelopable area.”	<i>Themes:</i> <ul style="list-style-type: none">• Preference for a route alignment west of I-5 is the most common theme.• Perceived higher cost (associated with alignment east of I-5).• Concerns with housing displacement.• Lack of transit access.

Everett Link Extension

SR 99 / Airport Road

125 comments

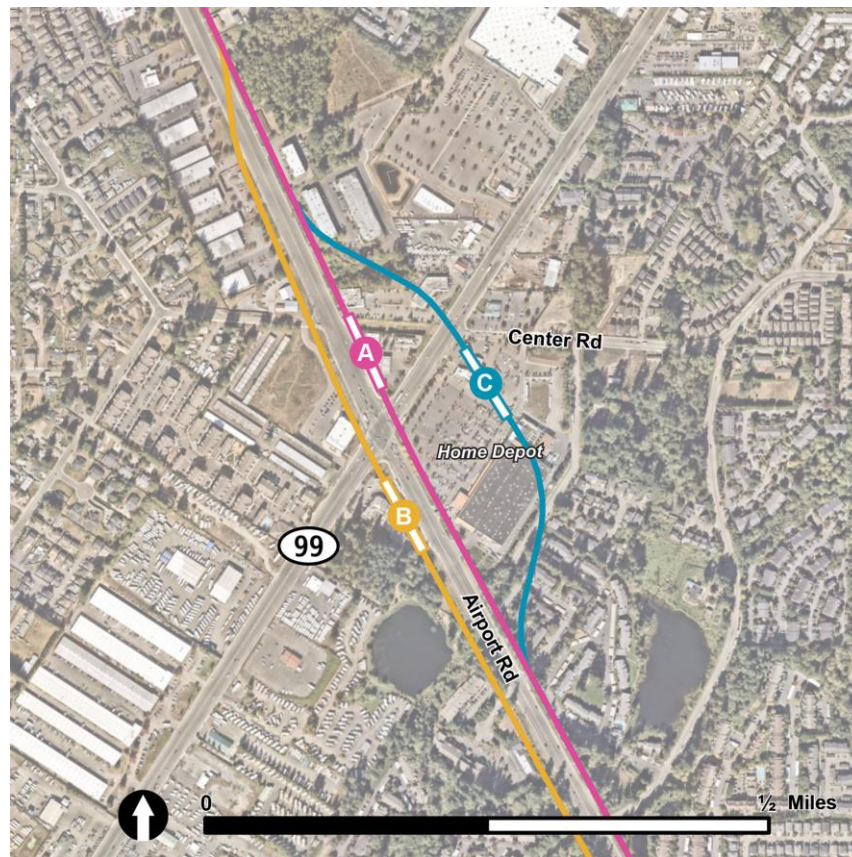


Figure 5-1 SR 99/Airport Road station alternatives

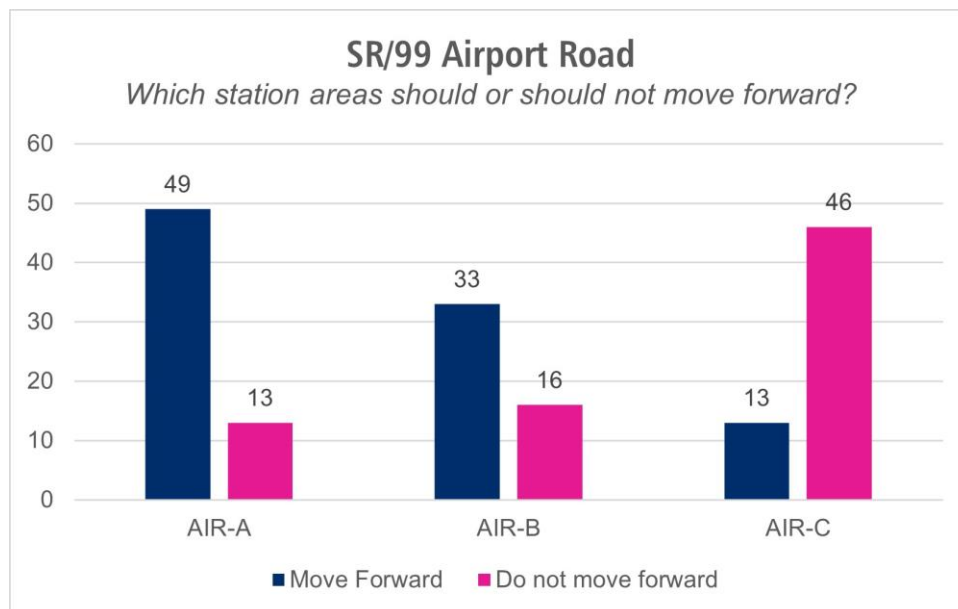


Figure 5-2 SR 99/Airport Road station alternatives survey results

Everett Link Extension

Overall themes about the SR 99/Airport Road station area (not specific to one alternative):

- Sticking to an I-5 alignment and using improved bus rapid transit service to serve the Boeing factory and Paine Field areas is a priority for many respondents.
- Main opposition to the westward swing towards SR 99/Airport Road cited lower project cost associated with an I-5 alignment.
- Other respondents believe SR 99/Airport Road should be considered since it connects with bus rapid transit.
- Station supports community vision in an area primarily composed of communities of color and businesses.
- Concerns about business displacement.

AIR-A

Table 5-1 SR 99/Airport Road AIR-A station alternative survey results

Why should AIR-A move forward?	Why should AIR-A NOT move forward?
35 comments	10 comments
<i>Themes:</i> <ul style="list-style-type: none">• Close to existing transit options.• Close to existing services and businesses.• Direct, feasible, lower project cost.• Good for pedestrians.	<i>Themes:</i> <ul style="list-style-type: none">• Major business displacement, including Home Depot.• Higher cost.• Conflicts with other forms of transit.• Disruption to community.

AIR-B

Table 5-2 SR 99/Airport Road AIR-B station alternative survey results

Why should AIR-B move forward?	Why should AIR-B NOT move forward?
21 comments	13 comments
<i>Themes:</i> <ul style="list-style-type: none">• Less disruptive to local amenities.• Close to existing transit options.• Direct route that makes sense.	<i>Themes:</i> <ul style="list-style-type: none">• It's not safe for pedestrians to cross the road at this location.• Rejects Everett Link going to this station location in general.

Everett Link Extension



Table 5-3 SR 99/Airport Road AIR-C station alternative survey results

Why should AIR-C move forward?	Why should AIR-C NOT move forward?
11 comments	35 comments
<i>Themes:</i> <ul style="list-style-type: none">• Further from SR 99/Airport Road.• Potential for future transit-oriented development.• Good for pedestrians.	<i>Themes:</i> <ul style="list-style-type: none">• Poor connections to other transit.• Displaces businesses.• Displaces housing.• Higher cost.• Generally, a poor station location that doesn't support the community.

Everett Link Extension

Southwest Everett Industrial Center

282 comments

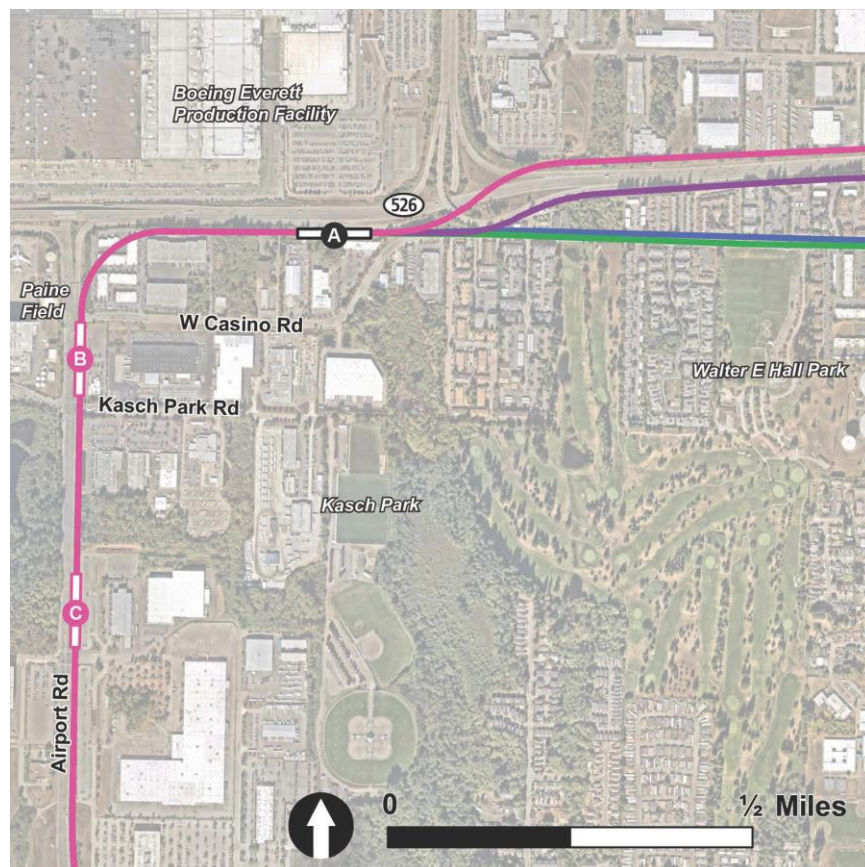


Figure 6-1 Southwest Everett Industrial Center station and route alternatives

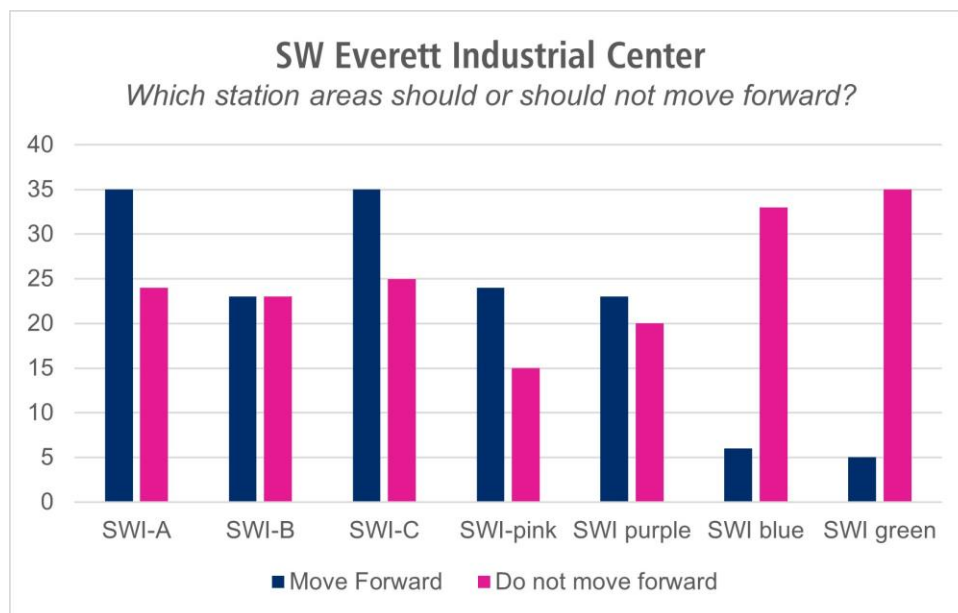


Figure 6-2 Southwest Everett Industrial Center station and route alternatives survey results

Everett Link Extension

Overall themes about the Southwest Everett Industrial Center station area (not specific to one alternative):

- Opposition to the “westward swing” due to:
 - Increased project cost.
 - Concerns the station only serves Boeing, and Boeing could leave.
 - Too expensive for low ridership.
 - Not worth the cost; suggested expanding bus and Swift service instead.
 - A small number of respondents suggested building an east-west spur route from SR 526/Evergreen.
- Multiple respondents believe this station location only serves Boeing.
- Multiple respondents prefer the station area directly serve the Paine Field terminal.
- Potential need for a station close to Paine Field to handle projected airport traffic.
- Multiple respondents prefer the station area be located as close to Boeing facilities as possible.
- Access to Boeing requires connection with Boeing employee shuttle due to distance to facility entrance.
- Potential for negative environmental impacts on wetlands close to Paine Field.

Station Areas

SWI-A

Table 6-1 Southwest Everett Industrial Center SWI-A station alternative survey results

Why should SWI-A move forward?	Why should SWI-A NOT move forward?
30 comments	22 comments
Themes: <ul style="list-style-type: none"> • Access and proximity to Boeing. • Supports equity. • Proximity to historically underserved communities along Casino Road. 	Themes: <ul style="list-style-type: none"> • Too far from Paine Field. • Still difficult to access Boeing (pedestrian bridge needed, and even SWI-A would be a long walk). • Only serves Boeing, who could still leave the area. • Opposition to westward swing / prefer I-5 alignment.

SWI-B

Table 6-2 Southwest Everett Industrial Center SWI-B station alternative survey results

Why should SWI-B move forward?	Why should SWI-B NOT move forward?
20 comments	21 comments
Themes: <ul style="list-style-type: none"> • Access and proximity to Paine Field. • Access and proximity to Boeing (Boeing parking facilities specifically, but comment generally applies to Boeing). • Compromise between Boeing and Paine Field access. 	Themes: <ul style="list-style-type: none"> • Bad business access (too far from Boeing and Paine Field). • Far from nearby communities. • Opposition to westward swing / prefer I-5 alignment.

Everett Link Extension

SWI-C

Table 6-3 Southwest Everett Industrial Center SWI-C station alternative survey results

Why should SWI-C move forward?	Why should SWI-C NOT move forward?
30 comments	24 comments
Themes: <ul style="list-style-type: none"> • Access and proximity to Paine Field. • Access and proximity to Boeing (Boeing parking facilities specifically). 	Themes: <ul style="list-style-type: none"> • Still too far from Paine Field (many respondents prefer to be dropped off at terminal). • Too far from Boeing. • Opposition to westward swing / prefer I-5 alignment.

Routes

SWI pink route

Table 6-4 Southwest Everett Industrial Center SWI-pink route alternative survey results

Why should SWI-pink route move forward?	Why should SWI-pink route NOT move forward?
21 comments	14 comments
Themes: <ul style="list-style-type: none"> • Least disruptive to residential. • Affordable alternative. 	Themes: <ul style="list-style-type: none"> • Route alignment should not go north of 526 (in reference to Evergreen/526 station). • Opposition to westward swing / prefer I-5 alignment.

SWI purple route

Table 6-5 Southwest Everett Industrial Center SWI-purple route alternative survey results

Why should SWI-purple route move forward?	Why should SWI-purple route NOT move forward?
17 comments	18 Comments
Themes: <ul style="list-style-type: none"> • Affordable alternative. • Limits negative community impacts (references to displacement and noise pollution). • Limits traffic impacts during construction. 	Themes: <ul style="list-style-type: none"> • Housing displacement. • Potential negative impacts to underserved communities. • Opposition to westward swing / prefer I-5 alignment.

Everett Link Extension

SWI blue route

Table 6-6 Southwest Everett Industrial Center SWI-blue route alternative survey results

Why should SWI-blue route move forward?	Why should SWI-blue route NOT move forward?
3 comments	28 comments
Themes: <ul style="list-style-type: none"> Leaves room for additional / future stations. Serves historically underserved communities along Casino Road. 	Themes: <ul style="list-style-type: none"> Residential displacement. Business displacement. Equity concerns (residential displacement and / or intrusion). Alignment is not along SR 526 and therefore would be more expensive. Opposition to westward swing / prefer I-5 alignment.

SWI green route

Table 6-7 Southwest Everett Industrial Center SWI-green route alternative survey results

Why should SWI-green route move forward?	Why should SWI-green route NOT move forward?
4 comments	30 comments
Themes: <ul style="list-style-type: none"> Leaves room for additional / future stations. 	Themes: <ul style="list-style-type: none"> Residential displacement. Business displacement. Equity concerns (mostly from residential displacement and/or intrusion). Alignment is not along SR 526 and would therefore be more expensive. Opposition to westward swing / prefer I-5 alignment.

Everett Link Extension

SR 526 / Evergreen

172 comments

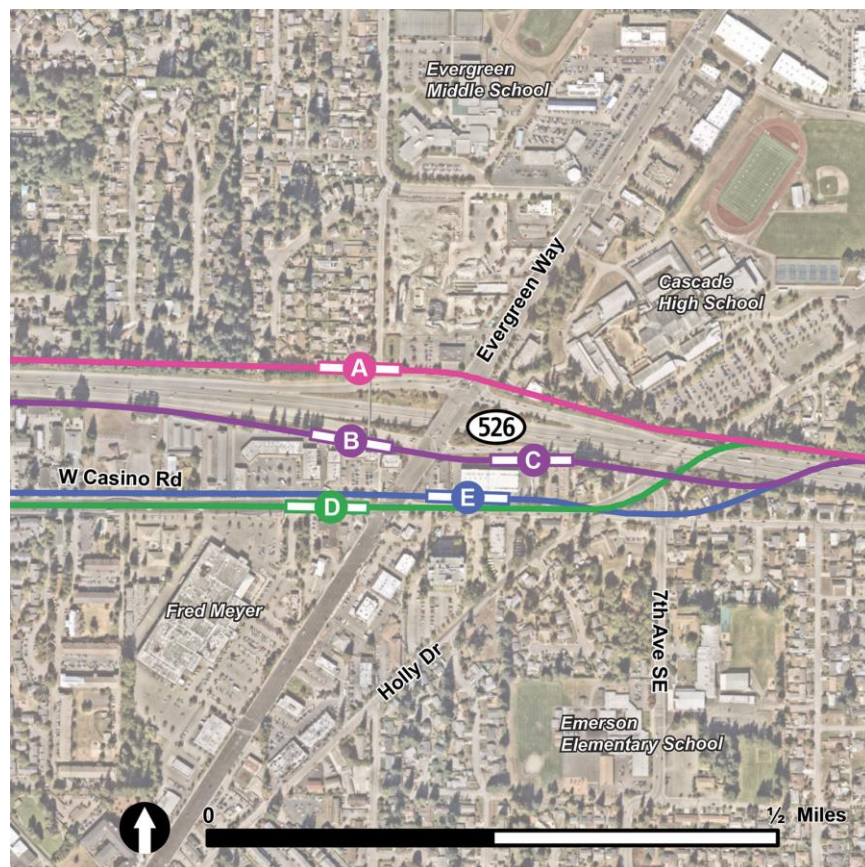


Figure 7-1 SR 526/Evergreen station alternatives

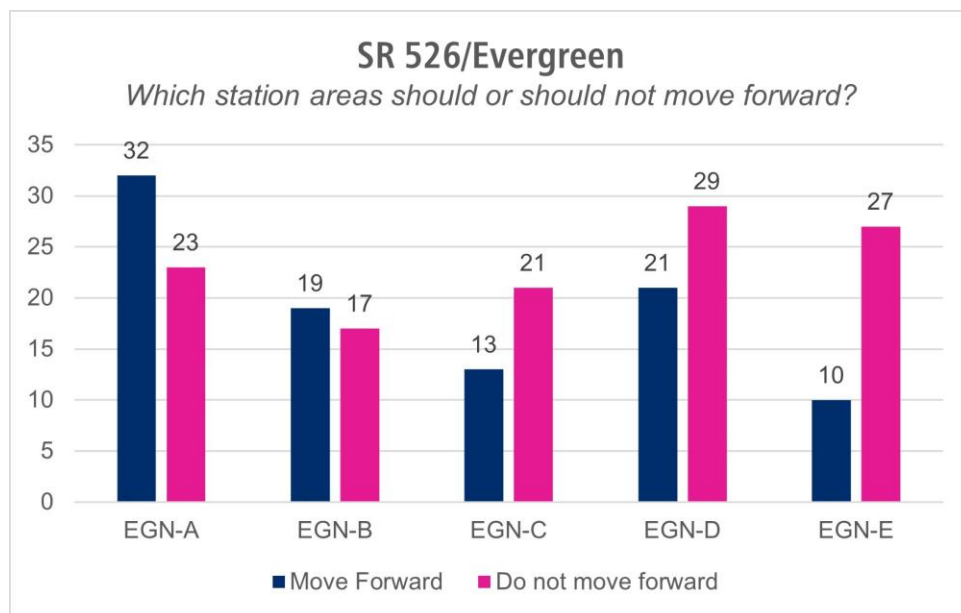


Figure 7-2 SR 526/Evergreen station alternatives survey results

Everett Link Extension

Overall themes about the SR 526 / Evergreen station area (not specific to one alternative):

- General sensitivity towards the need to center socioeconomic and racial equity in station planning decisions.
- Concerns about residential displacement, especially in the Casino Road area.
- Concerns about business displacement.
- Easy access to neighboring residential areas, without displacing existing communities, is a priority.
- Good connections to existing transit are a priority.

EGN-A

Table 7-1 SR 526/Evergreen EGN-A station alternative survey results

Why should EGN-A move forward?	Why should EGN-A NOT move forward?
24 comments	20 comments
<i>Themes:</i> <ul style="list-style-type: none">• Better integration with existing transit (especially bus routes on SR 99 such as the Swift Green Line).• Proximity to neighborhoods, businesses, and Cascade High School.• Least expensive / most straightforward alternative to build.	<i>Themes:</i> <ul style="list-style-type: none">• Poor pedestrian access—would have to include a pedestrian crossing over SR 526.• Limited opportunities for transit-oriented development / other development.• Construction challenges with regards to the site and property impacts.

EGN-B

Table 7-2 SR 526/Evergreen EGN-B station alternative survey results

Why should EGN-B move forward?	Why should EGN-B NOT move forward?
13 comments	15 comments
<i>Themes:</i> <ul style="list-style-type: none">• Proximity to nearby businesses (Fred Meyer was mentioned in particular).• Good connections to transit.• Least disruptive to community.• Good compromise between project cost and timeline.• More equitable to surrounding community—less disruptive to businesses owned by people of color/low-income residents.	<i>Themes:</i> <ul style="list-style-type: none">• Too close to SR 526, potential challenges with pedestrian connections.• Concerns about displacement of communities of color and low-income residents and businesses.• Opposition to westward swing / prefer I-5 alignment.

Everett Link Extension

EGN-C

Table 7-3 SR 526/Evergreen EGN-C station alternative survey results

Why should EGN-C move forward?	Why should EGN-C NOT move forward?
9 comments	19 comments
Themes: <ul style="list-style-type: none"> • Good connections to transit. • Good bike and pedestrian access. • Least disruptive to community. 	Themes: <ul style="list-style-type: none"> • Challenges to existing business access on Evergreen Way. • Development opportunities constrained by presence of SR 526. • Opposition to westward swing / prefer I-5 alignment. • Concerns about displacement of communities of color and low-income residents and businesses.

EGN-D

Table 7-4 SR 526/Evergreen EGN-D station alternative survey results

Why should EGN-D move forward?	Why should EGN-D NOT move forward?
18 comments	23 comments
Themes: <ul style="list-style-type: none"> • Proximity to nearby businesses (a shopping center was mentioned in particular). • Good pedestrian access. • Potential for future transit-oriented development. • Good connections to transit. 	Themes: <ul style="list-style-type: none"> • Traffic impacts on Evergreen Way / Casino Road. • Displacement of people of color and low-income businesses and housing. • Opposition to westward swing / prefer I-5 alignment.

EGN-E

Table 7-5 SR 526/Evergreen EGN-E station alternative survey results

Why should EGN-E move forward?	Why should EGN-E NOT move forward?
9 comments	22 comments
Themes: <ul style="list-style-type: none"> • Good pedestrian access. • Potential for future transit-oriented development. • Improved neighborhood access. • Good bike and pedestrian access. 	Themes: <ul style="list-style-type: none"> • Traffic impacts on Evergreen Way / Casino Road. • Displacement of low-income housing. • Disruption of services. • Neighborhood disruptions and negative impact on surrounding community.

Everett Link Extension

Everett Station

221 comments

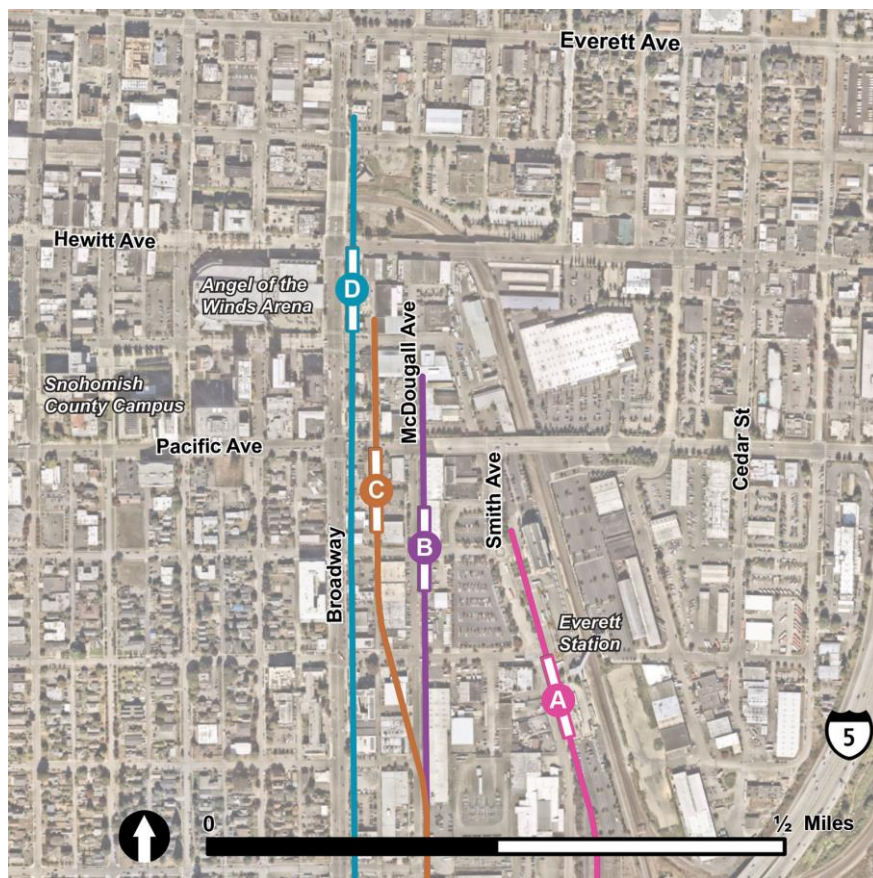


Figure 8-1 Everett Station alternatives

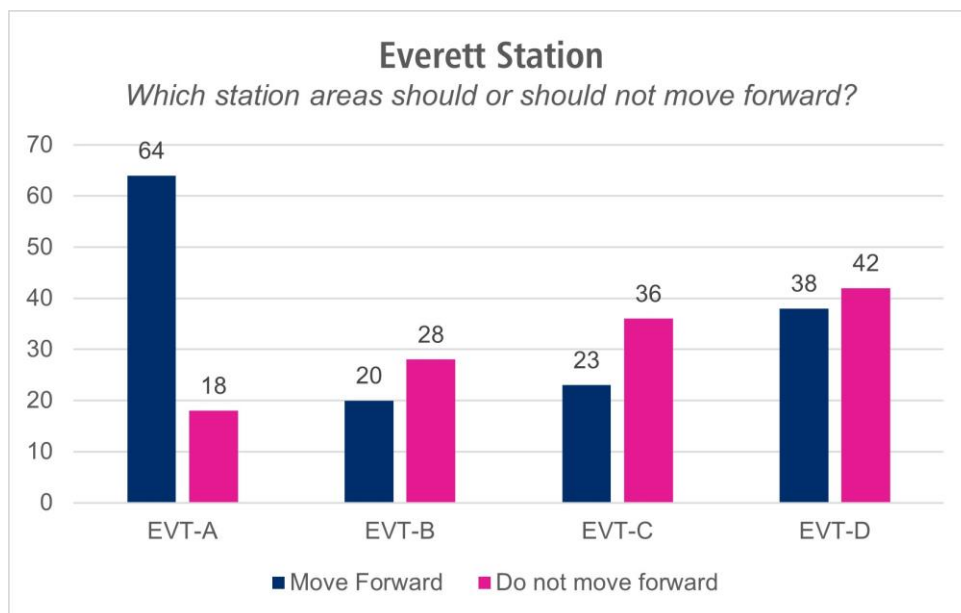


Figure 8-2 Everett Station alternatives survey results

Everett Link Extension

Overall themes about the Everett station area (not specific to one alternative):

- Proximity to Everett Station is a priority.
- Preference for station area to complement existing development plans for downtown Everett.
- Concerns about traffic impacts to already congested areas.

EVT-A

Table 8-1 Everett Station EVT-A station alternative survey results

Why should EVT-A move forward?	Why should EVT-A NOT move forward?
52 comments	14 comments
Themes: <ul style="list-style-type: none">• Connection to existing Everett Station and associated infrastructure.• Integration with other modes of transit (Everett Transit, Community Transit, Greyhound).• Lower project cost.• Shorter project timelines and fewer constraints.• Best option for commuters, especially those connecting to / from buses.	Themes: <ul style="list-style-type: none">• Poor pedestrian connections to the rest of downtown Everett.• Prioritizes park-and-ride users over those connecting on foot and other means of travel.• Does not align with existing development plans for downtown Everett.

EVT-B

Table 8-2 Everett Station EVT-B station alternative survey results

Why should EVT-B move forward?	Why should EVT-B NOT move forward?
17 comments	22 comments
Themes: <ul style="list-style-type: none">• Good connections to Everett Station and associated infrastructure, but closer to downtown.• Compromise between good transit connections and proximity to downtown (one comment in particular mentioned distance between Everett Station and Angel of the Winds Arena).• Closer to some residential areas in downtown Everett.	Themes: <ul style="list-style-type: none">• It is more difficult to connect with Everett Station than EVT-A.• Disruption to existing infrastructure in area (especially traffic impacts).• Not close enough to main destinations in downtown Everett.

Everett Link Extension

EVT-C

Table 8-3 Everett Station EVT-C station alternative survey results

Why should EVT-C move forward?	Why should EVT-C NOT move forward?
16 comments	32 comments
Themes: <ul style="list-style-type: none">• Compromise between proximity to Everett Station and downtown Everett.• Improved pedestrian and ADA connections.• Potential for greater economic development in downtown Everett, complements city's redevelopment plan.	Themes: <ul style="list-style-type: none">• Not centrally located, seems out of the way on an under-utilized street.• Poor connection to existing transit.• Higher cost.• Potential displacement of businesses and residents in downtown Everett.

EVT-D

Table 8-4 Everett Station EVT-D station alternative survey results

Why should EVT-D move forward?	Why should EVT-D NOT move forward?
28 comments	40 comments
Themes: <ul style="list-style-type: none">• Closest option to downtown Everett.• Potential catalyst for downtown development.• Complement's city plan for downtown's redevelopment.• Good pedestrian access and walkability (some comments there is a hill between Everett Station and downtown).	Themes: <ul style="list-style-type: none">• Too far away from existing Everett station, poor connections with existing transit.• Negative traffic impacts on downtown Everett during and after construction, particularly to Broadway, a major thoroughfare.• Proximity to downtown Everett community spaces, especially Angel of the Winds Arena.

Everett Link Extension

OMF North

101 comments

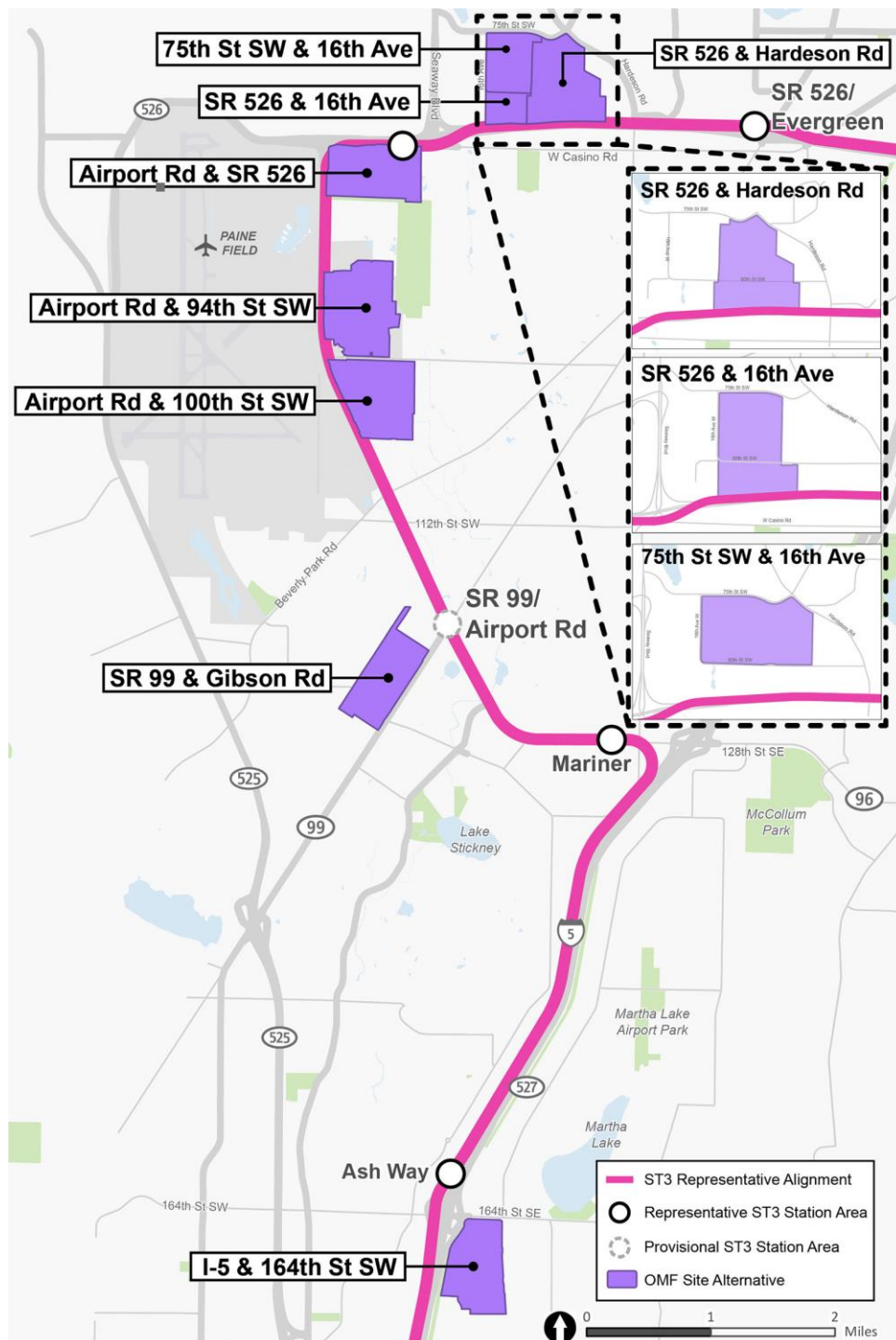
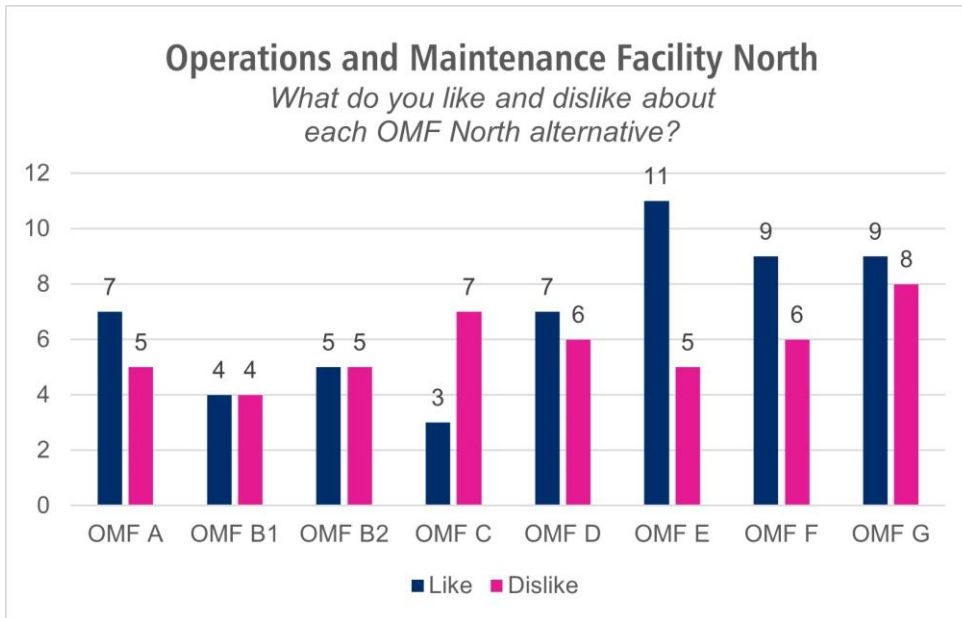


Figure 9-1 OMF North location alternatives

Everett Link Extension



OMF A	SR 526 & Hardeson Rd
OMF B1	SR 526 & 16th Ave
OMF B2	76th St SW & 16th Ave
OMF C	Airport Rd & SR 526
OMF D	Airport Rd & 94th St SW
OMF E	Airport Rd & 100th St SW
OMF F	SR 99 & Gibson Rd
OMF G	I-5 & 164th St

Figure 9-2 OMF North location alternatives survey results

Overall themes about OMF North (not specific to one alternative):

Comments: 101

- OMF should be built away from station areas, so the areas around stations can be used for other future development or uses.
- Dislike OMF locations that do not provide for I-5 alignment.
- Prefer the northernmost sites.
- Prefer an option south of SR 526.

OMF A: SR 526 & Hardeson Rd

Table 9-1 OMF North SR 526 & Hardeson location alternative survey results

What do you like and dislike about SR 526 & Hardeson Rd?	
12 comments	
Like	Dislike
Themes: <ul style="list-style-type: none"> • The existing land use in the area is industrial already so there is more space, less traffic, less impact to adjacent businesses/property owners. • Prefer locations as north as possible. • Sited away from stations, so there is more potential for walkshed opportunities, versus locating close to a station. 	Themes: <ul style="list-style-type: none"> • Area would be better used for other future development (rather than OMF), including transit-oriented development. • Displacement of businesses and employers, and thus jobs.

Everett Link Extension

OMF B1: SR 526 & 16th Ave

Table 9-2 OMF North SR 526 & 16th Ave location alternative survey results

What do you like and dislike about SR 526 & 16th Ave?	
8 comments	
Like	Dislike
<p>Themes:</p> <ul style="list-style-type: none"> The existing land use in the area is industrial already so there is more space, less traffic, less impact to adjacent businesses/property owners. Prefer locations as north as possible. Sited away from stations, so there is more potential for walkshed opportunities, versus locating close to a station. Farthest from Narbeck Wetland. 	<p>Themes:</p> <ul style="list-style-type: none"> Area would be better used for other future development (rather than OMF), including transit-oriented development. Displacement of businesses and employers, and thus jobs.

OMF B2: 76th St SW & 16th Ave

Table 9-3 OMF North 76th St SW & 16th Ave location alternative survey results

What do you like and dislike about 76th St SW & 16th Ave?	
10 comments	
Like	Dislike
<p>Themes:</p> <ul style="list-style-type: none"> The existing land use in the area is industrial already. 	<p>Themes:</p> <ul style="list-style-type: none"> Displacement of businesses and employers, and thus jobs.

OMF C: Airport Rd & SR 526

Table 9-4 OMF North Airport Rd & SR 526 location alternative survey results

What do you like and dislike about Airport Rd & SR 526?	
10 comments	
Like	Dislike
<p>Themes:</p> <ul style="list-style-type: none"> The existing land use in the area is industrial already. Centrally located with SW Industrial station. 	<p>Themes:</p> <ul style="list-style-type: none"> Displacement of businesses, employers, transportation infrastructure, and thus jobs. Area would be better used for other future development (rather than OMF), including transit-oriented development.

Everett Link Extension

OMF D: Airport Rd & 94th St SW

Table 9-5 OMF North Airport Rd & 94th St SW location alternative survey results

What do you like and dislike about Airport Rd & 94th St SW?	
13 comments	
Like	Dislike
Themes: <ul style="list-style-type: none"> The existing land use in the area is industrial already, there is property availability, and is least disruptive to existing residents. Near other transit facilities (Community Transit and First Transit). 	Themes: <ul style="list-style-type: none"> Displacement of businesses, employers, transportation infrastructure, and thus jobs. Area would be better used for other future development (rather than OMF), including transit-oriented development.

OMF E: Airport Rd & 100th St SW

Table 9-6 OMF North Airport Rd & 100th St SW location alternative survey results

What do you like and dislike about Airport Rd & 100th St SW?	
16 comments	
Like	Dislike
Themes: <ul style="list-style-type: none"> The existing land use in the area is industrial already and there is property availability (vacant lots, least amount of development). Centrally located between two stations. 	Themes: <ul style="list-style-type: none"> Displacement of businesses and residences. Impacts to wetlands and environment.

OMF F: SR 99 & Gibson Rd

Table 9-7 OMF North SR 99 & Gibson Rd location alternative survey results

What do you like and dislike about SR 99 & Gibson Rd?	
15 comments	
Like	Dislike
Themes: <ul style="list-style-type: none"> Provides for route on Evergreen Way / SR 99, rather than to Paine Field. Minimizes impacts to businesses and industrial land use in area. 	Themes: <ul style="list-style-type: none"> Area would be better used for other future development (rather than OMF), including transit-oriented development. Displacement of businesses and residences.

Everett Link Extension

OMF G: I-5 & 164th St

Table 9-8 OMF North I-5 & 164th St location alternative survey results

What do you like and dislike about I-5 & 164th?	
17 comments	
Like	Dislike
Themes: <ul style="list-style-type: none">• Provides for route that follows I-5.• Fewer impacts to residential areas.• Fewer environmental impacts.	Themes: <ul style="list-style-type: none">• Displacement of businesses, retail, and residences (Walmart, Crane Aerospace).• Traffic is already congested in this area, and an OMF here would make it worse.

Other Comments

Comments: 139

These are themes not specific to an alternative. These themes are from comments submitted via the open-ended comment box on the survey and emailed comments. A total of 139 open-ended comments were submitted via the survey, and nine emails were received.

Route alternatives

- General support for the project.
- Generally, against the project.
- Select an alignment parallel to I-5. Reasons include:
 - Reduced travel time, reduced cost, reduced construction time.
 - Access Boeing and Paine Field using bus rapid transit or via a spur.
 - “Completing the spine” along I-5 between Everett, Seattle, and Tacoma.
- Requesting a station at Paine Field Passenger Terminal, including the potential need for a station close to Paine Field to handle projected airport traffic.
- Support of alignment on SR 99.
- Suggesting other new alternatives or station locations.
- Suggesting future expansion ideas beyond Everett Link (to Monroe, Bothell, Lake Stevens, Marysville, Eastmont).

Project delivery

- Cost is too high.
- The timeline is too long and the project should be completed quicker.
- Proposals to find ways to reduce cost and accelerate project timeline.
- Finish the project in stages to open sooner.

General comments about stations and OMF locations

- Concerns about displacement of residents and businesses, due to cost and disruption to people and communities.
- Consider future potential around stations in weighing station area locations (transit-oriented development, activation of areas).
- Potential for negative environmental impacts on wetlands close to Paine Field.
- Suggestions on specific station design and amenities.

Everett Link Extension

General comments about stations and OMF locations (continued)

- Concerns about safety at stations and on trains.
- Concerns about access to parking and need for parking at stations.
- Parking is needed at stations, as well as considerations for connecting to existing parking and Park-and-Rides.

Equity

- Consider and minimize impacts to marginalized communities.
- Consider location of services for underserved communities in station area selection.
- Potential for business and residential displacement, especially in the Casino Road area. Several comments in particular highlighted the need to center socioeconomic and racial equity in station planning decisions.
- Consider equity and innovative ideas to support housing and development when designing transit-oriented development around stations.
- Ensure access at stations for people with disabilities, and consider people with disabilities when planning transit, pedestrian, and bicycle connections.
- Prioritize people over businesses and industrial uses when considering station locations for both access and displacement.

Station access

- Importance of access to transit from stations and connectivity to other transit (especially buses):
 - Make transfers short and easy.
 - Multiple transportation options available at stations.
 - Concerns about number of transfers that will be needed for commutes.
 - Commute to Seattle should be the same or less as current commutes.
- Importance of making stations easily accessible for pedestrians and cyclists:
 - Make areas around stations walkable to important destinations (ex: Alderwood Mall).
 - Make areas around stations safe for pedestrians and bicycles with new infrastructure.
 - Ensure safe connections to the Interurban Trail.
- Importance of station proximity to businesses, residences, and in central locations to allow the most access.