

P.O Site #3 “Level 1” Verbatim Comments

This document includes all survey responses and emails the Everett Link Extension project team received from the public during the P.O Site #3 “Level 1” online open house (everettlink.participate.online) which ran from March 14 to April 4, 2022. The project team received **360 online survey responses** resulting in **1,849 specific comments**. The project received 9 emailed comments.

The comments are organized according to the station alternatives, OMF North alternatives, other comments, and comments received via email:

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West Alderwood (ALD)

ALD-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ALD-A: Why do you think this option should move forward? What do you like about this alternative?)
1	65	Close to mall, but not too close
2	97	Good access to Alderwood. "middle ground" option.
3	117	Close access to mall
4	147	ALD-A would provide good access to Alderwood Mall while minimizing impacts to existing mall parking and Interurban Trail.
5	192	Least impactful to current businesses and still provides the access needed.
6	204	It's near the mall and the new apartments at the former Sears store.
7	235	Close to mall entrance and large parking lot hood for TOD. Far enough away from Lynnwood City Center station.
8	266	Proximity to mall
9	294	It's more distance efficient for its proximity to 1-5
10	308	Reasonable walking distance to shopping/amenities/new housing, less roadway interference and room for convenient transit connections - 2nd favorite
11	313	Close to mall while not clogging current infrastructure and high traffic areas.
12	323	It doesn't mess with the existing traffic issues and make them worse like the rest do.
13	361	Less expensive decent access

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ALD-A: Do Not Move Forward)
14	26	Not central
15	28	inaccessible to my wheelchair
16	41	seems like it would mean displacing a lot of business and homes.
17	45	This is a weird diagonal that is a bad hybrid option for service.
18	48	Cuts through the mall (limited housing development potential, less likely to support new growth)
19	50	Way too far from the mall. What's the point of a mall station if nobody will use it?
20	59	Its location so far south and away from destinations, aside from the trail, make it less useful for riders to reach.
21	75	I think these options would have the most negative effect on generational businesses in the area and not be as viable to the shopping customers if E or C were chosen.
22	85	Alternative route benefits already wealthy land owners and costs taxpayers more money.
23	106	Cuts right through the mall parking lot, already a nightmare for drivers and pedestrians.
24	108	Its very far from any point of interest for people who live and visit the area.
25	109	It doesn't follow established roads
26	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.

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Comment Number	Response ID	Comment (ALD-A: Do Not Move Forward)
27	152	Getting to station would be difficult due to mall traffic. Too far to walk. Would still need ride to station.
28	174	Too much disruption during construction. Not good locations for accessibility to shopping areas
29	190	it isn't close enough to other transit options - far side of the mall, not really close to the main shopping areas or much housing
30	219	Too close to the highway (City Center stop is already along highway) & it's away from a nearby park such as Pioneer Park & the newer Costco/HomeDepot development area. walkability would be better at either D/F.
31	232	Too close to the freeway, does not use existing transit infrastructure well. Also difficult for pedestrian access
32	307	Doesn't help others and very disruptive
33	356	It is not a direct route and will cause a great deal of disruption
34	368	ALD-A looks like it would disrupt more businesses than ALD-B, especially with the diagonal route. Great community engagement!

ALD-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ALD-B: Move Forward)
35	38	Close to mall, pairs with major mall redevelopment
36	45	This station provides access directly to Alderwood Mall without being a weird diagonal to the route.
37	50	It's close to the mall. Don't make riders walk a long distance to get to the mall.
38	65	Mall proximity
39	98	Best mall access and won't slow down trip times excessively.
40	109	It's the closest to the mall which will greatly drive up traffic and usage
41	110	Ideal location which helps mall access
42	185	Closest to th emall
43	198	It connects to existing services- namely the Convention Center and Alderwood Mall. Having spent a lot of time as a visitor to the Washington DC arra and relying heavily on their Metro system, I understand the importance of being accessible for visitors and residents. I would be very happy to use Light Rail to travel to Alderwood Mall from the North Shoreline station that will be the closest station to my home.
44	204	Samea as ALD-A, but even closer to the apartments.
45	221	Has potential for being a walkable center of the are
46	235	Close to mall entrance and large parking lot hood for TOD. Far enough away from Lynnwood City Center station.
47	239	It follows 188th
48	286	proximities to shopping and housing, without being too far from Lynnwood city center
49	368	ALD-B would potentially be less disruptive than ALD-A to businesses and residences while still serving the Alderwood Mall. Great community engagement!
50	370	Best connection to alder wood mall facility, a one stop injection for increased use of leisure and retail services that people want to but otherwise cannot commute to.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

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Comment Number	Response ID	Comment (ALD-B: Do Not Move Forward)
51	26	Not central
52	28	bad pedestrian/disabled access
53	48	Cuts through the mall (limited housing development potential, less likely to support new growth)
54	85	Alternative route benefits already wealthy land owners and costs taxpayers more money
55	106	Cuts right through the mall parking lot, already a nightmare for drivers and pedestrians.
56	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
57	152	Getting to station would be difficult due to mall traffic. Too far to walk. Would still need ride to station.
58	174	Too much disruption during construction. Not good locations for accessibility to shopping areas
59	212	It's wildly disruptive, so much displacement would happen , it's appears to be extremely costly and it doesn't make sense.
60	219	Too close to the highway (City Center stop is already along highway) & it's away from a nearby park such as Pioneer Park & the newer Costco/HomeDepot development area. walkability would be better at either D/F.
61	307	Doesn't help others and very disruptive
62	313	Cuts right through middle of parking lot
63	323	It will destroy the major retail center for this area.
64	356	It is not a direct route and will cause a great deal of disruption
65	361	It goes through a building. Thats stupid.

ALD-C

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ALD-C: Move Forward)
66	85	It is most cost effective for the least cost effective form of transportation.
67	104	I think light rail needs to be streamlined from a safety point of view. We should lessen the amounts of twists and turns on a rail track. We need to engineer the track in a smart way. Keep the track as straight as possible.
68	106	It runs parallel to the interstate so building should not disrupt businesses in the area, unlike the Redmond disruptions.
69	117	Close to existing transit options
70	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
71	212	It runs parallel to the freeway, it's the least disruptive and it's easy access from I-5
72	307	Least cost and most direct
73	323	All the other lines will kill any ability to drive to that area and go to the mall and nearby retail services.
74	342	Location

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Comment Number	Response ID	Comment (ALD-C: Move Forward)
75	356	It is the most direct route and least disruptive. Use of buses will connect nicely with Alderwood Mall and adjacent businesses and neighboring residential concentrations.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ALD-C: Do Not Move Forward)
76	26	Not central
77	28	inaccessible to my wheelchair. so far away from everything that it is equal to not having a station at all.
78	38	Huge highway trench
79	41	too far away from the mall
80	45	The freeway doesn't create ridership and there is the Interurban Trail that would be impacted.
81	48	Right next to highway, limited access on one side, poor transit connection, doesn't support growth
82	50	Way too far from the mall. What's the point of a mall station if nobody will use it?
83	51	Least accessible
84	59	Its location so far south and away from destinations, aside from the trail, make it less useful for riders to reach.
85	65	Too far for walkability to mall
86	66	Don't want to walk near I-5
87	75	I think these options would have the most negative effect on generational businesses in the area and not be as viable to the shopping customers if E or C were chosen.
88	80	It is too far from the entries to Alderwood Mall and it is not know if adjacent redevelopment will be dense enough to support high usage of a station along this alternative route.
89	87	Doesn't help shopping centers
90	98	Doesn't serve anything
91	107	Furthest distance from major POI on map.
92	108	Its very far from any point of interest for people who live and visit the area. DO NOT PLACE HERE
93	109	Station is too far from the mall proper to encourage usage
94	118	The roadway is already impossible to turn left across for most of the day. Additional traffic would be a nightmare.
95	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
96	126	It doesn't go anywhere. Why even have a stop here?
97	133	Too close to freeway
98	139	Terrible pedestrian option
99	147	ALD-C would be too close to I-5 and would obliterate the Interurban Trail.
100	152	Way too remote.
101	169	Too close to Lynnwood Station and would still require a bus or car to get there. If I'm getting in a car I may as well drive to Lynnwood Station
102	174	Too much disruption during construction. Not good locations for accessibility to shopping areas

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Comment Number	Response ID	Comment (ALD-C: Do Not Move Forward)
103	176	This option is too far from the mall and only serves a few commercial developments.
104	178	Read the description
105	179	Too far from the retail centers.
106	181	Too far from the mall/middle of nowhere; getting anywhere from here requires a lot of walking or additional forms of single-car transportation eg Uber/Lyft.
107	182	This is the farthest away from any residential area. It's farthest away from the mall so no one will want to take it. It's close to the existing Lynnwood transit center station.
108	183	This isn't close to anything. Farthest from my house. Is there going to be a bridge across the freeway? If not why would anyone want to have it located here?
109	188	too far from mall
110	190	not really close to anything that would make it a highly trafficked stop - I think closer to the mall and downtown lynnwood core (36th/188th) would be used a lot more
111	192	Least useful for anyone.
112	204	I am afraid it will mess up the Interurban Trail.
113	219	Too close to the highway (City Center stop is already along highway) & it's away from a nearby park such as Pioneer Park & the newer Costco/HomeDepot development area. walkability would be better at either D/F.
114	220	difficult access
115	222	This location is not near any existing housing or retail.
116	232	This option is an absolute no go. Too close to the freeway, and too far from any connections
117	235	Far from retail entrances. Freeway blocks pedestrian walkshed.
118	239	Does not seem pedestrian friendly
119	260	Too far from Alderwood Mall.
120	263	Close location to freeway limits walk shed and future development
121	268	Not central to business or residential; Right on top of Interurban Trail
122	294	Not accessible. I can't imagine it being easy to access
123	308	Not convenient to local amenities - more of just a commuter station instead of commuter and destination station.
124	313	Too far from mall for people who may come to shop.
125	361	We learned in the 90s not to put stations next to highways. Its dumb. no one can get to it from the other side. Like hello, when did you graduate planning school? Stop the idiocy. Please.
126	368	ALD-C is too far from the Alderwood Mall to be useful. Great community engagement!
127	370	C is a great route, except that it otherwise bypasses the Lynnwood retail core, and stands those traveling into the area at the side of the freeway.

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ALD-D

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ALD-D: Move Forward)
128	28	Better pedestrian and disabled access to services. Supports local community.
129	38	Best redevelopment option with old strip mall and closest to existing community and transit lines
130	41	Due to the the business around that area. I think it provides the best access to them
131	45	This provides the most access to existing and future land uses.
132	48	Good access to the mall, good access to existing transit systems, able to support increased housing growth near station
133	51	It'll be the closest to the swift orange line, and seems to be pretty fair in its location and access to most areas around it.
134	59	Its proximity to 36th, the mall, and interurban make it the compromise choice to put the station more equidistant from several destinations.
135	66	Access to where I want to go
136	97	Close to mall and businesses, not too far from housing. Swift Orange connection (though redundant since Swift will also connect at Ash Way and LTC).
137	109	Directly on Mall property
138	117	Close to existing transit options
139	126	Easy access to the mall, existing pedestrian routes, bus service connections
140	132	Closer to potential growth of area. Lynnwood is constantly growing!
141	133	Beat station catchment area. Least hemmed in by freeways. Great TOD potential
142	136	Easy access to the mall. Less mobile traffic. Will allow people access to the mall who dont have cars to take them. It would make it more equitable.
143	139	Best pedestrian and bus connections
144	152	It would eliminate my need to use bus services to ride Link. Access is convenient
145	169	I would eliminate one bus trip on my daily commute as it is two blocks from my home.
146	178	Connecting to Swift line. It's important to connect to other transportation
147	179	I believe that this location provides good access to retail and residential users. Concern over the need for a parking garage at any Alderwood location and traffic mitigation as the area can become congested as it is now without a station.
148	181	Closer to both residential and commercial; tie in with existing/future bus lines.
149	182	It's the closest to a existing businesses and is the closest walking distance to residential areas. I would be able to ditch my car to get to Seattle. It supports growth around these areas.
150	183	Aldf is my second choice it's slightly farther from my house but still walking distance.
151	188	Proximity to mall
152	190	close to shopping, housing, other transit options for transferring
153	221	Has potential to be a walkable center of the area
154	225	Great access to the mall
155	232	Connections with local transit and potential for transit-oriented development is key. I like that this alternative leverages existing infrastructure while providing ample opportunity for growth
156	260	I like how this alternative is close to the mall. It is also centrally located, and would support new transit oriented development.
157	263	Easy location for redevelopment and access residential and commercial properties

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Comment Number	Response ID	Comment (ALD-D: Move Forward)
158	268	centrally located, access for existing and future residential areas, access to businesses; appears to use existing right of way and surface parking. less impacts while under construction. Bikeable from Interurban. Does not impact Interurban Trail
159	286	easy to walk to shopping or business and residential areas
160	294	This seems like the best location in terms of pedestrian access
161	308	Central location relative to local shopping centers, should work well with transit connections
162	361	Better transit connections, closer to housing
163	368	ALD-D does a good job of serving the Alderwood Mall and the businesses across the street, including H-Mart to the north. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ALD-D: Do Not Move Forward)
164	26	Not central
165	85	Alternative route benefits already wealthy land owners and costs taxpayers more money.
166	106	33rd avenue has too much activity already, this would disrupt businesses and customers.
167	110	Too disconnected from any destination. Puts a large parking lot between the station and anywhere passengers may want to go.
168	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
169	174	Too much disruption during construction. Not good locations for accessibility to shopping areas
170	192	High impact and cost to local businesses. It will highly increase congestion in an already very congested area.
171	204	I am concerned that it will adversely impact traffic on 33rd and 184th.
172	205	Serves mall only, not people
173	212	See above. Too much disruption and displacement
174	313	Already high traffic road doesn't need added rail. Too much congestion not enough space.
175	323	It will destroy the usability of the major retail center for this area.
176	356	It is not a direct route and will cause a great deal of disruption

ALD-E

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ALD-E: Move Forward)
177	110	Servicing areas surrounding the mall on top of the mall itself
178	190	36th and 188th are busy thoroughfares in Lynnwood - having easy access to light rail in that area would be fantastic
179	205	Closest to car-dependent neighborhoods

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Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ALD-E: Do Not Move Forward)
180	26	Not central
181	38	Low redevelopment and high displacement, poor transit connection
182	45	This is too far outside the Alderwood area to benefit the future ridership growth.
183	48	Far from the mall, in residential neighborhood (development in this area would mean displacement!). Farther from existing jobs that employ people of color and jobs that are low wage.
184	50	Way too far from the mall. What's the point of a mall station if nobody will use it?
185	51	Too far away, there isn't easy access to station for pedestrians.
186	59	Its location so far away from the commerce and housing nexus closer to the mall make it less appealing.
187	65	Too close to residential
188	66	Far away from anywhere I want to go - too close to CC station
189	75	I think these options would have the most negative effect on generational businesses in the area and not be as viable to the shopping customers if E or C were chosen.
190	80	It is too far from both the Lynnwood Downtown Redevelopment area and any of the Alderwood Mall entries. In addition, the redevelopment opportunities adjacent to this station/route alternative appears to be unknown.
191	85	Alternative route benefits already wealthy land owners and costs taxpayers more money.
192	87	Doesn't help shopping centers
193	98	No mall access, which should be a requirement
194	106	36rd avenue has too much activity already, this would disrupt businesses and customers.
195	109	Station is too far away from the mall. For those with limited mobility it'd require at least one more bus ride
196	117	Too far from the mall
197	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
198	133	Too far from mall
199	174	Too much disruption during construction. Not good locations for accessibility to shopping areas
200	176	This option is too far away from serving any commercial development, only serving the Alderwood Business building and a few neighborhoods to the west.
201	181	Too close to Lynnwood station, too far from the mall.
202	185	to far away from things
203	188	too far from mall
204	192	High impact and cost to local businesses. It will highly increase congestion in an already very congested area.
205	204	It is too far from the mall and apartments.
206	212	See above. Too much disruption and displacement
207	219	Too far away from the mall, while further away from the highway, it doesn't have the advantages of being closer to the mall in terms of walkability.
208	225	No access to anything important
209	260	Too far from Alderwood Mall.

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Comment Number	Response ID	Comment (ALD-E: Do Not Move Forward)
210	276	It seems to cater solely to the business park employees, which isn't a terrible thing. However Focusing on the shopping areas seems more generally useful.
211	294	It's too far from businesses and inconvenient
212	308	Not convenient to local amenities - meant more for convenient apartment dweller access than being part of a thriving developed area.
213	313	Middle of nowhere worst option
214	323	It will destroy the usability of the major retail center for this area.
215	336	not close enough to jobs/housing at Alderwood mall area and where it will grow by 2040.
216	342	Location
217	356	It is the least direct route.
218	360	Too far from mall
219	361	Too far from stuff.
220	368	ALD-E is too far from the Alderwood Mall and may disrupt residences. Great community engagement!

ALD-F

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ALD-F: Move Forward)
221	26	It's dead center in the middle of Alderwood. Near existing parking, businesses, new dense housing, and the shopping.
222	38	Pairs with mall redevelopment but also next to newly built Home Depot parking lot.
223	41	This area seems to have natural open space to accommodate a light rail compared to the other options. It's a natural stop/route to go with D
224	45	This provides access to the Lynnwood Place development and north Alderwood mall.
225	48	Good access to the mall, able to support increased housing growth near station
226	50	It's close to the mall. Don't make riders walk a long distance to get to the mall.
227	59	Its proximity to 36th, the mall, and interurban make it the compromise choice to put the station more equidistant from several destinations.
228	66	Access to where I want to go
229	75	I find F to be the least intrusive to the surrounding businesses that have been there for generations.. it also accommodates the new high density apartment complexes that were just built to the north of it allowing people to have the option of having mobility without the need of purchasing a vehicle. There is adequate room in the parking lot of the Alderwood Mall for several more multi level parking structures in this area.
230	80	I strongly prefer ALD-F since it best serves one of the main Alderwood Mall entrances, is immediately adjacent to the Lynnwood Place development, and is next to existing roads that can support quick multimodal connections.
231	87	Potential to maintain traffic and sustainability of local shopping centers
232	107	Centrally located in a major intersection between frequently visited areas like Costco, H-Mart, and Alderwood Mall.
233	108	BEST LOCATION!!! Its more centrally located to other businesses in the area. This will allow more access for everyone. Reasonable walking distance to

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Comment Number	Response ID	Comment (ALD-F: Move Forward)
		Hmart plaza, Costco area, Alderwood mall area as well as the Red Robins plaza. Less need to have a car.
234	109	Directly on Mall property
235	118	Near to the mall with additional parking options
236	132	Closer to potential growth of area.
237	133	Great Station catchment area. Not too hemmed in by freeways. Good TOD potential
238	136	Easy access to the mall. Less mobile traffic. Will allow people access to the mall who dont have cars to take them. It would make it more equitable.
239	174	It has the best access to the mall and new Home Depot center where there is employment opportunity for potential riders
240	176	Previously, in the early scoping period, I mentioned that I would support ALD-B as it would provide direct service to the mall. However, after reading other comments, I now support ALD-F because I believe that would not only serve the mall, but also the development near the Costco. However, there should also be pedestrian improvements for easier access to the strip mall at Ross.
241	181	More central to major commercial in the area, eg. Costco and Target as well as the mall; closer to future/new residential projects at/near the mall.
242	182	It's the closest to a existing businesses and is the closest walking distance to residential areas. I would be able to ditch my car to get to Seattle. It supports growth around these areas.
243	183	This is my first choice it's the most walkable from my house.
244	190	close to shopping, housing, other transit options for transferring
245	219	I think being right next to the mall would really help with ridership seeing as the mall is such a fixture & destination for potential visitors & employees/residents of the area. It is also a very walkable location. It is also further away from the highway which helps ease the need to travel further by foot/alternative transportation as opposed to being further away along the highway like City Center
246	220	access to mall and building opportunities to the north
247	221	Good spacing between mall and housing options.
248	222	This location provides the closest access to the mall, to the large apartment complex being constructed, and to Costco.
249	225	Great access to the mall
250	232	Potential for transit oriented development. I would rank this second on my list since it is farther away from existing bus lines.
251	235	Close to mall entrance and large parking lot hood for TOD. Far enough away from Lynnwood City Center station.
252	260	I like how this alternative is close to the mall. It is also centrally located, and would support new transit oriented development.
253	263	Right next to new higher density developments and the mall
254	266	Proximity to mall
255	276	It is central to not only the Alderwood Mall but also Home Depot, Costco, & H-Mart.
256	308	Reasonable walking distance to the most shopping, new housing, should work well with transit connections. Favorite.
257	360	Easy access to mall
258	361	Closer to activity

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Comment Number	Response ID	Comment (ALD-F: Move Forward)
259	368	ALD-F does a good job of serving the Alderwood Mall, H-Mart, and new residences across from the mall. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ALD-F: Do Not Move Forward)
260	28	too far from the reasons i would use this station
261	85	Alternative route benefits already wealthy land owners and costs taxpayers more money.
262	98	Too disruptive to major traffic corridor that is already over congested.
263	104	The expense of adding this much extra track is not worth the extra benefit to the customer because we will have bikes, scooters, buses and other modes to get closer to the mall. The mall is also walking distance from I-5.
264	106	184th Street has enough traffic as is, and now with new housing and the retail additions, it has gotten worse.
265	117	Too far from the mall
266	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
267	152	No buses to this location and too far to walk.
268	192	High impact and cost to local businesses. It will highly increase congestion in an already very congested area.
269	204	I am concerned that it will adversely impact traffic on 33rd and 184th.
270	212	See above. Too much disruption and displacement.
271	235	Site closer to Lynnwood City Center station and areas that will likely not redevelop.
272	268	Not central to business or residential; Location already too congested.
273	286	From here, it is an uphill walk to anywhere except the mall area.
274	313	High traffic area and path and it starts cutting into residential areas.
275	323	It will destroy the usability of the major retail center for this area.
276	356	It is not a direct route and will cause a great deal of disruption

SR 99/Airport Road (AIR)

AIR-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (AIR-A: Move Forward)
277	20	Trying to guess which one would be best for rail-to-bus connections - and this one comes to mind.
278	32	Support district 4 with another commuting option. Provides connection point to Blue and Green Swift lanes
279	38	Good development potential, close to bus connections, highly walkable
280	41	It seem more feasible
281	50	Convenient, and easy access from popular roads
282	59	Keeping it along the same line without having to cross over Airport Road seems wise. Putting it on the same side of the highway could make it more accessible

Everett Link Extension

Comment Number	Response ID	Comment (AIR-A: Move Forward)
		for nearby grocery store shoppers and if potential housing gets developed in that area.
283	65	Least impact to businesses
284	80	AIR-A offers opportunities for direct multimodal connections along Highway 99, and is centrally located to serve residents along all sides of Highway 99 and Airport Road. However, extensive investment in pedestrian improvements should be included.
285	95	Good placement with minimal street crossing required by pedestrians for access to the most convenient locations. And the bus stop is in the area
286	109	Potential park and ride development area across the street also same side of the street as Walmart
287	110	Right beside existing transportation corridor intersection. Nearby to more developments.
288	121	Access to existing services.
289	129	My hope is that Option A (pink) and Sound Transit's presence in this area will help clean up this section of county limits. This location also lines up with Everett Transit Route 8, and Community Transit SWIFT Blue and Green lines; this allows access to high quality transit service to a larger number of folks. The other options (B & C) make transferring from bus to rail more difficult as you have to wait a significant amount of time at this large intersection, or walk through a rather sketchy portion of 99. These options also raise safety concerns for folks traveling when there is no light out. Specifically Option C (Blue) -- this section of space is dark and has too many risks and areas for people to hide.
290	138	Connections to current transit locations. This station should be moved from provisional to planned construction status.
291	142	Close to the swift stations which are already transit hubs
292	166	Lower cost and impact.
293	172	connection to Swift bus lines; stays on main travel corridor
294	174	This would bring the Light Rail to the Swift bus lines. This is an excellent prospect for those who need to catch the swift lines
295	181	Best location to serve business and residential nearby. High-profile location. Most convenient for connections to existing bus lines. I do wonder about a station's impact on traffic in this area--traffic can already back up south to Lincoln Way some days during rush hour and having people crossing the arterials in this area may only make things worse unless pedestrian sky bridges are provided.
296	190	easily accessible along hwy 99. Well marked crosswalks already there for station access.
297	192	Direct & viable route
298	222	This route is located near the north and south bound Swift Bus stops, as well as the other bus stops on Highway 99 and 128th. It is almost identical to AIR-B, which would also be OK.
299	231	Because it close to my house, and I don't have to cross Aurora/99 which is not safe to do it.
300	239	Pedestrian friendly
301	260	This option is centrally located, and opens up new development opportunities.
302	285	Least complicated. Other options add complications to little benefit.
303	291	Least cost, best location.
304	292	Less disruption to housing/residential areas.

Everett Link Extension

Comment Number	Response ID	Comment (AIR-A: Move Forward)
305	294	This is my favorite, I think it makes sense with lower construction costs
306	298	I think this is the most efficient place to put it
307	336	needs be closest to intersection to connect to bus.
308	342	Location
309	360	shorter path
310	368	AIR-A serves the businesses around the area. Great community engagement!
311	375	Route is simplest route, straight line. Walkways may need to be build over Airport Road for pedestrian safety.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (AIR-A: Do Not Move Forward)
312	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
313	75	I again would not want to disturb the existing businesses and both of these platforms would take over businesses that have been in the area for decades when there is clearly a vacant lot north of CVS that hasn't been utilized as far as my memory goes back
314	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
315	98	Wrong side of the street for transit connection.
316	147	AIR-A is too close to Airport Road and Hwy 99 and would have major construction phase impacts.
317	168	Unnecessary major impact to Home Depot, a VERY busy major business in this area.
318	175	This strange triangle plot is an awkward location and would displace businesses.
319	205	A&B equal--probably require wider road to not upset the old doomed car-dependent mind-set here.
320	241	Alignment A should not move forward because it would force pedestrians or transit to wait and cross at the signal at Evergreen Way - Airport Rd to which already have extremely high volumes in conflicting directions with result in long delays every afternoon. The wait time at this over saturated intersection in the afternoons is high enough that this option needs to be publicly listed as a barrier to pedestrian and bicycle connections if it is chosen and the design of the signal at Evergreen Way – Airport Rd is not altered in some way to reduce the pedestrian crossing time. Alignment A would also remove the existing tax payer funded CT transit investments that are already in place in the NW corner of the intersection. Each of those CT SWIFT stops cost approximately \$500K to build so I don't recommend removing this extremely expensive investment when there is another viable solution (Alignment B)
321	361	Pick this if you have to. I reject this diversion. Almost, and should have voted no because it is absolutely insane to go right over an existing BRT line with another service that misses the Airport. Wow!

Everett Link Extension

AIR-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (AIR-B: Move Forward)
322	38	Walkable and good transit connections, less adjacent development
323	41	It's seem more feasible
324	52	Because of the current Community Transit Swift Stations there and the B option would work better with the traffic signals than A.
325	75	I would only choose B if the platform of the station was across the street to the west on the north side of the CVS where there is an absolute dirt lot with nothing built there it is a perfect place again no residential wouldn't interfere with existing businesses and on existing bus lines
326	138	Connections to current transit locations. This station should be moved from provisional to planned construction status.
327	142	Close to the swift station
328	168	Does not impact major business of Home Depot
329	172	connection to Swift bus lines; stays on main travel corridor
330	174	This would bring the Light Rail to the Swift bus lines. This is an excellent prospect for those who need to catch the swift lines
331	175	I like the location and the proximity to parking and other transit options. This area serves communities of color and I hope it gets the funding it needs.
332	181	Best for utilizing real estate nearby. Not as ideal as A but a solid option to A.
333	190	easily accessible along hwy 99. Well marked crosswalks already there for station access.
334	192	Direct & viable route
335	202	near other transit, near apartment buildings. more pedestrian
336	220	good connection with transit
337	232	Maximizes existing transit investments
338	241	I think the AIR-B Gold option should move forward because I believe the major directions of travel at this location are NB in the afternoon and EB in the afternoon. With that in mind I think alignment B would make it most convenient and safe for pedestrians to make transit connections to the north or east. Since light rail is largely traveling east - west at this location, allowing for convenient north - south transit connections would be greatly appreciated. Alignment B also allows you to preserve the existing tax payer funded CT transit investments that are already in place. Whoever commented about concerns for low ridership resulting in Sound Transit listing this on the online survey response feedback needs to speak to Community Transit regarding their ridership numbers for the SWIFT Blue line at the Evergreen Way & Airport Rd intersection in comparison with the rest of the Blue line route in this area. Furthermore, Sound Transit should fact check this concern and add pre-pandemic count data to back this up. This stop had one of the highest ridership volumes along the Blue line before the pandemic. I see this is listed as a provisional station instead of a currently funded station. If at all possible it would be a good idea to build this station first in lieu of building the Evergreen Way - Casino station. This station would immediately create critical transit connections with the CT SWIFT blue line that serves Snohomish County from the King County line all way to Everett Station as well as the CT SWIFT green line that serves Snohomish County from the Seaway Transit Center to the I-405 / SR 527 Park and Ride. Residents, commuters and visitors to the region would be able to make critical connections in all directions if this station was built on the initial build out. I urge you to

Everett Link Extension

Comment Number	Response ID	Comment (AIR-B: Move Forward)
		strongly consider building this station first in lieu of the Evergreen - Casino station.
339	260	This option is centrally located, and opens up new development opportunities.
340	336	needs be closest to intersection to connect to bus.
341	360	Shorter path
342	368	AIR-B serves the businesses around the area. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (AIR-B: Do Not Move Forward)
343	32	Forces people to cross Airport Rd and Evergreen Way, just this week March 7th to 14th, we had two pedestrians killed on Evergreen Way.
344	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
345	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
346	95	Harder location to cross the street as pedestrian
347	98	Wrong side of the street for transit connection.
348	109	No parking available
349	118	Disruption to the natural environment is not desired
350	147	Air-B is too close to Airport Road and Hwy 99 and would have major construction phase impacts.
351	233	Crossing of airport road is not safe from both traffic and homeless perspective.
352	239	Seems arduous
353	292	It could affect quite a few housing complexes.
354	361	No go to Everett or stop at the airport duh.
355	375	This option would require building a bridge over Airport way, too expensive and would be a major disruptor to traffic.

AIR-C

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (AIR-C: Move Forward)
356	55	I think it is a better spot for the parking!
357	95	Farther from busy streets less likely interaction between pedestrian and cars.
358	118	Traffic can be directed away from the very busy intersection at SR99/Airport.
359	124	Have you been to this crime-ridden cesspool area? No one will ride a train that stops here.
360	147	AIR-C would keep the construction phase away from Airport Road.
361	205	Allow for redevelopment into more transit friendly development to reduce existing soul-destroying car-dependent sprawl and big box retail
362	221	Would be great if the home depot is removed/relocated and the existing space is used as a mini-transit center for swift busses, and other walkable space for small businesses

Everett Link Extension

Comment Number	Response ID	Comment (AIR-C: Move Forward)
363	233	This will help promote a pedestrian/bike centric station. Replace the existing car centric parking lot with higher business valuable foot traffic. The lot can be developed into multi-use building with small local shops on the ground floor and residential apartments above.
364	239	The most pedestrian friendly
365	298	It is further from traffic on 99
366	299	It looks like there would be more space for a larger station. Not as close to the existing major intersection

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (AIR-C Do: Not Move Forward)
367	38	Expensive demolition of Home Depot, slows train, furthest from bus lines
368	41	Don't understand the need for it to curve out and displace more businesses and homes then it needs to
369	52	It makes access to other transit more complicated.
370	59	The spur looks too disruptive to existing housing and businesses, and I'm not sure that location offers much benefit to the area.
371	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
372	75	I again would not want to disturb the existing businesses and both of these platforms would take over businesses that have been in the area for decades when there is clearly a vacant lot north of CVS that hasn't been utilized as far as my memory goes back
373	80	AIR-C appears to require additional right-of-way acquisition, and while it does directly serve residents east of Airport Road and Highway 99, there is quite a distance for those living west of Airport Road and Highway 99, where there are quite a few new housing developments popping up.
374	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
375	85	Higher cost for highest cost form of public transportation.
376	98	What are we doing here? Serves no purpose, is expensive and eats up commercial real estate
377	109	Would encourage people to park in Home Depot's parking lot
378	121	Way off normal travel path and cost will be higher.
379	129	Specifically Option C (Blue) -- this section of space is dark and has too many risks and areas for people to hide.
380	138	This option does not maintain connections with current transit services and would be a significant disruption to the immediate area.
381	166	Higher cost and impact.
382	168	Unnecessary major impact to Home Depot, a VERY busy major business in this area.
383	172	deviation from main traffic path, distance from Swift bus lines

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Comment Number	Response ID	Comment (AIR-C Do: Not Move Forward)
384	174	This does not serve the general purpose of the Light Rail. The idea is to allow people to move around on all public transportation in a timely manner. This does nothing.
385	181	Not a bad location actually but less convenient for existing connections to buses on hwy 99 and Airport Rd. A or B would be more ideal in that regard. A lot of people jaywalk across Hwy 99 in this area and having a mid-block station might make that worse?
386	190	not as close to current transit lines. (Swift bus)
387	192	High impact and cost to local businesses.
388	220	more difficult connection
389	222	No sense putting a station so far from the other transit stops at this major intersection.
390	231	It is far way from the largest employer in town, Kasch Park and the airport
391	232	Unnecessary expense for acquiring Home Depot property
392	241	Alignment C should not move forward because it would probably require a traffic signal at Center Rd due to the high volume of crashes at this location, however the proximity between Center Rd and Airport Rd makes it complex and possibly problematic to install a full traffic signal that would be served 4-6 minutes during peak period so this alignment would be safest as an elevated option.
393	260	This station location is too far from existing commercial areas.
394	263	Unnecessary divergence for no clear benefit.
395	285	Does not seem to be a sensible station location.
396	294	Terribly out of the way and disconnected to other transit
397	336	no point to divert and take travel time - and too far to walk to intersection with bus service.
398	342	Location
399	361	Way bad. Totally bad connections to anything
400	368	AIR-C would disrupt residences and businesses and does not offer any advantages over AIR-A or AIR-B. No reason for this option to exist. At all. Great community engagement!
401	375	This would go through neighborhoods and is not value added.

Mariner (MAR)

MAR-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (MAR-A: Move Forward)
402	25	Well actually none of these stations should move forward but this should be the best route. Why not have the station at Mariner park and ride? Why would I want to park at Mariner and then walk up a hill to get to the light rail station? That doesn't make sense!
403	38	Sets the track on the better side of the road for later stations, good connections to communities N of 128th
404	39	Close existing park and ride and highway access. Without going through existing home/neighborhoods.

Everett Link Extension

Comment Number	Response ID	Comment (MAR-A: Move Forward)
405	50	Nice location closer to Mariner High School
406	59	As the closest option to the schools, it makes it workable to avoid students and others needing to cross 128th to reach the station.
407	80	MAR-A will best serve residents on both sides of 128th Street, provide immediate access to nearby retail, and is located closer than any of the other alternatives to Mariner High School. In addition, since the MAR-A station is proposed to be located at 128th Street, that presents an opportunity for direct multimodal connections (i.e. from the SWIFT Green Line)
408	85	Combine A and D to utilize maximum amount of public right of way.
409	100	It is easy to connect to busses and does not displace local residents as much.
410	102	By park and ride - actually usable.
411	105	Least amount of property acquisitions for existing property owners.
412	109	Least crime and drug ridden option for that area
413	111	Park and ride and community access
414	114	Easiest to connect to existing local and Swift bus service. Easy access from 128th corridor - possibly best for traffic? Seems like it might be easier for bicycle traffic to reach.
415	123	Next to I5 is best. Most open ground available. Least disruptive of existing property use. I would move the station closer to the park and ride to facilitate ridership
416	129	I believe that there should be a station platform at Mariner P&R; there is plenty of room in the area for development and there is no need for the platform to be placed on 128th. Getting to Mariner P&R should be a main goal for Sound Transit. This station will serve a very large community of commuters and will aid future congestion issues.
417	133	Far from freeway. Good TOD potential
418	140	It's very practical
419	153	least disruption to current business , close to transportation, and existing parking
420	162	Less community interruptions and property acquisitions would be easier to acquire with less movement of existing community.
421	166	Transit connections.
422	176	This option is the closest location to the businesses in the Puget Park area, however, it must under the condition that, 1) It directly serves Mariner PR to provide smooth bus transfers, and 2) That the line continues north on I-5, because I do not support the continuation of the line via Airport Rd.
423	181	High-profile location. Closest connection to existing transit; serves areas both north and south of station; close to potential new commuter parking/existing commuter parking. Should include the new bridge to connect to the east side of I5 (if this was the option w/o it).
424	206	Best access to park and ride and existing transit.
425	211	Running the train on the east side of the freeway makes no sense north of 164th Ave. as the Ashe Way park-and-ride and 128th St. park-and-ride are on the west side of the freeway. There is also a large freeway and power right of way on that side without any impact to housing or residential areas.
426	214	Easy transfer from Swift and other bus routes. Might need to add a pedestrian overpass from Mariner P&R to make this more accessible
427	222	This location makes the most sense, because it is alongside the busy 128th ST SW. None of the options are near the Mariner P&R, which is not good.

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Comment Number	Response ID	Comment (MAR-A: Move Forward)
428	223	Easiest to connect to existing local and Swift bus service. - huge win! This should save money for everyone because it places the station in a location that ties it in with local transportation. Many riders I know (including myself) take multiple buses to get home and this would connect the light rail to those options. Greater potential for property acquisitions in historically underserved communities.
429	232	Maximizes existing transit while allowing for development. ST must ensure that disadvantaged residents and businesses are compensated fairly and relocated as close to the area as possible
430	256	Both seem like they could spur positive TOD and economic development in general.
431	265	Doesn't cross freeway - the freeway at 128 is already so congested already, adding a train crossing the freeway will NOT help.
432	267	Avoids crossing the I-5 freeway.
433	268	better access from the north of 128th; more central to businesses; not far from existing park n ride
434	281	Connects well with rest of route and other public transit options. Centralized area in the community with local businesses, services, housing, and schools within close proximity.
435	291	Best links to transit and closest to existing park and ride. Why not build the station at the Park and Ride?
436	305	Doesn't necessitate crossing freeway twice for just a couple of miles which is insane.
437	308	Less disruptive, more convenient to transit and shopping
438	309	East side of freeway near maccullom park would be best
439	314	Easiest access from Mill Creek
440	318	It's on the west side of 5.
441	326	Makes the most sense with current road alignment, business and home locations.
442	331	Same as first answer.
443	332	Easy access to Swift Lines
444	342	Location
445	343	Congestion on east side of I5 and ease of access to ash way park and ride.
446	360	Close to Mariner P&R
447	368	MAR-A can serve the residences north of 128th and Mariner HS, but could be difficult to cross 128th, a busy road. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (MAR-A: Do Not Move Forward)
448	40	Dry close to traffic, potentially hazardous for bikes and pedestrians
449	48	Right on 128th (will increase congestion on this road). High risk of displacement, will also take over the sites that could potentially have developed with higher density uses for station.
450	72	The route should stick with I-5. It prevents the displacement of low-income residents and businesses owned by people of color. The path would be shorter and save on the project cost. Sound Transit can use the cost savings to make

Everett Link Extension

Comment Number	Response ID	Comment (MAR-A: Do Not Move Forward)
		the bus system more robust to help get people to the new Everett Link Extension.
451	75	All of these lines run through businesses and I am totally against using eminent domain to run through a business or residential area when it can be avoided at minimal cost.
452	81	My answer for all, as it has nearly the whole route it should stay along i5. There is not need for it to move off the freeway corridor.
453	98	Should not negatively impact the major traffic corridor by making it smaller for a rail station plus too far from the transit center.
454	118	Disruption to traffic flow on 128th will be significant. Plus pedestrians keep getting run over on that road!
455	124	These routes are mindless, politically motivated rubbish that won't alleviate traffic congestion. And in all likelihood will actually add to it.
456	148	Too close to a very congested 128th
457	156	Would displace existing retail.
458	159	look at the traffic
459	188	distance from existing park and ride
460	205	Too car dependent
461	260	The station location is too close to 128th Street which is a congested roadway.
462	263	Route is unnecessarily long.
463	268	Turning west through this community put too much pressure on low income residents and businesses for the the sake of large industrial business and Paine Field Airport. Light Rail should continue north and orient closer to the free like many other stations
464	361	YOU HAVE NO OPTION GOING STRAIGHT UP I-5. You literally drew the line around the black and brown hoods so you wouldnt have to serve people who depend on transit. Boeing workers make bank and drive huge trucks. They arent your market. This diversion is terrible. The station should be at Mariner p&r.

MAR-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (MAR-B: Move Forward)
465	75	I would pick the B line, however I would move the platform to the Safeway parking lot as to not disturb the pre-existing residential and businesses in that area.
466	102	By park and ride – actually usable
467	110	Located along pre-existing transportation corridor. Nearby to surrounding commercial and higher-density developments.
468	111	Park and ride and community access
469	133	Farthest from freeway. Best TOD potential
470	142	I think it's got the best access to the parking and the transfers
471	185	doesn't block major corridor intersection. Prefer the station to be closer t safeway
472	211	Running the train on the east side of the freeway makes no sense north of 164 th Ave. as the Ashe Way park-and-ride and 128 th St. park-and-ride are on the west

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Comment Number	Response ID	Comment (MAR-B: Move Forward)
		side of the freeway. There is also a large freeway and power right of way on that side without any impact to housing or residential areas.
473	221	Good location for local businesses
474	232	Maximizes existing transit while allowing for development without displacing disadvantaged citizens.
475	265	Doesn't cross freeway – the freeway at 128 is already so congested already, adding a train crossing the freeway will NOT help.
476	267	Near park and ride and avoids crossing the freeway.
477	305	Doesn't necessitate crossing freeway twice for just a couple of miles which is insane.
478	308	Less disruptive, more convenient to transit and housing
479	318	It's on the west side of 5.
480	332	Easy access to swift lines
481	335	Bus access and following the noise, site and disruptions already caused by I5. Don't have to cross over the highway/128 th st or I5.
482	343	Congestion on east side of I5 and ease of access to ash way park and ride.
483	368	MAR-B would serve the Safeway, which is the only grocery store in the area. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (MAR-B: Do Not Move Forward)
484	25	See previous comment
485	38	Difficult utilities and requires later crossing road
486	40	Hazard to bikes and pedestrians
487	48	Right on 128 th , will increase congestion on this road
488	72	The route should stick with I-5. It prevents the displacement of low-income residents and businesses owned by people of color. The path would be shorter and save on the project cost. Sound Transit can use the cost savings to make the bus system more robust to help get people to the new Everett Link Extension.
489	85	Higher costs for highest cost form of public transportation.
490	98	Should not negatively impact the major traffic corridor by making it smaller for a rail station plus too far from the transit center.
491	109	Unsafe area
492	118	Disruption to traffic flow on 128 th will be significant. Plus pedestrians keep getting run over on that road!
493	124	These routes are mindless, politically motivated rubbish that won't alleviate traffic congestion. And in all likelihood will actually add to it.
494	140	Just doesn't make sense
495	148	Too close to a very congested 128 th
496	181	A good option for a station close to existing residential and along bus lines but is far from existing commuter parking.
497	188	distance from existing park and ride
498	216	Not close to the P&R for those who would want to transfer. Would need parking added.
499	256	A & D are way more accommodating.
500	260	The station location is too close to 128 th Street which is a congested roadway.

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Comment Number	Response ID	Comment (MAR-B: Do Not Move Forward)
501	268	Turning west through this community put too much pressure on low income residents and businesses for the the sake of large industrial business and Paine Field Airport. Light Rail should continue north and orient closer to the free like many other stations
502	361	Put it at mariner pnr and go straight up I-5

MAR-C

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (MAR-C: Move Forward)
503	40	Areas for parking
504	102	By park and ride - actually usable
505	111	Park and ride and community access
506	133	Good TOD potential. Far from freeway
507	147	MAR-C supports the most direct route, therefore probably the least cost and least impact during the construction phase.
508	148	Located in the middle of a redevelopable area,
509	221	Fastest line, good development opportunities
510	226	Less impact on 128th - already congested
511	265	Doesn't cross freeway - the freeway at 128 is already so congested already, adding a train crossing the freeway will NOT help.
512	267	Near park and ride and avoids crossing the freeway.
513	305	Doesn't necessitate crossing freeway twice for just a couple of miles which is insane.
514	318	It's on the west side of 5.
515	340	Farthest from freeway interchange
516	343	Congestion on east side of I5 and ease of access to ash way park and ride.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (MAR-C: Do Not Move Forward)
517	25	See previous comment
518	38	Far away from developable land near 128th
519	59	It's too far away from existing housing, retail and transit services.
520	72	The route should stick with I-5. It prevents the displacement of low-income residents and businesses owned by people of color. The path would be shorter and save on the project cost. Sound Transit can use the cost savings to make the bus system more robust to help get people to the new Everett Link Extension.
521	75	All of these lines run through businesses and I am totally against using eminent domain to run through a business or residential area when it can be avoided at minimal cost. C & D both run through residential areas and I would avoid that and go through the industrial areas
522	80	MAR-C is located too far from 128th Street to serve residents living north of 128th, and would require a detour for multimodal connections.
523	85	Higher costs for highest cost form of public transportation.
524	88	not easily accessible

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Comment Number	Response ID	Comment (MAR-C: Do Not Move Forward)
525	98	Come on, really... does not connect to the existing transit center. This is a ridiculous option to spend money on.
526	105	Residential properties will be affected greatly.
527	109	Unsafe area
528	112	Too residential
529	114	Connecting to existing transit should be a priority
530	124	These routes are mindless, politically motivated rubbish that won't alleviate traffic congestion. And in all likelihood will actually add to it.
531	129	Options C (green) run next to/through residential and commercial areas that directly affect low-income and family communities. Noise pollution and unwanted/undesirable presence in these neighborhoods could lead to issues -- and also displace families along this line.
532	140	Doesn't make sense
533	153	disrupts current employers and expensive not close to park and ride only serves one low income small area
534	156	Further, less accessible to existing P&R
535	162	Too many established businesses that would need to be moved and increase to community interruptions would be caused.
536	166	Station is not near anything.
537	181	Why? Just to serve residential? A regional light-rail station should do more and be in higher-profile locations. Too far from existing commuter area.
538	185	to far away
539	188	distance from existing park and ride
540	206	Disruptive to existing streets (8th Ave) and housing and commercial. Less tie ins to existing transit
541	214	Too far from existing bus routes and P&R..
542	216	Not close to any bus access. Would need parking added.
543	222	This location is far from most commercial and residential locations in this area.
544	256	A & D are way more accommodating for TOD, visibility, and Economic vitality.
545	268	Turning west through this community put too much pressure on low income residents and businesses for the the sake of large industrial business and Paine Field Airport. Light Rail should continue north and orient closer to the free like many other stations
546	281	Doesn't connect well to other public transit options. Further away from businesses, services, and schools.
547	306	Furthest from potential connections.
548	309	Should be on east side of freeway from growth perspective
549	326	Too far from Mariner P&R
550	332	Harder access to swift lines
551	342	Location
552	360	Too far from Mariner P&R
553	361	Too far away from transit

Everett Link Extension

MAR-D

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (MAR-D: Move Forward)
554	38	Big area for TOD and an urban center
555	40	Areas for parking
556	48	Pulled back from 128th, least likely to lead to displacement.
557	59	Proximity to the park and ride while staying near the existing transit service area of 128th Street SW makes it a good compromise. If the county can secure funding for a new crossing over I-5, that makes it even better.
558	85	Combine A and D to utilize maximum amount of public right of way.
559	87	Shopping access
560	88	Option D is accessible to people living east of I5
561	98	Transit center connection should be primary. Also least disruptive to the most heavily used traffic corridor in the area.
562	114	Most feasible
563	118	Nearest to existing park and ride
564	140	Practical
565	148	Located in the middle of a redevelopable area
566	156	Most accessible to existing public transit, which would lessen the pressure for expedited timetables for northern stations
567	181	Was this the option with a large community space next to it? That was attractive but will it just become an area for homeless people to congregate? This location seems hidden just by looking at the map above but I think there was going to be quite a bit of development around the station which the area needs. Seems a bit far from 128th (not highly visible) but that can be addressed by design. Close to potential new commuter parking/existing commuter parking. Was this also the option with a bridge connecting to the east side of I5? If so, that was an attractive feature to help relieve traffic on 128th.
568	188	proximity to existing park and ride
569	202	near other transit. it has big parking lot, so it is easy for people to drop and pick up
570	205	Center of area that should be redeveloped for a better future community
571	216	I don't really care much for any of the options, but this is closest to the Park & Ride. Would need parking available.
572	221	Decent compromise location
573	226	less impact on 128th - already congested
574	256	MAR-D could be better than A just because there's a buffer between it and 128th (minimizing slow travel while pulling in and out of the station area).
575	260	This station location is centrally located. It would support new commercial and residential developments.
576	263	Shorter route than others and provides most development opportunities
577	291	Closest to park and ride.
578	294	Best location
579	306	Less potential for acquisitions and seems like compromise distance between swift and park and ride.
580	360	Close to Mariner P&R
581	368	MAR-D would serve both the Safeway and the park and ride. Great community engagement!

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Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (MAR-D: Do Not Move Forward)
582	25	So you are going to cross the freeway in Mountlake terrace to get to Lynnwood, then somewhere between Lynnwood and Mariner you are crossing the freeway again? Only to cross back over to get to Mariner? What idiot thought that up? Why not just a straight shot from Lynnwood to Mariner and keep it on the same side of the freeway? Duh!
583	72	The route should stick with I-5. It prevents the displacement of low-income residents and businesses owned by people of color. The path would be shorter and save on the project cost. Sound Transit can use the cost savings to make the bus system more robust to help get people to the new Everett Link Extension.
584	75	All of these lines run through businesses and I am totally against using eminent domain to run through a business or residential area when it can be avoided at minimal cost. C&D both go through residential areas and I would avoid that and go through industrial areas
585	102	That is literally my back yard! This is ridiculous to have the train cross the freeway for just a couple miles.
586	103	Do not like it crossing I-5
587	109	Unsafe area
588	111	No access to park and ride, no community access
589	123	To expensive and too many cross overs of I5
590	124	These routes are mindless, politically motivated rubbish that won't alleviate traffic congestion. And in all likelihood will actually add to it.
591	142	It's just super weird
592	147	MAR-D would require two route crossings over I-5 and higher costs than other options, and would impact the Interurban Trail.
593	206	Disruptive to residential and commercial businesses. less tie ins to existing transit.
594	211	Running the train on the east side of the freeway makes no sense north of 164th Ave. as the Ashe Way park-and-ride and 128th St. park-and-ride are on the west side of the freeway. There is also a large freeway and power right of way on that side without any impact to housing or residential areas.
595	223	Less potential for property acquisitions in historically underserved communities. Least accessible to (farthest from) historically underserved communities and affordable housing. If this is difficult for people to get to, the people who need it most won't be able to use it.
596	265	Crosses the freeway - cannot be cheaper to cross the freeway - and will mess up the interurban trail.
597	267	Community of Martha Lake is beautiful and serves multi-family residences and single-family homes. One of few residential communities near the 5 freeway. Avoid harming this prime residential community.
598	268	Turning west through this community put too much pressure on low income residents and businesses for the sake of large industrial business and Paine Field Airport. Light Rail should continue north and orient closer to the free like many other stations
599	281	Impacts a number of businesses and housing. Goes through only grocery store in area. Not as easily accessible because not on main thoroughfare.
600	305	Crosses freeway unnecessarily.

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Comment Number	Response ID	Comment (MAR-D: Do Not Move Forward)
601	308	It would only makes sense with the really awful ASH-D station, which is the worst station option of all I've commented on.
602	309	East
603	318	It's further from the mall and in a residential neighborhood.
604	323	Why are you building extra bridges over the interstate? D ruins the residential area south of Mariner.
605	331	Same as first answer.
606	332	Harder access to swift lines
607	335	This would require having to pass over I5 two times with no benefit to riders. Further from bus lines and transit stations.
608	343	Congestion on east side of I5 and ease of access to ash way park and ride.
609	361	Too far away from transit

Ash Way (ASH)

ASH-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ASH-A: Move Forward)
610	44	Less deviation from freeway would mean lesser cost. Existing parking space means it could be functional sooner.
611	58	ASH-A is consistent with the current park-n-ride operations and eliminates the need to cross over I-5. ASH-A's location also provides a buffer between existing residential homes on the east side of I-5
612	66	Close to existing transit and parking
613	75	Less impact on the storage business and connects to the existing bus system. This line also runs along more state land making it less likely to be issues with eminent domain. It also looks like less track which equals less money.
614	80	I strongly prefer the ASH-A alternative as it is located along existing WSDOT/park-and-ride right-of-way, is close enough to the existing bus loop and parking, plus offers an opportunity to build a non-motorized bridge across I-5 to access the Meadow Lake area (where the ASH-D alternative would directly serve).
615	87	Park n ride access
616	98	Main purpose is to connect to existing transit center.
617	99	Simplest yet still close to important connections
618	101	Close to park and ride!
619	102	Any East side route would be fine - putting a station and track on the west side of the freeway would be impossible to get to and make traffic terrible. That set off intersections by Walmart is already impossible to change lanes in.
620	103	Near Park and Ride
621	109	Directly at established park and ride
622	111	Access to park and ride.
623	112	Near the parking lots
624	117	Close to other transit options
625	118	Appears to be the least disruptive option

Everett Link Extension

Comment Number	Response ID	Comment (ASH-A: Move Forward)
626	123	Avoids the line from crossing I5 multiple times and serves the existing park and rides better.
627	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
628	133	Most direct route
629	140	I think this is going to be near homes and traffic will be a nightmare
630	141	Close to the bus station
631	142	I think it's in a nice spot for bus transfers
632	148	Close to redevelopment opportunities at the Ash Way Park and Ride. Don't need parking should redevelop the park and ride. A and B are so similar it is difficult to differentiate
633	153	close to existing parking and least disruptive during construction to existing streets and traffic
634	157	Close to park and ride and buses
635	158	Close to Parking. . Removing Walmart should not be an option for a Maintenance Station either.
636	164	It connects with existing extensive park and ride and bus infrastructure including dedicated I-5 access. Has easy access to interurban trail over 164th overpass. Stays on West side of I-5, same as the neighboring stations avoiding two costly I-5 crossovers.
637	168	Least impact on surrounds, works well with existing busing, is not option D
638	172	stays along the I-5 corridor, access to Ash Way Park and Ride
639	174	This has the best hook-up with the Ash Way Park and Ride. It would make the most sense to have this configuration in order to provide the best connect service to other areas.
640	176	This option is most likely the best option as it would potentially would not affect the operations of the Ash Way PR, would prevent the bulldozing of the recently built Urban Center apartments to the north of the proposed location, and most of all, is cost effective.
641	178	Connects to existing Park and Ride lot
642	181	This is the best option to connect with existing Ash Way bus service. Any station here should include a bridge to connect Ash Way and Mill Creek and the property available opposite the station for development/additional parking/residential.
643	188	proximity to existing park and ride
644	189	Less impact to the lot and likely less impact on parking spaces. Less track length so in theory, less cost.
645	190	simple and easily accessible from the park and ride
646	192	Excellent setup and the station would be right off the freeway and not require lots of extra expense.
647	206	Most direct, access to park and ride., least disruptive to existing retail and housing
648	222	This location will connect the existing park and ride with light rail and the existing bus stations. This promotes coordinated use of all three modes of transit.
649	226	Proximity to park & ride
650	247	I like that is is next to the existing Ash Way Park and ride which makes it a convenient choice for connecting with other public transit

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Comment Number	Response ID	Comment (ASH-A: Move Forward)
651	249	This location utilizes existing land used by Sound Transit. It avoids the expense of creating a crossing over I5 and is closest to existing housing and businesses. A relatively inexpensive pedestrian and bicycle bridge would link to the east side of the freeway. The bicycle path on the east side of the freeway would be preserved as is. This option is the logical choice for the new station.
652	265	Close to park and ride.
653	267	On the West side of Freeway near park and ride. Parking on westside of freeway, if the station was on the eastside of 5 freeway, would require hazardous crossing on bridge. On ramp and off-ramps of 128 Freeway access is always congested to cars. Add pedestrians to the mix would be very hazardous to all travel, cars, walkers, bike riders and train passengers.
654	268	connected with existing transportation; park and ride; existing residential room for density development. should include pedestrian connection from the east of I-5 Does not cross back a forth over freeway. Plans exclude how it is connected to Alderwood Station.
655	300	There is great importance that Sound Transit Light Rail needs to connect to Park and Ride Stations.
656	304	Next to existing park and ride!
657	305	It's by the people who will use it.
658	306	Least cost, and it's not really that much further from B and C, which have the more benefits.
659	308	Best option working with current parking and transit, less disruptive to traffic and neighborhoods. Parking garage potential.
660	309	Stay away from Walmart mess
661	313	This stop is strictly for transit. So keep it out of the way and near the park and ride.
662	318	It's on the west side of 5.
663	320	Easiest to connect to existing bus service
664	322	Connection to current transit options.
665	323	It makes sense to keep the light rail along the interstate near existing transit infrastructure
666	324	More direct access
667	326	Proximity to existing bus lines and P&R allows for my convenient transfers between bus & light rail
668	328	Nest use of public ROW. less residential noise impact. Adjacent to existing park and ride. Doesn't affect Interurban trail to the East. Eliminates an additional I-5 vehicle crossing and associated congestion at 164th and 128th.
669	329	Keeps noise, distractions and existing business and homes mostly the same as when purchased by current owners. Easy access for bus transfers to continue carless travel/commutes.
670	331	It is right next to the freeway and does not go through neighborhoods.
671	333	Either A or B make more sense for parking access as well as walking. A might have more aerial track so B might be slightly better.
672	334	It's right by park and ride.
673	343	Congestion on east side of I5 and ease of access to ash way park and ride.
674	345	Seems natural to install this near the existing park and ride on the west side of I-5.
675	349	The least impact on already existing P&R and it's along with I-5 corridor.
676	354	Makes logical sense to be connected with existing park and ride area.

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Comment Number	Response ID	Comment (ASH-A: Move Forward)
677	357	It seems straight forward.
678	360	Close to Ash Way P&R and shorter path.
679	367	Best proximity to Park-n-Ride/bus service. Lowest impact during construction.
680	368	ASH-A serves the park and ride. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ASH-A: Do Not Move Forward)
681	38	Highway trench, encourages people to drive to station to use it
682	48	Right next to I-5 (poor east-side connection), limited development potential
683	85	Alternative route costs taxpayers more money.
684	88	Out of reach for people traveling 164th
685	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
686	125	Wrong side of freeway
687	163	Even with bus access, 164th is already a nightmare. Ash Way is a terrible location for a station.
688	180	Negative impact to i-5 southbound on and off ramps
689	210	We have a home and a community on 20th Ave W that cannot be replaced with money. In the current real estate market (which is not likely to improve by the time plans come to fruition), it's unthinkable to expect that homeowners can be made whole again with anything Sound Transit could provide.
690	232	Walkshed is too close to I-5 and too far from 164th
691	235	Further from 164th including pedestrian connection.
692	263	Freeway cuts walk shed in half unless bridge over is built.
693	286	Would make a difficult park and ride lot even more impossible to use.
694	301	Cost. No growth
695	336	expensive to get it up over the overpass at 164th? If it is going to be near buses and parking, put it in middle for shorter pedestrian walking
696	352	Most intrusive. The ash way area is already too congested and this will add it all needs to spread out
697	361	Putting this station west will screw transit riders during construction and ever after by worsening traffic at the I-5 crossing. No station next to the highway will ever be a good idea. Its terrible.

ASH-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ASH-B: Move Forward)
698	38	Closest integration with existing TOD, easier to walk or bike to station from neighborhood
699	50	Leverages the existing facility & location - easy bus transfer etc.
700	66	Close to existing transit and parking
701	80	I prefer the ASH-B alternative as a backup to ASH-A as it is located along existing park-and-ride right-of-way, and directly serves the existing bus loop and parking.
702	87	Park n ride access

Everett Link Extension

Comment Number	Response ID	Comment (ASH-B: Move Forward)
703	101	Close to park and ride!
704	102	Any East side route would be fine - putting a station and track on the west side of the freeway would be impossible to get to and make traffic terrible. That set off intersections by Walmart is already impossible to change lanes in.
705	103	Near Park and Ride
706	109	Directly at established park and ride
707	110	Central location in the pre-existing transit infrastructure. Easy to access using current modes of public transportation.
708	111	Access to park and ride
709	117	Close to other transit options
710	141	Close to the bus station
711	142	Quick access to parking
712	147	ASH-B keeps the route on the same side of I-5 as the station before and after to avoid crossings over I-5 and also provide a station in a good location to interface with transit and parking.
713	148	Close to redevelopment opportunities at the Ash Way Park and Ride. Don't need parking should redevelop the park and ride. A and Be are so similar it is difficult to differentiate
714	159	Honestly it is on the opposite side from where things get really jacked up with traffic and it takes advantage of an already existing P & R. I pray you all put in a garage there. If not it will not be of use to anyone unless they get there at 5am.
715	168	works well with existing busing, is not option D
716	180	Immediate access to existing parking and bus terminal, least impact to i-5 southbound on and off ramps.
717	188	proximity to existing park and ride
718	216	Closest to buses
719	221	Close to the parking lot
720	234	Close to parking which is key for the vast majority of potential riders. Bicycle access should be a non-issue with regard to the interurban trail - it is vacant 99.9% of the time. Riders will either arrive by car or bus, not bike or by foot. Close access to parking is key! The rail will only need to cross I-5 and 164th instead of any parts of the cloverleaf.
721	244	Keep it OFF the west side of I5 (Walmart). It is already a traffic nightmare!
722	247	I like that is is next to the existing Ash Way Park and ride which makes it a convenient choice for connecting with other public transit
723	253	Most convenient to Park and Ride and good access to all the nearby businesses/residential areas.
724	260	This station location provides opportunities for new transit oriented developments.
725	262	Its next to the existing park and ride.
726	263	Great connection to existing P&R and potential for site to be redeveloped for housing and shops
727	265	Close to park and ride.
728	266	Proximity to buses
729	267	ON same side as park and ride.
730	304	Next to existing park and ride!
731	305	It's by the people who will use it.
732	308	Good option working with current parking and transit, less disruptive to traffic and neighborhoods. Parking garage potential.

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Comment Number	Response ID	Comment (ASH-B: Move Forward)
733	318	It's on the west side of 5.
734	323	It makes sense to keep the light rail near existing transit infrastructure.
735	333	Either A or B make more sense for parking access as well as walking. A might have more aerial track so B might be slightly better.
736	334	It's right by park and ride.
737	336	close to bus and existing park and ride facilities
738	337	Access to parking, on the west side (as is Alderwood)
739	339	There's already a public transit on B, it would make things much smoother
740	340	I can access it best at this location
741	343	Congestion on east side of I5 and ease of access to ash way park and ride.
742	344	This is already a park and ride and allows bus and train to be in the same area.
743	362	It appears to be the least impact on already congested traffic situation.
744	367	Proximity to Park-n-Ride/bus service.
745	368	ASH-B serves the park and ride. Great community engagement!
746	370	B provides the best marriage of bus and light rail transit. it also allows better immediate interaction with the surrounding retail and living spaces.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ASH-B: Do Not Move Forward)
747	42	Ash B would displace and disturb a lot more residential area. It also has much higher cost when money is already tight for transit projects.
748	48	Disrupts bus transit, limited development potential
749	75	I don't approve of unnecessary disturbances to preexisting buildings
750	85	Alternative route costs taxpayers more money.
751	98	Too costly, disrupts traffic.
752	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
753	125	Wrong side of freeway
754	140	More money expanding those routes. Run the light rail near i5
755	163	Even with bus access, 164th is already a nightmare. Ash Way is a terrible location for a station.
756	181	Would use up too much existing real estate at Ash Way, reducing the amount of parking; too disruptive to bus service during construction; most expensive option.
757	192	High impact and cost to local businesses. It will highly increase congestion in an already very congested area.
758	235	Further from 164th including pedestrian connection.
759	286	There is already overwhelming difficulty obtaining a parking space at Ash Way.
760	301	Cost. No growth
761	322	Lack of room for growth
762	354	Unnecessarily complicated and expensive to construct
763	361	It goes through a building recently built with hundreds of apartments. I dont like being asked stupid questions. Come on.

Everett Link Extension

ASH-C

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ASH-C: Move Forward)
764	50	Leverages the existing facility & location - easy bus transfer etc.
765	65	Closest to 164th
766	66	Close to existing transit and parking
767	87	Park n ride access
768	101	Close to park and ride!
769	102	Any East side route would be fine - putting a station and track on the west side of the freeway would be impossible to get to and make traffic terrible. That set off intersections by Walmart is already impossible to change lanes in.
770	103	Near Park and Ride
771	111	Access to park and ride
772	117	Close to other transit options
773	141	Close to the bus station
774	168	works well with existing busing, is not option D
775	178	Connects to existing park and ride lot
776	232	Closest to affordable housing and existing transit infrastructure
777	235	Closer to 164th
778	239	At the existing park and ride
779	244	Keep it off the west side of I5 (the Walmart side). It is already a traffic nightmare!
780	256	Could worsen congestion on 164th.
781	262	Possible more area available next to the park and ride.
782	265	Close to park and ride.
783	266	Proximity to Ash Way Park and Ride, preserving parking
784	267	on the same side as park and ride
785	304	Next to existing park and ride!
786	305	It's by the people who will use it.
787	315	It would lessen congestion on to the I5
788	318	It's on the west side of 5.
789	334	It's right by park and ride.
790	343	Congestion on east side of I5 and ease of access to ash way park and ride.
791	359	Really none of them will help traffic on 164th. We need improvement on 164th not more traffic.
792	367	Proximity to Park-n-Ride/bus service.
793	368	ASH-C serves the park and ride. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ASH-C: Do Not Move Forward)
794	38	Deep valley and scary arterial make this location seem like a waste and difficult to reach from any surrounding area except by car. What's the point?
795	42	Ash C similarly would displace and disturb more residential areas. It also would have much higher costs. It makes much less sense in my opinion.
796	59	The distance from the existing park and ride area makes it less attractive as a ready connection for riders.
797	80	ASH-C appears to be located too far from the existing bus loop and is further away from existing housing. It is also unknown what redevelopment opportunities

Everett Link Extension

Comment Number	Response ID	Comment (ASH-C: Do Not Move Forward)
		there could be immediately adjacent to the congested 164th Street and Ash Way intersection.
798	85	Alternative route costs taxpayers more money.
799	92	This disrupts more of the residential rather than building in an area that already houses a transit center
800	98	Doesn't make transit center connection, which should be the priority
801	109	Awkward placement at park and ride
802	112	Stay on the west side of I-5
803	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
804	125	Wrong side of freeway
805	140	More money expanding those routes. Run the light rail near i5
806	148	Too close to a very congested I-5
807	157	Close to buses and park and ride
808	163	Even with bus access, 164th is already a nightmare. Ash Way is a terrible location for a station.
809	166	High cost and park-and-ride disruption.
810	174	This does not make a good connection to the Park and Ride on Ashway. It is close, but there would be too much time wasted walking to the bus areas. Vice versa, there is too much distance to walk from the buses to the Light Rail Station
811	181	Is this the option where you rerouted Ash Way to the west? If so I thought it was an interesting idea if you wanted a high-profile station with development right next to 164th. Not sure how the jog in Ash Way would affect traffic though, but the development on Ash Way/164th could still happen with any of the other options.
812	192	High impact and cost to local businesses. It will highly increase congestion in an already very congested area.
813	205	Farthest from elementary school
814	206	Disruptive to existing streets.
815	216	Not very close to busses
816	247	It's harder to get to than A or B since it's not next to an existing transit hub
817	286	This location looks like it would take out the few large trees left in that area.
818	301	Cost. No growth
819	322	Lack of room for growth.
820	342	Location
821	349	Too far out from I-5
822	354	Unnecessarily complicated and expensive to construct
823	361	Most of the walking area is Swamp (creek) literally. This would make traffic horrible unless you waste money to male it better for cars, which you really should spend on the East side in a much better location for actual transit riders.

Everett Link Extension

ASH-D

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (ASH-D: Move Forward)
824	38	At the top of the hill with the best connection over to Mill Creek, it also has broad potential to become a small urban hub
825	42	Ash D is the only station on the everett link that will give people on the east side of I5 direct access to the light rail. I also like that it would be the most direct connection to the interurban trail which could be even more improved with better biking infrastructure in the future. The fact that it would also potentially cost the least and have less aerial track would be nice as I know money is tight right now and we need as much transit as is possible at a time like this. Lastly, I think that development immediately around the station is very important. Transit in my opinion should prioritize people walking and biking to the station. Development around the station would accomplish this. It also would not be a very long walk to the park and ride if the HOV entrance to the freeway was completed.
826	44	Closer for my commute. Will need parking structure on site
827	48	Only connection on east side of I-5, higher development potential there
828	59	Development west of Ash Way Park and Ride is constrained by the wetland and creek. Putting the station on the east side, ideally with a new crossing over I-5, can help spur development on the east side of I-5 and make the station more easily accessed by the Interurban Trail.
829	85	This is the least expensive option for the most expensive form of transportation, as there is existing right of way.
830	88	Its next to trail
831	92	There is already a trail where Ash-D would go, which allows minimal impact to existing and future homes. Our home is on the west side of I-5 and we are concerned that our home and those of our neighbors would have to be torn down. There's also a new development on the west side of I-5 that is new and the cost to pay for imminent domain for that many home destructions would be huge.
832	125	One station in Snohomish County needs to be located on East side of freeway, limited number of I-5 crossing create a significant barrier at peak travel times. Locating on East side would lessen impact to road congestion and increase ridership.
833	140	I think it's practical. I personally think it would also be environmentally safe. There is already a trail along that the light rail can run above.
834	148	Better connections with Interurban Trail, More land use opportunities. Bus connections can be relocated from the west side to the east side to serve it. It doesn't matter that it is far away from Park and Ride since parking at light rail stations should go away.
835	166	Lower cost. Development potential.
836	181	This is a good option to serve Mill Creek and retail/commercial in the immediate area and to utilize available real estate. But the connection to Ash Way should be a wide covered (enclosed?) walkway (with pedestrian conveyer belts like airports have?). Any station here should include a bridge to connect Ash Way and Mill Creek.
837	205	Result in more transit friendly development instead of existing car-dependent sprawl
838	210	Uses existing inter urban trail space, rather than displacing residents along 20th Ave W.
839	221	Would need a big pedestrian bridge, like at Northgate.

Everett Link Extension

Comment Number	Response ID	Comment (ASH-D: Move Forward)
840	226	* least costly alternative * proximity to interurban trail * better location for future TOD
841	232	Provides the best opportunity to maximize existing transit and bike infrastructure while allowing for future development
842	235	Closer to 164th
843	260	This station location is adjacent to commercial and provides new opportunities for transit oriented developments.
844	263	Most development potential for TOD and great trail connections.
845	268	I don't like that it runs north to 128th Street right on top of the interurban. High Density Transportation Oriented Development already being planned there. Protects encroachment on Swamp Creek and watershed.
846	286	Parking! There is no parking available after 6:30 AM at Ash Way already. This location has the potential for a lot more parking instead of making a difficult parking situation impossible. Also, we live east of I-5, so traffic would be easier from our location.
847	301	Cheapest. Potential for growth not limited.
848	314	Closest to Mill Creek and the residents on the east side of I-5
849	320	Closest to inter urban trail
850	322	Closer to my house. More options available for growth.
851	334	It's right by park and ride.
852	336	needs connection to bus, but much of the ridership will be coming from the east, so site it there. More development around station.
853	342	Location
854	352	Least amount of cost and most ability for growth.
855	354	Ease of construction along existing easements. Could a pedestrian overpass be constructed like the one at Northgate?
856	361	There are no other stations planned east of I-5. This would have by far way more development potential and way less traffic impact. The people using the station will all come from the east. 164th traffic is terrible so everyone to the west will use the Alderwood station.
857	368	ASH-D is fine, but would require a pedestrian bridge that crosses over the interstate. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (ASH-D: Do Not Move Forward)
858	50	It's so far away from the existing P&R
859	58	The proximity of ASH-D to the existing residential neighborhoods on the east side of I-5 will have an adverse impact on these neighborhoods resulting in costly noise-wall construction. Additionally, ASD-D will have increased cost due to having to cross I-5.
860	66	Why is it over there? Weird location. Far from transit.
861	87	No Park n ride access
862	98	Come on, really! Does not make the park n ride connection which should be paramount.
863	101	There is no parking, not convenient for connecting to other transportation
864	102	It's a terrible place for a station. Far away from the park and ride and the mall. Far from anything!

Everett Link Extension

Comment Number	Response ID	Comment (ASH-D: Do Not Move Forward)
865	103	Bad location
866	109	Park and ride riders would have to cross the over pass
867	110	Not much nearby, very disconnected from existing infrastructure.
868	111	Negatively impact Inter Urban Trail. As a bicycle commuter, trains paralleling a bike path is inequitable impact to those that do not use cars.
869	112	Too residential
870	117	Too far from transit connections
871	118	The east side of the freeway has constant traffic problems. There are too many lights which are close together and poorly timed.
872	123	Way more expensive and doesn't serve the existing infrastructure.
873	124	You have been stealing money from Snohomish county residents for years now and providing almost no services. I will vote on every single proposition brought forth. You should be imprisoned for your actions.
874	141	No access to bus station
875	142	It's so far from the existing park n ride.
876	147	ASH-D would require 2 route crossings over I-5 and would obliterate the Interurban Trail.
877	158	Too far from Ash Way Parking even with overpass.
878	159	The traffic is horrible in this area and will back everything up on I-5.
879	163	Even with bus access, 164th is already a nightmare. Ash Way is a terrible location for a station.
880	164	ASH-D is completely disconnected from the Ash way park and ride and bus interchange which is where the majority of riders will come from. Main reason stated for ASH-D is proximity to interurban trail. I ride this bike route to work and the extra distance to ASH-A is a non-issue at bike speeds for the small percentage that bike. On the other hand, the large percentage who would have to walk to Ash way would have a much longer/strenuous trip. Just doesn't make any sense. Build the station where the people are. Option will also further overload the 164th interchange. Requires two I-5 crossovers vs other options, which must be expensive seeing how long and huge the effort going into the one overpass currently being built.
881	168	unnecessary major work to cross I-5
882	172	No connection to park and ride
883	174	This does not make any sense if the idea is to connect all the potential public transportation hubs to the light rail. There is nothing else in this area, really, for a shopping/commerce destination and there are no large employers. This would serve no purpose for the Light Rail goals
884	176	The biggest concern for me is the cost of building a bridge across I-5 to serve this part of Martha Lake. While yes, it will serve the businesses there, I don't think it seems effective in terms of bus transfers, unless if you are willing to spend even more money on a connection to the Ash Way PR, or worse, bulldozing these businesses to move buses to the station area.
885	178	Need to connect to existing services
886	180	No direct access to existing bus terminal
887	188	crossing the highway seems impractical
888	189	Its not even at the park and ride
889	190	this route would need a large pedestrian bridge to make it feasible which would increase the cost significantly

Everett Link Extension

Comment Number	Response ID	Comment (ASH-D: Do Not Move Forward)
890	206	System should stay on west side of I-5. There is substantial additional to cross back and forth over I-5.
891	207	It's farther away from people who need to access it
892	216	Far from bus access and no current parking locations nearby
893	220	doesn't utilize P&R
894	222	Why put a light rail station on the other side of I-5? I know this is the old transit right of way, but I have walked and biked across the overpass to get to the park and ride at this location, and there is a ton of traffic at all times of day and night. This location would only work if a pedestrian/bike bridge were also added to connect the light rail station with Ash Way P&R.
895	234	That side of I-5 is too congested as is! All the intersections in this area are already blocked with traffic at many times of day. There are so many N-S intersections close to the I-5 on and off ramps that adding any thing more will make the area nearly impassible at many times of day. There is also a large number of addicts who are in the area and I don't believe it would be safe to have to walk across a foot bridge in order to get to the train. The station needs to be where people will park!!
896	239	Not pedestrian friendly
897	244	Traffic is a bottleneck there. It is difficult to get on and off the freeway. Walmart adds alot of traffic to the area. The other side of the freeway doesn't have a large retail store.
898	247	It's really far out of the way, across the highway from the Ash Way Park and ride. This makes it really hard to get to.
899	249	This option involves more disruption to businesses, existing landowners and the bicycle path. It has significant cost to cross over the freeway. It is furthest from many of the residences west of the freeway.
900	253	Too many properities will be affected. There is a King Lasik Medical facility that is projected for development. That would take away a potential business that could help job growth for the Lynnwood area.
901	262	We have plans submitted to Snohomish County for a medical office building and mixed used residential development on the site. We also believe that splitting the transit with the park and ride is a poor idea and in fact would cost more to cross the I5 again at this juncture.
902	265	Park and ride inaccessible - crossing the freeway would be dangerous. Also terrible for traffic to have it on East side of freeway.
903	266	Too far from Ash Way for easy connection, would require a shuttle to the park and ride
904	267	Traffic to local homes and multifamily homes is already congested at point of entry (164 and 128 streets).
905	300	Takes the Sound Transit light rail route completely off course.
906	304	No parking!! No parking no riders!
907	305	It is not by the park and ride and will mess up traffic on 164 by Walmart.
908	306	Furthest from Park and Ride.
909	308	I suspect it will win as it is a developers wet dream and I'm sure they have outsized influence, but it would be a traffic disaster and way inconvenient for commuter parking and easy transfers to the already present and useful transit center. Likely to cause more pedestrian accidents on 164th by the Walmart, less likely to be accommodating for the physically disabled due to hike/more transfers

Everett Link Extension

Comment Number	Response ID	Comment (ASH-D: Do Not Move Forward)
		for connections. Likely to displace a lot of current housing on the West side of I-5 and make existing problems worse.
910	309	Walmart and 164th is already a mess
911	311	Horrible traffic
912	315	Too much congestion
913	323	This will make an already difficult traffic situation worse, remove established housing, and make living at my house a nightmare.
914	324	Two freeway crossings, area is already extremely contested
915	326	Lack of existing parking structure or lot
916	328	Adds I-5 crossings. Adds traffic congestion crossing I-5 at both 164th and 128th. Interferes with urban trail noise and aesthetic. Is longer and unnecessary.
917	329	Disrupts lots of old growth and vegetation. Puts mass transit transfers furthest from each other. Disrupts natural aspects of interurban trail. Would be making the trail more akin to walking under the monorail instead of walking around Greenlake.
918	330	Because it means we would lose the property that our family has owned and lived in for 27 years. Your map shows it going right through our property. The letter D is sitting literally right over my home and property.
919	331	It seems stupid to crisscross over I-5. Stay on the west side. I do not like what I am hearing about it coming through our neighborhood. It will force many of us to have to move and who can afford that!?!?
920	333	Traffic is already terrible by Walmart so not add more! The other options will keep traffic flowing better. Just make sure to keep a bus link from Ashway eastward on 164th
921	337	No current parking, across the freeway from Alderwood (more \$)
922	339	There is already horrible traffic on 164th, option D is a horrible idea!!!!
923	340	This is bad for 164th backups
924	343	Congestion on east side of I-5 and ease of access to Ash Way park and ride.
925	344	That side of 164th is way too congested already, placing the station there is going to make traffic worse. Unless the project also accommodates increasing traffic, parking, wider roads and additional exits, we shouldn't place the station there
926	345	Too much congestion around 164th, I've lived here over 40 years.
927	346	Do not damage a trail for this
928	350	This would make this already busy stretch of road almost impassible with the added traffic. It is a bit lighter now on the other side of the freeway.
929	351	Heavier traffic problems for the area.
930	357	It makes no sense to be that far from the P-R and main transit
931	360	Too far from Ash Way P&R
932	362	It appears to be the most impact on already congested traffic situation.
933	367	Difficult to transit between light rail station and Park-n-Ride/bus service. 164th St SW is already too congested.
934	370	Option D eliminate existing green space and requires an additional crossing of the freeway by the train adding the the cost of construction.

Everett Link Extension

Everett Station (EVT)

EVT-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EVT-A: Move Forward)
935	20	I would prefer to renovate and use the Everett Station already used now.
936	27	Part of already existing transit infrastructure, ease access to overflow parking on the other side of the train tracks
937	28	closest to the reasons i use everett station. closest to Snohomish County's Housing and Essential Needs provider.
938	46	This is the only option. Amtrak service - per WSDOT's long range plan - should see at least four round trips to and from Vancouver, BC plus Empire service to Chicago passing through Everett - this is ten trains per day of passengers using Everett Station. This does not include current transit services, use of Everett Station by Greyhound and other bus services, and connections to Community Transit's Blue Swift line -- not to mention Sound Transit's N Line, which, in the future, could service both directions of traffic in the AM and PM. A is the only option. You cannot place a major light rail line multiple blocks away from such an important transit facility. Sound Transit MUST plan for this Everett station to allow for future expansion - especially farther north into Everett. Sound Transit MUST communicate that an ST4 or ST5 could allow for more Everett stations in the future. For now, ST MUST plan to service the major transportation hub in the City of Everett.
939	50	Use the existing Everett Station infrastructure and parking
940	52	It should stop at the Everett Station because that is a transit hub for the region including Island and Skagit Transit and would make the most sense to encourage transit use. Plus you can park & ride from the Everett Station.
941	59	Putting the light rail station at the existing major transit hub makes sense. But it's also the farthest option from the other destinations in that area.
942	68	my first choice is downtown, but if that isn't doable it makes the most sense to have this connect with the other transit options at Everett station. You will need to build a parking structure because parking is already bad there.
943	69	I like that it utilizes the existing transit station so people can transfer over from other methods of commuting easily.
944	72	The infrastructure is already there to support the construction of the Everett Link Extension. Most effortless connection to existing transit hub at Everett Station. Fewest construction challenges with less constrained space for the station. It prevents the displacement of low-income residents and businesses owned by people of color. Most existing bus routes serving the community meet at the Everett Station.
945	75	Running with the pink line which has a platform at the existing train station with bus transfers and pre-existing parking which could be utilized without too much disturbance of other businesses would be my first choice. Less the ability to switch over and jump on an Amtrak train for additional long distance travel would be beneficial the ability to still walk a few blocks to the Angel of the winds Arena is positive
946	79	Its currently where the transit station is. As a transit user, One of the BIGGEST problems is trying to transfer between systems. Since this is the northern terminus everyone will either have to take community transit by bus to

Everett Link Extension

Comment Number	Response ID	Comment (EVT-A: Move Forward)
		the station or try and park(and you will NEVER have enough parking for this plan).
947	85	The only option that makes sense! Pretty obvious to choose the multimodal transportation center, not to mention lowest cost. Only takes a few minutes to walk downtown! I would know!
948	87	Transit access
949	90	There's an existing station there, would not lose downtown real estate
950	94	Ties into existing transit center that serves routes from all over
951	98	The purpose is transit connectivity, not biz-dev. Make the transit center connection
952	107	For commuting purposes as this provides a connector to other means of transportation.
953	108	This would be my 1st choice because it makes the most logical sense for commuter since it will make connecting with other mode of transportation at the station
954	110	Adjoined with pre-existing transit infrastructure and intercity train station
955	121	Closest to main transit hub and easy to make connections to north or east routes.
956	129	Option EVT-A (Pink) allows potential riders the greatest access and ease of transfer from parking, local and regional transit support. I will always encourage the most direct and closest to transit hubs or Park and Rides; this option offers that.
957	135	It links with existing transit
958	137	Of the four options, EVT-A is the most cost-effective. While farther from Downtown, it can still support transit-oriented development of Everett Transit's main P&R lot. Across Smith Ave to the West, the properties with auto yards and the carpet store are owned by Craig Skotdal, and noted Everett real estate developer who focuses on mixed-used development. EVT-A is also the closest options to the 17 acres of city public works properties east of the BNSF (via the pedestrian bridge), which is also prime for transit-oriented development. So, of the options, this may be the station that's most well positioned to catalyze development. In addition to EVT-A, -B, -C, and -D, I'd encourage including another option located on the eastside of the BNSF tracks, straddling under the Pacific Ave Bridge. Since Sound Transit already owns the P&R on that side, an east-side alignment should be relatively inexpensive. In addition, the location would be closer to downtown than EVT-A and about the same distance to downtown as EVT-B. The location would do the most to catalyze the redevelopment of the Lowe's property (who's owner is looking to redevelop, and which is zoned for up to 25-floors), and the redevelopment of the City of Everett's 17-acre Public Works campus.
959	141	Need some way to connect to busses and this is the only way that seems to connect with the station.
960	142	This is super convenient to the huge hub that is everett.
961	147	EVT-A is located at Everett Station to provide easy interface with other transportation services.
962	156	With the timelines already pushing into 2040, perhaps the least challenging option might reduce the risks for further delays.
963	171	It connects to other transit best and has minimal impact on nearby housing

Everett Link Extension

Comment Number	Response ID	Comment (EVT-A: Move Forward)
964	173	This makes the most sense financially and time wise. If this route is chosen, I'd expect completion by 2037 or sooner. Ridiculous if any later.
965	174	This stop is closest to additional public transportation so that people can continue on their journey quickly.
966	188	proximity to existing station
967	190	good to be connected to the current transit center - access to city busses, amtrak, etc.
968	221	Good opportunity to build new walkable infrastructure in this area and connect it to the rest of the downtown.
969	222	This seems like a no brainer. We need to connect Light Rail with the existing bus and Sounder station.
970	228	Least impact most cost effective provides closer access to downtown
971	229	Lower cost. Synergy with Everett Station. Less noise pollution impact.
972	235	Station site should complement a city redevelopment vision.
973	273	Highest likelihood of on time completion with minimal negative economic impact and budget overage.
974	274	The existing infrastructure and transit hub make this the logical choice. Why change what is already functioning for our community? Just start to properly house the itinerant peoples so that we can have safe and clean service.
975	280	This is the simplest and would get it up and running the fastest in all likelihood.
976	283	Because I can easily get to the Everett Station by bus so it would be awesome to get all the way to Seattle from there!
977	285	Provides links to existing transit, allowing easy transfers and a more cohesive transit network.
978	290	Best connection to existing transit
979	291	Best connectivity to other transit. Would like to see the light rail extend across highway 2 to ease congestion across the trestle bridge and to serve communities east of I-5.
980	302	Beginning/ending route at location with ample parking options makes more sense than busy downtown Everett streets.
981	336	close to other transportation modes
982	342	Location
983	360	Closest to Everett Station.
984	361	Good transit connections, but this is my least favorite because distance to everything else. Why no stop at 41st? You're skipping by a lot of people. At least build for the future addition of one near there or madison.
985	368	EVT-A serves Everett Station. That's good. Great community engagement!
986	373	Connection to the station. I think alternatives B & C are terrible!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EVT-A: Do Not Move Forward)
987	48	Poor pedestrian connection to downtown
988	54	it would place the station in a very poor area of the city far away from local services and bus connections. Second this location is very congested and would require a very large expence to the city and sound transit to make it accessible.

Everett Link Extension

Comment Number	Response ID	Comment (EVT-A: Do Not Move Forward)
989	83	EVT-A unfortunately gives the most favorability to park-and-ride drivers at the cost of convenience to pedestrians and the walking disabled commuters who live north and west of Everett Station and shouldn't be tempted to have to pay extra for a bus ride just to get them uphill a few blocks. I walk a mile uphill to avoid paying Everett Transit after I have already paid Community Transit or Sound Transit. Others may not be as able-bodied as I am today. Favor the park-and-ride commuters more at the stops south of Everett Station.
990	97	great for transit connections, bad for anyone not connecting to transit.
991	119	Too far away from businesses
992	122	North Everett is dead. Low residential and even lower number of jobs. Why waste your time and our money serving this area?
993	154	This terminus is disconnected from downtown and both of the Metro Plan's identified transit corridors (Broadway and Evergreen). It does not promote strong "downtown to downtown" urban growth
994	196	Inferior to C
995	202	it is not convenient for people to get it on . only convenient to people who already on the transit.
996	205	Too far from were people want to be
997	232	Siting the station next to the very underutilize Sounder station would be a bad idea.
998	242	Much too far from downtown core.
999	286	Impossible to use any transit that I cannot safely reach, therefore parking is an absolute requirement.
1000	289	The EVT-A Pink route and station should NOT move forward because it is the farthest location for historically underserved communities and affordable housing as well as the farthest location from downtown. Placing the station and route here would unnecessarily add travel time to historically underserved communities and affordable housing when there are alternative station locations and alignments available. Furthermore, the EVT-A Pink route and station should NOT move forward because it does NOT align with Everett's Metro Everett Subarea plan. The Metro Everett Subarea plan has already incorporated a large amount of local feedback and consideration before settling on the preferred alignment shown in the subarea plan (alignment C, route brown). Ignoring that plan and choosing the Everett Station alignment and route would be ignoring the multitude of comments that Everett already received from the public when putting the plan together. When trying to make pedestrian connections from the Everett station area, this station and route would be less equitable and less convenient for residents, commuters and visitors of Everett because the light rail station would be unnecessarily farther from Broadway and Everett's downtown businesses. I urge you NOT to pursue this option.

EVT-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EVT-B: Move Forward)
1001	27	Easy access to parking, close to the bus and train station
1002	54	I feel that the B alternative would work best as it is adjacent to existing park and ride options and closer to local bus route connections that serve the community.

Everett Link Extension

Comment Number	Response ID	Comment (EVT-B: Move Forward)
1003	79	Still close enough to the bus systems, a little closer to downtown but the difference between walking 3 blocks is nothing
1004	80	I strongly prefer the EVT-B purple alternative as it presents the best balance between direct access to the existing Everett Station facilities and Downtown Everett.
1005	121	Closest to main transit hub and easy to make connections to north or east routes
1006	137	EVT-B is a more cost-effective version of EVT-C, without the cost of purchasing parcels but instead using existing ROW. However, the impacts of the elevated guideway support structure on the freight & delivery truck operations of light industrial businesses along McDougall must be considered. In addition to EVT-A, -B, -C, and -D, I'd encourage including another option located on the eastside of the BNSF tracks, straddling under the Pacific Ave Bridge. Since Sound Transit already owns the P&R on that side, an east-side alignment should be relatively inexpensive. In addition, the location would be closer to downtown than EVT-A and about the same distance to downtown as EVT-B. The location would do the most to catalyze the redevelopment of the Lowe's property (who's owner is looking to redevelop, and which is zoned for up to 25-floors), and the redevelopment of the City of Everett's 17-acre Public Works campus.
1007	235	Station site should complement a city redevelopment vision.
1008	240	It is walkable between Everett Station and Angel of the Winds Arena
1009	245	Balances distance to downtown and Everett Station. Low impact on historic resources. Closer to nearby residential areas.
1010	260	This station location is centrally located. It does not impact Broadway which is an important commercial and commuter roadway.
1011	273	Highest likelihood of on time completion with minimal negative economic impact or budget overage.
1012	280	This mitigates some of the access issues.
1013	299	Centrally located between downtown and the train station
1014	336	close to other transportation modes
1015	360	Close to Everett Station.
1016	361	Close to town and transit, balance.
1017	368	EVT-B serves Everett Station, while also splitting the distance to serve Angel of the Winds Arena and downtown businesses. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EVT-B: Do Not Move Forward)
1018	50	Use the existing Everett Station infrastructure and parking
1019	52	It is removed the the transit hub and makes connections to other routes harder.
1020	68	neither of these locations seem convenient. You will have to acquire a lot of existing business structures to build more parking.
1021	69	If we're going to not dovetail with the current station, we should at least provide a station on a major artery rather than a smaller road without much pedestrian business on it.
1022	72	This route would cause a massive upheaval of existing infrastructure and generate abundant construction challenges. The path will create worse traffic congestion in the downtown Everett area.

Everett Link Extension

Comment Number	Response ID	Comment (EVT-B: Do Not Move Forward)
1023	75	All of these choices on this line had massive consequences for local businesses
1024	83	EVT-B is better balanced than EVT-A to meet the needs of both park-and-ride commuters and pedestrians, but should not move forward because other options are more favorable to pedestrians. Favor the park-and-ride commuters more at the stops south of Everett Station.
1025	85	Common sense answers this question! Loud and expensive! Not to mention we have a transportation center already! Not my fault the Everett city council doesn't ride the bus and know it only takes a few minutes to walk downtown from the transit center... where the new Bezos Academy will be located too!
1026	98	Doesn't connect to the transit center, main purpose to serve commuters and remove traffic from the freeway.
1027	107	Furthest from 2 other major POI locations.
1028	109	More industrial area with no near by tourist or regular destinations plus unsafe area at night.
1029	122	North Everett is dead. Low residential and even lower number of jobs. Why waste your time and our money serving this area?
1030	188	not close to station or downtown, also seems like more complex/unnecessary land acquisition
1031	190	Don't really see any advantage to a station being here
1032	196	Inferior to C
1033	201	It is redundant and too close to EVT-A which is required based on existing transportation structure.
1034	229	Powerline and substation moving costs. Noise pollution impact on residential housing. Nobody wants to live next to a railroad track.
1035	289	The Evt-B Purple route and station should NOT move forward because there is a superior community and City supported option that is preferred to this option. This option is better than option A because it is closer for historically underserved communities and affordable housing, but still more problematic than option C. The EVT-B Purple route and station should NOT move forward because it does NOT align with Everett's Metro Everett Subarea plan. The Metro Everett Subarea plan has already incorporated a large amount of local feedback and consideration before settling on the preferred alignment shown in the subarea plan (alignment C, route brown). Ignoring that plan and choosing the Everett Station alignment and route would be ignoring the multitude of comments that Everett already received from the public when putting the plan together. I urge you NOT to pursue this option.
1036	290	Poor connection to existing transit
1037	295	Horrible placement
1038	373	This part of town is industrial, but not dense job opportunities. Why on earth would you put it here?
1039	375	Building through residential areas would displace community.

EVT-C

Why do you think this option should move forward? What do you like about this alternative?

Everett Link Extension

Comment Number	Response ID	Comment (EVT-C: Move Forward)
1040	48	Balances distance to downtown and existing transit center.
1041	83	EVT-C is better for pedestrians and the mobility-challenged by getting them up the hill to Pacific and Broadway.
1042	97	good middle ground option
1043	113	Closer to downtown with room to grow needed infrastructure to support and blend new environmental conditions of an end-point light-rail system.
1044	137	EVT-C is identified within city planning documents as the City of Everett's preferred location of the station. For that reason alone it should move forward. However, the impact of the elevated guideway on freight and delivery operations of light industrial businesses along McDougall need to be considered, as well as the cost of moving power lines. In addition, it's very likely that the alignment of the guideway and the station through parcels between 34th Street and Wall Street will mean there is significantly less transit-oriented development opportunities in the neighborhood. This is a major consideration that should raise alarm flags. In addition to EVT-A, -B, -C, and -D, I'd encourage including another option located on the eastside of the BNSF tracks, straddling under the Pacific Ave Bridge. Since Sound Transit already owns the P&R on that side, an east-side alignment should be relatively inexpensive. In addition, the location would be closer to downtown than EVT-A and about the same distance to downtown as EVT-B. The location would do the most to catalyze the redevelopment of the Lowe's property (who's owner is looking to redevelop, and which is zoned for up to 25-floors), and the redevelopment of the City of Everett's 17-acre Public Works campus. In addition to EVT-A, -B, -C, and -D, I'd encourage including another option located on the eastside of the BNSF tracks, straddling under the Pacific Ave Bridge. Since Sound Transit already owns the P&R on that side, an east-side alignment should be relatively inexpensive. In addition, the location would be closer to downtown than EVT-A and about the same distance to downtown as EVT-B. The location would do the most to catalyze the redevelopment of the Lowe's property (who's owner is looking to redevelop, and which is zoned for up to 25-floors), and the redevelopment of the City of Everett's 17-acre Public Works campus.
1045	196	Good access to downtown with good transit integration.
1046	220	close to downtown and transit while not impinging on downtown
1047	232	Best to serve as much of downtown as possible. Buses can route to both stations without adding much time.
1048	235	Station site should complement a city redevelopment vision.
1049	242	Proximity to Everett Station AND downtown. This station should maximize accessibility to both -- Everett Station for transit connections, downtown for critical economic development for Everett.
1050	245	Balances distance to downtown and Everett Station. Low impact on historic resources. Close to residential areas.
1051	260	This station location is centrally located. It does not impact Broadway which is an important commercial and commuter roadway.
1052	289	I think the EVT -C Brown alternative should move forward because Everett's Metro Everett Subarea plan has already incorporated a large amount of local feedback and consideration before settling on the preferred alignment shown in the subarea plan (alignment C, route brown). Ignoring that plan and choosing the Everett Station alignment and route (alignment A and pink route) would be ignoring the multitude of comments that Everett already received from the public when putting the plan together. When trying to make pedestrian connections

Everett Link Extension

Comment Number	Response ID	Comment (EVT-C: Move Forward)
		from the Everett station area, it would be more equitable and convenient for residents, commuters and visitors of Everett to have the light rail station closer to Broadway and Everett's downtown businesses so being closer to Broadway - Pacific (alignment C) is more advantageous than being right at the Everett Station (alignment A). This station and alignment allow a comfortable but short and conveniently traversed buffer from the extremely congested Broadway corridor. While giving access to the Everett Station is critical, it is also critical to provide convenient equitable accessible access to housing, businesses, and activities in downtown Everett. The brown alignment achieves this goal better than the pink alignment. I urge you to move forward with this option as your preferred option.
1053	294	Best distance for Everett station connections and downtown, close but not too close to Broadway. Best location for walkability to downtown and Everett station
1054	361	Close to town and transit, balance.
1055	368	EVT-C seems very similar to EVT-B and as a LFO, would be interesting to see how it fits with planned development. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EVT-C: Do Not Move Forward)
1056	20	C seems so wasteful. A uses Everett Station. B would at least access the Everett Station parking lots and be close by. C seems to far D is close to the arena.
1057	24	Makes no sense being on a non busy street.
1058	46	These are incredibly far from the Everett Station transit hub that services Amtrak (6 trains per day in non-COVID times), Sound Transit commuter trains, and many intercity and local bus routes.
1059	50	Use the existing Everett Station infrastructure and parking
1060	52	It is removed the the transit hub and makes connections to other routes harder.
1061	68	neither of these locations seem convenient. You will have to acquire a lot of existing business structures to build more parking.
1062	69	I think it would impact current businesses and entities too much.
1063	72	This route would cause a massive upheaval of existing infrastructure and generate abundant construction challenges. The path will create worse traffic congestion in the downtown Everett area.
1064	75	All of these choices on this line had massive consequences for local businesses
1065	79	Not a bad location, just a little too far away from the bus system. Being able to easily transfer between systems is going to be key. Not to mention the train (Amtrak)
1066	85	Common sense answers this question! Loud and expensive! Not to mention we have a transportation center already!
1067	94	Broadway is too small, already overwhelmed and would affect far to many businesses directly
1068	98	Doesn't connect to the transit center, main purpose to serve commuters and remove traffic from the freeway.
1069	109	More industrial area with no near by tourist or regular destinations plus unsafe area at night.
1070	121	Higher cost as it is displacing businesses.

Everett Link Extension

Comment Number	Response ID	Comment (EVT-C: Do Not Move Forward)
1071	122	North Everett is dead. Low residential and even lower number of jobs. Why waste your time and our money serving this area?
1072	129	Option EVT-C (Brown) will displace or eliminate a number of businesses that add to manufacturing, and house social programs for our community.
1073	143	Connect to existing transit service stations.
1074	174	This stop is too far away from other transportation alternatives.
1075	188	not close to station or downtown, also seems like more complex/unnecessary land acquisition
1076	190	Don't really see any advantage to a station being here
1077	201	It is redundant and too close to EVT-A which is required based on existing transportation structure.
1078	228	Too much impact and too expensive
1079	229	Powerline and substation moving costs. Noise pollution impact on residential housing. Nobody wants to live next to a railroad track.
1080	240	It would take too many paroperties
1081	273	Highest level of negative economic and community impact. High likelihood of delays.
1082	283	As far as I can tell, it's not needed when people can use route B or D instead.
1083	285	Worst of all worlds. Does not move station appreciably closer to downtown, but does move the station from existing transit infrastructure that could be used to get to downtown.
1084	290	Poor connection to existing transit
1085	317	No specific reason
1086	373	This part of town is industrial, but not dense job opportunities. Why on earth would you put it here? I would not walk on this street alone.
1087	375	Building through residential areas would displace community.

EVT-D

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EVT-D: Move Forward)
1088	20	If we can't use Everett Station, this seems like a logical fallback to connect directly to the arena. I'm worried though how buses would meet the light rail unless it's like TransLink's MetroTown.
1089	24	Broadway is already a main throughfare in Everett. Compared to Broadway on Capitol Hill. Keep the line we're the traffic is existing.
1090	59	Putting riders closer to the major destinations of downtown Everett makes sense. Commuters can still walk the five blocks to the park and ride lots or transit hub.
1091	68	I like the idea of having the station central to downtown. This would encourage more commuters to Seattle because of ease of access. The more walkable this is, the more it will be used. No matter where you put this, parking is going to be a major issue. It's best to be in a place where more people can reach it by foot or bike.
1092	69	I like that it proceeds down a major artery and would provide a station at one of the biggest community locations (Angel of the Winds). Easy access.
1093	83	EVT-D encourages pedestrians the most by getting them farthest uphill, nearest to the arena and nearby homes and businesses. The uphill climb to both Broadway and Pacific from Everett Station is steep for some.

Everett Link Extension

Comment Number	Response ID	Comment (EVT-D: Move Forward)
1094	90	A little more walkable to downtown Everett
1095	108	this is also a good location for people who want to attend events at the arena but only viable on event days.
1096	109	Angel of the Winds Arena easy access would drive up ridership and would help boost the local economy there.
1097	119	Better access to businesses and services
1098	121	Nice that it's close to and main hub for events but worried that it will not make connections easy for other transit services.
1099	137	This station is closest to one of the best and flattest pedestrian routes from Broadway to the core of Downtown Everett. However, this station location could have significant downsides in terms of impact to traffic along Broadway and Hewitt. It may also be difficult to integrate Swift and local bus routes for easy transfers. Finally, it's the least likely location to catalyze redevelopment of Everett Transit's P&R lot and Everett Public Works' 17-acre Cedar Street campus. In addition to EVT-A, -B, -C, and -D, I'd encourage including another option located on the eastside of the BNSF tracks, straddling under the Pacific Ave Bridge. Since Sound Transit already owns the P&R on that side, an east-side alignment should be relatively inexpensive. In addition, the location would be closer to downtown than EVT-A and about the same distance to downtown as EVT-B. The location would do the most to catalyze the redevelopment of the Lowe's property (who's owner is looking to redevelop, and which is zoned for up to 25-floors), and the redevelopment of the City of Everett's 17-acre Public Works campus.
1100	154	It supports Everett's Metro Plan which develops Broadway as a major transportation and development corridor, connecting to bus routes and business on the corridor would be easy for pedestrian and bicycle commuters
1101	188	proximity to downtown Everett
1102	190	great for downtown Everett access - arena, restaurants, etc
1103	201	Need better access to downtown Everett. This is as close as it gets, apparently.
1104	202	easy for people to get on and off. convenience, but it is still easy to get on the other transit to go to Everett Station
1105	205	Closer to the center of downtown
1106	221	Best for current infrastructure
1107	227	EVT-D provides the best location to encourage people living south of Everett to take light link to downtown events/parades/shows. Having the station located adjacent to the Angel of the Winds Arena provides exceptional convenience and would increase Everett's modernization as a medium / large city. It's understandable why A, B, or even C might be considered more ideal from a financial or compromise point of view, however, we only have one shot for the perfect location to be chosen. Everett can always provide dedicated transport from Everett Station to light link on a regular basis - increased during events. Or, continue modernizing our transportation infrastructure by looking into progressive connection methods like The Boring Company to link the two locations (and potentially going further North, South, or to the amazing Everett Waterfront). Think bigger, please.
1108	235	Station site should complement a city redevelopment vision.
1109	263	This has the most potential for connectivity and access. However it must use the street right of way to minimise excess property acquisitions and destruction, which wastes time and money.
1110	286	There are already way too few parking places at Everett Station, so don't make that worse by taking space for transit construction.

Everett Link Extension

Comment Number	Response ID	Comment (EVT-D: Move Forward)
1111	295	The light rail should run from where they're currently building at Lynnwood parking ride, on the east side of I-5, cross over to Ash way park and ride, continue on the east side of I-5, make a stop at 128th, continue on the east side of I-5, make a new stop at the old el captain way park & ride, then switch over to the west side of i-5 to go down old Broadway, it could even stay on the east side and make a stop at 41st. Obviously they should choose a route that isn't residential but is close to major intersection and transit routes.
1112	299	Closest to downtown
1113	317	Closer access to city core
1114	373	Access to other transportation, more centrally located than other options.
1115	375	Simplest Route, most cost-effective option.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EVT-D: Do Not Move Forward)
1116	46	These are incredibly far from the Everett Station transit hub that services Amtrak (6 trains per day in non-COVID times), Sound Transit commuter trains, and many intercity and local bus routes.
1117	50	Use the existing Everett Station infrastructure and parking
1118	52	It is removed the the transit hub and makes connections to other routes harder.
1119	70	Thanks!
1120	72	This route would cause a massive upheaval of existing infrastructure and generate abundant construction challenges. The path will create worse traffic congestion in the downtown Everett area.
1121	75	All of these choices on this line had massive consequences for local businesses. I am not a fan of having the rail system travel down Broadway which is a major thorough fair.
1122	78	Far away from Everett station,transfers are difficult
1123	79	Broadway is already a major congested thoroughfare. AS a bike rider there is No good option to downtown from there. And i imagine that the majority of users will be commuting south, not to see a concert at angel of the winds. Currently, the bus system is only utilized by commuters. Everyone who comes to concerts drives and parks at the transit center to walk up to the concerts.
1124	80	While EVT-D best serves Downtown Everett, there appears to be too much construction impact to Broadway (some blocks where redevelopment projects have already been completed) and is too far from the existing Everett Station facilities.
1125	85	Common sense answers this question! Loud and expensive! Not to mention we have a transportation center already!
1126	94	Broadway is too small, already overwhelmed and would affect far to many businesses directly
1127	98	Doesn't connect to the transit center, main purpose to serve commuters and remove traffic from the freeway.
1128	109	More industrial area with no near by tourist or regular destinations plus unsafe area at night.
1129	113	Too congested already, no room to grow and develop.
1130	122	North Everett is dead. Low residential and even lower number of jobs. Why waste your time and our money serving this area?

Everett Link Extension

Comment Number	Response ID	Comment (EVT-D: Do Not Move Forward)
1131	129	Option EVT-D (Teal) will displace or eliminate a number of businesses that add to manufacturing, and house social programs for our community. Additionally this option creates accessibility issues for folks who may need direct access to transit and rail -- wheelchair, walking issues and general transfer ease. This option is too far from the regional transit hub.
1132	142	Broadway is so crowded already. Big no from me.
1133	143	Connect to existing transit service stations.
1134	147	EVT-D is too far away from the other transportation services at Everett Station and would provide significant construction phase impacts to Broadway and Hewitt Ave.
1135	149	This will cause horrific traffic problems.
1136	171	Too much disruption of housing and businesses on/near Broadway
1137	173	This is going to take so much time and purchase of land. Unless they clean up Everett (broadway) it's a waste of time and resources.
1138	174	This stop is too far away from other transportation alternatives.
1139	196	Inferior to C
1140	220	potential issues with downtown historical buildings
1141	222	This location is not close to most of the other transit options riders would need to access for that "last mile."
1142	229	Powerline moving costs. Noise pollution impact on residential housing. Nobody wants to live next to a railroad track. City aesthetics. I don't mind crossing under a railway bridge, but walking or driving next to one elevated or not is just ugly and distracting. This is a bad choice.
1143	242	Much too far from Everett Station.
1144	245	Too far from Everett Station
1145	260	I like this station location. But Broadway is a busy commuter roadway, and there could be issues locating a rail line along this road.
1146	274	Do not make the mistake of putting the line right on the main drag of Broadway. This will only benefit pedestrians, and will likely add to vehicle traffic in the area.
1147	280	I know this is downtown, but given that there would be bussing issues, it seems like it's not a great option.
1148	285	Similar to EVT-C. Its closer to downtown, but much farther from existing transit infrastructure. The station would not serve Everett, but the Arena.
1149	289	I think the EVT-D teal option should not move forward because Alignment D and the teal route follow a high-volume corridor with several signals. Either this route would need to be elevated, or it would have several at grade signal crossings which would increase risk of collisions for pedestrians all along this corridor. It seems like a very expensive option that I don't really support since there are other, less expensive, routes that result in less exposure to pedestrians while also providing more equitable convenient access to downtown Everett that our community and City prefer (Option C). I urge you NOT to pursue this option.
1150	290	Poor connection to existing transit
1151	294	Too far from Everett station, need ability to walk to Everett station
1152	342	Location
1153	360	Too far from Everett Station.
1154	361	Too far from transit center
1155	368	My husband says "EVT-D looks like a hyper-capitalist hellscape that was planned by the owner of Angel of the Winds Arena. It is too far from Everett Station," while I somewhat agree, I do appreciate how it is the closest to serving historically

Everett Link Extension

Comment Number	Response ID	Comment (EVT-D: Do Not Move Forward)
		underserved communities. I do still think it should not move forward, however. Great community engagement!

SR 526/Evergreen (EGN)

EGN-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EGN-A: Move Forward)
1156	20	Best hope of saving a connection to Seaway.
1157	52	This feels still like the most obvious route and the least disruptive overall.
1158	55	Great open space!
1159	75	If the airline was moved more to the east it would sit almost in the old parking lot where the dialysis company is this would be a great place for a platform without disturbing the residential area
1160	80	I prefer the EGN-A pink station as it is part of my preference for the SWI pink route.
1161	85	Most cost effective route for highest cost form of public transportation.
1162	110	Close to many residents and not too far from nearby commercial destinations
1163	118	Closer to new housing being added and further from crime hotspots on Casino Rd
1164	121	Support for existing transit services.
1165	130	Straight path of least resistance
1166	147	EGN-A minimizes impacts to the community during construction as compared to the other options.
1167	161	Least expensive and there is room for the station at that location. It will also be close to the housing development being built next to it.
1168	170	It is an easy access spot with a large existing lot. Access back into the Casino neighborhood is good and could be easily improved.
1169	190	relatively easy access from Cascade HS
1170	203	This station would provide decent connections to the south due to an existing pedestrian bridge and would save the costs of crossing SR 526.
1171	235	Allows for freeway alignment.
1172	246	Least impact to neighborhoods
1173	257	Closest to neighborhoods along Beverly lane easy access for those on south side using existing walkway over 526
1174	259	Least impactful to existing homes and will utilize already available land in the Interurban Trail. This intersection is bad enough as it is today and adding a rail station at the corners of Casino and Evergreen Way will just add to the congestion of the area.
1175	302	Looks like it would put the least burden on SR526/Evergreen intersection which is busy and already gets backed up without the light rail service coming through.
1176	342	Location
1177	360	Near pedestrian walkway over SR 526 so easy access to Casino Rd. Avoid congestion on Casino Rd during construction.
1178	368	EGN-A serves residences while still being accessible via pedestrian bridge for people near Casino Rd. Great community engagement!

Everett Link Extension

Comment Number	Response ID	Comment (EGN-A: Move Forward)
1179	375	Simplest Route, most cost-effective option. Don't have to build bridge over Evergreen way.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EGN-A: Do Not Move Forward)
1180	32	Forces people to cross Evergreen Way
1181	38	Freeway trench
1182	48	North of SR 526, poor connection to existing transit
1183	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
1184	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1185	94	too much residential area destroyed
1186	97	Should be running north-south on Evergreen Way instead of Boeing dog leg
1187	98	Too hard to access for transit riders
1188	137	By being directly alongside SR526, half of the development potential around the station is eliminated. It is near a future affordable housing complex, which is great. However, much of area within a quarter & half mile of the station is single-family housing which needs to go through the political process in order to get rezoned for more intensive housing patterns. Water, sewer, and streetscape infrastructure may not exist in this SFH area to support the more intensive development.
1189	138	While providing a neighborhood connection, it provides the least regional utility for the station due to requiring cross-highway pedestrian infrastructure.
1190	172	disruption of residential community; proximity to high school
1191	199	This route is going to be too close to the existing houses if the rail is to be build on the north side of 526. This will bring down the property value of my home. Will there be a barrier wall put in?
1192	205	On the wrong side of the highway
1193	222	The only way to reach this location for most residents would be to walk over an old pedestrian overpass that is narrow and steep. If this location is selected the overpass would need to be replaced with something more usable for bikes and is ADA compliant.
1194	245	Bad connections to transit and interurban trail. Least opportunity for development
1195	260	This station location is too far from the commercial areas south of HWY 526.
1196	263	Walk shed impacted by proximity to freeway
1197	278	A seems to have the most challenges and is only a proposed option based on it's lower cost. But let's not think too short sighted, let's think longterm and pick the option that makes most sense, which is option D.
1198	289	Station A should not move forward because it is the farthest distance away from being able to give faster, reliable transfer times to the historically underserved community that is south of SR-526. This station location would force the historically underserved community to cross SR-526 to access the multimodal benefits of the light rail station as well as still force them to cross both SR-526 and Evergreen Way to access the existing Northbound SWIFT blue line bus service. Leaving existing

Everett Link Extension

Comment Number	Response ID	Comment (EGN-A: Do Not Move Forward)
		taxpayer funded infrastructure in place and then complimenting that existing infrastructure is more financially responsible then paying additional tax payer funded money to move very expensive Community Transit SWIFT line stations. Furthermore, the wait time at the over saturated intersection of Evergreen - Casino in the afternoons is high enough that this option needs to be publicly listed as a barrier to pedestrian and bicycle connections if it is chosen and the design of the signal at Evergreen Way – Casino Rd is not altered in some way to reduce the pedestrian crossing time. I do like the pink alignment, but I think the rail should transition from north of SR-526 to south of SR-526 before it reaches Evergreen Way, similar to how the existing light rail transitions from west of I-5 to east of I-5 to get from the Shoreline preferred stations to the Mountlake Terrace and Lynnwood preferred stations. Since there are other more viable station locations then Station A that don't have these downsides, I don't think this station location should move forward. Also, I see that this is a fully funded stop, while the Evergreen - Airport Rd stop is a provisional stop. I think it would be very beneficial to strongly consider swapping initial construction of this station with the Evergreen Way - Airport Rd Station. If the SW Industrial station is built in its representative station location (alignment A), then the historically underserved low-income Casino Rd community would still be served and have less community impacts by not losing the businesses they use on a daily basis. I urge you NOT to move forward with this station location.
1199	361	Too close to highway, too far from transit.

EGN-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EGN-B: Move Forward)
1200	27	Easy access to the fred meyer shopping center
1201	32	Supports Everett District 4
1202	48	Looks like the least displacement, good access to existing transit.
1203	59	It seems to be the least disruptive option while still being close enough to entice riders who live and work in the area. The pedestrian bridge there helps connect residents on the other side of the highway.
1204	87	Most stops
1205	94	Near existing roadway, less residential area in the path
1206	98	Best combination of lowest cost and transit access to HW-99
1207	109	Station and line would be less disruptive during construction, plus it's on the same side of the main street as Fred Meyer and many other shops.
1208	129	The location of option EGN-B allows for easy and safe access to local and regional transit transfers and will have the smallest affect of minority owned businesses in this area. The combination of dense traffic and poor pedestrian safety makes this section of Everett a dangerous one for transit users; limiting the length of travel needed to connect with other transit or walkability to homes in the area with help keep riders safe. Options B and C allow for the safest boarding and alighting.
1209	172	connection with Swift bus line; least disruptive to neighborhood
1210	217	The cost to bridge over 526 at the intersection by Boeing would be much higher than the crossover east of Evergreen. The land usage currently on the south side of 526 is more amenable to cost control.

Everett Link Extension

Comment Number	Response ID	Comment (EGN-B: Move Forward)
1211	235	Allows for freeway alignment.
1212	368	EGN-B serves businesses and residences on Casino Rd, while still being accessible via pedestrian bridge to residences across 526. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EGN-B: Do Not Move Forward)
1213	38	Freeway trench
1214	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
1215	75	The B, C, D & E platforms would cause a great disturbance among all the businesses in the area comparatively.
1216	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1217	85	Just go ahead and run right over the lowest income area we have in Everett, makes sense!
1218	97	Should be running north-south on Evergreen Way instead of Boeing dog leg
1219	130	Too many houses in the way
1220	137	By being directly alongside SR526, half of the development potential around the station is eliminated. The intersections of the SR526 ramps and Evergreen Way are extremely hostile to pedestrians and put them in harm's way. These are crap conditions for kids walking to Cascade High School.
1221	138	Too close to SR 526 itself to provide maximum utility.
1222	203	The purple alignment would result in potential impacts to affordable housing adjacent to SR526
1223	217	parking (future) is available in that shopping center.
1224	246	Hurts neighborhoods and displaces more families
1225	289	Station B should not move forward because it would remove a historically underserved community's Casino Square business park that currently houses more than 13 restaurants and services that this community uses on a daily basis. Preserving the housing in the historically served community but then removing the local businesses that support this historically served community is still an unnecessary large dis-service to the historically underserved community. This station location would force the historically underserved community to cross Evergreen Way to make a connection from east – west service to access the existing Northbound SWIFT blue line bus service. Leaving existing taxpayer funded infrastructure in place and then complimenting that existing infrastructure is more financially responsible than paying additional tax payer funded money to move very expensive Community Transit SWIFT line stations. Furthermore, the wait time at the over saturated intersection of Evergreen - Casino in the afternoons is high enough that this option needs to be publicly listed as a barrier to pedestrian and bicycle connections if it is chosen and the design of the signal at Evergreen Way – Casino Rd is not altered in some way to reduce the pedestrian crossing time. I do like the pink alignment, but I think the rail should transition from north of SR-526 to

Everett Link Extension

Comment Number	Response ID	Comment (EGN-B: Do Not Move Forward)
		south of SR-526 before it reaches Evergreen Way, similar to how the existing light rail transitions from west of I-5 to east of I-5 to get from the Shoreline preferred stations to the Mountlake Terrace and Lynnwood preferred stations. Since there are other more viable station locations than Station B that don't have these downsides, I don't think this station location should move forward. I urge you not to consider removing those beloved businesses when other alignments can accomplish the project purpose and need without such great impacts on communities of color. Also, I see that this is a fully funded stop, while the Evergreen - Airport Rd stop is a provisional stop. I think it would be very beneficial to strongly consider swapping initial construction of this station with the Evergreen Way - Airport Rd Station. If the SW Industrial station is built in its representative station location (alignment A), then the historically underserved low-income Casino Rd community would still be served and have less community impacts by not losing the businesses they use on a daily basis. I urge you NOT to move forward with this station location.
1226	361	Too close to highway, too far from transit
1227	375	Will have to build bridge over Evergreen way. More cost effective to build pedestrian bridge.

EGN-C

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EGN-C: Move Forward)
1228	87	Most stops
1229	94	I do not understand how b and c aren't the same route.
1230	129	The location of option EGN-C allows for easy and safe access to local and regional transit transfers and will have the smallest affect of minority owned businesses in this area. The combination of dense traffic and poor pedestrian safety makes this section of Everett a dangerous one for transit users; limiting the length of travel needed to connect with other transit or walkability to homes in the area with help keep riders safe. Options B and C allow for the safest boarding and alighting.
1231	172	connection with Swift bus line; least disruptive to neighborhood
1232	235	Allows for freeway alignment.
1233	245	Pedestrian and bike connections. Transit connections.
1234	289	Station alternative C should be carried forward because although it is north of the existing CT blue line stop, this location would provide for the shortest connection travel time by being located adjacent to the crosswalk that is parallel to the large NB vehicle movement. This station location will provide the least delay and most reliably short travel time for the historically underserved community in this area when they need to transition from east – west travel to northbound travel. Station C does NOT require the loss of the bakery located near alignment E so it better serves the historically underserved community by leaving this local treasure intact. This station is close to my preferred pink alignment so it should cost less than my other preferred station location, E. There are schools on both sides of Evergreen Way here, however, the high school, which is more likely to have solo students using public transportation to get to and from school is on the east side, so it is better to have the station on the east side of Evergreen Way. There is already a pedestrian crossing on the west side of Evergreen Way that crosses SR-526

Everett Link Extension

Comment Number	Response ID	Comment (EGN-C: Move Forward)
		providing existing pedestrian access to surrounding communities, so carrying forward alternative C would increase the overall level of pedestrian access in the vicinity of SR-526 rather than altering an existing one. This station is listed as having the highest potential to affect businesses through property acquisitions, however, I think the rail should transition from north of SR-526 to south of SR-526 before it reaches Evergreen Way, similar to how the existing light rail transitions from west of I-5 to east of I-5 to get from the Shoreline preferred stations to the Mountlake Terrace and Lynnwood preferred stations. This would greatly lower the potential to affect historically underserved businesses and lower the potential costs to acquire property. Also, I see that this is a fully funded stop, while the Evergreen - Airport Rd stop is a provisional stop. I think it would be very beneficial to strongly consider swapping initial construction of this station with the Evergreen Way - Airport Rd Station. If the SW Industrial station is built in its representative station location (alignment A), then the historically underserved low-income Casino Rd community would still be served and have less community impacts by not losing the businesses they use on a daily basis. . I urge you to choose this station at your preferred station location.
1235	298	Close to the trail
1236	299	Closest to trail portion of the inter urban trail. Transfer possibilities from busses on 526.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EGN-C: Do Not Move Forward)
1237	38	Freeway trench
1238	59	Too far away from existing services, such as the grocery store, and set closer to a single family residential area.
1239	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
1240	75	The B, C, D & E platforms would cause a great disturbance among all the businesses in the area comparatively.
1241	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1242	85	Just go ahead and run right over the lowest income area we have in Everett, makes sense!
1243	97	Should be running north-south on Evergreen Way instead of Boeing dog leg
1244	98	Dunn lumber only? Why?
1245	121	Higher costs and more displacing people.
1246	130	Too many houses in the way
1247	137	By being directly alongside SR526, half of the development potential around the station is eliminated. Kids walking to Cascade High School could walk along Holly Dr (under SR526), which makes it preferable to EGN-B.
1248	138	Too close to SR 526 to provide maximum utility.
1249	170	That spot seems to make access the most difficult.

Everett Link Extension

Comment Number	Response ID	Comment (EGN-C: Do Not Move Forward)
1250	203	The purple alignment would result in potential impacts to affordable housing adjacent to SR526
1251	246	Hurts neighborhoods and displaces more families
1252	257	furthest from neighborhoods
1253	361	Too close to highway, too far from transit
1254	368	Evergreen Way is difficult to cross, and EGN-C serves fewer businesses and residences than the alternatives. My husband asks: "Who takes public transportation to Dunn Lumber? That would be difficult." Great community engagement!
1255	375	Will have to build bridge over Evergreen way. More cost effective to build pedestrian bridge.

EGN-D

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EGN-D: Move Forward)
1256	20	I like D being so close to the Jack-in-the-Box and Fred Meyer I disembark SWIFT Blue for.
1257	27	Easy access to the shopping center
1258	38	Great connections to walk from nearby and at the center of the district
1259	59	A station along Casino Road and near Evergreen Way makes sense as major transit lines already serve both, plus the nearby housing and retail.
1260	87	Most stops
1261	95	Best location for walking users seems safest
1262	138	This provides a reasonable pedestrian and transit connection to the station for the surrounding area. However, the alignment of this station should reorient to match to a direct connection to Airport Road/SR 99.
1263	141	Closest to Swift and bus
1264	202	closest to Evergreen way, easy for people to walk to services
1265	205	On the green line down Casino Rd.
1266	221	Best possibility to build walkable urban design around this station.
1267	222	Centrally located near Cascade High School, Fred Meyer and the new housing going in on the NW corner of this major intersection. It is also closer than the others to the many lower income apartments located on Casino Rd.
1268	232	Connections to transit and potential for development
1269	245	Pedestrian and bike connections. Opportunity for development near station. Transit connections
1270	260	This station location is close to existing commercial areas. It would support new commercial and residential developments.
1271	278	To me, D is the only option that makes logical sense.
1272	361	Good transit and neighborhood access, farther from highway. You can make this work on a different alignment instead of coming down casino rd. Also, there should be an Everett Mall station and the line from the east side should go all the way to Boeing on a spur, not stop at Mariner.
1273	368	EGN-D is probably the best option, especially if it can be aligned with the "purple" route. It serves Casino Rd and Fred Meyer, while also providing easy access to Evergreen Way and the bus options there. Great community engagement!

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Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EGN-D: Do Not Move Forward)
1274	52	Again the disruption to the low-income residential area.
1275	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
1276	75	The B, C, D & E platforms would cause a great disturbance among all the businesses in the area comparatively.
1277	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1278	85	Just go ahead and run right over the lowest income area we have in Everett, makes sense!
1279	94	too much residential area destroyed
1280	97	Should be running north-south on Evergreen Way instead of Boeing dog leg
1281	98	Too disruptive to major traffic corridors and too costly.
1282	109	Would disrupt established traffic flow and schools near by too much during construction
1283	121	Higher costs and more displacing people.
1284	129	My concern is that Option EGN-D (Green) disrupts business access and will eliminate valuable and necessary low income and minority housing in this area; displacing families and minority businesses located along Casino. The majority of businesses in the area are minority owned. Sticking to locations that run along preexisting freeway systems rather than overtaking low income and minority housing.
1285	130	Too many houses in the way
1286	137	EGN-D has the most opportunity to catalyze development around the station. However, the green and blue alignments along Casino Rd will also likely physically displace the most low income & POC residents.
1287	147	EGN-D would provide significant impacts to the community during the construction phase.
1288	161	Challenging location for construction in a very busy area.
1289	172	disruption to residential community; proximity to elementary school
1290	203	Impacts to Casino Road would be huge
1291	235	Does not allow for freeway alignment.
1292	246	Hurts neighborhoods and displaces more families
1293	259	Most likely to cause the most disruption to the congested area at Casino and Evergreen Way as well as at 7th and Casino where daily traffic from Cascade High School and Emerson Elementary School is already a problem.
1294	289	EGN green alignment should move NOT forward because this route does negatively impact several historically underserved low-income housing communities and traffic signals along Casino unlike the pink route transitioning to Station C. I urge you not to consider removing those beloved businesses when other alignments can accomplish the project purpose and need without such great impacts on communities of color. I urge you NOT to move forward with this station location.
1295	342	Location
1296	375	Will have to build bridge over Evergreen way. More cost effective to build pedestrian bridge.

Everett Link Extension

EGN-E

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (EGN-E: Move Forward)
1297	38	Good TOD potential and still highly walkable
1298	138	This provides a reasonable pedestrian and transit connection to the station for the surrounding area. However, the alignment of this station should reorient to match to a direct connection to Airport Road/SR 99.
1299	170	I like the neighborhood access, another good spot near that major intersection of 525 and Hwy 99. Better for bicycles than A, likely better for pedestrians too.
1300	232	Connections to transit and potential for development
1301	245	Pedestrian and bike connections. Opportunity for development near station.
1302	260	This station location is close to existing commercial areas. It would support new commercial and residential developments.
1303	291	I like the station location for easy access to bike and pedestrian options like the inter urban. And the potential for growth. I would also like to see the route extend East from there to serve communities like Snohomish/Lake Steven's.
1304	298	Close to the trail
1305	361	Good transit and neighborhood access, farther from highway. Make it work with a different alignment if casino is a problem.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (EGN-E Do Not Move Forward)
1306	52	Again the disruption to the low-income residential area.
1307	59	Too far away from existing services, such as the grocery store, and set closer to a single family residential area.
1308	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension.
1309	75	The B, C, D & E platforms would cause a great disturbance among all the businesses in the area comparatively.
1310	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1311	85	Just go ahead and run right over the lowest income area we have in Everett, makes sense!
1312	94	too much residential area destroyed
1313	97	Should be running north-south on Evergreen Way instead of Boeing dog leg
1314	98	Too disruptive to major traffic corridors and too costly.
1315	109	Would disrupt established traffic flow and schools near by too much during construction
1316	129	My concern is that Option EGN-E (Blue) disrupts business access and will eliminate valuable and necessary low income and minority housing in this area; displacing families and minority businesses located along Casino. The majority of businesses in the area are minority owned. Sticking to locations that run along preexisting freeway systems rather than overtaking low income and minority housing.
1317	130	Too many houses in the way

Everett Link Extension

Comment Number	Response ID	Comment (EGN-E Do Not Move Forward)
1318	137	EGN-E has the second most opportunity to catalyze development. However, the green and blue alignments along Casino Rd will also likely physically displace the most low income & POC residents. Kids walking to Cascade High School could walk along Holly Dr (under SR526), which makes it preferable to EGN-B.
1319	147	EGN-E would provide significant impacts to the community during the construction phase.
1320	172	disruption to residential community; proximity to elementary school
1321	203	Impacts to Casino Road would be huge
1322	235	Does not allow for freeway alignment.
1323	246	Hurts neighborhoods and displaces more families. Why have tracks elevated and disrupts neighborhoods
1324	257	furthest from neighborhoods
1325	289	EGN blue alignment should move NOT forward because this route and station does negatively impact several historically underserved low-income housing communities and traffic signals along Casino unlike the pink route transitioning to Station C. The historically underserved community would be sad to lose the bakery located near station E, so I prefer station C to station E. I urge you NOT to move forward with this station location.
1326	368	Evergreen Way is difficult to cross, and EGN-E serves fewer businesses and residences than the alternatives. Great community engagement!
1327	375	Will have to build bridge over Evergreen way. More cost effective to build pedestrian bridge.

SW Everett Industrial Center (SWI)

SWI-A

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-A: Move Forward)
1328	20	My understanding - and I could be wrong - is Community Transit is buying or has bought property just south of SWI-A so should make building out the station easier. It's also closest to the factory. But I would rather the station be at Seaway Transit Center. Seems to be a waste not to use that center, wonder what will come of it.
1329	38	Residential zoning, Boeing close by. If Boeing leaves, the land will be massive TOD opportunity
1330	48	Most accessible to historically underserved communities. More existing pedestrian connections.
1331	55	Should have stops at Boeing, should add so to Paine field airport
1332	59	A station close to Boeing could help workers get there without driving. Though I'm not sure how accessible the station would be across Highway 526 to the plant.
1333	61	Serves Boeing well.
1334	75	Although this appears it would potentially cause a business warehouse to be shut down it is the most viable location for the Boeing plant to have a bridge over 526 for pedestrian usage which would be highly beneficial.
1335	87	Good Boeing access where most park
1336	109	Easy access to Boeing plant
1337	118	Pedestrian access to Boeing is feasible with this option

Everett Link Extension

Comment Number	Response ID	Comment (SWI-A: Move Forward)
1338	129	A station located at either end of Casino is needed to allow high quality transit access for the number of low income and minority housing in this area. Station option SWI-A allows for walkable or direct transit access to the rail station, while avoiding the low income and minority housing that may be affected by the installation of the rail system; in addition to the added noise pollution and unwanted/undesirable presence in these neighborhoods.
1339	141	It's closer to Boeing and the transit station there but at the same time I don't like it as there is no pedestrian access to Boeing and the transit station which would be needed if this station is selected - and if this is in lieu of a stop at Paine Field for passengers, there would need to be a good way for people to to get to their flights. Really don't like this location as it isn't connected to any of the three key things. Would really like a way from the transit center to catch the train as that is what I would be doing daily.
1340	142	It's near Boeing
1341	147	Close the largest employment facility in our state. Pink route minimizes existing residential impacts in the visible part of the map.
1342	190	good station location for boeing employees
1343	203	This seems to be closest to the "center of mass" of the SW industrial area. However, a secondary transit network will be needed to make connections between the station and employers
1344	205	If this hook to Boeing is built, A probably gets more workers to the site-.
1345	220	close to Boeing for fastest connector bus transfer
1346	222	I would hope that many Boeing workers would make use of this Light Rail system, and this is the closest stop to the plant. I DO regret there is no stop proposed that is near Paine Field for those of us wanting to take transit to the airport.
1347	235	More parcels that can be used for TOD.
1348	240	It's the closest to the largest employment population in the county.
1349	241	SWI "A" should move forward because this route and station do NOT negatively impact several historically underserved low income housing communities and traffic signals along Casino unlike the blue and green routes. Alignment A equitably and conveniently connects the historically underserved low income communities along Casino Rd with no or very low housing impacts which is a goal your purpose and need explicitly states. Alignment A is closer to the Seaway Transit Center than any of the other alternatives which allows for the shortest transfer time for pedestrians needing to reach their final destination through the Seaway Transit Center. Alignment A allows for more equitable Transit Oriented Growth immediately adjacent to the historically under served Casino Rd community. Since Paine Field will require shuttles no matter where the SW Industrial station is located, it is more beneficial to make it more equitable and convenient to the residents of the historically underserved Casino Rd area and commuters for SW industrial Everett, then to put the station at either Alignment B or C which will result in longer transfer times for all but a small amount of use cases (Airport Trips).
1350	242	It would seem to provide the best service to the most jobs. That should be the primary goal of this station -- to serve the job center.
1351	251	closest location to the bulk of the hourly and salary workforces for Boeing, would be better if it was more adjacent to the existing transit center on seaway.
1352	260	This station is centrally located to the Boeing Production Facility and light industrial business parks.
1353	285	Good connections to major employer, creating most demand.

Everett Link Extension

Comment Number	Response ID	Comment (SWI-A: Move Forward)
1354	298	I think it will be a heavy use site
1355	299	Closer to more people living on casino road, closer to Boeing. Possible transfer from/to bus on 526 or casino road.
1356	342	Location
1357	368	SWI-A is less useful for industrial workers, but is the only station that actively serves the residential areas on W Casino Road. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-A: Do Not Move Forward)
1358	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1359	22	Not many homes in walking distance, Boeing workers south likely aren't commuting to an office
1360	30	This detour to Paine Field is a terrible design for a regional transit system. The Paine Field connection should be a shuttle or spur route, not a mandatory detour on the way to Everett.
1361	32	Too far away from Paine Field and Boeing to be a practical commuter option. A long shuttle ride to the airport and to Boeing will only discourage people from using the service
1362	50	Give users easy train access to Paine Field!
1363	67	I don't have much faith that Boeing will still be maintaining a large presence in Everett by the time this rail project actually reaches this site. It seems foolish to revolve the plans around their lukewarm commitment to the area, rather than investing in the future of commercial flight out of Paine. Establish a bus link to Boeing from the Paine station if anything.
1364	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1365	82	It is not close enough to the Paine Field Airport. You can't walk to/from the airport to a station at point A.
1366	85	Alternative routes make little sense, or disproportionately effect "underserved" people, or cost more for the highest cost form of public transportation.
1367	91	Serves only Boeing
1368	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities
1369	98	No ridership basis for this option. Boeing employees will be decreasing in number and drive themselves.
1370	121	These would not serve the community and would likely cost way more to build than others.
1371	137	Very little TOD potential. The hypothetical benefit is the nearness to Boeing, but a pedestrian bridge across SR526 would need to be constructed and even then it's a

Everett Link Extension

Comment Number	Response ID	Comment (SWI-A: Do Not Move Forward)
		0.7 mile walk to the main entrance to Boeing. Workers would still need to use a shuttle to get to their job sites.
1372	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1373	167	Unless there is going to be significant rework with access to Boeing and parking, this just doesn't seem practical.
1374	231	People who work at Boeing, or at the airport would have to take an extra shuttle to get to their final destination
1375	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line
1376	270	Lack of access to Paine field and transfers make this station primarily only useful for boeing employees.
1377	294	Terribly distant from Paine field, would make it less likely that people would use light rail to Paine field
1378	336	nothing close to it unless another overpass to north is built.
1379	361	Terrible location hemmed in by highways. Like, how many pedestrians are you trying to kill. This will lead to dead people. There is nothing there and your transport model that puts all the boeing jobs in this block is skewing your analysis to be complete manure. Ditch this totally dumb idea.

SWI-B

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-B: Move Forward)
1380	27	Provides easy transit access to PAE for flights
1381	50	It's close to Paine Field! Why in the world would there be any alternative to that?
1382	55	Should have stops at Boeing, should add stop to Paine field airport
1383	67	I think this stop should be closest to the Paine Field airport. This is a regional resource that should be grown over time. We need a connector between Paine and Sea Tac to expand flight transfer options. This would be akin to what you see with CTA transfers between Ohare and Midway in Chicago.
1384	87	Good Boeing access where most park
1385	95	Convenient walking distance to both Boeing locations as well as the tech school which causes traffic rushes during release at end of day which could be reduced by people taking the light rail
1386	110	Closer to more developments.
1387	141	Close to the airport for passenger flights, but if this is the only stop in the area would prefer something close to the Boeing bus station as I commute to Seattle daily
1388	142	Near the airport
1389	166	Closest to Paine Field. Light rail needs to connect with airports.
1390	167	Close to boeing options

Everett Link Extension

Comment Number	Response ID	Comment (SWI-B: Move Forward)
1391	190	I like B better than A, because as Paine Field becomes used more for passenger air travel, having a station that is easily accessible to the air port is key. Having SeaTac and Paine Field linked would be absolutely fantastic!
1392	202	close to Boeing and airport
1393	221	The best compromise for Paine Field access, and Boeing assembly plant access. Would need lots of work to make the surroundings walkable to both of those locations, and others.
1394	235	More parcels that can be used for TOD.
1395	260	This station is centrally located to the Boeing Production Facility and light industrial business parks.
1396	302	Access to Paine field is more immediate
1397	361	Good location next to Swift and a lot of jobs. Easy to shuttle to airport and everything around, but it is ridiculous that you don't have an option at the terminal.
1398	368	SWI-B serves industrial workers at Paine and is on Airport Rd which is served by buses. Great community engagement!
1399	375	Simplest Route, most cost effective option.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-B: Do Not Move Forward)
1400	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1401	22	Number of businesses and homes near is minimal
1402	30	This design guarantees slow service between Seattle and Everett in perpetuity.
1403	38	Seems like it's the worst of both worlds, far from airport and far from Boeing. What's the point?
1404	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1405	75	This platform is centrally located however would Not have the ease of mass amounts of Boeing employees being able to cross over to their facility plus with the small parking lot already in existence I would assume that the business would be disturbed by additional parking needs for the platform
1406	85	Alternative routes make little sense, or disproportionately effect "underserved" people, or cost more for the highest cost form of public transportation.
1407	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities
1408	98	No ridership basis for this option.
1409	121	These would not serve the community and would likely cost way more to build than others.
1410	129	Option SWI-B eliminates accessibility and walkability to access high quality rail, putting the station too far away and out of direct local and regional transit access.

Everett Link Extension

Comment Number	Response ID	Comment (SWI-B: Do Not Move Forward)
1411	137	Very limited potential for catalyzing development.
1412	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1413	170	I don't think we need a dedicated train right to the front of Boeing. They can handle local employee transportation (they already do to some extent) and there is a major bus station already on Seaway next to them.
1414	195	Would require shuttles to both Boeing and Airport
1415	222	This location is not close to the Paine Field airport, nor to the main buildings of the Boeing plant. It does serve students at Sno-Isle Skills Center, however.
1416	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line
1417	241	Alignment B should not move forward because it is unnecessarily farther away from the Seaway Transit Center than another viable alternatives (SWI-A) which unnecessarily increases travel times and connection times for pedestrians needing to reach their final destination through the Seaway Transit Center. Alignment B is also less for more equitable in that would force those in the historically under served Casino Rd community to have to make additional transfers when a more convenient alternative for that community is available.
1418	251	Boeing's flight line is the lowest density as it relates to the workforce onsite.
1419	270	This station does no optimize access to any of the surrounding facilities or communities. It would be a lose-lose compromise.
1420	306	There really aren't that many business that benefit from there. Proximity to Boeing would be questionable since there really aren't that many access points to the site from that area. Most people would likely drive.

SWI-C

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-C: Move Forward)
1421	22	Closest walk to airport
1422	32	Close to Boeing and Paine field and Kasch park to be a practical commuter option.
1423	38	Best connection to airport which would encourage growth to that and connections to region
1424	59	Putting a station as close to the Paine Field passenger terminal makes sense so riders can reach the terminal without a car.
1425	61	This could be the Paine Field Passenger Terminal stop.
1426	67	I think this stop should be closest to the Paine Field airport. This is a regional resource that should be grown over time. We need a connector between Paine and Sea Tac to expand flight transfer options. This would be akin to what you see with CTA transfers between Ohare and Midway in Chicago.
1427	80	SWI-C best serves Paine Field, and offers direct multimodal connections along Airport Road.
1428	82	The station needs to be close enough to the airport so you can walk to/from the station to the airport. There could be a bus there for Boeing employees.

Everett Link Extension

Comment Number	Response ID	Comment (SWI-C: Move Forward)
1429	85	Only stop that serves airport and Boeing (sort of)â€¦. Which is the only reason to divert from I5! Actual you should skip this entire route and just stick to I5 corridor and bus to Boeing area from there. Save money and provides lowest impact to underserved communities!
1430	87	Good Boeing access where most park
1431	91	The best station should be at Paine Field for access for everyone to the airport there. This would also help people that need to transfer between Sea-Tac and Paine Field airports. Boeing could just run shuttles to their facilities.
1432	98	Serve the airport, not Boeing, they keep moving jobs out anyway.
1433	121	Closest to airport access, really needs to be at 100th and Airport Rd.
1434	167	Still close to boeing, but seems like more opportunities for parking
1435	170	I think airport access should be emphasized. It is an important part of our future.
1436	176	I believe that this serves the industry there, however, it would be much, MUCH better if the station is moved to directly serve the Paine Field terminal, at the intersection of Airport Rd and 100th St SW.
1437	203	If Paine Field becomes the region's second major airport, this transit connection will be crucial.
1438	217	Although Boeing commuter traffic is important, as Paine Field gains routes and traffic, it will be more important to serve the airport than the businesses and shuttles can effectively handle commuters better than making more baggage transfers.
1439	231	It is close to the largest employer in town, close to Kasch Park and the airport
1440	248	Closer to the commercial airport, Boeing internal shuttles will re-arrange around where-ever the transit terminal is built.
1441	255	Will motivate Boeing employees to ride the light rail and reduce traffic
1442	270	This station would allow for greatest access to Paine field airport. As it grows and serves more commercial flights, this has the greatest opportunity to serve the larger community. I believe it inequitable and short sighted to focus on Boeing as the primary community to serve in this region when an entire airport is right next door, and they have shuttle services which could help workers with access.
1443	291	SWI-C should be a bit farther south to be as close to paine field commercial airport and Boeing buildings along 100th. Boeing employees would be able to grab one of the Boeing shuttles from there.
1444	294	Closest to Paine field, I believe pedestrian accessibility can be fixed
1445	306	Access to Paine Field airport would make this super convenient option for people in the region.
1446	336	Closest to airport. It will never move. Boeing or other employers will or should run shuttles for their workers because everything is far from corridor anyway.
1447	360	Close to Paine Field Airport
1448	361	This is in between terminal and Kasch Park. I would rather one of those but if not then this is it.
1449	368	SWI-C best serves industrial workers at Paine and is on Airport Rd which is served by buses. Great community engagement!
1450	375	Simplest Route, most cost effective option.

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Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-C: Do Not Move Forward)
1451	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1452	20	This option makes no bloody sense whatsoever. I don't know why it's even in the plan.
1453	27	It's far away from both the airport *AND* the Boeing manufacturing plant.
1454	30	This design guarantees slow service between Seattle and Everett in perpetuity.
1455	50	Give users easy train access to Paine Field!
1456	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1457	75	Not have the ease of mass amounts of Boeing employees being able to cross over to their facility plus with the small parking lot already in existence I would assume that the business would be disturbed by additional parking needs for the platform
1458	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities
1459	129	Option SWI-C eliminates accessibility and walkability to access high quality rail, putting the station too far away and out of direct local and regional transit access.
1460	137	The hypothetical benefit is the nearness to Paine Field Passenger Terminal, but it's still a 0.8 mile walk to the terminal entrance on a 6-8 foot sidewalk along a 6-7 lane road. It's terrible location for getting people to the airport.
1461	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1462	141	Too far south for airport passengers and no connection to Boeing or the bus station there.
1463	147	SWI-C is too far from the largest employment facility in our state.
1464	195	Would require shuttles to both Boeing and Airport
1465	205	C would likely get pushed closer to airport in mistaken belief that it would serve PAE--but wouldn't because it won't go into the terminal and it's such a small airport with very low ridership and always will be.
1466	217	C is just too far from the airport.
1467	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line
1468	235	Looks like a very limited walkshed as well as difficult for local driving access.
1469	240	Too far away from the major ridership of the largest employment center in county
1470	241	Alignment C should not move forward because since Paine Field will require shuttles no matter where the SW Industrial station is located, it is more beneficial to make it more equitable and convenient to the residents of the historically

Everett Link Extension

Comment Number	Response ID	Comment (SWI-C: Do Not Move Forward)
		underserved Casino Rd area and commuters for SW industrial Everett, then to put the station at either Alignment C which will result in longer transfer times for all but a small amount of use cases (Airport Trips). Alignment C should also not move forward because it is unnecessarily farther away from the Seaway Transit Center than another viable alternative (SWI-A) which unnecessarily increases travel times and connection times for pedestrians needing to reach their final destination through the Seaway Transit Center. Alignment C is also less for more equitable in that would force those in the historically underserved Casino Rd community to have to make additional transfers when a more convenient alternative for that community is available.
1471	242	It's clearly intended to serve Paine Field passengers. There won't be enough passenger traffic to justify this site in the foreseeable future. This station must be about serving workers in the region's No. 1 job center.
1472	251	Boeing's flight line is the lowest density as it relates to the workforce onsite.
1473	260	This station location is too far from the Boeing Production Facility.
1474	285	Would block potential actual paine field station. 1 mile away is not the same as at the airport.

SWI-Pink

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-Pink: Move Forward)
1475	20	Pink alignment gives hope Seaway Transit Center will be used by Everett Link. Seems to be a waste not to use that center, wonder what will come of it.
1476	27	Stays on the industrial side of the freeway, reducing train noise for the residential zones along it's pathway
1477	52	It is the least disruptive to the residential areas that are along 526 & Casino road.
1478	55	Best route to i5
1479	61	Cost effective compared to other alternatives.
1480	75	I picked SWI pink alignment because it is on the industrial side of 526 and not a butt it up next to residential which would Cause the most disruption.
1481	80	Unless there are provisions for a future station on Casino Road, the SWI-pink alignment appears to be the easiest to build without additional right-of-way acquisition needed. and the least impact to residents along Casino Road (see SWI purple, blue and green routes).
1482	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1483	87	Good Boeing access where most park
1484	91	Cheapest route!
1485	98	Most real estate cost-effective
1486	121	Easily there is room and given that it should connect with existing services.
1487	167	Following 526 instead of going down casino road seems to make sense
1488	235	Follows freeway so cheaper and less disruptive.
1489	241	SWI pink alignment should move forward because this route does NOT negatively impact several historically underserved low-income housing communities and traffic signals along Casino unlike the purple, blue, and green routes. The pink route equitably and conveniently connects the historically underserved low-income communities along Casino Rd with no or very low housing impacts which is a goal

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Comment Number	Response ID	Comment (SWI-Pink: Move Forward)
		your purpose and need explicitly states. This route is also superior to the purple route because to actually allows you to setup the light rail station adjacent to the Seaway Transit Center which is a major transit hub for the Everett area. The purple route allows for SR-526 to remain a barrier to necessary transit connection that exist at the Seaway Transit Center and thus the pink alignment should be the preferred alternative.
1490	251	avoids residential complexes and stays on the more industrial side of the freeway.
1491	260	This route would limit the impact of light rail lines on the adjacent residential neighborhoods.
1492	291	Least property acquisition and balance of costs.
1493	360	Avoid congestion on Casino Rd during construction.
1494	368	Pink offers less residential disruption than blue and green, but is probably more disruptive than purple to the freeway entrance from Seaway Blvd. Great community engagement!
1495	375	Simplest Route, most cost effective option.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-Pink: Do Not Move Forward)
1496	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1497	30	This design guarantees slow service between Seattle and Everett in perpetuity.
1498	38	Sets later station in the freeway trench
1499	48	Crosses over SR 526, making for poor connections with the transit around Casino Road
1500	50	Give users easy train access to Paine Field!
1501	59	Moving across the highway at this point likely puts the next station north of it, which isn't ideal. Despite the apartments being built near that location, the existing housing density along Casino Road should make that the preferred area.
1502	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1503	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1504	85	Alternative routes make little sense, or disproportionately effect "underserved" people, or cost more for the highest cost form of public transportation.
1505	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities
1506	137	Building a route along Airport Rd and Casino Rd instead of along I-5 will cost \$1.5 to \$2 billion, for a benefit of just 1,900 daily riders (according to the ST3 package's ridership estimates). It's simply not worth it. Instead of building a station at Evergreen/Casino/526, build an I-5 alignment with a station at Everett Mall to

Everett Link Extension

Comment Number	Response ID	Comment (SWI-Pink: Do Not Move Forward)
		catalyze TOD there. To serve Paine Field, Boeing, other employers in the WEB Triangle, and the Casino Road residents, fund enhancements to Community Transit's Swift Green Line and the implementation of their future Swift Silver Line, with a connection at the Everett Mall light rail station.
1507	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1508	217	The cost impact of bridging the interchange is not justifiable.
1509	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line

SWI-Purple

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-Purple: Move Forward)
1510	20	If the Seaway Transit Center is to be retired/wasted; then the Purple Alignment using the highway easement in the purple alignment may save time and money.
1511	59	Keeping the alignment on the south side of the highway puts it along the area with the most existing housing density and existing retail areas.
1512	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1513	98	Most real estate cost-effective
1514	109	Less disruption to existing traffic flow during construction
1515	129	Option SWI Purple avoids the low income and minority housing that may be displaced or alternately affected by the installation of the rail system. This option presents the most easily accessible transit station transfer points to local and regional transit service, while utilizing commercial and freeway land keeping additional noise pollution to a minimum.
1516	166	Lowest cost.
1517	167	Following 526 instead of going down casino road seems to make sense
1518	176	This would be a little more cost effective to travel the line on.
1519	217	Crossing the significant interchange on the pink route seems expensive and prone to cost escalation. running down w. casino Rd also seems more intrusive. The purple route is in predominantly unused space and seems to offer the best alternative.
1520	235	Follows freeway so cheaper and less disruptive.
1521	248	Uses existing right of way along highway without big overpass
1522	260	This route would limit the impact of light rail lines on the adjacent residential neighborhoods.
1523	294	Best option, cheapest and better options for property
1524	299	Less disruptive to people on casino road.
1525	360	Avoid congestion on Casino Rd during construction.

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Comment Number	Response ID	Comment (SWI-Purple: Move Forward)
1526	368	Purple is the best option, offering limited residential disruption and minimizing disruption at the freeway entrance from Seaway Blvd. Great community engagement!

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-Purple Do Not Move Forward)
1527	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1528	30	This design guarantees slow service between Seattle and Everett in perpetuity.
1529	38	Sets later station in the freeway trench
1530	50	Give users easy train access to Paine Field!
1531	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1532	75	I don't agree with having transit lines travel down residential areas when they can easily be built next to an industrial area that is a Monday through Friday 9 to 5 schedule
1533	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1534	85	Alternative routes make little sense, or disproportionately effect "underserved" people, or cost more for the highest cost form of public transportation.
1535	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities
1536	137	Building a route along Airport Rd and Casino Rd instead of along I-5 will cost \$1.5 to \$2 billion, for a benefit of just 1,900 daily riders (according to the ST3 package's ridership estimates). It's simply not worth it. Instead of building a station at Evergreen/Casino/526, build an I-5 alignment with a station at Everett Mall to catalyze TOD there. To serve Paine Field, Boeing, other employers in the WEB Triangle, and the Casino Road residents, fund enhancements to Community Transit's Swift Green Line and the implementation of their future Swift Silver Line, with a connection at the Everett Mall light rail station.
1537	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1538	203	Potential impacts to affordable housing adjacent to SR526
1539	205	Most likely to displace the most affordable homes along the highway--help make this a better place Sound Transit--take over the road (Casino) not the homes and back yards along highways
1540	222	This alignment would require removing many trees that currently line this section of the roadway. No reason to do that if it can be prevented.

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Comment Number	Response ID	Comment (SWI-Purple Do Not Move Forward)
1541	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line
1542	241	The purple alignment should not move forward because it allows for SR-526 to remain a barrier for pedestrians and bicyclists to reach necessary transit connections that exist at the Seaway Transit Center. The purple alignment is also not equitable as it leaves the barrier of SR-526 in place for the historically underserved community Casino Rd community to be able to reach the many transit connections and transfer opportunities that exist at the Seaway Transit Center.
1543	342	Location
1544	375	Building through residential areas would displace community.

SWI-Blue

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-Blue: Move Forward)
1545	38	Better for later station placement
1546	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1547	222	There are a ton of low income housing developments along this route.. This alignment would provide the possibility for a future stop along this route to serve those individuals.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-Blue: Do Not Move Forward)
1548	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1549	27	Cuts through a residential neighborhood.
1550	30	This design guarantees slow service between Seattle and Everett in perpetuity.
1551	50	Give users easy train access to Paine Field!
1552	52	These would create disruption to the low-income residential areas around Casino Road.
1553	59	This would displace too many homes and businesses.
1554	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1555	75	I again would not want to disturb the existing businesses and both of these platforms would take over businesses that have been in the area for decades when

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Comment Number	Response ID	Comment (SWI-Blue: Do Not Move Forward)
		there is clearly a vacant lot north of CVS that hasn't been utilized as far as my memory goes back
1556	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1557	85	Alternative routes make little sense, or disproportionately effect "underserved" people, or cost more for the highest cost form of public transportation.
1558	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities
1559	98	Too disruptive to the residential neighborhood and with no station there, serves no purpose. Costs too much.
1560	109	Would disrupt established traffic flow and schools near by too much during construction
1561	121	These would not serve the community and would likely cost way more to build than others.
1562	129	My concern is that Option SWI Blue disrupts business access and will eliminate valuable and necessary low income and minority housing in this area; displacing families and minority businesses located along Casino. The majority of businesses in the area are minority owned. Sticking to locations that run along preexisting freeway systems rather than overtaking low income and minority housing.
1563	137	Building a route along Airport Rd and Casino Rd instead of along I-5 will cost \$1.5 to \$2 billion, for a benefit of just 1,900 daily riders (according to the ST3 package's ridership estimates). It's simply not worth it. Instead of building a station at Evergreen/Casino/526, build an I-5 alignment with a station at Everett Mall to catalyze TOD there. To serve Paine Field, Boeing, other employers in the WEB Triangle, and the Casino Road residents, fund enhancements to Community Transit's Swift Green Line and the implementation of their future Swift Silver Line, with a connection at the Everett Mall light rail station.
1564	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1565	167	Going down Casino seems to disproportionately affect low income housing.
1566	195	Disruptive to neighborhood
1567	203	Impacts to Casino Road would be huge
1568	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line
1569	235	Not along freeway adds higher cost and disruption.
1570	241	SWI blue alignment should move NOT forward because this route does negatively impact several historically underserved low-income housing communities and traffic signals along Casino unlike the pink route.
1571	248	Casino road disruptions: noise & slower rail speed?
1572	251	Close to and through a dense residential area with elevated apartment buildings that will be difficult to navigate and will ensure it remains a high crime area.
1573	270	The need for acquisition of land along casino road will likely lead to displacement of vulnerable populations. To keep costs down we should utilize land along freeways as much as possible.

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Comment Number	Response ID	Comment (SWI-Blue: Do Not Move Forward)
1574	360	Congestion on Casino Rd during construction.
1575	368	Disruptive to residences on Casino Rd, posing equity concerns. Great community engagement!

SWI-Green

Why do you think this option should move forward? What do you like about this alternative?

Comment Number	Response ID	Comment (SWI-Green: Move Forward)
1576	38	Better for later station placement
1577	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1578	205	Should then go down middle of Casino Rd like in Vancouver to help revitalize the roadway for people that live there instead of a fast ugly and very dangerous car only route
1579	375	Simplest Route, most cost effective option.

Why do you think this option should NOT move forward? What do you dislike about this alternative?

Comment Number	Response ID	Comment (SWI-Green: Do Not Move Forward)
1580	18	I do not think that this route away from the I-5 corridor is the best benefit to this region. Suggest this be a spur heading east/west from the main I-5 north south light rail between Seattle and Everett to speed up the train and allow timed spur travel that can fluctuate as demand increases.
1581	27	cuts through a residential neighborhood
1582	30	This design guarantees slow service between Seattle and Everett in perpetuity.
1583	50	Give users easy train access to Paine Field!
1584	52	These would create disruption to the low-income residential areas around Casino Road.
1585	59	This would displace too many homes and businesses.
1586	72	The station should be removed from the route altogether. It prevents the displacement of low-income residents and businesses owned by people of color. Removing the station would create massive savings for the project cost. Sound Transit can use the cost savings to extend existing bus routes in the area to help get people to the new Everett Link Extension. Should Boeing decide to move their business elsewhere, the city is not stuck with the aftermath of creating a route that is no longer needed.
1587	75	I again would not want to disturb the existing businesses and both of these platforms would take over businesses that have been in the area for decades when there is clearly a vacant lot north of CVS that hasn't been utilized as far as my memory goes back
1588	84	Paine field loop should not be part of this project. Continue up I-5 with stops along the way to Everett
1589	85	Alternative routes make little sense, or disproportionately effect "underserved" people, or cost more for the highest cost form of public transportation.
1590	91	Too expensive
1591	97	Not worth it just for Boeing; adds too much time and money with great displacement of Casino Rd communities

Everett Link Extension

Comment Number	Response ID	Comment (SWI-Green: Do Not Move Forward)
1592	98	Too disruptive to the residential neighborhood and with no station there, serves no purpose. Costs too much.
1593	109	Would disrupt established traffic flow and schools near by too much during construction
1594	121	These would not serve the community and would likely cost way more to build than others.
1595	137	Building a route along Airport Rd and Casino Rd instead of along I-5 will cost \$1.5 to \$2 billion, for a benefit of just 1,900 daily riders (according to the ST3 package's ridership estimates). It's simply not worth it. Instead of building a station at Evergreen/Casino/526, build an I-5 alignment with a station at Everett Mall to catalyze TOD there. To serve Paine Field, Boeing, other employers in the WEB Triangle, and the Casino Road residents, fund enhancements to Community Transit's Swift Green Line and the implementation of their future Swift Silver Line, with a connection at the Everett Mall light rail station.
1596	138	This station location should be removed and the routing altered to create a direct connection from Airport Road/SR 99 to SR 526/Evergreen. Much like the First Hill process in ST1, service to this area should be provided through a local service linkage (probably a Swift line).
1597	166	Seems like the high cost option.
1598	167	Going down Casino seems to disproportionately affect low income housing
1599	195	disruptive to neighborhood
1600	202	acquire too many properties
1601	203	Impacts to Casino Road would be huge
1602	232	This station should be dropped from the project. Paine Field will already be served by Swift and Boeing has shown no indication that they will be long-term residents of WA. ST has the full ability to drop this station just like they dropped Woodinville from the S3 line. Use the savings from construction to build the SR99 station and improve the Swift line
1603	235	Not along freeway adds higher cost and disruption.
1604	241	SWI green alignment should move NOT forward because this route does negatively impact several historically underserved low-income housing communities and traffic signals along Casino unlike the pink route.
1605	248	Casino road disruptions: noise & slower rail speed?
1606	251	Close to and through a dense residential area with elevated apartment buildings that will be difficult to navigate and will ensure it remains a high crime area.
1607	270	The need for acquisition of land along casino road will likely lead to displacement of vulnerable populations. To keep costs down we should utilize land along freeways as much as possible.
1608	360	Congestion on Casino Rd during construction.
1609	368	Disruptive to residences on Casino Rd, posing equity concerns. I don't see many benefits, if at all, with the green alignment. Great community engagement!

Everett Link Extension

OMF North

SR 526 & Hardeson Rd

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

Comment Number	Response ID	Comment (What do you like and dislike about the SR 526 & Hardeson Rd alternative?)
1610	52	I like that it is close to Community Transit operations and there is property.
1611	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1612	109	Already a very industrial area with less traffic daily than other sites. More space initially so growth is an option.
1613	137	Dislike: it'd wipe out employers, the major reason for building light rail to SW Everett Industrial Center.
1614	174	There is a large, existing Post Office on this site. It is also one of the best ones to go to and the easiest to get to.
1615	226	Prefer location as far north as possible
1616	235	Closer to end station. Sited away from stations providing more walkshed opportunities.
1617	260	This location would be great for locating the OMF. It is in an industrial area, and would not impact adjacent businesses.
1618	268	It fit the industrial zone yet it provides access for Casino Road residents and better connection with East West SR 526. Other sites. better distance from Airport Road Station.
1619	289	I strongly DISLIKE this alternative because Everett's economic development is still growing, and this location shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I DISLIKE the displacement of specialized manufacturing facilities and I DISLIKE the high employment displacements when there are alternative locations that would add jobs without removing specialized manufacturing facilities. I believe the I-5 - 164th location is taking mostly parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. I urge you to stop considering this location and choose the I-5 – 164th location.
1620	361	Its in indutrial area. Could be served by spur
1621	368	Dislike: Prefer if route remains on south side of SR 526. Great community engagement!

SR 526 & 16th Ave

What do you like and dislike about the SR 526 & 16th Ave alternative?

Comment Number	Response ID	Comment (What do you like and dislike about the SR 526 & 16th Ave alternative?)
1622	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1623	137	Dislike: it'd wipe out employers, the major reason for building light rail to SW Everett Industrial Center.
1624	226	prefer location as far north as possible

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Comment Number	Response ID	Comment (What do you like and dislike about the SR 526 & 16th Ave alternative?)
1625	235	Closer to end station. Sited away from stations providing more walkshed opportunities.
1626	260	This location would be great for locating the OMF. It is in an industrial area, and would not impact adjacent businesses.
1627	289	I strongly DISLIKE this alternative because Everett's economic development is still growing, and this location shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I DISLIKE the displacement of specialized manufacturing facilities and employers when there are alternative locations that would add jobs without removing specialized manufacturing facilities. I believe the I-5 - 164th location is taking mostly parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. I urge you to stop considering this location and choose the I-5 – 164th location.
1628	361	Its in indutrial area. Could be served by spur
1629	368	Dislike: Prefer if route remains on south side of SR 526. If the station has to be on the north side of SR 526, this is probably the best option as it is farthest from the Narbeck Wetland. Great community engagement!

76th St SW & 16th Ave

What do you like and dislike about the 76th St SW & 16th Ave alternative?

Comment Number	Response ID	Comment (What do you like and dislike about the 76th St SW & 16th Ave alternative?)
1630	20	#1. It's 75th St SW and 16th Ave. #2. Find a way to reuse Seaway Transit Center and work it into Everett Link. Taxpayers paid a lot into Seaway Transit Center - be nice to fully recoup the investment.
1631	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1632	137	Dislike: it'd wipe out employers, the major reason for building light rail to SW Everett Industrial Center.
1633	174	There are exisiting businesses. Putting it here would displace workers who would actually benefit from the Light Rail system going through there, but remove their employment, they will be moved to another area where perhaps Light Rail would not be useful.
1634	226	prefer location as far north as possible
1635	235	Closer to end station. Sited away from stations providing more walkshed opportunities.
1636	260	This location would be great for locating the OMF. It is in an industrial area, and would not impact adjacent businesses.
1637	289	I strongly DISLIKE this alternative because Everett's economic development is still growing, and this location shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I DISLIKE the displacement of specialized manufacturing facilities and employers when there are alternative locations that would add jobs without removing specialized manufacturing facilities. I believe the I-5 - 164th location is taking mostly parking lots, which is GREATLY preferable and probably cost effective rather than

Everett Link Extension

Comment Number	Response ID	Comment (What do you like and dislike about the 76th St SW & 16th Ave alternative?)
		removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. I urge you to stop considering this location and choose the I-5 – 164th location.
1638	361	Its in indutrial area. Could be served by spur
1639	368	Dislike: Prefer if route remains on south side of SR 526. Great community engagement!

Airport Rd & SR 526

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

Comment Number	Response ID	Comment (What do you like and dislike about the Airport Rd & SR 526 alternative?)
1640	52	I like that it is close to Community Transit operations and there is property.
1641	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1642	75	I believe this site even though it would be destroying several businesses I had already picked this for a platform area and having everything centrally located away from residential and really taking the entire block up would be my first choice.
1643	97	would displace new Community Transit facilities.
1644	137	Dislike: it'd wipe out employers, the major reason for building light rail to SW Everett Industrial Center.
1645	190	I like that it's already an industrial area, close to the airport - so there is already noise. Any noise from OMF would likely be a non-issue
1646	235	Removes land redevelopment possibilities at a station.
1647	289	I strongly DISLIKE this alternative because Everett's economic development is still growing, and this location shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I DISLIKE the displacement of specialized manufacturing facilities and I DISLIKE the high employment displacements when there are alternative locations that would add jobs without removing specialized manufacturing facilities. If the existing Community Transit facilities were paid for with tax payer funding, then using this location would unnecessarily waste tax payer dollars by removing a fully functioning facility and then having to spend tax payer dollars to relocate this facility when there are alternative locations that are better suited for this need. I believe the I-5 - 164th location is taking mostly parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. I urge you to stop considering this location and choose the I-5 – 164th location.
1648	361	Takes out businesses at a critical junction area
1649	368	Dislike: Displaces jobs and transportation infrastructure. Also more likely to cause environmental harm. Great community engagement!

Everett Link Extension

Airport Rd & 94th St SW

What do you like and dislike about the Airport Rd & 94th St SW alternative?

Comment ID	Response ID	Comment (What do you like and dislike about the Airport Rd & 94th St SW alternative?)
1650	20	If the 75th St SW & 16th Ave alternative isn't to be used, then take the Airport Rd & 94th St SW alternative as it ties in neatly to Community Transit's new administrative & training facilities. Better together, eh?
1651	38	Regulatory hurdles with airport property, likely will be put to better use in the future with proximity to terminal
1652	59	Seems the least disruptive option and is already in line with the alignment.
1653	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1654	80	I prefer the Airport Road & 94th St SW alternative as it offers direct access to the proposed Link line and appears to present the least impact to existing residents.
1655	129	This is next to the Community Transit and First Transit operations and maintenance sites; keeping these operations bases close to each other makes the most sense.
1656	137	Dislike: it'd wipe out employers, the major reason for building light rail to SW Everett Industrial Center.
1657	190	I like that it's already an industrial area, close to the airport - so there is already noise. Any noise from OMF would likely be a non-issue
1658	217	property availability and ease of access
1659	235	Closer to end station. Sited away from stations providing more walkshed opportunities.
1660	289	I strongly DISLIKE this alternative because Everett's economic development is still growing, and this location shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I DISLIKE the displacement of specialized manufacturing facilities and I DISLIKE the high employment displacements when there are alternative locations that would add jobs without removing specialized manufacturing facilities. I believe the I-5 - 164th location is taking mostly parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. I urge you to stop considering this location and choose the I-5 – 164th location.
1661	361	Takes out businesses and is on a stupid alignment we should not build.
1662	368	Dislike: Disrupts and displaces a lot of jobs, including Boeing. Great community engagement!

Airport Rd & 100th St SW

What do you like and dislike about the Airport Rd & 100th St SW alternative?

Comment Number	Response ID	Comment (What do you like and dislike about the Airport Rd & 100th St SW alternative?)
1663	26	It should be located away from stations that will draw higher density. This location just makes sense due to the already existing industrial area by the airport, and the fact it's between 2 stations
1664	57	Take advantage of vacant lots
1665	59	Seems the least disruptive option and is already in line with the alignment.

Everett Link Extension

Comment Number	Response ID	Comment (What do you like and dislike about the Airport Rd & 100th St SW alternative?)
1666	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1667	75	This would be my second choice as this is vacant land in an industrial area. However it would be additional cost to run a line since there is not a platform here as there would be my first choice.
1668	121	Vacant land and easy on and off line, reduced impact on community
1669	137	Dislike: it'd wipe out wetlands and critical environmental habitat.
1670	174	I think this is the best place to put this. It is in an area that it will not disrupt day-to-day movement. It is near the airport, and this area would probably not be good for commerce or residential improvements (who wants to live near an airport?)
1671	176	This would be the best location in my opinion since it has the least development and would be cost effective.
1672	190	I like that it's already an industrial area, close to the airport - so there is already noise. Any noise from OMF would likely be a non-issue
1673	203	Like: Minimal displacement of existing employment and housing. Would not take up potential TOD space.
1674	217	property availability and ease of access
1675	235	Closer to end station. Sited away from stations providing more walkshed opportunities.
1676	289	I strongly DISLIKE this alternative because Everett's economic development is still growing and this location shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I DISLIKE the major impacts to wetlands and streams which will escalate the project costs to mitigate when there are alternative locations listed that would meet the OMF's needs without adding unnecessary additional project costs. I believe the I-5 - 164th location is taking mostly parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. I urge you to stop considering this location and choose the I-5 - 164th location.
1677	361	Takes out businesses and is on a stupid alignment we should not build.
1678	368	Dislike: Disrupts residences and the environment. Great community engagement!

SR 99 & Gibson Rd

What do you like and dislike about the SR 99 & Gibson Rd alternative?

Comment Number	Response ID	Comment (What do you like and dislike about the SR 99 & Gibson Rd alternative?)
1679	38	Within walkshed of future station and destroys a potential urban neighborhood comprised of mostly marginalized people
1680	48	I don't like that it's right on SR-99, which should develop with higher density urban mixed uses, not industrial ones
1681	72	This location for the OMF North site is a poor choice since the Everett Link Extension should be routed next to I-5 in the first place. The best area is on I-5 & 164th St.
1682	97	yes! then run light rail on Evergreen way/99 and not Boeing.
1683	137	Of the options along the Airport/526 diversion, this is my preferred option. However, it will impact development potential along SR99 and displace housing. I'd request Sound Transit commit to a 1-to-1 replacement of the housing at

Everett Link Extension

Comment Number	Response ID	Comment (What do you like and dislike about the SR 99 & Gibson Rd alternative?)
		another location (such as at Mariner, Everett Mall, or Downtown Everett), with preference for renting-residents of this area to get access to the new housing at rental prices they can afford.
1684	147	Better access for construction and operational phases as compared to the other options.
1685	205	Might allow for a future light rail route down 99 where it should be instead of out to low density sprawl offices and manufactures
1686	220	away from factory and field complex to not compete with industrial land
1687	232	Best alternatives without the Paine Field detour which should not be built
1688	235	Removes land redevelopment possibilities at a station. Too far from end station makes more unproductive train operations.
1689	240	It is least impactful to the industrial lands of SW Everett
1690	242	If this site creates synergy with the provisional station at Airport Road, it deserves strong consideration. I think it's critical to build the Airport Road Station, because it connects so well with CT's Blue and Green Swift lines.
1691	336	Dislike - don't put OMF on Hwy 99 that is better used for residential or commercial/other employment
1692	361	Takes out businesses and is on a stupid alignment we should not build.
1693	368	Like: Good option as far as minimizing disruption to local businesses and environment. Disruption to residences really sucks though. Great community engagement!

I-5 & 164th St

What do you like and dislike about the I-5 & 164th St alternative?

Comment Number	Response ID	Comment (What do you like and dislike about the I-5 & 164 th St alternative?)
1694	38	Within walkshed of future station
1695	42	I do not like that the facility would remove 82almart or residential out of that area. I also believe that hopefully the ash way station will be built at Ash D. If this is the case, it would limit potential development around the station which is very important to me. I believe that the facility should be built where it limits impact to future station area development. It should be built into empty land preferably and if not, it should be built to displace industrial space.
1696	72	This location is the best area for the OMF North site. It does not create impacts on wetlands and streams. It stays close to I-5, where the surrounding area has little effect on residents and small shops.
1697	88	I like because is close to 16 th and all the shops around
1698	137	Please please please keep this option on the table. It is the only option that can keep an I-5 alignment on the table without having to think about a spur line to an OMF. I'd request Sound Transit commit to a 1-to-1 replacement of the housing at another location (such as at Mariner, Ash Way, or Lynnwood TC), with preference for renting-residents of this area to get access to the new housing at rental prices they can afford.
1699	174	This is a very busy overpass and off ramp. It needs improvement for car traffic as it is. Putting this here would make this an impossible overpass to get through due to increase traffic. Also, in this area, we have very little shopping available to us,

Everett Link Extension

Comment Number	Response ID	Comment (What do you like and dislike about the I-5 & 164 th St alternative?)
		especially if we walk. This would take out the most convenient shopping within walking distance.
1700	176	I oppose the building of the OMF north here because of how the Walmart and Crane Aerospace (the so called “specialized employer”) would definitely affect the local economy in this area.
1701	190	I don’t like that this area is already pretty crowded and busy. Traffic is already an issue at 164 th /I-5. Adding a facility there would be pretty disruptive, I think.
1702	220	away from factory and field complex to not compete with industrial land
1703	232	Best alternatives without the Paine Field detour which should not be built
1704	235	Removes land redevelopment possibilities at a station. Too far from end station makes more unproductive train operations.
1705	289	I would strongly LIKE to see the OMF at I-5 – 164 th St SE and not in Everett. Everett’s economical development is still growing, and the areas shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I believe the I-5 – 164 th location is taking most parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially underutilized areas in SW Everett that have plans for future growth. There are 2 additional Walmart Stores, one approximately 3 miles north and one 2 miles south of the one located at 164 th St. Our region won’t greatly suffer if either the parking, or the entire store is replaced with the OMF. If there is a requirement that the OMF be placed in an existing industrial area, I’d like to see more non-Everett existing industrial areas listed. If this is not a requirement and just a desire, then I desire to retain our existing specialized manufacturing business and transit-oriented development opportunities for the historically underserved low-income communities in SW Everett in the Everett locations shown. Furthermore, the frontage improvements of the OMF can be tailored to fit in with the surrounding business area.
1706	302	I don’t think we should add anything that might increase congestion on 164 th so putting a major operations site right here does not seem like it makes as much sense as up towards Hardeson Road/warehousing land in Everett/Mukilteo area.
1707	336	Very bad idea – better used for TOD.
1708	352	If it gets 83almart out of my neighborhood I am in favor
1709	361	Its ok if impacts to nearby residential area is minimized and it is consistent with an east of I-5 station at Ash Way. Very important!!!
1710	368	Neutral: Does not align with preferred route/Ash Way stop location; however, the business, residential, and environmental impacts sound least-bad here. Great community engagement!

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Other Comments

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

Comment Number	Response ID	Comment (Want to share anything else with us? Add any other comments that will help us build a better Everett Link Extension.)
1711	18	I would like to see increased transparency in how Sound Transit is making these plans. There are people in Seattle that need to move north also, and the current Sounder train only runs in one direction. We need to make transit more reliable and connect people from key points fast and effeciently.
1712	20	Really am worried about the future of Seaway Transit Center. A lot of money and resources went into it, so I hope somehow it's integrated into Everett Link. Also wish we had Everett Link done already...
1713	23	Please stop at the Paine Field airport. This is a growing airport and gives locals an option besides SeaTac. Needing to take a connector bus isn't great and will discourage flyers from using rail and offers fewer time options (night time flights).
1714	24	Please work to make this happen soon. I would like to see this project completed by 2030. Hire the right staff to get the funds for the project. Everett is a beautiful city and it will continue to grow. We need this to attract jobs.
1715	25	Why are you insistent on going out to Boeing? People who work there love their cars. It will be a waste of money. Also why not increase ridership by going down Evergreen rather than I-5?
1716	26	These light rail stations should be central locations to allow the most use by EVERYBODY and accessible by car, bike, bus, walk.
1717	28	When considering historically underserved communities, make sure you also consider the locations of services that are frequented by disabled, unemployed, and otherwise more deeply impoverished people throughout Snohomish county.
1718	30	Everett Link can operate directly to Everett, instead of with an unnecessary deviation to Paine Field, by converting the Paine Field leg into a spur or shuttle route.
1719	32	Commuter options should be practical and accessible, connecting shuttles or long time shuttle rides will only discourage people. Everett lacks sidewalks and proper bicycle infrastructure. The light rail must provide ways for people to get to the stations.
1720	34	This should be closer to paine field. San Diego made this mistake where you can easily and quickly walk to the light rail from the airport.
1721	35	Build this as a spur. Keep main alignment along I-5 to keep build costs reliable and travel times short.
1722	36	2041 is too long to get to Everett. Skip Paine field. Build the spine to Everett station. Supplement Paine field with a dedicated transit lane until a spur line can be built.
1723	46	Everett Link Extension must be built to allow for future extensions. This is not the last station to be built, it is only the last station in ST3 to be built.
1724	52	The sooner the better. Everett wants this badly and we need it.
1725	54	Please consider the comminuty when planning these routes. The A route is near smith st one of the most dangerous areas to travel in Everett. Your C option places the station in the middle of a warehouse disctrict with limited parking and poor visibilty coming off of pacific. D would have worked if this had been implemented 15 years ago before the condos on broadway started to be built. This route currently does not have the allowences to build light rail down boardway. Alternativly one

Everett Link Extension

Comment Number	Response ID	Comment (Want to share anything else with us? Add any other comments that will help us build a better Everett Link Extension.)
		might consider routing the line from the 526 down Colby as a better option to serve the public and ending it at Pacific ave .
1726	56	I am in favor of EGN-A. I am concerned about home values dropping due to elevated train.
1727	60	Should go along I-5 and then later think on expanding to go to the airport. That way it could serve people faster, the airport and Boeing people rarely use public transportation, catering to the industries by the airport its a miss, we need the train faster from i5 to Everett station
1728	61	There absolutely needs to be a station at the Paine Field Passenger Terminal. To do otherwise would be a huge missed opportunity, leaving everyone to ask "why".
1729	62	Swift Green Line BRT already serves this corridor. Please do not have Link go to Pane Field area, use I-5 alignment instead to have quick access to Everett Station. This will save money and make it so the costly Swift BRT is not also redundant. Improve bus lanes on Airport Road but keep the Swift, not the Link to Pane Field / Boeing. Thank you.
1730	64	Remove this stop. We need quick access to Downtown Everett. No one will ride to Boeing and they keep reducing headcount. It adds too many years of delay and extra travel time.
1731	71	Think about the impact of driverless cars in your planning. Instead of providing parking at stations make it easy, safe and efficient for people to be picked up and dropped off. This would apply to bus routes too.
1732	72	Overall, building the Everett Link Extension to go out the preexisting I-5 route is not helpful for the residents, environment, and Sound Transit's budget. COVID has caused significant impacts on local municipalities and their residents. Creating a route that is not helpful to the residents is harmful and financially wasteful. I implore Sound Transit to reconsider the path and utilize the existing landscape that favors the construction project. Do not displace people in favor of appeasing Boeing or other multibillion-dollar companies. Public servants should do what is best for the people. Displacing them is not the way.
1733	74	Keep it ON the I- 5 corridor !!! It will make a MESS of Mukilteo and Harbor point !!! Never enough police and all that entails.
1734	75	I just wanted you to know that I do think about these things as well as look at Google maps to see what other areas would be affected by these choices I have watched for years as the Seattle line has been under construction I can remember 30+ years ago the discussion of joining our cities together for the betterment of all residents I am very excited to see this project continue forward.
1735	76	Please include Paine Field
1736	79	Broadway is not a bike/pedestrian access road. If this transit center is intended to service the downtown area then bike/pedestrian bridges will be needed. As this is a very busy street, people don't allow crossing at intersections and constantly turn right over pedestrians.
1737	82	I want to be sure that there is a station close to the Paine Field airport. Walking from Boeing to the Airport should NOT be an option. The station should be close enough to walk to/from the airport.
1738	84	Paine field loop should not be part of this project. Continue up I-5with stops along the way to Everett
1739	85	If we must build the most expensive form of public transportation, stick to existing I5 corridor and use public right of way to minimize cost.
1740	88	Can't wait! Thank you for all your hard work. Take care

Everett Link Extension

Comment Number	Response ID	Comment (Want to share anything else with us? Add any other comments that will help us build a better Everett Link Extension.)
1741	89	The extension should simply run from mariner to the Everett station. We have plenty of service already to get to Boeing etc...there is the swift line community transit and Everett transit have got the airport road and Boeing freeway covered .just run the line straight up in from mariner and your done under budget and a lot sooner. Thank you.
1742	94	Cost should not be an excuse for delay. We had no say in the budget, were lied to about the funding, and have already waited while projects not originally proposed were completed with OUR MONEY.
1743	96	I think it should be as close to the Everett Station with bus/train connections as possible. I would also like to see a future extension that reaches east to the communities of Snohomish/Monroe/Sultan as there are so many commuters living in those areas now.
1744	98	The OMF alternatives do not serve the purpose of taking traffic off the freeways to alleviate congestion and would needlessly cost too much of our tax dollars which are already too high as it is. Streamline, simplify, contain costs, and focus on the primary purpose of the system, freeway congestion relief.
1745	99	As a resident on west side of I-5 and South of 164th, I'd hate to lose any of our trees and existing noise buffering from I-5.
1746	101	If there is no close parking the station will not be use as much. There should be a 5 store parking garage at the station.
1747	103	Option D does not look very convenient to many people. The station by 164 looks far from communities that would want to use it and just looks very hard to get to.
1748	104	I think this is very exciting and we can learn from neighboring light rail and trains from Los Angeles, San Francisco and others by traveling and taking public transportation in other cities.
1749	105	If the entire Everett Link rail system cannot be open by 2037, then it should be finished in phases or at least the Mariner and the Ash Way link station should be open and connected with the link system by 2037.
1750	106	Keep the link extensions near the interstates & highways, please do not disrupt the arterial streets. We do not want this extension and we know trying to stop it won't work, example Redmond extension. Please work with Law Enforcement to ensure safety to the businesses and citizen near the extension.
1751	113	Ask the people from the individual neighborhoods for the proper naming and symbols associated with each link station. Many of the names and symbols already chosen in the Seattle area make no sense, are not edifying to the neighborhoods in which they serve.
1752	115	Skip the whole jog to Boeing. Go straight up I-5 to Everett. 33 minutes from Everett to Lynnwood is unacceptable.
1753	122	North Everett is dead. Low residential and even lower number of jobs. Why waste your time and our money serving this area?
1754	123	Get the money and get it built. They just passed an infrastructure bill. There should be plenty of money from that to complete ahead of schedule.
1755	124	Why are you insisting on routes that no one wants or needs instead of providing options that people will use?
1756	125	features at top of survey are silly, I didn't bother to fill out
1757	128	Sería genial también tomen en cuenta el tráfico y gracias por el transporte .
1758	129	I would strongly encourage Sound Transit to focus on getting to downtown Everett first; Boeing access is NOT going to continue being a main focus for our area in the next 10-15 years as they continue to move jobs out of the area. From Mariner P&R

Everett Link Extension

Comment Number	Response ID	Comment (Want to share anything else with us? Add any other comments that will help us build a better Everett Link Extension.)
		continue north along I-5 to Everett Station; ST could then make a small break off route to Boeing and to Mariner P&R after that. It is more important to ease traffic along I-5 to downtown first, as Everett and Snohomish County is experiencing faster/more significant growth than forecasted. My family and I would be considered middle class and we have access to personal vehicles; but we use local and regional transit nearly every day. This will be a significant addition to our area and to our accessibility to Seattle. We look forward to having direct rail access but hope that we move forward with getting to downtown Everett sooner than expected.
1759	135	I was very excited about the light rail until it got delayed so much that it just doesn't matter for me anymore. I hope some future generation enjoys it.
1760	137	1. Add an I-5 alignment with a station at Everett Mall. I'd much prefer saving \$1.5-\$2 billion, building light rail to Downtown Everett on-time (by 2036/37), and having a faster transit trip for Downtown Everett to Lynnwood/Seattle than attempting to serve an area with low ridership potential, low TOD potential, low climate impact, and potentially high displacement risk to Casino Road residents. 2. Add to the analysis for the northern terminus another potential station location at Pacific Ave, just east of the BNSF tracks. This location has the most potential to catalyze development of the Lowe's property and Everett Public Works' Cedar Street campus, and is as close or closer than the EVT-A and EVT-B options to Downtown Everett.
1761	138	Providing service to Paine Field with Link does not make sense. Boeing employees come from around the county and are unlikely to connect to Link to make their shift. The passenger service will never hit a level that would support the usage of this service and the line won't direct access the passenger terminal. Finally, this alignment delays the extension to downtown Everett, where the highest utility for this service exists. Paine Field can be more cheaply and easily served by ensuring that there is a rapid transit connection from Airport Road/SR 99 to Paine Field.
1762	140	The faster you build the better.!
1763	141	Alderwood West: Some way to access the mall easily would be good. Traffic to there is horrible so best to have a station close enough to walk to the mall. Ash Way: Need some way to easily access to the bus station - if the train station is on the east side of the freeway then a pedestrian bridge across the freeway like at Northgate would be needed but ideally, they would be right next to each other for expediency in catching the connection. I ride the bus to Seattle daily from S Everett Park and Ride or Eastmont and don't see any connection to those on the train so how are you going to get me to Seattle and back home??? Where am I going to be able to park??? I have to walk a mile to catch a bus and am lucky if it comes more frequently than once an hour and at very limited times of the day. How are you going to get me to the train??? Doesn't matter how great the train is if you don't make it where I can get to it and get there in a timely fashion. Can we have an EXPRESS TRAIN that goes NONSTOP from Everett to Seattle, please? Other countries have commuter trains. Why can't we rather than having every train be the milk run stopping at every station? Highest priority is getting me from a parking lot near the train station direct close to the Boeing area and that expresses me to Seattle, however you can make that happen.
1764	142	Transfers being short and easy is what I would go for above all else. And parking is a good idea
1765	147	It would be completely dumb to not add a station into the plan for the Paine Field Airport.

Everett Link Extension

Comment Number	Response ID	Comment (Want to share anything else with us? Add any other comments that will help us build a better Everett Link Extension.)
1766	148	locations on the west side of I-5 need safe crossings of I-5 for bicycles and pedestrians to connect to the Interurban trail. Connections at the interchanges are unsafe and should not be considered sufficient.
1767	155	complete wast of money, ridership will never support it, I will almost never use it, esp at night
1768	156	I would be concerned about intentionally putting stations in under-served areas since it might displace people who live there. This is already going to possibly raise housing prices, and we've seen some of the effects of rapidly raising prices has done in downtown Seattle. The big question is will the local bus continue/increase to give access to the new station. The train is only as good as the ability to get to it. I am also concerned about more of the work going virtual reducing the use of transit since covid.
1769	159	If you do not build garages to increase the cars to get to the station it does not make sense. I will not take 3 buses to get to either station. A complete waste of time. I hate this project and a waste of my taxes especially since I will never use it.
1770	162	Less complications to existing community would be the most acceptable solution.
1771	163	Even with bus access, 164th is already a nightmare. Ash Way is a terrible location for a station.
1772	169	Accessible services like elevators and escalators should be close to drop off areas. Otherwise you defeat the purpose of having accessible services. (Something that was neglected at Northgate Station.)
1773	170	I would really like to see some access to the north end of the Silver Lake / Eastmont area. There is a large number of homes, more going in now, I think that will continue to be a large population growth area because of its good access in all directions. The Eastmont park and ride lot and a large unused lot next to it, would be a great access point.
1774	173	I would be very excited for this expansion, but the fact the team running this is incompetent and cannot complete this sooner with no explanation (slower than every other location being built) it's upsetting and feels as if the Everett community is considered an afterthought. I'd be more understanding if there were clear explanations for the delays and slow processing. There should be a route connecting north Everett (everett station) to mariner and down to ash way. I don't understand the reasoning for deviating so far away from I-5 unlike any other current stops.
1775	174	When planning stops and service areas, keep in mind the people who already live there and what impact this will have on their daily lives during and after construction. Also, the idea presented in the early phases of Light Rail through Everett, was hooking up Light Rail with exisiting and future planned bus lines and service. Putting any station more than a couple blocks from this, and you lose the plan of Light Rail. If getting around on public transportation is not going to be effortless to all (must think about elderly, handicapped, and very low income) then it is not worth anything.
1776	175	The airport road/hwy 99 location would be important to the community. The transit oriented development in and around the possible locations would support the community's vision of a safe and activated space. The community is primarily composed of BIPOC people and businesses.
1777	176	Once again, I (and probably, many others) state my opposition against building the line via Airport Rd in order to serve Paine Field and Boeing-Everett as a waste of money and potentially serving less people. Instead, the line should be built via I-5,

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		serving the Everett Mall and South Everett PR, as it is more economical to build on the right of way. To serve Paine Field and Boeing-Everett, it would better to build a spur line via the Boeing Freeway, with the terminus station directly serving the Paine Field passenger terminal and the spur line heading further south to the potential OMF north site at the intersection of Airport Rd and 100th St.
1778	177	First, I feel very strongly that all the transportation options should be supported in the same station. I do not take the bus often, but when I do I worry about parking. Connections to get there from home are not favorable. I would, also, like more information how to access sites in Seattle other than sports once we arrive.
1779	178	I'd like to see how this connects to Hwy 9. Seems like it's only Everett. Further East in Snohomish is always left out.
1780	179	I have used the Northgate station but outside weekday commute times. My primary concerns are over Alderwood traffic as I avoid the area during the holiday shopping season.
1781	181	Do whatever you can to build these extensions sooner while remaining fiscally responsible. Seems ridiculous to wait another 20yrs for a line that will connect north gate to Everett.
1782	192	This study should have been done and acted upon 20 years ago when the voters funded the studies for Sound Transit light rail. The fact that it is 2022 and we are JUST NOW discussing this just demonstrates poor planning on this government agency's part.
1783	198	It's too far away from shopping and the Convention Center. Yes, it will pass by the mall, but that is a very busy street and there's not as much there. And being alongside the freeway there isn't much room for expansion of services along that corridor.
1784	200	please make sure you have lots of parking for non disabled older people who cannot walk to the station. Snohomish has an aging population, please make sure you account for that. Some park and rides are not available at mid day, when older population is most likely to use. Please plan for more parking so Everett Link Extension is available to ALL people
1785	201	Please link downtown Everett.
1786	203	Keep the alignment following I-5 and make provision for a future spur to Paine Field.
1787	205	Please consider a route that turns north to 99 with stations along 99 since that is where the most people and retail is (where people want to be) and let Swift connect the PAE/Boeing area.
1788	206	It is time for Sound Transit to step up and provide Everett area with Light Rail that we have been paying taxes and fees for many(!) years with few benefits. Quit pushing back the timeline. I have always been a great believer in the need for light rail(having lived in Portland during their system start and growth) but this is not happening quickly enough.
1789	210	In today's real estate market, Sound Transit should be doing everything possible to avoid displacing homeowners. Please don't ruin our lives, our futures, our communities and our finances by taking the home we love.
1790	212	I would strongly encourage as little upheaval, displacement and extra costs by keeping it along I-5. It makes no sense to disrupt the entire city.
1791	216	Stations need to be close to bus stops, either existing or planned. Parking will be needed at any station as well. People will be accessing light rail from all over the area and need to be able to access it from a bus or car. Think about those with

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		limited ability to walk. Walking several blocks may not be possible for everyone wanting to access light rail.
1792	217	Thanks for involving the community in this process.
1793	219	Ridership is really key as part of the financial feasibility of our light rail system. As such, while more expensive upfront for real estate, the West Alderwood station should be as close to the mall as possible with a focus on walkability to all the central/go-to locations. The mall is a huge draw for visitors & the less barriers there are to being able to take light rail and get to the mall the more regular ridership we will see.
1794	222	Bike lanes, bike boxes and other systems to support the increased use of bikes are important, especially now with the growth of e-bikes.
1795	228	Please look at option X support by the ESDA BIA
1796	232	Please, consider dropping the SWEIC station. Use the funds to build the SR99 station and speed up construction. There is no need to build this costly detour that will shrink ridership due to longer trip times. Fund a Stride bus if you have to but don't build light rail!
1797	233	Plan bike route around stations will help promote ridership to sound transit overall. Due to the insufficient rails and driver system chosen for light rail, the travel time on the rail increased in magnitudes compare to other rapid transits in other cities. Giving riders flexibility to access such slow system will be crucial.
1798	234	Is there a way to monitor the addicts/mentally ill on the trains? We have many in our neighborhood (164th and I-5) who are aggressive and violent at times and I am concerned the trains will be a place of possible danger for riders, especially for female riders.
1799	235	Unable to weigh in on project because of missing ridership and cost data. Without these items, the effort to remove alternatives is premature.
1800	237	Safety!!! People choosing NOT to ride what's in existence south of Everett and Seattle area! They don't feel safe! My mom is one who used to take it from Seatac to Seattle for sports games and theater. She's afraid to use now! Drugs and violence have her stressed!
1801	244	Looking forward to it. Hope it will run often and I will be able to use it to visit family in Sumner. I hope it will be our "BART!"
1802	246	The train should follow I% and bus routes should be the only offshoots on 526 or any other place. Faster to have the train go straight along I5 and have stations to meet bus
1803	248	Boeing might always be there, but employees are minimal transit users except for a few key routes. Prefer to link the two regional airports via light rail.
1804	250	One of the things I've noticed at both the airport station and the Northgate station is that shelter from the wind and the rain is inadequate. This is especially true of the south stair case at the Northgate station, which commonly has a puddle 3/4" to 1" deep. It's probably too late to modify these stations, but it is something I'd like you to think about in future designs.
1805	251	It's 50 years too late already, this needs to be done sooner to ensure we stay competitive and can attract and retain the talent we need to survive.
1806	254	https://inhabitat.com/what-happened-to-los-angeles-streetcars/ This is a link to the story of the demise of light rail's precursor in Los Angeles. It is particularly relevant in regard to the "Why should I pay for light rail when it won't serve my neighborhood?" mixed with "I don't want that station or that traffic in my back yard". Light rail, or streetcar, routes are best established BEFORE communities are

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		established and grow. It is difficult, expensive, and always a compromise to lay the rails in later. The best time to design light rail was 40 years ago. The second best time, despite the difficulties, is now. Light rail is not for us now. It is for those who will live in and with future growth of the region. It will guide the demise and growth of neighborhoods and businesses into the future. (Climbs down from soapbox)
1807	256	Ash Way East of I-5 seems like it would do way more good than any other if it can make financial sense. It's also the best for trail connections. The old Wells Fargo should be a 20-story mixed-use tower, visible from I-5 and capturing views. As a sort of halo building to support less expensive home ownership opportunities (condos), hotel, retail, and maybe a rooftop restaurant because....imagine those Mountain & Water Views!!!
1808	258	need to think about how light rail system will connect to the two existing park and rides South Everett (in center of freeway at 112th) and Eastmont (SR 527 and I-5) also consider connecting these park and rides to Mukilteo train station and ferry terminal.
1809	259	Build it faster and find ways other than taxing homeowners and car owners. I most likely won't be living in the area by the time it's built but will have paid into it for decades.
1810	263	Where possible you need to use the street right of ways. It saves money and allows for traffic calming through reduced lanes. This will make the extension cheaper and improve station access and safety.
1811	264	Will you include Paine Field???
1812	265	I have shown this plan to many people (who have not given feedback) and everyone agrees that the option D would be very destructive to our area.
1813	269	Before another penny is spent on the light rail, the current system needs to be made safe. I recently rode the light rail. Both the trip down to Seattle and back were extremely uncomfortable due to several individuals passed out on drugs. Proof of payment needs to be provided BEFORE you enter the light rail. This is too much money to spend for something that isn't properly maintained to ensure safety. I would never let my family ride the light rail as it stands right now, which is a shame because it could be a great service.
1814	274	Please speed up the timeline. So much growth and environmental preservation/ carbon footprint reduction can be found by giving mass transit alternatives to the people in this area who now currently drive to Seattle.
1815	278	Anyway to speed this process up? 15 years seems very unreasonable. Let's get started!
1816	283	Make certain that ORCA cards will always work for this Light Transit
1817	285	A station for Paine Field should be considered. Currently, the easiest way to get to the station appears to be transfer to swift green at SR99/airport road. Creating a station at 100th and airport road would allow for an easier time connecting to the airport, with a walking distance not too much further than the link at seatac airport.
1818	288	Sounds like a lot of money and it will only service commuters. The construction will be slow and ugly. When it is finished it will be surrounded by homelessness and drug paraphernalia. The current public transportation in Everett is unsafe for women and children.
1819	291	We need to do this faster. 2041 is horribly slow. Goal should be 2030 or sooner.
1820	293	Each station with access to parking should be sure to include options for EV charging. A range of power options from simple 120v and 240v plugs/charge points, and DCFC chargers including 50kw up to 350kw should be available.

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1821	295	Take my advice and pay me for my 3 cents. Lol
1822	296	Light rail should work with Swift and transit at Mariner and not veer off to Boeing. Swift already provides that connection. This bad idea increases construction costs now and travel time for everyone traveling to/from points north for the rest of our lives! Don't do it!
1823	297	We need rail in Bothell, too!
1824	298	Please put in more bike lockers and bigger ones that can hold a bike with a kids carriers
1825	299	The stations need to have good pedestrian access, even if it means removing parking, closing roads, pedestrian overpasses.
1826	300	There really needs to be a proposed Sound Transit Light Rail 4 that extends from Everett to North Marysville.
1827	301	As a taxpayer i think cost is factor. Tearing down new huge apartment complexes when there is a cheaper alternative with more growth is important.
1828	304	There should be 2000 or more parking spots at every station.
1829	305	We've all seen the huge production of the light rail crossing the freeway down south. It seems the only reason to pick D is it's cheaper - but that is a short term reason. Having it criss-cross the freeway multiple times for just a few miles would be forever. Also having the station where it's inaccessible would be a permanent problem. That corner is already difficult to deal with. No one went to the Christmas tree lot there because it's impossible to get to. People coming from the west side of freeway would have to make a huge circle to get to the station as there is no left hand turn to that street and adding another light would be completely ridiculous. It's already a nightmare.
1830	309	Macculm park makes sense
1831	312	I do not want \$800 car tabs shoved down my throat. If you can't do this with existing tax money, then shove the whole project up your ass.
1832	313	As a Lynnwood homeowner my main concern is safety. Please do whatever you can to make sure homeless people, criminals, and junkies don't now have a high speed rail to come rummage through my residential area. I understand it's great to transport people to the city, I just don't want it to bring the city problems farther out. Perhaps a way to keep people out of the train stations that don't have some type of pass. Not just check them when they're on the rail maybe, but make it impossible for them to even hop on the trains unless they are paying customers.
1833	316	Hope it will arrive sooner. Still more than a decade away. Makes it harder to try and get a job.
1834	321	I live on Meadow Road. Crossing I-5 on 164th is a nightmare at times. If the station is going to be at Ash Way, having parking on the east side of the freeway with a safe pedestrian walkway would be helpful. Having pedestrian crossing over the freeway to the station from the interurban trail would also be helpful. Walmart station would be better than no parking or walkway from the east side of the freeway. Traffic on 164th over the freeway will make it impossible to even use the station. To drive from Ash Way to Meadow Road has taken 30 minutes after getting off the bus, it is ridiculous after having an already long commute on the bus.
1835	322	Consider improving sidewalks so people can walk to a bus to get to light rail. Big issue in winter months.
1836	323	My commute has already been ruined by the extension to Northgate and decisions not to run buses south. Transit is useless to me until a station gets built closer to me, preferably the A or B line of Ash Way.

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1837	326	Because of limited feasibility and space for new parking structures or lots at most of the proposed light rail station sites, prioritize bus/transit connections at all sites, including working with Community Transit, Everett Transit, and other transit partners to increased fixed-route bus frequency to and from light rail stations.
1838	328	Make choices that will increase urban density in the areas around the stations and foster better commuter utilization.
1839	329	If you want to provide access from Interurban trail add crosswalk signs on the 164th bridge or provide a pedestrian overpass. The Interurban trail is not used for commute purposes but instead a path that is walked to destress or 'get out'. Making it a 'concrete jungle' removes the add that the trail provides the community.
1840	331	We live on the east side of I-5 between these 2 Park and Rides. Option D will be disruptive and going through residential areas and displace many families, mine being one of them. I hope you have a LOT of money to buy us out! Option D is insane!
1841	349	A better map should be provided with future surveys - the one above is not easy to read.
1842	358	This is my third attempt to give input. This survey sit is too hard to navigate. I give up. Besides, I will probably not live long enough to use this fiasco that I have been paying for since the beginning.
1843	360	Future link extension from Everett to Lake Stevens? :)
1844	361	Your budget can not support the folly of the political diversion that was forced into your plans. Go straight up I-5. Serve the diverse communities of south everett. Use a spur to reach Boeing with one line going there and the other to Everett. Stopping one at Mariner is completely insane. Fix your model. Hire recent graduates and listen to them. The old engineers have been doing it wrong and the evidence is all around you sitting in traffic. The politicians don't even use transit so just ask them to leave the room and approve the decisions of people who will actually use the train and maybe benefit if you build it well.
1845	364	Expand to Snohomish and Lake stevens
1846	367	A pedestrian/bicycle bridge crossing I-5 could connect the interurban trail with a light rail station/Ash Way Park-n-Ride on the west side of I-5.
1847	368	Great community engagement! I do still urge Sound Transit to continue reaching out to community organizations along the corridor. Forge relationships, but do not force your presence. Consider additional forms of engagement with ~*proper compensation*~. Engage the youth more, this is being built for them. Figure out how stations can more properly integrate with the surrounding community. A lot of people in Snohomish County rely on individual transportation, so light rail will need to be an enticing option (travel time, parking, cost) over the comfort of using personal vehicles.
1848	371	This stop should be a dedicated stop to PAE - Paine Field Everett. It should provide very easy walk-on access to the airport passenger terminal. The airport has limited and expensive parking. As the region and airport grow economical access to the airport will grow in demand and will drive up ridership. Access to the airport would be my primary reason for riding link light rail.
1849	375	this would be a great opportunity to link trade training for those in impacted areas to learn a trade and actually work on the project. Benefit, raise individuals out of poverty and build the project. One thing I haven't seen in the plans is about security and safety. If this project is going to be a success a plan must be put in place to

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		protect the pedestrians that walk to the stations and ride transportation. If it is seen as unsafe no one will utilize the option.

Emailed Comments

Nine comments were submitted via the project email inbox (everettlink@soundtransit.org) during the feedback period (March 14 – April 3, 2022), instead of through the online survey.

Comment ID	Response ID	Comment (Emailed to project inbox)
1850	376	<p>I was hoping to see the elected officials' meeting on this, but ST did not send me that info and then I noticed this one for one of my news feeds. My detailed observations follow. In short, I see the opportunity to eliminate some of the options that would allow staff to focus on the most-feasible options.</p> <p>Everett Link Extension Community Advisory Group meeting #2 (2/24/22): I was happy to hear that some of those were actual riders of some kind of transit service, but I didn't hear any "super users," i.e. rode more than one route or agency service, nor did I hear anybody speaking for the non-abled bodied or their needs. One person commented that they were still trying to learn the area, making me wonder how they got selected for this group when others who know the areas weren't, particularly with the committee being tasked with formulating a recommendation on 3/24/22!!! One even said "I'm really new to this area." Another, despite being an Everett resident, was unaware of the routing between ST-526/Evergreen and downtown Everett! Consider this as a caveat and a flaw in the process as decisions are being made. There really should have been more knowledgeable folks on this committee for something so permanent! Consider multiple uses for each station: each station as an origin (of riders, from home and other transit), a destination that people would take a train to (ideally that a convenient, surface-level bus doesn't already do), and for a variety of types of riders, including those in wheelchairs, walkers, using a cane, etc. For a long time, it sounded like one has to select all of the same letter as opposed to having the option of mixing, i.e. "all A" instead of "A here, B, there, C there, etc." This was finally answered by staff during the discussion about Everett Station.</p> <p>West Alderwood. Good points re: the Asian community for H-Mart and for the residential developments near location F. However, location D is nearby multiple financial institutions as well as the Virginia Mason Lynnwood Clinic. My primary concern about this routing is the extra time that it would add to a trip. I consider options C and E to be non-starters.</p> <p>Ash Way. D is a non-starter. A goal should not be to appease bicyclists, who comprise a tiny percentage of Link riders, should be a "nice to have" vs. a "have to have," as this vocally and aggressive constituency always pushes decision makers to believe. The other three alternatives are nearest the bus connections, both the Orange Line BRT but also the local and ST bus connections, and the many multi-family dwellings just north of the P&R. Locating this station at D would mean two overpasses and making Ash Way a ghost town for vehicles, as who would want to</p>

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		<p>park and have to walk across the freeway to get to the light rail station, especially the less AND the lesser able-bodied??? Think people in a wheelchair, people using a cane, people using a walker. Location B is next to the bus loop, location A offers the quickest time-wise. The direct access ramp on the north side should have been finished years ago, not requiring the east overpass, and has slowed down express bus services and has needlessly clogged 164th, particularly during “snow events” (where, in my experience, it’s taken an hour to get from the off-ramp to the bus loop!).</p> <p>Mariner. D is a non-starter due to its distance from the residences. A, B, and C are close to multi-family residences. Ideally, the Park & Ride could be relocated, but in absence of that, location A makes the most sense, for it is closest to the Park & Ride, the Swift Green Line, and the multi-family residences on the north side of 128th. However, it’s “at grade,” which would be inadvisable. While, as one of the participants noted, “A” is nearest to the high school, who would be riding light rail to/from the high school?</p> <p>Airport Road. Option C should be tossed due to its cost, though it was tempting given its proximity to the multi-family housing to the northeast. It’s hard to believe that Option A doesn’t also have access to Swift BRT, for – like option B – the mapped station location is right on top of the existing Swift Green bus station!!! I would lean towards option A given its direct routing, but not close the door yet on B. Contrary to what the man said, there is no bus route from there to Everett Mall yet. However, there is a local route that goes from Mariner to Everett Mall.</p> <p>SW Everett Industrial. Location A is currently served by Everett Transit #12. More than one of the committee members and the staff were unaware of this fact!!! They were also unaware as to how far it is from Location C to the Airport and how open and hazardous such a trek would be, particularly with a suitcase or two for ½ mile to the airport with cars whizzing by. Locations B and C overlap Swift Green and Everett Transit #8 that periodically goes to the Paine Field terminal, the only bus route that goes inside the terminal (Swift Green stations are down the hill from the terminal and is also quite a trek). However, there are already shuttles to Boeing in the B and C locations. Location A is nearest to the residences and next to the WSPIC building. Location B is on top of a Swift Green station and across from the Sno-Isle Tech center. The walk between location B and C is perilous, for traffic is routinely going 50 mph or more, and there is no sidewalk in places. Picking this would be for Boeing’s benefit and NOT for the residents!!! Location A has bus #12 service to Seaway Transit Center and Boeing shuttles, but a pedestrian overpass would be useful, plus some consideration to having a bus stop on the north side of the onramp/offramp there. Location C should be eliminated, for it’s only practical for Boeing and other employees in that specific area. Location A is the only location that is close to residences, for outside of ordinary working hours, who would be riding the train?</p> <p>Alignments on 526 and Casino Road. the green and blue options are non-starters due to their high costs for property acquisition and utility displacement plus significant disruption during construction and Link operations to the residences. The purple option is the best, for the resultant station location would serve the most</p>

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		<p>people, as West Casino Road is almost continuous multi-family residences. In addition, the Swift Blue station pair is on the south side of Casino Road. What the committee members missed is that there are no stations in this segment, but there are stations at either end, on the south of 526.</p> <p>SR-526/Evergreen. D and E should be non-starters due to the disruption involved. A should be eliminated due to its distance from Swift Blue BRT and Everett Transit local routes. C should be eliminated due to distance from the low-income, multi-family housing. Option B is clearly the best option, as it's closest to these without as much disruption, and there's a pedestrian bridge right next to it that connects to the new development forthcoming in the old K-Mart site.</p> <p>Everett Station. Option D should be eliminated due to property acquisition costs and distance from connecting transit services. Option B or C would seem to "split the difference." Allan Giffen brought up a great point re: the Metro Everett plan. Alternative via I-5. I was surprised this was not shot down, as County Executive Somers made it perfectly clear, as did former Everett Councilmember and Sound Transit Vice Chair Paul Roberts: the industrial area was not going to be skipped – no other alternatives would be considered, even though it means that it will take considerably more time and money to construct this bypass (as opposed to a Swift Green BRT loop, which could have been operational already) and the South Everett Park & Ride and the Everett Mall won't have light rail. Further, rather than split the Everett line into a first segment that would go to Mariner – the equivalent of the Northgate extension – and open years earlier, Mr. Somers and Mr. Roberts successfully pushed to have the first segment go to the southwest Everett industrial area.</p> <p>OMF. Sites A, B-1, B-2 should be eliminated, for there are considerable businesses there at present, topography challenges, and impacts to wetland and streams. Similarly, site C would be a non-starter, especially since Community Transit is just finishing up on renovating the building that ST would then displace! Also, station options A and B are in this box. Site D has commercial businesses, but not as many as the other aforementioned sites. Site E may need to be eliminated due to wetlands, but otherwise is a low-density area. Option F has a lot of businesses displaced and there's some distance to the operating line itself, while it displaces low-income folks...I'd eliminate this site. Option G takes out the Wal-Mart and is across the freeway from the operating rail line, so I'd remove this one as well. It would be very costly to acquire and to develop, and it would be extremely disruptive. Since the one rail line goes from Mariner Park & Ride south, any site south of there makes zero sense.</p>
1851	377	<p>I'm [redacted] chairperson of the [redacted] Neighborhood Association. Today (March 14), I received a news release about an opportunity for the public to comment on the Everett Link Extension and the Operations and Maintenance Facility North locations.</p> <p>I wonder if a Sound Transit representative can appear at our next neighborhood meeting on Tuesday, March 22. We will have a hybrid session with some people attending in person at the [redacted] and online via Zoom.</p>

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		Thank you for your time, and I hope to hear from you soon.
1852	378	<p>Hello Sound Transit,</p> <p>In reviewing the Everett Link Extension Early Scoping Summary Report (https://www.soundtransit.org/sites/default/files/documents/Everett-Link-Extension-Early-Scoping-Summary-Report-202203.pdf), I want to clarify that the comments I submitted 1/27/22, on behalf of Alderwood Mall ownership, opposing the ALD-A & ALD-B stations, were based on our opposition to alignments ALD-pink, ALD-gold, & ALD-green. We oppose these alignments because they would cause elevated track to be constructed through the Alderwood Mall property and greatly reduce the future mixed-use development of the site. ALD-brown is our preferred alignment as it brings the transit line closest to the mall to best serve our customers and employees, without significantly hampering future development. These comments reflect the same views as expressed in the 1/27/22 email below, but as I did not explicitly provide any comments on the alignments, I wanted to make sure our comments on alignments are on record.</p> <p>In addition, we are concerned that for any West Alderwood station location, commuters would likely want to park a vehicle all day in existing mall parking lots. This is not acceptable, and we would like to know how Sound Transit proposes to keep this from happening.</p> <p>Thank you.</p>
1853	379	<p>Your website https://everettlink.participate.online/ is inadequate for input on my comments, and I would like to set up a meeting early in the scoping process with representatives from Sound Transit and the Sno-King Watershed Council (SKWC) to discuss the light rail route along Airport Way between 103rd Street SW and 100th Street SW.</p> <p>The SKWC is concerned that no fill, whatsoever, be placed in Wetland ERR or its buffer; Wetland ERR is located on the east side of Airport Road between 103rd and 100th Street SW.</p> <p>SKWC has a history of protecting Wetland ERR, including an order granting a stipulated consent decree in federal court (Case 2:16-cv-00318-JCC Document 13 Filed 11/09/16). The consent decree was issued because Paine Field Airport had illicitly filled without permit, a portion of Wetland ERR which at that time was a category II wetland; and because Snohomish County proposed to convert wetland ERR into a stormwater detention pond for Paine Field Airport.</p> <p>The consent decree required Snohomish County Airport to pay \$175,000 in damage restitution towards rain garden construction in the Swamp Creek Basin as mitigation for their illicit construction, in addition to \$35,000 for attorneys' fees.</p> <p>The light rail alignment must be located on the west side of Airport Road along Paine Field to avoid irreparable impacts to Wetland ERR. Locating the light rail track along the west side of Airport Road will have the additional benefit of providing far better access to the Paine Field Airport Terminal.</p>

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Comment ID	Response ID	Comment (Emailed to project inbox)
		<p>SKWC desires to avoid costly and time-consuming litigation, as we will not tolerate any harm to Wetland ERR or its buffer without taking legal recourse.</p> <p>Please notify me when we can meet to discuss this matter.</p>
1854	380	<p>Evening,</p> <p>The plan does not indicate a future light rail station at Paine Field. With the proposed light rail plan having the track at surface-level, I recognize adding another station is a simple and affordable accomplishment when so warranted. Could the future Paine Field light rail station's approximate location be indicated on the proposed track alignment? Seems a glaring absence.</p> <p>The SW Everett Industrial Center is clearly the Boeing airplane assembly building. The plan doesn't indicate how the station aligns with employees accessing the building but I trust the SE corner of the building is the most direct and shortest distance for employees accessing the building. Does the SW Everett Industrial Center station so align?</p> <p>The OMF looks like pick your poison of which residential area has the least effective NIMBY battle cry!!</p> <p>Note that I like your access to the Paine/Boeing is the most direct to/from Seattle—and probably the least expensive for right-of-way purchasing, as well. I feared planners felt compelled the plan must include the I-5 medium station. I am sure it was a discussion.</p> <p>Last, I truly like the line is with few stations between Everett and Lynnwood so to prevent a lumbering service. I remember being asked about putting the track along the freeway or over to old 99 like it was yesterday. I also remember my response: This is an identity crisis. ST needs to decide if it wants to compete with 65mph cars on the freeway going to downtown, the airport and Tacoma or 25mph city busses. I am glad to see the system is being designed to get people out of their cars. I do think the 510 and such busses are here to stay—especially when people can avoid freeway congestion and even more: Significant reduction of commuting cost even if it takes about the same amount of time after connecting to another bus or to drive the final distance.</p> <p>Sorry but I must add this: the Lynnwood Link station at I-5 exit 175. Yes, it will be photogenic to see the station over the boulevard while passing on the freeway but it is such a long distance from bus structure to the light rail station the walk is an obstacle of its own. It will hinder rider access for those with extremely short-time connections not mention those are slow walkers due to age or physical limitations, in wheelchairs, tending baby strollers, multiple young children and/or carrying stuff. I hope they include a couple multiple-bench stops so such people can make it to the other end of what must be close to a half mile. It will surely feel every inch by the time they get from the bus, up the elevator, walk to the parking garage and hoping to find a place to sit, finish passing through the long structure, another sit then before the elevator up to the light rail platform. I feel their exhaustion just</p>

Everett Link Extension

Comment ID	Response ID	Comment (Emailed to project inbox)
		thinking about it. I am soon 70 and without walking issues. The light rail station should have been located so the north end of the station had a direct path from the bus access entrance with a walking bridge going directly to the mezzanine level of the light rail station. This station is very badly planned and I know too late now. Fortunately, I don't foresee such an issue with this extension—until you get to downtown Everett which I've already addressed in a prior email (I think I sent it).
1855	381	<p>Thank you for your response.</p> <p>I wasn't aware that what appears as a "road" for planes to access the hangars was a runway—but looking closer I see Runway 29 has been closed for some time according to the paint lines appearing permanent intended.</p> <p>My thought was more a projected need, not probably the soonest possible. But, when future passenger traffic warrants 12-18 gates and all the buildings between Airport Rd and the passenger terminal are gone for a parking structure, the time for a light rail station will have arrived. I would suspect by that capacity the little runway and its accessed structures will have been absorbed by the expanded terminal as well.</p> <p>Regarding the issue of another station for convenience vs. adding to the commute time to downtown Seattle, I understand the conflict there. That does bring back considering the concept of one station serving both at midpoint between passenger terminal and Boeing building access with two half-mile covered walkways with people movers on which to stand. Would think the construction cost would be at least 65% the same with operating costs to run the people moving equipment, HVAC and structure maintenance would eventually overtake the cost of having two stations. Beside the Fourth street tunnel, what are the closest built and/or planned light rail stations in the system?</p> <p>Looking forward to your response,</p>
1856	382	<p>Thank you for this opportunity to share our thoughts on the Everett Link Extension. Feet First is Washington's statewide pedestrian advocacy organization. Feet First has worked with Sound Transit over the past 20 years to make stations easy to walk and roll to. We are excited to see the Everett Link Extension moving forward.</p> <p>We would like to share the following comments on scoping of the Everett Sound Transit Light Rail Station.</p> <p>Everett is a major destination. It deserves two stations. One in downtown Everett, and the other near the growing neighborhood around Everett Station. Two stations will provide a critical connection within Everett. Both to provide convenient access to the commuter rail station from downtown, and to connect the traditional Downtown to large areas of potential new mixed-use development and the community college now separated by steep grades and industrial uses.</p> <p>Consider at-grade station options. With end of the line stations, at grade operation or on-street stations are a cost effective and affordable way to provide two stations.</p> <p>A Downtown Everett station should be located in the area with greatest pedestrian</p>

Everett Link Extension

Comment ID	Response ID	Comment (Emailed to project inbox)
		<p>activity. A station at Hewitt Avenue could be a strong option and have a positive influence on Downtown. If a tunneled alignment is considered, a station at the Government Campus would connect it's public plaza and bus connections.</p> <p>The Everett station should maximize opportunities to improve local crosstown transit connections. New stations in Snohomish County provide the opportunity to reorient bus service to connect Everett and Snohomish County neighborhoods to each other and light rail. A major opportunity is locating a station to allow easy transfers to frequent buses operating on Pacific Avenue.</p> <p>Minimize pedestrian grade changes to improve transfers and accessibility. Each grade change presents an additional barrier to riders, especially those in wheelchairs. The station's design is critical to making easy transfers and connections. A station to the east of the mainline track has promise to catalyze the development of homes within easy walking distance. An elevated walkway, like the one that connects to Colman Dock in Seattle, could be an option to reduce the need for pedestrian grade changes. While vertical transportation is needed to go over mainline rail tracks when in use, gated at-grade crossings might be considered for when the tracks are idle</p> <p>Stations in Everett should prioritize universal design, lighting, and wayfinding to accommodate pedestrians of all abilities. Sound Transit needs to take responsibility to ensure that city and transit investments will not shortchange a safe and convenient pedestrian experience.</p> <p>Thank you for this opportunity. The Feet First Board would be happy to answer any questions you have.</p>
1857	383	Comment includes figures and images. Review comment in appendix.
1858	384	Comment includes figures and images. Review comment in appendix.

Appendix

Two comments with figures and images emailed to email project inbox.

Comment ID	Response ID	Comment (Emailed to project inbox)
1857	383	Comment includes figures and images. Review comment in appendix.
1858	384	Comment includes figures and images. Review comment in appendix.

April 2, 2022

Everett Link Extension Project
c/o Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Kathy Fendt:

The Everett Station District Alliance (ESDA) provides this comment letter on the Level 1 Scoping of the alternatives analysis for the Everett Link Extension (EVLE). The completion of the Everett Link Extension is critical to our neighborhood's and city's growth.

The ESDA is a nonprofit organization that works to enhance the neighborhood around Everett Station by partnering with businesses, property owners, residents, associations, public agencies, and other stakeholders to make the neighborhood safer, cleaner, and more inviting to do business, work, commute, and live for all people.

We envision our neighborhood will be a vital economic engine for the region; a major regional transit hub; a home for industry and residents; a great place to live, work, and play; and a model for how natural systems can flourish in an urban context, supporting human health and resilience.

ESDA will not take a position on its preferred location of the future EVLE northern terminus until additional analysis by Sound Transit has been conducted and more information is available.

The ESDA Board of Directors requests Sound Transit study:

1. A new station location option for the northern terminus along the east side of the BNSF tracks at Pacific Avenue.
2. An I-5 alignment from Mariner to Everett Station.

In addition, for the northern terminus in the Everett Station neighborhood, we request Sound Transit more deeply evaluate the following issues in comparing the alternative station location options:

- The development potential within a quarter-mile of each of the proposed station locations. While many of the surrounding public properties, such as the county campus, should not be considered developable, the city's Public Works Campus along Cedar Street and Everett Transit's Park & Ride Lots should be.
- The potential traffic, freight, noise, vibration, and visual impacts of the guideway and support pillars for businesses, residents, and other community members, especially for options D, C, and B of the northern terminus which would put the guideway and station on Broadway or McDougall Ave.

- The potential impact of construction of the station and guideway on adjacent business operations.
- Whether the guideway alignment and station location is consistent with maintaining light industrial businesses south of 33rd Street along McDougall Ave and Smith Ave. Notwithstanding the transit-oriented development zoning of the Metro Everett Plan, the City of Everett and ESDA have expressed a desire for maintaining and strengthening the light industrial businesses south of 33rd Street.
- The cost and other impacts associated with relocating power lines and utility infrastructure.
- Proximity to Downtown Everett, Kaiser Permanente, and Delta Marriott Hotel.

Finally, in evaluating the alternatives, we urge a focus on delivering EVLE on the target schedule through significant cost savings. In doing so, the EVLE analysis should be focused on affordability, climate, ridership, and completing the spine to connect centers, as outlined in M2020-36 and R2021-05. The comment letters in Early Scoping by ESDA and the Snohomish County Transportation Coalition provide more detailed analyses of these considerations.

Considering an additional location station option at the northern terminus

In our [2020 Future Concepts Report](#) and our [2021 Convergence Study Report](#), we considered a potential light rail station on the east side of the BNSF tracks located near or straddling Pacific Avenue.

Located on Sound Transit's existing park and ride lot, this location requires minimal property acquisition, minimal traffic impacts, and minimal impact to existing public utilities.

In addition, the location is best positioned to catalyze transit-oriented development on a 10-acre private parcel that's currently home to a Lowe's Hardware Store and the more than 18-acre campus of Everett Public Works and Everett Transit's Operations & Maintenance Facility. The owners of the 10-acre Lowe's site are interested in the long-term redevelopment of their site, and the City of Everett is actively seeking to redevelop its site. Putting a station nearer to these sites would help unlock the zoned capacity of more than 6 million gross square feet of development potential.

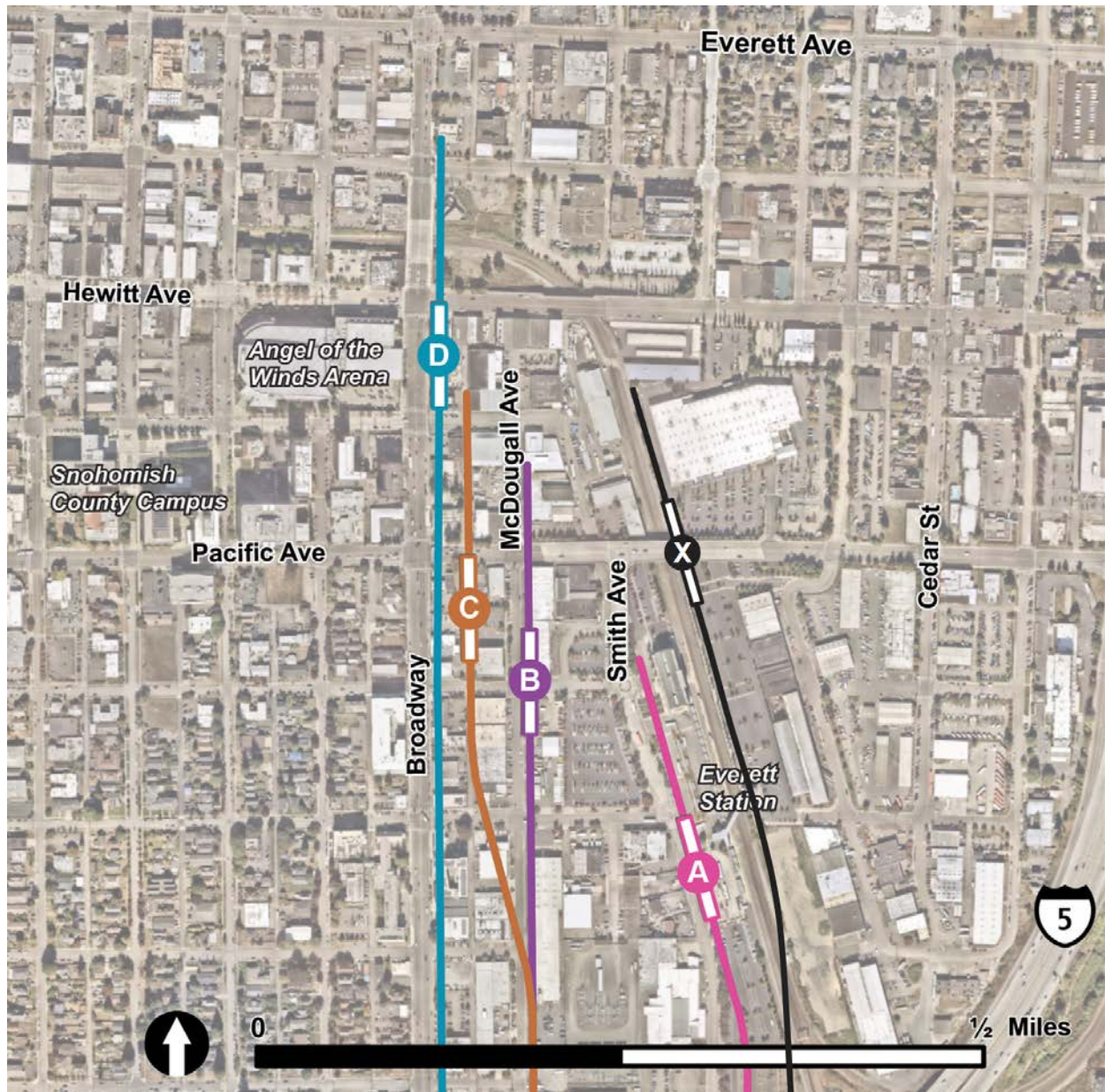
Just to the east of these sites are Kaiser Permanente, which will soon expand its campus with 750,000 square-feet of additional medical facilities, and the Delta Marriott Hotel, which also envisions a greater presence.

Of course, the challenges to an east side alignment is how to maintain close proximity and connectivity to Downtown and the west side of the neighborhood, and how to integrate bus connections.

During our 2021 Convergence Study, our consultant explored an interesting concept that would build a terraced parking garage just north of Everett Station, west of the BNSF tracks, south of Pacific Avenue, and east of the Smith Ave ramp. In this concept, the parking garage would be lidded, providing a new pedestrian and bicycle connection over the garage and the BNSF tracks. The outer lanes on Pacific Avenue could be turned into bus lanes, similar to the City of Everett's vision for "Option C." With the light rail station straddling under Pacific Avenue, light rail riders could take an elevator (or stairs or escalator) from the lower platform level up to Pacific Avenue, and then catch a bus, or walk/bike on the lid.

Location of additional station

East of BNSF tracks, straddling under Pacific Avenue



Illustrating the Station Concept



Light rail station straddles under Pacific Ave Bridge

Location helps catalyze development on Lowe's site and allows people to access Pacific Avenue on the north side, a quicker walking distance to downtown.



Parking Garage

Located north of Everett Station, south of Pacific Ave, west of the BNSF tracks, and east of the Smith Ave ramp, the garage makes use of property that's not suitable for transit-oriented development. The parking garage could help mitigate for lost parking from "Park & Ride Lot A," if the City chooses to redevelop it into transit-oriented development



Park/Ped/Bike Lid

The Everett Station neighborhood lacks decent pedestrian and bicycle connectivity between the east and west sides of the neighborhood. The neighborhood is also devoid of any park or green space. For transit-oriented development to be fully realized, these issues need to be addressed. A lid over the light rail station, BNSF tracks, and parking garage could be the solution.

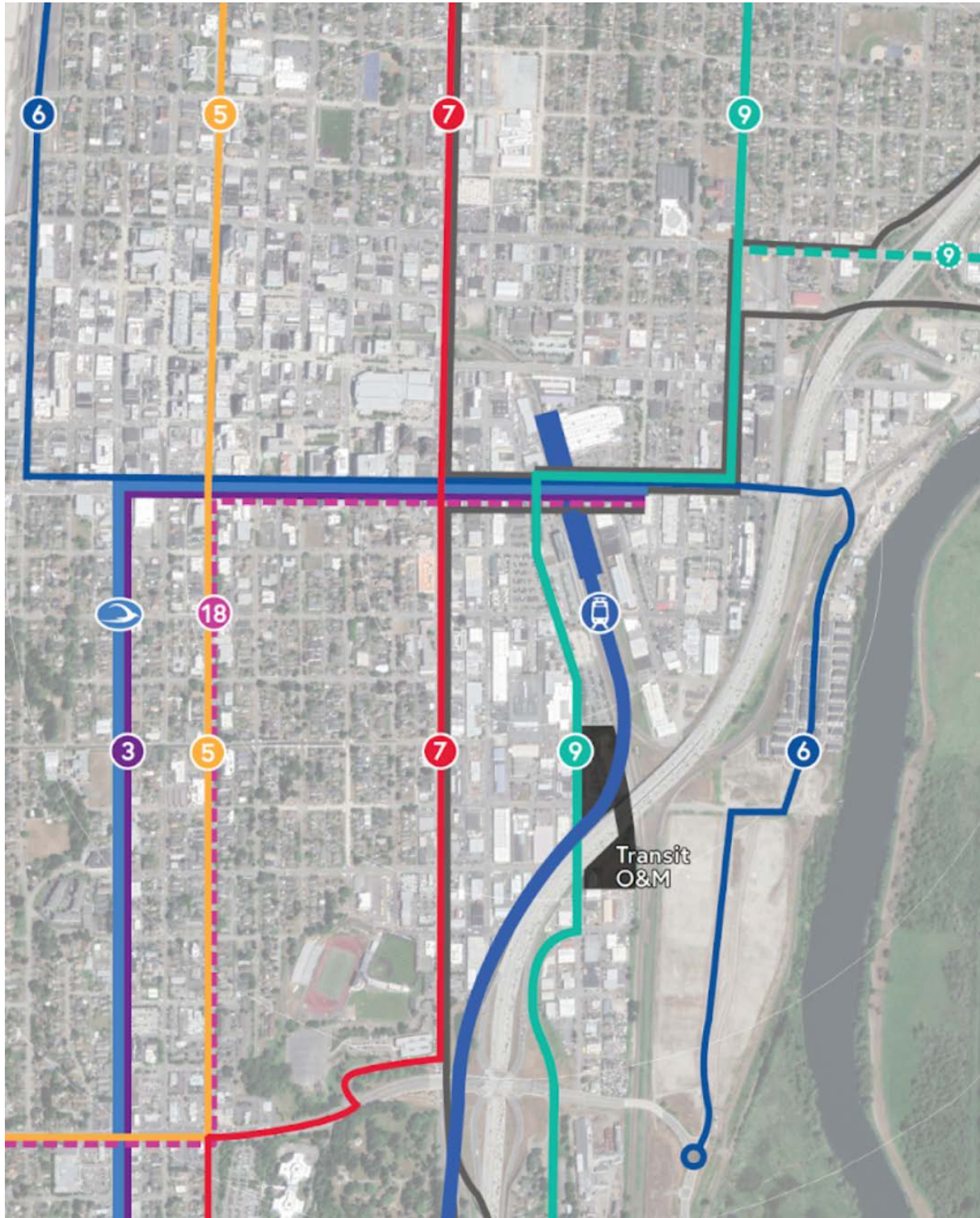


Pacific Ave Bus Lanes

Similar to the City of Everett's concept for Option C, the outside lanes of Pacific Avenue could be turned into bus lanes. Combined with a restructure of transit routes, connectivity between light rail and buses could be seamless.

Seamless Transit Transfers

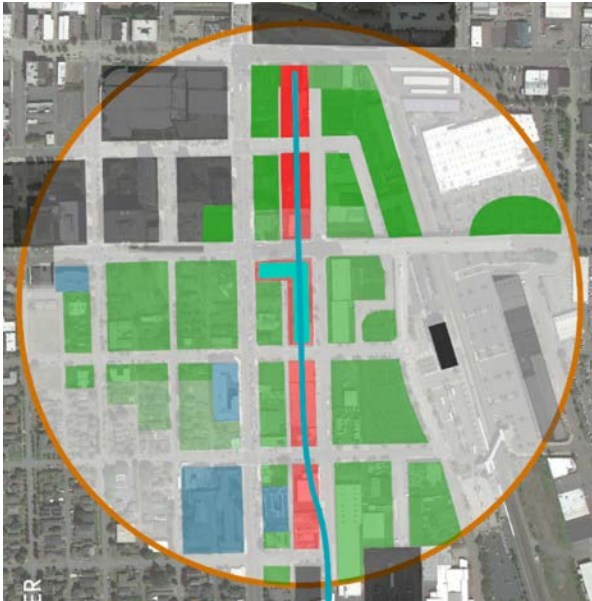
In our 2020 Future Concepts Report, we explored how the bus routes of Everett Transit and Community Transit could be realigned to make transfers seamless to the proposed light rail station location. The bus route restructure could also be an opportunity to make other network improvements.



Unlocking Transit-Oriented Development

A key consideration is how much development is within a walkable distance. In Bellevue's Spring District, significant development has occurred within a quarter-mile of the future station. We believe this is an appropriate distance for evaluating the potential transit-oriented development from a station.

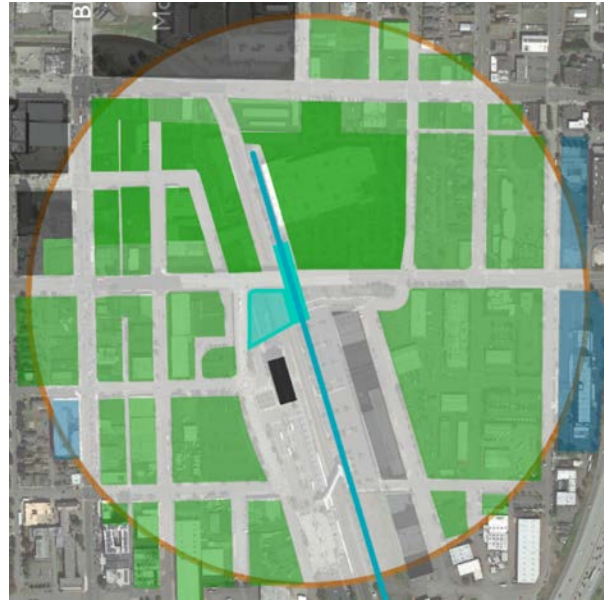
Option C



The alignment of option C would remove up to five half-blocks from development (red). Within a quarter-mile are the undevelopable county campus and arena/convention center (black), and already redeveloped parcels (blue). The hill west of Broadway further reduces the walkable distance, and most of the Lowe's site is outside of a quarter-mile.



Additional Option East of BNSF at Pacific Ave



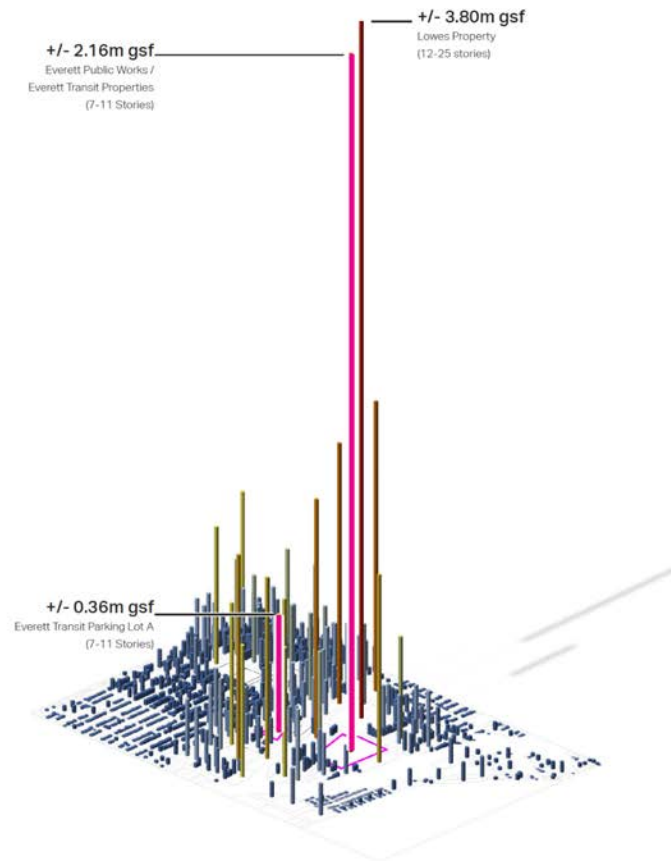
The additional option would put all of the Lowe's site and City's Public Works campus within a walkable distance. Kaiser Permanente and the Delta Hotel would also be within a walkable distance (blue).



ESDA's 2021 Convergence Study Report analyzed the developable capacity of each parcel in the neighborhood. The Lowe's site plus the City properties east of the BNSF tracks combine for more than 6 million gross square feet of potential development.

Hidden Capacity at Everett Station

The Metro Everett Plan rezoned the Everett Station Area from Commercial 2 (C-2) to Urban Mixed (UM) and Urban Light Industrial (ULI), enabling a mix of residential, commercial, and industrial uses up to 25 stories in height. This creates a "hidden" opportunity to translate real estate value into civic value.



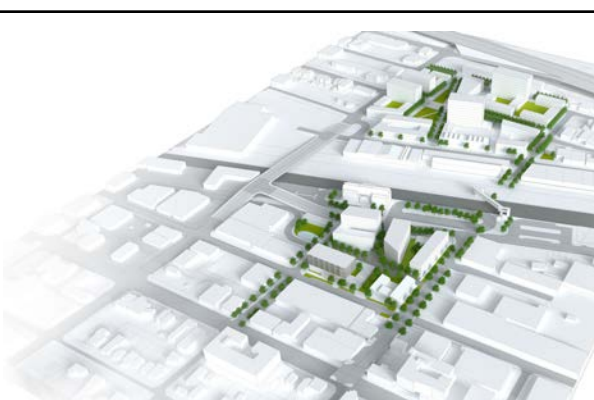
Considering Other Factors



Important light industrial and related commercial businesses line McDougall Street south of 33rd Street. The ESDA has committed to these property owners to continue to support and strengthen their activities. An elevated guideway along McDougall could significantly affect their business operations and freight movement. Construction of the guideway could be especially problematic for these businesses.



With a substation located between McDougall and Smith Ave, there are major power lines coming into and out of the substation. This is especially true along McDougall near the substation, and along Broadway near the Arena. The cost and service disruption of moving these power lines need to be thoroughly analyzed.



The impacts on traffic, noise & vibrations to adjacent residential buildings, the views from those buildings, and the aesthetics of the area as a gateway to Downtown Everett need to be considered. This is especially true for the alignments along Broadway and McDougall.

ESDA's 2021 Convergence Study Report provided a concept for how to redevelop the City's Park & Ride Lot A and Cedar Street Campus. Sound Transit's analysis should consider how the station locations can catalyze this concept.

I-5 Light Rail Alignment + Enhanced BRT

As outlined in our comment letter during Early Scoping, ESDA continues to urge Sound Transit to include an alignment that is likely to be inherently affordable to be built on the “target” schedule. At the end of the alternatives analysis process in 2026, Sound Transit should be in a position to choose between an affordable option that can be built on the target 2036-37 schedule or a more expensive option that would be built on a delayed 2041 or later schedule. To have a legitimate choice, the I-5 alignment needs to be considered.

There are many reasons to believe that an I-5 alignment may be preferable to the existing route to the SW Everett Industrial Center.

1. **M2021-05 prioritizes ridership and climate change.** As part of the ST3 ballot measure analysis, ridership for the SW Everett Industrial Center Station was projected at 1,900 daily riders, among the lowest of the ST3 package. This route adds significant time for trips between Everett and Lynnwood and points south, potentially decreasing ridership for traditional “spine” trips. To address climate change, we need to maximize ridership and reduce SOV driving as quickly as possible. Delaying light rail by four or more years will increase GHG emissions.
2. **Affordability.** With relatively low ridership, a basic question must be considered whether spending \$1.5 to \$2 billion dollars to connect the SW Everett Industrial Center is worth it. This is especially important in recognition of the current \$600 million shortfall for the project.
3. **M2021-05 prioritizes completing the spine.** The traditional spine in the region’s collective imagination is Downtown Tacoma to Downtown Everett along the I-5 or SR99 Corridors. Building this route on the target schedule should be the priority.
4. **M2021 prioritizes connecting the centers.** This is important as VISION 2050 targets 65% of the region’s population growth and 75% of the employment growth for High-Capacity Transit Station Areas and Regional Growth Centers (RGCs). Per regional policy, “Manufacturing and Industrial Centers,” such as the SW Everett Industrial Center, are not RGCs. In addition, there is minimal development potential near the three site options for the SW Everett Industrial Center area. But Metro/Downtown Everett is a RGC. If the region is to support employment growth in RGCs, it’s critical to build light rail to Metro Everett as soon as possible.
5. **Right-sizing transit.** None of the three station location options for the SW Everett Industrial Center area well-serve the conceivable intended destinations. The closest option to the Paine Field Terminal Airport is a 0.8-mile walk. The closest option to Boeing is still a 0.7-mile walk to the main entrance — even with a hypothetical pedestrian bridge across SR526. As a result, for all options, shuttles will be required to connect people from the station to the airport and Boeing. Given an additional transfer will be required, it doesn’t actually matter how far away the station is from the destinations — it might as well be along I-5. Meanwhile, a bus rapid transit line could serve each destination and others with near front-door service. Improving the *Swift* Green Line and funding the *Swift* Silver line may be both more cost-effective and better achieve the desired results.

For these reasons, we encourage Sound Transit to include an I-5 light rail alignment, with a station at Everett Mall, and enhanced BRT to the SW Everett Industrial Center area.

In Sum

Thank you for the opportunity to provide comments on the Level 1 Scoping. To reiterate, ESDA does not take a position on its preferred location of the future EVLE northern terminus or the alignments until additional analysis by Sound Transit has been conducted and more information is available. We do request that Sound Transit study:

3. A new station location option for the northern terminus along the east side of the BNSF tracks at Pacific Avenue.
4. An I-5 alignment from Mariner to Everett Station.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brock".

Brock Howell, Executive Director
Everett Station District Alliance





April 3, 2022

Everett Link Extension Project
c/o Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Kathy Fendt:

The Snohomish County Transportation Coalition (Snotrac) provides this comment letter on the Level 1 Scoping of the alternatives analysis for the Everett Link Extension (EVLE). The completion of the Everett Link Extension is critical to our county's ability to address climate change and improve mobility options for priority populations.

Snotrac is a state/federally-funded mobility management coalition that advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. To do this, we convene public, nonprofit, and private transportation and human service agencies to identify mobility gaps and opportunities, especially for people with disabilities, older adults, youth, low income households, people of color, tribes, veterans, and people born in foreign countries or otherwise speak English as a second language.

Longer than 16 miles, the Everett Link will be the most expensive extension in the Sound Transit system at approximately \$7 billion. The last portion of the extension, from SW Everett Industrial Center to Downtown Everett, is estimated to be \$600 million over budget. Based on ridership analysis conducted in 2016, the Everett Link Extension could help boost transit ridership by 17,000 riders per day.¹

Given the importance and magnitude of the Everett Link Extension, this early scoping of the alternative alignments and station locations to analyze and of the criteria by which to analyze them are critical. When the agency makes its final decision on the preferred alignment in 2026, financial, economic, demographic, and environmental conditions may have changed. It's important that the agency include alternatives and criteria that are most likely to be resilient to known and unknown headwinds.

At this time, Snotrac has no preference on the station location or guideway alignment options, although we do request an additional alignment be included as part of the alternatives development and analysis.

¹ "Transit Ridership Forecast Results Report," *Sound Transit 3: The Regional Transit System Plan for Central Puget Sound*, Sound Transit (Sept. 2016).

Snotrac recommends Sound Transit:

1. Analyze the needs and impacts of priority populations, and consider how the alternative stations and station-areas can be planned and designed for them.
2. Continue to use the five principles and climate focus that were adopted by the Board through Motion M2020-36 and Resolution R2021-05 as a framework for analyzing and choosing the alternative alignments and station locations. In addition, project affordability and equitable transit-oriented development should be foci.
3. As a likely inherently financially feasible alignment alternative that could be built on-time, include an I-5 light rail alignment with a station at Everett Mall and enhanced bus rapid transit to the SW Everett Industrial Area and Casino Rd / Evergreen Way

Background

With the Everett Link and Tacoma Dome Link Extensions, the promised vision of a regional spine of light rail from Downtown Tacoma to Downtown Everett light rail will be complete. This spine will be a resurrection of the historic Interurban Rail lines that connected Seattle to our region's southern and northern metropolitan cities, which ended in 1928 and 1939, respectively. This is a vision that started with the failed Forward Thrust transit ballot measures in 1968 and 1970, and finally got going with the Sound Move ballot measure in 1996.

Since 1996, progress on the regional system has not always been full-steam ahead. The first Sound Move ballot measure promised building light rail from SeaTac to the U District to Seatac, with a hoped-for extension to Northgate, by 2007. The proposed alignment that voters approved also included a stop between Seattle's Downtown and First Hill neighborhoods. But the initial section was not fully completed until 2016. In addition, the First Hill stop was deemed too geologically and financially risky, so instead Sound Transit funded a streetcar line from Capitol Hill, across First Hill, to the International District and Pioneer Square.

With the voter approval of the Sound Transit 3 (ST3) ballot measure in 2016, we finally have a funded implementation plan to build light rail to Everett and complete the spine.

As the ST3 ballot measure was put together, Sound Transit took input from stakeholders and the community on the alignment and timing of Everett Link. In 2015, the public had the opportunity to weigh-in on three alternative alignments of the Everett Link Extension: I-5, SR99, and Airport Rd / Casino Rd. During this phase, of the 211 pages of public comments submitted by email, web form, and in-person meetings, just [14 mentioned Paine Field or Boeing-Everett, with 5 against the Paine Field / Boeing route](#). By contrast, in 2016, in reaction to the draft system plan that proposed delaying Everett Link Extension to 2041, there were at least [40 public comments](#) opposing any delay.

Ultimately, input from key elected officials and businesses swayed Sound Transit to choose the Airport Rd / Casino Rd option and attempt to keep it on a 2036 delivery schedule, deviating from a straight spine

and instead putting a crick in the neck of the region's light rail system and straining the financial ability to keep it on schedule.

When voters voted on ST3 in 2016, the included representative alignments, station locations, and project delivery dates were what were offered, take it or leave it, but with an expectation that alignments and locations may be altered based on further analysis and changed circumstances.²

As ST3 projects have progressed, it has become clear that the original cost and revenue expectations will not be met. In addition, the people in the communities with the light rail extension may want something slightly different than what stakeholders had considered when putting together the ST3 representative alignments and station locations. As a result, in 2020-2021, Sound Transit staff and board underwent a significant process to "realign" project timetables in order to bring declining revenue forecasts in alignment with escalating project costs.

According to the ST3 Realignment Plan adopted by the Sound Transit Board on August 5, 2021, the Everett Link Extension to the SW Everett Industrial Center is now delayed by one year to 2037, and the remainder of the extension retains a "target" schedule of 2037 with an "affordable" schedule of 2041 if a \$600 million budget shortfall cannot be bridged.

The decision on whether to delay the final northern extension to Downtown Everett will likely be made at the conclusion of the environmental impact statement (EIS) process once an alignment is chosen, the cost is known, and land acquisition is ready to commence. This puts the decision about whether to delay the project in 2026. The decision-making timeline makes the scoping of the EIS alternatives analysis critical to whether the Everett Link Extension is built on the "affordable" schedule or the "target" schedule.

In its ST3 Realignment Plan, the Sound Transit Board embedded its previously adopted motions of [M2020-36](#) and [M2020-37](#) as core principles for future decision-making regarding keeping projects on-schedule. The core principles are:

- Completing the spine
- Connecting regional centers
- Ridership potential
- Socio-economic equity
- Advancing logically beyond the spine

In addition, the Board's [motion](#) adopting the ST3 Realignment Plan stated that these five core principles "... are essential to address climate change, reduce greenhouse gas emissions, and build a sustainable future for the Puget Sound region."

The inclusion of the five core principles and focus on climate change were hard-fought additions to the Realignment Plan by the representatives from the City of Everett and Snohomish County. As ST3

² While voters voted on a ballot measure with the deviation to Paine Field / Boeing, they also voted on the 2036 timeline. The precincts within the Metro Everett Regional Growth Center (Downtown Everett), voted 63.5% in favor of ST3, while the precincts in SW Everett voted 50.8%. For voters who voted in favor of ST3, they may care more about the timing than the route.

alignments and station locations are analyzed, these core principles are to be front and center in the decision-making.

Another important focus by Sound Transit and PSRC is transit-oriented development (TOD). The region's plan, VISION 2050, prioritizes TOD as an essential strategy to combat climate change, increase socio-economic equity, and ensure the financial success of the expanding light rail system.³ Sound Transit's TOD Strategic Plan states that, "first and foremost, [TOD is] intended to increase the value and effectiveness of transit by increasing ridership."⁴

With this background in mind, we make the following requests for the early scoping of the Everett Link Extension EIS alternatives analysis.

Impacts & Needs of Priority Populations

As Sound Transit chooses which alignments to study and then analyzes the potential beneficial and negative impacts of each alignment and station location, we encourage the agency to consider the needs and impacts to specific priority populations at the census block group level. In addition, we encourage the agency to consider the barriers and opportunities at each station to meet the needs of the priority populations at each station.

As a mobility management coalition, Snotrac is focused on the specific mobility gaps and opportunities for:

- People with disabilities⁵
- Older adults⁶
- Youth
- Low income households
- People of color
- Tribes and tribal members
- People born in foreign countries
- People who do not speak English, or speak it as a second language
- Veterans

We encourage Sound Transit to also prioritize these population groups through its community engagement efforts and technical analyses of the alternative alignments and station locations.

When considering priority population groups, we recommend the agency pay special attention to the following issues:

- The potential physical and economic residential displacement concerns of specific station locations and alignments.

³ E.g., see [VISION 2050](#), MPP-RGS-8, page 43.

⁴ "[Transit-Oriented Development \(TOD\) Program Strategic Plan Update](#)," Sound Transit (Apr. 2014).

⁵ In Snohomish County, 8.2% of people under age 65 have a disability.

⁶ Fifteen percent of county residents are older than 65, and the state Office of Financial Management projects the county's 65+ population to increase to more than 22% by 2040. This is faster than the statewide average.

- The potential for residential and employment growth within a walking distance of the stations, including for a range of household incomes.
- Opportunities for new walking and biking infrastructure investments for access to the stations, including networks of protected bike lanes and 15 mph neighborhood greenways, “trail with rail,” and connections to regional trails.
- The ability for the station areas to support people to be age-friendly and ability-friendly due to land use policies, the ADA accessibility of sidewalks and streets within a walkshed/rollshed of the stations, and the nearby services and amenities.
- The ability for the station area to support families through dense development capacity for family-sized units and with schools, childcare, and playgrounds within a walking distance.
- The ability for the station area to support socio-economic ability through the ability of the station area to support an *increase* in employment opportunities at a range of wages and skill levels.
- The station areas’ environmental health concerns, especially as it relates to residential development near high traffic volume streets, highways, and freeways.
- The station areas’ traffic safety issues of people walking/rolling along 30+ mph streets or crossing more than two lanes of traffic at intersections.
- The relative square-footage of space that is prioritized to vehicles (both parking and roadways) versus people (living, working, shopping, playing).

The EIS consultant team is likely sufficiently skilled to pull data from U.S. Census Bureau databases to understand how many of these population groups live within the census blocks within a quarter- and half-mile of each station. If not, we recommend the consultant use the tools of WSDOH’s [Environmental Health Disparities](#), EPA’s [EJ Screen](#), and PSRC’s [Opportunity](#) and [Displacement Risk](#) maps. Snotrac’s [2021-2025 Strategic Plan](#) also provides detailed background information compiled from other sources on Snohomish County demographics and mobility issues.

Traffic collision and fatality data could help identify known streets that will be especially difficult or dangerous for people to walk, roll, or bike to get to the stations. Lynnwood, Everett, and Snohomish County have ADA Transition Plans and active transportation plans that could also help Sound Transit identify known problem areas and infrastructure opportunities to improve conditions for people who walk, roll, or bike. The Leafline Trail Coalition can also be a resource for identifying regionally important trails and active transportation corridors.

Scoping Criteria

As already stated above, in its ST3 Realignment Plan, the Sound Transit Board embedded its previously adopted motions of [M2020-36](#) and [M2020-37](#) as core principles for future decision-making regarding keeping projects on-schedule:

- Completing the spine
- Connecting regional centers
- Ridership potential
- Socio-economic equity

- Advancing logically beyond the spine

The Board's ST3 Realignment Plan resolution also sets addressing climate change as a core focus, and both the region's VISION 2050 Plan and Sound Transit policy clearly set transit-oriented development as a key priority.

The representatives of the City of Everett and Snohomish County fought hard for the Board to adopt the original motions and to include the principles in R2021-05. As Sound Transit decides when ST3 alignments and station locations should be included in the analysis, and as the agency then conducts the analysis, these seven core principles and priorities are to be front and center in the decision-making.

Include an Affordable Alignment

With a \$600 million budget shortfall for the Everett Link Extension, it is imperative that Sound Transit include at least one option that would likely include enough inherent cost-savings that it could be built on-time or even ahead of schedule.

When regional, Snohomish County, and City of Everett voters voted on the ST3 ballot measure in 2016, they were presented with one representative alignment of the Everett Link Extension and a date by which it would be completed. Delaying the project can be just as much a change from what voters approved as a change to the alignment.

Given the currently projected \$600 million shortfall, at the end of the EIS process (2026), it is very likely that Sound Transit will face the proposition of needing to delay construction in order to collect enough revenue to pay for the extension. The Elected Leadership Group, Community Advisory Group, and other stakeholders in 2026 deserve an alternative: to build a less expensive alignment that could be built on-time but without the route deviation from the I-5 spine.

Even back in 2016, Sound Transit was exploring ways to reduce the significant cost of the Everett Link Extension. This included maintaining an I-5 alignment with a spur that could be built later to Boeing. Another option suggested by an author in [The Urbanist](#) is an I-5 light rail alignment while serving the SW Everett Industrial Center and Evergreen/Casino Rd area with improved bus rapid transit.

Either option would likely be inherently financially viable for delivering the spine of light rail to Downtown Everett by 2037 or sooner. The author of The Urbanist article attempted to put a number on the cost savings of an I-5 alignment with a stop at Everett Mall, estimating that the project could save \$1 to \$1.5 billion. This estimate included additional bus rapid transit investments to continue to meet the ST3 voter expectations that the SW Everett Industrial Area is served with high-capacity transit.

At this point, it's premature for either Snotrac or Sound Transit to say whether the original representative alignment or an I-5 spine alignment with BRT to SW Everett is preferable. However, there are significant reasons to believe that the I-5 alignment may be preferable after further analysis.

1. **Ridership and Climate Change.** As part of the ST3 ballot measure analysis, ridership for the SW Everett Industrial Center Station was projected at 1,900 daily riders, among the lowest of the ST3 package. This route adds significant time for trips between Everett and Lynnwood and points

farther south, potentially decreasing ridership for traditional “spine” trips. To address climate change, we need to maximize ridership and reduce SOV driving as quickly as possible. Delaying light rail by four or more years will increase GHG emissions during that time period

2. **Affordability and Cost-Effectiveness.** With relatively low ridership, a basic question must be considered whether spending more than \$1 billion (perhaps up to \$2 billion) to connect the SW Everett Industrial Center is worth it. This is especially important in recognition of the current \$600 million shortfall for the project. It may be better to put the \$1 to \$2 billion in cost savings toward bus rapid transit, bicycle and pedestrian access to stations, transit-oriented development, and/or affordable housing.
3. **Completing the Spine.** The traditional spine in the region’s collective imagination is Downtown Tacoma to Downtown Everett along the I-5 or SR99 Corridors. Building this route on the target schedule should be the priority.
4. **Connecting the Centers.** VISION 2050 targets 65% of the region’s population growth and 75% of the employment growth for High-Capacity Transit Station Areas and Regional Growth Centers (RGCs). Per regional policy, “Manufacturing and Industrial Centers,” such as the SW Everett Industrial Center, are not RGCs. In addition, there is minimal development potential near the three site options for the SW Everett Industrial Center area. But Metro/Downtown Everett is a RGC. If the region is to meet the employment growth targets for RGCs, it’s critical to build light rail to Metro Everett as soon as possible.
5. **Right-Sizing Transit.** None of the three station location options for the SW Everett Industrial Center area well-serve the conceivable intended destinations. The closest option to the Paine Field Terminal Airport is a 0.8-mile walk. The closest option to Boeing is still a 0.7-mile walk to the main entrance — even with a hypothetical pedestrian bridge across SR526. As a result, for all options, shuttles will be required to connect people from the station to the airport and Boeing. Given an additional transfer will be required, it doesn’t actually matter how far away the station is from the destinations — it might as well be along I-5. Meanwhile, a bus rapid transit line could serve each destination and others with near front-door service. Improving the *Swift* Green Line and funding the *Swift* Silver line may be both more cost-effective and better achieve the desired results.

For these reasons, we encourage Sound Transit to include an alternative of an I-5 light rail alignment with a station at Everett Mall and enhanced BRT to the SW Everett Industrial Center area. The BRT could provide direct service between Mariner, Paine Field, Kasch Park Road, Seaway, Casino Road / Evergreen Way, and Everett Mall.

If we were to evaluate the alignment against the criteria set in R2021-05, then there’s strong reason to believe that an I-5 alignment with BRT to the SW Everett Industrial Center might perform relatively well.

OMF

All alternatives for the location for the operations and maintenance facility have significant tradeoffs. To ensure the I-5 and SR99 alignments could remain viable, we encourage the two southernmost options along those corridors to continue into the Level 2 Scoping analysis.

Thank you for the opportunity to provide these comments and recommendations.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brock", with a stylized flourish at the end.

Brock Howell, Director
Snohomish County Transportation Coalition

[Redacted]
[Redacted]