



Everett Link Extension

APPENDIX A

Audience Groups

AUDIENCES

This engagement effort aimed to reach three groups of audiences ranging from historically excluded groups to those with more power:

Group 1	Group 2	Group 3
<ul style="list-style-type: none"> • Communities of color • Youth • Working class and low-income communities • Communities who speak languages other than English and whose primary language is not English • Community-based organizations • Social service providers • LBBTQ+ community • Veterans • Seniors • People who are Deaf or hard-of-hearing • People who are blind or low vision • People living with disabilities 	<ul style="list-style-type: none"> • General public, who have an interest in the project and its outcome, with a strong emphasis on engaging with communities who have historically had access to fewer opportunities • Residents who live or work near the project area • Businesses located near the project area • Neighborhood associations 	<ul style="list-style-type: none"> • Elected officials and jurisdictional partners, as needed (will engage through other mechanisms such as the Interagency Group) • Interest groups with a focus in transit, land-use planning, environment and climate change (will be engaged through other traditional forms of engagement)



Everett Link Extension

APPENDIX B

GovDelivery Email Updates

Project update: Everett Link Extension

Sound Transit <soundtransit@public.govdelivery.com>

Tue 3/15/2022 5:53 PM

To: Kyle Jensen <kjensen@enviroissues.com>

Having trouble viewing this email? [View it as a Web page.](#)



Project update



A Link light rail train departs from an elevated station.

Explore future route and station locations with us

During the [Everett Link Extension's](#) early scoping comment period last fall, we received more than 300 comments and questions from agencies, Tribes and community members.

Your feedback is incredibly valuable and before we narrow down the alternatives further, we want to learn more about your priorities around bringing light rail to your community.

We have new information to share with you on potential route, station and Operations and Maintenance Facility North locations based on our analysis and community feedback. Visit our [online open house](#) to learn more and share your input by **April 3**. Your feedback is important to help us understand which alternatives are the best fit for future light rail in your community.

[Comment now](#)

What have we heard so far?

The early scoping comment period was our first opportunity to hear directly from you about your thoughts on the project. We heard what was important to you, such as having safe and easy ways to bike and walk around stations, connecting to communities that haven't had great access to transit and planning for transit-oriented development that includes affordable housing. We also heard questions and concerns about the potential for more traffic, residential and business displacement and the project cost and timeline.

You can learn more about what we heard by visiting our [online open house](#), and we encourage you to fill out a survey to let us know more about what is important to you!

[Common Themes](#)

Community Advisory Group meetings continue

The Everett Link Extension's Community Advisory Group provides a forum for community members to have a voice in the planning process. The group includes residents from across Snohomish County, transit riders, workers and representatives of organizations that reflect the corridor's diversity, including those who've been historically excluded from planning processes like this. CAG members will:

1. Make recommendations to the Elected Leadership Group at major project milestones.
2. Aim for consensus on which alternatives best meet their communities' needs.

3. Highlight specific issues and trade-offs along the corridor.

The project advisory groups will continue to meet throughout 2022 and you can follow their progress by watching recordings and reading meeting summaries on the project website.

Get up to speed

More project info: soundtransit.org/everettlink

Get in touch: everettlink@soundtransit.org or 206-370-5533

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Languages

[中文](#) | [Chinese](#) | [한국](#) | [Korean](#) | [Русский](#) | [Russian](#)
[Español](#) | [Spanish](#) | [Tagalog](#) | [Tiếng việt](#) | [Vietnamese](#)

This email was sent to kjensen@enviroissues.com using GovDelivery Communications Cloud on behalf of: Sound Transit · 401 South Jackson St · Seattle WA 98104 · 206-398-5000

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Sound Transit - Bulletin Detail Report



Subject: Project update: Everett Link Extension
Sent: 03/15/2022 05:52 PM PDT
Sent By: brandon.benson@soundtransit.org
Sent To: Subscribers of Everett Link Extension project updates

3,633



Recipients

✓ Email

✗ SMS

✗ Facebook

✗ Twitter

✓ RSS

96%

Delivered



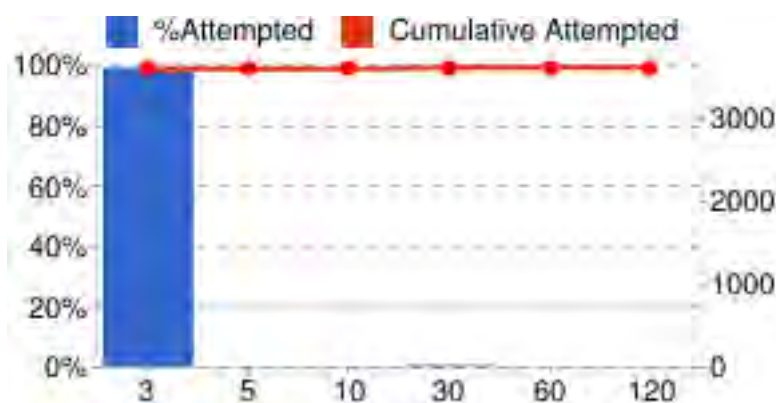
0% Pending

4% Bounced

36% Open Rate

6% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	99%
5	99%
10	99%
30	99%
60	99%
120	99%

Delivery Metrics - Details

3,633 Total Sent

3,495 (96%) Delivered

0 (0%) Pending

138 (4%) Bounced

0 (0%) Unsubscribed

Bulletin Analytics

2,227 Total Opens

1244 (36%) Unique Opens

309 Total Clicks

209 (6%) Unique Clicks

19 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	96.2%	3,633	3,495	1244 / 35.6%	138	0
Digest	n/a	n/a	0	0	0 / 0.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL

	Unique Clicks	Total Clicks
https://everettlink.participate.online/?utm_campaign=pu-eve...	97	155
https://www.soundtransit.org/sites/default/files/documents/E...	42	50
https://www.soundtransit.org/system-expansion/everett-link-...	39	48
https://www.soundtransit.org/system-expansion/everett-link-...	14	18
https://www.soundtransit.org/help-contacts/customer-service...	2	15
https://www.soundtransit.org?utm_campaign=pu-everettlink-...	4	10
https://content.govdelivery.com/accounts/WASOUND/bulletin...	6	6
https://soundtransit.microsoftcrmportals.com/feedbackandcu...	2	4
https://public.govdelivery.com/accounts/WASOUND/subscrib...	3	3
https://subscriberhelp.granicus.com/?utm_campaign=pu-eve...	2	2

Project update: Everett Link Extension

Sound Transit <soundtransit@public.govdelivery.com>

Mon 3/21/2022 3:29 PM

To: Kyle Jensen <kjensen@enviroissues.com>

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Project update



A Link light rail train prepares to depart from an elevated station.

***We want your input! Comment period ends
April 3***

There's still time to share your thoughts on the alternatives we're studying for the [Everett Link Extension](#)! We're looking for feedback on potential route, station and Operations and

Maintenance Facility North locations so we can better understand how light rail can best serve you and your community, along with trade-offs to consider along the corridor.

[Learn more and provide your input by April 3](#). Your feedback will be shared with key decision-makers to help inform which alternatives we continue studying. If you have questions or need assistance, please contact the project's outreach team at EverettLink@soundtransit.org or 206-370-5533.

Visit the online open house

How station and route alternatives advance

On March 24, the [Community Advisory Group](#) will consider community input received to date, as well as information learned during technical analysis of the Level 1 alternatives. The CAG will make a recommendation to the Elected Leadership Group for which alternatives to advance to the Level 2 analysis, and which alternatives to remove from consideration. In April, the ELG will recommend alternatives to advance into Level 2 based on community feedback, technical analysis and the CAG's recommendation. We'll have Level 2 findings to bring back to you in the fall.

Your feedback during the current planning phase influences the decision-making process! After April 3, the next opportunity for community feedback will be this fall or winter, as we prepare for environmental review. Your input now and later this year will inform the CAG, ELG and Sound Transit Board as they deliberate on which alternatives advance to environmental review in early 2023.

Learn more

Twenty-five new Link stations open in 2024!

Last October, Sound Transit opened three new Link stations in Seattle with the introduction of the U District, Roosevelt and Northgate stations. Within three years, Sound Transit will open a whopping 25 new Link stations!

The new stations are part of the new Link extensions Sound Transit is building to connect to Lynnwood, Redmond, Bellevue, Mercer Island, Federal Way and Tacoma's Hilltop

neighborhood. There's never been a more exciting time to explore where Sound Transit can take you.

You can check out our progress in 2021 and explore the new transit connections coming to you in the years ahead by reading our [progress report](#).

Continue reading

More project info: soundtransit.org/everettlink

Get in touch: everettlink@soundtransit.org or 206-370-5533

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Sound Transit - Bulletin Detail Report



Subject: Project update: Everett Link Extension
Sent: 03/21/2022 03:28 PM PDT
Sent By: ian.forrest@soundtransit.org
Sent To: Subscribers of Everett Link Extension project updates

3,663



Recipients

✓ Email

✗ SMS

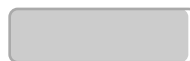
✗ Facebook

✗ Twitter

✓ RSS

96%

Delivered



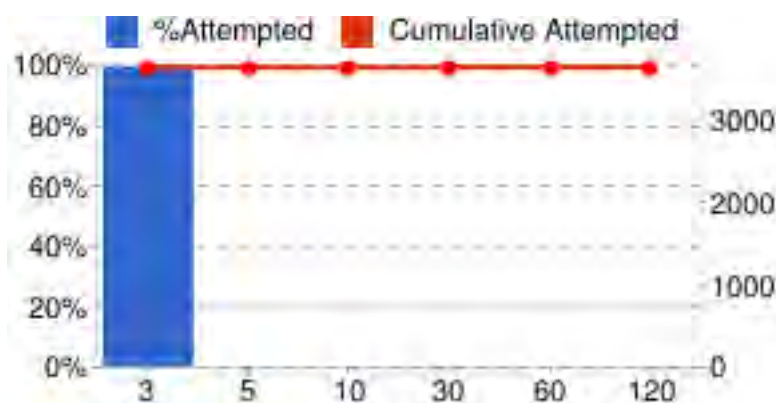
0% Pending

4% Bounced

33% Open Rate

4% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	99%
5	99%
10	99%
30	99%
60	99%
120	99%

Delivery Metrics - Details

3,663 Total Sent

3,524 (96%) Delivered

0 (0%) Pending

139 (4%) Bounced

0 (0%) Unsubscribed

Bulletin Analytics

1,909 Total Opens

1176 (33%) Unique Opens

198 Total Clicks

150 (4%) Unique Clicks

20 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	96.2%	3,663	3,524	1176 / 33.4%	139	0
Digest	n/a	n/a	0	0	0 / 0.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL

	Unique Clicks	Total Clicks
https://everettlink.participate.online/?utm_campaign=pu-eve...	49	64
https://www.soundtransit.org/system-expansion/everett-link-...	23	31
https://www.soundtransit.org/blog/platform/coming-soon-25-...	28	31
https://www.soundtransit.org/help-contacts/customer-service...	3	16
https://everettlink.participate.online/?utm_campaign=pu-eve...	13	15
https://www.soundtransit.org/system-expansion/progress-rep...	13	13
https://content.govdelivery.com/accounts/WASOUND/bulletin...	9	11
https://www.soundtransit.org/system-expansion/everett-link-...	6	7
https://www.soundtransit.org?utm_campaign=pu-everettlink-...	3	6
https://subscriberhelp.granicus.com/?utm_campaign=pu-eve...	2	3
https://public.govdelivery.com/accounts/WASOUND/subscrib...	2	2
https://soundtransit.microsoftcrmpartals.com/feedbackandcu...	2	2

Project update: Everett Link Extension

Sound Transit <soundtransit@public.govdelivery.com>

Mon 3/28/2022 2:35 PM

To: Kyle Jensen <kjensen@enviroissues.com>

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Project update



A Link light rail train sits at a light rail station as passengers board.

***Share your comments on future route and
station locations by April 3***

Happy Spring! With a new season upon us, we are excited to continue advancing the alternatives development process for Everett Link Extension! Over the last two weeks,

we've asked for your feedback on future route and station locations and continued our work with the Community Advisory Group and Elected Leadership Group.

There's still time to tell us what you think! Which alternatives best align with your community's needs? What factors are important to you as we expand light rail to Everett? [Share your thoughts by April 3!](#)

Share your thoughts

What happens next?

In April, the Elected Leadership Group will consider input from the community and the Community Advisory Group to provide their recommendation on which route and station alternatives and Operations and Maintenance Facility North locations should advance to the next level of evaluation.

Your next opportunity to provide formal comments will be during environmental scoping, anticipated to occur late 2022. In the meantime, we will continue to engage with local organizations, partners and community members to talk more about the project, alternatives and next steps. Your continued input will help shape how light rail best fits into your community and how we can improve connectivity for Snohomish County.

Check out all the opportunities to continue engaging with us. Are you part of a community group that would like a project briefing on the Everett Link Extension? You can contact us at everettlink@soundtransit.org or 206-370-5533 to learn more.

Get involved!

More project info: soundtransit.org/everettlink

Get in touch: everettlink@soundtransit.org or 206-370-5533

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Subject: Project update: Everett Link Extension
Sent: 03/28/2022 02:34 PM PDT
Sent By: ian.forrest@soundtransit.org
Sent To: Subscribers of Everett Link Extension project updates

3,694



Recipients

✓ Email

✗ SMS

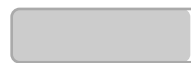
✗ Facebook

✗ Twitter

✓ RSS

96%

Delivered



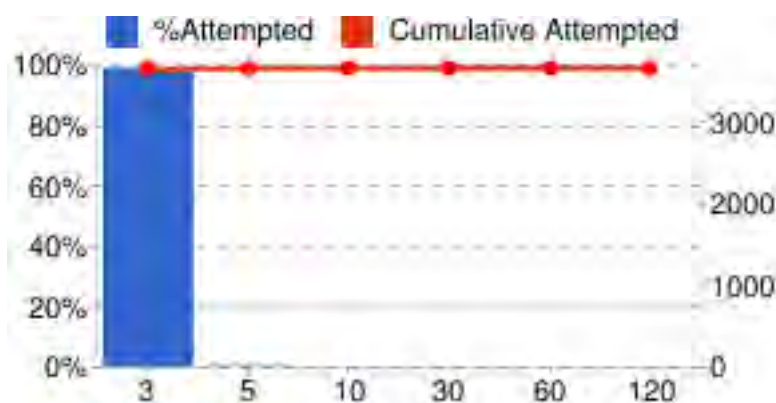
0% Pending

4% Bounced

35% Open Rate

3% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	99%
5	99%
10	99%
30	99%
60	99%
120	99%

Delivery Metrics - Details

3,694 Total Sent

3,546 (96%) Delivered

0 (0%) Pending

148 (4%) Bounced

0 (0%) Unsubscribed

Bulletin Analytics

1,981 Total Opens

1232 (35%) Unique Opens

120 Total Clicks

91 (3%) Unique Clicks

16 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	96.0%	3,694	3,546	1232 / 34.7%	148	0
Digest	n/a	n/a	0	0	0 / 0.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL

	Unique Clicks	Total Clicks
https://everettlink.participate.online/?utm_campaign=pu-eve...	64	81
https://everettlink.participate.online/?utm_campaign=pu-eve...	10	11
https://www.soundtransit.org/help-contacts/customer-service...	2	9
https://www.soundtransit.org?utm_campaign=pu-everettlink-...	3	6
https://content.govdelivery.com/accounts/WASOUND/bulletin...	4	5
https://www.soundtransit.org/system-expansion/everett-link-...	5	5
https://public.govdelivery.com/accounts/WASOUND/subscrib...	3	3
https://soundtransit.microsoftcrmportals.com/feedbackandcu...	2	2
https://subscriberhelp.granicus.com/?utm_campaign=pu-eve...	1	2



APPENDIX C

Email Recipients

EMAILS RECIPIENTS

As part of Level 1 outreach, the project team sent emails community organizations and businesses (**Table 1**), community conversations participants (**Table 2**), the Interagency Group (**Table 3**) and jurisdictional partners (**Table 4**).

Table 1 Community organizations and businesses

Community organizations and businesses	
Arc of Snohomish County	Lowell Neighborhood
Asian Counseling Treatment Services	Master Builders Association of King & Snohomish County
B.I.K.E.S Club of Snohomish County	Mental Health Crisis Services
Boys and Girls Clubs of Snohomish County	Mill Creek Foursquare Church
Bridgeway Treatment Services	Morning Star Korean Cultural Center
Bright Star Kids Academy	Mukilteo School District
Cascade Bicycle Club	NAACP Snohomish County
Cascade View Neighborhood/Twin Creeks Neighborhood	Naval Station Everett
Catholic Community Services	Northwest Justice Project Everett Office
ChildStrive	Pinehurst-Beverly Park Neighborhood
City of Everett Libraries	Planned Parenthood - Everett
City of Everett, Community Development, Senior Advisory Board	Planned Parenthood - Lynnwood
City of Lynnwood, Senior Center	Port Gardner Neighborhood
City of Mill Creek, Planning and Development	Providence Regional Medical Center Everett
City of Mukilteo	Riverside Neighborhood
Cocoon House	Rotary Club of Everett
Community Foundation of Snohomish County	Servicentro Latino - Everett
Connect Casino Road	Sierra Club Sno-Isle Group
Court Appointed Special Advocates	Silver Lake Neighborhood
Downtown Everett Association	Snohomish County Black Heritage Committee
Edmonds College	Snohomish County Equity Alliance
Edmonds School District	Snohomish County Health District
Everett Community College	Snohomish County Transportation Coalition
Everett Council of Neighborhoods	Snohomish County Veterans Services
Everett Farmers Market	Snohomish County Young Professionals Network
Everett Navy Youth & Teen Program	Snohomish County, Propellor Airports/Paine Field
Everett School District	Snohomish Senior Center
Everett Station District Alliance	Sno-Isle Libraries
Everett Transportation Benefit District	Sno-Isle Libraries - Mariner Community Campus
Evergreen Asian Market	Sno-Isle Libraries - Mariner Community Campus,

	Advisory Group
Feet First	Sonrise Christian Center
First Slavic Church Awakening	St. Vincent de Paul Snohomish County
Fluke Manufacturing	The Everett Clinic
Funko	Transit Access Stakeholder Group, Chinatown International District Framework Work Groups
Futurewise	Transportation Choices Coalition
Glacier View Neighborhood	United Way of Snohomish County
Holly Neighborhood/Westmont Neighborhood	Valley View Neighborhood
Homeage	Verdant Health Commission
HopeWorks Station South	Washington Alliance for Better Schools
Housing Consortium of Everett and Snohomish Counties	Washington Vocational Services
Introspective Counseling Services	Westmont-Holly Neighborhood
Kaiser Permanente Everett Medical Center	Workforce Snohomish County
Korean Women's Association	WSU Extension Snohomish County
Leadership Launch	WSU-Everett
Leadership Snohomish County	YMCA of Snohomish County
	YWCA of Snohomish County

Table 2 Community conversation participants

Community conversation participants	
NAACP Snohomish County	Latino Educational Training Institute
Communities of Color Coalition	Lutheran Community Services, South Everett Neighborhood Center
Community Foundation of Snohomish County	Lynnwood Food Bank
Connect Casino Road	NAACP Snohomish County
Downtown Everett Association	Snohomish Ebony PAC
Everett Diversity Board	Sno-Isle Libraries, Mariner Community Campus, Advisory Group
Everett Food Bank	South Everett Neighborhood Center, Familias Unidas Latino Resource Center
Everett Gospel Mission	Washington Alliance for Better Schools
Housing Hope	Youth Advisory Board of Everett
Korean Community Service Center	

Table 3 Jurisdictional partners

Jurisdictional partners	
522 Transit NOW! Coalition	Everett Transit
Boeing	Everett Transportation Advisory Committee
City of Everett	Island Transit

City of Everett, Everett Station	Lynnwood Chamber of Commerce
City of Everett, Public Works	Port of Everett
City of Lynnwood	Promium, LLC
City of Lynnwood, City Council	Skagit Transit
City of Lynnwood, Lynnwood Transportation Benefit District	Snohomish County
City of Lynnwood, Mayor's Office	Snohomish County, Committee for Improved Transportation
City of Mukilteo	Snohomish County, Planning and Development Services
City of Shoreline	Snohomish County, Propellor Airports/Paine Field
Community Transit	Snohomish County, Public Works
Economic Alliance Snohomish County	Snohomish County, Transportation Coalition
Everett Station District Alliance	Washington Department of Transportation, Toll Division

Table 4 Interagency Group

Interagency Group	
522 Transit NOW! Coalition	Everett Transit
City of Everett	Federal Transit Administration
City of Everett, Economic Development	Federal Transit Administration, Anchor QEA
City of Everett, Long Range Planning	Puget Sound Regional Council
City of Everett, Public Works	Snohomish Count, Propellor Airports/Paine Field
City of Everett, Snohomish County	Snohomish County
City of Lynnwood	Snohomish County, Planning and Development Services
City of Lynnwood, Community Development	Washington Department of Transportation
Community Transit	Washington Department of Transportation, Toll Division



Everett Link Extension

APPENDIX D

Emails to Partners

From: EverettLink

Sent: Wednesday, March 16, 2022 3:59 PM

To: EverettLink <EverettLink@soundtransit.org>

Cc: Ashlie-Vinke, Erik <erik.ashlie-vinke@soundtransit.org>; Gault, Jaclyn <jaclyn.gault@soundtransit.org>

Subject: Everett Link Extension: Submit your comments!

Hello,

Thank you for your continued involvement in the Everett Link Extension project. Public input has helped us better understand community priorities and will help us build light rail that best serves the region. We are currently seeking public input on alignment, station and OMF North location alternatives via a survey on our interactive website. The feedback we hear from the public will be shared with key decision makers to help inform which alternatives we continue studying. The survey is open until April 3, 2022.

During this online open house, we would like to hear from you about which station and route alternatives would best serve your community and why. If you are a part of a community group and are interested in meeting with someone from our team, please call us at 206-370-5533, or email everettlink@soundtransit.org.

Help us spread the word!

We would appreciate it if you could help us share information about this upcoming feedback opportunity with people in your network through email, social media or word of mouth. Below is a list of linked materials that you can easily share:

- [Interactive website](#)
- [Project factsheet](#)
- [Like and share Everett Link Extension posts on Facebook and Instagram](#)
- [Press release](#)
- [Project email update](#)

Thank you for your time and for helping to connect us with others in the community. If you haven't already, we encourage you to sign up for project email updates and again, if you have any questions or would like to connect further, please do not hesitate to reach out at 206-370-5533, or everettlink@soundtransit.org.

Thank you,
Jaclyn Gault
Everett Link Extension
Community Engagement
206-370-5533

[Facebook](#), [Twitter](#), [Flickr](#)

From: EverettLink <EverettLink@soundtransit.org>
Sent: Wednesday, March 16, 2022 12:12 PM
To: EverettLink <EverettLink@soundtransit.org>
Cc: Ashlie-Vinke, Erik <erik.ashlie-vinke@soundtransit.org>
Subject: Everett Link Extension: Submit your comments!

Hello,

Thank you for your continued involvement in the Everett Link Extension project. Your input, along with input from the public has helped us better understand community priorities for this project and will help us build light rail that best serves the region. We are excited to share that we are now currently seeking public input on alignment, station and OMF North location alternatives via a survey on our interactive website. During this online open house, we are asking for the public's feedback about which station and route alternatives would best serve your community and why. The feedback we hear from the public will be shared with key decision makers to help inform which alternatives we continue studying. The survey is open until April 3, 2022.

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- Project factsheet
- Like and share Everett Link Extension posts on Facebook and Instagram
- Press release
- Project email update

Thank you for your time and for helping to connect us with others in the community. If you haven't already, we encourage you to sign up for project email updates. If you have any questions or would like to connect further, please do not hesitate to reach out at 206-370-5533, or everettlink@soundtransit.org.

Thank you,

Erik Ashlie-Vinke

Government & Community Relations Manager – North Corridor

Sound Transit

Mobile 425-298-3795

From: Gault, Jaclyn <jaclyn.gault@soundtransit.org>

Sent: Sunday, March 20, 2022 3:39 PM

To: Blair, Randy <[REDACTED]>; Julie Moore <[REDACTED]>;
[REDACTED]; YorikStevensWajda <[REDACTED]>; McLaughlin, Lauren
<[REDACTED]>; Lim, Fay <[REDACTED]>; Munguia, Martin <[REDACTED]>;
[REDACTED]; [REDACTED]; [REDACTED];
[REDACTED]

Cc: EverettLink <EverettLink@soundtransit.org>

Subject: Everett Link Extension Outreach Update

Thank you all for attending the meeting earlier this month and for your continued involvement in the Everett Link Extension project. As we mentioned (and you have likely seen the emails sent out), we are currently seeking public input on alignment, station and OMF North location alternatives via a survey on our interactive website. The feedback we hear from the public will be shared with key decision makers to help inform which alternatives we continue studying. The survey is open until April 3, 2022. During this online open house, we would like to hear more about which station and route alternatives would best serve your community and why.

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- Project factsheet
- Like and share Everett Link Extension posts on Facebook, Twitter and Instagram
- Press release
- Project email update

Thank you for your time and for helping to connect us with others in the community. If you have any questions or would like to connect further, please do not hesitate to reach out!

Jaclyn Gault (she/her)
Community Engagement Specialist
Sound Transit
Mobile 360.207.5765
Office 206.689.4788

Connect with us!

From: Gault, Jaclyn <jaclyn.gault@soundtransit.org>
Sent: Wednesday, March 30, 2022 10:00 AM
To: EverettLink <EverettLink@soundtransit.org>
Subject: Everett Link Extension Continuing Conversations

Hello,

I wanted to introduce myself and follow-up on the conversation you had last year about the Everett Link Extension. My name is Jaclyn Gault and I started as the Community Engagement Specialist for Everett Link in December 2021. I am reaching out to folks who had conversations with us so that we can continue to hear from groups connected to communities that the new light rail will serve. You should have received the email below a couple weeks ago about our public outreach website (open until April 3rd) and we hope you are able to share it with your networks. I also wanted to see if you were interested in having another conversation with us or if you had any questions about the project. We are happy to meet individually or share information during any standing meetings you might have if that would be useful.

Please feel free to respond to this message or call me at 360-207-5765 if you are interested in scheduling a meeting or if you have any questions we can help answer.

Thank you!

Thank you for your continued involvement in the Everett Link Extension project. Public input has helped us better understand community priorities and will help us build light rail that best serves the region. We are currently seeking public input on alignment, station and OMF North location alternatives via a survey on our interactive website. The feedback we hear from the public will be shared with key decision makers to help inform which alternatives we continue studying. The survey is open until April 3, 2022.

During this online open house, we would like to hear from you about which station and route alternatives would best serve your community and why. If you are a part of a community group and are interested in meeting with someone from our team, please call us at 206-370-5533, or email everettlink@soundtransit.org.

****Help us spread the word! ****

We would appreciate it if you could help us share information about this upcoming feedback opportunity with people in your network through email, social media or word of mouth. Below is a list of linked materials that you can easily share:

- Interactive website
- Project factsheet
- Like and share Everett Link Extension posts on Facebook and Instagram
- Press release
- Project email update

Thank you for your time and for helping to connect us with others in the community. If you haven't already, we encourage you to sign up for project email updates and again, if you have any questions or would like to connect further, please do not hesitate to reach out at 206-370-5533, or everettlink@soundtransit.org.

Jaclyn Gault (she/her)
Community Engagement Specialist
Sound Transit
Mobile 360.207.5765
Office 206.689.4788

Connect with us!



Everett Link Extension

APPENDIX E

News Release

News releases

Be the smartest person in the room. Get the latest news and information here.

Everett Link Extension (/system-expansion/everett-link-extension)

Opportunity for public to weigh in on initial analysis of potential route, stations and Operations and Maintenance Facility North locations through April 3

March 14, 2022

Today, Sound Transit launched a public engagement period for the Everett Link Extension project. The public can weigh in on the initial results from technical analysis on the potential stations, route and Operations and Maintenance Facility (OMF) North locations. Community members can learn more and provide feedback through April 3 at everettlink.participate.online.

The online open house will provide information on the Everett Link Extension project such as:

- Throughout the alternative development process, Sound Transit will continue to engage with the public to solicit feedback. At the end of this process, Sound Transit and the Federal Transit Administration will conduct environmental review of the project and will conduct public, Tribal and agency outreach.

The Everett Link Extension includes 16 miles of elevated and at-grade light rail from the Lynnwood City Center Station to Everett Station. It includes six new Link stations at West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station. A seventh provisioned (unfunded) station at SR 99/Airport Road will also be studied during the planning process. The project also includes a new operations and maintenance facility along the alignment in Snohomish County. OMF North will support the overall Link light rail system and is scheduled to open in 2034.

The latest analysis is part of the alternative development process for the Everett Link Extension, targeted to open in Everett in 2037. This target schedule requires an estimated \$600 million in additional funding and/or savings, and Sound Transit will seek out all options to open for service on this timeline. However, if additional funding and/or reduced project costs cannot be secured, the timeframe that is affordable to open service to SW Everett Industrial Center is 2037 and opening service from there to Everett Station is 2041.

More information, including maps of the representative project, is available at www.soundtransit.org/everettlink/system-expansion/everett-link-extension.

0

Share this

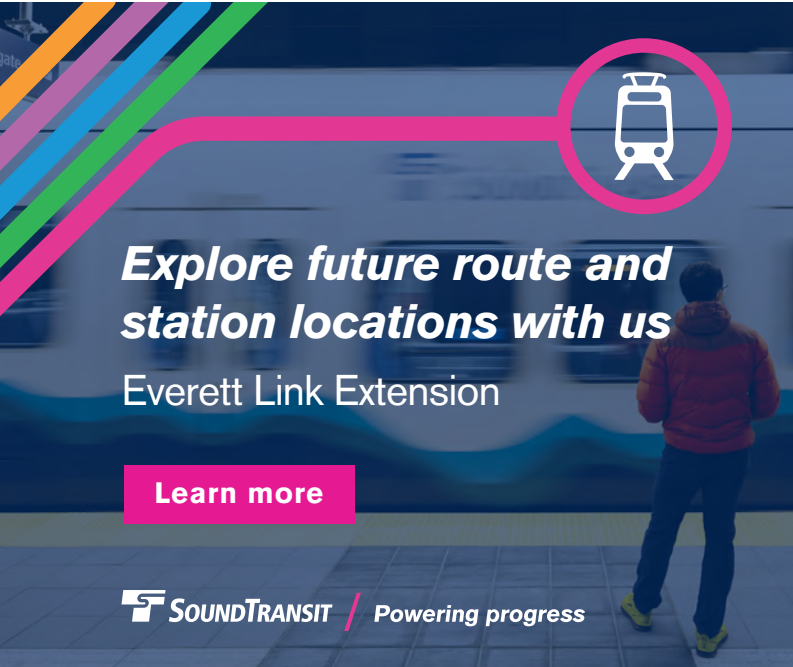
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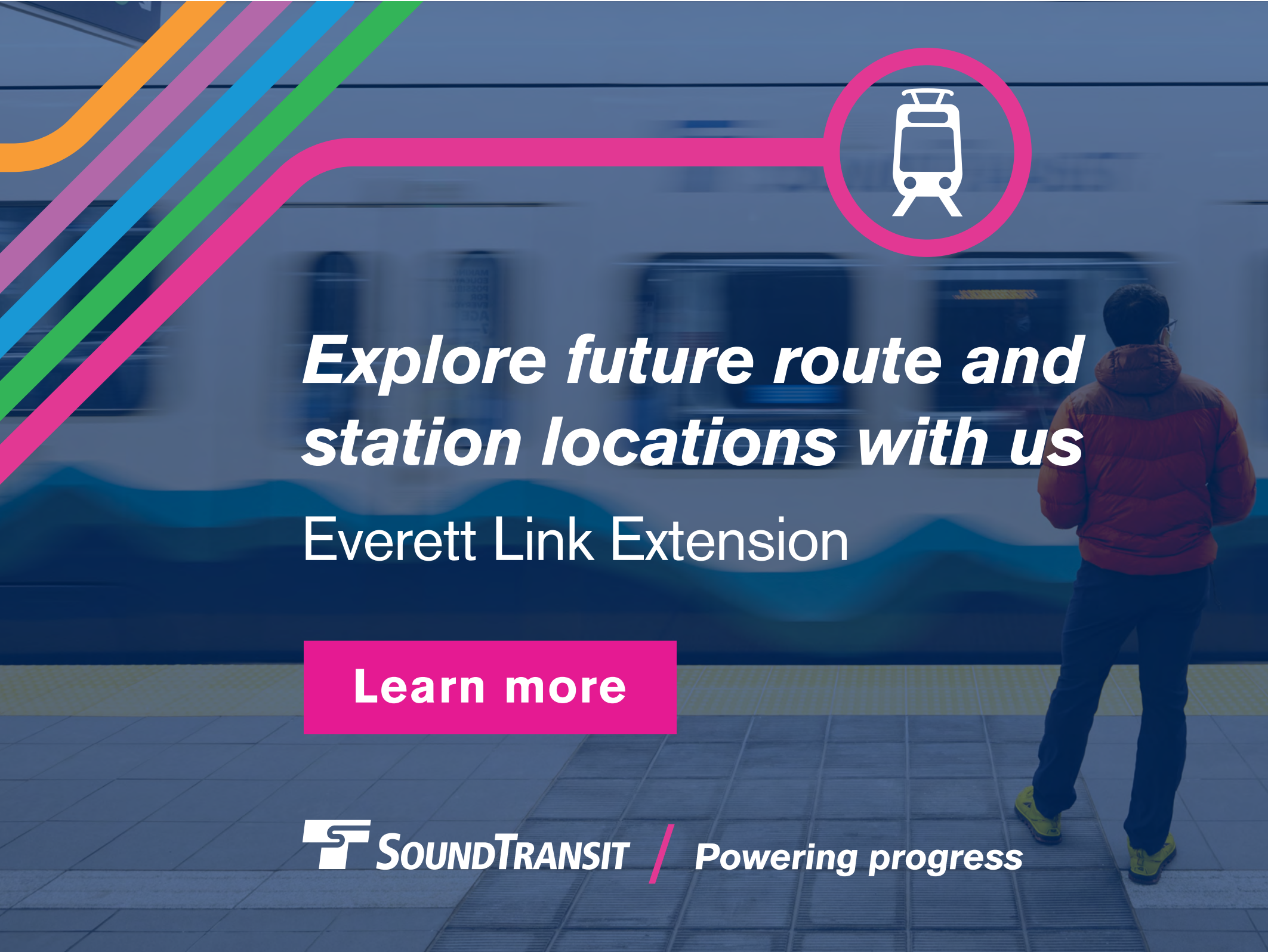
Everett Link Extension

APPENDIX F

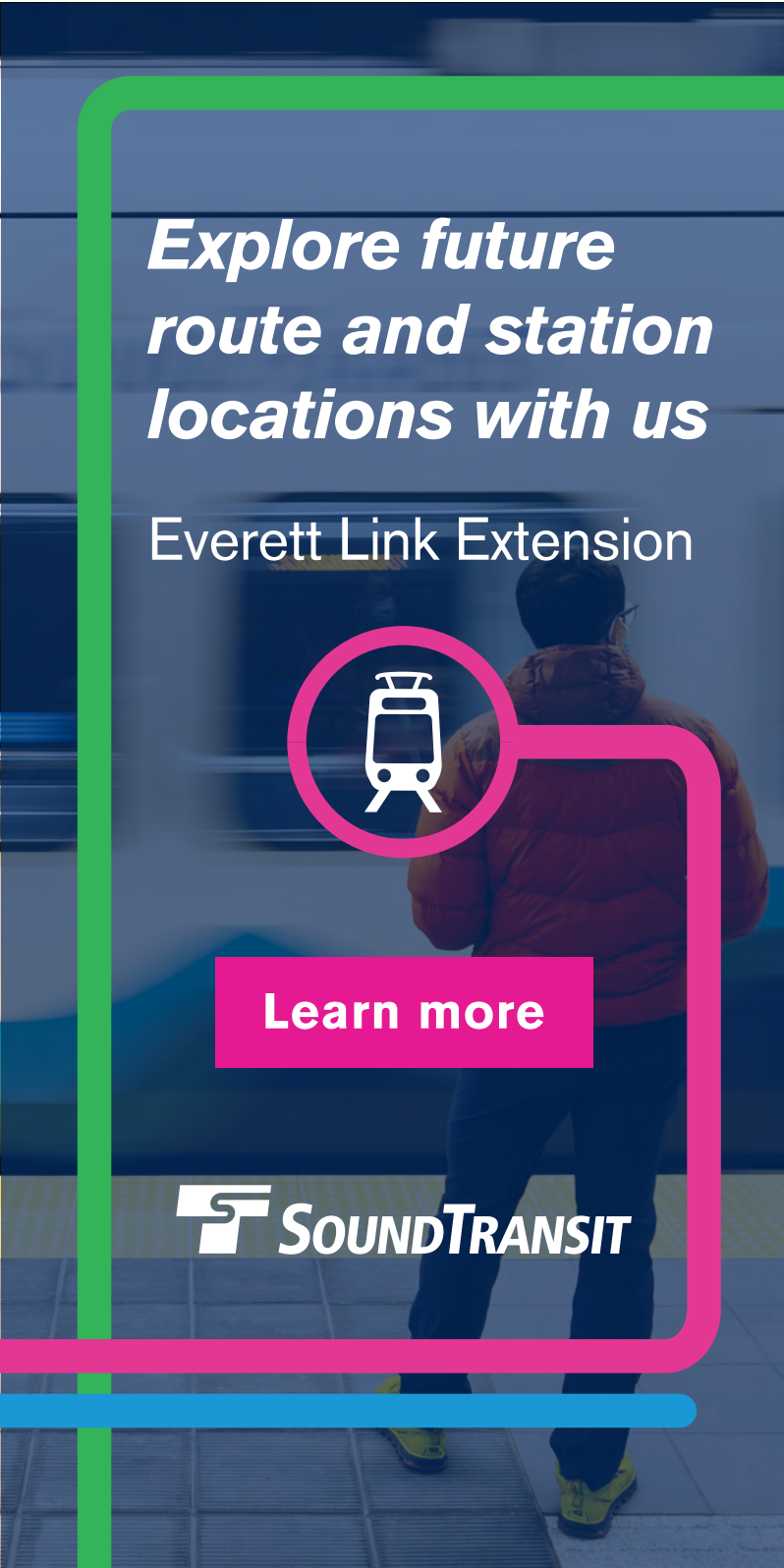
Digital Display Ads



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Online: 800x600 px



Online: 300x600 px



Online: 160x600 px



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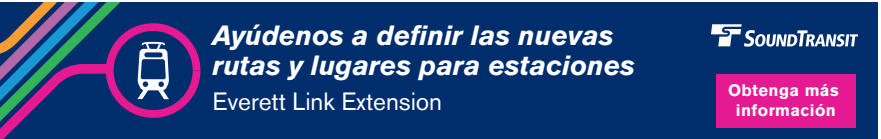
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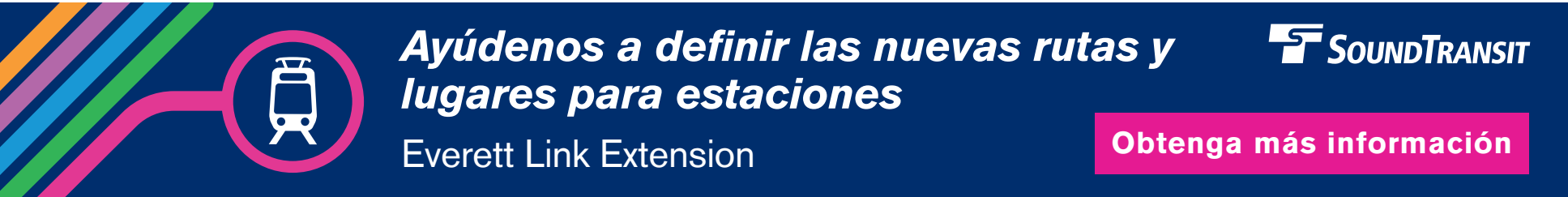
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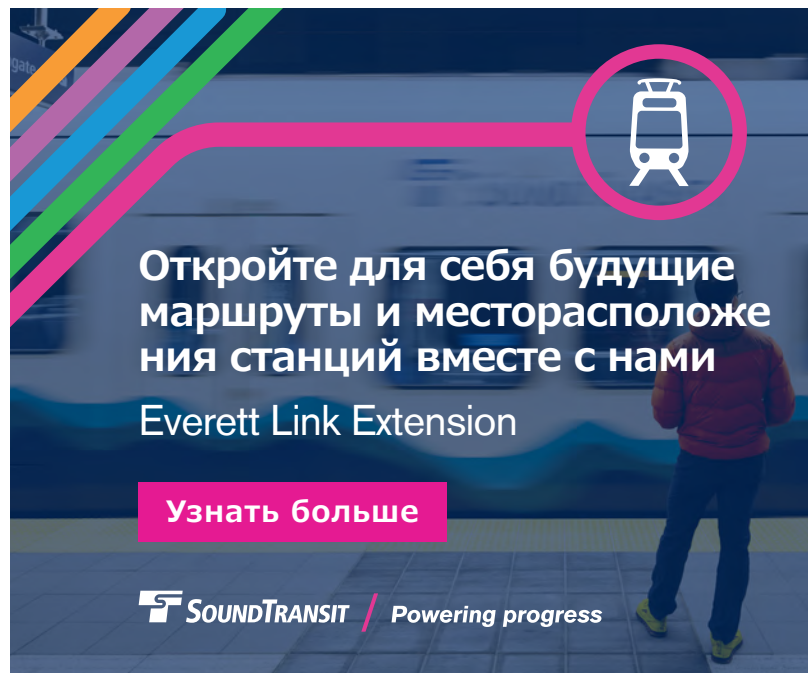
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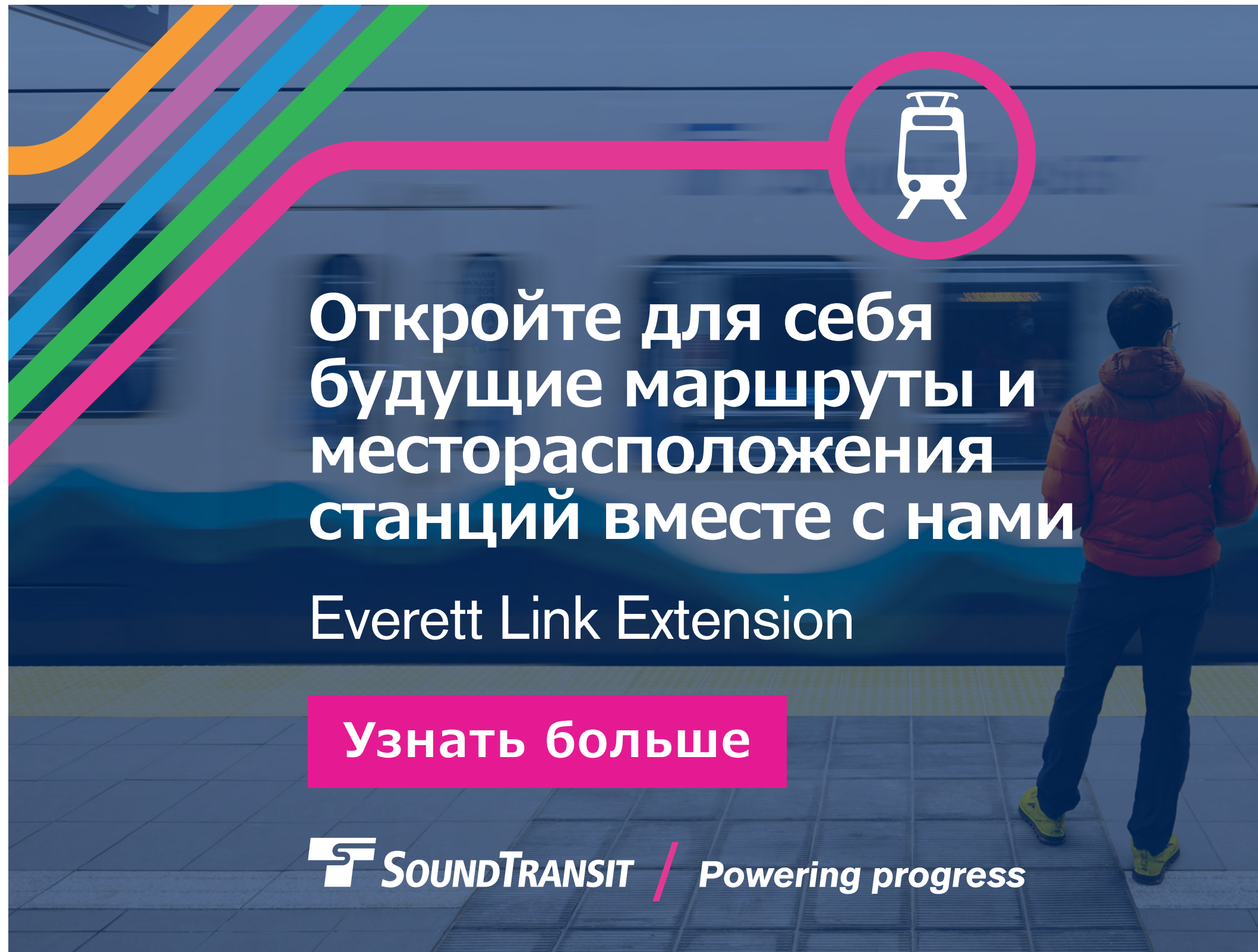
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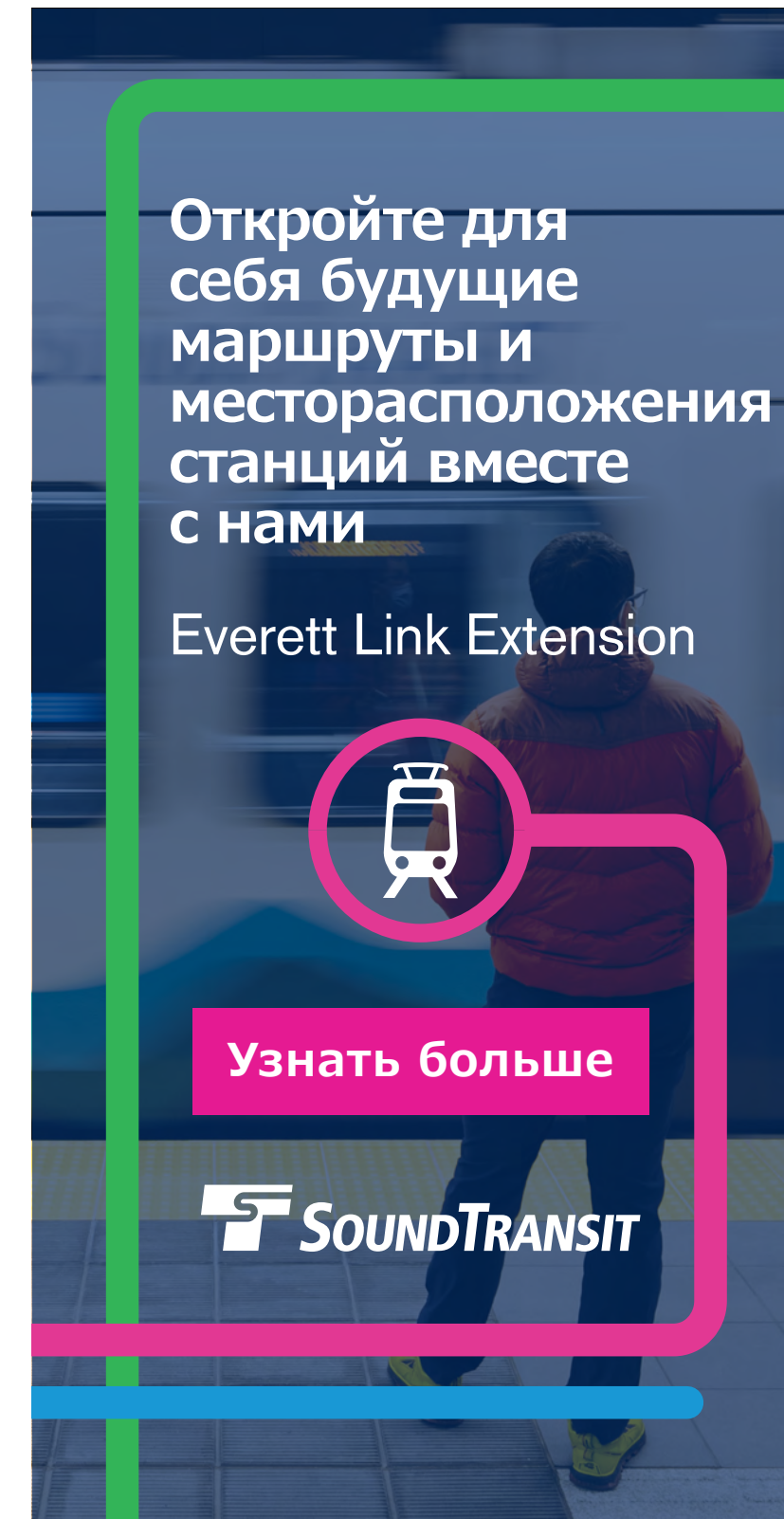
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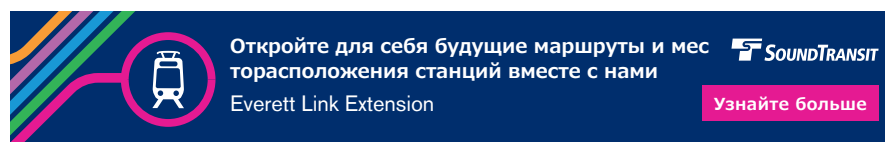
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Online: 300x600 px



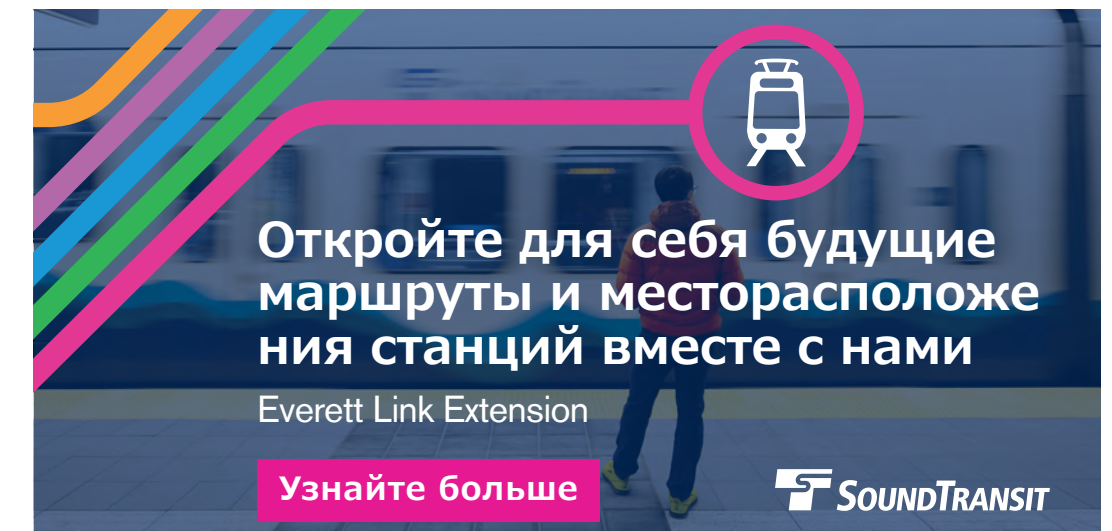
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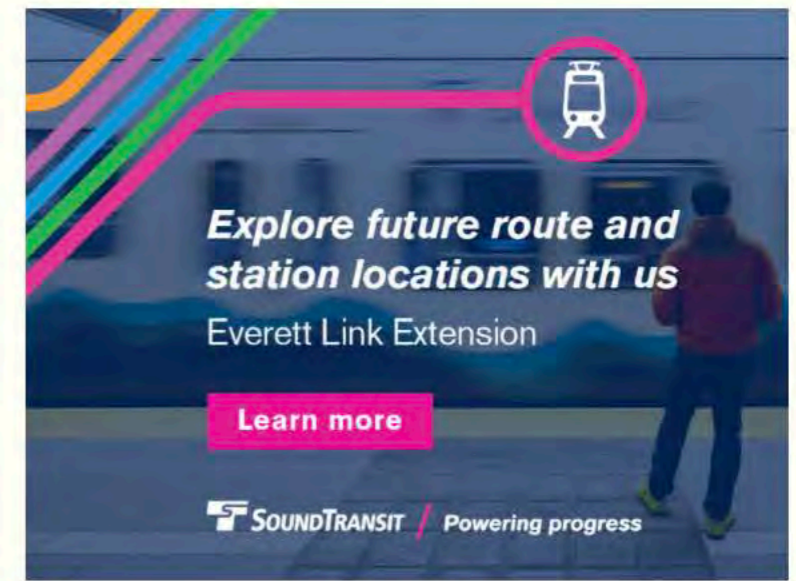


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SOUNDTRANSIT / Powering progress

LIVE IN EVERETT GUIDES

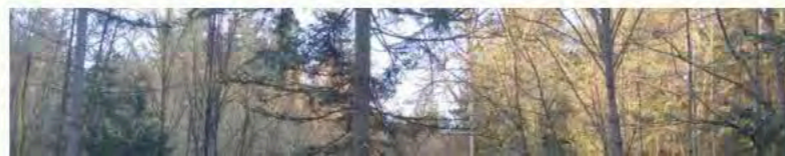
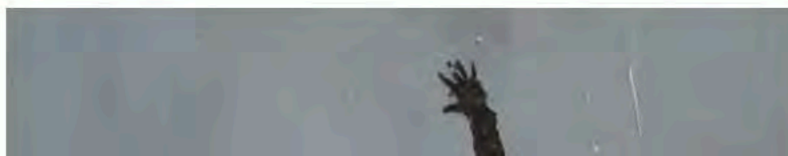
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DINNER guide

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March 29, 2022 · Rachel Weatherholt

You love Brooklyn Bros. Pizzeria, right?

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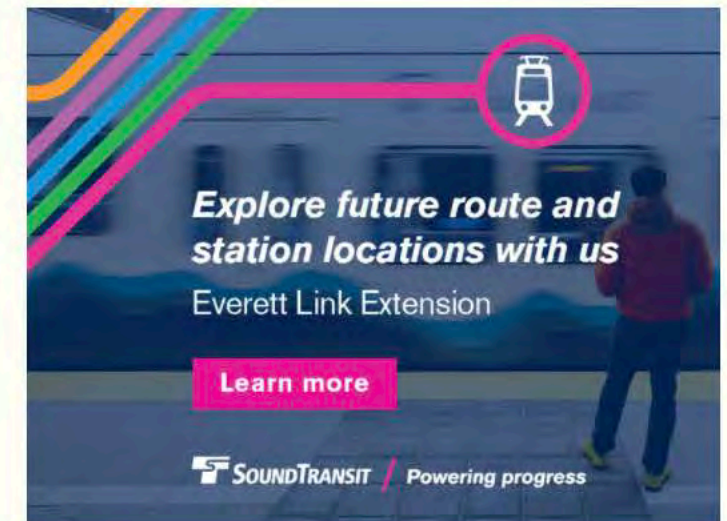
I thought so.



Categories



Authors

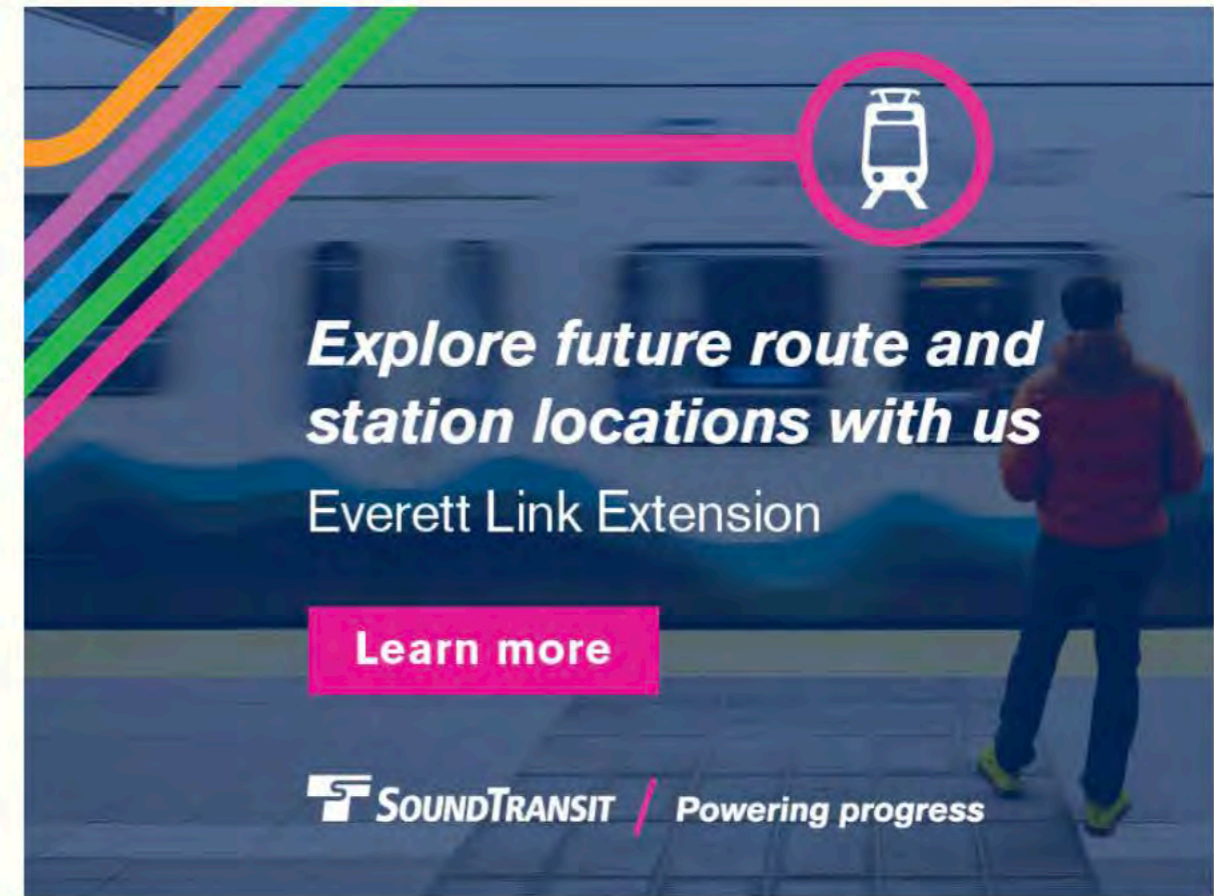




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SOUNDTRANSIT / Powering progress

March 2022							
SU	MO	TU	WE	TH	FR	SA	
		I	2	3	4	5	
		Village Theater: Songs for a New World	Village Theater: Songs for a New World	Village Theater: Songs for a New World	Village Theater: Songs for a New World	Village Theater: Songs for a New World	
		8:30a COFFEE CHATS: BUILDING A COMMUNITY CYBER DEFENSE NETWORK	2022 Everett Mall March Against Hunger Food Drive	2022 Everett Mall March Against Hunger Food Drive	2022 Everett Mall March Against Hunger Food Drive	2022 Everett Mall March Against Hunger Food Drive	
		9a Get New Countertops from Granite Transformations 🌸	7:30a A brighter tomorrow starts TODAY!	9a Sno-Isle Food Co-op's 25th Birthday Party!	H'Arts Benefit Auction Exhibition	H'Arts Benefit Auction Exhibition	
		10a 2022 Everett Mall March Against	9:30a Little Science Lab	9a Schedule Self Care Book a Massage with Nita 😌	4a Diedrich Espresso Four Stamp Friday ☕	Wine Weekend	
			12p Power Talks: Smart Planting Around Power	10a H'Arts Benefit Auction Exhibition	8a Wine Weekend (ends Mar 6)	7a Have Breakfast or Lunch at Totem Diner 🍷	
					7:05p Everett	10a Get Great Sleep @ ESC	



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한인 '노년의삶' 버겁다...미국 속 한국인 40%만이 "삶에 만족한다"

미국에 거주하는 아시아계 노인들의 삶의 만족도가 다른 민족에 비해 크게 낮다는 조사 결과가 나왔다. 특히 아시아계 중에서도 한국인 고령층의 만족도가 낮아졌다. 22일 미국 캘리포니아주(UCSF) 학술지에 게재된 로스앤젤레스 캘리포니아 대학(UCLA) 연구팀의 '아시아계 미국 노년층의 삶의 만족도'라는 연구 결과가 나왔다.

"영화 찍으면 인센티브를" 워싱턴주 영화 촬영...
2000년대 후반 전세계 10대 소녀들의 마음을 사로잡았던 컴파이어 사탕 영화 '트와일라잇' 제작의 주역은 워싱턴주...

시애틀산악회 4월2일 정기 산행...오이스터 동·포...
시애틀산악회(회장 황순술)가 오는 4월 2일 2개 부스에서 토로 정기산행을 실시한다. A부스는 '오이스터 동'을, B부스는 '오이스터 포'를 탐방할 예정이다.

시매니저 채용·해촉 밥먹듯...사마미시시 인력관리...
만약 8만7,000명의 사마미시시가 지난 4년 사이 시 매니저 여러 명을 뽑았다면, 한 해에 한 번씩 밥을 먹는 횟수와 비슷할 정도로 인력 관리가 활발해졌다고 밝혔다.

이상구 서북미연합회장 인준...연합회 정기총회...

현장 출동 경찰관 또 응격 피살...에버렛 경찰...

봄기운 완연 파란 하늘 본다...기온 50대 후반...

"한반도 평화통일 일꾼 되자"...평통 시애틀협...

오피니언
목재현 논설위원 '팩스 아메리카나 시대' 재도래?
전망대 써니 리 한미친지안한 연구소장 푸틴의 몰락과 국제정치의 변화
살과 생각 이마경 / 미래 연구가 기자 스트레칭의 마법

Eastside 대중교통의 미래 계획을 도와주세요
3월 7일까지 설문조사에 참여하세요
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K-뷰티 스타 그린이 셀러드 Green Goddess Salad
미국일상 | 봄에 어울리는 양배추 그린 샐러드
국가대표 와이프 112회 KBS01

박찬호의 광속구치법 리퍼가 빠르다
미주 최대규모의 서울 메디칼 그룹 가장크다
슈퍼스타 코리안 축구 박찬호 선수의 건강은 언제나 서울 메디칼 그룹과 최민영 박사가 동행하고 있습니다.

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Everett Link Extension

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APPENDIX G

Spanish Language Radio Ads

Copy Request

Client Name: - EVERETT LINK
Spot Length: :30 AE Name: MARGEE WEAVER
Start Date: Stop Date:

EVERETT LINK

WOULDN'T IT BE GREAT NOT TO SIT IN TRAFFIC? IMAGINE LIGHT RAIL FROM LYNNWOOD TO DOWNTOWN EVERETT! RIGHT NOW, SOUND TRANSIT IS PLANNING SIXTEEN MILES OF LIGHT RAIL, AND THEY WANT TO KNOW WHAT YOU THINK! WHAT'S BEST FOR YOUR COMMUNITY, WHAT ARE YOUR PRIORITIES, OR WHAT'S MISSING? YOUR FEEDBACK IS IMPORTANT TO SOUND TRANSIT AS THEY'RE STUDYING HOW TO CONNECT LYNNWOOD TO DOWNTOWN EVERETT WITH DIFFERENT ROUTE AND STATION LOCATIONS VISIT EVERETT LINK DOT PARTICIPATE DOT ONLINE TO LEARN MORE --- THAT'S EVERETT LINK DOT PARTICIPATE DOT ONLINE -- SHARE YOUR FEEDBACK BY APRIL 3RD.



Click above to listen



APPENDIX H

Social Media Notifications



Sound Transit ✓

March 15 at 11:41 AM · 🌐



Another exciting opportunity to weigh in on potential route and station locations for Everett Link Extension! We're planning 16 miles of light rail from Lynnwood to downtown [Everett](#), with seven new stations, and we want to hear what you think. Visit <https://everettlink.participate.online/> to learn more and share your feedback by April 3.



[EVERETTLINK.PARTICIPATE.ONLINE](https://everettlink.participate.online)

Explore future route and station locations with us

Everett Link Extension feedback opportunity

👍❤️ 84

26 Comments 28 Shares

👍 Like

💬 Comment

➦ Share





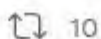
Sound Transit #VaccinateWA - 🚆 🚗 ... 🟢 @SoundTran... · Mar 15 ...

Imagine light rail to Everett! We are in the Alternatives Development phase and seeking public input on the routes and station locations we're currently studying connecting downtown Everett to Lynnwood Link Extension. Learn more and share your input:



everettlink.participate.online

Explore future route and station locations with us
Everett Link Extension feedback opportunity





Sound Transit #VaccinateWA - 🚆 💻 ... 🗳️ @SoundTran... · Mar 25 ...

The Everett Link Extension team wants to hear from you! Since last fall, we've done further analysis on multiple alternatives to better understand the tradeoffs for the seven new stations planned between Lynnwood and downtown Everett. Learn more: everettlink.participate.online





APPENDIX I

Earned Media

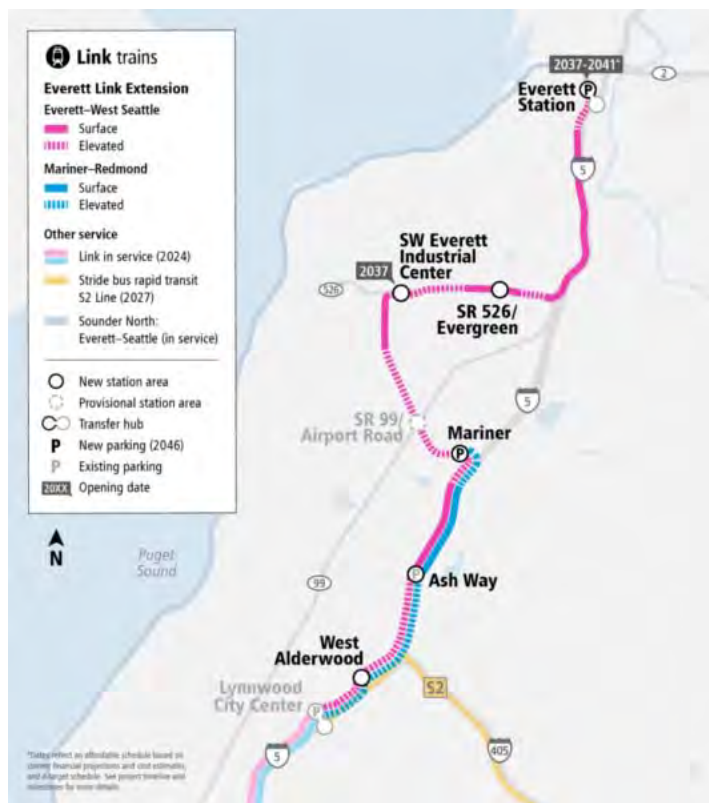
Become A Supporter (<https://myedmondsnews.com/membership/>)



(<https://www.edmonds.edu/foundation/inspire/default.html>)

Sound Transit asks for public feedback on Everett link extension, north operations facility

Posted: March 14, 2022 378



Sound Transit on Monday launched a public engagement period for the Everett Link Extension project. The public can weigh in on the initial results from technical analysis on the potential stations, route and Operations and Maintenance Facility North locations. Community members can learn more and provide feedback through April 3 at [everettlink.participate.online](https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Feverettlink.participate.online%2F&data=04%7C01%7CJohn.Gallagher%40soundtransit.org%7C1c912185523d48f991c908d5) (<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Feverettlink.participate.online%2F&data=04%7C01%7CJohn.Gallagher%40soundtransit.org%7C1c912185523d48f991c908d5>)

The Everett Link Extension includes 16 miles of elevated and at-grade light rail from the Lynnwood City Center Station to Everett Station. It includes six new Link stations at West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station. A seventh, as-yet-unfunded station at SR 99/Airport Road will also be studied during the planning process. In addition, the project includes a new operations and maintenance facility along the alignment in Snohomish County. This facility will support the overall Link light rail system and is scheduled to open in 2034.

According to a Sound Transit news release, the online open house will provide information on the Everett Link Extension project such as:

- Updates on **outreach activities** (<https://ooh-st-everett-link-2-staging-2022.azurewebsites.net/#public-engagement>) and what Sound Transit has heard so far.
- Initial results of **technical analysis on the stations, route and OMF North alternatives** (<https://ooh-st-everett-link-2-staging-2022.azurewebsites.net/#alternatives>).

Throughout the alternative development process, Sound Transit said it will continue to solicit public feedback. At the end of this process, Sound Transit and the Federal Transit Administration will conduct environmental review of the project and will conduct public, tribal and agency outreach.

The latest analysis is part of the alternative development process for the Everett Link Extension, targeted to open in Everett in 2037. This target schedule requires an estimated \$600 million in additional funding and/or savings, and Sound Transit said it will examine all options for opening service on time. However, if additional funding and/or reduced project costs cannot be secured, the agency said, the timeframe that is affordable to open service

More information, including maps of the representative project, is available at **www.soundtransit.org/everettlink** (**<http://www.soundtransit.org/everettlink>**).

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(https://www.addtoany.com/share?url=https%3A%2F%2Fmyedmonc
link-extension-north-operations-
facility%2F&title=Sound%20Transit%20asks%20for%20public%20feedl

2 Replies to "Sound Transit asks for public feedback on Everett link extension, north operations facility"



March 14, 2022 at 4:54 pm (<https://myedmondsnews.com/2022/03/sound-transit-asks-public-to-weigh-in-on-everett-link-extension-north-operations-facility/#comment-449467>)

Could have swore I did this already do a straight line from Lynnwood to Everett put in a spur from north Everett mall area to Boeing area eliminating the U shaped detour saving tens of millions if not a 100 plus million dollars. I am sure those riding from Everett will appreciate not having to take the detour. And the few this route doesn't include can just walk or ride their bikes to the bus where they will have to transfer twice just to get to the rail that is slower than traffic on a good day. How about all those low wage construction workers that have to go to a different jobsite every few weeks all around the region who can't spend 3 hours one way getting there and can no longer afford to drive because of government policies and taxation?

Reply



March 15, 2022 at 10:34 am (<https://myedmondsnews.com/2022/03/sound-transit-asks-public-to-weigh-in-on-everett-link-extension-north-operations-facility/#comment-449530>)

None of the draft proposals/routes have the light rail stopping AT the Paine Field terminal. I don't know of any other airport/city with light rail nearby that stops near the terminal instead of at it. People taking the light rail will have to walk 10-15 minutes outdoors to get to the terminal, with luggage, often in the rain. The same is true with the Swift buses. Arriving visitors to our airport must wonder why?

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Transpo Notes: Everett Link, SEA's C Concourse Expansion, and ST's Fare Strategy

By Stephen Fesler - March 19, 2022



Rendering of the C Concourse expansion at SEA. (Credit: Port of Seattle)

This week’s Transpo Notes roundup covers King County Metro’s service change, Everett Link extension options, expansion of facilities at Seattle-Tacoma International Airport, additional federal funding for Sound Transit’s I-405 Stride bus line, and Sound Transit’s fare strategy process.

Metro spring service changes

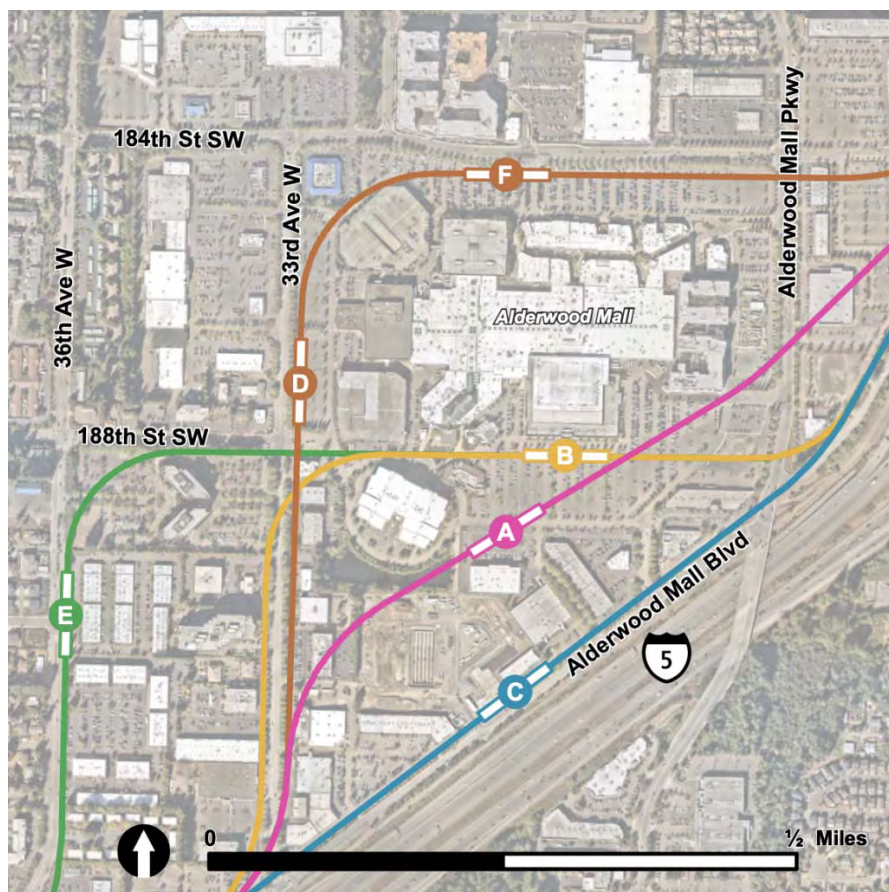
While [Community Transit](#) and [Sound Transit](#) are reducing some services, King County Metro is [planning to make some limited additions and a spate of other adjustments](#). There are also two service reductions, including on the South Lake Union Streetcar. Changes will shake out as follows:

Routes	Changes
5 and 12	Several trips will be added on Saturdays.
7, 14, 49, 105, 302/303, 342, and 907	Minor service adjustments will be made.
20	On weekdays, Metro will add one northbound trip around 6:40pm.
21	One northbound trip will be added on Saturdays and several trips will be added on Sundays.

48	On weekdays, Metro will add one northbound trip at 3:35pm to support public schools.
50	On weekdays, Metro will add one trip at 7:24am to support public schools.
60	On weekends, one southbound trip will be added around 11:34pm.
106 and 107	On weekdays, several extra trips will be added to support public schools in afternoons.
124	On Saturdays, one northbound trip will be added around 5:50am.
128	On weekdays, Metro will add one southbound trip at 3:35pm to support public schools.
269	On weekdays, one extra trip will be added on mornings to support Eastlake High School.
345	On weekends, one northbound trip will be added around 11:05pm and one southbound trip will be added around 11:30pm.
635	Peak weekday service will be reduced from every 15 minutes to every 30 minutes.
South Lake Union Streetcar	On weekdays, service frequency will be reduced from every 10 minutes to every 12 minutes between the hours of 7:30am and 6:30pm.

Service changes will start going into effect on Saturday, March 19th.

Technical analysis unveiled for Everett Link options



Options for Alderwood. (Credit: Sound Transit)

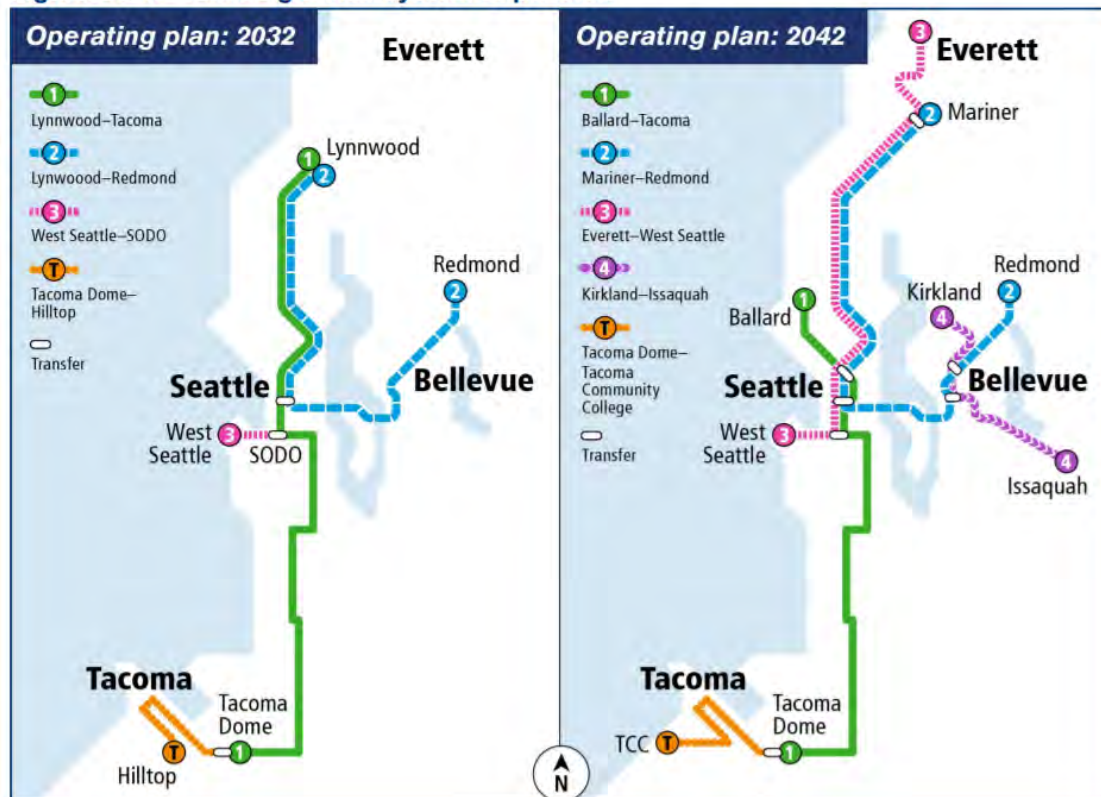
On Monday, [Sound Transit released the initial results](#) of technical analyses on station, route alignment, and operations and maintenance facility location alternatives. The results offer a window into Sound Transit's thinking on the alternatives as well as public feedback received on them last year. No alternatives have been taken off the table yet, but no new ones have been put on the table either.

The [early scoping report](#) does acknowledge that many comments received urged Sound Transit to drop the Paine Field deviation and instead straighten out the light rail line between Mariner and Downtown Everett, as proposed here at *The Urbanist*. However, the report didn't address that widespread call among community members and advocacy organizations in a meaningful way. Whether or not the alternatives will be retooled in the next phase of project development remains unclear, but feedback reiterating support for the [Faster, Better Everett Link plan](#) could be key.

From south to north, the agency's report summarizes the pros and cons of each station location and alignment as follows:

- At West Alderwood, most commenters supported the ALD-D and ALD-F options. Both options would better suit transit-oriented development.
- At Ash Way, most commenters supported the ASH-D and ASH-A options. The east-of-I-5 ASH-D option decisively provides the most opportunity for transit-oriented development but could have cost issues since it would require crossing I-5 twice. Meanwhile, ASH-A is the best west-of-I-5 option.
- At Mariner, most commenters supported the MAR-A and MAR-D options. The two options differ quite significantly with MAR-D putting the station in a central area where transit-oriented development can flourish around it while MAR-A puts the station right on a surface highway and requires odd property acquisitions lowering transit-oriented development potential.
- At SR 99/Airport Road, most commenters supported the AIR-A and AIR-B options. The options are real tradeoffs with slightly fast service on the straighter AIR-A and AIR-B alignments and better bus connections whereas AIR-C might offer unique transit-oriented development potential given the area's constraints. The AIR-A option also has the benefit of largely avoiding electric transmission lines over the AIR-B option.
- At SW Everett Industrial Center, most commenters supported the SWI-C and SWI-A options. However, all options are generally terrible since the stations are in the middle of nowhere. Among a truly bad bunch, SWI-A is decisively the best since it at least puts a station near the existing Seaway Transit Center and multifamily housing. SWI-C fails to get even remotely close to Paine Field Airport — which even if it did would generate some of the most abysmal ridership levels in the Link system. Sound Transit also acknowledged that there is serious concern for low ridership at these stations and future prospects of Boeing remaining in the area.
- At SR 526/Evergreen, most commenters supported the EGN-A and EGN-B options. Both options are fairly lackluster though EGN-B has better ridership and transit-oriented development potential. The real winner is EGN-D for ridership, bus connections, and transit-oriented development.
- At Everett Station, most commenters supported the EVT-A and EVT-C options. Both are predictable leaders, but come with real drawbacks. The EVT-A option would put a station where the existing Everett Station facilities are, forcing people to transfer to mediocre bus service to reach the city center and points north. The EVT-C option clumsily tries to thread the station and alignment via alleys, but would require a lot of property acquisitions and preclude some key transit-oriented development (this option would only be wise if it ran down alleys only starting at 39th Street). A better option may be something like EVT-B but with the station on Pacific Avenue.

Additionally, the operations and maintenance facility options that ranked highest among commenters were at Airport Road/94th Street SW and Airport Road/100th Street SW. A location further south, however, may be more strategic if the extension needs to be broken up into more segments for earlier delivery.

Figure ES-3. Link Light Rail System Expansion

Sound Transit anticipates completing West Seattle Link in 2032, Ballard Link as soon as 2037, and Everett Link in 2041, and potentially sooner for the southern portion if a phased opening is selected. (Sound Transit)

As of now, Sound Transit is planning to open the Everett Link extension by 2037 if \$600 million in additional funding or savings are found for the project. Otherwise, the project will be delivered in two phases, opening to the Southwest Everett Industrial Center in 2037 and Everett Station in 2041.

Designs for SEA's expanded C Concourse revealed



Rendering of the concourse expansion from the interior. (Credit: Port of Seattle)

The Port of Seattle has unveiled **new renderings for its C Concourse expansion project** at Seattle-Tacoma International Airport (SEA). Design work for the expansion plans has reached the 30% completion benchmark and features a new seating, retail, and dining area. **The expansion** will add four floors to the existing building and blend the C and D Concourses together only a stone's throw from the Central Terminal marketplace. A central feature of the expansion will be a grand staircase that functions as an amphitheater, which will offer space for people to sit, dine, people-watch, and enjoy live music. The Port wants this to be a welcoming gathering space that feels a lot like public markets.

The expansion will be quite significant with more than 145,000 square feet of new dining and retail space as well as other public amenities. Alaska Airlines will also get a new lounge with more than 20,000 square feet of space. Design-wise, the expansion is planned to feature a lot of airy, woody spaces, reflective of the Pacific Northwest's forests.



Rendering of the concourse expansion from the exterior. (Credit: Port of Seattle)

The Port has hired Miller Hull and Woods Bagot to design the project with an eye toward sustainability. The Port hopes that rooftop solar panels will meet 15% of the expansion's energy demands and that a spate of other design strategies will reduce waste, energy, and water consumption.

So far, \$340 million has been allocated for the project, but it could reach as much as \$500 million according to estimates. Construction on the expansion is expected to start in 2023 and could wrap up within four years, allowing for an opening by mid-2027.

Stride S1 Line secures additional federal funding

Earlier this week, Sound Transit announced that the agency had secured \$15.9 million in additional federal funding for its I-405 Stride projects. The funding will be directed to construction for the Stride S1 Line, which will run from Burien to Bellevue. Federal

grants will specifically support bus purchases and construction of bus stations at South Renton Transit Center and Tukwila International Boulevard.

The federal funding is coming in two parts: \$12.9 million secured as a competitive Federal Transit Administration grant and a \$3 million earmark in the FY 2022 Omnibus Appropriations Bill. The agency praised Senators Patty Murray and Maria Cantwell who were instrumental in obtaining the grants.

"Stride will offer faster, more reliable commutes to thousands of riders every day on new dedicated lines spanning the east, north and south sides of Lake Washington," Sound Transit Board Chair Kent Keel said in a statement. "This funding for building the Stride S1 line on south I-405 will help us give our residents relief to chronic congestion. I want to thank the Biden Administration, Senators Murray and Cantwell, and the rest of the congressional delegation for their partnership and support."

The S1 Line is expected to open in 2026, offering a high quality and frequent bus connection in South King County.

Sound Transit begins fare changes discussions

On Thursday, Sound Transit boardmembers had their [first fare strategy workshop](#) to discuss potential system changes. The effort will span a large universe of fares, such as farebox recovery rates, new fares on the T Line and Stride, fare enforcement, and fare structures. Ultimately, these decisions will affect the kind of fare revenue that Sound Transit will take in over the next few decades, which currently are supposed to cover 6% of the agency financial plan (or \$8.3 billion) through 2046.

Farebox recovery of light rail agencies

All peer agencies below farebox targets since COVID

Agency	Adult Fare	Farebox Recovery Policy	2019 Farebox Recovery	2020 Farebox Recovery
Sound Transit – 1 Line	\$2.25-\$3.50	40%	32%	8%
Metro (Minneapolis)	\$2.50	35%	35%	14%
RTD (Denver)	\$3.00-\$10.50	30%	29%	13%
Tri-Met (Portland)	\$2.50	25%*	36%	11%
UTA (Salt Lake City)	\$2.50	17%	25%	13%

Comparison table of fares and farebox recovery between light rail operators. (Credit: Sound Transit)

Farebox recovery on the 1 Line (Link light rail) reached 10% in 2021, which was better than 2020's 8%, but that's still a far cry from 2017's 40% farebox recovery rate — the agency's long-standing target for light rail. Agency officials don't expect to see that level of farebox recovery in the future for a variety of reasons, such as high

levels of fare evasion (which the agency estimated at 42% in January), lower overall ridership compared to service levels, and higher operating costs. These factors have all worked against reaching target farebox recovery. Peer agencies have seen higher farebox recovery on light rail systems than Sound Transit, which the agency seemed to suggest was the result of having temporarily suspended fares and fare enforcement and its soft fare ambassador program. Sound Transit assumes that without changing fares, fare recovery on the 1 Line might only reach 18% by 2025.

King County Councilmember Dave Upthegrove asked about whether or not turnstiles could be installed in the light rail system. Sound Transit CEO Peter Rogoff said turnstiles would be expensive to implement but didn't have a specific number on cost. Turnstiles require space to line them up and more strategic locations for ticket vending machines. Turnstiles also require a lot more equipment and fencing to operate (think of the complexity of at-grade stations in the Rainier Valley). Rogoff said other strategies were much more cost effective to implement like the agency's current proof-of-payment (POP) system. POP is widely used across the country and found in major transit systems across the globe.

The Sound Transit board is expected to make a variety of fare-related decisions over the next 18 months. The most immediate ones will be around the fare compliance policies and program, T Line and Stride fare structure and farebox recovery rates, daily paid parking, Link fares (i.e., distance-based or flat fares and prices), and youth fares. All of this is ultimately important to ensuring that the agency's long-term financial plan is realistic and that the fare approach doesn't discourage ridership.

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Senior Reporter



Stephen is a professional urban planner in Puget Sound with a passion for sustainable, livable, and diverse cities. He is especially interested in how policies, regulations, and programs can promote positive outcomes for communities. With long stints in great cities like Bellingham, Cork, and Seattle, Stephen currently lives in Kenmore. He primarily covers land use and transportation issues and has been with The Urbanist since 2014.



APPENDIX J

Frequently Asked Questions



Everett Link Extension

Frequently Asked Questions

Process and schedule

When will Everett Link Extension be open for service?

The target schedule for opening service to Everett Station is 2037. This target schedule requires an estimated \$600 million in additional funding and/or savings, and we will seek out all options to open for service on this timeline. However, if we cannot secure additional funding and/or reduce project costs, the affordable time frame for opening service to SW Everett Industrial Center will be 2037; opening service from there to Everett Station will be 2041.

Why will it take so long for Sound Transit to finish the project?

Light rail projects like Everett Link Extension require significant time (12-17 years) to plan, design and build. We have a lot of tasks to complete between now and opening, including but not limited to public engagement, coordinating with community partners, environmental review, working with local jurisdictions, navigating geography and geology, permitting, acquiring property, construction and safety testing.

Why is Sound Transit evaluating alternatives based on existing features, like bike connections, bus stops, and sidewalks? Won't things change between now and opening of service?

We base our evaluation on current conditions and forecasted growth around each station area. We conduct our analysis based on existing and available data to ensure consistency when evaluating tradeoffs of different locations. These conditions may change over time, including changes made in conjunction with the project itself, and we work closely with transit and local government partners to identify how stations will connect to surrounding communities. This would likely include prioritizing transit, pedestrian, and bicycle connections.

Route, stations and OMF North

What is included in ST3, and may Sound Transit consider route, station and OMF North locations that were not part of ST3?

Voters approved funding for the Sound Transit 3 Plan (ST3) in 2016. ST3 identified the representative project. This established the transit mode, approximate route, number of stations, and general station locations for the project. It is also a starting point for identifying additional alternative alignment, station, and OMF North locations and design configurations that could meet the project's purpose and need. You can find the map of the representative project at soundtransit.org/everettlink.

In the current step of the planning process, we are reviewing various options for stations, routes and OMF North locations. During early scoping, we received several comments asking us to consider additional alternatives. We are looking at those requests to see if the suggestions meet the project's purpose and need and warrant further study. Some of the options suggested had already been evaluated and were no longer under consideration. You can learn more about suggestions and other comments from early scoping in the [Early Scoping Summary Report](#) located on the project website.

Why do we need an operations and maintenance facility in this area?

As Link service expands with new routes and stations, Sound Transit requires operations and maintenance facilities (OMF) to make sure there is capacity to store and service (e.g., cleaning, storage and maintenance of train cars, etc.) the expanded ST3 light rail fleet. The new operations and maintenance facility must be strategically located to support expanded Link service and cannot be located too far away from the line. OMF North will serve as one of four strategically located operations and maintenance facilities in the region (the other three OMFs are located or planned in the central, east, and south regions of the ST service area).

Why does Everett Link not connect to the passenger terminal at Paine Field Airport?

We understand the value of providing riders direct connections to the passenger terminal at Paine Field Airport. As part of the alternatives development process, we are looking at options for station locations in the Southwest Everett Industrial Center station area, including an alternative that could get as close to the airport as possible while considering physical and technical constraints associated with constructing a station and guideway near an airport. A direct connection to the Paine Field Airport passenger terminal is complicated by its location between multiple runways. In addition, as part of our ongoing station area planning, we will be working with project partners to explore alternate means for providing access between our stations and major destinations such as the Paine Field passenger terminal.

Why doesn't the route alignment follow I-5 entirely from Lynnwood to Everett?

We are evaluating route and station location alternatives that are consistent with the Sound Transit 3 Plan (ST3) and the representative project. Locating stations at SW Everett Industrial Center and SR 99 & Airport Road helps us connect regional job and growth centers, like the regionally designated Paine Field/Boeing Everett Manufacturing Industrial Center, in order to promote livable communities and boost the economy in Snohomish County.

Although we evaluated an I-5 route during the ST3 planning process, the final adopted ST3 plan and the EVLE representative project do not include route alternatives that follow I-5 entirely from Lynnwood to Everett. During Early Scoping, some stakeholders and community members requested further consideration of a route for the Everett Link Extension that would stay along the I-5 corridor. As we process all the comments made during early scoping, we are reviewing this and other suggestions and will share information as we learn more.

Community impacts

My property is in an area of a potential route, station and/or site for OMF North, according to your maps. When will I know if Sound Transit will want to purchase or use my property?

At this time, it is too early to know which exact properties we may seek to purchase or use. We will know more about whether the project will require the purchase or use of a private property when the project is in the environmental review phase. If it appears your property may be affected, we will notify you in advance of publication of the Draft Environmental Impact Statement, which is currently estimated around 2024. Information on property impacts is preliminary until we start the design phase of the project, which is currently estimated to span from 2026 to 2029. We will give affected property owners reasonable opportunity to respond to offers during the design phase. If you're a resident, business or property owner near a potential route or station alternative, [signing up for email updates](#) is the first step to ensuring you are notified about project updates.

Will the Everett Link Extension project result in displacement and gentrification?

Light rail projects have the potential to displace residents or businesses directly, through property acquisitions (see the question above) or indirectly, through gentrification.

There is potential for the Everett Link Extension to result in gentrification because bringing light rail to an area sparks other changes, such as improved bicycle and pedestrian infrastructure, transit-oriented development, and new businesses and services. Cumulatively, these can result in increases in costs of living and changes to community culture. These changes can affect certain communities, like those with lower wealth, more than others, and we are committed to equitable engagement that includes these voices.

Our goal is to bring high-capacity transit and associated benefits to current residents and businesses and to support existing community culture and history, while balancing anticipated growth and the needs of future community members. It is a complex and challenging issue, but one we will be working to address as we better understand potential impacts of the project.

Will the project cause impacts to the environment?

As part of the alternatives development process—to evaluate the range of alternatives—we included criteria related to both built and natural environment resources. This is so that we can give consideration to the avoidance of any major potential impacts to those resources. Following the alternatives development phase, as part of the environmental process, Sound Transit will further evaluate the impacts and benefits of a preferred alternative and other alternatives on the built and natural environment, likely in an Environmental Impact Statement. For project impacts in general, Sound Transit would implement design measures, best management practices and other mitigation strategies to reduce any likely adverse impacts to levels that would not be significant.

When will Everett Link stations have additional parking?

The target open date for the Everett Link Extension is 2037 and we anticipate new parking facilities will open at Mariner Station and Everett Station in 2046. At service opening, transit riders will be able to access Link via existing and new local bus connections, and via existing park-and-ride facilities at Everett, Ash Way and Mariner Stations. Sound Transit will also explore innovative ways to expand parking availability and provide other station access choices before 2046, where and when budget allows.

Will Everett Link include opportunities for pedestrian and bicycle improvements?

This project envisions accommodations for riders arriving via all modes, including bicyclists and pedestrians. We are aiming to plan, design and build our stations for safe and easy connections by people rolling, walking or biking, and will work with partners to expand system access.

How will this project affect my local bus service?

The project will affect bus service, but we do not know specific changes at this early stage of planning. Some routes could see increases in service levels and coverage, while others could have decreases. Despite some likely changes, it is our goal to offer riders more options and seamless connections with other public transportation providers (e.g., Community Transit, Everett Transit) and we are working with these transit partners to make this happen. Additionally, the Sound Transit 3 Plan includes:

- STRIDE BRT on I-405/SR 518 and SR 522/NE 145th
- ST Express bus service

Engagement

Why is it important for me to engage now?

Although the target open date for the Everett Link Extension is 2037, decisions are made far in advance, since design and construction can take around 10 years to complete. Your input is very valuable during the Planning phase, especially about potential locations for stations, tracks and facilities. Your engagement over the next few years will enable us to consider your opinions during this project phase. Once the Sound Transit Board selects the project to be built after completion of environmental review (estimated in 2026), the project footprint is unlikely to change substantially.

How do I share my opinion or learn more about the Everett Link Extension project?

There are many ways to share your opinion, including:

- Visit our website at soundtransit.org/everettlink to stay informed and engaged with the project.
- Joining us at one of our public events or our interactive website at everettlink.participate.online to provide your feedback, to comment on current plans and voice your opinions at major decision points.
- Email with questions, concerns or comments: everettlink@soundtransit.org.
- Call the project line at 206-370-5533 to speak with a community engagement specialist.

We provide additional ways to engage around key project milestones and prior to major decisions. We strive to create engagement opportunities that are inclusive, equitable and meaningful, and will announce these opportunities through a variety of communication channels.

Questions?

Contact our Community Engagement team:
206-370-5533 or everettlink@soundtransit.org



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Everett Link Extension

Preguntas frecuentes

Proceso y horario

¿Cuándo comenzará a dar servicio el Everett Link Extension?

La fecha programada para iniciar el servicio a la Everett Station es 2037. Para lograrlo se requiere un estimado de \$600 millones en fondos y/o ahorros adicionales, y buscaremos todas las opciones para iniciar el servicio de acuerdo con las fechas programadas. Sin embargo, si no podemos obtener fondos adicionales y/o reducir los costos del proyecto, el tiempo razonable para iniciar el servicio al SW Everett Industrial Center será 2037; y el servicio desde allí hasta la Everett Station será en 2041.

¿Por qué Sound Transit se tardará tanto en terminar el proyecto?

Para planificar, diseñar y construir los proyectos del tren ligero como el Everett Link Extension se requiere de mucho tiempo (de 12 a 17 años). Hay muchas cosas que tenemos que completar a partir de ahora hasta el día de la inauguración, incluyendo, entre otras cosas, la participación pública, la coordinación con los colaboradores de la comunidad, la revisión ambiental, el trabajo con las jurisdicciones locales, la exploración de la geografía y la geología, obtener permisos, la adquisición de propiedades, la construcción y las pruebas de seguridad pública.

¿Por qué es que Sound Transit está evaluando otras alternativas en función de características existentes, como las conexiones para bicicletas, las paradas de autobús y aceras? ¿Están pensando en que las cosas no van a cambiar entre ahora y cuando se inicie el servicio?

Basamos nuestra evaluación en las condiciones actuales y el crecimiento previsto en el área de cada estación. Estas condiciones pueden cambiar con el tiempo, incluidos los cambios realizados en conjunto con el proyecto mismo y trabajamos en estrecha colaboración con nuestros colegas del gobierno local y de transporte público para identificar cómo se conectarán las estaciones con las comunidades circundantes. Esto probablemente incluiría dar prioridad al transporte público, a los peatones y a las conexiones para bicicletas.

Las rutas, estaciones y la OMF Norte

¿Qué se incluye en el ST3? ¿Puede Sound Transit tomar en cuenta alguna ruta, estación o ubicaciones para la OMF Norte que no formaban parte del ST3 original?

Los votantes aprobaron la financiación del Plan Sound Transit 3 (ST3) en 2016. ST3 identificó el proyecto representativo. Esto estableció el modo de transporte, la ruta aproximada, el número de estaciones y las ubicaciones generales de las estaciones para el proyecto. También es un punto de partida para identificar las alternativas adicionales de alineación, de estaciones y ubicaciones para la OMF Norte y configuraciones de diseño que podrían cumplir con el propósito y la necesidad del proyecto. Encuentre el mapa del proyecto representativo en soundtransit.org/everettlink.

En este punto del proceso de planificación, estamos revisando varias opciones para las estaciones, las rutas y las ubicaciones de OMF Norte. Durante el análisis inicial del alcance (early scoping), recibimos varios comentarios que nos pedían que consideráramos alternativas adicionales. Estamos analizando esas solicitudes para determinar si las sugerencias cumplen con el propósito y la necesidad del proyecto y justifican un estudio adicional. Algunas de las sugerencias ya habían sido evaluadas y ya no estaban bajo consideración. Puede obtener más información sobre las sugerencias y otros comentarios en el [Early Scoping Summary Report](#) que se encuentra en el sitio web del proyecto.

¿Por qué es necesario tener una unidad de operaciones y mantenimiento en esta área?

A medida que el servicio Link se expande con rutas y estaciones nuevas, Sound Transit necesita tener unidades de operaciones y mantenimiento (OMF) para asegurarse de que haya capacidad para almacenar y dar servicio (por ejemplo, limpieza, almacenamiento y mantenimiento de vagones de tren, etc.) a la flota ampliada de trenes ligeros ST3. La unidad de operaciones y mantenimiento nueva debe ubicarse en un lugar estratégico para poder sostener el servicio Link ampliado y no puede ubicarse demasiado lejos de la línea. La OMF North servirá como una de las cuatro unidades de operaciones y mantenimiento ubicadas estratégicamente en la región (las otras tres OMF están ubicadas o planificadas en las regiones central, este y sur del área de servicio de ST).

¿Por qué Everett Link no se conecta con la terminal de pasajeros del Aeropuerto Paine Field?

Entendemos el valor de proporcionar conexiones directas a la terminal de pasajeros en el Paine Field Airport. Como parte del proceso de desarrollo de alternativas, estamos buscando opciones para las ubicaciones de las estaciones en el área de la estación Southwest Everett Industrial Center, incluida una alternativa que pudiera estar lo más cerca posible del aeropuerto mientras se consideran las limitaciones físicas y técnicas asociadas con la construcción de una estación y vías cerca de un aeropuerto. Una conexión directa a la terminal de pasajeros del Paine Field Airport es complicada por su ubicación entre varias pistas. Además, como parte de la planificación continua del área de la estación, trabajaremos con colegas del proyecto para explorar medios alternativos para poder brindar acceso entre nuestras estaciones y destinos principales, como la terminal de pasajeros de Paine Field.

¿Por qué la alineación de la ruta no sigue completamente a la autopista I-5 desde Lynnwood hasta Everett?

Estamos evaluando las ubicaciones de rutas y estaciones alternativas que sean consistentes con el Sound Transit 3 Plan (ST3) y el proyecto representativo. Establecer estaciones en SW Everett Industrial Center y SR 99 y Airport Road nos ayuda a conectar a los centros de empleo y crecimiento regionales, como el centro regional designado Paine Field/ Boeing Everett Manufacturing Industrial Center, para promover comunidades habitables e impulsar la economía en Snohomish County.

Aunque durante el proceso de planificación de la ST3 evaluamos una ruta que siguiera a la autopista I-5, el plan adoptado final de la ST3 y el proyecto representativo de EVLE no incluyen rutas alternativas que sigan a la autopista I-5 en su totalidad desde Lynnwood hasta Everett. Durante Early Scoping, algunas partes interesadas y miembros de la comunidad solicitaron que se estudiara más a fondo una ruta para Everett Link Extension que se mantuviera a lo largo de la autopista I-5. A medida que procesamos todos los comentarios realizados durante early scoping, estamos revisando esta y otras sugerencias y compartiremos la información a medida que sepamos más.

¿Preguntas?

Póngase en contacto con nuestro equipo de Community Engagement (participación comunitaria) llamando al 206-370-5533 o escribiéndonos a everettlink@soundtransit.org



Intérprete 800-823-9230

Español Tagalog русский язык
한국어 日本語 Tiếng Việt

Impactos en la comunidad

De acuerdo con sus mapas, mi propiedad está ubicada en el área de una ruta, estación y/o sitio potencial para la OMF Norte. ¿Cuándo se me informará si Sound Transit quiere comprar o usar mi propiedad?

En este momento, es demasiado pronto para saber exactamente qué propiedades podemos tratar de comprar o usar. Sabremos más sobre si el proyecto requerirá la compra o el uso de una propiedad privada cuando el proyecto esté en la fase de revisión ambiental. Si parece que su propiedad puede verse afectada, le notificaremos antes de publicar el Draft Environmental Impact Statement (borrador de la declaración de impacto ambiental), que se estima sea publicado alrededor de 2024. La información sobre los efectos en la propiedad es preliminar hasta que comencemos la fase de diseño del proyecto, que actualmente se estima tomará del 2026 al 2029. Daremos a los propietarios afectados una oportunidad razonable para responder a las ofertas durante la fase de diseño. Si usted vive, es propietario de una empresa o de una propiedad cerca de una posible ruta o estación, [el primer paso que debe dar es registrarse para recibir notificaciones sobre las noticias del proyecto por correo electrónico](#).

¿El proyecto Everett Link Extension resultará en desplazamiento y gentrificación o elitización?

Los proyectos de trenes ligeros podrían causar el desplazamiento de habitantes o negocios de manera directa, a través de adquisiciones de propiedades (vea la pregunta anterior) o indirecta, a través de la gentrificación.

Existe la posibilidad de que Everett Link Extension cause una gentrificación porque traer el tren ligero a un área genera otros cambios, como una mejor infraestructura para bicicletas y peatones, desarrollo orientado al transporte público, y nuevos negocios y servicios. En conjunto, esto puede resultar en aumentos en los costos de vida y cambios en la cultura de la comunidad. Estos cambios pueden afectar a ciertas comunidades, como aquellas con menos riqueza, más que a otras, y estamos comprometidos a tener una participación equitativa que incluya las voces de estos miembros de la comunidad.

Nuestro objetivo es brindar transporte de alta capacidad y los beneficios asociados a los habitantes y negocios actuales y apoyar la cultura y la historia de la comunidad existente, mientras se equilibra el crecimiento anticipado y las necesidades de los futuros miembros de la comunidad. Es un tema complejo y desafiante, pero trabajaremos para abordarlo a medida que entendamos mejor los efectos potenciales del proyecto.

¿El proyecto afectará al medio ambiente?

Como parte del proceso de desarrollo de alternativas, para evaluar la gama de alternativas, incluimos criterios relacionados con los recursos ambientales construidos y naturales. Esto es para que podamos tomar en cuenta la posibilidad de evitar cualquier impacto potencial importante en esos recursos. Después de la fase de desarrollo de alternativas, como parte del proceso ambiental, Sound Transit evaluará más a fondo los efectos y beneficios de una alternativa preferida y otras alternativas en el entorno natural y construido, probablemente en una Environmental Impact Statement. Para los impactos del proyecto en general, Sound Transit implementaría medidas de diseño, mejores prácticas de gestión y otras estrategias básicas de mitigación para reducir cualquier posible impacto adverso a niveles que no serían cuantiosos.

¿Cuándo habrá estacionamiento adicional en las estaciones de Everett Link?

La fecha prevista para la inauguración de Everett Link Extension es 2037 y anticipamos que se abrirán instalaciones de estacionamiento en Mariner Station y Everett Station en 2046. Cuando comience el servicio, los pasajeros del transporte público podrán acceder a Link a través de las conexiones de autobuses locales nuevas y existentes, y a través del estacionamiento para vehículos de pasajeros (park-and-ride) en las estaciones Everett, Ash Way y Mariner. Sound Transit también explorará formas innovadoras de ampliar el cupo de espacios para estacionarse y brindar otras opciones de acceso a la estación antes de 2046, donde y cuando el presupuesto lo permita.

¿El proyecto Everett Link incluirá oportunidades para mejorar el acceso para peatones y ciclistas?

Este proyecto prevé tener adaptaciones para pasajeros que lleguen en diferentes modos de transporte, incluidos ciclistas y peatones. Nuestro objetivo es planificar, diseñar y construir nuestras estaciones con conexiones seguras y fáciles para las personas que caminan, andan sobre ruedas o en bicicleta, y trabajaremos con colegas para ampliar el acceso al sistema.

¿Cómo se verá afectado mi servicio de autobús local por este proyecto?

El proyecto afectará el servicio de autobuses, pero aún no sabemos cuáles serán los cambios específicos en esta etapa inicial de planificación. Algunas rutas podrían ver aumentos en el nivel del servicio y cobertura, mientras que otras podrían tener disminuciones. A pesar de algunos cambios probables, nuestro objetivo es ofrecer a los pasajeros más opciones y conexiones fluidas con otros proveedores de transporte público (como Community Transit, Everett Transit) y estamos trabajando con estos colegas del transporte para lograrlo. Además, el Sound Transit 3 Plan incluye:

- STRIDE BRT en I-405/SR 518 y SR 522/NE 145ST
- Servicio de autobús ST Express

Participación

¿Por qué es importante mi participación en estos momentos?

Aunque la fecha programada para la inauguración de Everett Link Extension es 2037, las decisiones se toman con mucha anticipación, ya que el diseño y la construcción pueden tardar alrededor de 10 años en completarse. Su aporte es muy valioso durante la fase de Planificación, sobretodo para las ubicaciones posibles de estaciones, vías e instalaciones. Su participación en los próximos años nos permitirá tomar en cuenta sus opiniones durante esta fase del proyecto. Una vez que la Sound Transit Board seleccione el proyecto que se construirá después de completar la revisión ambiental (estimada en 2026), es poco probable que el área del proyecto cambie sustancialmente.

¿Cómo puedo compartir mi opinión o aprender más sobre el proyecto Everett Link Extension?

Puede compartir su opinión de cualquiera de las siguientes maneras:

- Visite nuestro sitio web soundtransit.org/everettlink para involucrarse y mantenerse al tanto del proyecto.
- Acompañándonos en alguno de nuestros eventos públicos o entrando a nuestro sitio web interactivo en everettlink-spanish.participate.online para brindar sus comentarios sobre los planes actuales y expresar sus opiniones en los momentos decisivos importantes.
- Envíe sus preguntas, inquietudes o comentarios por correo electrónico a: everettlink@soundtransit.org.
- Llame a la línea telefónica del proyecto al 206-370-5533 para hablar con un especialista en participación comunitaria.

Brindamos formas adicionales para que pueda participar en objetivos clave del proyecto y antes de tomar decisiones importantes. Nos esforzamos por crear oportunidades de participación que sean inclusivas, equitativas y significativas, y le informaremos de estas oportunidades a través de varios medios de comunicación.

Síganos:



401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Correo electrónico: main@soundtransit.org
Sitio web: soundtransit.org

Información en formatos alternativos:
800-201-4900 / TTY: 711
Correo electrónico: accessibility@soundtransit.org



Everett Link Extension

Часто задаваемые вопросы

Процесс и расписание

Когда Everett Link Extension начнет предоставлять свои услуги?

Согласно целевому расписанию, открытие Everett Station запланировано на 2037 год. Чтобы придерживаться этого расписания, нам необходимо около \$600 миллионов в дополнительном финансировании или в сэкономленных фондах, и мы будем прилагать все усилия, чтобы открыть данную услугу в запланированное время. Однако, если мы не сможем найти необходимого финансирования и/или сократить стоимость проекта - расписание осуществимое с финансовой точки зрения будет выглядеть следующим образом: открытие услуги до SW Everett Industrial Center - в 2037 году, а оттуда до Everett Station - в 2041 году.

Почему Sound Transit необходимо столько времени для завершения проекта?

Планирование, разработка и строительство таких проектов наземного метрополитена как Everett Link Extension занимают значительное время (12-17 лет). В период до открытия нам нужно завершить огромное количество дел, включая, но не ограничиваясь работой с общественностью, сотрудничеством с общественными партнерами, экологической экспертизой, работой с местной юриспруденцией, исследованием географии и геологии, получением разрешений, приобретением недвижимости, строительством и проверкой безопасности.

По какой причине Sound Transit рассматривает альтернативы основываясь на существующих характеристиках как возможность использования велосипедов, автобусные остановки и тротуары? Не поменяются ли данные характеристики до открытия услуг?

Мы основываем нашу оценку на существующих условиях и ожидаемом росте в районе каждой станции. Мы проводим анализ основываясь на существующих и доступных данных, чтобы убедиться в однородности оценивания плюсов и минусов различных расположений. Эти условия могут измениться со временем, включая изменения, сделанные из-за самого проекта, еще мы тесно сотрудничаем с транспортными и местными государственными партнерами, чтобы определить как станции будут вписываться в окружающие общины. Вполне вероятно это будет включать в себя отдачу приоритета транспортным, пешеходным и велосипедным сообщениям.

Маршруты, станции и OMF North

Что включено в ST3, и будет ли Sound Transit рассматривать маршрут, станцию или расположение OMF North до этого не включенные в ST3?

Избиратели одобрили финансирование Sound Transit 3 Plan (ST3) в 2016 году. ST3 определил типовой проект. Что в свою очередь определило переходный режим, приблизительный маршрут, количество и общее расположение станций проекта. Он также является начальной точкой определения альтернативных маршрутов, расположения станций и OMF North, а также структуры модели, которые могли бы соответствовать задачам и нуждам проекта. Мы можете найти карту типового проекта на soundtransit.org/everettlink.

На данном этапе планирования, мы рассматриваем различные варианты станций, маршрутов и расположений OMF North. В период раннего сбора информации мы получили несколько комментариев, которые просили нас принять во внимание дополнительные альтернативы. Мы рассматриваем эти просьбы и, то соответствуют ли данные предложения задачам и нужде проекта и достойны ли они дальнейшего изучения. Некоторые предложения были уже изучены и отвергнуты. Вы сможете больше узнать о предложениях и других комментариях в период раннего сбора информации в [Early Scoping Summary Report](#), который находится на вебсайте проекта.

Зачем вам нужен объект по эксплуатации и обслуживанию в этом районе?

С добавлением новых станций и маршрутов к услуге Link, Sound Transit необходимы объекты по эксплуатации и обслуживанию (OMF), чтобы убедиться, что существует место с достаточной вместимостью для хранения и ремонта (например для чистки, хранения и обслуживания вагонов и т.д.) растущего парка поездов наземного метрополитена ST3. Новый объект по эксплуатации и обслуживанию должен быть стратегически расположен для поддержки растущей услуги Link и не может находиться далеко от путей. OMF North будет служить как один из четырех стратегически располагающихся объектов по эксплуатации и обслуживанию в регионе (три других объекта OMF запланированы или уже находятся в центральном, восточном или южном районах зоны обслуживания ST).

Почему Everett Link не доходит до пассажирского терминала в Paine Field Airport?

Мы понимаем ценность в сообщении с пассажирским терминалом в Paine Field Airport. В период разработки альтернатив мы рассматриваем варианты расположений станции в районе станции Southwest Everett Industrial Center, включая альтернативу, которая может подходить как можно ближе к аэропорту, учитывая при этом физические и технические ограничения обусловленные строительством станции и путей возле аэропорта. Прямое сообщение с пассажирским терминалом Paine Field Airport усложняется, тем что он находится между большим количеством взлетно-посадочных полос. Дополнительно, в ходе нашего текущего планирования территории станции, мы будем работать с партнерами проекта и рассматривать альтернативные способы сообщений между нашими станциями и важными направлениями как пассажирский терминал Paine Field.

Почему путь маршрута полностью не следует I-5 на промежутке от Lynnwood до Everett?

Мы рассматриваем альтернативы маршрутам и расположению станций, которые соответствуют Sound Transit 3 Plan (ST3) и типовому проекту. Располагая станции на SW Everett Industrial Center и SR 99 и Airport Road мы предлагаем сообщение между региональными центрами роста и работ, такими как регионально значимый Paine Field/Boeing Everett Manufacturing Industrial Center, для создания приемлемых для жизни микрорайонов и улучшения роста экономики в Snohomish County.

Несмотря на то, что мы рассматривали маршрут I-5 в процессе разработки ST3, одобренный план ST3 и типовой проект EVLE не включают в себя альтернативные маршруты полностью следующие I-5 от Lynnwood до Everett. В период раннего сбора информации, некоторые заинтересованные лица и члены общественности попросили, чтобы мы уделили больше внимания маршруту Everett Link Extension, который будет проходить вдоль коридора I-5. Одновременно с обработкой комментариев, сделанных во время early scoring, мы рассматриваем это и другие предложения и сможем поделиться с вами нашими находками, как только мы узнаем подробности.



Переводчик 800-823-9230

Español Tagalog русский язык
漢語 한국어 日本語 Tiếng Việt

Вопросы?

Обращайтесь к нашей команде по
Community Engagement:

206-370-5533 или everettlink@soundtransit.org

Последствия для общественности

Согласно вашей карте, моя собственность находится на территории потенциального маршрута, станции или расположения OMF North. Когда я узнаю, если Sound Transit захочет купить или воспользоваться моей собственностью?

На данный момент очень рано сказать, какую именно собственность мы будем покупать или использовать. Мы будем знать больше о том, нужно ли будет проекту покупка или использование частной собственности, когда проект будет в фазе экологической экспертизы. Если окажется, что ваша собственность попадает в зону влияния, мы свяжемся с вами до момента публикации Draft Environmental Impact Statement, ожидаемой в 2024 году. Информация о последствиях на собственность является предварительной до начала стадии дизайна проекта, которая приблизительно будет проходить с 2026 до 2029 года. Во время этапа проектирования мы предоставим владельцам собственности адекватную возможность отреагировать на наши предложения. [Если вы живете, владеете бизнесом или собственностью возле потенциального маршрута или станции, мы рекомендуем подписаться на имейл рассылки и оставаться в курсе последних новостей проекта.](#)

Будут ли адресное смещение и джентрификация результатом проекта Everett Link Extension?

Проект наземного метрополитена имеет потенциал адресного смещения жителей или бизнесов на прямую через приобретение собственности (смотрите на вопрос выше) или косвенно через джентрификацию.

Существует потенциал того, что Everett Link Extension закончится джентрификацией, так как строительство наземного метрополитена в районе скорее всего спровоцирует изменения такие как улучшенная инфраструктура для велосипедистов и пешеходов, строительство, ориентированное на транзит, а также новый бизнес и услуги. Если мы прибавим все изменения вместе, то они могут повлиять на увеличение стоимости жилья и на культуру сообщества. Эти изменения могут оказать большее влияние на одни общины, чем на другие, например на общины с низким доходом, однако мы делаем все возможное, чтобы дать равноправную и справедливую возможность этим общинам быть услышанными.

Нашей целью является предоставить нынешним жителям и бизнесу способ передвижения с большой вместимостью с сопутствующими положительными характеристиками, а также поддержать существующую общественную культуру и историю, одновременно балансируя ожидаемый рост и нужды будущих членов сообщества. Это сложный и актуальный вопрос, и мы будем работать над его решением, как только будем до конца понимать потенциальные последствия проекта.

Какие последствия будет иметь данный проект на окружающую среду?

Во время процесса разработки альтернатив, для оценки их диапазона, мы включили критерии, относящиеся как к стройке, так и к ресурсам природной среды. Это было сделано для того, чтобы рассмотреть избежание любых основных потенциальных последствий на эти ресурсы. После фазы развития альтернатив, во время экологической экспертизы, Sound Transit будет дальше оценивать положительные и отрицательные последствия предпочитаемой альтернативы и других альтернатив для строительства и природной среды, это произойдет скорее всего в Environmental Impact Statement. Относительно общих воздействий проекта Sound Transit будет внедрять разработанные меры, передовые методы управления и другие компенсационные меры для уменьшения любых возможных негативных последствий до незначительного уровня.

Когда появятся дополнительные парковочные места на станциях Everett Link?

Целевая дата открытия Everett Link Extension – 2037 год и мы ожидаем, что новые парковочные места откроются на Mariner Station и Everett Station в 2046 году. С открытием услуги пассажиры смогут добраться до Link при помощи новых и уже существующих местных автобусных сообщений, а также от существующих объектов парк-энд-райд на Everett, Ash Way и Mariner Stations. Где и когда это будет позволяться бюджетом, Sound Transit будет рассматривать новшества по увеличению доступности парковок и предоставлению других возможностей добраться до станции до 2046 года.

Участие в процессе

Проект предусматривает удобства для пассажиров, различного прибывающих на станции, включая велосипедистов и пешеходов. Мы стараемся планировать, разрабатывать и строить наши станции таким образом, чтобы предоставить безопасные и удобные сообщения для людей, использующих любые виды передвижения, и мы будем дальше сотрудничать с партнерами для расширения доступа к системе.

Как данный проект повлияет на услуги местных автобусов?

Этот проект действительно повлияет на услуги автобусов, однако, так как проект находится на раннем этапе планирования, мы полностью не уверены в их специфике. Некоторые маршруты испытают рост услуг, а другие – уменьшение. Несмотря на возможные изменения, мы хотим предложить пассажирам больше возможностей и удобные пересадки на транспортные услуги других поставщиков (например, Community Transit, Everett Transit) и мы сотрудничаем с этими партнерами, чтобы воплотить эти планы в жизнь. Дополнительно Sound Transit 3 Plan включает в себя:

- STRIDE BRT на I-405/SR 518 и SR 522/NE 145th
- Автобусную услугу ST Express

Участие в процессе

Почему мне нужно сейчас принимать участие в процессе?

Несмотря на то, что целевая дата открытия Everett Link Extension – 2037 год, решения были приняты заранее, так как разработка и строительство могут занять около 10 лет. Во время фазы планирования мы очень ценим ваш вклад, особенно касательно потенциальных расположений станций, путей и объектов. Ваше участие в течение следующих нескольких лет даст нам возможность ознакомиться с вашим мнением на данной фазе проекта. Как только Sound Transit Board выберет строительный проект после экологической экспертизы (приблизительно в 2026 году), зона влияния проекта не будет значительно изменена.

Как я могу высказать свое мнение или узнать больше о проекте Everett Link Extension?

Существует множество способов поделиться мнением, включая:

- Чтобы оставаться в курсе событий и принять участие в проекте, посетите наш вебсайт: soundtransit.org/everettlink
- Чтобы поделиться отзывами, прокомментировать текущие планы и озвучить мнение по основным решениям, посетите одно из наших общественных мероприятий или наш интерактивный вебсайт по адресу: everettlink-russian.participate.online
- С вопросами, проблемами или комментариями напишите нам имейл: everettlink@soundtransit.org.
- Чтобы поговорить со специалистом по работе с общественностью, позвоните на телефонную линию проекта 206-370-5533.

Мы предоставляем дополнительные способы участия вокруг ключевых событий проекта и до момента принятия основных решений. Мы стараемся создать возможности для безбарьерного, равноправного и значимого участия, и мы будем объявлять о возможностях участия на различных коммуникационных каналах.

Подпишитесь:



401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Имейл: main@soundtransit.org
Вебсайт: soundtransit.org

Информация в других форматах:
800-201-4900 / TTY: 711
Имейл: accessibility@soundtransit.org



Everett Link Extension

자주 묻는 질문

프로세스 및 일정

Everett Link Extension 은 언제부터 서비스를 개시하나요?

Everett Station에 서비스 개시일은 현재 2037년으로 예정되어 있습니다. 약 6억달러의 예산이 추가로 지원되거나 비용이 절감되어야 하며, 서비스 개통 목표일을 맞추기 위해 저희는 모든 옵션을 탐색할 것입니다. 만약 추가 자금이 조달되지 않거나 비용을 줄일 수 없을 경우, SW Everett Industrial Center 로 운행하는 서비스의 예상 개통일은 2037년이 될 것이고, 여기에서 Everett Station까지 운행하는 서비스의 예상 개통일은 2041년이 될 것입니다.

Sound Transit이 프로젝트를 완료하는 데 왜 그렇게 오래 걸리나요?

Everett Link Extension과 같은 경전철 프로젝트는 계획, 설계 및 구축에 상당한 시간(12-17년)이 필요합니다. 공개 참여, 지역 사회 파트너와의 조정, 환경 검토, 지역 관할권과의 협력, 지리 및 지질 탐색, 부동산 취득, 건설 및 안전 테스트 등, 개통 전까지 완료해야 할 작업이 많습니다.

Sound Transit이 자전거 연결, 버스 정류장 및 인도와 같은 기존 기능을 기반으로 대안을 평가하는 이유는 무엇입니까? 지금부터 서비스 개시까지 달라지지 않을까요?

저희는 현재 상황과 각 역 주변의 예상 성장을 기반으로 평가합니다. 서로 다른 위치의 절충점을 평가할 때 일관성을 보장하기 위해 기존 및 사용 가능한 데이터를 기반으로 분석을 수행합니다. 이러한 조건은 시간이 지남에 따라 변경될 수 있으며, 저희는 대중 교통 및 지방 정부 파트너와 긴밀하게 협력하여 역이 주변 커뮤니티에 연결되는 방법들을 확인합니다. 여기에는 대중 교통, 보행자 및 자전거 연결의 우선 순위가 포함될 수 있습니다.

경로, 역, OMF North

ST3에 포함된 것은 무엇이며, Sound Transit 은 ST3의 일부가 아닌 경로, 역 및 OMF North 위치를 고려할 수 있습니까?

유권자들은 2016년에 Sound Transit 3 Plan(ST3)에 대한 자금 지원을 승인했습니다. ST3는 대표적인 프로젝트를 식별했으며, 이를 통해 프로젝트의 대중교통 모드, 대략적인 경로, 역의 개수 및 일반 역 위치가 설정되었습니다. 이것은 프로젝트의 목적과 필요를 충족할 수 있는 대체 선형을 추가하고, 역 및 OMF North의 위치 및 설계를 식별하기 위한 시작 단계입니다. [soundtransit.org/everettlink](https://www.soundtransit.org/everettlink)에서 대표 프로젝트의 지도를 찾아보세요.

계획 프로세스의 현 단계에서 저희는 역, 경로 및 OMF North 위치에 대한 다양한 옵션을 검토하고 있습니다. 초기 검토 중에 추가 대안을 고려해 달라는 여러 의견을 받았습니다. 저희는 이 제안들이 프로젝트의 목적과 필요를 충족하는지 확인하고 있습니다. 제안된 옵션 중 일부는 이미 평가되었으며 더 이상 고려되지 않습니다. 프로젝트 웹사이트에 있는 [Early Scoping Summary Report](#)에서 초기 검토에 대한 제안 및 기타 의견에 대해 자세히 알아보실 수 있습니다.

이 지역에 운영 및 관리 시설이 필요한 이유는 무엇입니까?

Link 서비스가 새로운 경로와 역으로 확장됨에 따라 Sound Transit은 확장된 ST3 경전철을 보관 및 서비스(예: 기차 차량의 청소, 보관 및 유지 관리 등)할 수 있는지 확인하려면 운영 및 유지 관리 시설(OMF)이 필요합니다. 새로운 운영 및 유지 관리 시설은 확장된 Link 서비스를 지원하기 위해 전략적으로 위치해야 하며 경로에서 너무 멀리 위치할 수 없습니다. OMF North는 이 지역에 전략적으로 위치한 4개의 운영 및 유지 관리 시설 중 하나의 역할을 할 것입니다(나머지 3개의 OMF는 ST 서비스 지역의 중부, 동부 및 남부 지역에 위치하거나 계획 중입니다).

Everett Link가 Paine Field 공항의 여객 터미널에 연결되지 않는 이유는 무엇입니까?

Paine Field Airport의 여객 터미널까지 직접 연결되는 것이 승객들에게 얼마나 중요한지 저희는 잘 알고 있습니다. 대안 개발 프로세스의 일환으로 저희는 역 및 경로 궤도 건설과 관련된 물리적 및 기술적 제약을 고려하면서 가능한 한 공항에 가까워질 수 있는 대안 및 Southwest Everett Industrial Center 역 위치에 대한 옵션을 찾고 있습니다. Paine Field Airport 여객 터미널과의 직접 연결은 여러 활주로 사이의 위치로 인해 복잡합니다. 또한 진행 중인 역 지역 계획의 일환으로 프로젝트 파트너와 협력하여 역과 Paine Field 여객 터미널과 같은 주요 목적지 간의 접근을 제공하는 대체 수단을 모색할 것입니다.

노선 경로가 Lynnwood에서 Everett까지 I-5를 전체적으로 따르지 않는 이유는 무엇입니까?

Sound Transit 3 Plan(ST3) 및 대표 프로젝트에 부합하는 노선 및 역위치 대안을 검토하고 있습니다. SW Everett Industrial Center 및 SR 99와 Airport Road에 역을 배치하게 되면 Paine Field/Boeing Everett Manufacturing Industrial Center와 같은 지역 근무지와 성장 센터가 연결되고, Snohomish 카운티에 살기 좋은 커뮤니티를 촉진하고 경제를 활성화하는 데도 도움이 됩니다.

ST3 계획 과정에서 I-5 경로를 평가했지만 최종 채택된 ST3 계획과 EVLE 대표 프로젝트에는 Lynnwood에서 Everett까지 I-5를 완전히 따르는 경로 대안이 포함되어 있지 않습니다. 초기 검토 기간 동안 일부 이해 관계자와 커뮤니티 구성원은 I-5 회랑을 따라 유지될 Everett Link Extension 경로를 좀더 숙고해 달라고 요청했습니다. 초기 검토 기간 중에 작성된 모든 의견을 살펴보면서 제안들을 다시 검토한 뒤 정보를 공유해드릴 것입니다.

지역 사회에 미치는 영향

지도에 따르면 내가 소유한 부동산이 OMF North의 잠재적 경로, 역 및/또는 사이트 영역에 있습니다. Sound Transit이 내 부동산을 구매하거나 사용하기를 원할지 언제 알 수 있습니까?

현재로서는 정확히 어떤 부동산을 구매하거나 사용할지 알기에 이른 단계입니다. 프로젝트가 환경 검토 단계에 있을 때 프로젝트에 사유 재산의 구매 또는 사용이 필요한지 여부를 알 수 있을 것입니다. 귀하의 재산이 영향을 받을 것으로 보인다면, 현재 약 2024년으로 추정되는 환경 영향 보고서 Draft 초안이 발행되기 전에 귀하에게 통지할 것입니다. 재산 영향에 대한 정보는 현재 2026년부터 2029년까지로 추정되는 프로젝트의 설계 단계를 시작할 때까지는 예비 정보입니다. 영향을 받는 부동산 소유자는 설계 단계에서 제안에 응답할 수 있는 충분한 시간이 주어집니다. [귀하가 잠재적 경로 또는 대안 역 근처에 거주하거나, 비즈니스 또는 부동산을 가지고 있다면 저희 이메일 업데이트에 등록하셔서 프로젝트에 대한 최신 소식을 받아 보십시오.](#)

Everett Link Extension 프로젝트가 이주와 젠트리피케이션을 초래할까요?

경전철 프로젝트는 부동산 취득(위 질문 참조)을 통해 직접 거주자나 기업을 옮기거나, 또는 젠트리피케이션을 통해 간접적으로 이동할 수 있습니다.

Everett Link Extension이 지역에 경전철을 도입하면 개선된 자전거 및 보행자 기반 시설, 대중 교통 중심 개발, 새로운 비즈니스 및 서비스와 같은 다른 변화를 촉발하기 때문에 젠트리피케이션을 초래할 가능성이 있습니다. 이는 누적적으로 생활비 증가와 지역사회 문화의 변화를 초래할 수 있습니다. 이러한 변화는 재산이 적은 커뮤니티 및 특정 커뮤니티에 다른 커뮤니티보다 더 많은 영향을 미칠 수 있으며, 저희는 모든 지역 사회가 참여할 수 있도록 의견을 공평하게 경청하기 위해 최선을 다하고 있습니다.

저희의 목표는 대용량 대중 교통 및 관련 혜택을 현재 거주자 및 비즈니스에 제공하고 기존 커뮤니티 문화와 역사를 지원하는 동시에 예상되는 성장과 미래 커뮤니티 구성원의 요구 사이의 균형을 맞추는 것입니다. 복잡하고 어려운 문제이지만 프로젝트의 잠재적 영향을 더 잘 이해하면서 해결하기 위해 노력할 것입니다.

프로젝트가 환경에 영향을 미칠까요?

대안 개발 프로세스의 일환으로 대안의 범위를 평가하기 위해 건축 및 자연 환경 자원과 관련된 기준을 포함했습니다. 이는 해당 리소스에 큰 영향을 끼칠 가능성을 미연에 방지하기 위한 것입니다. 대안 개발 단계에 따라 환경 프로세스의 일부로 Sound Transit은 Environmental Impact Statement(환경 영향 설명)에서 선호하는 대안 및 기타 대안이 건설과 자연 환경에 미치는 영향과 이점을 평가할 것입니다. 프로젝트가 미칠 영향을 다루는 데 있어, Sound Transit은 설계를 측정하고, 최선을 다해 관리하며, 부정적인 영향을 최소화 할 수 있는 완화 전략을 구현할 것입니다.

Everett Link 역에 추가 주차장은 언제 생깁니까?

Everett Link Extension의 개통 목표일은 2037년입니다. 2046년에 Mariner Station과 Everett 역에 새로운 주차 시설이 열릴 것으로 예상됩니다. 서비스 개통 시, 대중 교통 이용객은 기존 및 신규 지역 버스 연결과 Everett, Ash Way 및 Mariner 역의 기존 주차 및 승차 시설을 통해 Link를 타실 수 있습니다. Sound Transit은 또한 2046년 이전에 예산이 허락하는 곳에서 주차 가용성을 확장하고 다른 역에 접근할 수 있는 선택권을 제공하는 혁신적인 방법을 모색할 것입니다.

Everett Link 프로젝트에 보행자 및 자전거길 개선도 포함되나요?

이 프로젝트는 자전거와 보행자를 포함한 모든 승객을 위한 시설을 포함합니다. 걷거나 자전거, 휠체어 등을 타고 이동하는 사람들이 안전하고 쉽게 다닐 수 있도록 계획하고 역을 설계 및 구축하는 것을 목표로 하고 있으며, 시스템 접근성을 확장하기 위해 파트너와 협력할 것입니다.

이 프로젝트가 지역 버스 서비스에 어떤 영향을 미칩니까?

이 프로젝트는 버스 서비스에 영향을 미칠 것이지만 계획 초기 단계에서는 아직 구체적인 변경 사항을 알 수 없습니다. 일부 경로에서 서비스 수준과 적용 범위가 증가 또는 감소할 수 있습니다. 일부 변경될 가능성에도 불구하고, 승객들에게 더 많은 옵션을 제공하고 다른 대중 교통 제공업체(예: Community Transit, Everett Transit)와 원활하게 연결되도록 하는 것이 저희의 목표이며 이를 실현하기 위해 대중 교통 파트너와 협력하고 있습니다. 또한 Sound Transit 3 플랜에는 다음이 포함됩니다;

- I-405/SR 518 및 SR 522/NE 145th에 있는 STRIDE BRT
- ST고속버스 운행

참여

내가 지금 참여하는 것이 왜 중요하니까?

Everett Link Extension의 목표 개통일은 2037년이지만 설계 및 건설이 완료되는 데 약 10년이 걸릴 수 있기 때문에 결정은 훨씬 더 일찍 이루어집니다. 계획 단계에서 역, 선로 및 시설의 잠재적 위치에 대한 귀하의 의견은 매우 중요합니다. 향후 몇 년 동안 귀하의 참여를 통해 이 프로젝트 단계에서 귀하의 의견을 고려할 것입니다. Sound Transit Board가 환경 검토(2026년으로 추정)를 완료한 후 건설할 프로젝트를 선택하면 프로젝트 공간이 크게 변경되지 않을 것입니다.

Everett Link Extension 프로젝트에 대해 내 의견을 공유하거나 자세히 알아보려면 어떻게 합니까?

귀하의 의견을 알려주실 방법은 여러가지 입니다:

- 저희 웹사이트 soundtransit.org/everettlink 를 방문하셔서 최신 정보를 얻고 프로젝트에 참여하십시오.
- 공개 이벤트 또는 대화형 웹사이트 (everettlink-korean.participate.online) 에 참여하셔서 피드백을 제공해 주시고 현재 계획에 대해 논평하고 주요 결정 지점에서 의견을 표명하실 수 있습니다.
- 질문, 우려 사항 또는 의견이 있으시면 이메일 주십시오: everettlink@soundtransit.org.
- 프로젝트 라인 206-370-5533으로 전화하여 커뮤니티 참여 전문가와 상담하십시오.

저희는 주요 프로젝트 이정표와 주요 결정 이전에 대중이 참여할 수 있는 기회를 추가로 제공하고 있습니다. 저희는 포용적이고 공평하며 의미 있는 참여 기회를 만들기 위해 노력하고 있으며, 다양한 커뮤니케이션 채널을 통해 이러한 기회를 발표할 것입니다.

질문

커뮤니티 참여 팀에 문의 :

206-370-5533 또는 everettlink@soundtransit.org



통역사 800-823-9230

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800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:



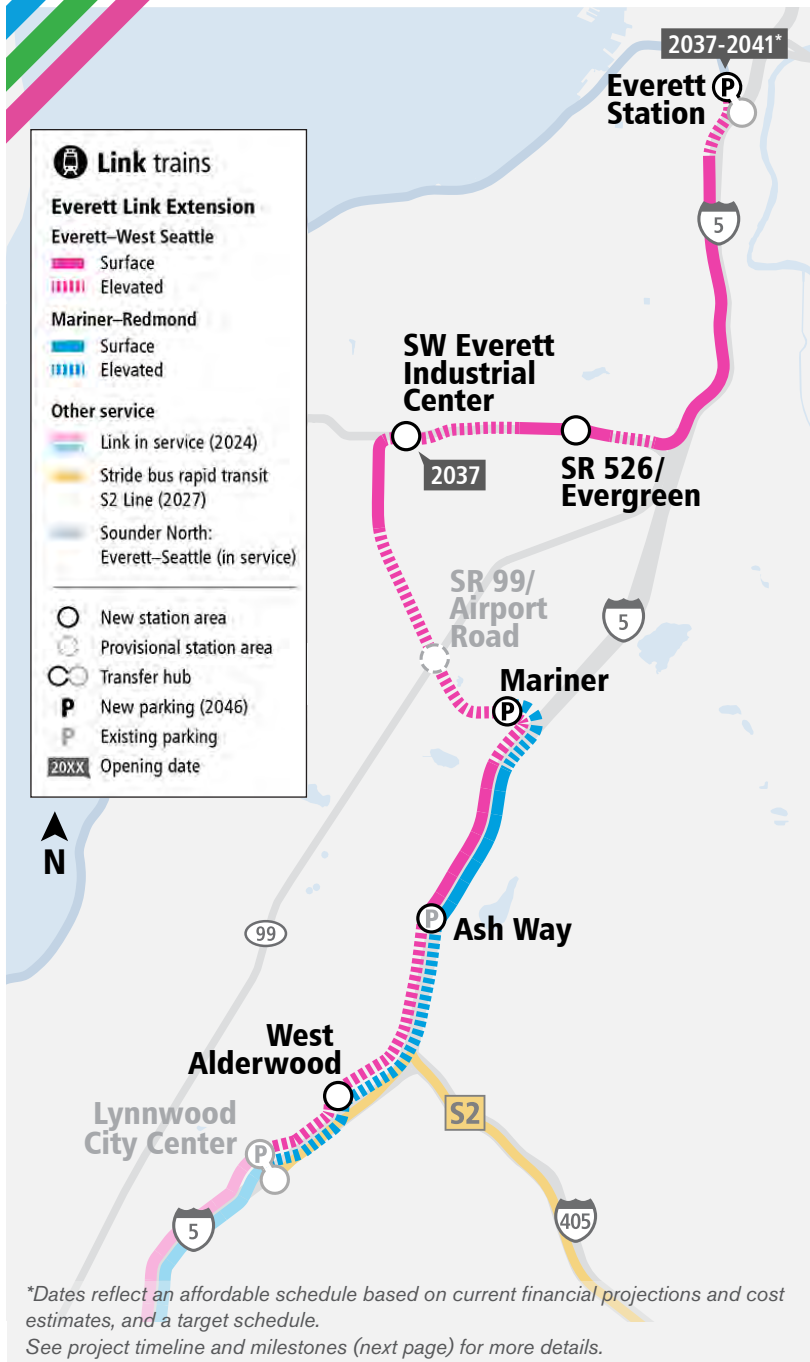


APPENDIX K

Community Guide to Alternatives Development

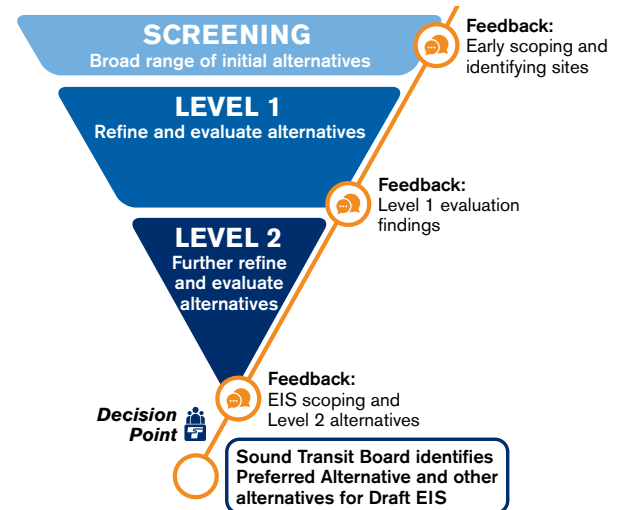


Everett Link Extension



Guide to Alternatives Development

The first step of this project is the alternatives development phase, where we identify and evaluate a range of alternatives and invite comments from the public, agencies and Tribes before we proceed with environmental review, likely through an Environmental Impact Statement. As part of the alternatives development phase, Sound Transit will explore alternative alignment, station, and Operations and Maintenance Facility North locations and design configurations that could meet the project's purpose and need.



How is a preferred alternative identified?

A broad range of alternatives are evaluated during screening. Alternatives that meet the project's purpose and need advance to Level 1. In Level 1, alternatives are refined and evaluated in greater detail to identify comparative tradeoffs. The public provides feedback that helps determine which alternatives advance to Level 2.

In Level 2, we will consider and evaluate end-to-end alternatives in greater detail and develop conceptual design to provide further comparisons and illustrate tradeoffs between alternatives. Based on the technical information from Level 1 and Level 2 evaluations, and input from the community and stakeholder groups, the Sound Transit Board is expected to identify a preferred alternative and other alternatives for further design and environmental review.

**Learn more about the project
and subscribe to email updates:**

 soundtransit.org/everettlink

Project timeline



*The target schedule for opening OMF North is 2034.



Your voice will be key to the success of Everett Link

Your input is key to the project's success and is very influential during this planning phase. The Sound Transit Board will make decisions in the next few years that will influence stations, routes and other features that will affect communities for decades. Your feedback now will help the Board make the decisions that will impact your community.

About the project

The Everett Link Extension project will provide fast, reliable light rail connections from Lynnwood City Center to Everett Station, helping to connect communities to housing and jobs throughout the region. The project includes an operations and maintenance facility to support the future Link extension to Everett and the regional network. The Everett Link project is large, complex and will connect communities throughout Snohomish County.

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Interpreter 800-823-9230

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Questions?

Contact our Community Outreach team:



Call us at 206-370-5533



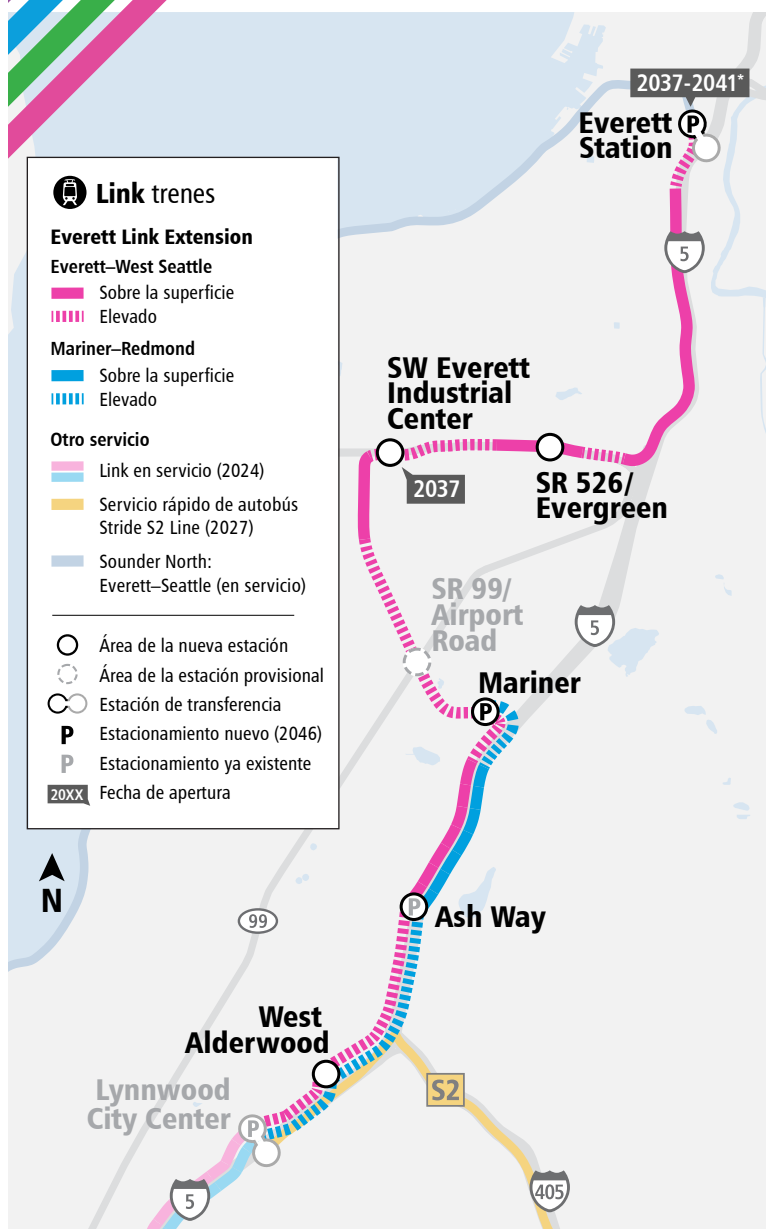
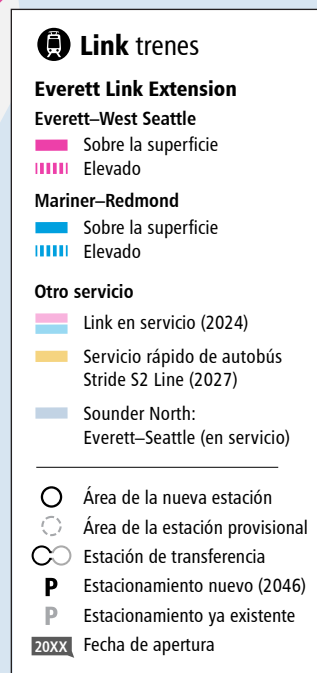
Email us at everettlink@soundtransit.org



Mail us at Everett Link Extension Project
c/o Community Outreach team, Sound Transit
401 S. Jackson St., Seattle, WA 98104



Everett Link Extension



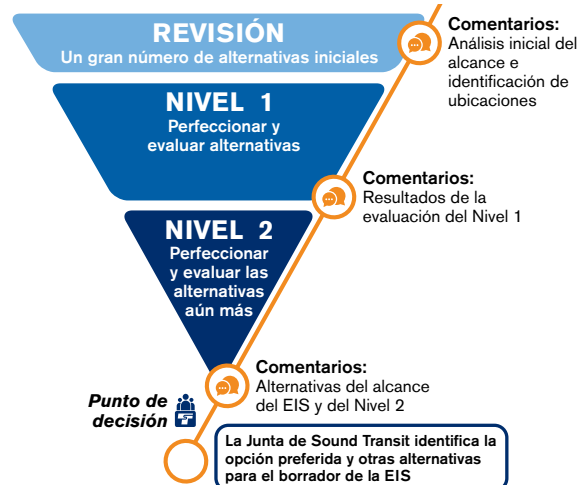
*Las fechas reflejan un calendario razonable basado en proyecciones financieras actuales y estimaciones de costos, y un programa objetivo. Consulte la cronología y los objetivos del proyecto (en la siguiente página) para obtener más detalles.

Obtenga más información sobre el proyecto y suscríbase para recibir noticias por correo electrónico en:

soundtransit.org/everettlink

Guía para el desarrollo de alternativas

El primer paso de este proyecto es la fase para desarrollar alternativas, donde identificamos y evaluamos diferentes opciones e invitamos al público, agencias y tribus a que compartan sus comentarios antes de proceder con la revisión ambiental, probablemente a través de una Environmental Impact Statement (Declaración de impacto ambiental, EIS). Como parte de la fase de desarrollo de alternativas, Sound Transit analizará alineaciones posibles, estaciones y ubicaciones para la OMF North (Unidad de Operaciones y Mantenimiento) y configuraciones de diseño que podrían cumplir con el propósito y la necesidad del proyecto.



¿Cómo identificamos a una alternativa preferida?

Se evalúa una gran variedad de alternativas durante la revisión. Las alternativas que cumplan con el propósito y necesidades del proyecto avanzan al Nivel 1. En el Nivel 1, las alternativas se refinan y se evalúan con mayor detalle para identificar las compensaciones relativas. El público proporciona comentarios que ayudarán a determinar cuáles son las alternativas que avanzan al Nivel 2.

En el Nivel 2, tomaremos en cuenta y evaluaremos las alternativas de principio a fin con con mayor detalle. Luego, desarrollaremos diseños conceptuales para proporcionar más comparaciones e ilustrar las compensaciones entre las alternativas. De acuerdo con la información técnica de las evaluaciones del Nivel 1 y del Nivel 2, así como de los aportes de la comunidad y de los grupos de partes interesadas, la Junta de Sound Transit identificará una alternativa preferida y otras alternativas para un diseño y revisión ambiental adicionales.

Calendario del proyecto



*Tenemos previsto inaugurar el OMF North en el año 2034.



Su voz es fundamental para el éxito de Everett Link

Su opinión es clave para el éxito del proyecto y será de mucha influencia aún durante esta fase de planificación. La Junta de Sound Transit tomará decisiones en los próximos años que influirán en las estaciones, rutas y otras características que afectarán a las comunidades por décadas. Una vez que la Junta de Sound Transit seleccione el proyecto que se va a construir, es poco probable que la alineación del proyecto, las estaciones y la ubicación de la OMF North cambien mucho. Que proporcione su opinión en estos momentos ayudará a la Junta de Sound Transit a tomar las decisiones que afectarán a su comunidad.

Información del proyecto

El proyecto Everett Link Extension proporcionará conexiones de tren ligero rápidas y confiables desde el centro de la ciudad de Lynnwood hasta Everett Station, lo que ayudará a que las comunidades se conecten con viviendas y empleos en toda la región. El proyecto incluye una unidad de operaciones y mantenimiento para respaldar la futura extensión de Link a Everett y a la red regional. El proyecto Everett Link es grande, complejo y conectará a las comunidades en todo el condado de Snohomish.

soundtransit.org/everettlink



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Sitio web: soundtransit.org

Información en formatos alternativos:

800-201-4900 / TTY: 711

Correo electrónico: accessibility@soundtransit.org

Síguenos:



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¿Preguntas?

Póngase en contacto con nuestro equipo de Community Engagement (participación comunitaria):



Llámenos al 206-370-5533



Envíenos un correo electrónico a everettlink@soundtransit.org

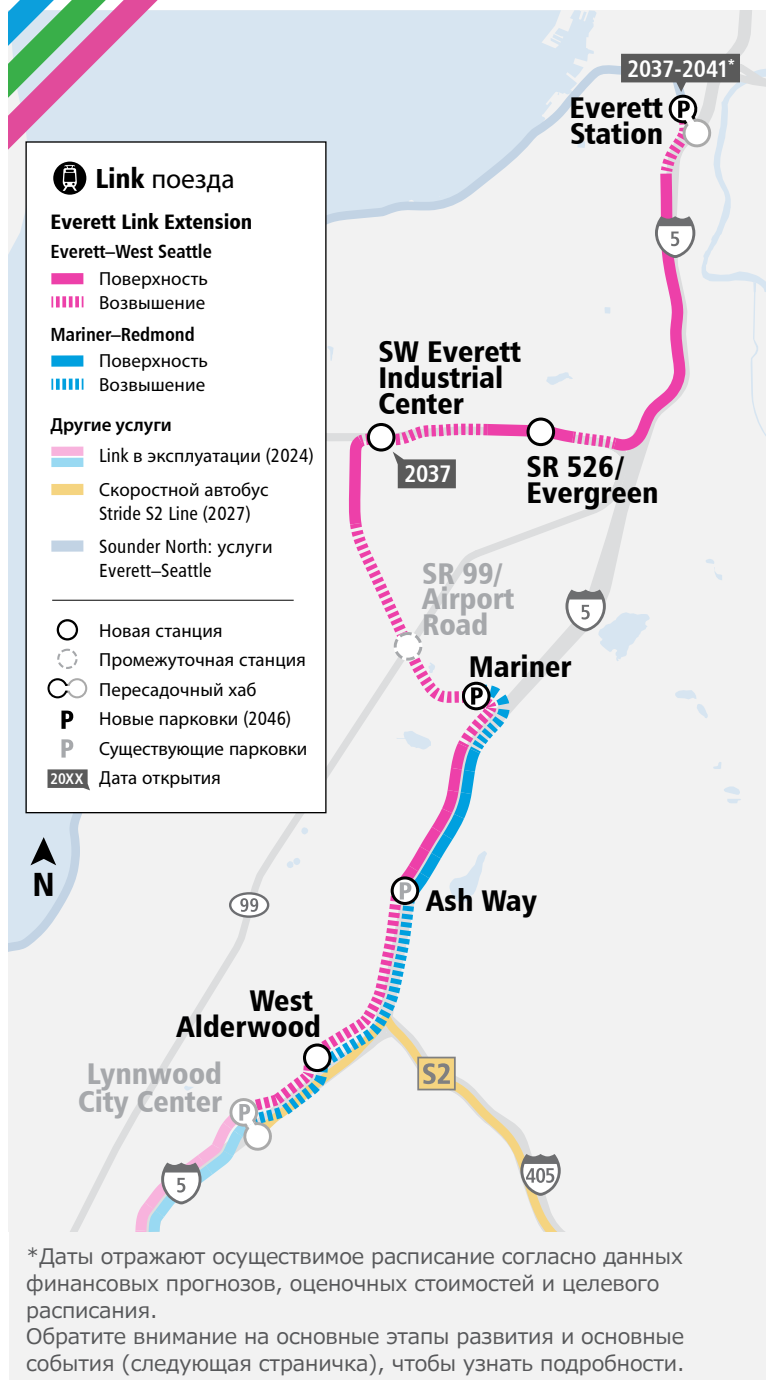


Escribanos a nuestra dirección postal:

Everett Link Extension Project c/o Community Outreach team,
Sound Transit, 401 S. Jackson St., Seattle, WA 98104



Everett Link Extension



Узнайте подробности о проекте и подпишитесь на имел обновления:

soundtransit.org/everettlink

Руководство по разработке альтернатив

Первым шагом данного проекта – является фаза разработки альтернатив, во время которой мы определяем и оцениваем спектр альтернатив и желаем услышать комментарии публики, агентств и племен, до того, как мы начнем экологическую экспертизу, скорее всего в течении Environmental Impact Statement. Также Sound Transit будет изучать альтернативное упорядочение, расположения станций и OMF North, а также конфигурацию дизайна, которые будут соответствовать задаче и нужде проекта.

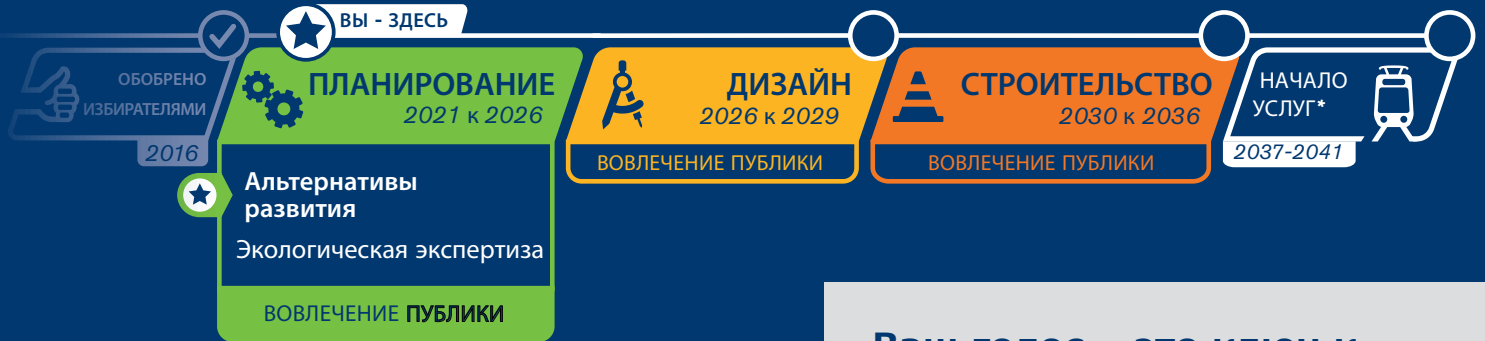


Как мы определяем предпочитаемую альтернативу?

Во время скрининга мы оцениваем широкий спектр альтернатив. Альтернативы, которые отвечают задаче и цели проекта продвигаются на 1 уровень. На 1 уровне альтернативы отрабатываются и подробнее оцениваются, чтобы определить сравнительные плюсы и минусы. Публика предоставляет отзывы, которые помогают определить какие альтернативы будут продвинуты на 2 уровень.

На 2 уровне мы будем принимать во внимание и подробно оценивать альтернативы «от и до», а также разрабатывать дизайн-проект, чтобы предоставить дальнейшее сравнение и проиллюстрировать плюсы и минусы между альтернативами. Основываясь на технической информации полученной во время оценивания на 1 и 2 уровнях, а также вкладу от общественных групп и групп заинтересованных лиц, Sound Transit Board определит предпочитаемую альтернативу и другие альтернативы для дальнейшего дизайна и экологической экспертизы.

Расписание проекта



Целевое расписание для открытия OMF North – 2034 год.



Ваш голос – это ключ к успеху Everett Link.

Ваш отзыв – является ключевым и очень влиятельным для успеха проекта даже во время этого этапа планирования. Sound Transit Board будет принимать решения в течении следующих нескольких лет, которые повлияют на станции, маршруты и другие показатели, которые будут влиять на общины десятилетиями. Как только Sound Transit Board выберет проект для строительства – совмещения, станции и расположения OMF North скорее всего не смогут быть значительно изменены. Сейчас ваше мнение поможет Sound Transit Board принять решения, которые будут влиять на вашу общину.

О проекте

Проект Everett Link Extension предоставит быстрое, надежное сообщение наземного метрополитена от Lynnwood City Center до Everett Station, помогая соединить общины с жильем и работой по всему региону. Проект включает в себя объект по обслуживанию и эксплуатации для поддержки будущего расширения Link до Everett и региональной сети. Everett Link – это большой и сложный проект, который будет соединять общины по всему Snohomish County.

soundtransit.org/everettlink



Переводчик 800-823-9230

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Информация в других форматах:
800-201-4900 / TTY: 711
Имейл: accessibility@soundtransit.org

Подпишитесь:



SOUNDTRANSIT

Вопросы?

Обращайтесь к нашей команде по Community Engagement:



Позвоните нам: 206-370-5533



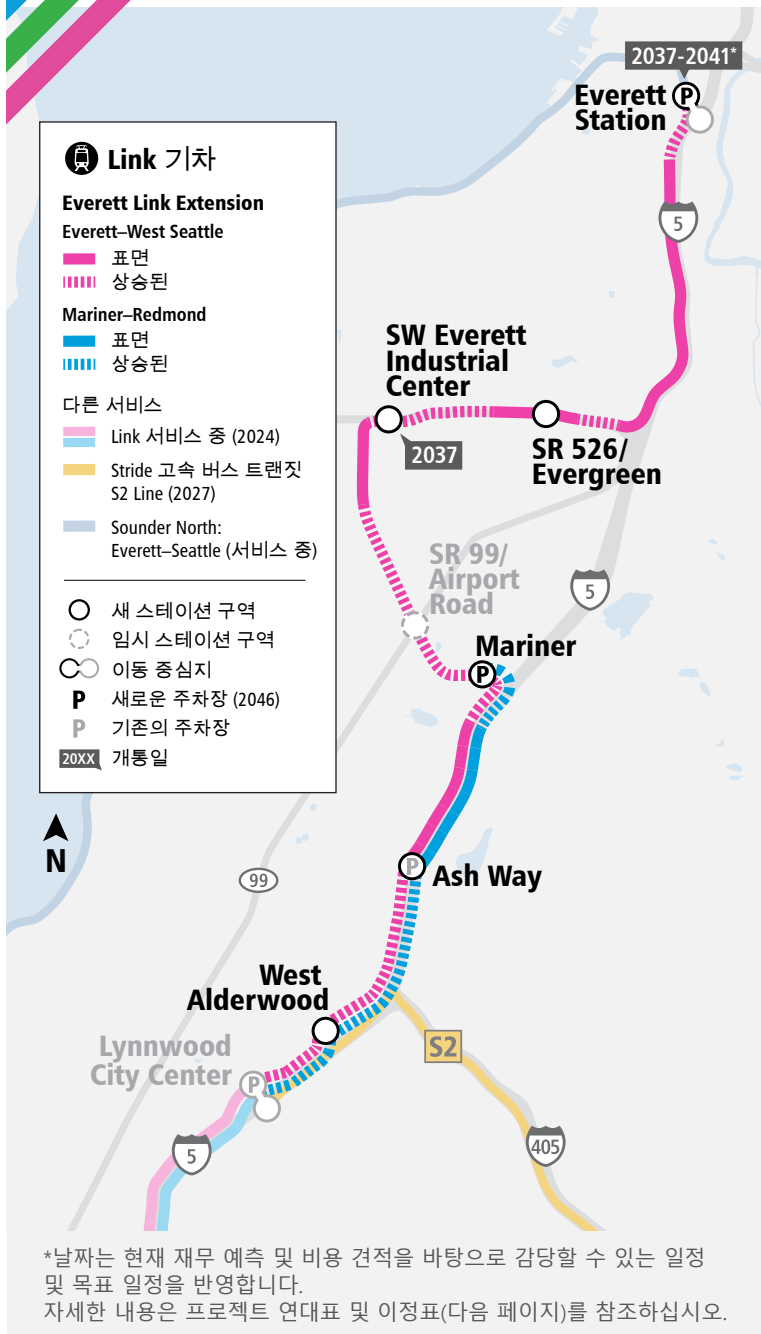
Напишите нам имейл на: everettlink@soundtransit.org



Свяжитесь с нами по почте: Команда проекта Everett Link Extension по работе с населением, Sound Transit 401 S. Jackson St. Seattle, WA 98104

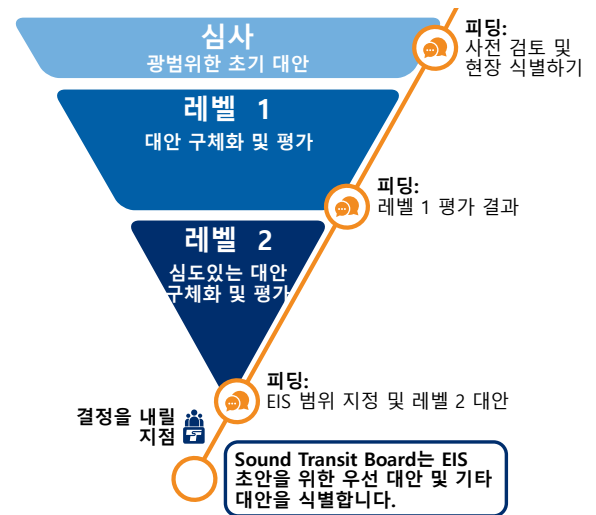


Everett Link Extension



대안 개발 가이드

이 프로젝트의 첫 번째 단계는 대안 개발 단계로, 다양한 대안을 식별 및 평가하고 Environmental Impact Statement를 통해 환경 검토를 진행하기 전에 대중, 기관 및 부족의 의견을 수렴합니다. 대안 개발 단계의 일환으로 Sound Transit은 프로젝트의 목적과 필요를 충족할 수 있는 대안적인 선형, 역, OMF North 위치 및 설계 구성을 탐색할 것입니다.



선호되는 대안을 어떻게 식별합니까?

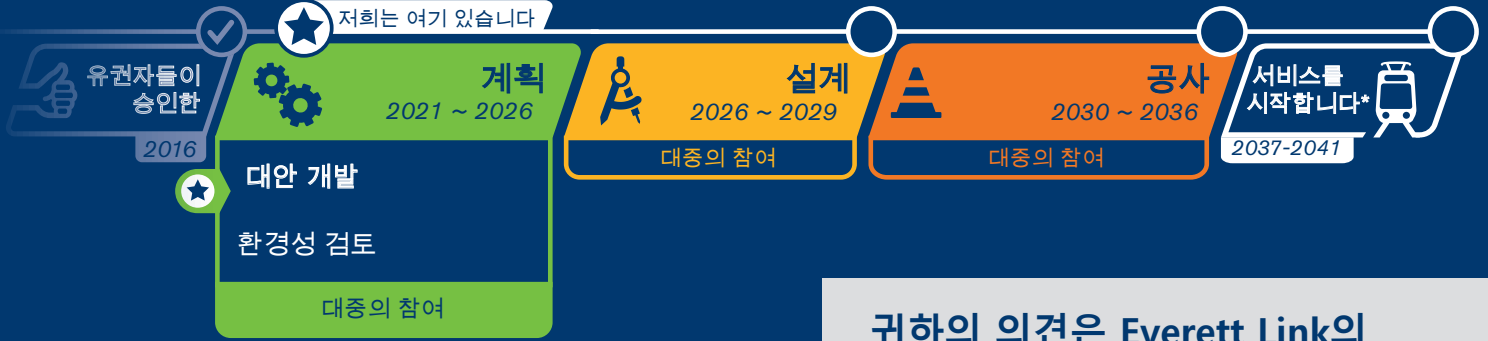
선별 과정에서 광범위한 대안이 평가됩니다. 프로젝트의 목적을 충족하고 필요로 하는 대안은 레벨 1로 진행합니다. 레벨 1에서 대안은 비교를 통한 균형을 알아내기 위해 더 세부적으로 개선되고 평가됩니다. 대중은 어떤 대안이 레벨 2로 나아갈지 결정하는 데 도움이 되는 피드백을 제공합니다.

레벨 2에서는 시작부터 끝까지 대안을 더 자세히 고려 및 평가하고 개념 설계를 개발하여 추가 비교를 제공하고 대안 간의 균형을 설명합니다. 레벨 1 및 레벨 2 평가의 기술 정보 및 커뮤니티 및 이해 관계자 그룹의 의견을 바탕으로, Sound Transit Board는 추가 설계 및 환경 검토를 위해 선호하는 대안 및 기타 대안을 골라냅니다.

**프로젝트에 대해 자세히 알아보시고
이메일 업데이트를 구독하십시오 :**

soundtransit.org/everettlink

프로젝트 연대표



*OMF North의 개통 목표는 2034년이다.



귀하의 의견은 Everett Link의 성공을 좌우합니다

귀하의 의견은 프로젝트의 성공을 좌우하며 기획 단계에 큰 영향을 끼칩니다. Sound Transit Board 는 커뮤니티에 수십년간 영향을 미칠 역, 경로 및 다른 기능들에 대해 향후 몇년간 결정을 내릴 것입니다. 귀하의 의견은 이사회가 커뮤니티를 위한 결정을 내리는 데 도움이 됩니다.

프로젝트에 관하여

Everett Link Extension 프로젝트는 Lynnwood City Center에서 Everett Station까지 빠르고 안정적인 경전철 연결을 제공하여 지역 사회를 지역 전역의 주택 및 일자리에 연결하는 데 도움이 됩니다. 이 프로젝트에는 Everett 및 지역 네트워크에 대한 향후 Link 확장을 지원하기 위한 운영 및 유지 관리 시설이 포함됩니다. Everett Link 프로젝트는 크고 복잡하며 Snohomish County 전역의 커뮤니티를 연결합니다.

soundtransit.org/everettlink



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웹사이트: soundtransit.org

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이메일: accessibility@soundtransit.org

팔로우 하세요:



질문

커뮤니티 참여 팀에 문의 :



206-370-5533 으로 전화 주십시오



Everettlink@soundtransit.org 로 이메일 주십시오



Everett Link Extension Project
c/o Community Outreach team
Sound Transit 401 S. Jackson St.
Seattle, WA 98104 로 우편을 보내십시오



APPENDIX L

Factsheet



Everett Link Extension

About the project

Sound Transit's Everett Link Extension will provide fast, reliable connections to residential and job centers throughout the region. We're planning to add 16 miles of light rail connecting Snohomish County residents to the regional light rail network. The project also includes an Operations and Maintenance Facility, which is necessary to support our expanding fleet.



Current project status: Planning

Equity and inclusion

At Sound Transit, we are committed to becoming an anti-racist organization and ensuring that we are creating the conditions necessary to achieve racial equality within our agency and the broader community. We are challenging ourselves to plan, build and operate public transit that provides equitable access to housing, education, medical facilities and job opportunities, especially for those who have been most harmed by institutional and systemic racism.

Light rail for Snohomish County

- 16 miles of light rail service through the communities of Lynnwood, unincorporated Snohomish County and Everett.
- Six new stations, plus one provisional station (unfunded) at SR 99/Airport Road.

Provisional stations are those where planning, preliminary engineering and environmental review are funded, but where design and construction are not. This initial work will be utilized if additional design and construction funding become available.

Operations and Maintenance Facility North

- Supports entire regional light rail network.
- Passengers can ride safely and comfortably; trains and tracks receive ongoing cleaning and maintenance.
- Supports high-skilled, well-paid jobs and economic growth opportunities for north Snohomish County.

soundtransit.org/everettlink

Link trains

Everett Link Extension

Everett–West Seattle

Surface
Elevated

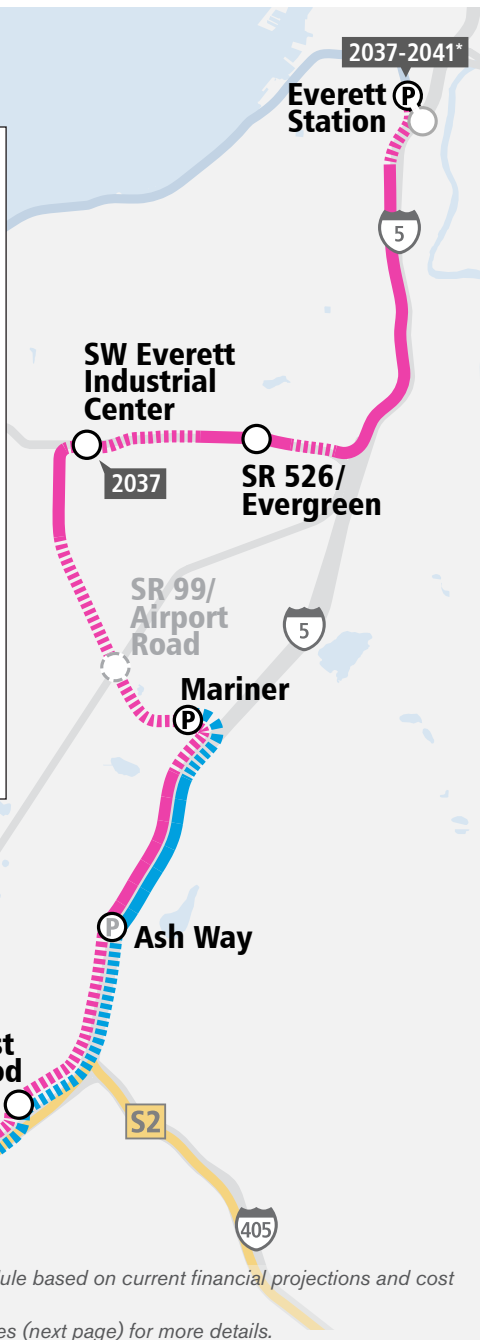
Mariner–Redmond

Surface
Elevated

Other service

Link in service (2024)
Stride bus rapid transit S2 Line (2027)
Sounder North: Everett–Seattle (in service)

○ New station area
○ Provisional station area
○ Transfer hub
P New parking (2046)
P Existing parking
20XX Opening date



**Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.*

See project timeline and milestones (next page) for more details.

Fast and frequent service to destinations:

- › Everett to Lynnwood City Center in 33 minutes.
- › Everett to downtown Seattle in 60 minutes.
- › Trains will arrive at stations every 4 to 6 minutes in peak hours; 10 to 15 minutes midday, weekends, and evenings.

Project timeline



*The target schedule for opening OMF North is 2034.



Project Timeline and Cost

The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board adopted a realignment plan that will serve as a framework for delivering agency system expansions as rapidly as possible.

Sound Transit's target schedule for extending light rail to Everett is 2037. Sound Transit is working to achieve this target, including working to close a forecasted affordability gap of approximately \$600 million. To reduce or eliminate this gap, Sound Transit is seeking to increase funding and support at the local, state and national levels and, working with partners and communities, to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett by 2037 and to Everett Station in 2041.

Learn more about how the Sound Transit Board is responding at soundtransit.org/realignment.

Learn more about the project and subscribe to email updates:

soundtransit.org/everettlink



Interpreter 800-823-9230

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Follow us:



SOUNDTRANSIT

Questions?

Contact our Community Engagement team:
206-370-5533 or everettlink@soundtransit.org



Everett Link Extension

Información sobre el proyecto

Sound Transit's Everett Link Extension proporcionará conexiones rápidas y confiables a centros residenciales y laborales en toda la región. Tenemos planeado agregar 16 millas a la ruta del tren ligero para que conecte a los habitantes del Snohomish County con la red regional de tren ligero. El proyecto incluye también construir una Operations and Maintenance Facility (Instalación de operaciones y mantenimiento, OMF), que es necesaria para apoyar a la flota en expansión.

Situación actual del proyecto: Desarrollo de alternativas

Equidad e inclusión

En Sound Transit, nos hemos comprometido a convertirnos en una organización antirracista y asegurarnos de que estamos creando las condiciones necesarias para lograr la igualdad racial dentro de nuestro organismo y la comunidad en general. Nos exigimos a nosotros mismos planificar, construir y operar un transporte público que brinde acceso equitativo a la vivienda, la educación, las instalaciones médicas y las oportunidades laborales, especialmente para las personas más perjudicadas por el racismo institucional y sistémico.

Tren ligero para el Snohomish County

- Servicio de tren ligero por 16 millas que atraviesa las comunidades de Lynnwood, las secciones no incorporadas de Snohomish County y Everett.
- Seis estaciones nuevas, más una estación provisional (sin fondos) en SR 99/Airport Road.

Las estaciones provisionales son aquellas en las que se tienen fondos para la planificación, la ingeniería preliminar y la revisión ambiental, pero no para el diseño ni la construcción. Si se obtienen fondos adicionales para el diseño y la construcción, podremos aprovechar el trabajo ya hecho.

Operations and Maintenance Facility North

- Estas instalaciones apoyan toda la red regional de trenes ligeros.
- Los pasajeros pueden viajar de forma segura y cómoda porque los trenes y las vías reciben limpieza y mantenimiento constante.
- Genera trabajos altamente calificados y bien remunerados, así como oportunidades de crecimiento económico para el área norte del Snohomish County.

➔ soundtransit.org/everettlink

Link trenes

Everett–West Seattle

- Sobre la superficie
- Elevado

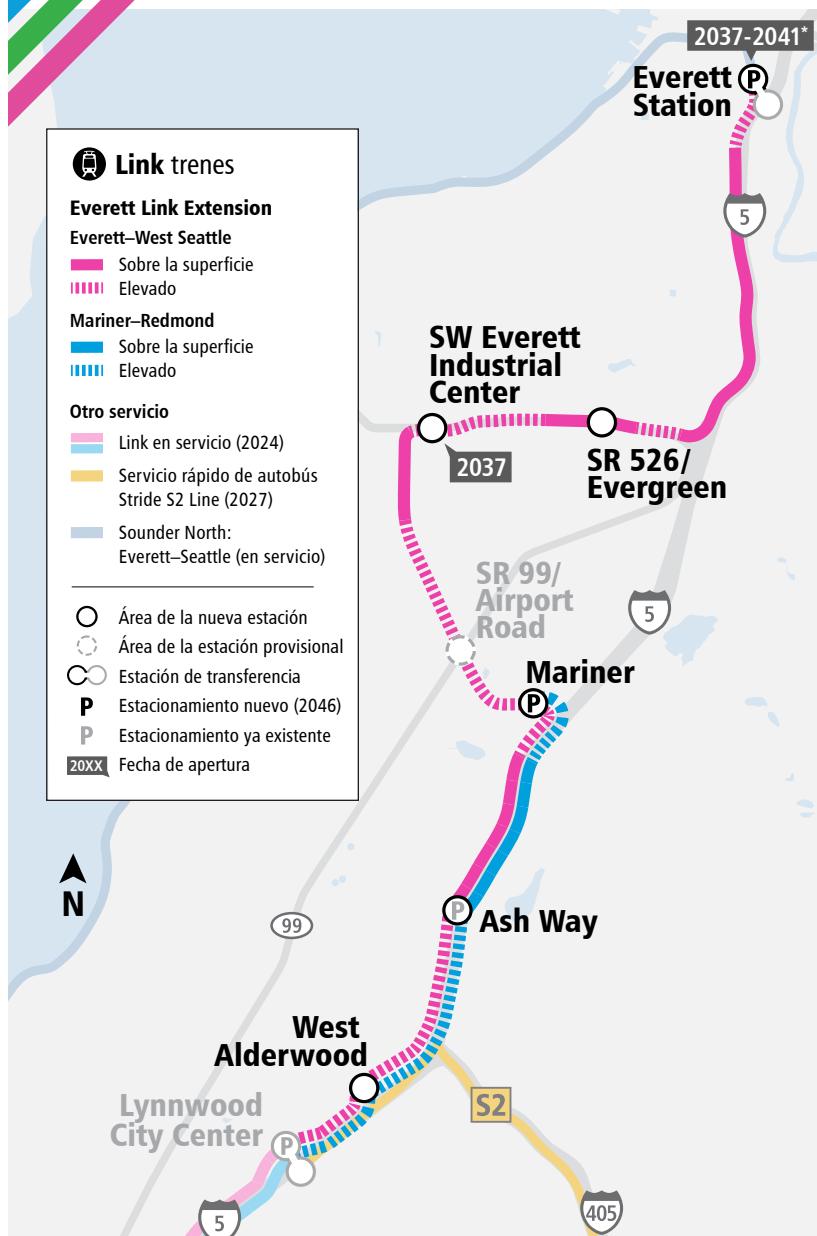
Mariner–Redmond

- Sobre la superficie
- Elevado

Otro servicio

- Link en servicio (2024)
- Servicio rápido de autobús Stride S2 Line (2027)
- Sounder North: Everett–Seattle (en servicio)

○ Área de la nueva estación
○ Área de la estación provisional
○ Estación de transferencia
P Estacionamiento nuevo (2046)
P Estacionamiento ya existente
20XX Fecha de apertura



*Las fechas reflejan un calendario razonable basado en proyecciones financieras actuales y estimaciones de costos, y un programa objetivo. Consulte la cronología y los objetivos del proyecto (en la siguiente página) para obtener más detalles.

Servicio rápido y frecuente de:

- Everett a Lynnwood en 33 minutos.
- Everett al centro de Seattle en 60 minutos.
- Los trenes llegarán a las estaciones cada 4 a 6 minutos en las horas pico; y de 10 a 15 minutos al mediodía, los fines de semana y en las noches.

Calendario del proyecto



*Tenemos previsto inaugurar el OMF North en el año 2034.



Cronograma y costo del proyecto

El aumento exorbitante de los costos inmobiliarios y de construcción en la región ha elevado las estimaciones de costos para futuros proyectos de expansión del transporte público. En respuesta, el 5 de agosto de 2021 la Sound Transit Board adoptó un plan de realineación que servirá como marco para realizar expansiones del sistema de este organismo lo más rápido posible.

El año que tiene Sound Transit previsto para extender el tren ligero a Everett es el 2037. Sound Transit está trabajando para lograr este objetivo, incluyendo el trabajar para cerrar una brecha de asequibilidad prevista de aproximadamente \$600 millones. Sound Transit busca aumentar el financiamiento y el apoyo a nivel local, estatal y nacional para reducir o eliminar esta brecha y, trabajar con socios y comunidades, para reducir los costos del proyecto. Si no es posible cerrar la brecha, las conjeturas financieras actuales reflejan que será costoso inaugurar el servicio a SW Everett para el 2037 y a la Everett Station en el 2041.

Obtenga más información sobre cómo el Sound Transit Board está resolviendo la situación en soundtransit.org/realignment.

Obtenga más información sobre el proyecto y suscríbase para recibir noticias por correo electrónico en:

soundtransit.org/everettlink



Intérprete 800-823-9230

Español Tagalog русский язык
한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Correo electrónico: main@soundtransit.org
Sitio web: soundtransit.org

Información en formatos alternativos:
800-201-4900 / TTY: 711
Correo electrónico: accessibility@soundtransit.org

Síganos:



¿Preguntas?

Póngase en contacto con nuestro equipo de Community Engagement (participación comunitaria) llamando al 206-370-5533 o escribiéndonos a everettlink@soundtransit.org



Everett Link Extension

Link поезда

Everett Link Extension

Everett–West Seattle

Поверхность

Возвышение

Mariner–Redmond

Поверхность

Возвышение

Другие услуги

Link в эксплуатации (2024)

Скоростной автобус Stride S2 Line (2027)

Sounder North: услуги Everett–Seattle

○ Новая станция

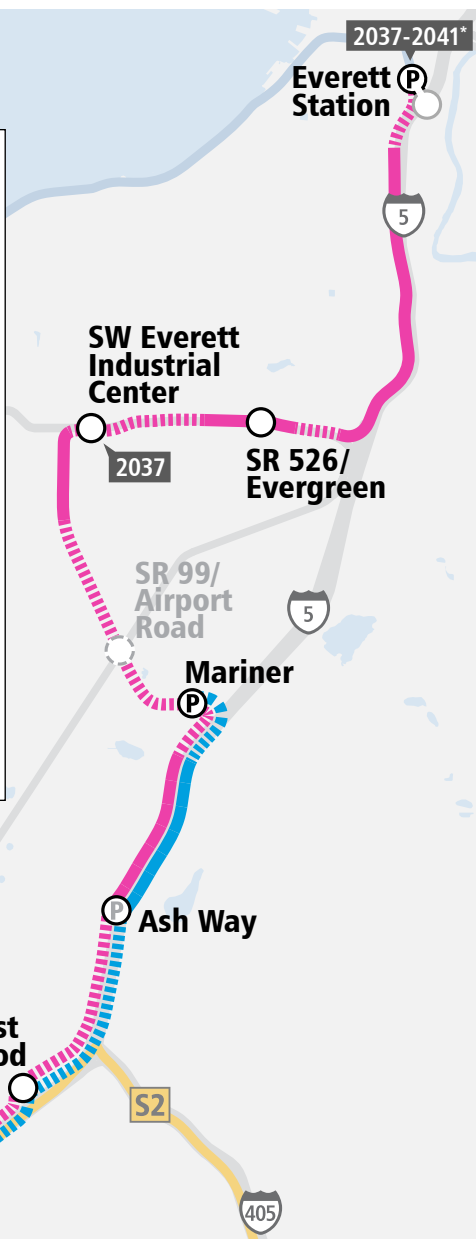
○ Промежуточная станция

○ Пересадочный хаб

P Новые парковки (2046)

P Существующие парковки

20XX Дата открытия



*Даты отражают осуществимое расписание согласно данным финансовых прогнозов, оценочных стоимостей и целевого расписания.

Обратите внимание на основные этапы развития и основные события (следующая страничка), чтобы узнать подробности.

Быстрые и частые рейсы:

- › Everett - Lynnwood за 33 минуты.
- › Everett – центр Seattle за 60 минут.
- › Поезда будут прибывать на станцию каждые 4-6 минут в час пик; 10-15 минут в середине дня, по выходным и по вечерам.

О проекте

Everett Link Extension обеспечит быстрое и надежное региональное соединение с рабочими и жилищными центрами. Мы планируем добавить 16 миль наземного метрополитена, которые будут соединять жителей Snohomish County с региональной системой метрополитена. Проект также включает в себя Operations and Maintenance Facility, необходимый для поддержки расширяющегося парка поездов.



Текущий статус проекта: Альтернативы развития

Справедливость и Инклюзивность

В Sound Transit, мы посвящаем себя, чтобы стать антирасистской организацией и удостовериться, что мы создаем условия необходимые для достижения расового равенства внутри нашего агентства и среди более широкой общины. Мы настраиваем себя на планирование, строительство и управление общественным транспортом, который предоставляет равный доступ к жилью, образованию, медицинским услугам и возможностям по трудоустройству, особенно для тех, кто сильно пострадал от институционального и системного расизма.

Наземный метрополитен для округа Snohomish

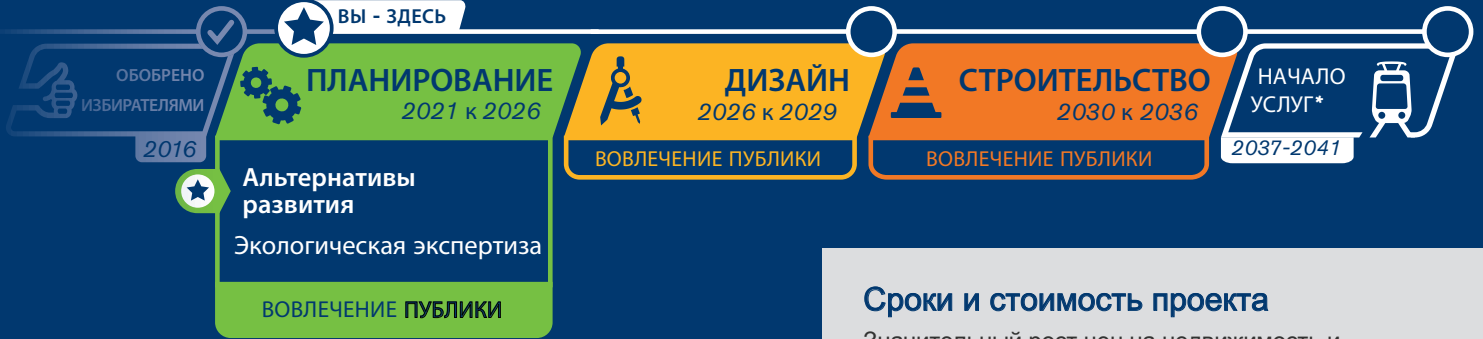
- 16 миль наземного метрополитена будут обслуживать общины Lynnwood, не инкорпорированного Snohomish County и Everett.
- Шесть новых станций, плюс одна временная станция (без финансирования) на SR 99/Airport Road. Промежуточные станции – это станции, где планирование, предварительное проектирование и экологическая экспертиза были профинансированы, но дизайн и строительство остаются без финансирования. Эта начальная работа будет проведена, если дополнительные фонды на дизайн и строительство будут доступны.

Северное Дено (Operations and Maintenance Facility North)

- Поддерживает сеть наземного метрополитена во всем регионе.
- Пассажиры могут ездить безопасно и комфортно, потому что рельсы постоянно чистятся и обслуживаются.
- Целевое расписание для открытия OMF North – 2034 год.

soundtransit.org/everettlink

Расписание проекта



Целевое расписание для открытия OMF North – 2034 год.



Сроки и стоимость проекта

Значительный рост цен на недвижимость и строительство увеличили предварительную оценочную стоимость будущих проектов по расширению транспортных возможностей. В ответ на это 5 августа 2021 года Sound Transit Board утвердил план реорганизации, который будет служить основой для быстрого формирования агентств системы расширений.

Целевое расписание Sound Transit по расширению наземного метрополитена до Everett - 2037. Sound Transit работает над достижением этой цели, включая сокращение предполагаемого бюджетного дефицита в размере около \$600 миллионов. Чтобы сократить или убрать этот дефицит, Sound Transit хочет увеличить финансирование и поддержку на местном, штатном и государственном уровнях, и работая с партнерами и общественностями сократить стоимость проекта.

Если сократить этот дефицит будет невозможно, текущие финансовые предположения показывают, что с финансовой точки зрения открытие услуг будет осуществимо в 2037 до SW Everett, а до Everett Station в 2041.

Узнайте побольше о проектах в вашей местности и наблюдайте за ростом системы на soundtransit.org/realignment.

Узнайте подробности о проекте и подпишитесь на имел обновления:

soundtransit.org/everettlink



Переводчик 800-823-9230

Español Tagalog русский язык
廣東話 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Имейл: main@soundtransit.org
Вебсайт: soundtransit.org

Информация в других форматах:
800-201-4900 / TTY: 711
Имейл: accessibility@soundtransit.org

Подпишитесь:



SOUNDTRANSIT

Вопросы?

Обращайтесь к нашей команде по Community Engagement:
206-370-5533 или everettlink@soundtransit.org



Everett Link Extension

프로젝트에 관하여

Everett Link Extension은 지역을 통틀어 집과 일터로 빠르고 안정적인 연결을 제공합니다. 우리는 Snohomish County 주민들을 지역 경전철 네트워크에 연결하는 16마일의 경전철을 추가할 계획입니다. 이 프로젝트에는 확장하는 fleet을 지원하는 데 필요한 Operations and Maintenance Facility (관리 시설)도 포함됩니다.

현재 프로젝트 현황: 대안 개발

형평성과 포용성

Sound Transit은 인종 차별을 반대하는 기관이 되고자 노력하며, 더 광범위한 지역 사회 내에서 인종 평등을 달성하는 데 필요한 조건들을 만드는 데 전념하고 있습니다. 특히 제도적이고 체계적인 인종 차별에 가장 큰 피해를 입은 사람들에게 주택, 교육, 의료 시설 및 취업의 기회를 공정하게 제공하는 대중 교통을 계획, 건설 및 운영하기 위해 도전하고 있습니다.

스노호미쉬 카운티 경전철

- Lynnwood, 통합되지 않은 Snohomish County 및 Everett 커뮤니티를 통과하는 16마일의 경전철 서비스.
- SR 99/Airport Road에 6개의 새로운 역과 1개의 임시 역 (아직 지원받지 못한).

임시 스테이션은 계획, 예비 엔지니어링 및 환경 검토에 자금을 지원하지만 설계 및 시공에는 자금이 지원되지 않는 곳입니다. 이 초기 작업은 추가 설계 및 건설 자금을 사용할 수 있는 경우 활용됩니다.

운영 및 관리 시설 복쪽

- 지역 경전철의 연결망 전체를 지원합니다
- 열차와 선로는 지속적인 청소 및 유지 보수를 받으므로 승객들은 안전하고 편안하게 탈 수 있습니다.
- 북부 Snohomish 카운티의 고속권, 고임금 일자리 및 경제 성장 기회를 지원합니다.

➔ soundtransit.org/everettlink

Link 기차

Everett Link Extension

Everett-West Seattle

표면
상승된

Mariner-Redmond

표면
상승된

다른 서비스

- Link 서비스 중 (2024)
- Stride 고속 버스 트랜짓 S2 Line (2027)
- Sounder North: Everett-Seattle (서비스 중)

- 새 스테이션 구역
- 임시 스테이션 구역
- 이동 중심지
- P 새로운 주차장 (2046)
- P 기존의 주차장
- 20XX 개통일



*날짜는 현재 재무 예측 및 비용 견적을 바탕으로 감당할 수 있는 일정 및 목표 일정을 반영합니다.

자세한 내용은 프로젝트 연대표 및 이정표(다음 페이지)를 참조하십시오.

목적지까지 빠르고 빈번한 서비스:

- 에버렛에서 린우드까지 33분.
- 에버렛에서 시애틀 다운타운까지 60분.
- 기차는 피크 시간에 4~6분 간격으로, 정오/주말/저녁에는 10~15분 간격으로 도착할 것입니다.

프로젝트 연대표



*OMF North의 개통 목표는 2034년이다.



프로젝트 일정 및 비용

부동산 및 건설 비용의 급격히 상승하여 미래의 트랜짓 확장 사업의 예상 비용 또한 증가하였습니다. 이에 대한 대응으로 2021년 8월 5일 Sound Transit Board는 기관 시스템 확장을 가능한 한 빨리 제공하기 위한 프레임워크 역할을 할 재편성 계획을 도입했습니다.

Everett까지 경전철을 연장하기 위한 Sound Transit의 목표 일정은 2037년입니다. Sound Transit은 이 목표를 달성하기 위해 노력하고 있으며 여기에는 약 6억 달러의 예상되는 경제성 격차를 줄이는 작업이 포함됩니다. 이 격차를 줄이거나 없애기 위해 Sound Transit은 지역, 주 및 국가 차원에서 자금과 지원을 늘리고 파트너 및 지역 사회와 협력하여 프로젝트 비용을 줄이기 위해 노력하고 있습니다. 격차를 좁힐 수 없다면 현재의 재정적 가정에 따르면 2037년까지 SW Everett에, 2041년에 Everett 역에 서비스를 개통하는 것이 저렴할 것입니다.

soundtransit.org/realignment 에서 사운드 트랜짓 이사회의 응답을 알아보십시오.

프로젝트에 대해 자세히 알아보시고 이메일 업데이트를 구독하십시오 :

soundtransit.org/everettlink



통역사 800-823-9230

Español Tagalog русский язык
廣東話 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
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웹사이트: soundtransit.org

대체 형식의 정보:
800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:



질문

커뮤니티 참여 팀에 문의 :

206-370-5533 또는 everettlink@soundtransit.org



APPENDIX M

Community Engagement Guide



Everett Link Extension

Community Engagement Guide

November 2021

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We will provide translated project materials on the [project website](#) and by request.

If we are missing your language, please call our project line at: 206-370-5533 or email everettlink@soundtransit.org, and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at public meetings if requested in advance.



Para obtener información sobre el proyecto, llame al 800-823-9230.

欲知關於此項目的資訊，請致電 800-823-9230.

За информацией об этом проекте обращайтесь по телефону 800-823-9230.

Para sa impormasyon tungkol sa proyektong ito, tumawag sa 800-823-9230.

Wixii macluumaad ah ee mashruuca ku saabsan, lahadal 800-823-9230.

الاتصال على الرقم التالي: 800-823-9230
لحصول على معلومات بشأن المشروع، يرجى

Acknowledgement of Tribal Partners

At Sound Transit we would like to acknowledge our Coast Salish Peoples, particularly the Snohomish, Suquamish, Stillaguamish and Tulalip tribes. At Sound Transit we deeply respect our Tribal Nations' right to sovereignty, and are committed to listening, learning and lifting indigenous voices. We want to acknowledge and offer our deep gratitude to the Tribal people who have been here since time immemorial. With our deepest appreciation we would like to recognize their continued stewardship and advocacy for the land and our environment.



Message from the team

Dear community member,

I hope you and your loved ones are staying healthy and safe. I'm Erik, and I am your contact for Sound Transit's **Everett Link Extension** project.

After voter approval in 1996, 2008 and 2016, Sound Transit is expanding light rail from Seattle to Everett. The continuing COVID-19 pandemic is changing many aspects of our daily lives, but my team is committed to doing the work now that is needed to open a light rail system in Everett. Traffic and transportation are already coming back as one of the region's top concerns and your input is needed now. Over the next year, your feedback will help us evaluate potential alignment, stations and operations and maintenance facility locations during the alternatives development process. Early **community engagement** ahead of key decisions helps us plan and design a system that reflects the needs and desires of your neighborhood. There will be plenty of opportunities to engage as the project progresses, and my team and I are committed to hearing from you and adjusting our engagement methods to try to accommodate what works best for you and the community.

We put together this guide to describe the different ways you can get involved today and into the future. In this guide, you will learn how our project timeline has been affected by Sound Transit's recently adopted realignment plan, how we are adapting our communication tools to comply with social distancing guidelines for public health, and how you can expect to engage with us in the coming months. You will also read about our commitment to becoming an anti-racist transit agency and ensuring our engagement is equitable.

Your input and perspectives are important to us, and we welcome your feedback on how Sound Transit can best serve you. If you have any questions, please reach out to me anytime by phone at 206-370-5533 or email at everettlink@soundtransit.org.

Thank you and take care,

Erik Ashlie-Vinke

Government & Community Relations Manager – North Corridor



Due to the COVID-19 pandemic, we are unable to engage with you in person. This does not change our commitment to involving you as the **Everett Link Extension** project progresses. We are adapting our communication tools to comply with social distancing guidelines for public health.

Who we are

Who is Sound Transit?

- We're connecting more people to more places to make life better and create equitable opportunities for all.
- Sound Transit is a public transit agency that plans, builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish counties.
- We are governed by an 18-member Board of Directors made up of your local elected officials and the secretary of the Washington State Department of Transportation. The Board establishes policies, provides direction and oversight, and is the key decision-maker in selecting routes and station locations.
- Transit services include Link light rail, Sounder trains and ST Express bus.
- With voter approval in 2016, we are in the process of planning and building the most ambitious transit expansion in the country. Learn more at soundtransit.org/system-expansion.
- You have many opportunities to shape Sound Transit service and the development of transit projects, and we hope to hear from you.

GET UPDATES

 soundtransit.org/subscribe – Check the Everett Link Extension box to receive project updates.

What is this document?

This is your guide to engaging in the **Everett Link Extension** project. It explains:

- Sound Transit's goals for the project.
- Our guiding principles for how we are engaging with your neighborhood.
- How you can get involved in the project today and into the future.
- Our proposed approach to engaging with you throughout this process.
- Our decision-making process and plan for accountability (this includes you).

See a word in **bold**?

Find it in our glossary (page 29) for more information about that term.

**CHECK OUT THE GLOSSARY
PAGE 29 >**

How will realignment affect transit expansion?

Realignment of project schedules and plans is required to address financial constraints

The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board on Aug. 5, 2021, adopted a realignment plan that will serve as a framework for delivering agency system expansions as rapidly as possible. Sound Transit's target schedule for extending light rail to Everett Station is 2037. The Operations and Maintenance Facility (OMF) North is scheduled to come online in 2034. Sound Transit is working to achieve this target, including working to close a forecasted affordability gap of approximately \$600 million. To reduce or eliminate this gap, Sound Transit is seeking to increase funding and support at the local, state and national levels and, working with partners and communities, to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett by 2037 and to Everett Station in 2041.



Overview

What is a representative project?

The **system expansion plan** approved by voters in 2016 established **Everett Link Extension's** transit mode, corridor, number of stations, general station locations and related features.

How was it developed?

The **representative project** itself is the result of extensive and yearslong planning and public involvement work.

Thanks to regional voters we are undertaking an ambitious mass transit system expansion. The **Everett Link Extension** will provide fast, reliable light rail connections to residential and job centers throughout the region, adding adding 16 miles of rail Snohomish and King counties to the regional light rail network. This project will also build an **Operations and Maintenance Facility (OMF) North** to support the regional network. The project extends Link service north from Lynnwood City Center to Everett Station.

Planning for this project is underway and your participation is vital to our success. Throughout the **alternatives development** phase, we will invite you to participate in a variety of public involvement opportunities that will help the Sound Transit Board with identifying a **preferred alternative**, as well as other alternatives, to evaluate in an **Environmental Impact Statement (EIS)**. Understanding that our friends and neighbors throughout the region may not have the time to commit to all the public involvement activities, we are making it easier than ever to share your feedback with us.

During the **alternatives development** phase, we would like to hear from you about route preferences, station and **OMF North** locations, and integration with other public transportation choices you use to get to your destination, such as bicycle/pedestrian routes, bus or rideshare services.

We strive to create outreach opportunities that are inclusive and meaningful. We will let you know about these opportunities on the project web page, through our social media channels, community newsletters, local media, our project email list and other outlets. We hope you will join us in planning Link light rail service that is valuable to all. To receive project updates, visit soundtransit.org/subscribe and check the **Everett Link Extension** box. If there is a way of communication not listed above that we should be using, please share that with us as well.



Project Map

The project at a glance:

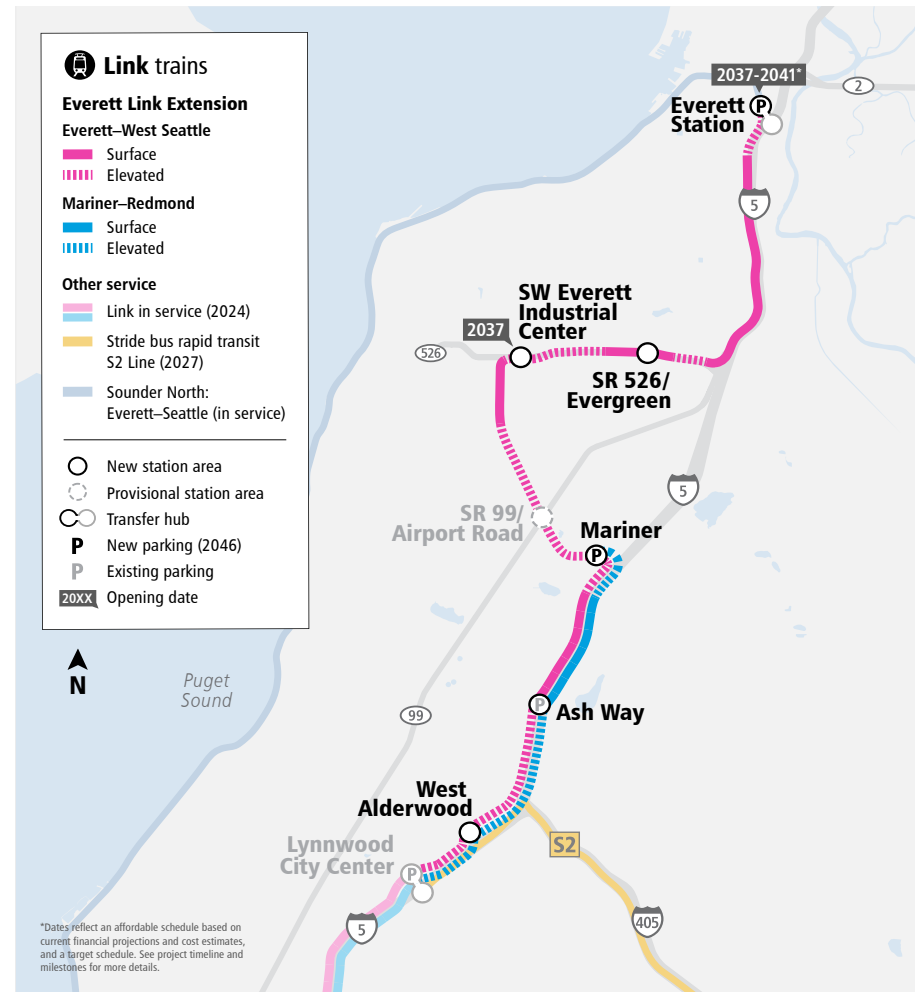
- Sixteen miles of Link light rail.
- Six stations at West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station, plus one provisional station at SR 99/Airport Road.
- **OMF North** to support the north corridor and the entire Link system expansion.

Operations and Maintenance Facility (OMF) North

Sound Transit needs space to receive, store, and service a larger train fleet to support future light rail extensions to Everett and throughout the region. The OMF North will support more than 450 high-skilled, well-paid jobs at the facility to repair, clean and operate the cars and tracks so that the trains can run efficiently and smoothly. The facility will require a large tract of land near the light rail line and will be designed with heavy influence from the surrounding neighborhood.



Everett Link Extension



What is a provisional station?

Under the 2016 system expansion plan, provisional stations such as the one at SR 99/Airport Rd are those where planning, preliminary engineering and **environmental review** are funded, but where design and construction are not. This initial work will be utilized if additional design and construction funding become available.



Everett Link Extension

What are the benefits of the OMF North?

- Creates high-skilled, living-wage jobs for people in Snohomish County. At our existing OMF, the average employee wage is more than \$40 per hour, or \$80,000 per year.
- Ensures thousands of passengers can rely on clean, well-maintained trains.

Locally favored options

You may have already been talking with your local jurisdiction about station locations and planning. With input from the community, Snohomish County Light Rail Communities identified locally favored options for the Ash Way and Mariner stations and provided initial analysis on the locations. Metro Everett has also identified a locally favored option for the Everett station. We will review their analyses and consider the input you have already provided on these stations as we begin our planning and engagement efforts.

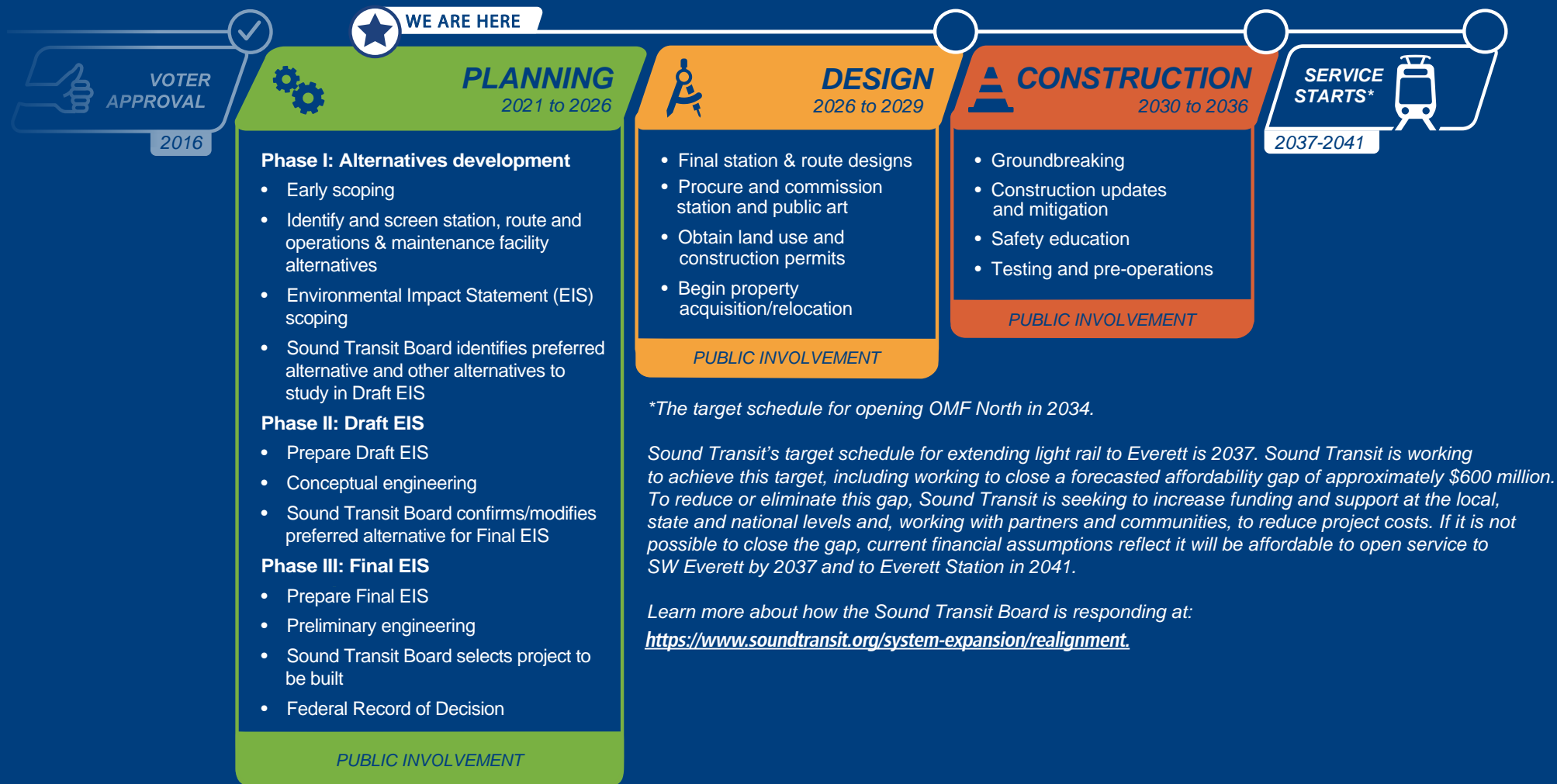
Learn more about Snohomish County's Light Rail Communities:

snohomishcountywa.gov/4068/Light-Rail-Communities

Learn more about Metro Everett Subarea Plan:

everettwa.gov/1424/Metro-Everett

Anticipated schedule



Audiences

We need many different voices to help create a system that serves everyone. We actively seek to engage a wide variety of audiences, from neighborhood and community stakeholders, to elected officials, tribal governments, partner agencies, the general public and media outlets. While we will engage with many different groups with this project, it will be imperative to engage with neighbors who live closest to the project corridor and those that the project will potentially affect. Don't see yourself on this list? Let us know! Email everettlink@soundtransit.org.



Neighborhood and community stakeholders

- Advocacy groups
- Communities of color
- Communities that may speak a variety of languages and/or may not speak English
- Community-based organizations
- Cultural groups
- Current and future transit riders
- Historically and institutionally underrepresented communities
- Immigrant and refugee populations
- Low-income households
- People with varying abilities
- Residential and business property owners
- Small businesses and businesses owned by people of color
- Social service organizations
- Systemically disadvantaged communities
- Tenants
- Youth and older adult populations

Strategies for engagement

- Community Advisory Group
- Community workshops
- Email updates
- Existing engagement efforts and opportunities
- Interviews and briefings
- Media
- Online
- Social media
- Pop-up outreach
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Public events and webinars



Public

People who live, work and commute in, through and around the project area.

Strategies for engagement

- Email updates
- Media
- Public events
- Online
- Social media
- Webinars



Elected officials, tribes and partner agencies

Elected officials and appointees, tribes, permitting agencies and other governmental agencies.

Strategies for engagement

- Elected Leadership Group
- Tribal engagement
- Interagency Group



Media

Print, digital and broadcast media, including community, local and ethnic media sources.

Strategies for engagement

- Media briefings
- Press releases
- Proactive engagement with journalists

Our commitment to you

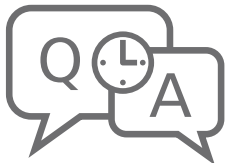
You will have various opportunities to shape the development of the project. Your participation is important to ensure that your community's priorities are heard, and we hope that you will weigh in to inform our work. You can read our guiding **community engagement** principles and values on our website at soundtransit.org/everettlink.



Be proactive (Collaboration, Passenger Focus):

Engage and build long-term relationships with our project audiences early on and throughout the decision-making process.

Our commitment to you: Through a wide range of opportunities, we will invite you to learn and engage with us as the project progresses. We will focus on early and frequent engagement with stakeholders and will provide project-wide engagement opportunities to distribute information, solicit feedback on elements that affect all stakeholders in the project area, and meet communities where they are.



Be transparent (Integrity):

Foster trust through transparent communication, meaningful and equitable **community engagement** and provide timely responses to project questions and feedback.

Our commitment to you: We will set clear expectations regarding the project timeline and which project and design elements the community and stakeholders can weigh in on. We will listen and respond to stakeholder questions and demonstrate how the project team considered feedback.



Encourage awareness

Encourage local and regional awareness of the anticipated benefits, potential negative effects and progress of the project.

Our commitment to you: We will use a variety of communication tools to share information about the project and opportunities to get involved, raising awareness throughout the region about this project.

The **Everett Link Extension** project will aim to uphold Sound Transit's values of:

- Collaboration
- Passenger Focus
- Inclusion and Respect
- Safety
- Integrity
- Quality



Be accountable (Quality, Passenger Focus, Integrity):

Clearly communicate when, where and how public feedback was used to make project decisions.

Our commitment to you: We will ask communities, especially those most affected by the project, to provide input throughout the decision-making process and at key milestones. We will review and analyze this feedback and report back on how it was considered and incorporated into the decision-making process. We will also consider the planning efforts that local jurisdictions have conducted for improving transit connections in Snohomish County.



Ensure accessibility (Inclusion & Respect):

Ensure accessibility by providing information in a variety of formats so that all communities can participate and engage with us.

Our commitment to you: We will provide materials in both digital and print formats, present information in an easy-to-read, understandable and accessible format and provide translated materials in common languages spoken along the project corridor (see pg. 19 for more details).



Advance equity (Inclusion & Respect, Collaboration, Passenger Focus):

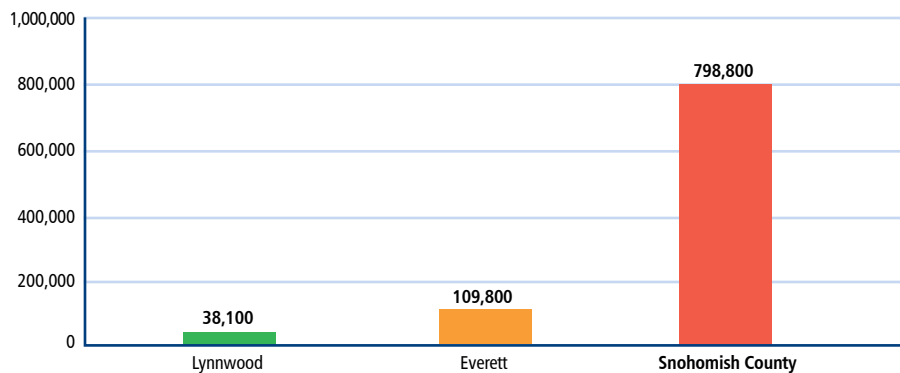
Strive for equity and inclusion by tailoring our engagement efforts to reach historically underrepresented communities.

Our commitment to you: We will engage with historically underrepresented populations and we will reflect your voices in the project. We will provide multiple opportunities and methods for engaging with the project in a manner that is most comfortable for the communities we seek to reach. We will continue to check in with stakeholders about their needs and how we can improve our outreach methods as the project progresses.

Community snapshot

Approximately 149,000 people live in 57,022 households within a 1-mile radius of the project corridor from Lynnwood to Everett. Check out the following graphics for a snapshot of demographics across the corridor. Note the “n” represents sample size.

Population estimates



Age

Older adults (>65 years): 11% (n = 17,000)

Children and young adults (<18 years): 22% (n = 32,100)

Housing (rent vs. own)



Renter occupied: 51% (n = 29,300)



Owner occupied: 49% (n = 27,800)



Translated materials

Spanish, Russian and Korean are the most common non-English languages spoken along the project corridor. We will proactively provide translated information into these languages, while remaining flexible in our approach to providing and translating information into other languages.

If you would like to receive information in another language, please contact us at (800) 201-4900, TTY Relay 711 or email main@soundtransit.org.

Linguistically isolated households

4% of households (n = 12,100) where no one age 14 or older speaks English “very well” or speaks English only.

Of these households:

27% speak Spanish

17% speak Russian, Polish or other Slavic languages

16% speak Korean

10% speak Chinese

7% speak Tagalog

Note: Language data is only available at the county level and is therefore not exclusive to the project corridor.

Race/ethnicity

White:

56% (n = 83,400)

Black or African American:

6% (n = 9,000)

American Indian or Alaska Native:

0.5% (n = 760)

Asian:

15% (n = 22,200)

Native Hawaiian or other Pacific Islander:

1% (n = 1,600)

Some other race:

0.2% (n = 320)

Two or more races:

5% (n = 7,800)

Hispanic or Latino:

16% (n = 23,600)

Note: Data on race and ethnicity is provided by and organized by the U.S. Census into six racial categories: White, Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Some other race, or Two or more races. Census respondents can also self-identify as Hispanic or Latino, which in this analysis is considered as a racial/ethnic group regardless of additional racial identities.

How people get around



Households without access to a car:
8% (n = 4,800)



People who drive alone to work:
71% (n = 54,800)



People who bus to work:
8% (n = 4,800)



People who walk to work:
<1% (n = 300)



People who bike to work:
2% (n = 1,800)



People who work from home:
4% (n = 3,100)

Note: The percentage of people who work from home has likely risen since the COVID-19 pandemic.

Equity and inclusion

How will Sound Transit consider effects on historically underserved communities?

We are committed to integrating equity and inclusion into planning and building the project to support a more equitable transportation system. The **Everett Link Extension** project, like many **System Expansion** projects, is large and complex and will affect communities throughout the project area. We will look at potential impacts and benefits of different route, station and **OMF North** location options for institutionally and historically underserved populations, including people of color, limited English-speaking communities, people with a lower household income, people who are immigrants or refugees, older adults and people with disabilities.

As a key part of this effort, we will engage the community throughout the project. We will listen and seek to understand what about your community and its history is important to you. We will also work with you to identify ways to contribute to your community through the development of this project, such as providing jobs, green space or skill-based training and mentorship programs.

In addition, we will conduct an environmental justice analysis in compliance with federal regulations. The analysis will describe the demographics of the project corridor, evaluate whether the project would disproportionately impact historically underrepresented communities, and document our efforts to involve communities of color and low-income populations in the planning process.

Our commitment to anti-racism

At Sound Transit, we are challenging ourselves to plan, build and operate public transit that provides equitable access to housing, education, medical facilities and job opportunities, especially for those who have been most harmed by institutional and systemic racism.

We are committed to becoming an anti-racist organization and ensuring that we are creating the conditions necessary to achieve racial equality within our agency and the broader community. This means taking steps to uproot systemic racism within our organization and implementing equitable policies across our projects and services. We understand that these steps are just the beginning of our anti-racism journey and that we have a long way to go. We must and will evaluate our policies, systems and processes, and work toward an equitable future.

How will Sound Transit engage historically underserved communities throughout the project?

We are committed to reaching out to and centering the needs of institutionally and historically underserved communities in the project area as we share information, ask for feedback and answer your questions.

We will work to proactively remove barriers to an equitable **community engagement** process by:

- Reaching out to organizations that work with historically underrepresented communities in the project area to better understand and engage those communities.
- Providing translators or interpreters at public meetings and community gatherings and in online engagement settings.
- Translating materials into languages spoken along the project route.
- Designing digital materials that can be utilized by assistive technology (such as screen-readers) are accessible for those living with a disability.
- Holding smaller meetings focused on the needs of individual communities and cultures.
- Providing stipends, incentives and/or other direct means of support to reduce barriers to engagement.
- Meeting communities where they gather, such as community centers and events, houses of worship and people's homes once it is safe to do so.

Due to current Washington State Governor's orders to limit crowds during the pandemic, in-person engagement is not yet possible. Once it is safe to hold in-person gatherings, we will resume our in-person activities to meet with the community face-to-face.

Can I get project information for my community?

If you are interested in learning more about this project and how it may specifically benefit and/or affect your community, please contact us at 206-370-5533 or everettlink@soundtransit.org.



How will Sound Transit hold itself accountable for equitable engagement?

We are committed to enhancing mobility and improving quality of life for people in the corridor and region, including transit-dependent, low-income and minority populations. Sound Transit is developing a **Racial Equity Toolkit (RET)** and an **Equitable Engagement Toolkit (EET)** to assess and address impacts on racial equity. The implementation of the **RET** on this project focuses on engagement with communities and organizations most impacted by institutional and structural racism to solicit feedback and ensure their opinions are incorporated in decision-making.

How will the RET inform the outreach and engagement methods for this project?

We will focus on **community engagement** that will help us to better understand the priorities, desires and concerns of communities of color along the project corridor, and to incorporate that information into project planning and evaluation measures. Direct community input is a vital component of the **RET** process because information such as places, businesses and resources of cultural significance to communities of color cannot be inferred or understood from census data alone.

How will Sound Transit keep the community informed on the use of the toolkits?

The toolkits will help our team establish ways to measure progress toward greater racial equity outcomes in the communities we serve. We will evaluate and report out on our efforts at key project planning milestones. In addition, we conduct annual surveys in our service and project areas to monitor satisfaction with Sound Transit as an organization and with the **community engagement** process. Our team is committed to leveraging these opportunities for evaluation to also assess how Sound Transit is advancing racial equity in our communities.



We want to hear from you!

We will continue to assess and adapt our engagement tools and strategies based on what we learn from the community.

If you have ideas for how we can best engage you, share your ideas with us at 206-370-5533 or everettlink@soundtransit.org.

Community engagement and communication tools

The COVID-19 pandemic has changed many aspects of our daily lives. One thing that hasn't changed is our commitment to engaging you as the **Everett Link Extension** project progresses. We are adapting our communication tools to comply with social distancing guidelines for public health. Here is how you can expect to engage with us in the coming months:

Online

Virtual public meetings

Join us at virtual public meetings, such as webinars or town halls, to watch a presentation, speak with subject matter experts and share your input with the project team. We will provide advanced notice ahead of any virtual meeting and request interested attendees RSVP for the event. Sign up for project email updates to stay in the loop about these opportunities: soundtransit.org/subscribe.

Online open houses

Can't make the virtual public meeting or maybe you prefer to engage online at your own convenience? We will host online open houses that will mirror the virtual public meeting and in-person open house experience, in terms of the information shared and the opportunity to comment. Online open houses are accessible 24/7, so you can engage with the content on your own schedule. We will also translate online open houses into key languages spoken along the project corridor and ensure the material is accessible with screen readers for those who are visually impaired.

Community conversations

We held a series of informal virtual conversations with service providers, community-based organizations and members of the community to introduce ourselves and begin building long-term relationships with neighbors along the corridor. These conversations help us gain a better understanding of peoples' experiences, priorities, and concerns related to regional transit and the **Everett Link Extension**. We prioritized meeting with traditionally underrepresented groups. Community conversations help to identify opportunities and limitations of how the community would like to be engaged and important neighborhood assets that should be protected or enhanced as part of this project.

Webpage

Your first stop for **Everett Link Extension** information is the project webpage (soundtransit.org/everettlink) — a hub for up-to-date project information, including opportunities to get involved, upcoming events and meetings, project materials and more.

Briefings (currently online; opportunity to hold in-person once safe to do so)

Be on the lookout for the opportunity to meet with the project team through a virtual briefing. We will proactively reach out to key community stakeholders, property owners, service providers, businesses and interest groups to offer project briefings, build relationships with organizations along the corridor and help answer questions. We will also meet with partner agencies and local jurisdictions as needed or by request. If you are interested in receiving a briefing from the project team, you can reach out at any time: everettlink@soundtransit.org or call 206-370-5533.

Email updates

Subscribe to our monthly project email list: soundtransit.org/subscribe. We will share regular updates on the project and upcoming opportunities to engage. We will send email updates to people who opt in or request information via sign-in sheets at open houses and pop-up events. Stakeholders who contact us directly will automatically be subscribed to the list but may opt out at any time.

Property owner, tenant and business outreach (currently online; opportunity to hold in-person once safe to do so)

Do you own a property along the project corridor? We recognize the need for extensive outreach to property owners, tenants and businesses that may be directly affected to prevent surprises. We won't know property impacts until we are further into the environmental review process. In the coming years, we will seek to identify and learn more about the properties in the project area and begin evaluating potential impacts. You may see us reaching out in a variety of ways, including neighborhood group briefings, one-on-one meetings, workshops, round-table discussions and door-to-door visits to inform you of relevant information about specific property impacts. We will work with you to provide a direct means to get in touch with the project team and collaborate to minimize impacts when possible.

Social media

Follow along and engage with the **Everett Link Extension** project on Facebook, Twitter, Instagram, YouTube and LinkedIn. We will share project news and upcoming events on a regular basis. You can find us @SoundTransit.



In-person

Due to the ongoing COVID-19 pandemic, we have shifted much of our public outreach to digital platforms. However, once it is safe to hold in-person gatherings again, you can expect to find us at a variety of in-person events.

Community and neighborhood outreach

Are you a local resident or a member of this community? We understand that local neighborhoods along the project corridor have specific needs, concerns and preferences they would like us to consider in the project development process, including how best we can share information. We will reach out to community organizations, neighborhood associations and service providers to inform the **community engagement** process and ensure responsiveness to all questions and inquiries.

Open houses

Join us at open houses to learn information, speak with project staff and share your input. We look forward to hosting a series of open houses along the project corridor to help inform critical decisions during the **alternatives development** process. We will continue to offer a virtual engagement option, such as online open houses, for those who prefer to engage online.

Pop-up outreach

You can often find us at fairs, festivals and farmers markets in your local community. We want to come to the areas we work in to speak with you about the project, learn more about your interests and concerns, and help answer your questions.

Door-to-door outreach

You may see us going door-to-door to share important information with businesses, property owners and tenants, and will seek to engage with you using methods that support social distancing requirements to protect the health and safety of your family and our staff.





Other ways to engage

Existing community engagement efforts

Are you currently involved in ongoing conversations about ways to improve your community? We will work closely with our agency partners and jurisdictions to understand and assist with preexisting collaboration and planning efforts.

Informational materials

You can expect to receive mailed notifications like postcards or see posters placed at local gathering places along the corridor. We will also develop fact sheets, FAQs, infographics and other printed materials. As part of our commitment to be equitable and accessible, we will translate key materials into multiple languages (see page 15) and develop them to be screen reader-friendly for those who are vision impaired.

Media

You will see the project advertised through media outlets and digital ads during key project milestones and public comment opportunities. Media coverage can help reach audiences that might not otherwise know about the project or have an opportunity to connect. We will engage community, local, regional and ethnic media sources to ensure that we are sharing and distributing accurate project information.



Other ideas?

If you have other suggestions for how we can best reach you or your organization, please contact us at everettlink@soundtransit.org or 206-370-5533.



Engagement FAQs

Why is it important for me to engage now?

Your feedback is critical to help us determine which route, station and **Operations and Maintenance Facility North (OMF North)** locations to assess and study during the early project phases, including **alternatives development** and environmental review process, which will likely include preparation of an Environmental Impact Statement (EIS) (expected in **2026**). Once the Sound Transit Board selects the project to be built after completion of the EIS, the project footprint is unlikely to change significantly. To deliver system expansion projects within budget, it is difficult to revisit decisions as the project moves past final design. We will stay open to new ideas and input as we work to bring **Everett Link Extension** service online, while respecting and continuing to share the process and decisions that inform the current phase of the project.

How do I share my opinion?

There are many ways to share your opinion, including:

- Visit our website and follow @SoundTransit on social media.
- Join us at one of our public events to provide your feedback, and comment on current plans and voice your opinions at major decision points.
- Email with questions, concerns or comments: everettlink@soundtransit.org.
- Call the project line at 206-370-5533 to speak with a community engagement specialist.

We provide involvement opportunities around key project milestones and prior to making big decisions. We strive to create engagement opportunities that are inclusive, equitable and meaningful, and will announce these opportunities through a variety of communication channels.

What is the alternatives development process and what type of feedback are you looking for during this phase?

The alternatives development process is a project phase during which Sound Transit will assess the representative project included in the 2016 system expansion and, based on additional public engagement and technical analysis of alternatives, further refine the specific route, station locations and other project elements. During this phase of the project, we will be looking for your insights into your local community and feedback on:

- Routes.
- Station locations.
- **OMF North** location.
- Potential benefits and impacts.

What is scoping?

Scoping is one of the first steps in the alternatives development phase, a process during which Sound Transit seeks public input that will help us refine the project. Input received now and later during the alternatives development phase will help inform the Sound Transit Board as they identify a preferred alternative and other alternatives to study in more detail during the environmental review process. This early scoping period is an opportunity to:

- Learn about the project background and timeline.
- Provide input on potential alternatives for station, route and OMF North locations to help inform the decision-making process.
- Comment on the draft purpose and need of the project.
- Help identify and provide feedback on potential project benefits and impacts on your community, the environment and transportation.

What is environmental review?

The **environmental review** is an evaluation of potential environmental effects, both impacts and benefits, of building and operating the light rail system. The environmental review documents are made public to inform residents, agencies and decision-makers about the environmental consequences of building and operating the project.

How are you integrating previous engagement and input from local jurisdictional processes?

You may have already been talking with your local jurisdiction about station locations and planning. With input from the community, Snohomish County Light Rail Communities identified locally favored options for the Ash Way and Mariner stations and provided initial analysis on the locations. Metro Everett has also identified a locally favored option for the Everett station. We will review their analyses and consider the input you have already provided on these stations as we begin our planning and engagement efforts.

How has public input shaped the representative project?

The **representative project** reflects years of public engagement, starting with the Lynnwood to Everett High-Capacity Transit Corridor Study in July 2014; the Long-Range Plan update in December 2014; and the system expansion plan development during 2015 and 2016. Public involvement during those efforts developed the **Everett Link Extension** project, including the **OMF North**, that will serve as a starting point for developing more refined alternatives.

How will Sound Transit use your input for this project?

Your feedback has influence over long-term decisions such as determining a preferred route to study in the EIS phase, as well as station locations and a north-end **Operations and Maintenance Facility** location to assess and study during the **alternatives development process**. Early **community engagement** helps us plan and design a system that reflects the needs and desires of your neighborhood. Community input was influential in the development of the **representative project** we are sharing with you today. Community engagement will continue through all phases of the project and your input is key to the project's success.

How can I stay up to date on this project?

Visit soundtransit.org/everettlink to sign up for our project email list! This is the best way to stay up to date on any future events and/or feedback opportunities.

Can you provide information about this project in other languages?

We will provide translated project materials on the [project website](https://soundtransit.org) and by request. If we are missing your language, please call our project line at 206-398-5070 or email everettlink@soundtransit.org, and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at public meetings if requested in advance.



Para obtener información sobre el proyecto, llame al 800-823-9230.

欲知關於此項目的資訊，請致電 800-823-9230.

За информацией об этом проекте обращайтесь по телефону 800-823-9230.

Para sa impormasyon tungkol sa proyektong ito, tumawag sa 800-823-9230.

Wixii macluumaad ah ee mashruuca ku saabsan, lahadal 800-823-9230.

الاتصال على الرقم التالي: 800-823-9230 لحصول على معلومات بشأن المشروع، يُرجى



Partnerships

Implementing this and other projects with the scope, budget and schedule approved by the voters will take extraordinary effort by Sound Transit and its federal, state and local partners. To meet the challenge of delivering projects as quickly as possible, Sound Transit developed a **System Expansion Implementation Plan** that embraces new ways of working together. Those adjustments include internal changes at Sound Transit, as well as new approaches to working with project partners, local jurisdictions, elected officials, community members and the public.



Public

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

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



Community Advisory Group

The Community Advisory Group (CAG) will provide a forum for community members to inform the development of alternatives for the project. The group will include residents, transit riders, business owners and representatives of organizations that reflect the diversity found throughout the corridor, including groups with currently and historically reduced access to opportunities. The CAG is made up of people who know the community and can provide valuable insight as we develop the project. CAG members will:

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



Interagency Group

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

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

The group will convene throughout the planning process until the Sound Transit Board identifies a **preferred alternative** and other alternatives to carry forward in environmental review.



Elected Leadership Group

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

The ELG will:

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





Sound Transit Board

The Sound Transit Board oversees the implementation and delivery of the project and has final authority on major project decisions. These decisions include the identification of a **preferred alternative** prior to starting environmental review, and selecting the project to be built after the **conceptual engineering** and **environmental review** process is complete. The Board will consider recommendations and feedback from the Community Advisory Group, Elected Leadership Group, Interagency Group and the public when making decisions.

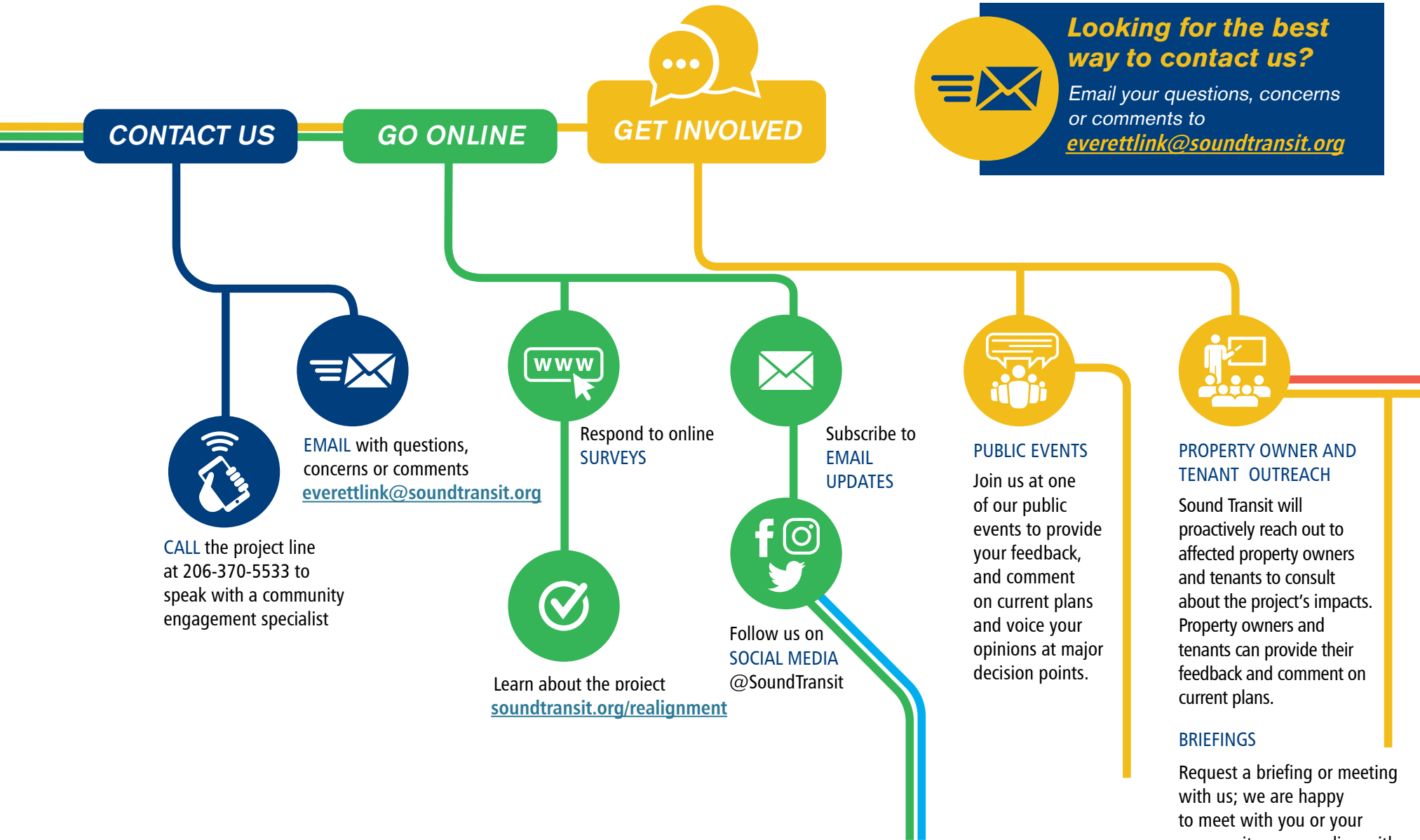


Tribes

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



How to get involved



Glossary of terms

Alternatives development

Project phase during which staff will assess the original project included in the 2016 system expansion and, based on additional public engagement and technical analysis, further refine the specific route, station locations and other project elements. The goal of the **alternatives development** phase is analyzing a wide range of options to help inform the Sound Transit Board in identifying **preferred route and station locations** and other alternatives that warrant further study.

Community engagement

A process that engages community members in a public dialogue about an issue that affects them.

Conceptual engineering

Process evaluating concepts of engineering that occurs during alternatives development and **environmental review phases** of a project. Engineering concepts will illustrate general design ideas and can be used to identify broad impacts or benefits, identify engineering constraints, and allow development of preliminary cost estimates.

Environmental Impact Statement (EIS)

A document used for decision-making that analyzes impacts of project alternatives under state and federal law. Sound Transit will likely prepare one **EIS** for **EVLE** to satisfy both state and federal environmental review requirements.

Environmental review phase

The environmental review process informs the public, agencies and decision-makers about the potential environmental consequences of building and operating the project prior to Sound Transit Board's

decision on the project to build.

Equitable Engagement Toolkit (EET)

The **Equitable Engagement Toolkit** creates a process and a set of questions to embed consistent, equitable and inclusive **community engagement** practices into our organizational culture.

Everett Link Extension (EVLE)

Everett Link Extension is the project name. The project will add 16 miles and at least six new stations of light rail service connecting Snohomish County residents to the regional light rail network.

Locally favored alternatives

Independent of Sound Transit's planning process, local jurisdictions identified **locally favored alternatives** for some of the stations with input from the community. We will review their analyses and consider the input you have already provided on these stations as we begin our planning and engagement efforts.

National Environmental Policy Act (NEPA)

NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions subject to **NEPA** is broad and includes constructing highways and other publicly owned facilities. The lead federal agency for the **EVLE** is the Federal Transit Administration (FTA). Using the **NEPA** process, FTA will evaluate the environmental and related social and economic effects of the **EVLE** project and obtain public and agency input prior to issuing a **Record of Decision**.

Operations and Maintenance Facility North (OMF North)

A facility where Link trains go for cleaning, storage and care, which is open 24 hours a day, 365 days a year. A new **OMF** in the North Sound is necessary to receive, store and service a larger train fleet to support the future light rail extensions to Everett and throughout the region. To build this new facility, we need approximately 60-70 acres near the light rail line in Snohomish County.

Preferred alternative

Under **NEPA**, a **preferred alternative** is the alternative that the lead agency believes would fulfill its statutory mission and responsibilities giving consideration to economic, environmental, technical and other factors. At the end of the **alternatives development** phase, the Sound Transit Board is expected to identify a **preferred alternative** to carry forward into environmental review for more detailed study. The **preferred alternative** would identify the preferred route, station, and **OMF North** locations. After public and agency comments are received on the Draft **EIS**, the Board will confirm or modify the **preferred alternative**. The Board's final decision on the alternative to be built will not take place until after the Final **EIS** is issued.

Racial Equity Toolkit (RET)

The **Racial Equity Toolkit** lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and procedures to address effects on racial equity. The **RET** process also supports Sound Transit's Environmental Justice analysis to be included in the **Environmental Impact Statement**.

Realignment

The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board on Aug. 5, 2021, adopted a realignment plan that will serve as a framework for delivering agency system expansions as rapidly as possible.

Record of Decision (ROD)

This action completes the environmental process and authorizes final design, then construction of the project. The **Record of Decision** defines mitigation commitments and other requirements for the

project following the recent completion of the Final **EIS**.

Representative project

The voter-approved Sound Transit 3 (ST3) ballot measure included representative projects that were publically vetted after years of community engagement. They formed the basis for project elements and budgets contained in the ballot measure, and also established the transit mode, approximate route, number of stations, general station locations, and which corridors would have light rail operations and maintenance facilities. The representative project for the Everett Link Extension is now the starting point for alternatives development. Moving ahead, Sound Transit will also be incorporating recent planning work done by local partners as well as input from the community and others to identify other reasonable alternatives that are consistent with the voter-approved ballot measure.

State Environmental Policy Act (SEPA)

SEPA requires that all local and state governments in Washington consider environmental information before committing to a particular course of action, including construction of public facilities. Sound Transit is the lead agency under **SEPA** for the **EVLE**. Using the **SEPA** process, Sound Transit will evaluate the environmental effects of the **EVLE** and obtain public input prior to the Sound Transit Board's selection of a project to build.

Scoping

Scoping is a public process that engages the public, agencies and Tribes to provide feedback and comments to help evaluate and compare project alternatives.

System Expansion Implementation Plan

A plan that describes Sound Transit's approach to delivering the expanded system of projects as well as needed reforms based on lessons learned from delivering major capital infrastructure to date. The most recent system expansion plan was approved in November 2016, which included the Everett Link Extension.

CONTACT US

Visit our webpage and sign up for project news
soundtransit.org/everettlink

Email everettlink@soundtransit.org

Call 206-370-5533





Everett Link Extension

APPENDIX N

Participate. Online Open House



Welcome

Explore future route and station locations with us

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

What is the alternatives development process? ^

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

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

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

About this site

The purpose of this site is to provide:

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

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

Learn more

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



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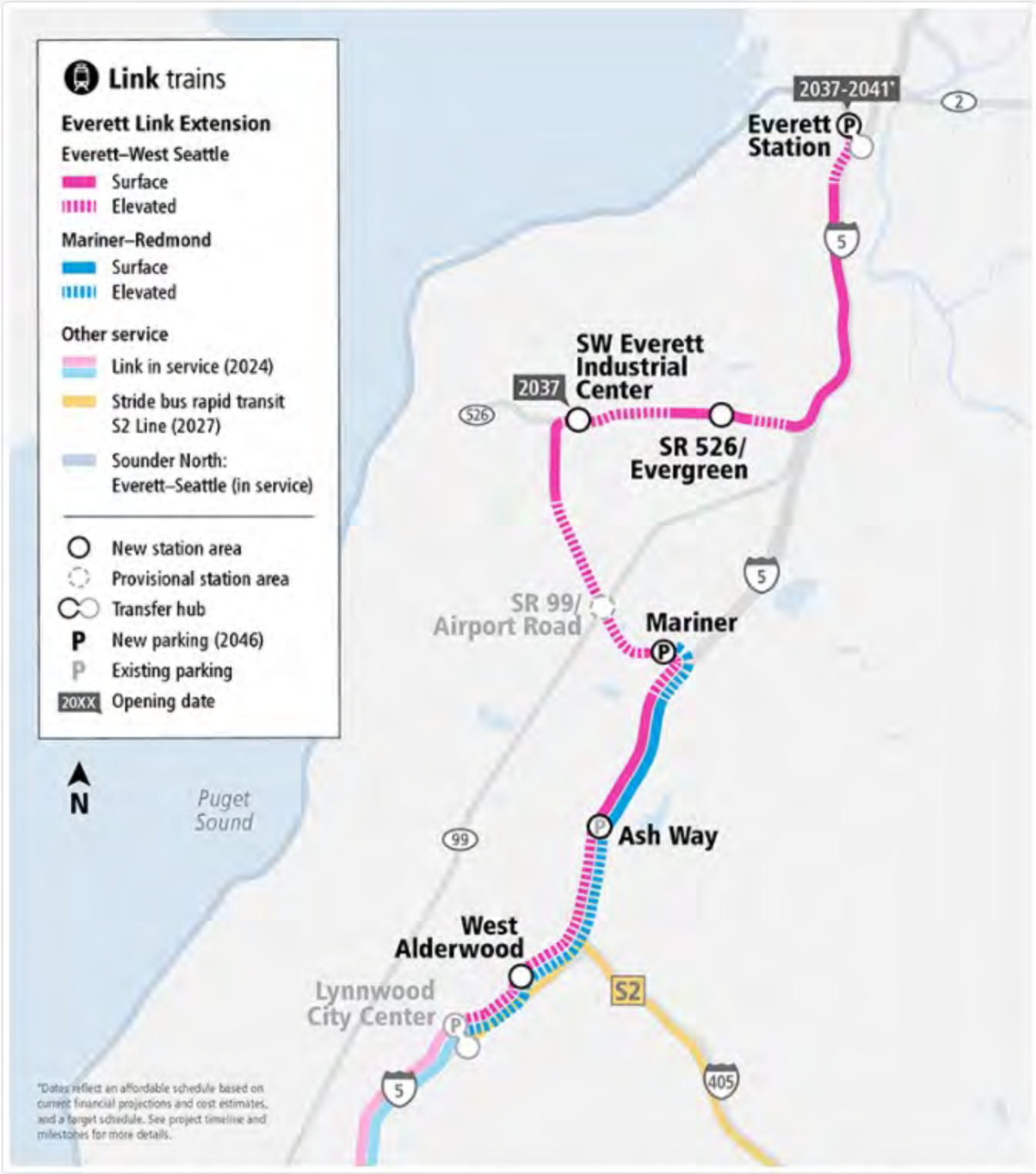
About the project

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

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

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

Project area map



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

Everett Link Extension features

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



Project schedule

2016 Voter Approval ✓

Planning (2020-2026)

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

Design (2026-2029)

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

Construction (2030-2036)

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

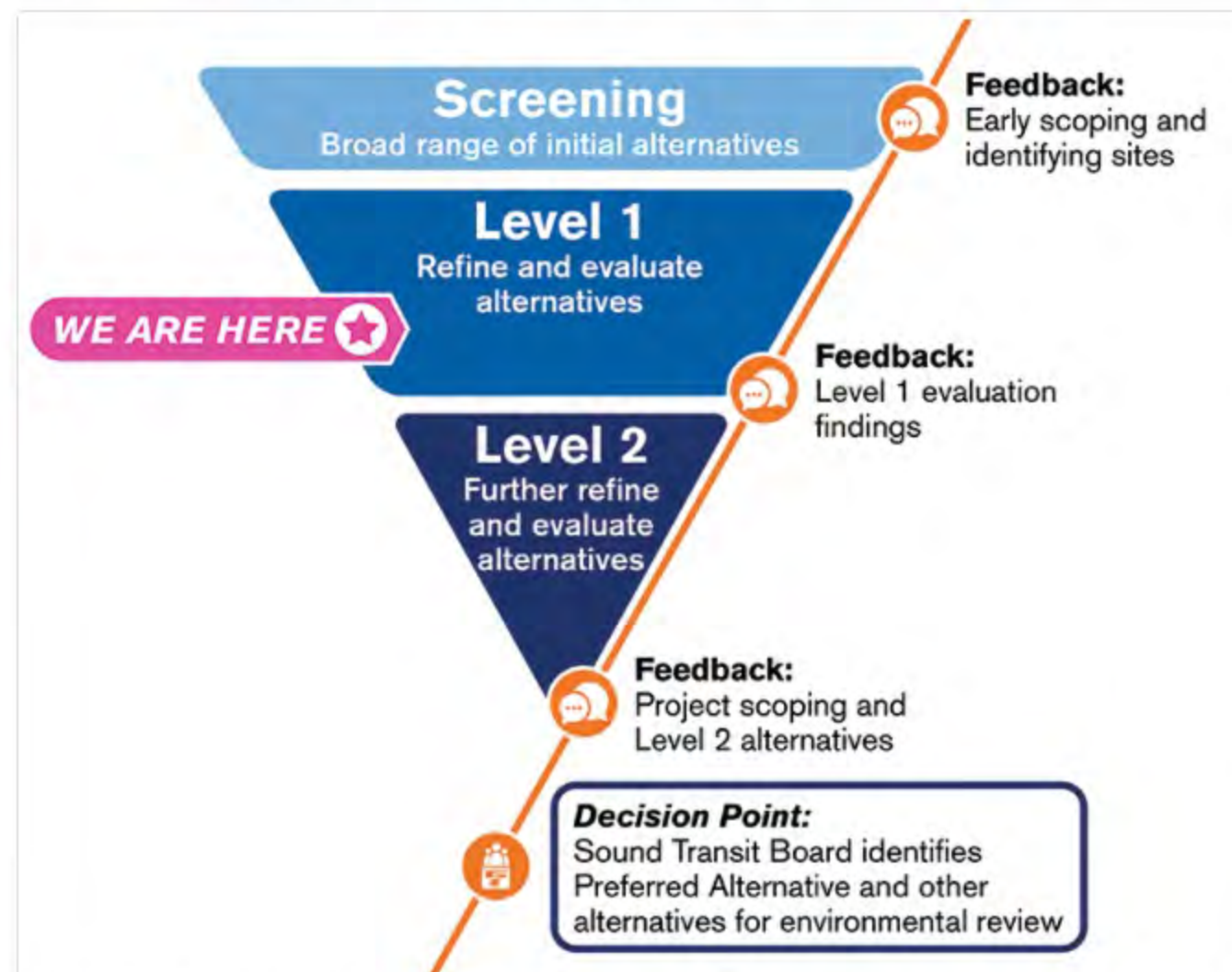
Open for Service (2037-2041)*

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

Public Engagement

What we do with your feedback

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



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

What we are asking for now

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

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

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

What we heard during early scoping

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

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

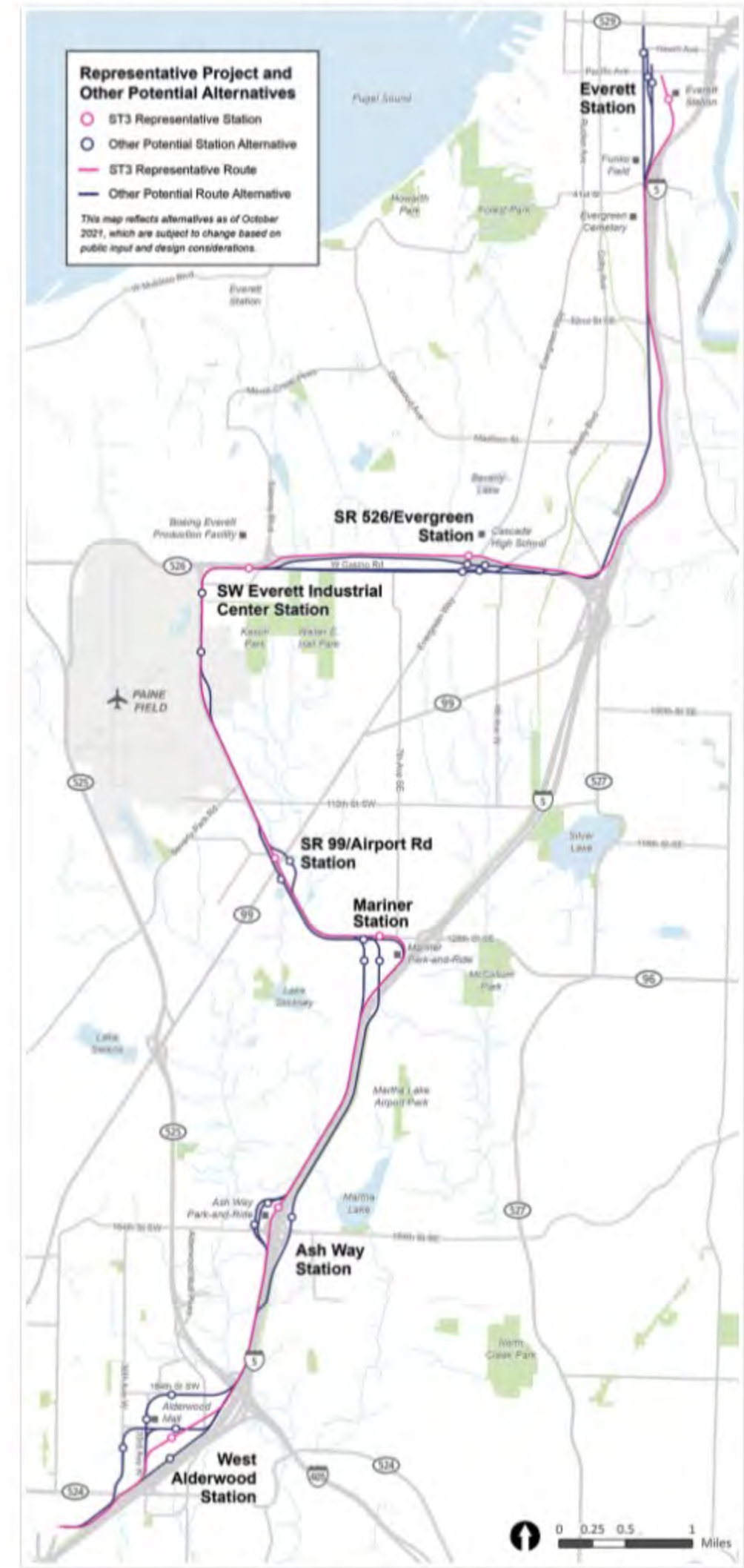
You can download the FAQ [\[English\]](#) [\[Korean\]](#) [\[Russian\]](#) [\[Spanish\]](#).

How to view station areas

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

Project overview map

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



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

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



Click to enlarge

What we heard during early scoping:

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

ALD-A	<ul style="list-style-type: none">• Closest to existing jobs that employ people of color and jobs that are low wage.• More challenging bicycle and pedestrian connections to the station.• Less accessible to (farther from) historically underserved communities and affordable housing.
ALD-B	<ul style="list-style-type: none">• More challenging bicycle and pedestrian connections to the station.• Less accessible to (farther from) historically underserved communities and affordable housing.• Farther from forecasted job and population growth areas.
ALD-C	<ul style="list-style-type: none">• Fewer potential property acquisitions.• Most direct route with lower potential cost and faster travel time.• Least accessible to (farthest from) historically underserved communities and forecasted job and population growth areas.• Farthest from existing jobs that employ people of color and jobs that are low wage.• More challenging pedestrian connections to the station.
ALD-D	<ul style="list-style-type: none">• Closest to the planned Swift Orange Line on 33rd Avenue W.• Closest to forecasted job and population growth areas.• More existing pedestrian connections nearby.• Higher potential costs for property acquisition on the edges of the mall.• City of Lynnwood’s preliminary locally favored option.
ALD-E	<ul style="list-style-type: none">• Closest to existing residential development.• More challenging to connect to local and Swift bus service.• Lower potential for development opportunities near the station.• Farther from existing jobs that employ people of color and jobs that are low wage.
ALD-F	<ul style="list-style-type: none">• Most potential for development opportunities near the station.• More challenging to connect to local and Swift bus service.• Higher potential costs for property acquisition on the edges of the mall.

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



Click to enlarge

What we heard during early scoping:

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

ASH-A	<ul style="list-style-type: none"> • Easier to connect to bus service at Ash Way Park-and-Ride. • More existing pedestrian connections nearby. • Limited potential for development opportunities near the station.
ASH-B	<ul style="list-style-type: none"> • Easier to connect to bus service at Ash Way Park-and-Ride. • More existing pedestrian connections nearby. • Limited potential for development opportunities near the station. • Much higher potential costs to purchase property and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
ASH-C	<ul style="list-style-type: none"> • Easier to connect to bus service at Ash Way Park-and-Ride. • Closest to forecasted job and population growth areas. • Most potential for development opportunities near the station. • Much higher potential costs to purchase property and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
ASH-D	<ul style="list-style-type: none"> • More potential for development opportunities near the station. • Most direct connection to the Interurban Trail. • Lowest potential costs and easier to construct with less aerial track. • Least accessible to (farthest from) historically underserved communities and affordable housing. • Challenging to connect with bus service at Ash Way Park-and-Ride across I-5. • Snohomish County's preliminary <u>locally favored option</u>.

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



Click to enlarge

What we heard during early scoping:

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

MAR-A	<ul style="list-style-type: none">• Easiest to connect to existing local and Swift bus service.• Greater potential for property acquisitions in historically underserved communities.• Longest route.
MAR-B	<ul style="list-style-type: none">• Most accessible (closest) to historically underserved communities.• Closest to forecasted job and population growth areas.• Least potential for development opportunities near the station.
MAR-C	<ul style="list-style-type: none">• Most direct route.• Most challenging to connect to Swift buses and buses traveling on I-5.
MAR-D	<ul style="list-style-type: none">• Less potential for property acquisitions in historically underserved communities.• Least accessible to (farthest from) historically underserved communities and affordable housing.• Most consistent with local planning.• Snohomish County's preliminary <u>locally favored option</u>.

SR 99 / Airport Road

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



Click to enlarge

What we heard during early scoping:

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

AIR-A	<ul style="list-style-type: none">• Lowest potential for property acquisition in historically underserved communities.• Less potential to affect businesses and community through property acquisition.• Least challenging construction with fewer transmission lines.
AIR-B	<ul style="list-style-type: none">• Easiest to connect to local and Swift bus service.• Higher construction cost with long span bridge crossing over Airport Road.• Greater potential to affect businesses and community through property acquisition.• Greater potential construction challenges because of transmission lines and difficulty maintaining access to local businesses during construction.
AIR-C	<ul style="list-style-type: none">• Roadway configuration precludes a direct bus connection at this location.• Slower travel time due to curve away from main track.• Highest potential costs for property acquisition and greater construction challenges.

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



Click to enlarge

What we heard during early scoping:

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

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

SWI-A	<ul style="list-style-type: none">• Most accessible (closest) to historically underserved communities.• More existing pedestrian connections nearby due to proximity to Casino Road.• Most challenging to connect to local and Swift buses.• Closest to Boeing Everett Production Facility.
SWI-B	<ul style="list-style-type: none">• Easiest to connect to existing local and Swift buses.• More challenging pedestrian connections to the station.
SWI-C	<ul style="list-style-type: none">• Closest to Paine Field Airport.• More challenging pedestrian connections to the station.
SWI pink route	<ul style="list-style-type: none">• Fewer potential property acquisitions.• Less potential for property acquisitions in historically underserved communities.
SWI purple route	<ul style="list-style-type: none">• Lowest comparative costs.• More potential for property acquisitions.
SWI blue route	<ul style="list-style-type: none">• North side Casino Road route.• More potential for property acquisitions and higher costs.• Greater potential for property acquisitions in historically underserved communities.• Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.
SWI green route	<ul style="list-style-type: none">• Casino Road median route.• Most potential for property acquisitions and higher costs.• Greatest potential for property acquisitions in historically underserved communities.• Greatest potential construction challenges maintaining access to businesses and homes along Casino Road.• Greatest potential for utility conflicts.

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



Click to enlarge

What we heard during early scoping:

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

EGN-A	<ul style="list-style-type: none">• Fewer potential property acquisitions.• Lowest comparative cost.• Less accessible to (farther from) historically underserved communities and affordable housing.• Farthest from forecasted job and population growth areas.• Lowest potential for development opportunities near the station.• Most challenging to connect to Swift and local bus service.• Most challenging to connect to the Interurban Trail.
EGN-B	<ul style="list-style-type: none">• Fewest potential property acquisitions, but with higher costs.• Highest potential to affect businesses through property acquisition.
EGN-C	<ul style="list-style-type: none">• More existing bicycle and pedestrian connections nearby and access to the Interurban Trail.• Least accessible to (farthest from) historically underserved communities and affordable housing.• Less potential for development opportunities near the station.• Highest potential to affect businesses through property acquisitions.• Higher potential costs to acquire property.
EGN-D	<ul style="list-style-type: none">• Most accessible (closest) to historically underserved communities.• Easiest to connect to local and Swift bus service.• Most potential for development opportunities near the station.• Highest potential for property acquisitions, particularly in historically underserved communities.• Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.
EGN-E	<ul style="list-style-type: none">• Closest to forecasted job and population growth areas.• More potential for development opportunities near the station.• More existing bicycle and pedestrian connections nearby and access to the Interurban Trail.• Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.

Everett Station

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



Click to enlarge

What we heard during early scoping:

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

EVT-A	<ul style="list-style-type: none">• Less potential to affect known historic resources and for property acquisitions.• Easiest connection to existing transit hub at Everett Station.• Fewest construction challenges with less constrained space for construction.• Farthest from downtown.• Least accessible to (farthest from) historically underserved communities and affordable housing.
EVT-B	<ul style="list-style-type: none">• Least potential to affect known historic resources and for property acquisitions.• Lowest potential for property acquisitions in historically underserved communities.• Greater construction challenges because of transmission lines on McDougall Avenue and substation to the east.• Balances distance to downtown and existing transit center.
EVT-C	<ul style="list-style-type: none">• Greater construction challenges because of transmission lines on McDougall Avenue and substation to the east.• Balances distance to downtown and existing transit center.• City of Everett's preliminary locally favored option.
EVT-D	<ul style="list-style-type: none">• Closest to downtown.• Most accessible (closest) to historically underserved communities and affordable housing.• Most challenging to connect to existing bus service.• Most potential to affect known historic resources and for property acquisitions.

Share your thoughts on route and station options

Survey

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

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

Reliable service

Access to community services and existing transit

Consistent with local transportation planning and job/housing forecasts

Financially and technically feasible

Support growth at station areas

Equitable mobility

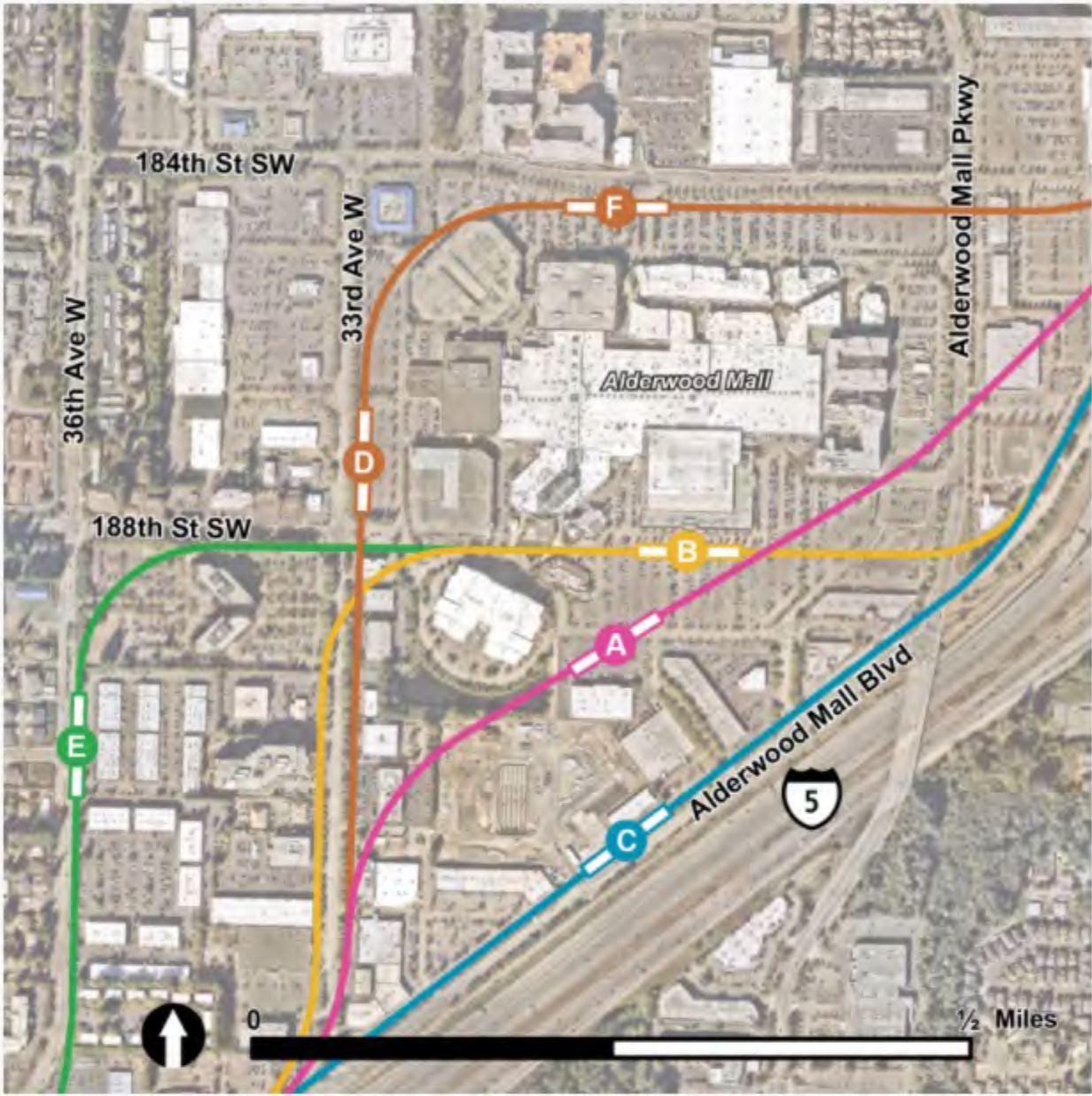
Quality pedestrian and bicycle access

Healthy built natural and social environments

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

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

West Alderwood



Click to enlarge

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

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

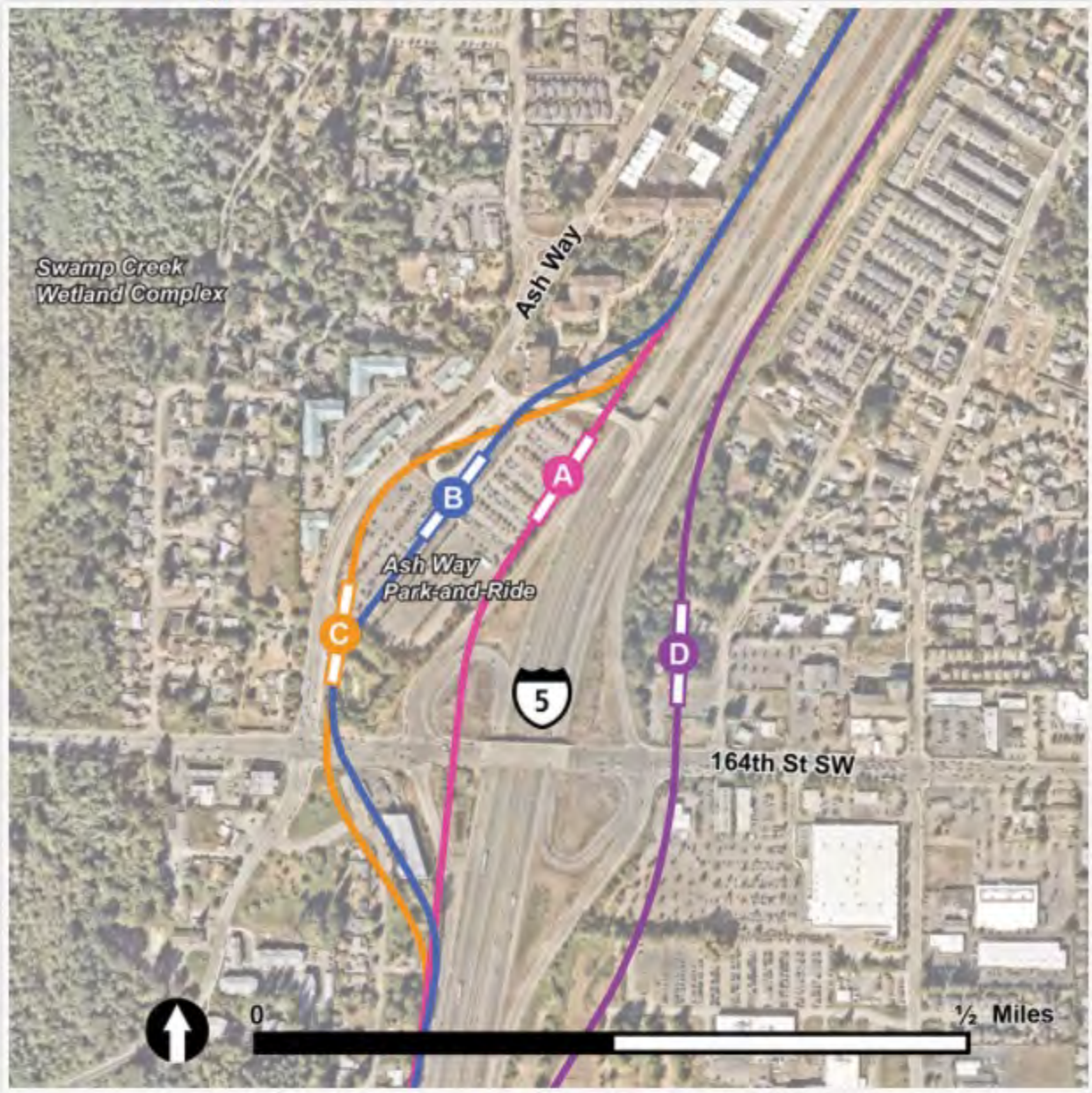
ALD-A pink: Why do you think this option should move forward? What do you like about this alternative?

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

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

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

Ash Way



Click to enlarge

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

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

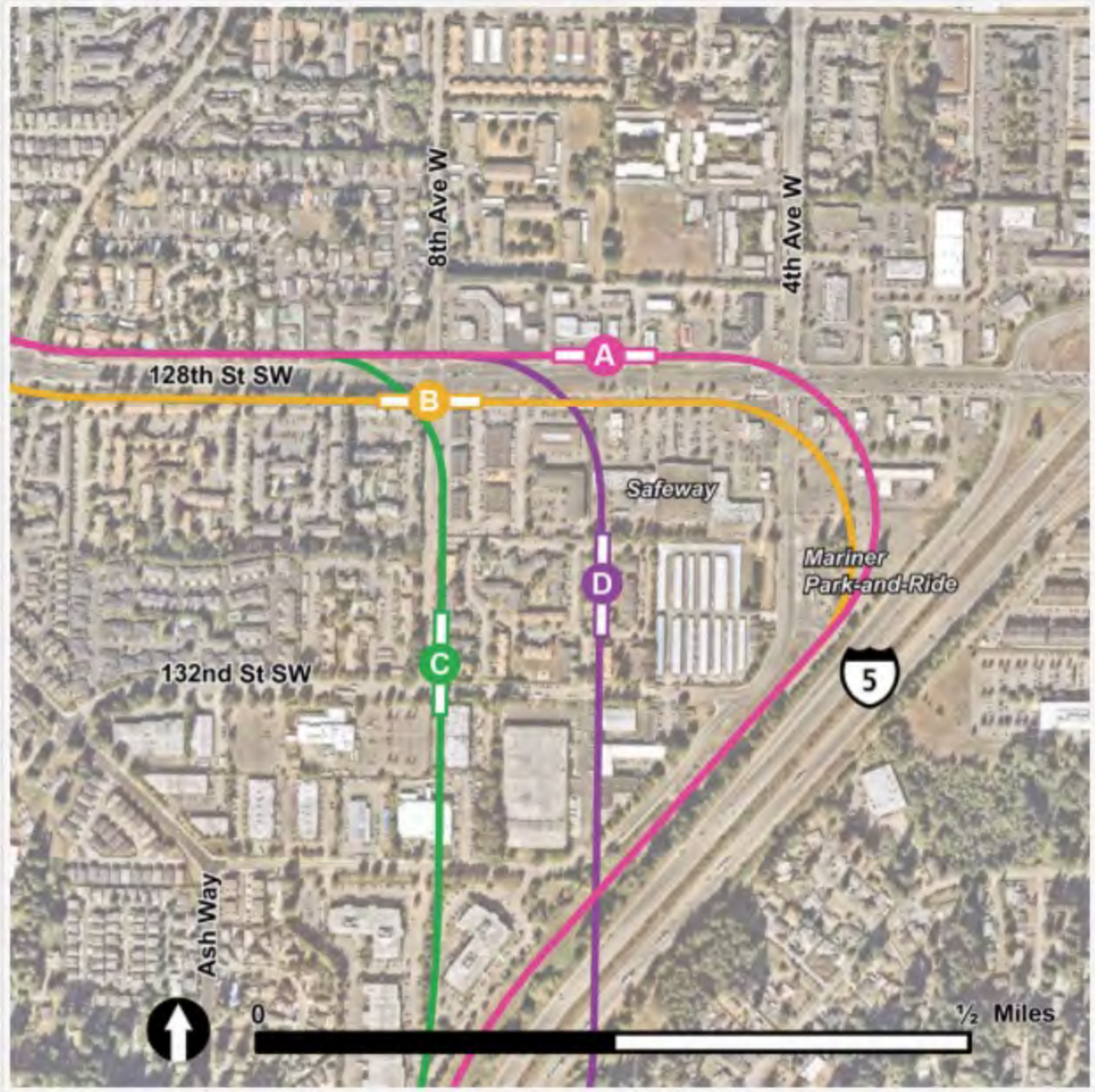
ASH-A pink: Why do you think this option should move forward? What do you like about this alternative?

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

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

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

Mariner



Click to enlarge

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

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

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

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

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

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

SR 99 / Airport Road



Click to enlarge

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

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C

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

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

- ☐ AIR-A
- ☒ AIR-B
- ☐ AIR-C

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

SW Everett Industrial Center



Click to enlarge

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

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

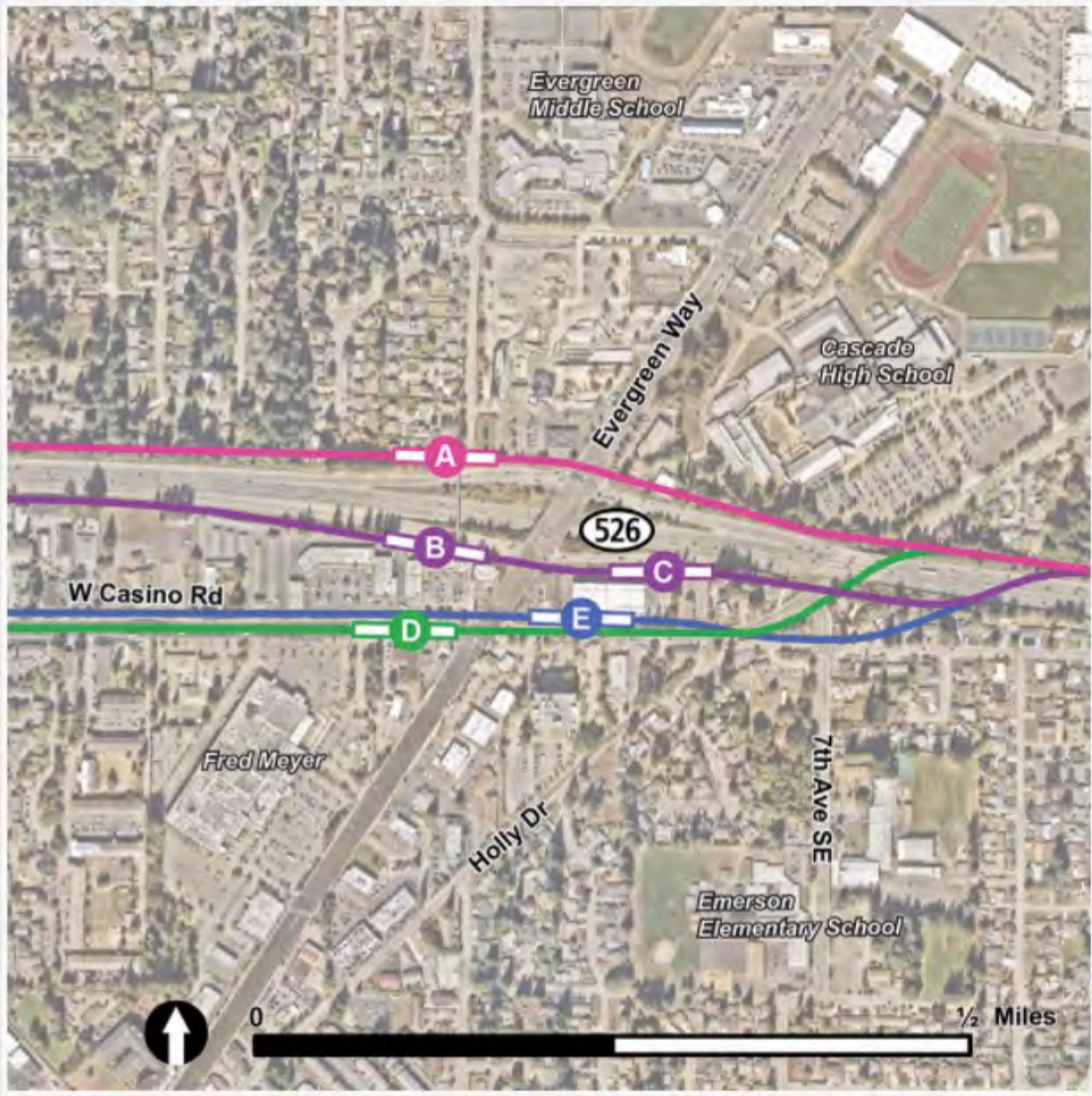
SWI-A: Why do you think this option should move forward? What do you like about this alternative?

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

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

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

SR 526 / Evergreen



Click to enlarge

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

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

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

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

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

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

Everett Station



Click to enlarge

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

- ☒

EVT-A
- ☐

EVT-B
- ☐

EVT-C
- ☐

EVT-D

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

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

- ☐

EVT-A
- ☒

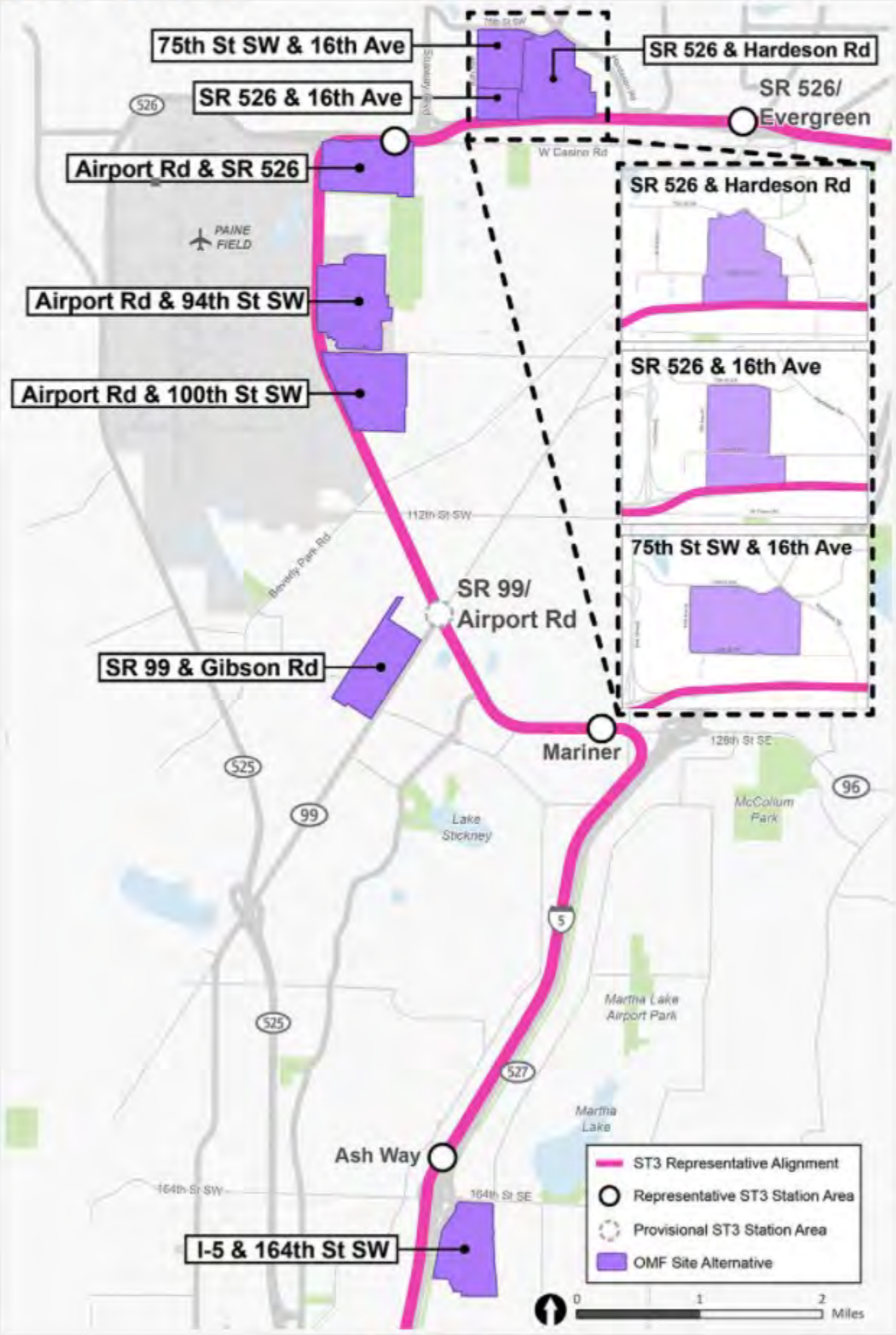
EVT-B
- ☐

EVT-C
- ☐

EVT-D

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

OMF North



Click to enlarge

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

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

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

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

About You

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

Would you be willing to provide demographic information?

- ☒ Yes
- ☐ No

What is your age?

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

What is your gender identity?

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

Which of the following best describes your living situation?

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

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

- ☒ Yes
- ☐ No

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

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

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

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

What is your home ZIP code?

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

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

What languages are regularly spoken in your home?

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

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

- ☐ Yes
- ☐ No

What is your household’s total annual earnings?

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


Submit

What’s next for Everett Link Extension?

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


How to stay engaged

Get involved




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

Contact us




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




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


Go online




Learn about the project: soundtransit.org/everettlink.



Respond to online surveys.



[Subscribe to email updates.](#)



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

Sound Transit system expansion is:

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

Funding


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

Who we are

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


Current services

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



Link light Rail

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



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



ST Express Bus



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



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



Sounder Commuter Rail



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



Passengers boarding the Sounder train in downtown Seattle.



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



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

Future Service

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

Project partners



Public



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

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



Community Advisory Group



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

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



Interagency Group



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

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



Elected Leadership Group



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

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

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



Sound Transit Board



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

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



Tribes



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

General questions? Contact us:

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

Need assistance online or at an in-person event?

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

Additional services:

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

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

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Everett Link Extension

환영합니다

미래의 경로와 역 위치를 탐색해 보세요

유권자 여러분 덕에 저희는 야심차게 대중 교통 시스템 확장을 추진하고 있습니다. 여기에는 Link 경전철 서비스를 북쪽으로 Lynnwood City Center에서 Everett 역까지 확장하는 것이 포함되며, Alderwood Mall 및 SW Everett Industrial Center 등의 지역에 정류장을 만들 것입니다. Snohomish 카운티까지 경전철을 확장하면 Everett에서 Tacoma까지, 그리고 시애틀 지역에서 Redmond와 Issaquah까지 116마일을 연결하는 경로가 완성됩니다. 저희는 현재 대안 개발 단계에 있으며 경로와 역 및 Operations and Maintenance Facility North(북부 관리실)의 위치를 더 자세히 알아볼 것입니다.

대안 개발 과정이란 무엇입니까?

2016년 대표 프로젝트는 프로젝트의 대중교통 방식, 대략적인 경로, 역 수 및 일반 역 위치를 설정했습니다. 이것은 추가 대안 경로, 역, OMF North 위치 및 설계 구성을 식별하기 위한 출발점이기도 합니다. 목적 및 필요성.

범위 내에서 각종 대안들을 식별 및 평가하는 대안 개발 과정 중에도 저희는 대중, 기관, 부족의 의견을 환영합니다.

대안 개발 프로세스 전반에 걸쳐 계속해서 대중과 소통하여 피드백을 수집할 것입니다. 이렇게 얻은 정보는 2023/2024 Environmental Impact Statement(환경 영향 보고서)를 통해 환경 검토를 진행할 때 Sound Transit Board에서 평가할 대안을 식별하는 데 도움이 됩니다

이 사이트에 관하여

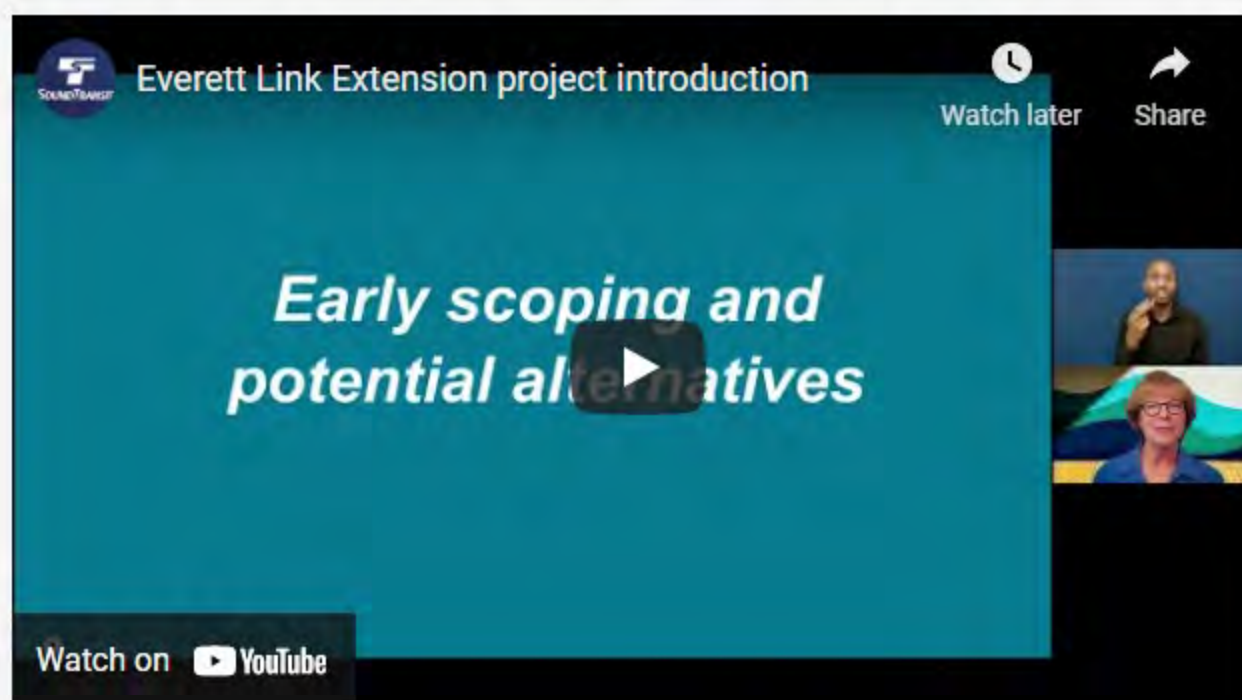
이 사이트의 목적은 다음과 같습니다:

- [배경 정보](#) Everett Link Extension 프로젝트에 관하여
- Updates on [대중과의 소통](#) 및 저희가 받은 의견들
- 역, 경로 및 OMF North 대안에 대한 [초기 분석 결과](#).
- 현재 고려 중인 대안에 대한 [의견을](#) 제공하실 기회입니다.

아래로 스크롤하거나 위의 링크를 클릭하여 관심 있는 섹션을 방문하십시오.
Click on boxes with ▼ 섹션을 펼쳐서 더 알아보기.

더 알아보기

- 자주 묻는 질문 [\[영어\]](#) [\[한국어\]](#) [\[러시아어\]](#) [\[스페인어\]](#)
- [초기 검토 Summary Report](#)
- Community Guide to Alternatives Development [\[영어\]](#) [\[한국어\]](#) [\[러시아어\]](#) [\[스페인어\]](#)
- 팩트지 [\[영어\]](#) [\[한국어\]](#) [\[러시아어\]](#) [\[스페인어\]](#)
- [Community Engagement Guide](#)
- 아래에서 초기 검토를 위한 프로젝트 소개 비디오를 시청하십시오.



프로젝트 소식지를 구독하세요

이름 성

이메일 주소

전화번호

지금 구독하세요

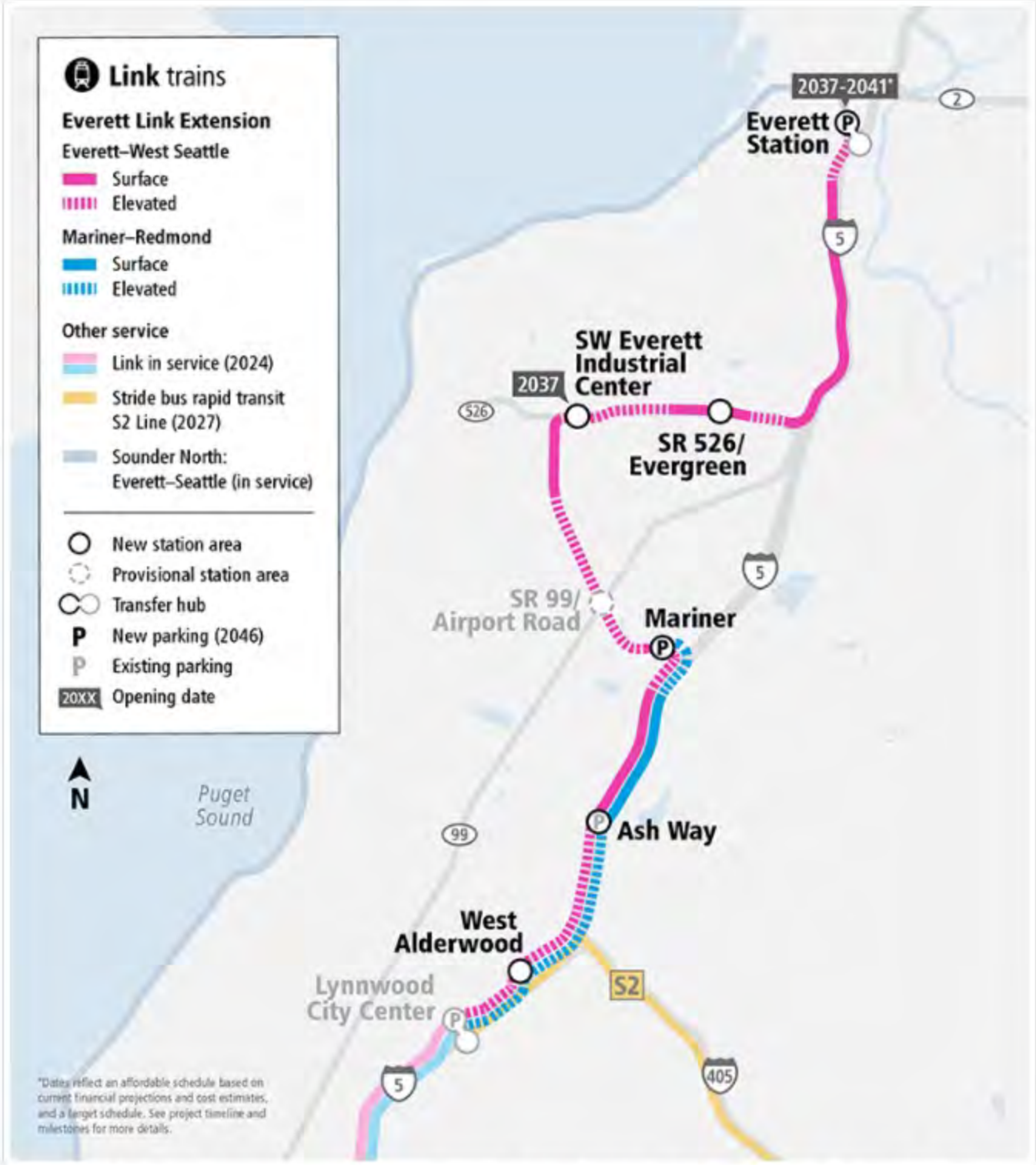
프로젝트에 관하여

Everett Link Extension은 주거 지역 및 근무지에 빠르고 안정적인 연결을 제공합니다. 16마일의 경전철과 Snohomish County 주민들을 지역 경전철 경로에 연결하는 6개의 새로운 역이 추가될 예정입니다. 또한 임시 역 추가를 논의 중인데 임시 역 계획 과정.

또한 프로젝트의 일환으로Operations and Maintenance Facility North(북부 관리실)을 설치하여, 전체 시스템 운영 및 큰 열차의 통행, 저장 및 서비스를 지원하는 역할을 담당하게 할 것입니다. 이 새로운 시설을 건설하려면 경전철 라인 근처에 약 60-70에이커가 필요합니다.

OMF North는 Snohomish County에서 450개 이상의 고속권, 생활임금 일자리를 지원할 수 있습니다. 기존 OMF에서는 평균 직원 급여가 시간당 \$40 또는 \$80,000/년 이상입니다. OMF 영상을 보시고 더 많은 정보를 확인하세요

프로젝트 영역 지도



대표 프로젝트, 역세권 및 기타 Sound Transit 서비스와의 연결 | 확대해서 보려면 클릭



Everett Link Extension은 미래의 Snohomish 카운티 주민들을 지역 전역의 주거 및 고용 센터에 연결합니다.

사전 지역 계획 프로세스

귀하는 이미 역 위치 및 계획에 대해 이미 지역 관할권과 논의했을 수도 있습니다. 커뮤니티의 의견을 바탕으로 Snohomish 카운티 경전철 커뮤니티는 Ash Way Station 및 Mariner Station에 대해 현지에서 선호하는 옵션을 식별하고 위치에 대한 초기 분석을 제공했습니다. Metro Everett 은 또한 다음을 식별했습니다: 현지에서 선호하는 옵션 뜻을 아시려면 클릭Everett station에 대한 계획 및 참여 노력을 시작할 때 그들의 분석을 검토하고 이러한 스테이션에 이미 제공한 의견을 고려할 것입니다.

[Lynnwood resolution](#)

[L더 자세히 알아보세요](#)

[Snohomish County's Light Rail Communities](#)

더 자세히 알아보세요 [Metro Everett Subarea Plan](#)

Everett Link Extension 의 특성

- **개통 타임라인:** 프로젝트는 2037년 개통을 목표로 합니다. SW Everett Industrial Center 를 넘어 Everett 역까지 운행되는 서비스는 추가로 자금 지원을 받지 못하면 2041년으로 연기될 수도 있습니다.
- 길이: 16 마일.
- 여섯 군데의 역. West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station, plus one provisional (unfunded) station at SR 99/Airport Road.
- 운행: 바쁜 시간대에는 매 4-6 분, 낮 시간대와 주말 및 저녁에는매 10-15 분.
- 예상 이동 시간:
 - Everett 에서 Lynnwood City Center까지: 33 분.
 - Everett 에서 downtown Seattle까지: 60 분.

☰

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프로젝트 일정

2016 유권자 승인

기획 (2020-2026)

설계 (2026 부터 2029 까지)

건설 (2030-2036)

서비스 개통 (2037-2041)*

- 대안 개발
 - 사전 검토
 - I역, 경로 및 운영/관리 시설 시설의 대체 방안을 식별 및 선별
- Sound Transit Board는 Draft Environmental Impact Statement (환경 영향 성명 초안)의 대안을 식별하며, 선호되는 대안을 식별할 수도 있습니다.
- Draft EIS
 - Draft EIS 준비하기
 - 개념 엔지니어링
 - Draft EIS에 대한 대중의 리뷰와 의견
 - Sound Transit Board Sound Transit Board는 최종 EIS에 대해 선호하는 대안을 확인/수정합니다
- Final EIS
 - Final EIS 준비하기
 - 예비 엔지니어링
 - Sound Transit Board가 건설할 프로젝트를 선택합니다
 - Federal Record of Decision

- 마지막 역 그리고 경로 설계
- 역 및 공공 예술의 조달 및 커미션
- 토지 사용 및 건설 허가 취득
- 부동산 취득/이전 시작

- 획기적인
- 건설 업데이트 및 완화
- 안전 교육
- 검사 및 사전 작업

*Everett 역의 개통 목표 일정은 2037년입니다. 이 목표 일정에는 약 6억 달러의 추가 자금 및/또는 절감이 필요하며 이 일정에 서비스를 열 수 있는 모든 옵션을 찾을 것입니다. 그러나 추가된 자금 또는 감소된 프로젝트 비용을 확보할 수 없는 경우 SW Everett Industrial Center에 서비스를 개통할 수 있는 합리적인 기간은 2037년이고 거기에서 Everett 역까지 서비스를 개통하는 기간은 2041년입니다. 자세히 알아보기.재편집 여기. 프로젝트의 전 단계는 대중의 참여를 포함합니다.

수집한 대중의 의견으로 무엇을 하나요?

대안 개발 프로세스 전반에 걸쳐 귀하의 피드백을 요청합니다. 각 단계에서 저희는 받은 의견들을 모두 읽고 요약합니다. 의견 및 요약은 대행사 파트너에게 제공되며, Community Advisory Group, the Elected Leadership Group and the Sound Transit Board 다음 평가 단계에서 추가 연구가 필요한 대안을 알려줍니다. 귀하가 의견을 보내주셔야 의사 결정자들이 Everett Link Extension 커뮤니티에 무엇이 중요한지 이해할 수 있습니다.



대안 개발에는 세 단계가 있습니다: 심사, Level 1 분석 및 Level 2 분석. 이러한 단계를 통해 저희는 점점 더 자세하게 잠재적 대안을 평가하고 각 단계에서 피드백을 요청합니다. 화살표는 진행 중인 위치를 나타내고 위의 주황색 원은 저희가 공개 의견을 요청할 때를 나타냅니다. | 확대해서 보려면 클릭

여러분께 드리는 부탁

Level 1 대안에 대한 귀하의 의견을 구합니다. 2022년 봄에 선출된 Elected Leadership Group은 지역 사회로부터 들은 내용을 고려하여, Level 1 대안을 바탕으로 Level 2에서 추가로 연구할 때 필요한 권장 사항을 구성할 것입니다.

귀하가 초기 검토 기간 중에 의견을 내셨다면 이러한 대안에 익숙하실 것입니다. 저희는 2021년 12월 이후로 어떤 옵션도 제거하지 않았지만, 각 대안의 장단점을 이해하기 위해 더 깊이 분석했으며 초기 검토 중에 들은 내용을 요약했습니다.

대안들을 읽어 보시고, 그 중 어떤 것이 귀하의 지역 사회에 가장 도움이 되며 그 이유가 무엇인지, 귀하의 우선 순위가 무엇인지, 저희가 분석에서 놓친 것이 있다면 무엇인지 알려주시기 바랍니다. 대중의 일원인 귀하의 피드백은 미래의 경전철에 대한 최선의 대안을 식별하는 데 중요한 역할을 할뿐 아니라 추가 연구에도 필히 고려되어야 합니다.

초기 검토 단계에서 수집한 의견

초기 검토는 2021년 12월에 종료되었으며 지역 사회 구성원, 기관 및 부족으로부터 수백 개의 의견과 질문을 받았습니다. 해당 '역세권' 일부분에 저희가 받은 주민 의견을 요약해 놓았습니다. 다운로드 하셔서 전체 내용의 요약본을 살펴보고 저희가 받은 모든 피드백을 읽어보세요. [초기 검토 Summary Report](#).

프로젝트에 관해 받은 수많은 질문에 최대한 답해드리기 위하여 "자주 묻는 질문" 문서를 만들었습니다. FAQ에는 "Sound Transit이 프로젝트를 완료하는 데 왜 그렇게 오래 걸릴까요?"와 같은 질문이 포함됩니다."

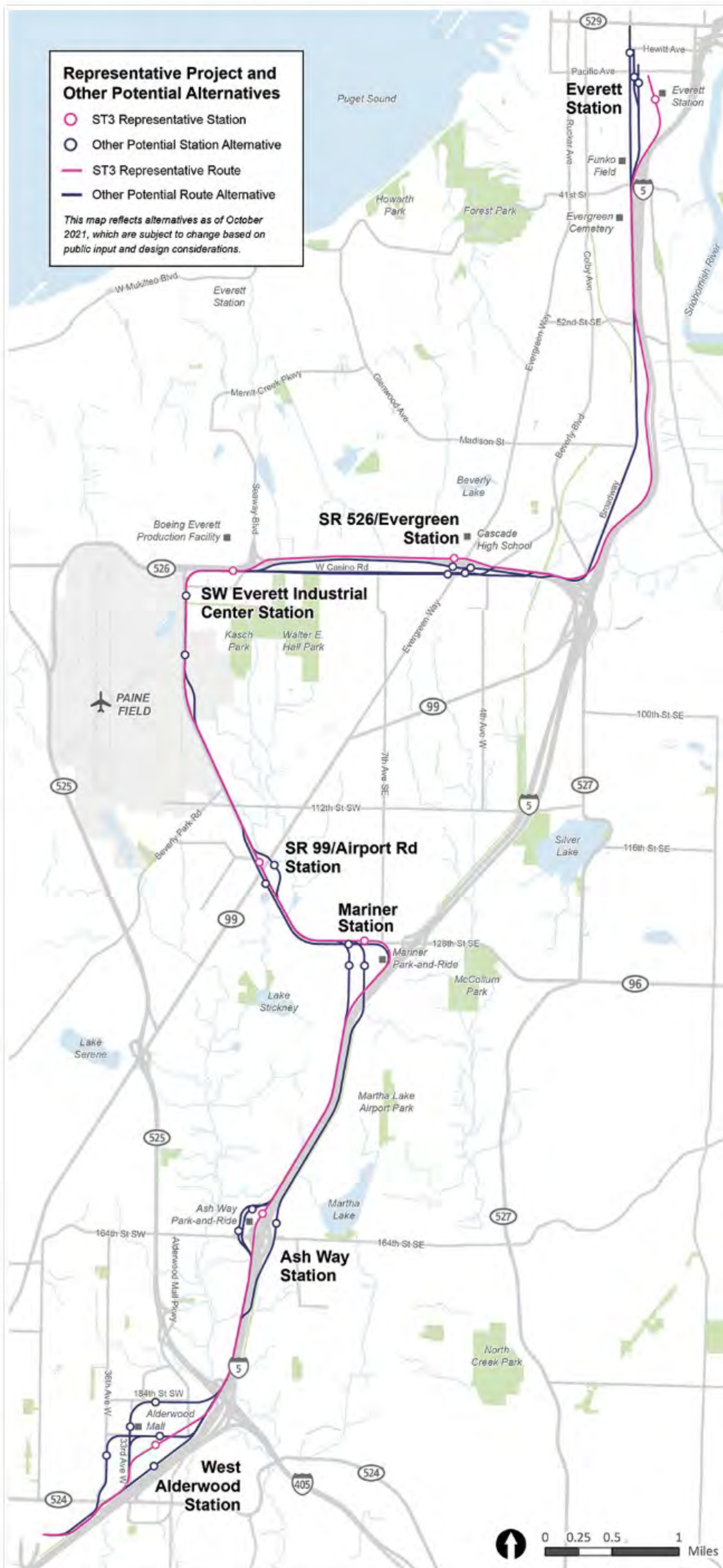
FAQ를 다운로드할 수 있습니다 [\[영어\]](#) [\[한국어\]](#) [\[러시아어\]](#) [\[스페인어\]](#).

역세권기

아래 드랍다운 섹션의 지도는 현재 연구 중인 잠재적인 경로 및 대안 역과 잠재적인 관리시설 Operations and Maintenance Facility North 위치를 보여줍니다. **역세권**을 클릭하여 해당 지역에 대해 자세히 알아보실 수 있습니다. ▾

프로젝트 개요 맵

EVLE 프로젝트가 시행되는 지역 전체를 나타내는 이 지도는, 대표 경로와 역을 핑크색으로 표시하고 기타 잠재적인 대안 경로와 역을 남색으로 표시합니다. 대표사업은 사업 범위, 비용 추정, 승차 인원 예측을 목적으로 개발되었습니다.



대표 프로젝트, 역세권 및 기타 Sound Transit 서비스와의 연결 확대해서 보려면 클릭

Lynnwood의 West Alderwood 역세권은 기존의 쇼핑몰, 인접한 상업 지역 및 City of Lynnwood 에서 계획한 향후 성장 지역에 쉽게 접근할 수 있는 여섯 군데의 대안 역이 포함됩니다. 이 역은 2040년까지 역 근방에 거주할 것으로 예상되는 사람들, 즉 Alderwood Mall에 자주 오는 사람들, 직원 및 3,000명 이상의 거주자에게 서비스를 제공할 것입니다. 역 주변의 교통을 개발할 가능성이 있으며 그 중 일부는 현재 진행 중입니다. 쇼핑몰의 북쪽과 서쪽에 있는 대안 역은 I-5에 더 가까운 대안보다 기존 및 미래 주거 개발에 더 많은 기회를 제공합니다. Community Transit은 현재 33rd Avenue W, Alderwood Mall Parkway 및 Alderwood Mall Boulevard에 버스 노선이 있는 지역에 서비스를 제공하고 있으며 Swift Orange Line으로 33rd Avenue W에서 서비스를 확장할 계획입니다.



확대해서 보려면 클릭

초기 검토 단계에서 모은 의견

- Alderwood Mall로의 접근성은 중요합니다.
- 대중교통 중심의 개발 지원.
- West Alderwood 역을 주민뿐 아니라 소매점들에게도 유용한 역으로 만들기.
- 새로운 역이 교통 체증을 악화시킬 것이라는 우려.
- 재 옥외 주차장이 역이나 park-and-ride 기반 시설을 위한 좋은 위치가 될 것이라는 제안.
- 산책로, 보행자 연결, 상업지역, 주거지역으로 편리하게 접근할 수 있도록 지원.
- ALD-D 및 ALD-F 옵션을 지원하는 추가 의견.

ALD-A	<ul style="list-style-type: none">• 유색인종을 고용하는 기존의 근무지 및 저임금 노동직 근무지와 가장 가깝다.• 자전거와 보행자들은 역까지 연결되기가 더 어렵다.• 역사적으로 소외된 지역 사회 및 저렴한 주택들은 접근성이 (좀더 멀다) 낮은 편이다.
ALD-B	<ul style="list-style-type: none">• 자전거와 보행자들은 역까지 연결되기가 더 어렵다.• 역사적으로 소외된 지역 사회 및 저렴한 주택들은 접근성이 낮은 편이다.• 일자리 및 인구가 증가할 것이라고 예측되는 지역에서 더 멀다.
ALD-C	<ul style="list-style-type: none">• 부동산 취득 가능성은 좀더 적다.• 잠재적 비용이 낮고 이동 시간이 더 빠른 직항 경로.• 역사적으로 소외된 지역 사회 및 직업과 인구 증가가 예측되는 지역으로부터의 접근성이 매우 낮다(가장 멀다).• 유색인종을 고용하는 기존의 근무지 및 저임금 노동직 근무지와 가장 멀다.• 보행자들은 역까지 연결되기가 더 어렵다.
ALD-D	<ul style="list-style-type: none">• 33rd Avenue W에 예정된 Swift Orange Line과 가장 가깝다.• 직업과 인구가 증가하리라고 예측되는 지역에서 가장 가깝다.• 기존의 보행자 연결 지점이 근처에 많다.• 쇼핑몰 가장자리에 있는 부동산 취득에 대한 잠재적 비용이 더 높다.• Lynnwood 시의 <u>주민들이 선호하는 옵션</u>.
ALD-E	<ul style="list-style-type: none">• 기존의 주거 지역 개발과 가장 가깝다.• 로컬 및 Swift 버스 서비스에 연결하기가 더 어렵다.• 역 주변 개발 가능성이 낮음.• 유색인종을 고용하는 기존 근무지와 저임금 근무지에서 더 멀다.
ALD-F	<ul style="list-style-type: none">• 역 근처가 개발될 가능성이 가장 높다.• 로컬 및 Swift 버스 서비스에 연결하기가 더 어렵다.• 쇼핑몰 가장자리에 있는 부동산 취득에 대한 잠재적 비용이 더 높다.

Ash Way Station 지역은 통합되지 않은 Snohomish 카운티에 있으며 I-5와 나란히 달리게 될 4개의 잠재적 경로 및 대안 역을 포함합니다. I-5 서쪽의 대안은 164th Street SW 북쪽의 기존 Ash Way Park-and-Ride에 가장 가깝습니다. 164th Street SW에 극심한 교통 혼잡이 있으며 Snohomish 카운티는 130th Street SW에서 I-5의 두 번째 교차로를 완료할 계획이지만 아직 자금이 지원되지 않았습니다. Ash Way 역 지역은 서쪽으로 Swamp Creek 습지, 동쪽으로 Martha Lake 옆에 있으며 164th Street SW를 따라 소매점과 사무실이 있고 북쪽과 남쪽으로는 단독 및 다가구 주택이 혼합되어 있습니다. 이 역은 2040년까지 이 지역에 거주할 것으로 예상되는 2,000명 이상의 주민들에게 서비스를 제공할 수 있습니다. Interurban Trail은 I-5의 동쪽을 따라 달리고 서쪽에는 제한된 자전거 기반 시설이 있습니다.



확대해서 보려면 클릭

초기 검토 단계에서 수집한 의견

- I-5를 가로지르는 비용에 대한 우려.
- 대중교통 중심의 개발 지원.
- 새로운 역이 교통 체증을 악화시킬 것이라는 우려.
- 역에서 Interurban Trail까지의 편리한 연결 지원 및 보행자와 자전거 인프라의 전반적인 개선 지원.
- ASH-D 및 ASH-A 옵션을 지원하는 추가 의견.

ASH-A	<ul style="list-style-type: none">• Ash Way Park-and-Ride에서 버스로 연결하는 것이 더 쉽다.• 근처에 기존 보행자 연결이 더 많다.• 역 주변이 개발될 가능성이 적다.
ASH-B	<ul style="list-style-type: none">• Ash Way Park-and-Ride에서 버스와 연결이 더 쉽다.• 근처에 기존 보행자 연결이 더 많다.• 역 주변이 개발될 가능성이 적다.• 부동산을 구입하는 데 드는 잠재적 비용이 훨씬 더 높으며 건설 중 Park-and-Ride에서 버스 운영을 유지하는 데 어려움이 있다.
ASH-C	<ul style="list-style-type: none">• Ash Way Park-and-Ride에서 버스로 연결하는 것이 더 쉽다.• 직업 및 인구가 증가할 것으로 예상되는 지역에 가장 가깝다.• 역 주변이 개발될 가능성이 가장 높은 곳.• 건물을 구매하는 데 훨씬 더 높은 잠재적 비용과 건설 중 Ash Way Park-and-Ride에서 버스 운영을 유지하는 데 어려움이 있다.
ASH-D	<ul style="list-style-type: none">• 역 주변이 개발될 가능성이 높다.• Interurban Trail과 가장 직접적인 연결.• 최저 비용과 더 적은 공중 트랙으로 건설이 용이하다.• 역사적으로 소외된 지역 사회와 저렴한 주택에서의 접근성이 좋지 않다(가장 멀리 떨어져 있음).• I-5를 가로질러 Ash Way Park-and-Ride에서 버스와 연결하기가 어렵다.• Snohomish County 주민들이 선호하는 옵션.

Mariner Station 지역에는 128th Street SW 또는 Mariner Park-and-Ride 서쪽에 위치한 4개의 역 및 대안 경로가 있습니다. 128th Street SW는 교통이 매우 혼잡하며 Snohomish County는 130th Street SW에서 I-5의 두 번째 교차로를 계획했지만 아직 자금이 지원되지 않았습니다. 모든 대안 역은, 개발될 가능성이 있는 주거 지역 및 고용이 늘어날 것으로 계획된 지역에 있으며, 대중 교통을 이용자들을 지원할 것입니다. 2040년까지 5,000명 이상의 사람들이 역 근교에 거주할 것으로 예상되며 이 지역에서 서비스 이용이 가능합니다. 이 역은 또한 기존의 Mariner Park-and-Ride 부지와 북쪽의 Mariner High School에서 서비스를 운영할 것입니다. 2개의 경전철 노선이 이 역을 담당하며 지역 및 시내 버스가 지나가는 곳이 됩니다. 2046년까지 이 역에 550개의 추가 주차 공간이 예상됩니다.



확대해서 보려면 클릭

초기 검토 단계에서 수집한 의견

- 저소득 거주자 및 유색인종 소유 기업의 이주 우려.
- 역 신설로 교통체증 악화 우려.
- 주거민 및 소매점의 필요를 모두 충족하는 새로운 역에 대한 갈망.
- 기존 대중 교통과의 연결 지원.
- MAR-A 및 MAR-D 옵션 지원에 대한 추가 의견.

MAR-A	<ul style="list-style-type: none">• 기존 로컬 및 Swift 버스 서비스와 가장 쉽게 연결.• 역사적으로 소외된 지역 사회에서 부동산이 취득될 가능성.• 가장 긴 경로.
MAR-B	<ul style="list-style-type: none">• 역사적으로 소외된 지역 사회에 가장 접근하기 쉽다(가장 가까운).• 예상 일자리 및 인구 증가 지역에 가장 가깝다.• 역 근처의 개발 가능성이 가장 낮다.
MAR-C	<ul style="list-style-type: none">• 가장 직접적인 경로.• I-5로 이동하는 Swift 버스 및 버스에 연결하는 것이 가장 어렵다.
MAR-D	<ul style="list-style-type: none">• 역사적으로 소외된 지역 사회에서 부동산 취득 가능성이 적다.• 역사적으로 소외된 지역사회와 저렴한 주택에 대한 접근이 가장 낮음(가장 멀리 떨어져 있음).• 지역 계획과 가장 일치한다.• Snohomish County <u>주민들이 선호하는 옵션</u>.

SR 99 / Airport Road Station은 SR 99 근처의 Airport Road를 따라 Mariner 역 북서쪽에 있는 임시 (자금 지원 없음) 역입니다. 주변 토지 용도는 주로 SR 99를 따라 상업용이며 북서쪽으로 일부 산업이 있으며 주로 동쪽으로 다가구 주거 개발이 이루어집니다. 이 역은 SR 99를 운행하는 Swift Blue Line과 Airport Road의 Swift Green Line를 연결합니다. 이 역은 2040년까지 역 근교에 거주할 것으로 예상되는 4,000명 이상의 사람들에게 서비스를 제공할 수 있습니다.



확대해서 보려면 클릭

초기 검토 단계에서 수집한 의견

- 대중 교통 이용 인구가 적고 역세권 프로젝트 비용이 높은 것을 우려.
- 기존 대중 교통과의 연결 지원.
- 저소득 거주자 및 유색인종 소유 기업의 이주 우려.
- AIR-A 및 AIR-B 옵션 지원에 대한 추가 설명.

<div>AIR-A</div>	<ul style="list-style-type: none">• 역사적으로 소외된 지역 사회에서 부동산 취득 가능성이 가장 낮음.• 부동산 취득을 통해 기업과 지역사회에 영향을 줄 가능성이 적음.• 전기 송전선로가 적어 건설이 가장 용이함.
<div>AIR-B</div>	<ul style="list-style-type: none">• 로컬 및 Swift 버스 서비스에 가장 쉽게 연결• Airport Road를 가로지르는 긴 다리로 건설 비용 증가.• 부동산 취득을 통해 기업과 지역사회에 영향을 미칠 수 있는 더 큰 잠재력.• 송전선로가 있고 공사장 근교 사업체의 진입이 어려운 점 등 잠재적 건설 문제가 생길 가능성이 더 크다.
<div>AIR-C</div>	<ul style="list-style-type: none">• 도로 공사로 이 위치에서 직접 버스가 연결되지 않는다.• 주요 트랙에서 멀리 돌아가는 커브로 인해 느린 이동 시간.• 부동산 취득 및 더 큰 건설 문제에 대한 가장 높은 잠재적 비용.

SW Everett Industrial Center Station 지역에는 4개의 경로 대안과 3개의 대안 역이 있습니다. Boeing과 Paine Field를 포함한 대규모 산업 및 항공우주 고용주는 이 지역에서 서비스를 받을 것입니다. 주변 토지 사용은 SR 526의 동쪽과 남쪽에 있는 Everett의 도시 주거 구역 구역에 다가구 주거 개발이 있는 중공업 및 경공업입니다. 모든 대안은 Paine Field-Boeing-Everett 제조/산업 센터 내에 있습니다. 이 역 근처에 주거 개발이 제한되어 있지만 대안 역 SWI-A는 2040년까지 역세권에 거주할 것으로 예상되는 1,000명 이상의 주민들에게 서비스를 제공할 수 있습니다.



확대해서 보려면 클릭

초기 검토 단계에서 수집한 의견

- 대중교통 이용자 수가 적고, 일정이 지연되며, 역의 건설비용이 높다는 우려.
- 지역에 남아있는 보잉의 불확실성과 관련된 우려.
- 역세권에 보행자나 자전거의 접근성이 떨어진다는 우려.
- 저소득 거주자 및 유색인종 소유 기업의 이주 우려.
- SWI-C 및 SWI-A 옵션 지원에 대한 추가 의견.

다른 역과 달리, 이 역세권에서는 대안 역이 대안 경로와 분리되어 있으므로, 원하는 경로와 역을 함께 선택할 수 있습니다.

SWI-A	<ul style="list-style-type: none">• 역사적으로 소외된 지역 사회의 접근성이 가장 좋다.(가장 가까운).• Casino Road와의 근접성으로 인해 인근에 더 많은 기존 보행자 연결.• 시내버스 및 Swift 버스 연결이 매우 어렵다.• Boeing Everett 생산 시설에서 가장 가깝다.
SWI-B	<ul style="list-style-type: none">• 기존 시내버스 및 Swift 버스와의 연결이 가장 쉽다.• 보행자가 역과 연결되기가 다소 어렵다.
SWI-C	<ul style="list-style-type: none">• Paine Field 공항에 가장 가깝다.• 보행자가 역과 연결되기가 다소 어렵다.
SWI pink route	<ul style="list-style-type: none">• 부동산이 취득될 가능성이 적다.• 역사적으로 소외된 지역 사회에서 부동산 취득 가능성이 적다.
SWI purple route	<ul style="list-style-type: none">• 상대 비용이 가장 적다.• 부동산이 취득될 가능성이 더 많다.
SWI blue route	<ul style="list-style-type: none">• 북쪽 Casino Road 경로.• 부동산이 취득되어 비용이 증가할 가능성이 좀더 많다.• 역사적으로 소외된 지역 사회에서 부동산이 취득될 가능성이 더 크다.• Casino Road를 따라 사업체나 주택가의 진입이 어려워질 가능성이 있다.
SWI green route	<ul style="list-style-type: none">• Casino Road 중앙을 가로지르는 경로.• 부동산 취득 및 비용 증가 가능성이 가장 높다.• 역사적으로 소외된 지역 사회에서 부동산을 취득할 가능성이 가장 크다.• Casino Road를 따라 사업체나 주택가의 진입이 어려워질 가능성에 매우 크다.• 수도,전기,가스가 서로 충돌할 가능성이 매우 크다.

SR 526 / Evergreen Station 지역에는 4개의 대안 경로와 5개의 대안 역이 있습니다. 대안 역 중 4개는 Evergreen Way와 Casino Road 교차로에 있는 상업 지역 근처이고 1개는 SR 526 북쪽에 있습니다. 주변 지역에는 남서쪽으로 다가구 주택 개발, 북쪽과 동쪽으로 단독 주택 개발이 포함됩니다. Interurban Trail은 Cascade High School의 남쪽과 가까운 역세권의 동쪽을 관통합니다. 이 역은 Evergreen Way 및 Casino Road의 기존 버스 서비스와 연결되며 2040년까지 역 주변에 거주할 것으로 예상되는 5,000명 이상의 주민들에게 서비스를 제공할 수 있습니다.



확대해서 보려면 클릭

초기 검토 단계에서 저희가 들은 의견

- 저소득층 및 유색인종 지역 사업체 및 거주자에 대한 잠재적인 부정적인 영향에 대한 우려.
- 학교, 상업 지역, 주거 지역 및 쉬운 대중 교통 연결을 제공하는 위치에 역 지원.
- 보행자 및 자전거 접근성 개선으로 Evergreen Way 서쪽에 역 지원.
- EGN-A 및 EGN-B 역 위치 지원에 대한 추가 의견.

EGN-A	<ul style="list-style-type: none"> • 부동산이 취득될 가능성이 적다. • 역사적으로 소외된 지역 사회와 저렴한 주택에 대한 접근성이 낮다(멀다). • 예상 일자리 및 인구 증가 지역에서 가장 멀다. • 역 주변을 개발할 가능성이 가장 낮다. • Swift 및 시내 버스로의 연결이 가장 어렵다. • Interurban Trail로 가는 것이 가장 어렵다.
EGN-B	<ul style="list-style-type: none"> • 잠재적인 부동산 취득이 가장 적지만 비용이 더 많이 듭니다. • 부동산 취득을 통해 비즈니스에 영향을 미칠 가능성이 가장 높습니다.
EGN-C	<ul style="list-style-type: none"> • 인근에 더 많은 기존 자전거 및 보행자 연결 및 Interurban Trail로의 접근. • 역사적으로 소외된 지역 사회와 저렴한 주택에 대한 접근이 가장 낮다(가장 멀다). • 역 주변 개발 기회가 적다. • 부동산 취득을 통해 비즈니스에 영향을 미칠 가능성이 가장 높다. • 부동산 취득 비용이 생길 가능성이 더 높다.
EGN-D	<ul style="list-style-type: none"> • 역사적으로 소외된 지역 사회로의 접근성이 좋다(가장 가깝다). • 로컬 및 Swift 버스 서비스에 가장 쉽게 연결. • 역 주변 개발 가능성이 가장 높은 곳. • 특히 역사적으로 소외된 지역 사회에서 부동산 취득 가능성이 가장 높다. • Casino Road를 따라 건설 현장 근교의 상가 및 주택 진입이 어려워질 수 있다.
EGN-E	<ul style="list-style-type: none"> • 예상 직업 및 인구 증가 지역에 가장 가깝다. • 역 주변을 개발할 가능성이 더 높다. • 인근에 기존 자전거 및 보행자 연결 및 Interurban Trail에 대한 접근성이 좋다. • Casino Road를 따라 건설 현장 근교의 상가 및 주택 진입이 어려워질 수 있다.

Everett 역세권은 Everett 다운타운의 주요 지형물과 인접해 있습니다. 역 근교에는 4개의 대안 경로와 4개의 대안 역이 있습니다. 기존의 Everett 역이 주요한 대중 교통 중심지라면, Everett 다운타운은 더 많은 정거장과 거주자를 보유하고 있어서, 대안 역은 이 두 곳 사이에서 균형을 이루는 서비스를 제공할 것입니다. 현재 역세권은 대부분 경공업 및 상업 지역이지만 주요 주거 및 고용 성장이 계획되어 있으며 2040년까지 9,000명 이상의 주민들에게 서비스를 제공할 것입니다. Everett 역은 Link 시스템의 북쪽 종점이 될 것이며 주요 연결 허브가 될 것입니다. 2046년까지 역에 1,000개의 추가 주차 공간이 예상됩니다.



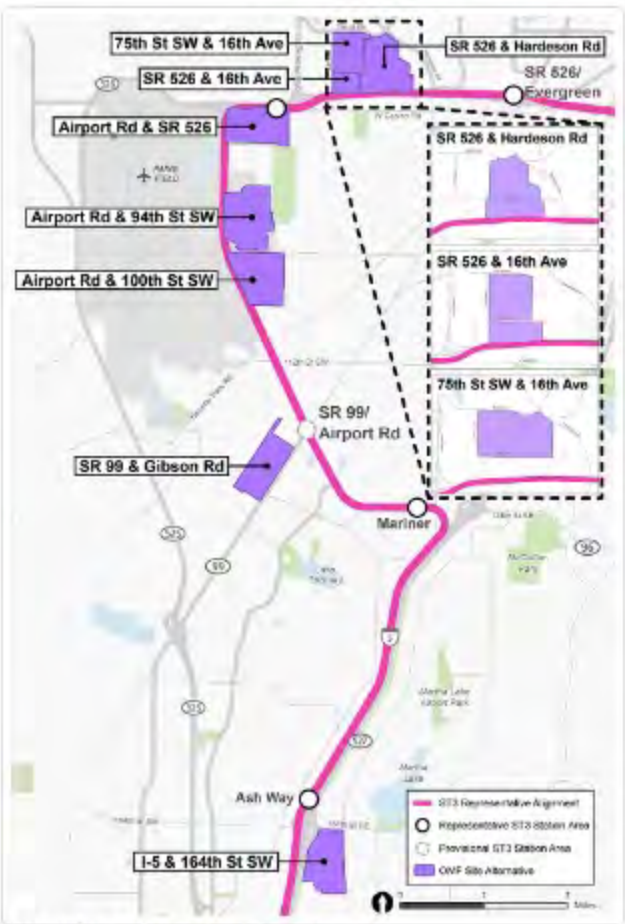
확대해서 보려면 클릭

초기 검토 단계에서 수집한 의견

- 역을 시내에 더 가깝게 하느냐 에버렛 역에 하느냐에 대한 의견이 분분합니다.
- 새로운 역으로 인해 교통 체증이 악화되고 주차 옵션이 줄어들 수 있다는 우려.
- 잠재적인 임대료 인상에 대처하기 위해 역세권에 저렴한 주택 옵션을 제공하도록 지원.
- EVT-A 및 EVT-C 옵션을 지원하는 추가 의견.

EVT-A	<ul style="list-style-type: none">• 알려진 역사적 자원 및 재산 취득에 영향을 미칠 가능성이 적음.• Everett 역의 기존 환승 허브와 가장 쉽게 연결.• 건설을 위한 공간 제약이 적어 건설 문제 최소화.• 다운타운에서 가장 멀다.• 역사적으로 소외된 지역사회와 저렴한 주택에 대한 접근이 가장 낮다(가장 멀다).
EVT-B	<ul style="list-style-type: none">• 알려진 역사적 자원 및 재산 취득에 영향을 미칠 가능성이 가장 적다.• 역사적으로 소외된 지역 사회에서 부동산 취득 가능성이 가장 낮다.• McDougall Avenue의 송전선로와 동쪽 변전소로 인한 건설 문제 증가.• 도심과 기존 대중 교통 센터까지의 거리 균형.
EVT-C	<ul style="list-style-type: none">• McDougall Avenue의 송전선로와 동쪽 변전소로 인한 건설 문제 증가.• 도심과 기존 대중 교통 센터까지의 거리 균형.• Everett 시 <u>주민들이 선호하는 옵션</u>.
EVT-D	<ul style="list-style-type: none">• 다운타운에서 가장 가깝다.• 역사적으로 소외된 지역 사회와 저렴한 주택에 가장 접근하기 쉽다(가장 가까운).• 기존 버스 서비스에 연결하는 것이 가장 어렵습니다.• 알려진 역사적 자원 및 부동산 취득에 영향을 미칠 가능성이 가장 높음.

확장 중인 fleet 과 최북단 Link 확장을 지원하려면 새로운 operations and maintenance facility(운영 및 관리 시설)이 필요합니다. 새로운 시설인 OMF North는 365일 24시간 열려 Link 경전철 열차를 청소, 보관 및 관리합니다. 현재 연구 중인 8개의 대안은 시스템의 효율적인 장기 운영을 지원하기 위해 위치 및 크기(60-70에이커) 요구 사항을 충족합니다. 저희는 또한 알려진 중요한 환경 자원, 주요 지형 문제 및 주거 지역을 가능한 한 피하는 지역을 탐색했습니다.



확대해서 보려면 클릭

초기 검토 단계에서 수집한 의견

- 기존 산업단지에 OMF 배치 지원하기.
- OMF North 시설로 저소득 및 유색인종 커뮤니티에 일자리 창출.
- 저소득 주민 및 유색인종 소유 기업의 이주 우려.
- Airport Road & 94th Street SW 및 Airport Road & 100th Street SW 부지 지원에 대한 추가 의견.

Site: SR 526 & Hardeson Rd	<ul style="list-style-type: none">• 경공업 기업이 있는 지역.• 지형으로 인해 부지 개발이 어려울 수 있다.• 전문 제조 시설의 이주 및 고용 이동률이 높아진다.• 주거 이동 없음.• 습지와 하천에 미칠 수 있는 영향.
Site: SR 526 & 16th Ave	<ul style="list-style-type: none">• 경공업 기업이 있는 지역.• 전문 제조 시설 및 고용주의 대체.• 주거 이동 없음.• 습지와 하천에 미칠 수 있는 영향.
Site: 76th St SW & 16th Ave	<ul style="list-style-type: none">• 경공업 기업이 있는 지역.• 전문 제조 시설 및 고용주의 대체.• 주거 이동 없음.• 습지와 하천에 미칠 수 있는 영향.
Site: Airport Rd & SR 526	<ul style="list-style-type: none">• 경공업 기업이 있는 지역.• 가장 높은 재산 비용.• 전문제조시설 및 주요 공공기반시설 이전 (Community Transit 시설).• 고용상태가 바뀌는 사람이 많아질 수 있다.• 주거 이동 없음.• 습지와 Swamp Creek에 미칠 영향.
Site: Airport Rd & 94th St SW	<ul style="list-style-type: none">• 경공업 기업이 있는 지역.• 공항 자산 및 전문 제조업체 고용주의 자산에 미치는 영향.• 고용 이동률이 가장 높다.• 공항 소유 자산 사용과 관련된 규제가 어려워질 가능성이 있다.• 주거 이동 없음.• 습지와 하천에 미치는 영향 최소화.
Site: Airport Rd & 100th St SW	<ul style="list-style-type: none">• 공터, 주거용 부동산 및 일부 상업 용도가 있는 지역.• 역사적으로 소외된 지역사회가 자산 취득 등으로 영향받을 가능성 있음.• 주민들이 이동해야 할 수도 있다.• 다른 장소보다 고용 이동률이 적다.• 가장 낮은 부동산 가격.• 습지와 하천에 큰 영향을 미칠 가능성이 있다.
Site: SR 99 & Gibson Rd	<ul style="list-style-type: none">• 상업용 부동산 및 주거용 부동산이 있는 지역.• 소규모 이동식 주택 공원을 포함한 소외된 지역이 부동산 취득 등르호 영향을 받을 가능성이 있다.• 주민들이 이주해야 할 가능성이 높다.• 습지나 하천이 있는 것으로 확인된 바 없다.
Site: I-5 & 164th St	<ul style="list-style-type: none">• 향후 성장이 예상되는 상업 지역.• 지형으로 인해 부지 개발에 어려움이 있을 수 있다.• 주거 이동 및 고용의 재정비가 필요할 수도 있다.• Walmart 및 전문 업체의 고용주를 포함한 사업의 이주.

노선 경로 및 역 옵션에 대한 귀하의 의견을 나누어 주십시오

설문 조사

역 및 경로 위치를 고려할 때 가장 중요한 요소부터 가장 덜 중요한 요소까지 각 등급의 순위를 매기십시오.

주문하시려면 좌측 목록의 항목을 우측 목록으로 끌어오십시오.

믿을 수 있는 서비스

지역 사회 서비스 및 대중
교통의 접근성

지역 교통 계획 및 직업/주
거 예측과 일치

재성적으로나 기술적으로
실현 가능

역세권 성장 지원

공평한 이동성

양질의 보행자 및 자전거 접
근성

건강하게 지어진 자연 및 사
회 환경



어떤 지역에 대해 의견을 주시겠습니까? (해당 사항 모두 선택)

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

West Alderwood



확대하려면 클릭

West Alderwood 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

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

ALD-A pink: 이 옵션이 선택되어야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 마음에 드십니까?

West Alderwood 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

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

ALD-B gold: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 싫으신가요?

Ash Way



확대하려면 클릭

Ash Way 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

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

ASH-A pink: 이 옵션이 선택되어야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 마음에 드십니까?

Ash Way 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

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

ASH-B blue: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 싫으신가요?

Mariner



Mariner 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

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

MAR-A pink: 이 옵션이 선택되어야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 마음에 드십니까?

Mariner 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

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

MAR-B gold: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 싫으신가요?

SR 99 / Airport Road



확대하려면 클릭

SR 99/ Airport Road 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C

AIR-A pink: 이 옵션이 선택되어야 한다고 생각하시는 이유는 무엇입니까?
이 대안의 어떤 점이 마음에 드십니까?

SR 99 / Airport Road 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

- ☐ AIR-A
- ☒ AIR-B
- ☐ AIR-C

AIR-B gold: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까?
이 대안의 어떤 점이 싫으신가요?

SW Everett Industrial Center



확대하려면 클릭

W Everett Industrial Center 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

- ☒ 예
- ☐ 아니요
- ☐ SWI-C
- ☐ SWI pink route
- ☐ SWI purple route
- ☐ SWI blue route
- ☐ SWI green route

SWI-A: 이 옵션이 선택되어야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 마음에 드십니까?

SW Everett Industrial Center 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

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

SWI-B: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 싫으신가요?

SR 526 / Evergreen



확대하려면 클릭

SR 526 / Evergreen 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

- ☒ EGN-A
- ☐ 기타(기재해주세요):
- ☐ EGN-C
- ☐ 아시안 또는 아시아계 미국인
- ☐ 흑인 또는 아프리카계 미국인

EGN-A pink: 이 옵션이 선택되어야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 마음에 드십니까?

SR 526 / Evergreen 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

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

EGN-B purple: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 싫으신가요?

Everett Station



확대하려면 클릭

Everett Station 지역에서 어떤 역 및 경로 대안이 선택되어야 한다고 생각하십니까?

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

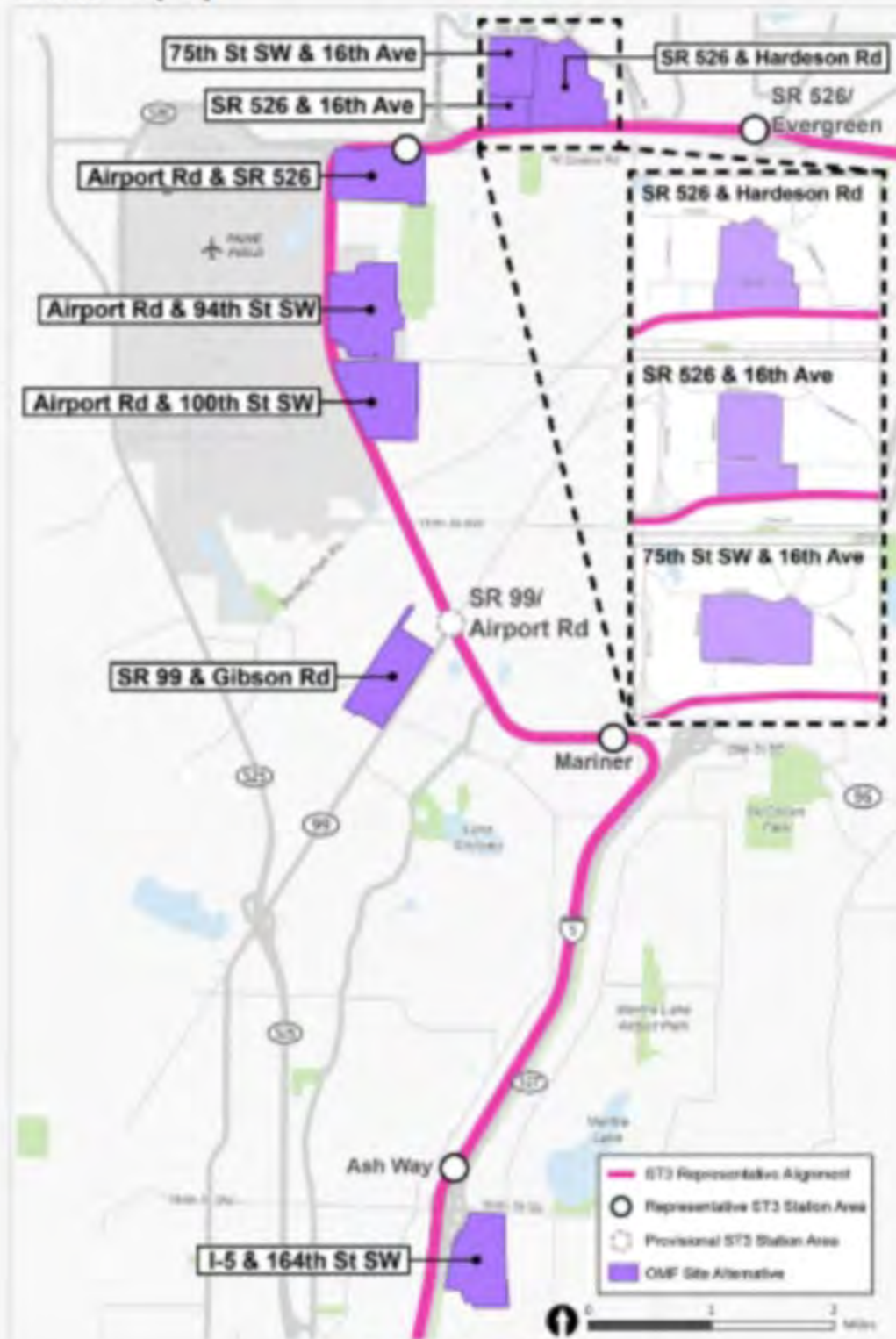
EVT-A pink: 이 대안이 선택되어야 한다고 생각하시는 이유는 무엇입니까?
이 대안의 어떤 점이 마음에 드시나요?

Everett Station 지역에서 어떤 역 및 경로 대안이 선택되지 말아야 한다고 생각하십니까?

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

EVT-B purple: 이 옵션이 선택되지 말아야 한다고 생각하시는 이유는 무엇입니까? 이 대안의 어떤 점이 싫으신가요?

OMF 북쪽



확대하려면 클릭

OMF North 대안 부지에 관하여 마음에 드는 점은 무엇이고 싫은 점은 무엇입니까? 아래 부지 중 댓글을 달고 싶은 부지를 선택하세요. (해당 사항 모두 선택)

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

SR 526 & Hardeson Rd 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

SR 526 & 16th Ave 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

76th St SW & 16th Ave 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

Airport Rd & SR 526 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

Airport Rd & 94th St SW 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

Airport Rd & 100th St SW 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

SR 99 & Gibson Rd 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

I-5 & 164th St 대안에 대해 어떤 점이 좋고 어떤 점이 싫으십니까?

더 하시고 싶은 말씀이 있으신가요? 더 나은 Everett Link Extension을 구축하는 데 도움이 되는 다른 의견을 알려주십시오.

귀하에 대하여

귀하에 대한 정보를 알려주시면 Sound Transit 이 어떤 사람과 소통하고 있는지 더 잘 이해할 수 있습니다.

인구통계 자료를 제공하기 원하십니까?

- ☒ 예
☐ 아니요

귀하의 나이는 몇 살입니까?

- ☐ 영어
☐ 스페인어
☐ 베트남어
☐ 광둥어
☐ 만나린어
☐ 러시아어

귀하의 성 정체성은 무엇인가요?

- ☐ 여성
☐ 남성
☐ 논바이너리
☐ 대답하고 싶지 않음
☐ 선호하는 정체성:

다음 중 귀하의 생활 상황을 가장 잘 설명한 것은 무엇입니까?

- ☐ 내 아파트/주택 임대
☐ 내 아파트/집 소유
☐ 친구나 친척과 함께
☐ 단기/임시 셉티
☐ 장기 또는 영구 주택 서비스 거주자
☐ 임시 주택 또는 승인된 노숙자 '마을'
☐ 무주택/비보호
☐ 나는 말하지 않는 것을 선호한다
☐ 기타 (구체적으로)

귀하는 본인을 히스패닉 또는 라틴계로 정의하나요?

- ☐ 예
☐ 아니요

다음 중 본인을 어떻게 정의하는지 알려주세요. (해당하는 내용을 전부 선택하세요)

- ☐ 아메리칸 인디언 또는 알래스카 원주민
☐ 아시안 또는 아시아계 미국인
☐ 흑인 또는 아프리카계 미국인
☐ 중동 또는 북아프리카
☐ 하와이 원주민 또는 기타 태평양 섬 주민
☐ 코카시안/백인
☐ 기타(기재해주세요):

집에서 작동하는 자동차에 안정적으로 접근할 수 있습니까?

- ☐ 네
- ☐ 아니요
- ☐ 나는 말하지 않는 것을 선호한다

집 우편번호는 무엇입니까?

- ☐ 내 우편 번호는 (여기에 기입하십시오)

- ☐ 현재 보호되지 않음 / 집 우편 번호 없음
- ☐ 모르겠어요
- ☐ 나는 말하지 않는 것을 선호한다

가정에서 주로 사용하는 언어는 무엇인가요?

- ☐ 영어
- ☐ 스페인어
- ☐ 베트남어
- ☐ 광둥어
- ☐ 만다린어
- ☐ 러시아어
- ☐ 소말리어
- ☐ 한국어
- ☐ 타갈로그어
- ☐ 기타(기재해주세요):

본인을 장애인이라고 생각하시나요?

- ☐ 예
- ☐ 아니요, 나에게 장애가 있다고 생각하지 않습니다

총가구 수입은 어느 정도인가요? (하나만 선택하세요)

- ☐ \$10,000 미만
- ☐ \$10,000 - \$14,999
- ☐ \$15,000 - \$19,999
- ☐ \$20,000 - \$24,999
- ☐ \$25,000 - \$34,999
- ☐ \$35,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 - \$199,999
- ☐ \$200,000 이상
- ☐ 말하고 싶지 않음

제출하기

Everett Link Extension 의 다음 단계는 무엇인가요?

이제 대안 분석을 보여드리고 귀하의 의견을 요청했으니, 다음 평가 단계에서 더 연구될 가능성이 가장 큰 대안으로 선택을 좁힐 때 귀하의 피드백을 사용할 것입니다. 2022년 가을에는 더 많은 정보와 다듬어진 대안에 대해 알려드릴 기회가 있을 것입니다.

계속 참여하는 방법

참여하기



당사와의 브리핑 또는 회의를 요청하십시오. 저희는 귀하 및 귀하가 속한 커뮤니티 그룹과 온라인으로 만나 안전하게 브리핑을 할 것입니다.

연락처



프로젝트 라인 206-370-5533로 전화해서 커뮤니티 참여 전문가와 상담하세요.



질문, 우려사항 및 의견을 이메일하시려면:
everettlink@soundtransit.org.

온라인을 이용하세요



프로젝트에 대해 더 알아보십시오:
soundtransit.org/everettlink.



온라인 설문 조사에 응해 주십시오.



구독하여 최신 소식을 이메일로 받아보십시오.



소셜미디어에서 저희를 팔로우 하세요 @SoundTransit.

사운드 트랜짓 시스템 확장이란:

- Everett에서Tacoma까지, 밀집된Seattle 지역에서Redmond와Issaquah까지 지역 경전철을 확장하는 116 마일 네트워크 구축.
- Lake Washington의 북쪽, 동쪽 및 남쪽으로 Stride Bus Rapid Transit 설치.
- Sounder 남쪽 라인 용량 및 서비스 확장, Tillicum 및 Dupont에 두 개의 새로운 스테이션 추가.
- 역 접근성 개선 및 주차 공간 확대.

자금

시스템 확장 계획을 위한 자금은 유권자가 승인한 지방세, 연방 보조금, 요금함 수입, 차용 자금 및 이자 수입의 조합에서 비롯됩니다.

저희에 대하여

Sound Transit은 Pierce, King 및 Snohomish 카운티의 도시 지역 전반에 걸쳐 지역 대중 교통 서비스를 계획, 구축 및 운영하는 대중 교통 기관입니다.

현재 운행중인 서비스

더 나은 삶을 만들고 모두에게 평등한 기회를 만들기 위해, 저희는 더 많은 사람들을 더 많은 장소에 연결합니다. 탐색해 보세요 [기존 노선](#)저희 서비스에 대해 더 아시려면 아래를 읽어보세요.



Link light Rail

현재 Link 경전철은 Angle Lake와 Sea-Tac 공항에서 Seattle 다운타운을 거쳐 Northgate까지 운행됩니다. Northgate 서비스는 2021년 10월에 시작되었으며 Bellevue 및 East King County 서비스는 2023년에 시작됩니다. 2024년까지 서비스는 Federal Way, Lynnwood 및 Redmond 다운타운으로 추가 확장됩니다. Link 경전철은 하루 중 시간에 따라 6분, 10분 또는 15분 간격으로 운행되는 열차로 주 7일 운영됩니다.



Link 경전철 열차는 Seattle 및 지역에서 한 번에 수백 명의 승객을 태울 수 있습니다.



Sounder Commuter Rail



Sounder 열차는 Everett과 Seattle (Mukilteo 및 Edmonds에서 정차) 및 Lakewood와 Seattle (South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn, Kent 및 Tukwila에서 정차) 간을 운행합니다. Sounder 열차는 콘서트 및 프로 스포츠 경기와 같은 주요 행사를 위한 주말 서비스와 함께 평일 오전과 오후에 정기적으로 운행됩니다.



승객들이 Seattle 다운타운에서 Sounder 열차에 탑승하고 있습니다.



Stride Bus Rapid Transit (BRT) (개통 임박)



Sound Transit은 선외 요금 지불 및 다중 도어 출입문과 같은 기능을 갖추고 빠른 도착 및 출발이 가능한 Stride BRT 시스템을 설계하고 있습니다. 새로운 대중 교통 우선 차선 및 버스 대기열 점프와 같은 대중 교통 우선 순위 개선은, 승객이 교통 혼잡을 피하고 보다 빈번하고 안정적인 서비스를 즐길 수 있도록 도와줍니다. 초기 Stride BRT 라인은 Lake Washington의 북쪽, 동쪽 및 남쪽 지역 사회에 서비스를 제공합니다.

미래의 서비스

Sound Transit 서비스의 성장에 발맞추기 위해 저희는 새롭고 간단한 기차 노선 이름 지정 방법을 사용합니다. 2021년 9월부터 Northgate로 가는 Link 경전철 서비스 개통의 일환으로 이 새로운 문자와 번호가 매겨진 노선 이름을 사용하기 시작했습니다. [전체 시스템 확장 계획 보기](#).

프로젝트 협력업체



대중



대중의 일원으로서 다양한 커뮤니케이션 채널을 통해 프로젝트에 대한 아이디어, 우려 사항 및 질문을 나누십시오:

- 프로젝트에 대해 배우고 질문하세요.
- 관심있는 주제 및 문제에 대한 의견을 주세요.
- 어떤 방식으로 참여하고 싶은지 Sound Transit에게 알려주세요.
- 여러분의 지역 사회와 정보를 나누고 프로젝트에 대해 상의하세요.



Community Advisory Group



커뮤니티 자문 그룹(CAG)은 커뮤니티 구성원이 프로젝트에 대한 대안 개발에 대해 알릴 수 있는 포럼을 제공합니다. 이 그룹에는 거주자, 대중교통 이용객, 사업주 및 현재 및 역사적으로 기회에 대한 접근이 제한된 그룹을 포함하여 회랑 전체의 다양성을 반영하는 조직 대표가 포함됩니다. CAG 회원이 되면:

- 프로젝트에 대해 배우고 질문할 수 있습니다.
- 다양성을 대표할 수 있습니다.
- 주요 프로젝트 결정에 대한 합의를 목표로 하고 필요에 따라 프로젝트 문제를 해결합니다.
- 주요 이정표에서 권장 사항 만들기.
- 이 프로세스에서 커뮤니티를 가장 잘 참여시킬 수 있는 기회와 도구를 포함하여 회랑의 특정 문제와 절충점을 강조합니다.
- 고려할 권장 사항 제시.



Interagency Group



Sound Transit 은 이 프로젝트가 진행됨에 따라 여러 기관 및 정부와 긴밀하게 협력할 것입니다:

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



Elected Leadership Group



Elected Leadership Group(선출된 리더십 그룹)은 프로젝트 회의를 따라 지역 사회를 대표하는 선출직 공무원과 Sound Transit Board 위원으로 구성됩니다. 이 그룹의 목적은 Sound Transit의 결정을 알리고 대안 개발 프로세스를 진행하는 것입니다. 회의는 주요 프로젝트 이정표에 맞춰 대중에게 공개되며 대중의 논평 기회를 포함합니다. ELG 는:

- 지역 교통 시스템의 맥락에서 Everett Link Extension 통로의 요구 사항 고려.
- 프로젝트 직원과 협력하여 예비 설계 옵션 및 장단점을 이해하고 평가합니다.
- 그들이 봉사하는 지역 사회를 대표하고 지역 사회 우선 순위와 지역 상황을 공유합니다.
- 공식적인 조치를 위해 건설될 프로젝트를 알리고 Sound Transit Board 에 제출하기 위해 그룹 권장 사항에 대한 합의를 형성합니다.

이 그룹은 Sound Transit Board가 환경 검토에서 진행할 대안을 식별할 때까지 계획 프로세스 전반에 걸쳐 소집됩니다.



Sound Transit Board



Sound Transit Board는 프로젝트의 구현 및 전달을 감독하고 주요 프로젝트를 결정할 최종 권한을 갖습니다. 이러한 결정에는 환경 검토에서 진행할 대안 식별, 선호하는 대안 식별, 개념 엔지니어링 및 환경 검토 프로세스가 완료된 후 건설될 프로젝트 선택이 포함됩니다.

Federal Trade Administration (연방 NEPA 주도 기관)과 협력하여 결정을 내릴 때, 위원회는 Community Advisory Group 및 Elected Leadership Group 그리고 대중의 추천과 피드백을 고려합니다.



부족



Sound Transit의 부족 관계 디렉터와 협력하여 프로젝트 팀은 프로젝트 개발 프로세스 전반에 걸쳐Washington state부족과 협의합니다.

일반적인 질문이 있으세요? 연락주십시오:

Sound Transit Community Outreach
전화번호: [206-370-5533](tel:206-370-5533)
이메일: everettlink@soundtransit.org
웹: soundtransit.org/everettlink

온라인 또는 대면 행사에 도움이 필요하십니까?

접근성 문의:
전화번호: [800-201-4900](tel:800-201-4900), TTY Relay 711
이메일: main@soundtransit.org
월요일 - 금요일, 7 a.m. to 7 p.m.

추가 서비스:

일반 탑승 질문:
전화번호: [888-889-6368](tel:888-889-6368), TTY Relay 711
이메일: main@soundtransit.org
월요일 - 금요일, 7 a.m. to 7 p.m.

세큐리티에 전화 또는 문자하세요 24/7: [206-398-5268](tel:206-398-5268)

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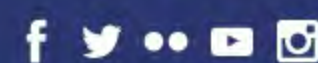


SOUNDTRANSIT

이 사이트를 다른 이들과 공유하세요



팔로우 하세요





Everett Link Extension

Добро пожаловать

Откройте для себя будущие маршруты и месторасположения станций вместе с нами.

Благодаря региональным избирателям мы взяли на себя амбициозное массовое расширение транспортной системы, которое включает в себя расширение услуг наземного метрополитена Link севернее от центра Lynnwood до станции Everett, с остановками возле назначений региональной значимости таких как Alderwood Mall и SW Everett Industrial Center. Расширение наземного метрополитена до Snohomish County завершит сеть длиной в 116 миль от Everett до Tacoma, и из районов Seattle до Redmond и Issaquah. На данный момент наш проект находится на стадии разработки альтернатив, во время которой мы подробно изучаем расположение маршрутов, станций и Operations and Maintenance Facility North.

Что такое процесс разработки альтернатив?

В 2016 типовой проект установил переходный режим, приблизительный маршрут, количество и относительное расположение станций проекта. Это момент также стал начальной точкой для определения дополнительных альтернатив маршрутам, станциям, а также расположению и дизайн-конфигурации OMF North, чтобы они соответствовали проектным Задачам и нуждам.


Во врем разработки альтернатив мы определяем и оцениваем диапазон альтернатив, а затем приглашаем общественность, агентства и племена поделиться с нами комментариями, до того как мы начнем работать с Federal Transit Administration и подготавливать документацию для экологической экспертизы.

В течении всего процесса разработки альтернатив, мы будем продолжать работать с общественностью и собирать ее мнения. Этот процесс поможет Sound Transit Board принимать информированные решения для определения и оценивания альтернатив перед экологической экспертизой и в течении Environmental Impact Statement в 2023/2024.

О данной страничке

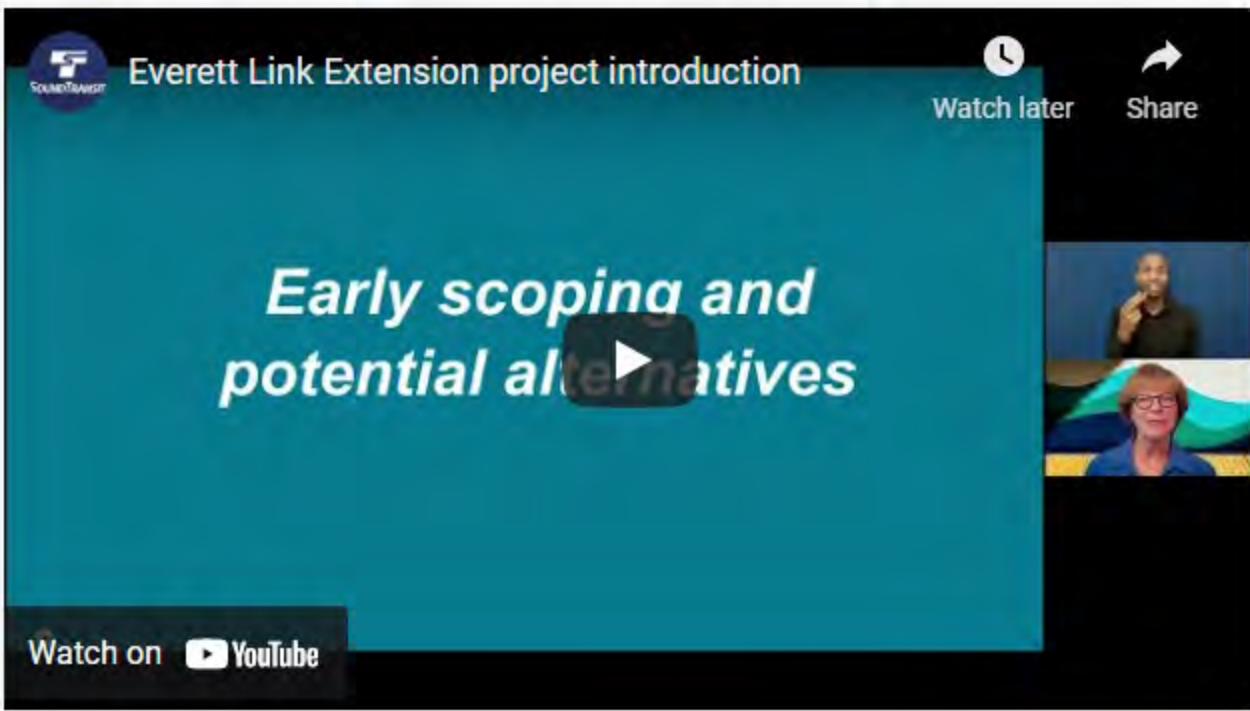
Цель данной странички предоставить:

- [Дополнительную информацию](#) о проекте Everett Link Extension.
- Новости о [информационно-разъяснительной работе](#) и о том, что мы уже узнали.
- Начальные результаты [наш анализ альтернатив станциям, маршрутам и OMF North](#).
- Возможность вам [поделиться мнением](#) о рассматриваемых альтернативах.

Полистайте вниз или кликните на ссылки вверх, чтобы изучить интересующие вас секции. Кликните на квадратики с  Чтобы развернуть секцию и узнать подробности.

Узнайте подробности

- Часто задаваемые вопросы [\[Английский\]](#) [\[Корейский\]](#) [\[Русский\]](#) [\[Испанский\]](#)
- [Summary Report о раннем Сборе информации](#)
- Community Guide to Alternatives Development [\[Английский\]](#) [\[Корейский\]](#) [\[Русский\]](#) [\[Испанский\]](#)
- Справочный материал [\[Английский\]](#) [\[Корейский\]](#) [\[Русский\]](#) [\[Испанский\]](#)
- [Community Engagement Guide](#)
- Посмотрите ознакомительное видео о проекте, специально разработанное для раннего сбора информации



 **Подпишитесь на получение новостей о проекте**

Имя	Фамилия
<input type="text" value="Имя"/>	<input type="text" value="Фамилия"/>

Имейл

Номер телефона

Подписаться

Everett Link Extension

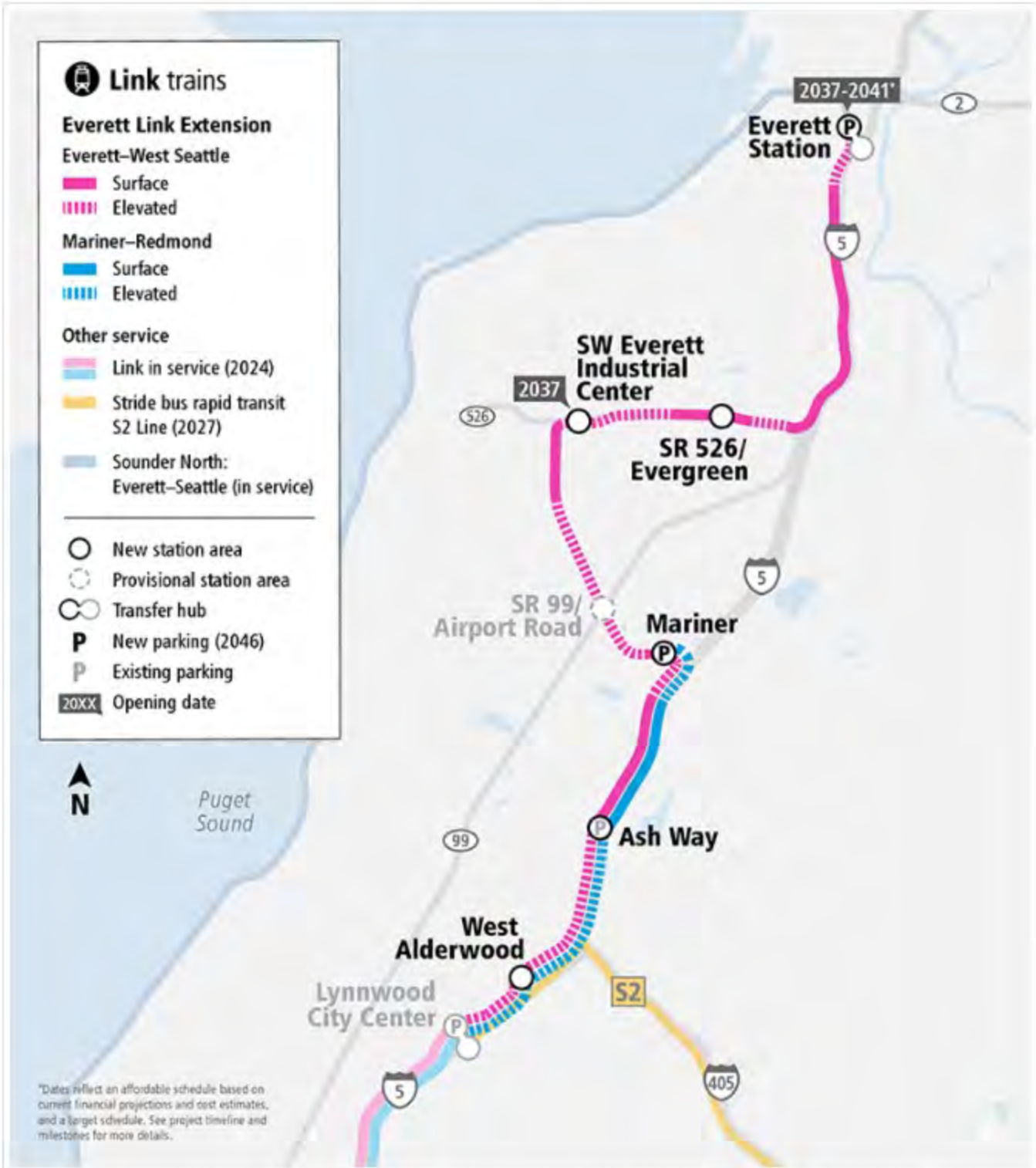
О проекте

Everett Link Extension предоставит быстрое и надежное сообщение с жилыми и рабочими центрами по всему региону. Мы планируем добавить 16 миль наземного метрополитена и шесть новых станций, чтобы жители Snohomish County могли добираться до региональной сети наземного метрополитена, также мы изучаем дополнительные временные станции в процессе планирования.

Дополнительно этот проект будет включать в себя важный Operations and Maintenance Facility North, который будет получать, хранить и обслуживать растущий парк поездов для поддержки расширения наземного метрополитена одновременно с общей эксплуатационной системой. Для строительства данного нового объекта, нам необходимо около 60 – 70 акров неподалеку от линии наземного метрополитена.

OMF North сможет предложить более 450 высококвалифицированных работ с зарплатой прожиточного минимума в Snohomish County. В существующем OMF, средняя рабочая зарплата – больше \$40 в час, или \$80,000/в год. Узнайте подробности в этом OMF видео.

Карта территории проекта



Типовой проект, территории станций и пересадка на другие услуги Sound Transit | Кликните, чтобы увеличить

Everett Link Extension предлагает

- **Расписание открытия:** 2037 год – это директивное расписание проекта; без дополнительного финансирования обслуживание местности между SW Everett Industrial Center и Everett Station может быть отсрочено до 2041 года.
- **Длина:** 16 миль.
- **Шесть станций:** находящихся на West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen и Everett Station, плюс одна временная (без финансирования) станция на SR 99/Airport Road.
- **Услуги:** Каждые 4-6 минут во время часа-пик, каждые 10-15 минут в середине дня, на выходных и по вечерам.
- **Приблизительная длительность поездки:**
 - Из Everett в Lynnwood City Center: 33 минуты.
 - Из Everett в downtown Seattle: 60 минут.



Расписание проекта

2016 Поддержка избирателей ✓

Планирование (2020-2026)

- **Разработка альтернатив**
 - экологической scoring
 - Определить и проверить станцию, маршрут и альтернативы объекту по эксплуатации и технической поддержки
 - Sound Transit Board определяет альтернативы для Draft Environmental Impact Statement, а также – предпочитаемую альтернативу
- **Draft EIS**
 - Подготовить Draft EIS
 - Концептуальное проектирование
 - Общественная экспертиза и комментарии Draft EIS
 - Sound Transit Board утверждает/изменяет предпочитаемую альтернативу для Final EIS
- **Final EIS**
 - Подготовить Final EIS
 - Подготовить
 - Sound Transit Board выбирает проекты для строительства
 - Federal Record of Decision

Дизайн (2026-2029)

- Окончательные дизайны станции и маршрута
- Приобрести и заказать работы искусства для станции и общественных мест
- Получить разрешения для использования земли и строительства
- Начать приобретение/переселение собственности

Строительство (2030-2036)

- Начало строительства
- Новости о строительстве и устранение негативных влияний
- Обучение безопасным практикам
- Проверка и работы до начала эксплуатации

Открыт для эксплуатации (2037-2041)*

*Целевое расписание Sound Transit по расширению наземного метрополитена до Everett Station – 2037. Чтобы осуществить данное целевое расписание необходимо около \$600 миллионов в виде дополнительного финансирования или сбережений, мы рассматриваем разнообразные варианты для открытия услуг согласно расписанию. Однако, если дополнительное финансирование и/или сокращение стоимости проекта будет невозможно, текущее расписание показывает, что с финансовой точки зрения открытие услуг до SW Everett Industrial Center будет осуществимо в 2037, а до Everett Station – в 2041. Узнайте подробности о реорганизации здесь. Все фазы проекта включают в себя работу с общественностью.



Everett Link Extension соединит будущих жителей округа Snohomish с жилыми домами и центрами занятости по всему региону.

Предыдущие местные процессы планирования

Возможно вы уже успели обсудить с местными властями расположение станций и их планирование. При помощи обществности Snohomish County Light Rail Communities определили самые подходящие местные варианты для станций Ash Way и Mariner, а также провели первичный анализ данных мест. Metro Everett также определил Самые подходящие местные варианты нажмите, чтобы увидеть определение для станции Everett. Мы проверим их анализ и примем во внимание предоставленную вами информацию об этих станциях до того, как мы приложим наши усилия на планирование и вовлечение общественности.

[Lynnwood resolution](#)

[Узнайте подробности о Snohomish County's Light Rail Communities](#)

[Узнайте подробности о Metro Everett Subarea Plan](#)

Как мы поступаем с вашими отзывами

В течении целого процесса разработки альтернатив мы заинтересованы в ваших отзывах. Перед тем, как совершать каждый шаг, мы читаем и подытоживаем каждый полученный комментарий. Комментарии и итоги предоставляются агентствам партнерам Community Advisory Group, Elected Leadership Group и Sound Transit Board помогает принять решение о том, какие альтернативы заслуживают дальнейшего изучения в следующей оценочной фазе. Ваш отзыв – очень важен для того, чтобы помочь ответственным за решения людям понять, что является важным для ваших общин, которые будут обслуживаться Everett Link Extension.



Разработка альтернатив состоит из трех основных стадий: Скрининг, анализ Level 1, и анализ Level 2. В течение этих стадий мы оцениваем каждую потенциальную альтернативу все более тщательно, сосредотачивая наше внимание на деталях каждой стадии, также на каждом уровне мы хотим услышать мнение общественности. Стрелочка показывает, где именно мы находимся в данном процессе, а оранжевый кружок сверху показывает, когда мы будем просить публику поделиться мнением. | Кликните, чтобы увеличить

О чем мы просим прямо сейчас

На данный момент мы хотим услышать ваше мнение об альтернативах Level 1. Весной 2022, Elected Leadership Group будет рассматривать информацию полученную от членов общественности и затем будет формировать рекомендации о том, какие альтернативы Level 1 заслуживают дальнейшего рассмотрения на Level 2.

Если вы оставляли комментарии во время раннего сбора информации, вы заметите, что данные альтернативы выглядят знакомо. Мы не отклонили ни одного варианта с декабря 2021 года, однако мы провели более тщательный анализ, чтобы лучше понимать компромиссы каждой альтернативы, также мы подытожили информацию, полученную во время периода раннего сбора информации.

Мы просим вас взглянуть на наши находки и затем оставить ваше мнение о том, какие из альтернатив смогут лучше всего служить вашей общине и почему; каковы ваши приоритеты или что мы возможно упустили в нашем анализе. Ваше мнение является важным компонентом в определении того, какие альтернативы лучше всего подойдут для будущего наземного метрополитена в вашей общине и какие должны быть рассмотрены в дальнейшем.

Что мы узнали в период раннего сбора информации

Период раннего сбора информации закончился в декабре 2021, мы получили сотни комментариев и вопросов от членов общественности, агентств и племен. Мы подытожили некоторые полученные комментарии внизу, под названием станций, к которым они относятся. Если вы хотите изучить итоги и все полученные комментарии, вы можете загрузить [Summary Report о Ранней информации](#).

Мы также получили огромное количество вопросов о проекте, поэтому мы создали документ с часто задаваемыми вопросами, который старается ответить на как можно больше заданных вопросов. Часто задаваемые вопросы включают в себя: "Почему Sound Transit необходимо так много времени для окончания проекта?"

Вы можете загрузить часто задаваемые [\[Английский\]](#) [\[Корейский\]](#) [\[Русский\]](#) [\[Испанский\]](#).

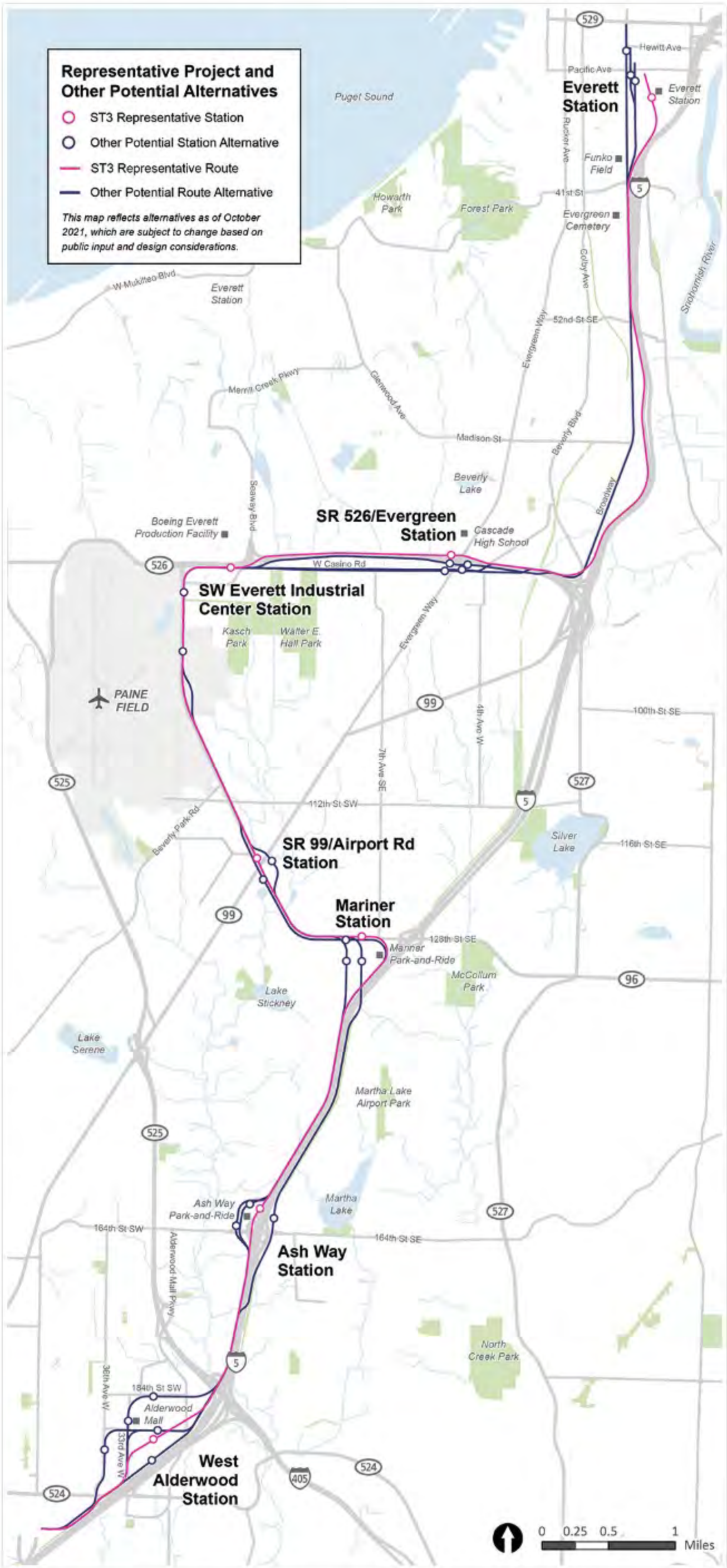
Как вы можете изучить места для станций

Карты в раскрывающихся секциях внизу показывают потенциальные альтернативные станции и маршруты, а также потенциальные, изучаемые на данный момент, расположения Operations and Maintenance Facility North. Вы можете узнать подробности о расположении конкретной станции, кликнув на название расположения станции ▾ ниже.

Обзор карты проекта



Эта карта целой территории EVLE проекта показывает типовой проект и станции розовым цветом, а другие потенциальные альтернативные маршруты и станции – синим цветом. Типовой проект был разработан с целью установить цели и задачи проекта, определить приблизительную стоимость и спрогнозировать пассажиропотока.



Типовой проект, расположение станций и пересадка на другие услуги Sound Transit | Кликните, чтобы увеличить

Территория станции West Alderwood в Lynnwood включает в себя шесть альтернативных станций, которые предлагают удобный доступ к существующему торговому центру, прилежащим коммерческим зонам и к будущим постройкам, запланированным City of Lynnwood на данной территории. Эта станция будет обслуживать посетителей и работников Alderwood Mall, а также более 3,000 жителей, которые, согласно нашим предположениям, будут проживать неподалеку от станции к 2040 году. Существует потенциал развития, который будет помогать проезду в и вокруг станции, и мы уже начали работать над данными застройками. Альтернативные станции севернее и западнее торгового центра имеют больше потенциала обслуживания существующего и будущего жилого сектора, чем альтернативные станции возле I-5. Community Transit на данный момент обслуживает территорию станции при помощи автобусных маршрутов на 33rd Avenue W, Alderwood Mall Parkway и Alderwood Mall Boulevard, а также планирует увеличить услуги на 33rd Avenue W с помощью Swift Orange Line.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Доступ к Alderwood Mall является важным.
- Поддержка ориентированного на проезд развития.
- Пожелание, чтобы станция West Alderwood обслуживала жилой и торговый сектор.
- Беспокойство, что новая станция усугубит автомобильные пробки.
- Предположение, что текущие земляные наделы будут хорошими местами для станций или инфраструктуры парк-энд-райда.
- Поддержка удобного доступа до тропы и пересадки пассажиров, жилого и торгового сектора.
- Большинство комментариев – в поддержку вариантов ALD-D и ALD-F.

ALD-A	<ul style="list-style-type: none">• Ближе всего к работодателям, которые нанимают цветных людей, а также к работам с низкой зарплатой.• Более сложный доступ к станции для велосипедистов и пешеходов.• Менее удобный доступ (дальше от) для исторически недополучающих услуг общин и льготного жилья.
ALD-B	<ul style="list-style-type: none">• Более сложный доступ к станции для велосипедистов и пешеходов.• Менее удобный доступ (дальше от) для исторически недополучающих услуг общин и льготного жилья.• Дальше от мест с ожидаемым ростом населения и занятости.
ALD-C	<ul style="list-style-type: none">• Меньше возможностей приобретения потенциальной недвижимости.• Самый прямой и быстрый маршрут с пониженной потенциальной стоимостью.• Самый неудобный доступ (дальше от) для исторически недополучающих услуг общин и от льготного жилья, ожидаемых работ и от мест с приростом населения.• Дальше всего от работодателей, которые нанимают цветных людей и от работ с низкой зарплатой.• Более сложный доступ к станции для велосипедистов и пешеходов.
ALD-D	<ul style="list-style-type: none">• Ближе всего к запланированной Swift Orange Line на 33rd Avenue W.• Ближе всего к местам с ожидаемым ростом населения и занятости.• Существующая неподалеку пешеходная инфраструктура.• Более высокая потенциальная стоимость недвижимости на краю торгового центра.• <u>Предпочитаемые местные опции</u> City of Lynnwood.
ALD-E	<ul style="list-style-type: none">• Ближе всего к существующим жилым застройкам.• Неудобная пересадка на местные автобусные услуги и на услугу Swift.• Более низкий потенциал возможности застроек возле станции.• Дальше всего от работодателей, которые нанимают цветных людей и от работ с низкой зарплатой.
ALD-F	<ul style="list-style-type: none">• Более высокий потенциал для возможностей застроек возле станции.• Неудобная пересадка на местные автобусные услуги и на услугу Swift.• Более высокая потенциальная стоимость недвижимости на краю торгового центра.

Территория станции Ash Way находится в неинкорпорированном Snohomish County и включает в себя четыре потенциальных альтернативных станций и маршрута, которые будут проходить вдоль I-5. Альтернативы на западной стороне от I-5 находятся ближе всего к существующему Ash Way Park-and-Ride, севернее от 164th Street SW. 164th Street SW испытывает серьезные автомобильные пробки и Snohomish County запланировал постороить второе пересечение I-5 на 130th Street SW, однако на данный момент эти планы остаются без финансирования. Территория станции Ash Way окружена болотистой местностью Swamp Creek с западной стороны, а с восточной – Martha Lake точками розничной торговли и офисами вдоль 164th Street SW и смесью частного сектора с многоквартирными домами дальше на север и юг. Эта территория станции может обслуживать более 2000 жителей, прогнозируемых в данной местности к 2040 году. Interurban Trail проходит вдоль восточной части I-5, однако с западной стороны предлагает ограниченную инфраструктуру для велосипедистов.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Беспокойства о высокой стоимости пересечения I-5.
- Поддержка ориентированного на передвижение развития.
- Беспокойство, что новая станция усугубит автомобильные пробки.
- Поддержка удобного расположения станции относительно Interurban Trail и общее улучшение инфраструктуры для пешеходов и велосипедистов.
- Большинство комментариев в поддержку альтернатив ASH-D и ASH-A.

ASH-A	<ul style="list-style-type: none">• Удобная пересадка на услуги автобусов на Ash Way Park-and-Ride.• Больше существующих поблизости возможностей для пешеходов.• Ограниченный потенциал возможностей застройки территории возле станции.
ASH-B	<ul style="list-style-type: none">• Удобная пересадка на услуги автобусов на Ash Way Park-and-Ride.• Больше существующих поблизости возможностей для пешеходов.• Ограниченный потенциал возможностей застройки территории возле станции.• Более высокая потенциальная стоимость недвижимости и определенные трудности поддержки услуг автобусов на парк-энд-райде во время стройки.
ASH-C	<ul style="list-style-type: none">• Удобная пересадка на услуги автобусов на Ash Way Park-and-Ride.• Находится ближе всего к территориям с прогнозируемым ростом занятости и населения.• Самый лучший потенциал возможностей застройки территории возле станции.• Более высокая потенциальная стоимость недвижимости и определенные трудности поддержки услуг автобусов на Ash Way Park-and-Ride во время стройки.
ASH-D	<ul style="list-style-type: none">• Больше потенциальных возможностей застройки территории возле станции.• Самое прямое сообщение с Interurban Trail.• Самая низкая потенциальная стоимость и удобные строительные условия, с наименьшим использованием подвесных дорог.• Самый неудобный доступ (дальше от) для исторически недополучающих услуг общин и от льготного жилья.• Неудобная пересадка на услуги автобусов на Ash Way Park-and-Ride по другую сторону от I-5.• Snohomish County Предпочитаемые местные опции.

Местность станции Mariner имеет четыре альтернативные станции и маршрута, которые находятся на 128th Street SW или западнее Mariner Park-and-Ride. 128th Street SW испытывает серьезные автомобильные пробки и Snohomish County запланировал построить второе пересечение I-5 на 130th Street SW, однако на данный момент эти планы остаются без финансирования. Все альтернативные станции находятся на территории с прогнозируемым ростом занятости и населения, а также потенциальным развитием, ориентированном на поддержку перевозок пассажиров. Спрогнозировано, что более 5,000 жителей будут проживать неподалеку от 9 станции к 2040 году и могут обслуживаться данной станцией. Эта станция также будет обслуживать Mariner Park-and-Ride и Mariner High School на севере. Две линии наземного метрополитена будут обслуживать эту станцию, которая также будет одним из основных транспортных узлов для местных и региональных автобусов. Мы ожидаем 550 дополнительных парковочных мест на этой станции к 2046 году.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Беспокойства об адресном смещении жильцов с низким доходом и малых бизнесов, которыми владеют цветные люди.
- Беспокойства, что новая станция усугубит автомобильные пробки.
- Желание, чтобы новая станция обслуживала как жилой, так и торговый сектор.
- Поддержка использования уже существующих опций общественного транспорта.
- Большинство комментариев поддерживали альтернативы MAR-A и MAR-D.

MAR-A	<ul style="list-style-type: none">• Самая удобная пересадка на существующие местные автобусные услуги, а также на услугу автобуса Swift.• Больше потенциала для приобретения недвижимости среди исторически недополучающих услуг общин.• Самый длинный маршрут.
MAR-B	<ul style="list-style-type: none">• Самый удобный доступ (ближе всего) для исторически недополучающих услуг общин.• Ближе всего к местности с прогнозируемым ростом занятости и населения.• Ограниченный потенциал возможностей застройки территории возле станции.
MAR-C	<ul style="list-style-type: none">• Самый прямой маршрут.• Самая неудобная пересадка на автобусы Swift и автобусы следующие по I-5.
MAR-D	<ul style="list-style-type: none">• Ограниченный потенциал возможностей приобретения недвижимости среди исторически недополучающих услуг общин.• Самый неудобный доступ (дальше всего) от исторически недополучающих услуг общин и от льготного жилья.• Больше всего согласуется с местным планированием.• <u>Предпочитаемая местная опция</u> Snohomish County.

Станция SR 99 / Airport Road является временной (не профинансированной) станцией на северо-западе от станции Mariner вдоль Airport Road возле SR 99. Данная территория станции имеет три потенциальных альтернативных станций и маршрута. Местность вдоль SR 99 используется в основном в торговых и промышленных целях на северо-западе и в основном для жилых многоквартирных застроек на востоке. Вы сможете пересеживаться со станции на Swift Blue Line, проходящую по SR 99 и Swift Green Line на Airport Road. Эта станция может обслуживать больше 4,000 человек, прогнозируемых в данной местности к 2040 году.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Беспокойства о низком пассажиропотоке и высокой проектируемой стоимости расположения станции.
- Поддержка использования уже существующих опций общественного транспорта.
- Беспокойства об адресном смещении жильцов с низким доходом и частных предприятий, которыми владеют цветные люди.
- Большинство комментариев поддерживали альтернативы AIR-A и AIR-B.

<div>AIR-A</div>	<ul style="list-style-type: none">• Самый низкий потенциал для приобретения недвижимости среди исторически недополучающих услуг общин.• Меньшее потенциальное влияние на малый бизнес и общественность по средствам приобретения недвижимости.• Самое легкое строительство с наименьшим количеством линий электропередачи.
<div>AIR-B</div>	<ul style="list-style-type: none">• Самая удобная пересадка на местные автобусы и автобус Swift.• Повышенная стоимость строительства из-за длинно пролётного моста над Airport Road.• Больше потенциального влияния на малый бизнес и общественность по средствам приобретения недвижимости.• Больше потенциальных трудностей со строительством из-за линий электропередачи и трудности с сохранением доступа к местному бизнесу во время строительства.
<div>AIR-C</div>	<ul style="list-style-type: none">• Конфигурация дорог не позволяет совершать прямые пересадки с автобусами в данном месте.• Длинная поездка из-за ответвления от основной магистрали.• Самая дорогая потенциальная стоимость приобретения недвижимости и больше трудностей со стройкой.

Территория станции SW Everett Industrial Center имеет четыре альтернативных маршрута и три альтернативные станции. Крупные индустриальные и аэрокосмические работодатели такие как Boeing и Paine Field, будут обслуживаться данной станцией. Окружающая территория используется тяжелой и легкой индустрией с многоквартирными застройками в районе городской зоны Everett с восточной и южной стороны от SR 526. Все альтернативы находятся внутри Paine Field-Boeing-Everett Manufacturing/Industrial Center. Несмотря на то, что возле станции практически нет жилых застроек, альтернативная станция SWI-A могла бы обслуживать более 1,000 прогнозируемых жильцов в районе станции к 2040.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Беспокойства о низком пассажиропотоке, задержках расписания, прогнозируемой высокой стоимости станции.
- Беспокойства, что нету уверенности, в том, что Boeing будет оставаться в регионе.
- Беспокойства об отсутствии инфраструктур для пешеходов и велосипедистов в районе станции.
- Беспокойства об адресном смещении жильцов с низким доходом и частных предприятий, которыми владеют цветные люди.
- Большинство комментариев поддерживали альтернативы SWI-C и SWI-A.

На территории данной станции, вы увидите, что альтернативные станции изображаются отдельно от альтернативных маршрутов, потому что здесь в отличии от других территорий станций, любой маршрут может быть сочетаем с любой альтернативной станцией.

SWI-A	<ul style="list-style-type: none">• Самый удобный доступ (ближе всего) для исторически недополучающих услуг общин и льготного жилья.• Больше существующей близлежащей инфраструктуры для пешеходов из-за близости Casino Road.• Самая неудобная пересадка на местные автобусы и автобус Swift.• Находится ближе всего к Boeing Everett Production Facility.
SWI-B	<ul style="list-style-type: none">• Самая удобная пересадка на местные автобусы и автобус Swift.• Неудобный доступ к станции для пешеходов.
SWI-C	<ul style="list-style-type: none">• Находится ближе всего к аэропорту Paine Field.• Неудобный доступ к станции для пешеходов.
SWI pink route	<ul style="list-style-type: none">• Меньше потенциальной недвижимости для покупки.• Небольшой потенциал для приобретения недвижимости среди исторически недополучающих услуг общин.
SWI purple route	<ul style="list-style-type: none">• Самая низкая сравнительная стоимость.• Больше потенциальной недвижимости для покупки.
SWI blue route	<ul style="list-style-type: none">• Северная сторона маршрута Casino Road.• Больше потенциальной недвижимости для покупки и более высокая стоимость.• Относительно большой потенциал для приобретения недвижимости среди исторически недополучающих услуг общин.• Большой потенциал для строительных сложностей с сохранением доступа к бизнесам и домам вдоль Casino Road.
SWI green route	<ul style="list-style-type: none">• Маршрут по средней полосе Casino Road.• Наибольшее количество потенциальной недвижимости для покупки и более высокая стоимость.• Самый высокий потенциал приобретения недвижимости среди исторически недополучающих услуг общин.• Самый высокий потенциал для строительных сложностей с сохранением доступа к бизнесам и домам вдоль Casino Road.• Самый высокий потенциал для энергетических конфликтов.



Территория станции SR 526 / Evergreen имеет четыре альтернативных маршрута и пять альтернативных станций. Четыре из альтернативных станций находятся неподалеку от бизнесов на перекрестке Evergreen Way и Casino Road, оставшаяся станция – на северной стороне от SR 526. Окружающая местность состоит из многоквартирных застроек на юго-западе и частного сектора – на севере и востоке. Interurban Trail проходит на восточной стороне станции, возле южной стороны Cascade High School. Эта станция сможет предлагать пересадки на существующие услуги автобусов на Evergreen Way и Casino Road и сможет обслуживать более 5,000 жильцов прогнозируемых проживать неподалеку от станции к 2040.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Беспокойства о потенциальном негативном влиянии на местный бизнес или жителей с низким доходом и/или которые являются цветными людьми.
- Поддержка расположения станции, чтобы она могла обслуживать школы, коммерческие зоны, жилой сектор и поддерживать удобную пересадку.
- Поддержка станций на восточной стороне от Evergreen Way из-за удобного доступа для пешеходов и велосипедистов к окружающим жилым районам.
- Большинство комментариев поддерживали альтернативные станции EGN-A и EGN-B.

EGN-A	<ul style="list-style-type: none">• Меньше потенциальной недвижимости для покупки.• Самая низкая сравнительная стоимость.• Самый неудобный доступ (дальше всего) для исторически недополучающих услуг общин и льготного жилья.• Дальше всего от территорий с прогнозируемым ростом занятости и населения.• Самые низкие потенциальные возможности для застройки неподалеку от станции.• Самая неудобная пересадка на местные автобусы и автобус Swift.• Самый неудобный доступ к Interurban Trail.
EGN-B	<ul style="list-style-type: none">• Самое низкое количество потенциальной недвижимости для приобретения и по высокой стоимости.• Больше потенциального влияния на бизнес по средствам приобретения недвижимости.
EGN-C	<ul style="list-style-type: none">• Больше существующих удобств для велосипедистов и пешеходов и доступ к Interurban Trail.• Самый неудобный доступ (дальше всего) для исторически недополучающих услуг общин и льготного жилья.• Меньше возможностей для застройки на территории возле станции.• Больше потенциального влияния на бизнес по средствам приобретения недвижимости.• Более высока потенциальная цена на недвижимость.
EGN-D	<ul style="list-style-type: none">• Самый удобный доступ (ближе всего) для исторически недополучающих услуг общин.• Самая удобная пересадка на местные автобусы и автобус Swift.• Больше возможностей для застройки на территории возле станции.• Самый высокий потенциал для приобретения недвижимости, особенно среди исторически недополучающих услуг общин.• Высокий потенциал для строительных сложностей с сохранением доступа к бизнесам и домам вдоль Casino Road.
EGN-E	<ul style="list-style-type: none">• Ближе всего к территорий с прогнозируемым ростом занятости и населения.• Больше возможностей для застройки на территории возле станции.• Больше существующих удобств для велосипедистов и пешеходов и доступ к Interurban Trail.• Самый высокий потенциал для строительных сложностей с сохранением доступа к бизнесам и домам вдоль Casino Road.

Территория Everett Station примыкает к важным достопримечательностям возле центра Everett. Территория станции имеет четыре альтернативных маршрута и четыре альтернативных станции. Альтернативы на территории данной станции имеют две нужды: обслуживать существующую Everett Station, которая является важным местным и региональным транспортным узлом и центр Everett, который включает в себя большое количество пунктов назначения и жителей. На данный момент территория станции используется в основном легкой индустрией и коммерцией, однако ее собираются преобразить большим ростом занятости и населения, поэтому она сможет обслуживать более 9,000 жителей к 2040 году. Everett Station будет северным вокзалом системы Link и станет большим пересадочным узлом. Мы ожидаем 1,000 дополнительных парковочных мест на этой Станции к 2046 году.



Кликните, чтобы увеличить

Что мы узнали в период раннего сбора информации:

- Мнения разделились между расположением станции: ближе к центру или на Everett Station.
- Беспокойства, что новая станция усугубит автомобильные пробки и сократит возможности для парковок.
- Поддержка предоставления льготного жилья в районе станции, как решение потенциальному увеличению стоимости аренды.
- Большинство комментариев поддерживали альтернативы EVT-A и EVT-C.

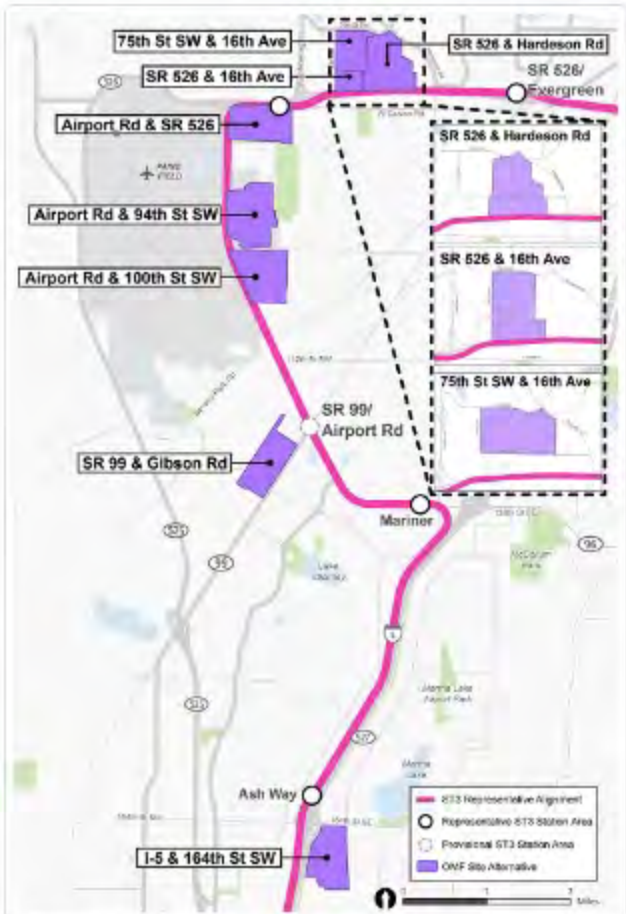
EVT-A	<ul style="list-style-type: none">• Наименьший шанс негативного влияния на известные исторические ресурсы и на приобретение недвижимости.• Удобная пересадка на существующий транспортный узел на Everett Station.• Наименьшее количество проблем со стройкой и меньше всего ограничений на месте строительства.• Дальше всего от центра.• Самый неудобный доступ (дальше всего) для исторически недополучающих услуг общин и льготного жилья.
EVT-B	<ul style="list-style-type: none">• Наименьший шанс негативного влияния на известные исторические ресурсы и на приобретение недвижимости.• Самый низкий потенциал приобретение недвижимости в исторически недостаточно обеспеченных общинах.• Больше проблем со стройкой из-за высоковольтных проводов на McDougall Avenue и подстанции на востоке.• Балансирует расстояние к центру и существующему транзитному центру.
EVT-C	<ul style="list-style-type: none">• Больше проблем со стройкой из-за высоковольтных проводов на McDougall Avenue и подстанции на востоке.• Балансирует расстояние к центру и существующему транзитному центру.• <u>Предпочитаемые местные опции</u> City of Everett.
EVT-D	<ul style="list-style-type: none">• Ближе всего к центру.• Самый удобный доступ (ближе всего) для исторически недостаточно обеспеченных общин и льготного жилья.• Труднее всего пересаживаться на существующие автобусные услуги.• Наибольший шанс негативного влияния на известные исторические ресурсы и на приобретение недвижимости.



Новый объект по ремонту и обслуживанию является необходимостью для поддержки нашего растущего парка и расширения на север наземного метрополитена Link. Новый объект, OMF North, будет работать 24 часа в сутки, 365 дней в году и будет чистить, хранить и заботиться о поездах наземного метрополитена Link. На данный момент мы изучаем восемь альтернатив, которые соответствуют нашим требованиям расположения и размеру участка (60-70 акров) для квалифицированной и долгосрочной поддержки работы данной системы. По возможности мы также стараемся найти территорию без известных важных экологических ресурсов, серьезных топографических трудностей, и без жилого сектора.

Что мы узнали в период раннего сбора информации:

- Поддержка того, чтобы OMF был построен в существующих индустриальных зонах.
- Поддержка, что работы на объекте OMF North помогут общинам с низким доходом и цветным общинам.
- Беспокойство о переселении жильцов с низким доходом и бизнесов, которыми владеют цветные люди.
- Большинство комментариев поддерживали расположения на Airport Road & 94th Street SW и Airport Road & 100th Street SW.



Кликните, чтобы увеличить

Site: SR 526 & Hardeson Rd	<ul style="list-style-type: none">• Зона с предприятиями легкой индустрии.• Трудности с застройкой территории из-за топографии.• Перенесение специализированных производственных объектов и перенесение предприятий с высокой занятостью.• Отсутствие перенесения жилых секторов.• Будет иметь негативное влияние на болота и ручьи.
Site: SR 526 & 16th Ave	<ul style="list-style-type: none">• Зона с предприятиями легкой индустрии.• Перенесение специализированных производственных объектов и работодателей.• Отсутствие перенесения жилых секторов.• Будет иметь негативное влияние на болота и ручьи.
Site: 76th St SW & 16th Ave	<ul style="list-style-type: none">• Зона с предприятиями легкой индустрии.• Перенесение специализированных производственных объектов и работодателей.• Отсутствие перенесения жилых секторов.• Будет иметь негативное влияние на болота и ручьи.
Site: Airport Rd & SR 526	<ul style="list-style-type: none">• Зона с предприятиями легкой индустрии.• Самая высокая стоимость недвижимости.• Перенесение специализированных производственных объектов и основной общественной инфраструктуры (Объекты Community Transit).• Перенесение большого количества работ.• Отсутствие перенесения жилых секторов.• Будет иметь негативное влияние на болота и Swamp Creek.
Site: Airport Rd & 94th St SW	<ul style="list-style-type: none">• Зона с предприятиями легкой индустрии.• Недвижимость влияющая на недвижимость аэропорта и работодателей специализированно производства.• Перенесение самого большого количества работ.• Потенциальные нормативно-правовые трудности из-за использования собственности аэропорта.• Отсутствие перенесения жилых секторов.• Минимальное влияние на болота и ручьи.
Site: Airport Rd & 100th St SW	<ul style="list-style-type: none">• Территория с незадействованной землей, частным сектором и небольшим коммерческим использованием.• Потенциальное влияние, включая приобретение недвижимости, на исторически недостаточно обеспеченные общины.• Некоторое переселение жилых секторов.• Наименьшее перемещение работ, по сравнению с другими расположениями.• Самая низкая стоимость недвижимости.• Скорее всего значительные последствия для болот и ручьев.
Site: SR 99 & Gibson Rd	<ul style="list-style-type: none">• Территория с коммерцией и жилым сектором.• Потенциальное влияние, включая приобретение недвижимости, на исторически недостаточно обеспеченные общины, включая маленькую стоянку передвижных домов.• Самое высокое переселение жилого сектора.• Отсутствие болот и ручьев.
Site: I-5 & 164th St	<ul style="list-style-type: none">• Коммерческая территория с запланированным будущим ростом.• Трудности с застройкой территории из-за топографии.• Небольшое переселение жилых секторов.• Перенесение коммерции, включая Walmart и специализированно работодателя.

Поделитесь вашими мыслями о разных вариантах маршрутов и станций

Опрос

Пожалуйста выстройте каждый оценочный фактор в порядке от самого важного до менее важного при рассуждении о расположении станций и маршрутов.

Чтобы заказать элементы перетягивайте их из левостороннего списка в правосторонний.

Надежные услуги

Доступ к социальным
услугам и
существующему
транспорту

Согласование с
планировкой местного
транспорта и прогнозов
работ/жилья

Возможны с финансовой
и технической стороны

Поддерживает развитие
на территории станции

Равноправные средства
передвижения

Качественный доступ для
пешеходов и
велосипедистов

Здраво построенная
естественная и
социальная окружающая
среда



Какое расположении вы бы хотели прокомментировать?
(Выберите все, что относится)

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

West Alderwood



Кликните, чтобы увеличить

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории West Alderwood должны перейти для рассмотрения на следующей стадии?

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

ALD-A pink: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории West Alderwood НЕ должны продвигаться в следующую фазу?

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

ALD-B gold: Почему вы думаете, что данная альтернатива НЕ должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

Ash Way



Кликните, чтобы увеличить

Как вы думаете какая из альтернативных станций на территории Ash Way должна перейти для рассмотрения на следующей стадии?

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

ASH-A pink: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете какая из альтернативных станций и какой из альтернативных маршрутов на территории Ash Way **НЕ** должны продвигаться в следующую фазу?

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

ASH-B blue: Почему вы думаете, что данная альтернатива **НЕ** должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

Mariner



Кликните, чтобы увеличить

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории Mariner должны перейти для рассмотрения на следующей стадии?

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C
- ☐ SWI blue route

MAR-A pink: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории Mariner **НЕ** должны продвигаться в следующую фазу?

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

MAR-B gold: Почему вы думаете, что данная альтернатива **НЕ** должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

SR 99 / Airport Road



Кликните, чтобы увеличить

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории SR 99 / Airport Road должны перейти для рассмотрения на следующей стадии?

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C

AIR-A pink: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории SR 99 / Airport Road **НЕ** должны продвигаться в следующую фазу?

- ☐ AIR-A
- ☒ AIR-B
- ☐ AIR-C

AIR-B gold: Почему вы думаете, что данная альтернатива **НЕ** должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

SW Everett Industrial Center



Кликните, чтобы увеличить

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории SW Everett Industrial Center должны продвигаться в следующую фазу?

- ☒ Да
- ☐ Нет
- ☐ С друзьями или родственниками
- ☐ Короткосрочное/временное жилье
- ☐ Житель долгосрочного или услуг постоянного жилья
- ☐ SWI blue route
- ☐ SWI green route

SWI-A: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории SW Everett Industrial Center **НЕ** должны двигаться вперед?

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

SWI-B: Почему вы думаете, что данная альтернатива **НЕ** должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

SR 526 / Evergreen



Кликните, чтобы увеличить

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории SR 526 / Evergreen должна двигаться вперед?

- ☒ Предпочитаю не отвечать
- ☐ Другое (пожалуйста объясните)
- ☐ Американский индеец или коренной житель Аляски
- ☐ Азиат или Американец азиатского происхождения
- ☐ Черный или Американец африканского происхождения

EGN-A pink: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории SR 526 / Evergreen НЕ должны двигаться вперед?

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

EGN-B purple: Почему вы думаете, что данная альтернатива НЕ должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

Everett Station



Кликните, чтобы увеличить

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории Everett Station должна перейти для рассмотрения в следующей стадии?

- ☒ Белый
- ☐ Временное жилье или разрешенный "поселок" бездомных
- ☐ Бездомный
- ☐ Предпочитаю не отвечать

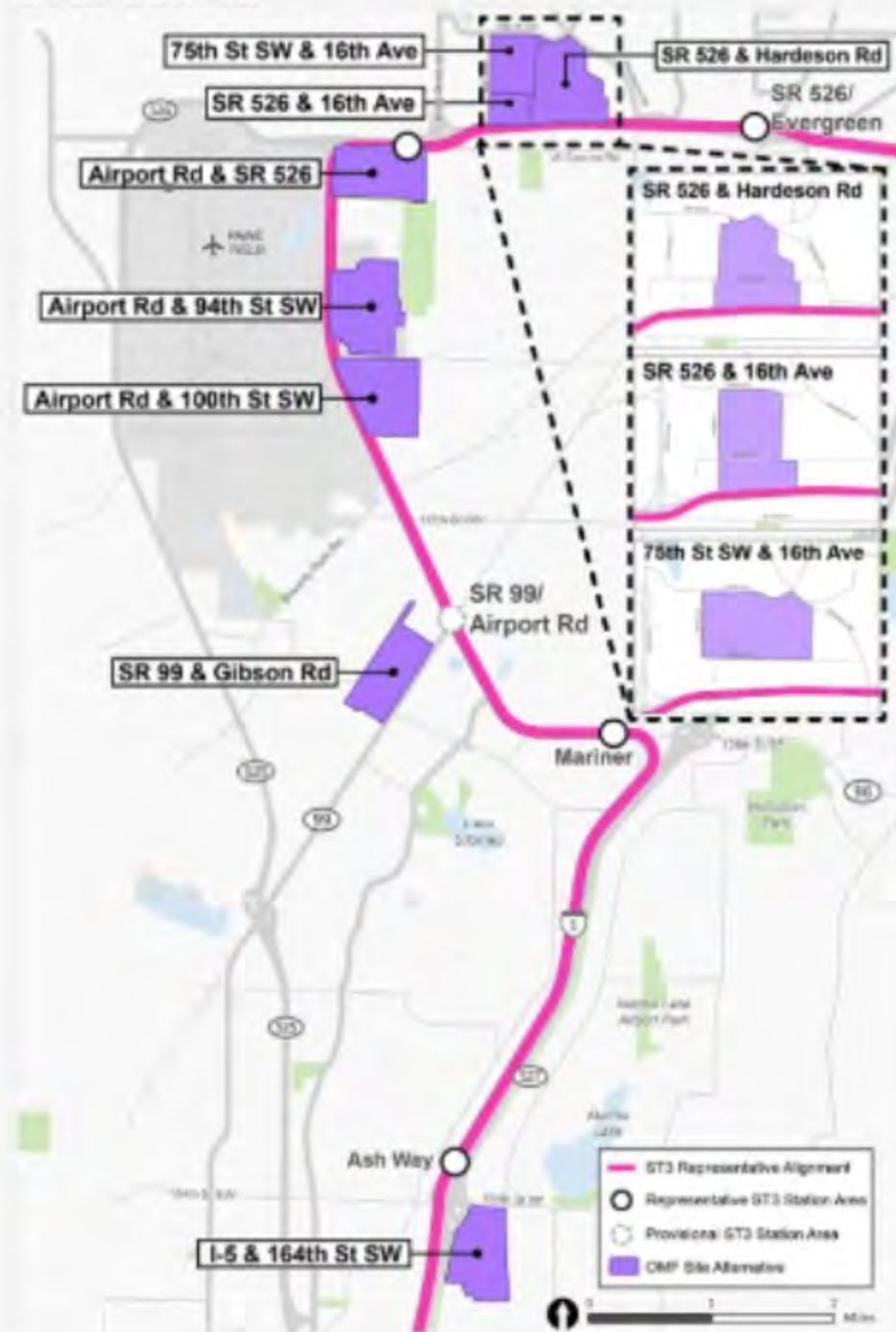
EVT-A pink: Почему вы думаете, что именно эта альтернатива должна продвигаться вперед? Что именно вам нравится в этой альтернативе?

Как вы думаете, какая из альтернативных станций и какой из альтернативных маршрутов на территории Everett Station **НЕ** должны двигаться вперед?

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

EVT-B purple: Почему вы думаете, что данная альтернатива **НЕ** должна двигаться вперед? Что именно вам не нравится в данной альтернативе?

OMF North



Что вам нравится или не нравится в альтернативном расположении OMF North? Выберите, какое месторасположение вы бы хотели прокомментировать. (Выберите, все, что относится.)

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

Что вам нравится и не нравится в альтернативе SR 526 и Hardeson Rd ?

Что вам нравится или не нравится в альтернативе SR 526 и 16th Ave?

Что вам нравится или не нравится в альтернативе 76th St SW и 16th Ave?

Что вам нравится или не нравится в альтернативе Airport Rd и SR 526?

Что вам нравится или не нравится в альтернативе Airport Rd и 94th St SW?

Что вам нравится или не нравится в альтернативе Airport Rd и 100th St SW?

Что вам нравится или не нравится в альтернативе SR 99 и Gibson Rd?

Что вам нравится или не нравится в альтернативе I-5 и 164th St?

Хотели бы дополнительно высказать свое мнение? Добавляйте любые комментарии, которые могут нам помочь лучше построить Everett Link Extension.

О вас

Включенная информация о вас поможет Sound Transit лучше понимать с кем мы имеем дело.

Хотите ли вы поделиться с нами вашей демографической информацией?

- ☒ Да
☐ Нет

Укажите ваш возраст.

- ☐ Английский
☐ Испанский
☐ Вьетнамский
☐ Кантонский
☐ Северокитайский
☐ Русский

С каким полом вы себя идентифицируете?

- ☐ Женский
☐ Мужской
☐ Нонбинарный
☐ Предпочитаю не отвечать
☐ Пожалуйста опишите себя

Что из нижеприведенного лучшим способом описывает вашу жилищную ситуацию?

- ☐ Арендую дом/квартиру
☐ Владею своим домом/квартирой
☐ С друзьями или родственниками
☐ Короткосрочное/временное жилье
☐ Житель долгосрочного или услуг постоянного жилья
☐ Временное жилье или разрешенный "поселок" бездомных
☐ Бездомный
☐ Предпочитаю не отвечать
☐ Другое (пожалуйста объясните)

Идентифицируете ли вы себя с Испаник или Латино/а/х или с испанским происхождением?

- ☐ Да
☐ Нет

Вы идентифицируете себя как (Выберите все, что относится)

- ☐ Американский индеец или коренной житель Аляски
- ☐ Азиат или Американец азиатского происхождения
- ☐ Черный или Американец африканского происхождения
- ☐ Житель Среднего востока или Северной Африки
- ☐ Коренной Житель Гаваев или других Тихоокеанских островов
- ☐ Белый
- ☐ Другое (пожалуйста объясните)

Есть ли у вас доступ к надежному, рабочему автомобилю?

- ☐ Да
- ☐ Нет
- ☐ Предпочитаю не отвечать

Укажите ваш индекс.

- ☐ Мой индекс (Пожалуйста впишите здесь)

- ☐ На данный момент бездомный/не имею домашнего индекса
- ☐ Я не знаю
- ☐ Предпочитаю не отвечать

На каких языках вы часто разговариваете дома?

- ☐ Английский
- ☐ Испанский
- ☐ Вьетнамский
- ☐ Кантонский
- ☐ Североитайский
- ☐ Русский
- ☐ Сомалийский
- ☐ Корейский
- ☐ Тагаложский
- ☐ Другое (пожалуйста объясните)

Считаете ли вы, что вы имеете инвалидность, которая влияет на ваше пользование общественным транспортом?

- ☐ Да
- ☐ Нет

Какой ваш годовой общий семейный доход?

- ☐ Меньше чем \$10,000
- ☐ \$10,000 - \$14,999
- ☐ \$15,000 - \$19,999
- ☐ \$20,000 - \$24,999
- ☐ \$25,000 - \$34,999
- ☐ \$35,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 - \$199,999
- ☐ \$200,000 или больше
- ☐ Предпочитаю не отвечать

Отправить

Что лежит в будущем для Everett Link Extension?

После того, как мы поделились с вами нашим анализом этих альтернатив, мы просим вас поделиться вашим мнением; мы будем использовать ваши отзывы, чтобы сузить выбор альтернатив и оставить только те, которые имеют самый большой потенциал для изучения в следующей оценочной фазе. Мы будем предлагать дополнительные возможности для получения информации, а также для возможностей поделиться мнением об улучшенных альтернативах осенью 2022 года.

Как оставаться вовлеченным

Принимайте участие



Закажите у нас брифинг или встречу с нами; мы будем рады встретиться с вами или вашей общественной группой удаленно, или лично как только это будет достаточно безопасно.

Свяжитесь с нами



Позвоните на телефонную линию проекта [206-370-5533](tel:206-370-5533) чтобы поговорить со специалистом по работе с общественностью.



Если у вас есть вопросы, тревоги или комментарии – напишите нам имейл: everettlink@soundtransit.org.

Идите онлайн



Узнайте о проекте: soundtransit.org/everettlink.



Примите участие в интернет-опросе.



[Подпишитесь на имей-обновления](#).



Подпишитесь на нас в социальных сетях а [@SoundTransit](#).

Расширение системы Sound Transit это:

- Строительство 116-мильной сети, расширяющей региональный наземный метрополитен от Everett до Tacoma, и от плотно населённых районов Seattle до Redmond и Issaquah.
- Налаживание маршрутов быстрых автобусов Stride до северной, восточной и южной сторон озера Washington.
- Расширения вместимости и услуг южного направления Sounder добавлением двух новых станций в Tillicum и Dupont.
- Улучшение доступа и расширение парковки на станциях.

Финансирование

План по финансированию расширения системы происходит в сочетании с одобренными избирателями местными налогами, федеральными грантами, доходами от продажи билетов, займов и доходами в виде процентов.

О нас

Sound Transit это агентство общественного транспорта, которое планирует, строит и управляет региональными транзитными услугами по всем урбанистическим территориям округов Pierce, King и Snohomish.

Текущие услуги

Мы делаем все больше мест доступными для большого количества людей, чтобы улучшить жизнь и создать справедливые возможности для всех. Узнайте больше о [существующих маршрутах](#) и прочитайте подробности о наших услугах внизу.



Link light Rail

В настоящий момент, наземный метрополитен Link идет от Angle Lake и Sea-Tac Airport через центр Seattle к University of Washington. Услуги к Northgate начались в октябре 2021 года, а услуги к Bellevue и East King County начнутся в 2023. К 2024 году мы будем дальше расширять услуги до Federal Way, Lynnwood и центра Redmond. Наземный метрополитен Link будет предоставлять услуги семь дней в неделю, с частотой поездов каждые шесть, 10 или 15 минут в зависимости от времени суток.



Поезда Link могут перевозить сотни пассажиров за раз по всему Seattle и региону.



ST Express Bus

Маршруты автобусов ST Express обслуживают городские центры в округах Snohomish, King и Pierce. Наши 28 маршрутов предоставляют быстрые услуги между большими городами и рабочими центрами, и позволяют удобную пересадку на поезда или местные автобусы. Мы предлагаем услуги на многие маршруты ST Express семь дней в неделю.



Для удобства пассажиров автобусы ST Express имеют прицепные устройства для велосипедов!



Sounder Commuter Rail



Наши поезда местного назначения Sounder путешествуют между Everett и Seattle (с остановками в Mukilteo и Edmonds) и между Lakewood и Seattle (с остановками в South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn, Kent и Tukwila). Поезда Sounder предоставляют услуги утром и вечером во время рабочих дней, а также на выходных при наличии больших мероприятий таких как концерты и профессиональные спортивные игры.



Пассажиры совершают посадку на поезд Sounder в центре Seattle.



Stride Bus Rapid Transit (BRT) (скоро начнет работу!)



Sound Transit разработал систему Stride BRT для быстрого прибытия и отъезда, предоставляя такие услуги как оплата проезда до посадки и использование нескольких дверей для посадки и выхода. Приоритетные улучшения транзита, такие как новые транзитные приоритетные полосы и пропуск автобусов вне очереди, помогут пассажирам избежать траффика и наслаждаться частыми и надежными услугами. Изначально линии автобусов Stride BRT будут обслуживать общины, находящиеся на севере, востоке и юге от Lake Washington.

Будущие услуги

Услуги Sound Transit Разрастаются, и чтобы идти в ногу с этим ростом мы придумали новый и простой способ наименования наших линий поездов. Мы начали использовать новую буквенную и цифирную номенклатуру для наименования поездов начиная с сентября 2021 года, что является частью запуска услуги наземного метрополитена Link до Northgate. [Посмотрите на полный план расширения системы.](#)

Партнеры по проекту



Общественность



Мы просим вас, как представителя вашей общины, чтобы вы донесли ваши идеи, трудности и вопросы о проекте по средствам различных коммуникационных каналов, чтобы:

- Узнать больше о проекте и задать вопросы.
- Поделиться вашим мнением о темах и проблемах, которые вас интересуют.
- Дать Sound Transit знать как бы вы хотели быть задействованы.
- Поделиться информацией и обсудите проект с вашей общиной.



Community Advisory Group



Community Advisory Group (CAG) предоставит платформу для членов публики для информирования развития альтернатив для этого проекта. Эта группа будет включать в себя жильцов, пассажиров, владельцев бизнеса и представителей организаций, которые представляют собой разнообразие населения в коридоре, включая группы с настоящим или исторически ограниченным доступом к возможностям. Члены CAG смогут:

- Узнавать подробности о проекте и задать вопросы.
- Быть представителями различных этно-социальных групп.
- Стараться достигнуть согласия вокруг ключевых решений по проекту и разрешить проблемы проекта, если в этом будет нужда.
- Предоставлять рекомендации во время знаковых событий.
- Выделять специфические проблемы и компромиссы в коридоре, включая возможности и инструменты по вовлечению в этот процесс общественности.
- Предоставлять рекомендации для рассмотрения.



Interagency Group



С продвижением проекта вперед Sound Transit будет сотрудничать и координировать действия с агентствами и правительственными организациями включая, но не ограничиваясь:

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



Elected Leadership Group



Elected Leadership Group (ELG) состоит из выбранных чиновников, которые представляют общины вдоль коридора проекта и членов Sound Transit Board . Цель этой группы — это помочь Sound Transit принимать осведомленные решения и при нужде решать проблемы проекта. Встречи будут совпадать с важными этапами, будут открытыми для публики и предоставлять возможности для комментариев. ELG будет:

- Принимать во внимание нужды коридора Everett Link Extension в контексте региональной перевозочной системы.
- Сотрудничать с работниками проекта для понимания и оценивания вариантов предварительного дизайна и компромиссов
- Представлять общины, которым они служат и делиться приоритетами общин в региональном контексте.
- Стараться формировать консенсус по рекомендациям группы, чтобы информировать строительный проект и презентовать его перед Sound Transit Board для официального решения.

Группа будет встречаться в течении процесса планирования пока Sound Transit Board не определит предпочитаемую альтернативу и другие альтернативы, чтобы двигаться дальше к экологической экспертизе.



Sound Transit Board



Sound Transit Board наблюдает за внедрением и окончанием проекта и имеет власть принимать окончательное решение по основным Вопросами проекта.Эти решения включают в себя определение предпочитаемой альтернативы перед началом экологической экспертизы и выбор Проекта строительства после завершения процессов концептуального проектирования и экологической экспертизы.

При принятии решений Board будет принимать во внимание рекомендации и вклад Community Advisory Group, Elected Leadership Group, Interagency Group и общественности.



Племена



При содействии Sound Transit и Руководителя по делам племен, команда проекта будет советоваться с племенами Washington state в течение процесса развития проектов.

Обращайтесь к нам с вопросами общего характера:

Sound Transit Community Outreach
Телефон: 206-370-5533
Имейл: everettlink@soundtransit.org
Интернет: soundtransit.org/everettlink

Нужна ли вам помощь на очных или удаленных мероприятиях?

Для вопросов об условиях для людей с ограниченными возможностями:
Телефон: 800-201-4900, TTY Relay 711
Имейл: main@soundtransit.org
Понедельник – Пятница 7:00 – 19:00

Дополнительные услуги:

Для вопросов общего характера пассажиров:
Телефон: 888-889-6368, TTY Relay 711
Имейл: main@soundtransit.org
Понедельник – Пятница 7:00 – 19:00

Звоните или шлите СМС охране: [206-398-5268](tel:206-398-5268)

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SOUNDTRANSIT

Расскажите об этом сайте другим



Подпишитесь на нас





Bienvenidos

Busquemos juntos rutas y ubicaciones de estaciones futuras

Gracias a los votantes regionales, nos hemos embarcado en una ambiciosa expansión del sistema de transporte público, que incluye extender el servicio del tren ligero Link hacia el norte desde el centro de la ciudad de Lynnwood hasta la estación Everett, con paradas cercanas a destinos regionales importantes como el Alderwood Mall y el SW Everett Industrial Center. La extensión del servicio del tren ligero hasta el condado Snohomish completará la red de 116 millas desde Everett hasta Tacoma y desde los vecindarios de Seattle a Redmond e Issaquah. Nos encontramos actualmente en la fase de Desarrollo de Alternativas, donde analizamos con mayor detalle las ubicaciones de la ruta, las estaciones y la Operations and Maintenance Facility North (Instalaciones de operaciones y mantenimiento, OMF North).

¿Qué es el proceso de desarrollo de alternativas?

En 2016, el proyecto representativo estableció el modo de transporte, la ruta aproximada, la cantidad de estaciones y las ubicaciones generales de las estaciones para el proyecto. Es también un punto de partida para identificar rutas alternativas adicionales, estaciones y ubicaciones para la OMF North y configuraciones de diseño que podrían cumplir con los requisitos del proyecto.


Durante el desarrollo de alternativas, identificamos y evaluamos esta variedad de ideas, e invitamos al público, a organismos y a las Tribus a que nos den sus comentarios antes de comenzar a trabajar con la Federal Transit Administration para preparar los documentos de la revisión ambiental.

Continuaremos conectando con el público, recopilando sus comentarios a lo largo del proceso de desarrollo de alternativas. Este aporte influenciará a la junta de Sound Transit en la identificación de alternativas para evaluarlas a medida que avanzamos con la revisión ambiental, probablemente a través de una Environmental Impact Statement en 2023/2024.

Sobre este sitio

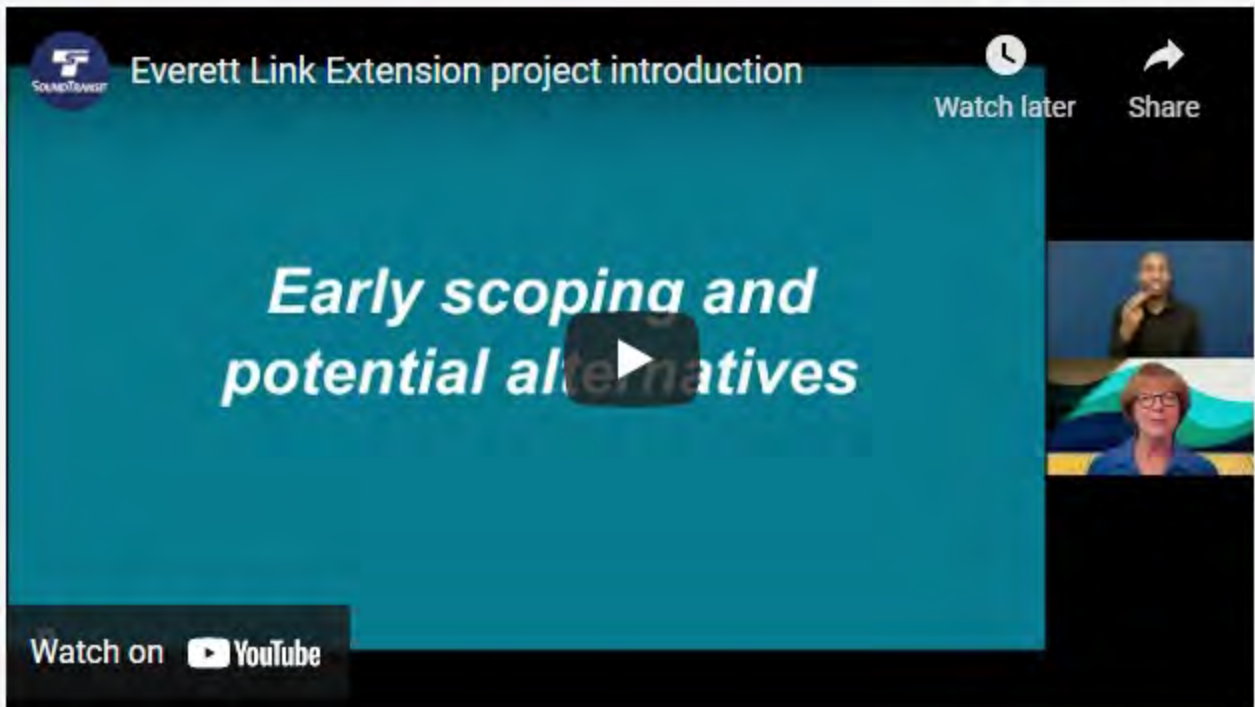
El propósito de este sitio es proporcionar:

- [Información general](#) sobre el proyecto Everett Link Extension.
- Noticias sobre [las actividades de divulgación y lo que hemos escuchado hasta ahora](#).
- Los resultados iniciales del [análisis sobre las alternativas para las estaciones, las rutas y la OMF North](#).
- Una oportunidad para que [brinde comentarios](#) sobre las alternativas que se están considerando actualmente.

Desplácese hacia abajo o haga clic en las ligas o enlaces de arriba para visitar las secciones que le interesan. Haga clic en las casillas con  para expandir la sección y obtener más información.

Obtenga más información

- Preguntas frecuentes [\[Inglés\]](#) [\[Coreano\]](#) [\[Ruso\]](#) [\[Español\]](#)
- [Summary Report](#) [Análisis inicial del alcance](#)
- Guía Comunitaria para el Desarrollo de Alternativas [\[Inglés\]](#) [\[Coreano\]](#) [\[Ruso\]](#) [\[Español\]](#)
- Hoja informativa [\[Inglés\]](#) [\[Coreano\]](#) [\[Ruso\]](#) [\[Español\]](#)
- [Guía de Enlace con la Comunidad](#)
- Vea a continuación el video de introducción al proyecto desarrollado para el Análisis inicial del alcance



Suscríbase para recibir noticias del proyecto

Nombre

Nombre

Apellido(s)

Apellido(s)

Dirección de correo electrónico

Correo electrónico

Número de teléfono

Número de teléfono

Suscríbase ahora

Everett Link Extension

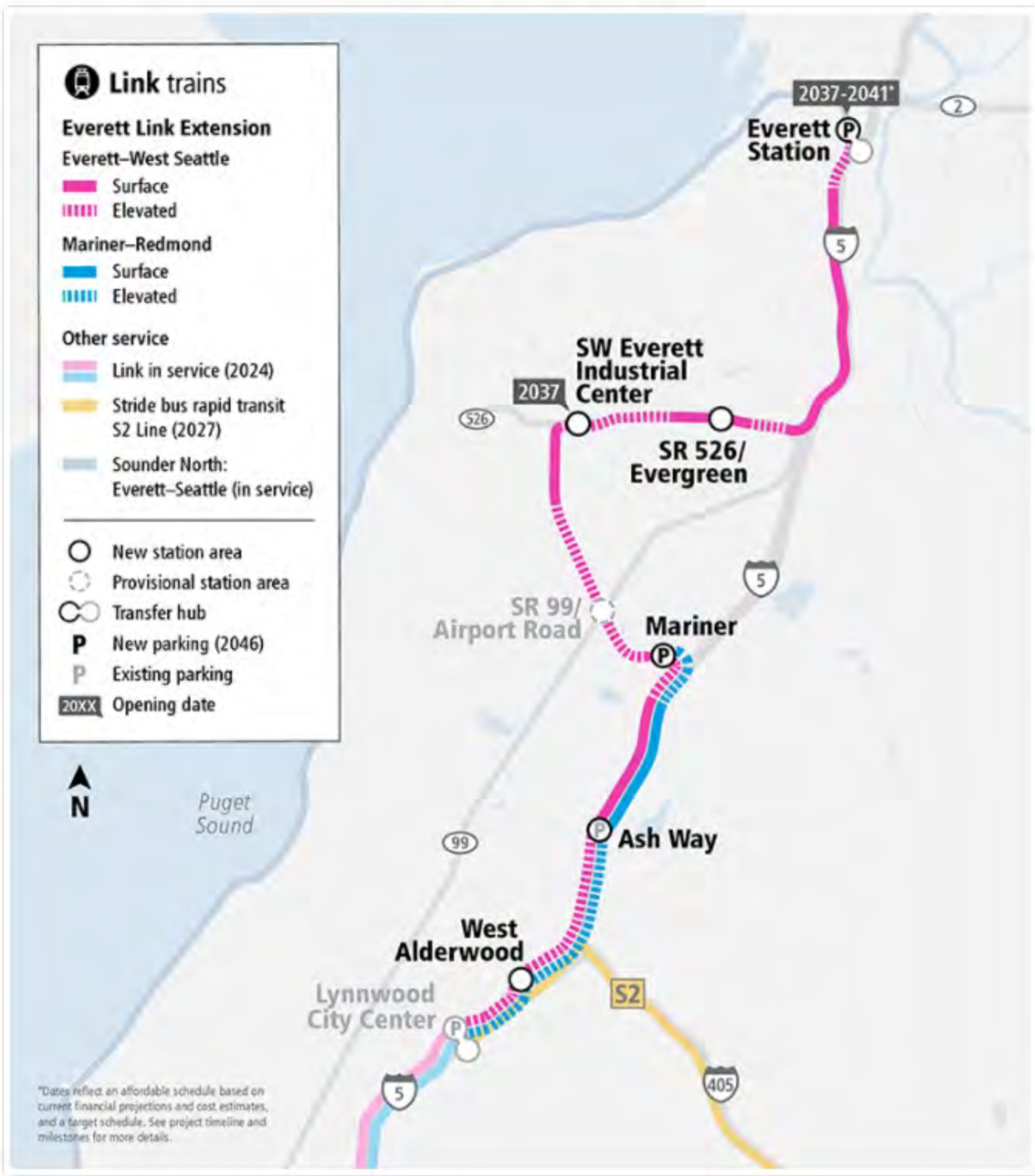
Información sobre el proyecto

Everett Link Extension proporcionará conexiones rápidas y confiables a centros residenciales y laborales en toda la región. Nuestro plan es agregar 16 millas a la ruta del tren ligero y seis estaciones nuevas que conectarán a los habitantes del condado Snohomish con la [red regional del tren ligero](#). También estamos estudiando una estación provisional en el proceso de planificación.

Además, el proyecto incluirá la construcción de una Operations and Maintenance Facility North (OMF North) que se necesita para recibir, almacenar y dar servicio a una flotilla de trenes más grande para respaldar la extensión del tren ligero, así como para la operación general del sistema. Para construir esta nueva instalación, necesitamos un terreno de 60 a 70 acres aproximadamente cerca de las vías del tren ligero.

La OMF North podría auspiciar más de 450 empleos que demandan mano de obra altamente cualificada con salarios dignos en el condado Snohomish. En la OMF ya existente, el salario promedio de los empleados es de más de \$40 por hora, u \$80,000/año. [Obtenga más información de la OMF en este video.](#)

Mapa del área del proyecto



El proyecto representativo, las áreas de las estaciones y las conexiones con otros servicios de Sound Transit | Haga clic para ampliar



Everett Link Extension conectará a los futuros residentes del condado Snohomish con centros residenciales y laborales en toda la región.

Procesos previos de planificación local

Es posible que ya haya estado hablando con su jurisdicción local sobre la ubicación y la planificación de las estaciones. Con el aporte de la comunidad, las comunidades del Snohomish County Light Rail identificaron las opciones preferidas localmente para Ash Way Station y Mariner Station y proporcionaron un análisis inicial de las ubicaciones. Metro Everett también ha identificado una opción localmente favorecida para Everett station. Revisaremos sus análisis y consideraremos la información que ya ha proporcionado sobre estas estaciones a medida que comenzamos nuestros esfuerzos de planificación y participación.

[Lynnwood resolution](#)

Obtenga más información sobre las [Snohomish County's Light Rail Communities](#)

Obtenga más información sobre [Metro Everett Subarea Plan](#)

Características de Everett Link Extension

- **Calendario para la inauguración del proyecto:** Se tiene como objetivo inaugurar el proyecto en 2037; es posible que el servicio que ira más allá del SW Everett Industrial Center a Everett Station se retrase y se inaugure hasta 2041 si es que no se obtienen fondos adicionales.
- Longitud: 16 millas.
- Seis estaciones ubicadas en West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen y Everett Station, más una estación provisional (que no cuenta con fondos) en SR 99/Airport Road.
- Frecuencia del servicio: Cada 4-6 minutos en horas pico, cada 10-15 minutos al mediodía, fines de semana y noches.
- Duración estimada del viaje:
 - De Everett a Lynnwood City Center: 33 minutos.
 - De Everett al centro de Seattle: 60 minutos.



Calendario del proyecto

Aprobación de los votantes ✓

Planificación (del 2021 al 2026)

- **Desarrollo de alternativas**
 - Análisis inicial del alcance.
 - Identificar y filtrar las alternativas para las estaciones, rutas y la unidad de operaciones y mantenimiento
 - Junta de Sound Transit identifica alternativas para el borrador de la Declaración de Impacto Ambiental (EIS por sus siglas en inglés) y es posible que logren identificar una alternativa preferida
- **Borrador EIS**
 - Preparar el borrador EIS
 - Ingeniería conceptual
 - Revisión pública y comentarios sobre borrador EIS
 - Junta de Sound Transit confirma o modifica la alternativa preferida para EIS final
- **EIS final**
 - Preparación de EIS final
 - Ingeniería preliminar
 - Junta de Sound Transit selecciona el proyecto que se va a construir
 - Récord federal de la decisión.

Diseño (del 2026 al 2029)

- Diseños finales de estaciones y rutas
- Adquirir y encargar obras de arte público y para la estación
- Obtener permisos de construcción y uso de suelo
- Comenzar la adquisición/reubicación de la propiedad

Construcción (del 2030 al 2036)

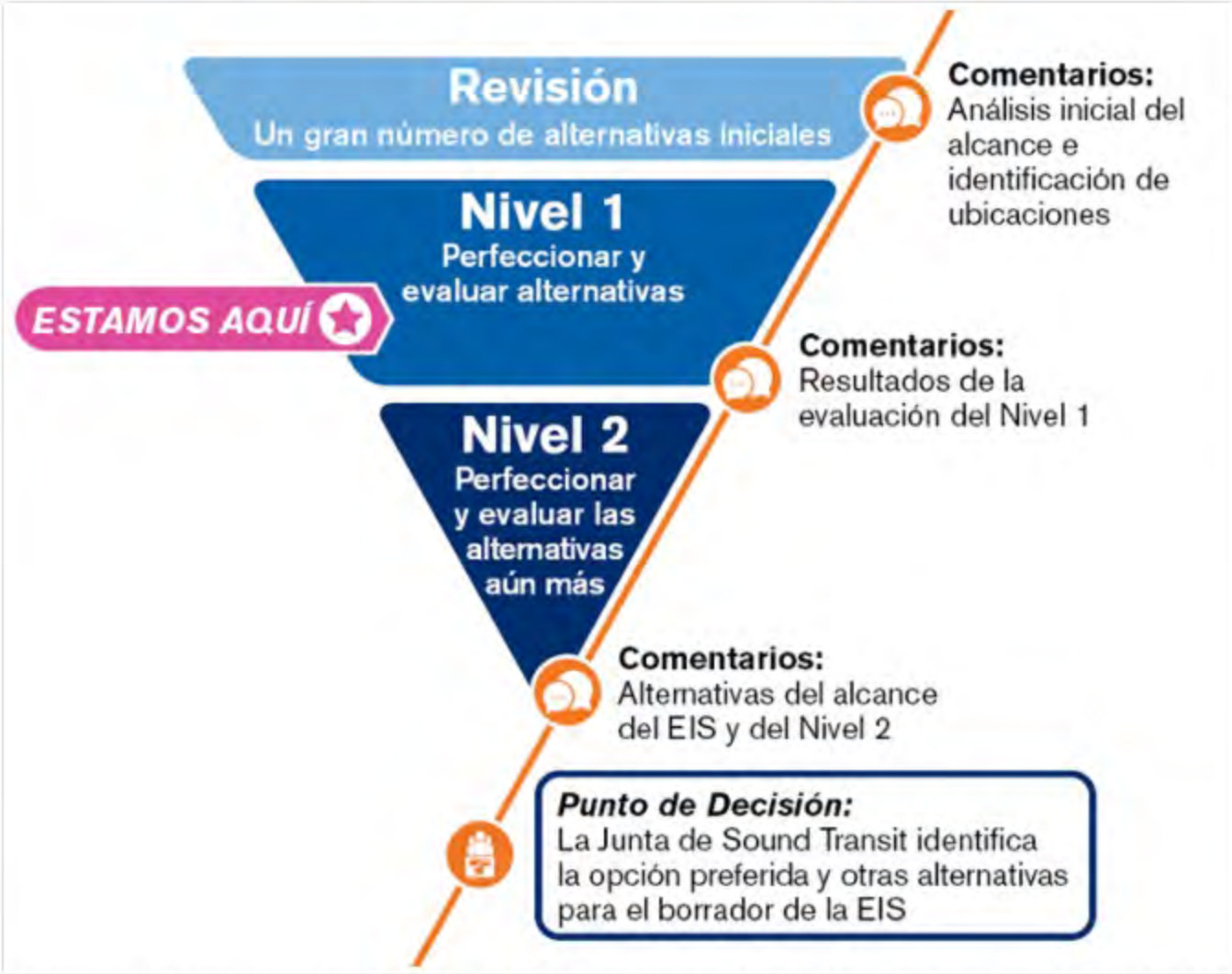
- Cimientos
- Noticias y mitigación de la construcción
- Educación sobre seguridad
- Pruebas y operaciones previas

Inicia el servicio (del 2037 al 2041)*

*Se tiene prevista la apertura del servicio a Everett Station en el 2037. Este objetivo requiere un estimado de \$600 millones en fondos y/o ahorros adicionales, y revisaremos todas las opciones para inaugurar el servicio en el calendario establecido. Sin embargo, si no se logra obtener fondos adicionales y/o reducir los costos del proyecto, el plazo asequible para comenzar el servicio al SW Everett Industrial Center es el año 2037 y desde allí a Everett Station es el año 2041. Obtenga más información sobre [la realineación](#) aquí. Se incluirá la participación pública en todas las fases del proyecto.

Qué hacemos con sus comentarios

Pedimos su opinión durante todo el proceso del desarrollo de alternativas. En cada paso, leemos y resumimos cada comentario que recibimos. Los comentarios y resúmenes se proporcionan a los colaboradores, el Community Advisory Group, el Elected Leadership Group y el junta de Sound Transit para ayudar a orientar qué alternativas merecen ser estudiadas más a fondo en la siguiente fase de evaluación. Su aporte es increíblemente valioso para ayudar a las personas responsable de tomar decisiones a comprender lo que es importante para las comunidades que se verán servidas por el Everett Link Extension.



El desarrollo de alternativas tiene tres fases generales: la selección, el análisis de nivel 1 y el análisis de nivel 2. A través de estas fases, evaluamos las alternativas posibles con un nivel de detalle progresivamente mayor y pedimos opiniones en cada nivel. La flecha muestra en qué parte del proceso nos encontramos y los círculos naranja de arriba muestran en que momentos solicitamos la opinión del público. | Haga clic para ampliar

Lo que estamos pidiendo en estos momentos

En este momento, estamos pidiendo que proporcione sus comentarios sobre las alternativas del nivel 1. En la primavera de 2022, el Elected Leadership Group tomará en cuenta lo que ha escuchado de los miembros de la comunidad y formulará sus recomendaciones sobre qué alternativas del nivel 1 justifican un estudio adicional en el nivel 2.

Si hizo comentarios durante el análisis inicial del alcance, estas alternativas le resultarán familiares. No hemos eliminado ninguna opción desde diciembre de 2021, pero hemos realizado más análisis para comprender las ventajas y desventajas de cada alternativa y resumimos lo que escuchamos durante el análisis inicial.

Le pedimos que revise lo que hemos encontrado y nos diga qué alternativas servirían mejor a su comunidad y por qué, cuáles son sus prioridades o qué podría faltar en nuestro análisis. Como miembros del público, sus comentarios juegan un papel importante en la identificación de las alternativas que funcionan mejor para el tren ligero en su comunidad y deben ser tomados en cuenta para llevar a cabo un estudio más detallado.


Lo que escuchamos durante el período de análisis inicial del alcance

El período del análisis inicial del alcance finalizó en diciembre de 2021 y recibimos cientos de comentarios y preguntas por parte de miembros de la comunidad, organismos y Tribus. Hemos resumido algunos de los comentarios que recibimos a continuación, bajo el área de la estación a la que corresponden. Si desea revisar el resumen completo y ver todos los comentarios que recibimos, puede descargar el [resumen del análisis inicial del alcance](#).

También recibimos muchas preguntas sobre el proyecto y creamos un documento que incluye las preguntas frecuentes para responder tantas como fuera posible. Aquí encontrará preguntas como “¿Por qué Sound Transit tardará tanto en terminar el proyecto?”.

Puede descargar las preguntas frecuentes [\[Inglés\]](#) [\[Coreano\]](#) [\[Ruso\]](#) [\[Español\]](#).

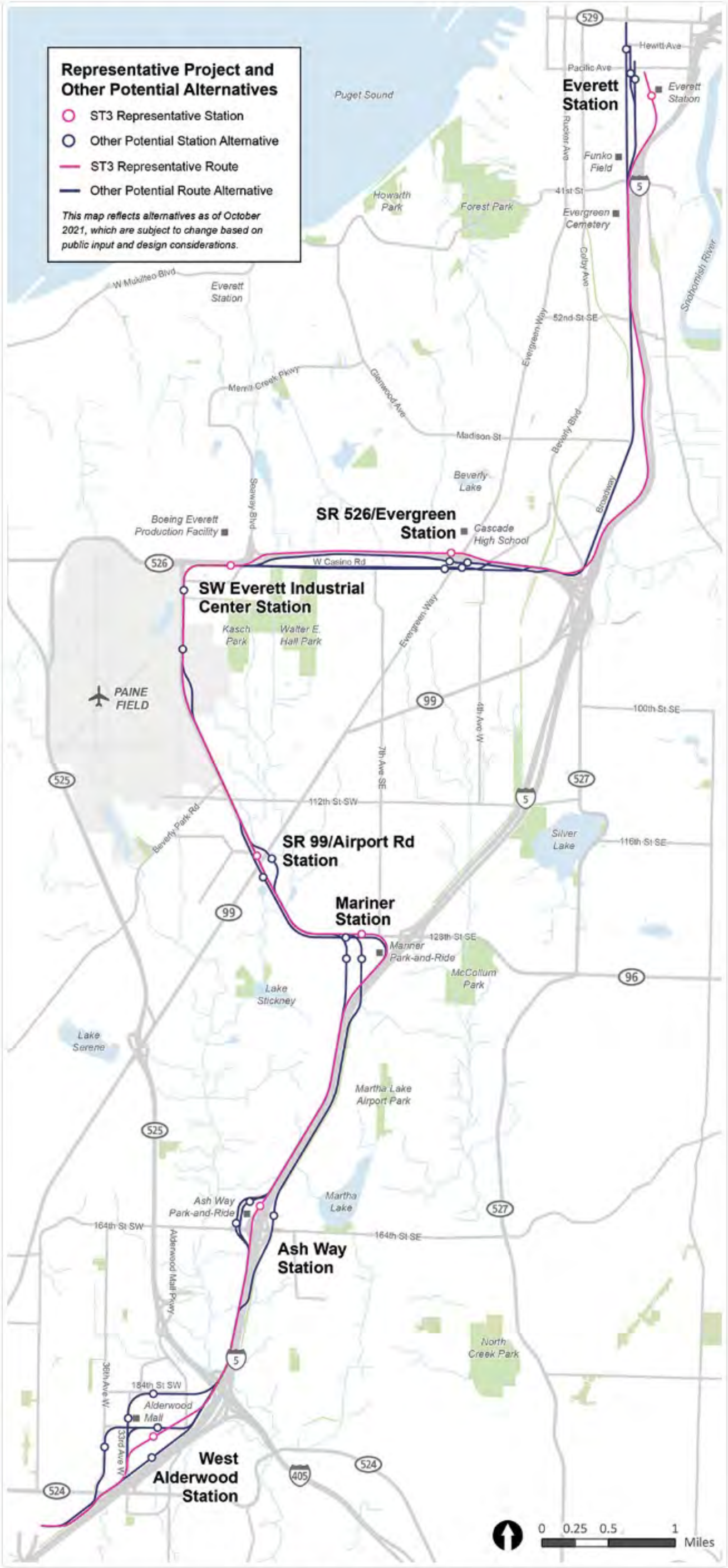
Cómo ver las áreas de las estaciones

Los mapas en las secciones desplegadas a continuación muestran las alternativas para las rutas y las estaciones posibles, así como las ubicaciones posibles para la Operations and Maintenance Facility North que se están estudiando actualmente. Puede obtener más información sobre el área de una estación específica haciendo clic en el nombre del área de la estación y  a continuación.

Mapa general del proyecto



Este mapa del área completa del proyecto EVLE se muestra la ruta y las estaciones representativas del proyecto en color rosa y otras posibles rutas y estaciones alternativas en azul marino. El proyecto representativo se desarrolló con el fin de establecer el alcance del proyecto, estimar los costos y el pronóstico de número de pasajeros.



El proyecto representativo, las áreas de las estaciones y las conexiones con otros servicios de Sound Transit | Haga clic para ampliar

El área de la estación West Alderwood en Lynnwood incluye seis estaciones alternativas que ofrecen acceso al centro comercial existente, a las áreas comerciales adyacentes y al futuro crecimiento planeado para el área por la ciudad de Lynnwood. Esta estación prestaría servicios a los clientes y empleados del área de Alderwood Mall, además de los más de 3000 habitantes que se prevé vivirán cerca del área de la estación para 2040. Existe un potencial de desarrollo que apoya el tránsito en el área de la estación y sus alrededores, parte del cual está en marcha hoy. Las alternativas para estaciones en los lados norte y oeste del centro comercial tienen una mayor oportunidad de atender el desarrollo residencial existente y futuro que las alternativas que están más cerca de la carretera I-5. Community Transit cubre actualmente el área de la estación con rutas de autobús en 33rd Avenue W, Alderwood Mall Parkway y Alderwood Mall Boulevard, y planea expandir el servicio en 33rd Avenue W con la Swift Orange Line.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Es importante tener acceso al Alderwood Mall.
- Apoyo a la urbanización orientada al transporte público.
- Deseo de que la estación de West Alderwood cubra las necesidades tanto residenciales como de las tiendas minoristas.
- Preocupación de que una estación nueva empeoraría la congestión del tráfico.
- Sugerencias de que los lotes a nivel de la superficie serían buenas ubicaciones para la estación o la infraestructura de un estacionamiento para vehículos de pasajeros (park-and-ride).
- Apoyo para el acceso práctico a las conexiones peatonales y senderos, a las áreas comerciales y áreas residenciales.
- Más comentarios en apoyo de las opciones ALD-D y ALD-F.

ALD-A	<ul style="list-style-type: none">• Más cerca a los trabajos existentes que emplean a personas de color y trabajos que son de bajos salarios.• Conexiones a la estación para bicicletas y peatones más desafiantes.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.
ALD-B	<ul style="list-style-type: none">• Conexiones a la estación para bicicletas y peatones más desafiantes.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.• Más lejos de las áreas en las que se pronostica el crecimiento demográfico y laboral.
ALD-C	<ul style="list-style-type: none">• Menos posibilidades de adquisición de propiedades.• La ruta más directa con un costo potencial más bajo y una duración del trayecto más rápida.• Menos accesibles (más alejadas de) las comunidades históricamente desatendidas y de las áreas en las que se pronostica el crecimiento demográfico y laboral.• Más lejos de los trabajos existentes que emplean a personas de color y trabajos que son de bajos salarios.• Conexiones peatonales a la estación más difíciles.
ALD-D	<ul style="list-style-type: none">• Más cerca de la Swift Orange Line planificada en 33rd Avenue W.• Más cerca de las áreas en las que se pronostica el crecimiento demográfico y laboral.• Que existan más conexiones peatonales cercanas.• Posibles costos más elevados para la adquisición de propiedades a las orillas del centro comercial.• <u>La opción preferida localmente</u> de la ciudad de Lynnwood.
ALD-E	<ul style="list-style-type: none">• Más cerca al desarrollo residencial existente.• Más difícil de conectarse al servicio de autobús local y Swift.• Menor posibilidad de oportunidades de urbanización cerca de la estación.• Más lejos de los trabajos existentes que emplean a personas de color y trabajos que son de bajos salarios.
ALD-F	<ul style="list-style-type: none">• Es mayor la posibilidad de oportunidades de urbanización cerca de la estación.• Más difícil de conectarse al servicio de autobús local y Swift.• Posibles costos más elevados para la adquisición de propiedades a las orillas del centro comercial.

El área de la estación Ash Way se encuentra en la sección no incorporada del condado Snohomish e incluye cuatro posibles alternativas de rutas y estaciones que irían a un lado de la carretera I-5. Las alternativas en el lado oeste de la carretera I-5 son las más cercanas al Ash Way Park-and-Ride existente, al norte de la 164th Street SW. Se experimenta una gran congestión en la 164th Street SW y el condado Snohomish tiene planeado completar un segundo cruce de la I-5 en la 130th Street SW pero actualmente no existen fondos para eso. Al oeste de la estación Ash Way está el complejo de humedales Swamp Creek y al este Martha Lake con tiendas y oficinas a lo largo de la 164th Street SW y una mezcla de viviendas unifamiliares y multifamiliares más al norte y al sur. La zona de esta estación podría proporcionar servicio a más de 2000 habitantes que se proyecta vivirán en el área para 2040. El Interurban Trail corre a lo largo del lado este de la carretera I-5 y hay una infraestructura limitada para bicicletas en el lado oeste.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Preocupaciones sobre el costo elevado de cruzar la carretera I-5.
- Apoyo a la urbanización orientada al transporte público.
- Preocupaciones de que una estación nueva empeoraría la congestión del tráfico.
- Apoyo para tener un acceso práctico desde la estación al sendero Interurban Trail y una mejora general en la infraestructura para peatones y bicicletas.
- Más comentarios en apoyo de las opciones ASH-D y ASH-A.

ASH-A	<ul style="list-style-type: none">• Más fácil para conectar con el servicio de autobús en Ash Way Park-and-Ride.• Que existan más conexiones peatonales cercanas.• Potencial limitado para oportunidades de urbanización cerca de la estación.
ASH-B	<ul style="list-style-type: none">• Es más fácil conectarse al servicio de autobús en Ash Way Park-and-Ride.• Que existan más conexiones peatonales cercanas.• Potencial limitado para oportunidades de urbanización cerca de la estación.• Costos para comprar propiedades posiblemente mucho más elevados y desafíos para mantener las operaciones de autobuses en el estacionamiento para vehículos de pasajeros (Park-and-Ride) durante la construcción.
ASH-C	<ul style="list-style-type: none">• Más fácil para conectar con el servicio de autobús en Ash Way Park-and-Ride.• Más cercana a las áreas donde se pronostica un crecimiento demográfico y laboral.• Es mayor el potencial de oportunidades de urbanización cerca de la estación.• Costos para comprar propiedades posiblemente mucho más elevados y desafíos para mantener las operaciones de autobuses en el Ash Way Park-and-Ride durante la construcción.
ASH-D	<ul style="list-style-type: none">• Más potencial de oportunidades de urbanización cerca de la estación.• Conexión más directa al Interurban Trail.• Costos potenciales más bajos y más fácil de construir con menos vía aérea.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.• Difícil conectarse con el servicio de autobuses en Ash Way Park-and-Ride a través de la carretera I-5.• <u>La opción preferida localmente del condado Snohomish.</u>

El área de la estación Mariner tiene cuatro estaciones y rutas alternativas que están ubicadas en 128th Street SW o al oeste de Mariner Park-and-Ride. En la 128th Street SW se experimenta una congestión muy grande y el condado Snohomish tiene planeado un segundo cruce de la carretera I-5 en la 130th Street SW. Todas las estaciones alternativas se encuentran en un área en donde hay un plan sustancial de crecimiento laboral y residencial con un potencial de desarrollo que soporte la cantidad de pasajeros en el transporte público. Se pronostica que vivan más de 5,000 personas en el área de la estación para el año 2040 y esta estación podría cubrir el servicio que necesiten. Esta estación también daría servicio al estacionamiento de Mariner Park-and-Ride y a la escuela Mariner High School al norte. Dos líneas de tren ligero darán servicio a esta estación, que también será una central importante para los autobuses locales y regionales. Se anticipa tener 550 estacionamientos adicionales en esta estación para el año 2046.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Preocupaciones por el desplazamiento de habitantes de bajos ingresos y negocios propiedad de personas de color.
- Preocupaciones de que una estación nueva empeoraría la congestión del tráfico.
- Deseo de tener una estación nueva para satisfacer las necesidades tanto residenciales como de los comercios minoristas.
- Apoyo para la conexión a las opciones de transporte público existentes.
- Más comentarios a favor de las opciones MAR-A y MAR-D.

MAR-A	<ul style="list-style-type: none">• Más fácil de conectarse al servicio de autobús local y Swift.• Es mayor la posibilidad de adquisición de propiedades en comunidades históricamente desatendidas.• Ruta más larga.
MAR-B	<ul style="list-style-type: none">• Más accesible (más cerca) a las comunidades históricamente desatendidas.• Más cerca a las áreas donde se pronostica el crecimiento demográfico y laboral.• Menor potencial de oportunidades de urbanización cerca de la estación.
MAR-C	<ul style="list-style-type: none">• Ruta más directa.• Es más difícil conectarse con los autobuses Swift y con los que se desplazan por la carretera I-5.
MAR-D	<ul style="list-style-type: none">• Menos posibilidad de adquisición de propiedades en comunidades históricamente desatendidas.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.• Más consistente con la planificación local.• <u>La opción preferida localmente de</u> del condado Snohomish.

La estación SR 99 / Airport Road es una estación provisional (no está financiada) al noroeste de la estación Mariner a lo largo de Airport Road cerca de la SR 99. Esta área tiene tres alternativas de estaciones y rutas posibles. Los usos de la tierra circundante son principalmente comerciales junto a la SR 99 con algo de desarrollo industrial hacia el noroeste y obras de urbanización residencial multifamiliar principalmente hacia el este. Esta estación se conectaría con Swift Blue Line que se desplaza sobre la SR 99 y la Swift Green Line en Airport Road. Esta estación podría brindar servicio a más de 4000 personas que se pronostica vivirán en el área de la estación para el año 2040.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Preocupaciones por el bajo número de pasajeros y el costo elevado del proyecto para el área de la estación.
- Apoyo para conectarse con las opciones de transporte público existentes.
- Preocupaciones por el desplazamiento de habitantes de bajos ingresos y negocios propiedad de personas de color.
- Más comentarios a favor de las opciones AIR-A y AIR-B.

<div>AIR-A</div>	<ul style="list-style-type: none">• Menor posibilidad de adquisición de propiedades en comunidades históricamente desatendidas.• Menor posibilidad de afectar a los negocios y a la comunidad por la adquisición de propiedades.• Construcción menos complicada con menos líneas de transmisión.
<div>AIR-B</div>	<ul style="list-style-type: none">• Más fácil de conectarse al servicio de autobús local y Swift.• El costo de la construcción es más elevado por un puente de tramo largo que cruce sobre Airport Road.• Es mayor la posibilidad de afectar a los negocios y a la comunidad por la adquisición de propiedades.• Mayores desafíos de construcción posibles debido a las líneas de transmisión y a la dificultad de mantener el acceso a los negocios locales durante la construcción.
<div>AIR-C</div>	<ul style="list-style-type: none">• La configuración de la carretera impide una conexión directa al servicio de autobús en esta ubicación.• Un desplazamiento más lento debido a la curva que se aleja de la vía principal.• Costos posibles más elevados para la adquisición de propiedades y mayores desafíos de construcción.

El área de la estación SW Everett Industrial Center tiene cuatro alternativas para la ruta y tres alternativas para la estación. Esta estación brindaría servicio a los grandes empresas industriales y aeroespaciales, incluidos Boeing y Paine Field. El uso de la tierra circundante es alta y ligeramente industrial con un desarrollo residencial multifamiliar en el distrito de zonificación residencial urbana de Everett al este y al sur de la SR 526. Todas las opciones o alternativas están dentro del área Paine Field-Boeing-Everett Manufacturing/Industrial Center. Si bien está limitado el desarrollo residencial cerca de esta estación, la estación alternativa SWI-A podría brindar servicio a más de 1,000 habitantes que se pronostica vivirán en el área de la estación para el año 2040.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Preocupaciones por el bajo número de pasajeros, los retrasos en los horarios y el costo elevado del proyecto para la estación.
- Preocupaciones relacionadas con la incertidumbre de que Boeing permanezca en la región.
- Preocupación por la falta de acceso para peatones y bicicletas en el área de la estación.
- Preocupaciones por el desplazamiento de habitantes de bajos ingresos y negocios propiedad de personas de color.
- Más comentarios en apoyo de las opciones SWI-C y SWI-A.

En esta área, verá los resultados que muestran las estaciones alternativas separadas de las rutas alternativas porque aquí, a diferencia de otras áreas de estaciones, se puede seleccionar cualquier ruta con cualquiera de las opciones de estaciones.

SWI-A	<ul style="list-style-type: none">• Más accesible (más cerca) a las comunidades históricamente desatendidas.• Que existan más conexiones peatonales cercanas debido a la proximidad a Casino Road.• Es más difícil de conectarse a los autobuses locales y Swift.• Más cercana a Boeing Everett Production Facility.
SWI-B	<ul style="list-style-type: none">• Más fácil de conectarse al servicio de autobús local y Swift.• Conexiones peatonales a la estación más difíciles.
SWI-C	<ul style="list-style-type: none">• Más cercana al aeropuerto Paine Field.• Conexiones peatonales a la estación más difíciles.
SWI pink route	<ul style="list-style-type: none">• Menos posibilidades de adquisiciones de propiedades.• Menor posibilidad de adquisición de propiedades en comunidades históricamente desatendidas.
SWI purple route	<ul style="list-style-type: none">• Costos comparativos más bajos.• Es mayor la posibilidad de adquisición de propiedades.
SWI blue route	<ul style="list-style-type: none">• Ruta del lado norte de Casino Road.• Es mayor la posibilidad de adquisiciones de propiedades y costos más elevados.• Es mayor la posibilidad de adquisición de propiedades en comunidades históricamente desatendidas.• Hay una probabilidad mayor de que la construcción se enfrente a desafíos para mantener el acceso a negocios y hogares a lo largo de Casino Road.
SWI green route	<ul style="list-style-type: none">• Ruta intermedia de Casino Road.• Es mayor la posibilidad de adquisiciones de propiedades y costos más elevados.• Es mayor la posibilidad de adquisiciones de propiedades en comunidades históricamente desatendidas.• Hay una probabilidad mayor de que la construcción se enfrente a desafíos para mantener el acceso a negocios y hogares a lo largo de Casino Road.• Es mayor la posibilidad de conflictos de servicios públicos.

El área de la estación SR 526 / Evergreen tiene cuatro rutas y cinco estaciones alternativas. Cuatro de las estaciones alternativas están cerca de negocios en la intersección de Evergreen Way y Casino Road y una está en el lado norte de la carretera SR 526. El área circundante incluye un desarrollo residencial multifamiliar al suroeste y un desarrollo residencial unifamiliar al norte y al este. El Interurban Trail atraviesa el lado este del área de la estación, cerca del lado sur de la escuela Cascade High School. Esta estación ofrecería conexiones con el servicio de autobús existente en Evergreen Way y Casino Road y podría brindar servicio a más de 5000 residentes que se pronostica vivirán cerca del área de la estación para el año 2040.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Preocupaciones sobre los posibles impactos negativos a los negocios locales y a los habitantes de bajos ingresos y/o personas de color.
- Apoyo para la ubicación de una estación que brinde servicio a escuelas, áreas comerciales, áreas residenciales y conexiones de transporte público fáciles.
- Apoyo para las estaciones en el lado oeste de Evergreen Way debido a que las comunidades circundantes tendrían un mejor acceso peatonal y para bicicletas.
- Más comentarios en apoyo a las ubicaciones de las estaciones EGN-A y EGN-B.

EGN-A	<ul style="list-style-type: none">• Menor posibilidad de adquisiciones de propiedades.• Costo comparativo más bajo.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.• Más alejadas de las áreas donde se pronostica un crecimiento demográfico y laboral.• Posibilidades más bajas para oportunidades de urbanización cerca de la estación.• Es más difícil de conectar con Swift y el servicio de autobús local.• Es más difícil conectarse al Interurban Trail.
EGN-B	<ul style="list-style-type: none">• Menor posibilidad de adquisiciones de propiedades, pero con costos más elevados.• Es mayor la posibilidad de afectar a los negocios por la adquisición de propiedades.
EGN-C	<ul style="list-style-type: none">• Que existan más conexiones peatonales y para ciclistas en las cercanías y acceso al Interurban Trail.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.• Posibilidades más bajas para oportunidades de urbanización cerca de la estación.• Es mayor la posibilidad de afectar a los negocios por la adquisición de propiedades.• Posibles costos más elevados para adquirir una propiedad.
EGN-D	<ul style="list-style-type: none">• Más accesible (más cercano) a las comunidades históricamente desatendidas.• Más fácil de conectar con el servicio de autobús local y Swift.• Es mayor la posibilidad de oportunidades de urbanización cerca de la estación.• Máxima posibilidad de adquisición de propiedades, particularmente en comunidades históricamente desatendidas.• Mayores desafíos en la construcción posibles debido a la dificultad para mantener el acceso a negocios y hogares a lo largo de Casino Road.
EGN-E	<ul style="list-style-type: none">• Más cercana a las áreas donde se pronostica el crecimiento demográfico y laboral.• Es mayor la posibilidad de oportunidades de urbanización cerca de la estación.• Que existan más conexiones peatonales y para ciclistas en las cercanías y acceso al Interurban Trail.• Mayores desafíos en la construcción posibles debido a la dificultad para mantener el acceso a negocios y hogares a lo largo de Casino Road.

El área de Everett Station se encuentra junto a los lugares de interés principales cerca del centro de Everett. El área cuenta con cuatro rutas y cuatro estaciones alternativas. Las alternativas en el área de esta estación equilibran la necesidad de dar servicio tanto a la ya existente Everett Station, que es un importante centro de transporte público local y regional, como al centro de Everett, que tiene más destinos y habitantes. Actualmente, el área donde está ubicada la estación es principalmente industrial y comercial, pero está planificada para un crecimiento residencial y de empleo grande y podría llegar a brindar servicio a más de 9,000 habitantes para el año 2040. Everett Station será la terminal norte del sistema Link y será un importante centro de conexión. Se anticipan tener 1,000 espacios adicionales de estacionamiento en la estación para 2046.



Haga clic para ampliar

Lo que escuchamos durante el período de análisis inicial del alcance:

- Opiniones divididas entre tener una estación más cerca del centro o en la Everett Station.
- Preocupaciones de que una estación nueva empeoraría la congestión del tráfico y reduciría las opciones de estacionamiento.
- Apoyo para proporcionar opciones de vivienda asequible en el área de la estación para hacer frente a los posibles aumentos en el alquiler.
- Más comentarios en apoyo de las opciones EVT-A y EVT-C.

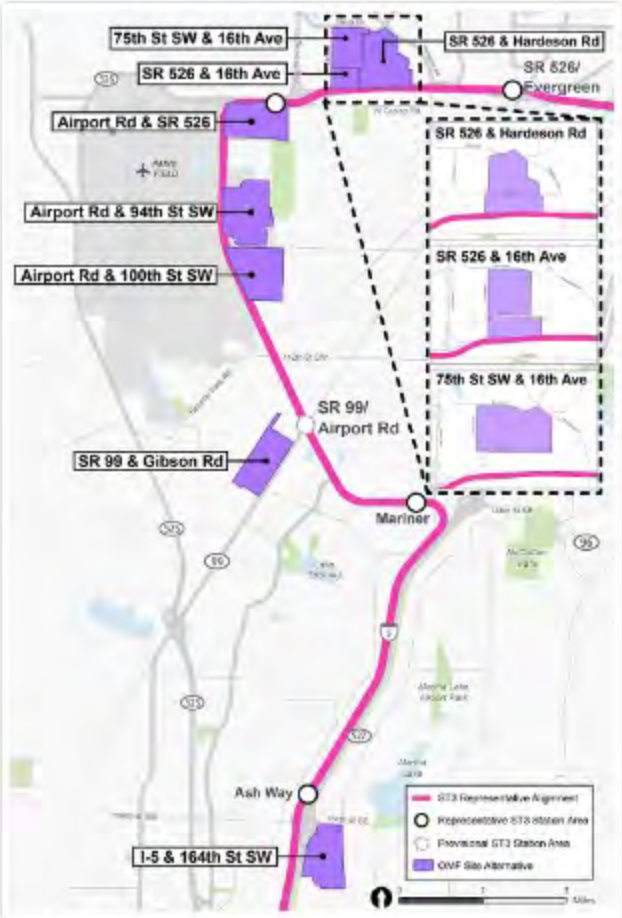
EVT-A	<ul style="list-style-type: none">• Menor posibilidades de afectar los recursos históricos conocidos y las adquisiciones de propiedades.• La conexión más fácil a la terminal de transporte público ya existente en la Everett Station.• Menos dificultades para la construcción con espacio menos limitado para la construcción.• Lo más alejado del centro.• Menos accesible a (más lejos de) comunidades históricamente desatendidas y viviendas asequibles.
EVT-B	<ul style="list-style-type: none">• Menor posibilidades de afectar los recursos históricos conocidos y las adquisiciones de propiedades.• Posibilidades más bajas de adquisición de propiedades en comunidades históricamente desatendidas.• Mayores dificultades para la construcción debido a las líneas de transmisión en McDougall Avenue y la subestación al este.• Equilibra la distancia al centro de la ciudad y a la terminal de transporte público existente.
EVT-C	<ul style="list-style-type: none">• Mayores dificultades para la construcción debido a las líneas de transmisión en McDougall Avenue y la subestación al este.• Equilibra la distancia al centro de la ciudad y a la terminal de transporte público existente• <u>La opción preferida localmente de la ciudad de Everett.</u>
EVT-D	<ul style="list-style-type: none">• Más cercana al centro.• Más accesible (más cercana) a las comunidades históricamente desatendidas y a viviendas asequibles.• Es más difícil de conectarse al servicio de autobús existente.• Es mayor la posibilidad de afectar los recursos históricos conocidos y por la adquisición de propiedades.



Es necesario construir una unidad de operaciones y mantenimiento nueva para respaldar la expansión de nuestra flotilla y las extensiones de Link más al norte. Las instalaciones nuevas, OMF North, estarán abiertas las 24 horas del día, los 365 días del año para limpiar, almacenar y cuidar los trenes ligeros Link. Las ocho alternativas que se están estudiando actualmente cumplen con los requisitos de ubicación y tamaño (60-70 acres) para respaldar operaciones eficientes para el sistema a largo plazo. También buscamos que las áreas evitaran los recursos ambientales importantes conocidos, los desafíos topográficos principales y las áreas residenciales tanto como sea posible.

Lo que escuchamos durante el período de análisis inicial del alcance:

- Apoyo para que se ubique a la OMF North en áreas industriales existentes.
- Apoyo para los trabajos que traería la OMF North a las comunidades de bajos ingresos y comunidades de color.
- Preocupaciones por el desplazamiento de habitantes de bajos ingresos y negocios propiedad de personas de color.
- Más comentarios apoyando a las ubicaciones en Airport Road & 94th Street SW and Airport Road & 100th Street SW.



Haga clic para ampliar


Sitio: SR 526 & Hardeson Rd	<ul style="list-style-type: none">• Zona con pocos negocios industriales.• Desafíos para la urbanización del sitio debido a la topografía.• Desplazamiento de instalaciones de fabricación especializadas y altos desplazamientos de empleos.• No habría desplazamientos residenciales.• Posibles impactos a humedales y arroyos.
Sitio: SR 526 & 16th Ave	<ul style="list-style-type: none">• Zona con pocos negocios industriales.• Desplazamiento de instalaciones de fabricación especializadas y de empleadores.• No habría desplazamientos residenciales.• Posibles impactos a humedales y arroyos.
Sitio: 76th St SW & 16th Ave	<ul style="list-style-type: none">• Zona con pocos negocios industriales.• Desplazamiento de instalaciones de fabricación especializadas y de empleadores.• No habría desplazamientos residenciales.• Posibles impactos a humedales y arroyos.
Sitio: Airport Rd & SR 526	<ul style="list-style-type: none">• Zona con pocos negocios industriales.• Costo de propiedad más alto.• Desplazamiento de instalaciones de fabricación especializadas e infraestructura pública importante (Instalaciones de Community Transit).• Alto desplazamiento laboral.• No habría desplazamientos residenciales.• Posibles impactos a humedales y a Swamp Creek.
Sitio: Airport Rd & 94th St SW	<ul style="list-style-type: none">• Zona con pocos negocios industriales.• Impactos a la propiedad aeroportuaria y en los empleadores de fabricación especializada.• Mayor desplazamiento laboral.• Posibles dificultades regulatorias con el uso de la propiedad del aeropuerto.• No habría desplazamientos residenciales.• Impactos mínimos en humedales y arroyos.
Sitio: Airport Rd & 100th St SW	<ul style="list-style-type: none">• Área con terreno baldío, propiedades residenciales y algunos usos comerciales.• Impactos posibles, incluyendo las adquisiciones de propiedades, en comunidades históricamente desatendidas.• Algunos desplazamientos residenciales.• Menor desplazamiento laboral que en otras ubicaciones.• Costo de propiedad más bajo.• Posibles impactos importantes a los humedales y arroyos.
Sitio: SR 99 & Gibson Rd	<ul style="list-style-type: none">• Zona con negocios comerciales y propiedades residenciales.• Posibles impactos, como adquisiciones de propiedades, en comunidades históricamente desatendidas, incluido un pequeño parque de casas móviles.• Mayores desplazamientos residenciales.• No hay humedales o arroyos identificados.
Sitio: I-5 & 164th St	<ul style="list-style-type: none">• Zona con negocios comerciales y con previsión de crecimiento futuro.• Desafíos para la urbanización del sitio debido a la topografía.• Algunos desplazamientos residenciales y laborales.• Desplazamiento de negocios comerciales incluyendo Walmart y un empleador especializado.


Comparta la opinión que tenga sobre las opciones para las rutas y estaciones


Encuesta


Clasifique cada tipo de calificación, del elemento más importante al menos importante mientras piensa en las ubicaciones de las estaciones y las rutas


Arrastre los elementos de la lista de la izquierda a la lista de la derecha para ordenarlos.

Servicio confiable 


Acceso a los servicios comunitarios y de transporte público existentes 


De acuerdo con la planificación del transporte local y los pronósticos sobre trabajo y vivienda 

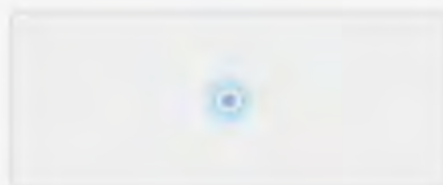
Económica y técnicamente factible 

Apoya el crecimiento en las áreas de la estación 

Movilidad equitativa 

Accesos peatonales y para ciclistas de calidad 

Entornos naturales y sociales construidos de manera saludable 



¿Sobre qué lugares le gustaría hacer comentarios? (Elija todo lo que corresponda)

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

West Alderwood



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de West Alderwood cree que deberían avanzar a la siguiente fase?

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

ALD-A pink: ¿Por qué cree que esta opción debería avanzar a la siguiente fase? ¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de West Alderwood cree que NO deberían avanzar a la siguiente fase?

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

ALD-B gold: ¿Por qué cree que esta opción NO debe avanzar a la siguiente fase? ¿Qué es lo que no le gusta de esta alternativa?

Ash Way



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de Ash Way cree que deberían avanzar a la siguiente fase?

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

ASH-A pink: ¿Por qué cree que esta opción debería avanzar a la siguiente fase? ¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de Ash Way cree que NO deberían avanzar a la siguiente fase?

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

ASH-B blue: ¿Por qué cree que esta opción **NO** debe avanzar a la siguiente fase? ¿Qué es lo que no le gusta de esta alternativa?

Mariner



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de Mariner cree que deberían avanzar a la siguiente fase?

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C
- ☐ SWI blue route

MAR-A pink: ¿Por qué cree que esta opción debería avanzar a la siguiente fase? ¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de Mariner cree que NO deberían avanzar a la siguiente fase?

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

MAR-B gold: ¿Por qué cree que esta opción NO debe avanzar a la siguiente fase? ¿Qué es lo que no le gusta de esta alternativa?

SR 99 / Airport Road



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de SR 99 / Airport Road cree que deberían avanzar a la siguiente fase?

- ☒ AIR-A
- ☐ AIR-B
- ☐ AIR-C

AIR-A pink: ¿Por qué cree que esta opción debería avanzar a la siguiente fase? ¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de SR 99 / Airport Road cree que NO deberían avanzar a la siguiente fase?

- ☐ AIR-A
- ☒ AIR-B
- ☐ AIR-C

AIR-B gold: ¿Por qué cree que esta opción **NO** debe avanzar a la siguiente fase? ¿Qué es lo que no le gusta de esta alternativa?

SW Everett Industrial Center



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de SW Everett Industrial Center cree que deberían avanzar a la siguiente fase?

- ☒ Sí
- ☐ No
- ☐ SWI-C
- ☐ SWI pink route
- ☐ SWI purple route
- ☐ SWI blue route
- ☐ SWI green route

SWI-A: ¿Por qué cree que esta opción debería avanzar a la siguiente fase?
¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de SW Everett Industrial Center cree que NO deberían avanzar a la siguiente fase?

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

SWI-B: ¿Por qué cree que esta opción NO debe avanzar a la siguiente fase?
¿Qué es lo que no le gusta de esta alternativa?

SR 526 / Evergreen



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de SR 526 / Evergreen cree que deberían avanzar a la siguiente fase?

- ☒ EGN-A
- ☐ Otro(a) (especifique):
- ☐ EGN-C
- ☐ Asiático(a) o asiático(a) americano(a)
- ☐ Negro(a) o afroamericano(a)

EGN-A pink: ¿Por qué cree que esta opción debería avanzar a la siguiente fase? ¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de SR 526 / Evergreen cree que NO deberían avanzar a la siguiente fase?

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

EGN-B purple: ¿Por qué cree que esta opción NO debe avanzar a la siguiente fase? ¿Qué es lo que no le gusta de esta alternativa?

Everett Station



Haga clic para ampliar

¿Qué estación y ruta alternativas en el área de Everett Station cree que deberían avanzar a la siguiente fase?

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

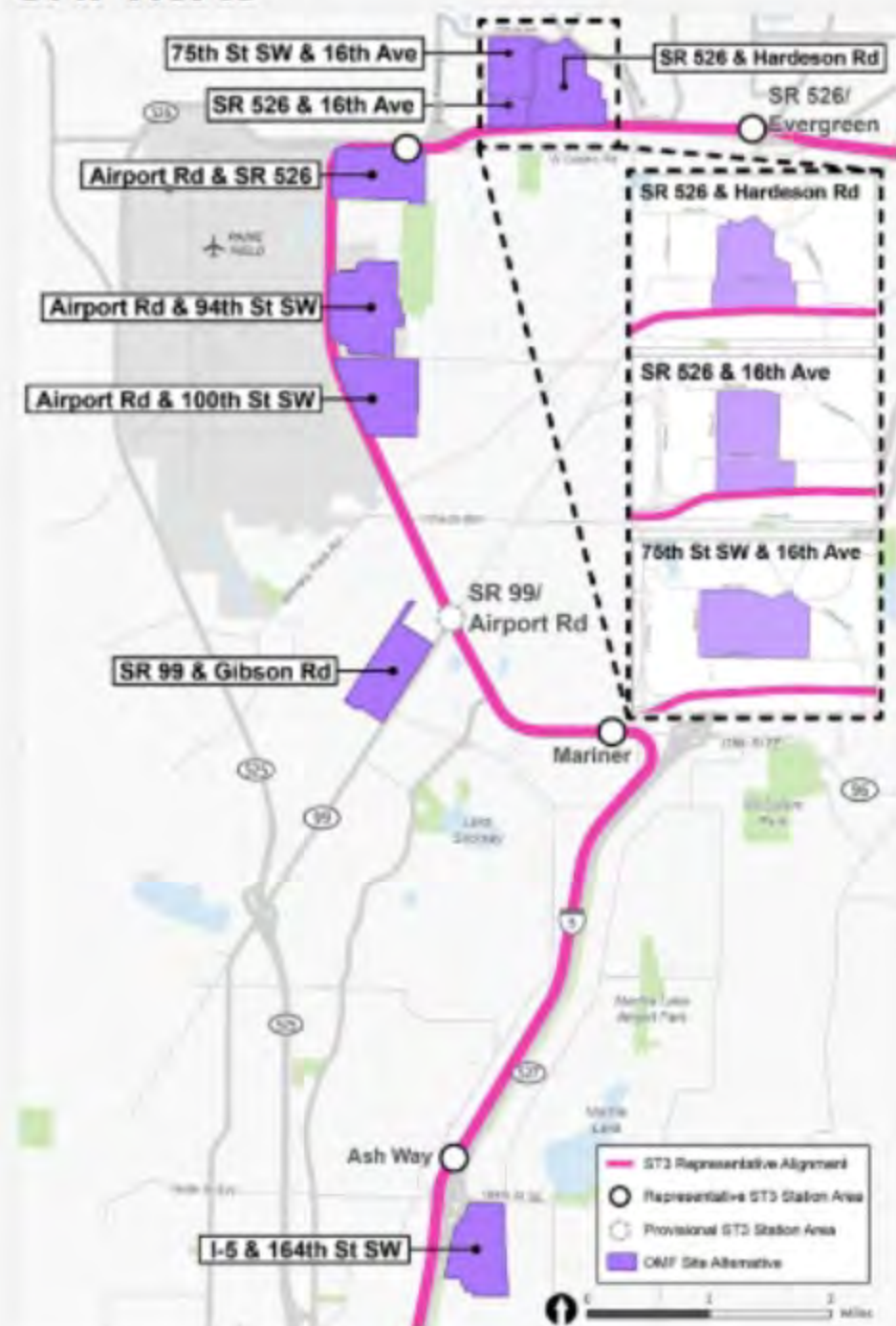
EVT-A pink: ¿Por qué cree que esta opción debería avanzar a la siguiente fase? ¿Qué le gusta de esta alternativa?

¿Qué estación y ruta alternativas en el área de Everett Station cree que NO deberían avanzar a la siguiente fase?

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

EVT-B purple: ¿Por qué cree que esta opción NO debe avanzar a la siguiente fase? ¿Qué es lo que no le gusta de esta alternativa?

OMF Norte



Haga clic para ampliar

¿Qué es lo que le gusta y lo que no le gusta de las alternativas para la ubicación de la OMF North? Seleccione los lugares en los que le gustaría comentar. (Elija todo lo que corresponda).

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

¿Qué le gusta y qué no le gusta de la alternativa de SR 526 & Hardeson Rd?

¿Qué le gusta y qué no le gusta de la alternativa de SR 526 & 16th Ave?

¿Qué le gusta y qué no le gusta de la alternativa de 76th St SW & 16th Ave?

¿Qué le gusta y qué no le gusta de la alternativa de Airport Rd & SR 526?

¿Qué le gusta y qué no le gusta de la alternativa de Airport Rd & 94th St SW?

¿Qué le gusta y qué no le gusta de la alternativa de Airport Rd & 100th St SW?

¿Qué le gusta y qué no le gusta de la alternativa de SR 99 & Gibson Rd?

¿Qué le gusta y qué no le gusta de la alternativa de I-5 & 164th St?

¿Desea compartir algo más con nosotros? Agregue cualquier otro comentario que nos ayude a construir un mejor Everett Link Extension.

Acerca de usted

Incluir información sobre usted ayuda a que Sound Transit pueda comprender mejor con quién nos relacionamos.

¿Estaría dispuesta(o) a proporcionar información demográfica?

- ☒ Sí
☐ No

¿Qué edad tiene?

- ☐ Inglés
☐ Español
☐ Vietnamita
☐ Cantonés
☐ Mandarín
☐ Ruso

¿Cuál es su identidad de género?

- ☐ Femenino
☐ Masculino
☐ No binario
☐ Prefiero no decir
☐ Prefiero describirme como:

¿Cuál de las siguientes opciones describe mejor su situación de vivienda?

- ☐ Alquilo mi propio apartamento/casa
☐ Póseo mi propio apartamento/casa
☐ Con un amigo o pariente
☐ Refugio temporal / de corta duración
☐ Residencia de servicios de vivienda permanente o de larga duración
☐ Vivienda de transición o "aldea" autorizada para personas sin hogar
☐ Sin vivienda/sin refugio
☐ Prefiero no decir
☐ Otro (por favor especifique)

¿Se identifica como hispano(a) o latino(a)?

- ☐ Sí
☐ No

Se identifica como: (Seleccione todas las que correspondan)

- ☐ Indio(a) americano(a) o nativo(a) de Alaska
- ☐ Asiático(a) o asiático(a) americano(a)
- ☐ Negro(a) o afroamericano(a)
- ☐ Del Medio Oriente o Norteafricano
- ☐ Nativo(a) hawaiano(a) u otro(a) isleño(a) del Pacífico
- ☐ Caucásico(a)/Blanco(a)
- ☐ Other (Please specify)

¿Tiene acceso confinable a un vehículo motorizado que funcione en casa?

- ☐ Sí
- ☐ No
- ☐ Prefiero no decir

¿Cuál es el código postal de su casa?

- ☐ Mi código postal es (por favor escriba aquí)

- ☐ Sin refugio/sin Código postal de casa
- ☐ No sé
- ☐ Prefiero no decir

¿Qué idiomas se hablan habitualmente en su hogar?

- ☐ Inglés
- ☐ Español
- ☐ Vietnamita
- ☐ Cantonés
- ☐ Mandarín
- ☐ Ruso
- ☐ Somalí
- ☐ Coreano
- ☐ Tagalo
- ☐ Otro (especifique):

¿Considera que tiene una discapacidad?

- ☐ Sí
- ☐ No

¿Cuál es su ingreso familiar total anual? (Seleccione una)

- ☐ Menos de \$10,000
- ☐ \$10,000 - \$14,999
- ☐ \$15,000 - \$19,999
- ☐ \$20,000 - \$24,999
- ☐ \$25,000 - \$34,999
- ☐ \$35,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 - \$199,999
- ☐ \$200,000 o más
- ☐ Prefiero no decir


Enviar

¿Qué sigue para Everett Link Extension?

Ahora que le hemos mostrado nuestro análisis de estas alternativas y le pedimos su opinión, usaremos sus comentarios para ayudar a reducir las opciones que tengan el mayor potencial para entonces realizar un estudio más profundo en la siguiente fase de evaluación. Habrá otras oportunidades para obtener más información y evaluar las alternativas perfeccionadas en el otoño de 2022.


Continúe participando

Involúcrese




Solicite una sesión informativa o una reunión con nosotros; nos complacerá reunirnos con usted o su grupo comunitario de manera virtual con la esperanza de realizar reuniones informativas en persona una vez que sea seguro hacerlo.

Contáctenos




Llame a la línea telefónica del proyecto al [206-370-5533](tel:206-370-5533) para hablar con un especialista en participación comunitaria.




Si tiene preguntas, inquietudes o comentarios, envíe un mensaje por correo electrónico a: everettlink@soundtransit.org.


Conéctese




Conozca el proyecto: soundtransit.org/everettlink.



Responda las encuestas en línea.



[Suscríbase para recibir noticias por correo electrónico.](#)



Síganos en las redes sociales [@SoundTransit](#).

La expansión del sistema de Sound Transit es:

- La construcción de una red de tren ligero regional de 116 millas que se extiende desde Everett a Tacoma, y desde los vecindarios de Seattle densamente desarrollados hasta Redmond e Issaquah.
- El establecimiento del sistema de transporte rápido de autobús Stride con dirección al norte, este y sur del lago Washington.
- La ampliación de la capacidad y el servicio de la línea Sounder con dirección al sur, agregando dos estaciones nuevas en Tillicum y Dupont.
- Mejorar el acceso y ampliar el estacionamiento en las estaciones.

Financiamiento

El financiamiento para el plan de expansión del sistema proviene de una combinación de impuestos locales aprobados por los votantes, subvenciones federales, ingresos por las tarifas cobradas, préstamos e ingresos por intereses.

Quiénes somos


Sound Transit es una agencia de transporte público que planifica, construye y opera el servicio de transporte regional en las áreas urbanas de los condados de Pierce, King y Snohomish.

Servicio actual

Estamos conectando a más personas con más lugares para mejorar la calidad de vida y crear oportunidades equitativas para todos. [Explorar las rutas existentes](#) y lea más sobre nuestros servicios a continuación.

Link light Rail


Actualmente, el tren ligero Link va desde Angle Lake y el aeropuerto Sea-Tac atravesando el centro de Seattle hasta Northgate. El servicio a Northgate comenzó en octubre de 2021, mientras que el servicio a Bellevue y East King County comenzará en el 2023. Para el 2024, el servicio se extenderá aún más llegando hasta Federal Way, Lynnwood y el centro de Redmond. El tren ligero Link funciona los siete días de la semana y los trenes pasan cada seis, 10 o 15 minutos, según la hora del día.



Los trenes de tren ligero Link pueden transportar cientos de pasajeros a la vez en todo Seattle y la región metropolitana.

ST Express Bus

Las rutas de autobús ST Express dan servicio a los centros urbanos de los condados de Snohomish, King y Pierce. Nuestras 28 rutas brindan un servicio rápido entre las ciudades principales y los centros de trabajo y permiten transbordos fáciles al servicio de trenes y autobuses locales. Ofrecemos servicio ST Express los siete días de la semana en muchas rutas.



¡Los autobuses ST Express cuentan con portabicicletas para ofrecer a los pasajeros una mayor conectividad con otros modos de transporte!



Sounder Commuter Rail



Nuestros trenes Sounder viajan entre Everett y Seattle (haciendo paradas en Mukilteo y Edmonds) y entre Lakewood y Seattle (haciendo paradas en South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn, Kent y Tukwila). Los trenes Sounder operan regularmente por las mañanas y las tardes de lunes a viernes con servicio los fines de semana para eventos importantes como conciertos y juegos deportivos profesionales.



Los pasajeros abordan el tren Sounder en el centro de Seattle.



Stride Bus Rapid Transit (BRT) ¡¡Pronto!!



Sound Transit está diseñando el sistema Stride BRT para llegadas y salidas rápidas, con características como pago de pasajes en el andén y entrada y salida por múltiples puertas. Las mejoras de prioridad del transporte público, como los nuevos carriles de prioridad de tránsito y prioridad en las filas de semáforos, ayudarán a los pasajeros a evitar la congestión del tráfico y disfrutar de un servicio más frecuente y confiable. Las líneas iniciales de Stride BRT darán servicio a las comunidades al norte, este y sur del Lake Washington.

Servicio en un futuro

El servicio de Sound Transit está creciendo y, para seguir el ritmo del crecimiento, tenemos una forma nueva y más sencilla de nombrar nuestras líneas de tren. Comenzamos a usar estos nombres de líneas numeradas y con letras a partir de septiembre de 2021 como parte del lanzamiento del servicio de tren ligero Link a Northgate. [Vea el plan de expansión completo del sistema.](#)

Colaboradores del proyecto



Público



Como miembro del público, le pedimos que nos haga saber sus ideas, inquietudes y preguntas sobre el proyecto a través de una variedad de canales de comunicación para:

- Conocer el proyecto y hacer preguntas.
- Proporcionar comentarios sobre temas y cuestiones que le interesen.
- Decirle a Sound Transit cómo le gustaría participar.
- Compartir información y platicar sobre el proyecto con su comunidad.



Community Advisory Group



El Community Advisory Group (CAG) proporcionará un foro para que los miembros de la comunidad influyan en el desarrollo de alternativas para el proyecto. El grupo incluirá habitantes, usuarios del transporte público, dueños de negocios y representantes de organizaciones que reflejan la diversidad que existe en toda la ruta, incluyendo los grupos que tienen y han tenido históricamente un acceso reducido a oportunidades. Los miembros del CAG:

- Aprenderán sobre el proyecto y harán preguntas.
- Serán de diversa representación.
- Buscarán tener un consenso en torno a las decisiones clave del proyecto y trabajarán en resolver los problemas del proyecto según sea necesario.
- Harán recomendaciones cuando se alcancen objetivos clave.
- Resaltarán los problemas específicos y compensaciones o sacrificios en la ruta, incluyendo las oportunidades y herramientas para involucrar mejor a la comunidad en este proceso.
- Presentarán recomendaciones para ser consideradas.



Interagency Group



Sound Transit trabajará en estrecha colaboración y se coordinará con varias agencias y gobiernos a medida que este proyecto avance, incluidos, entre otros:

- Ciudad de Everett.
- Ciudad de Lynnwood.
- Condado Snohomish.
- Consejo regional de Puget Sound.
- Federal Transit Administration.
- Departamento de Transporte del Estado de Washington (WSDOT).
- Community Transit.



Elected Leadership Group



El Elected Leadership Group (ELG) está compuesto por funcionarios electos que representan a las comunidades que viven a lo largo de la ruta del proyecto y miembros de la junta de Sound Transit. El propósito de este grupo es dirigir las decisiones de Sound Transit y trabajar en los problemas del proyecto según sea necesario. Las reuniones se alinearán con los logros clave del proyecto, estarán abiertas al público e incluirán un momento para escuchar comentarios del público. El ELG:

- Considerará las necesidades de la ruta de Everett Link Extension dentro del contexto del sistema de transporte regional.
- Trabajará con el personal del proyecto para comprender y evaluar las opciones del diseño preliminar, así como las ventajas y desventajas.
- Representará a las comunidades a las que sirven y compartirán las prioridades de la comunidad y el contexto local.
- Buscará llegar a un consenso sobre las recomendaciones del grupo para informar el proyecto que se construirá y se llevará a la junta de Sound Transit para una acción formal.

El grupo se reunirá durante todo el proceso de planificación hasta que la junta de Sound Transit identifique una opción preferida y otras alternativas para llevar adelante la revisión ambiental.



junta de Sound Transit



La junta de Sound Transit supervisa la implementación y entrega del proyecto y tiene la autoridad final sobre las decisiones importantes del proyecto. Estas decisiones incluyen la identificación de una opción preferida antes de comenzar la revisión ambiental y la selección del proyecto que se construirá después de que se complete la ingeniería conceptual y el proceso de revisión ambiental.

Cuando la junta tome sus decisiones, considerará las recomendaciones y comentarios del Community Advisory Group, Elected Leadership Group, Interagency Group y el público.



Tribus



En asociación con el director de Relaciones Tribales de Sound Transit, el equipo del proyecto consultará con las tribus del estado de Washington durante todo el proceso de desarrollo del proyecto.

¿Tiene preguntas generales? Contáctenos:

Sound Transit Community Outreach
Teléfono: 206-370-5533
Correo electrónico: everettlink@soundtransit.org
Web: soundtransit.org/everettlink

¿Necesita ayuda en línea o en un evento en persona?

Preguntas sobre la accesibilidad:
Teléfono: 800-201-4900, TTY Relay 711
Correo electrónico: main@soundtransit.org
Lunes a viernes de 7 a. m. a 7 p. m.

Servicios adicionales:

Preguntas generales de usuarios:
Teléfono: 888-889-6368, TTY Relay 711
Correo electrónico: main@soundtransit.org
Lunes a viernes de 7 a. m. a 7 p. m.

Llame o envíe un mensaje de texto a Seguridad las 24 horas
del día al: [206-398-5268](tel:206-398-5268)

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SOUNDTRANSIT

Comparta este sitio web con otras personas



Síganos





APPENDIX O

**Participate. Online Open House
Site Analytics**

Sessions

5,688

Users

4,928

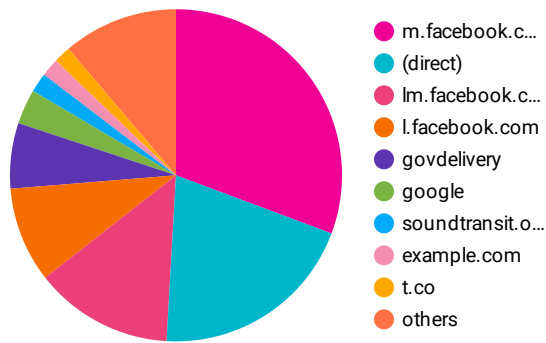
Avg. Session Duration

02:25

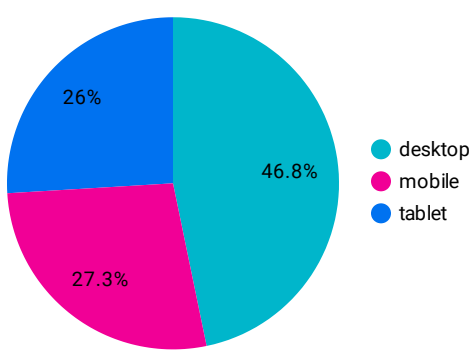
Bounce Rate

26.53%

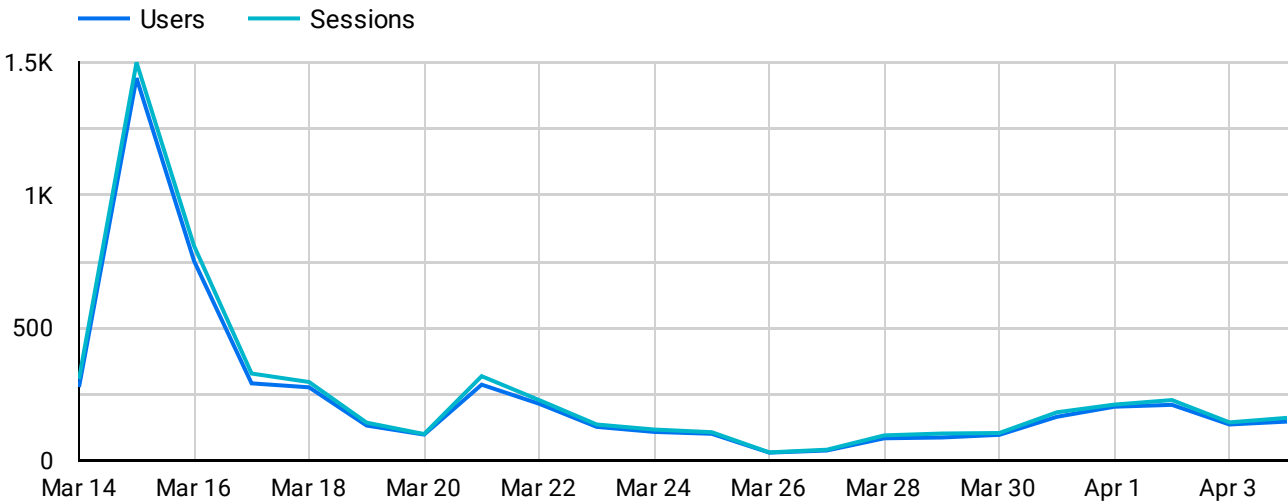
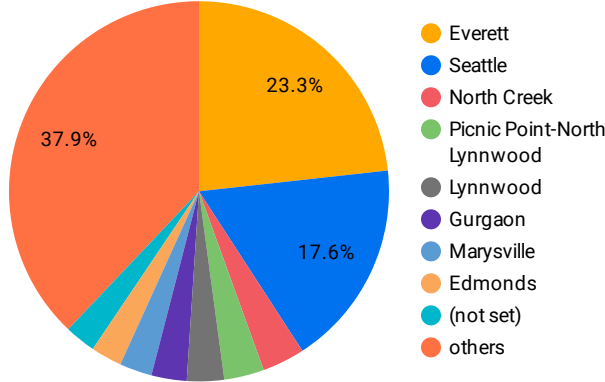
Traffic Source



Device



Visitor location



	Sections Reached	Total
1.	Welcome	4,255
2.	Everett Link Extension	3,387
3.	Public Engagement	2,242
4.	Alternatives	1,864
5.	Next Steps	647
6.	end of page	212
7.	banner	85
8.	Bienvenidos	3
9.	Compromiso público	2



Mar 14, 2022 - Apr 4, 2022 ▾

Sessions
5,688

Users
4,928

	Source	Sessions ▾	Total Events
1.	m.facebook.com	1,585	9,380
2.	(direct)	1,256	5,437
3.	lm.facebook.com	701	3,954
4.	l.facebook.com	512	3,435
5.	govdelivery	397	3,015
6.	google	186	988
7.	soundtransit.org	152	1,100
8.	t.co	97	600
9.	example.com	88	0
1 - 100 / 113 < >			

	Source / Medium	Sessions ▾
1.	m.facebook.com / referral	1,585
2.	(direct) / (none)	1,256
3.	lm.facebook.com / referral	701
4.	l.facebook.com / referral	512
5.	govdelivery / email	397
6.	google / organic	186
7.	soundtransit.org / referral	152
8.	t.co / referral	97
9.	example.com / referral	88
1 - 100 / 113 < >		



Mar 14, 2022 - Apr 4, 2022

Sessions
5,688

Users
4,928

Shares
No data

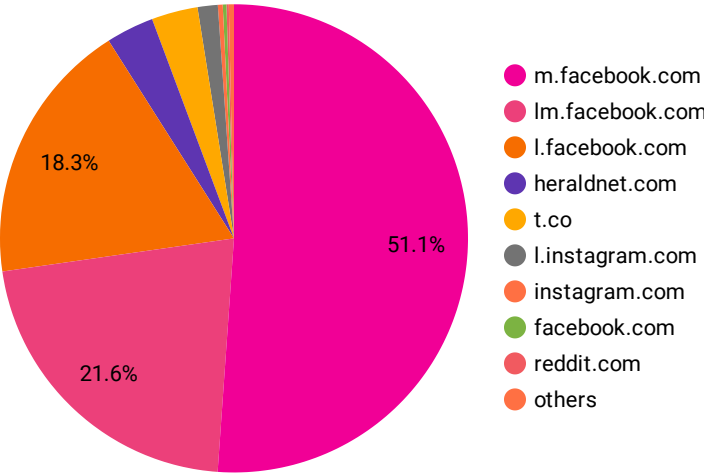
Social Referrals
21,410

Top Share Platforms

Top Referral Platforms

Top Sharing Cities

No data



No data

Sessions
5,688

Users
4,928

Term	Definition	Indicators
Session / Sessions / Traffic	Visits to the website. A grouping of sessions may also be referred to as "Traffic".	<ul style="list-style-type: none"> ▲ More sessions mean people are interested in learning more about the topic based on the intro they saw elsewhere. ▼ Fewer sessions mean people are less interested.
User / Users	An individual person who visits the website. Some users are tracked across devices (ex: someone visits the site from both their desktop and smartphone) thanks to cookies AKA tracking codes. Some are not.	<ul style="list-style-type: none"> ▲ More users mean people are interested in learning more about the topic based on the intro they saw elsewhere. ▼ Fewer users mean people are less interested.
Shares	The number of times the website has been shared via the website's sharing buttons. People can share the website via Facebook, Twitter, Pinterest, Google+, LinkedIn, Tumblr, Gmail, email, and printing the web page.	<ul style="list-style-type: none"> ▲ More people are sharing the website. ▼ Fewer people are sharing the website.
Traffic Sources - Direct, Referral, and Organic	There are three basic types of traffic acquisition: direct, referral, and organic. Direct traffic starts by someone typing in the website URL into their browser. Referral traffic starts on another website and someone follows a link to our website. (This is listed as the referring website URL in our report.) Organic traffic starts by someone using a search engine to find our website. This may be reported as the search engine name rather than "Organic".	
Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as $(\text{Bounces} \div \text{Sessions} = \text{Bounce Rate})$.	<ul style="list-style-type: none"> ▼ Fewer people are exploring the website and reading more than one page.

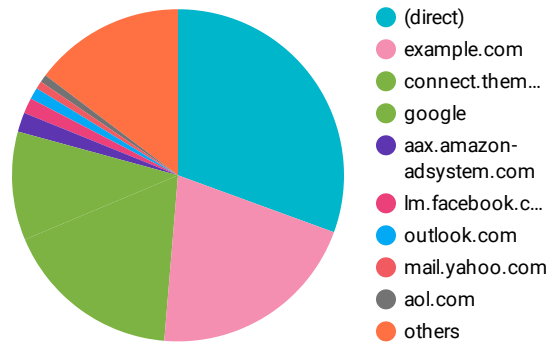
Sessions
272

Users
263

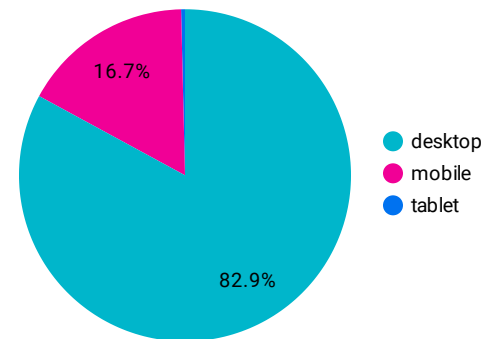
Avg. Session Duration
45

Bounce Rate
91.18%

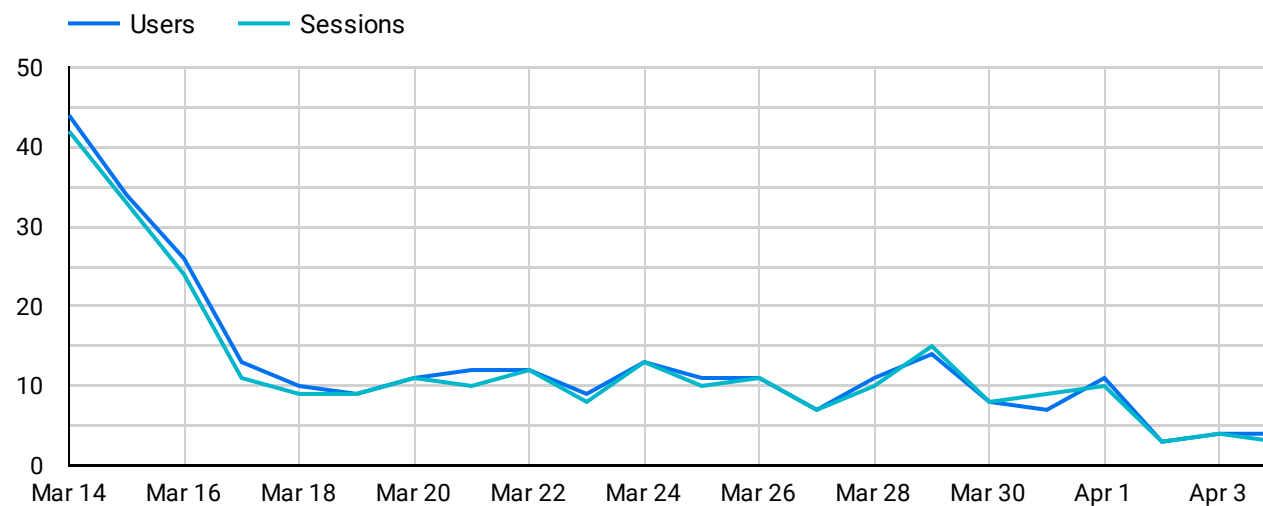
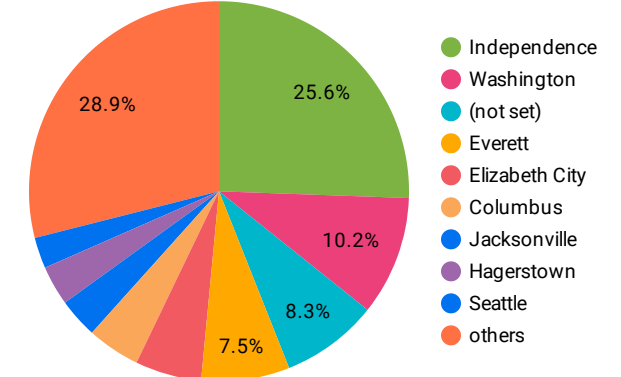
Traffic Source



Device



Visitor location



Sections Reached		Total
1.	Bienvenidos	25
2.	Everett Link Extension	15
3.	Participación pública	13
4.	Alternativas	8
5.	Los próximos pasos	7
6.	end of page	5
7.	Welcome	1
8.	public participation	1
9.	Alternativas	1

Sessions
272

Users
263

	Source	Sessions ▾	Total Events
1.	(direct)	88	58
2.	example.com	55	0
3.	connect.themediatrust.com	46	0
4.	google	28	11
5.	aax.amazon-adsystem.com	5	0
6.	lm.facebook.com	4	0
7.	outlook.com	3	0
8.	aol.com	2	0
9.	terraria.fandom.com	2	0

1 - 42 / 42 < >

	Source / Medium	Sessions ▾
1.	(direct) / (none)	88
2.	example.com / referral	55
3.	connect.themediatrust.com / referral	46
4.	google / organic	28
5.	aax.amazon-adsystem.com / referral	5
6.	lm.facebook.com / referral	4
7.	outlook.com / referral	3
8.	aol.com / referral	2
9.	homenage.lacvaho.com / referral	2

1 - 41 / 41 < >

Sessions
272

Users
263

Shares
No data

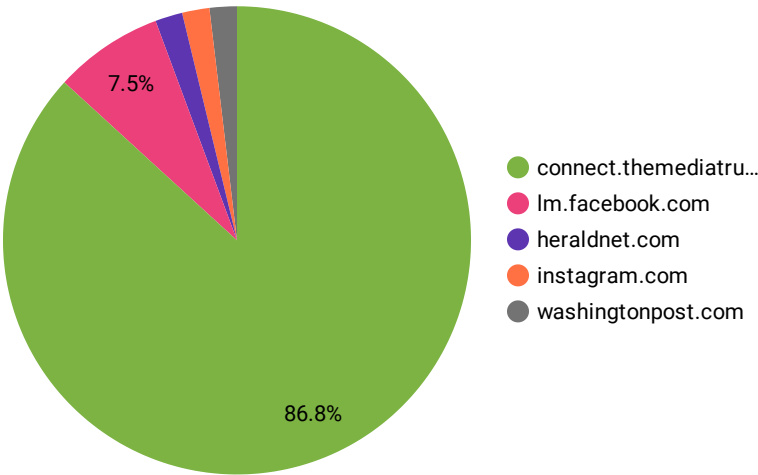
Social Referrals
53

Top Share Platforms

Top Referral Platforms

Top Sharing Cities

No data



No data

Sessions
272

Users
263

Term	Definition	Indicators
Session / Sessions / Traffic	Visits to the website. A grouping of sessions may also be referred to as "Traffic".	<p>▲ More sessions mean people are interested in learning more about the topic based on the intro they saw elsewhere.</p> <p>▼ Fewer sessions mean people are less interested.</p>
User / Users	An individual person who visits the website. Some users are tracked across devices (ex: someone visits the site from both their desktop and smartphone) thanks to cookies AKA tracking codes. Some are not.	<p>▲ More users mean people are interested in learning more about the topic based on the intro they saw elsewhere.</p> <p>▼ Fewer users mean people are less interested.</p>
Shares	The number of times the website has been shared via the website's sharing buttons. People can share the website via Facebook, Twitter, Pinterest, Google+, LinkedIn, Tumblr, Gmail, email, and printing the web page.	<p>▲ More people are sharing the website.</p> <p>▼ Fewer people are sharing the website.</p>
Traffic Sources - Direct, Referral, and Organic	There are three basic types of traffic acquisition: direct, referral, and organic. Direct traffic starts by someone typing in the website URL into their browser. Referral traffic starts on another website and someone follows a link to our website. (This is listed as the referring website URL in our report.) Organic traffic starts by someone using a search engine to find our website. This may be reported as the search engine name rather than "Organic".	
Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as $(\text{Bounces} \div \text{Sessions} = \text{Bounce Rate})$.	<p>▼ Fewer people are exploring the website and reading more than one page.</p>

Sessions

507

Users

512

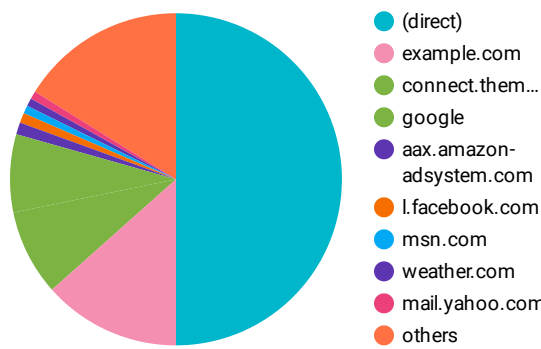
Avg. Session Duration

01

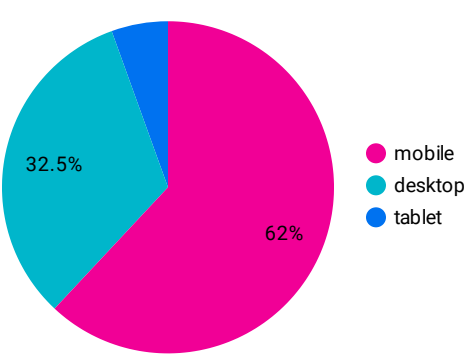
Bounce Rate

96.45%

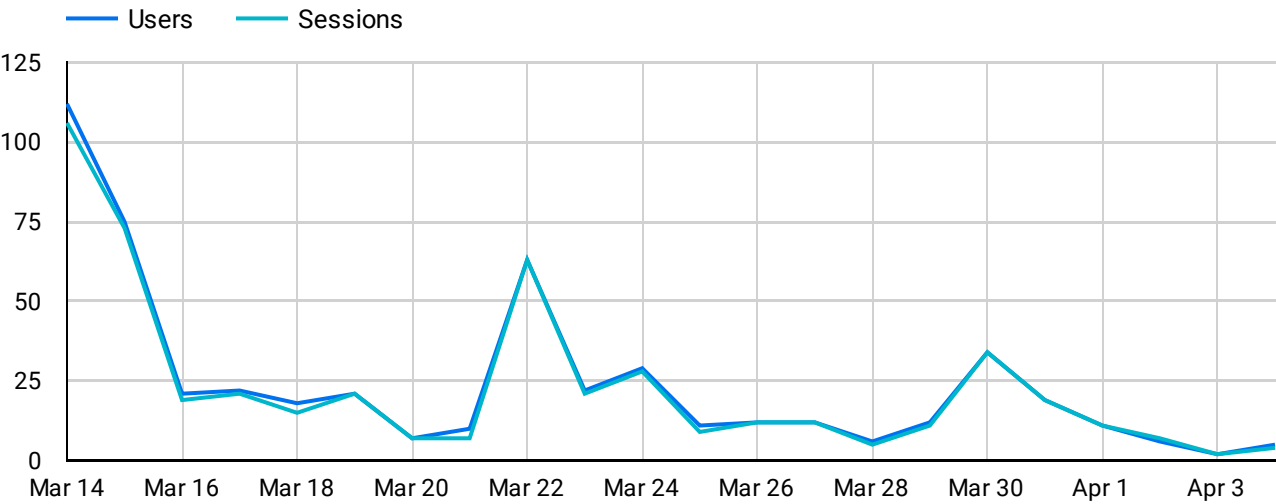
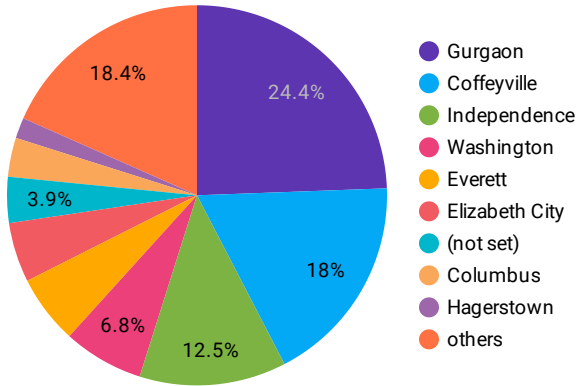
Traffic Source



Device



Visitor location



Sections Reached		Total
1.	Добро пожаловать	21
2.	Everett Link Extension	17
3.	Работа с общественностью	14
4.	Альтернативы	9
5.	Последующие шаги	7
6.	end of page	5
7.	Welcome	3
8.	Next steps	1
9.	Public relations	1

Sessions
507

Users
512

	Source	Sessions ▾	Total Events
1.	(direct)	256	64
2.	example.com	69	0
3.	connect.themediatrust.com	43	0
4.	google	39	0
5.	aax.amazon-adsystem.com	6	0
6.	l.facebook.com	4	0
7.	msn.com	4	0
8.	mail.yahoo.com	4	0
9.	weather.com	4	0
1 - 78 / 78 < >			

	Source / Medium	Sessions ▾
1.	(direct) / (none)	256
2.	example.com / referral	69
3.	connect.themediatrust.com / referral	43
4.	google / organic	39
5.	aax.amazon-adsystem.com / referral	6
6.	msn.com / referral	4
7.	weather.com / referral	4
8.	mail.yahoo.com / referral	4
9.	l.facebook.com / referral	4
1 - 73 / 73 < >		



Mar 14, 2022 - Apr 4, 2022

Sessions
507

Users
512

Shares
No data

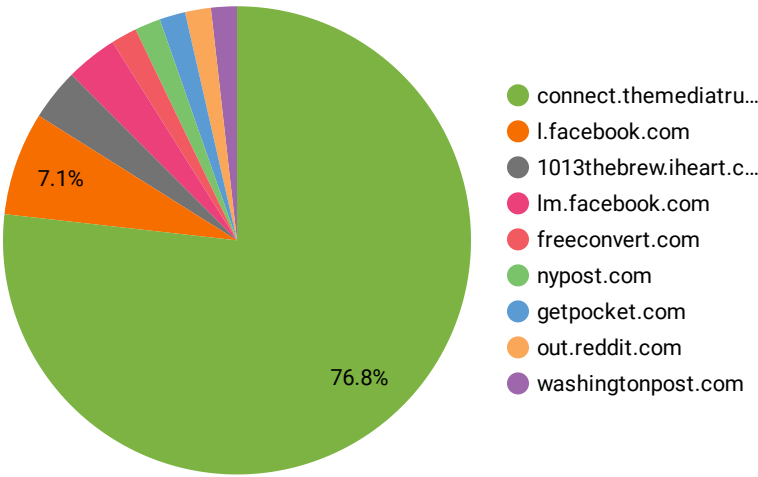
Social Referrals
56

Top Share Platforms

Top Referral Platforms

Top Sharing Cities

No data



No data

Sessions
507

Users
512

Term	Definition	Indicators
Session / Sessions / Traffic	Visits to the website. A grouping of sessions may also be referred to as "Traffic".	<p>▲ More sessions mean people are interested in learning more about the topic based on the intro they saw elsewhere.</p> <p>▼ Fewer sessions mean people are less interested.</p>
User / Users	An individual person who visits the website. Some users are tracked across devices (ex: someone visits the site from both their desktop and smartphone) thanks to cookies AKA tracking codes. Some are not.	<p>▲ More users mean people are interested in learning more about the topic based on the intro they saw elsewhere.</p> <p>▼ Fewer users mean people are less interested.</p>
Shares	The number of times the website has been shared via the website's sharing buttons. People can share the website via Facebook, Twitter, Pinterest, Google+, LinkedIn, Tumblr, Gmail, email, and printing the web page.	<p>▲ More people are sharing the website.</p> <p>▼ Fewer people are sharing the website.</p>
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Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as $(\text{Bounces} \div \text{Sessions} = \text{Bounce Rate})$.	<p>▼ Fewer people are exploring the website and reading more than one page.</p>

Sessions

477

Users

461

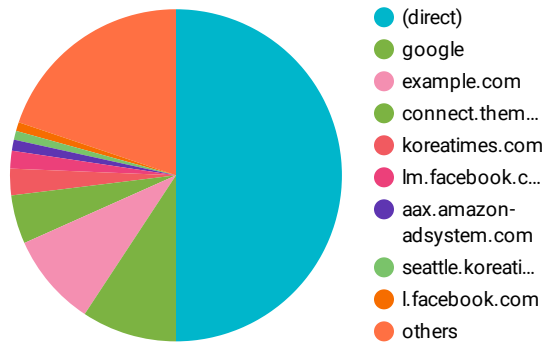
Avg. Session Duration

15

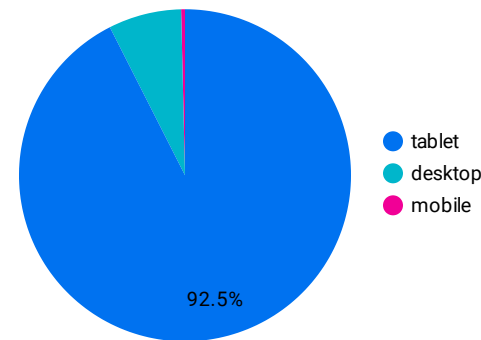
Bounce Rate

94.76%

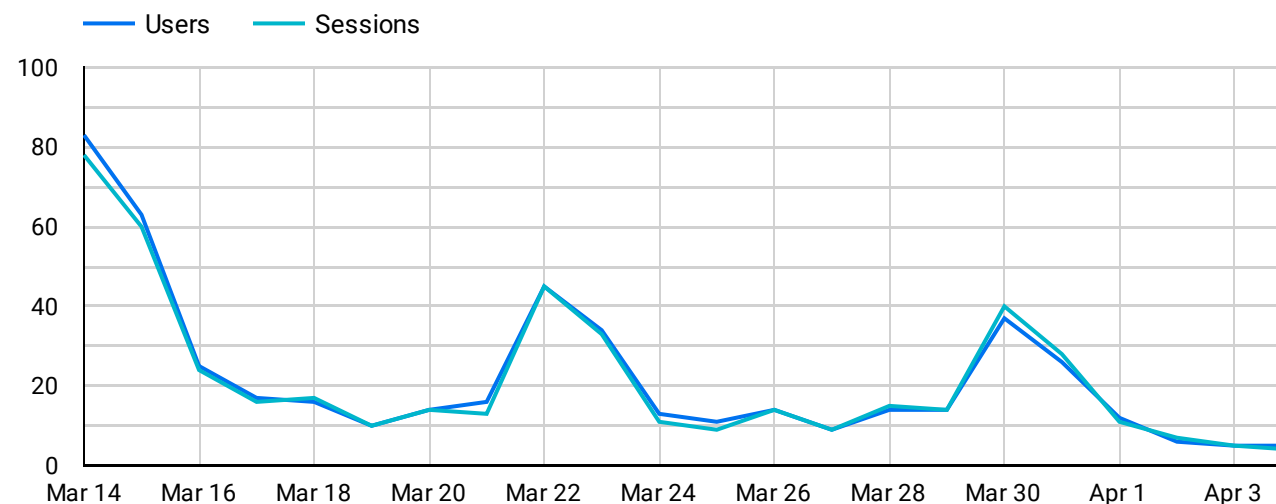
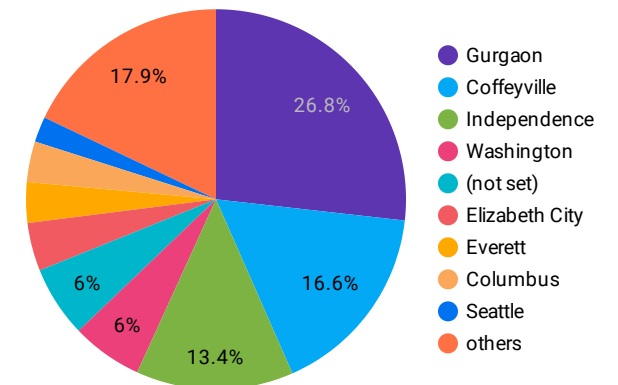
Traffic Source



Device



Visitor location



Sections Reached		Total
1.	환영합니다	28
2.	Everett Link Extension	19
3.	대중의 참여	16
4.	대안	11
5.	다음 단계	9
6.	end of page	4

Sessions
477

Users
461

	Source	Sessions ▾	Total Events
1.	(direct)	236	51
2.	google	43	0
3.	example.com	42	0
4.	koreatimes.com	23	16
5.	connect.themediatrust.com	22	0
6.	lm.facebook.com	8	0
7.	aax.amazon-adsystem.com	5	0
8.	seattle.koreatimes.com	4	11
9.	news.google.com	4	0

1 - 74 / 74 < >

	Source / Medium	Sessions ▾
1.	(direct) / (none)	236
2.	google / organic	43
3.	example.com / referral	42
4.	koreatimes.com / referral	23
5.	connect.themediatrust.com / referral	22
6.	lm.facebook.com / referral	8
7.	aax.amazon-adsystem.com / referral	5
8.	l.facebook.com / referral	4
9.	seattle.koreatimes.com / referral	4

1 - 70 / 70 < >

Sessions
477

Users
461

Shares
No data

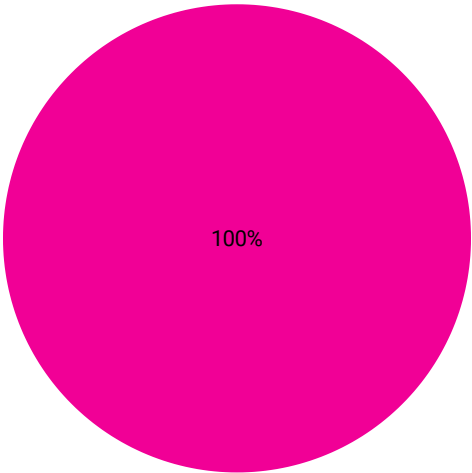
Social Referrals
8

Top Share Platforms

Top Referral Platforms

Top Sharing Cities

No data



m.facebook.com

No data

Sessions
477

Users
461

Term	Definition	Indicators
Session / Sessions / Traffic	Visits to the website. A grouping of sessions may also be referred to as "Traffic".	<p>▲ More sessions mean people are interested in learning more about the topic based on the intro they saw elsewhere.</p> <p>▼ Fewer sessions mean people are less interested.</p>
User / Users	An individual person who visits the website. Some users are tracked across devices (ex: someone visits the site from both their desktop and smartphone) thanks to cookies AKA tracking codes. Some are not.	<p>▲ More users mean people are interested in learning more about the topic based on the intro they saw elsewhere.</p> <p>▼ Fewer users mean people are less interested.</p>
Shares	The number of times the website has been shared via the website's sharing buttons. People can share the website via Facebook, Twitter, Pinterest, Google+, LinkedIn, Tumblr, Gmail, email, and printing the web page.	<p>▲ More people are sharing the website.</p> <p>▼ Fewer people are sharing the website.</p>
Traffic Sources - Direct, Referral, and Organic	There are three basic types of traffic acquisition: direct, referral, and organic. Direct traffic starts by someone typing in the website URL into their browser. Referral traffic starts on another website and someone follows a link to our website. (This is listed as the referring website URL in our report.) Organic traffic starts by someone using a search engine to find our website. This may be reported as the search engine name rather than "Organic".	
Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as $(\text{Bounces} \div \text{Sessions} = \text{Bounce Rate})$.	<p>▼ Fewer people are exploring the website and reading more than one page.</p>



APPENDIX P

Participate.Online Online Open House Survey Response Results

Report for St Everett Link - 077-040-000 - Feb 2022 PO Survey

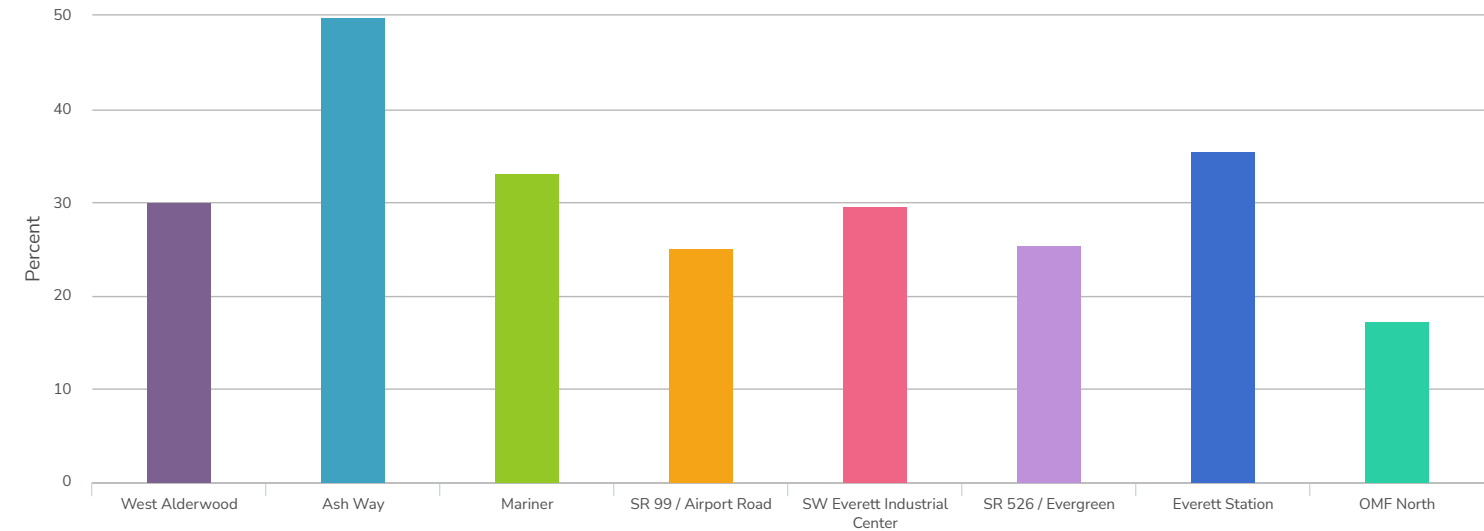
Response Counts

Completion Rate:	100%	
	Complete	360
Totals: 360		

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

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

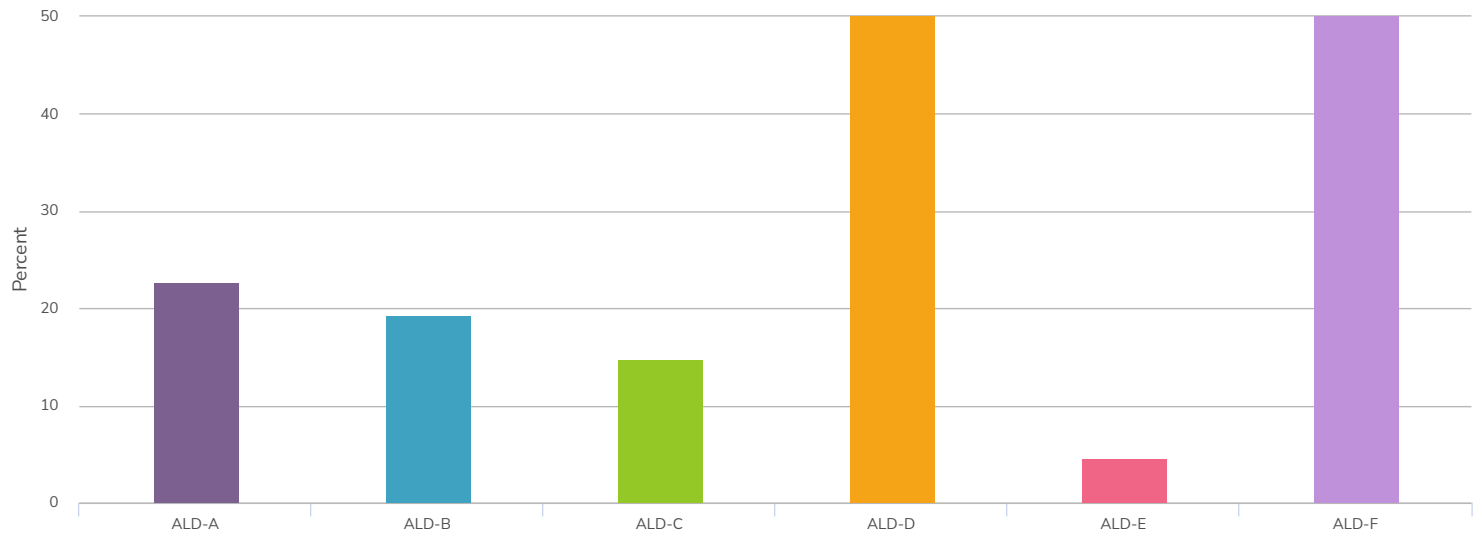
2. Which locations would you like to comment on? (Choose all that apply)



Value	Percent	Responses
West Alderwood	30.0%	92
Ash Way	49.8%	153
Mariner	33.2%	102

Value	Percent	Responses
SR 99 / Airport Road	25.1%	77
SW Everett Industrial Center	29.6%	91
SR 526 / Evergreen	25.4%	78
Everett Station	35.5%	109
OMF North	17.3%	53

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



Value	Percent	Responses
ALD-A	22.7%	20
ALD-B	19.3%	17
ALD-C	14.8%	13
ALD-D	50.0%	44
ALD-E	4.5%	4
ALD-F	50.0%	44

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



[Show Responses ▶](#)

5. ALD-B gold: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

6. ALD-C teal: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

7. ALD-D brown: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

8. ALD-E green: Why do you think this option should move forward? What do you like about this alternative?



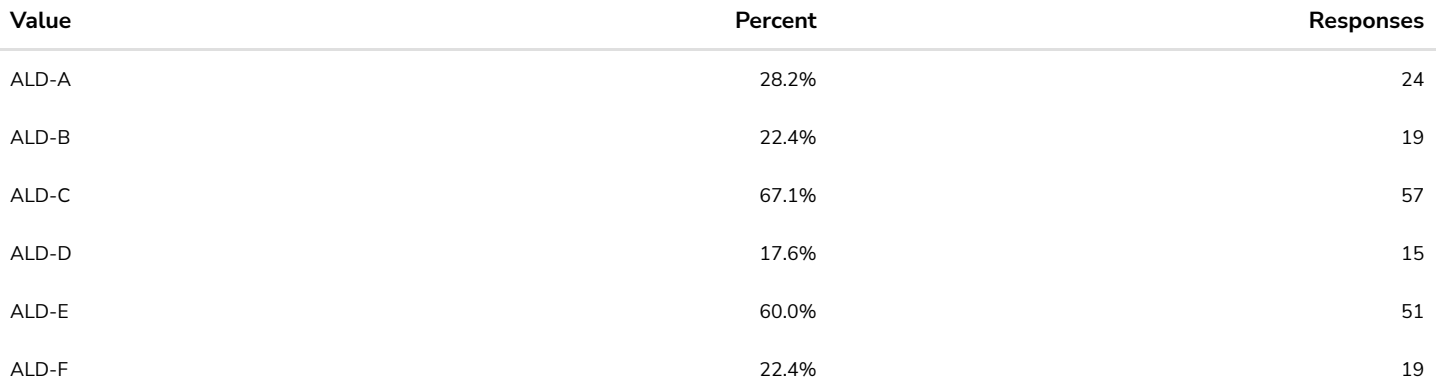
[Show Responses ▶](#)

9. ALD-F brown: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

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



A word cloud featuring various terms related to transit and urban development. The most prominent words are 'mall' in large green letters, 'shopping' in large teal letters, and 'close' in large blue letters. Other visible words include 'route' in yellow, 'area' in teal, 'station' in purple, 'housing' in orange, 'point' in green, 'great' in pink, 'options' in blue, 'disruption' in blue, 'diagonal' in purple, 'access' in yellow, 'development' in blue, 'transit' in yellow, 'accessibility' in blue, 'or' in green, 'actions' in orange, 'lot' in red, 'money' in red, 'businesses' in green, 'difficult' in blue, 'cuts' in green, 'areas' in green, 'old' in red, and 'development' in blue. The words are arranged in a dense, overlapping manner with varying colors and sizes.

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



[Show Responses ▶](#)

13. ALD-C teal: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

14. ALD-D brown: Why do you think this option should NOT move forward? What do you dislike about this alternative?



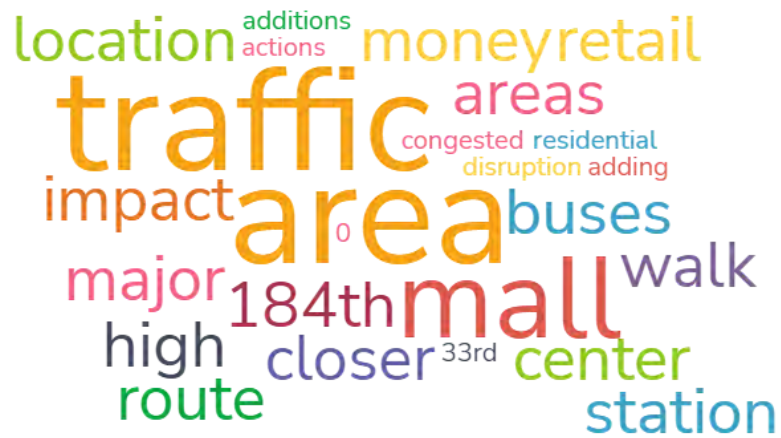
[Show Responses ▶](#)

15. ALD-E green: Why do you think this option should NOT move forward? What do you dislike about this alternative?



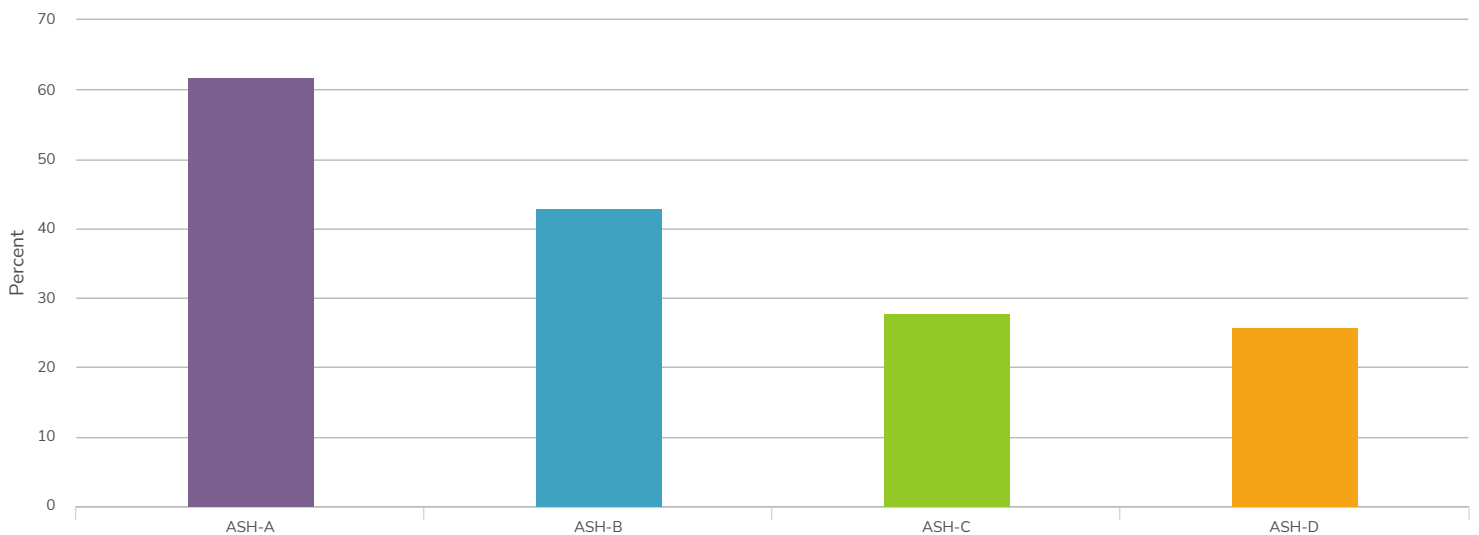
[Show Responses ▶](#)

16. ALD-F brown: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



Value	Percent	Responses
ASH-A	61.9%	91
ASH-B	42.9%	63
ASH-C	27.9%	41

Value	Percent	Responses
ASH-D	25.9%	38

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



[Show Responses ▶](#)

19. ASH-B blue: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

20. ASH-C orange: Why do you think this option should move forward? What do you like about this alternative?



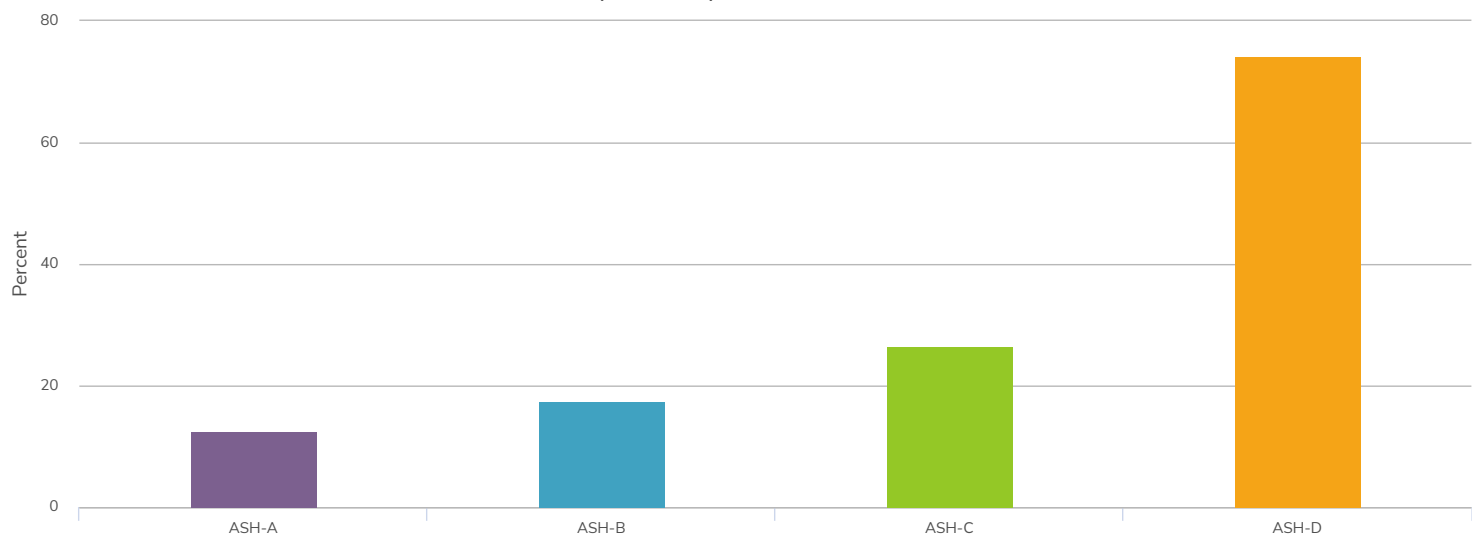
[Show Responses ▶](#)

21. ASH-D purple: Why do you think this option should move forward? What do you like about this alternative?



Show Responses ▶

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



Value	Percent	Responses
ASH-A	12.5%	17
ASH-B	17.6%	24
ASH-C	26.5%	36
ASH-D	74.3%	101

23. ASH-A pink: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



[Show Responses ▶](#)

25. ASH-C orange: Why do you think this option should NOT move forward? What do you dislike about this alternative?



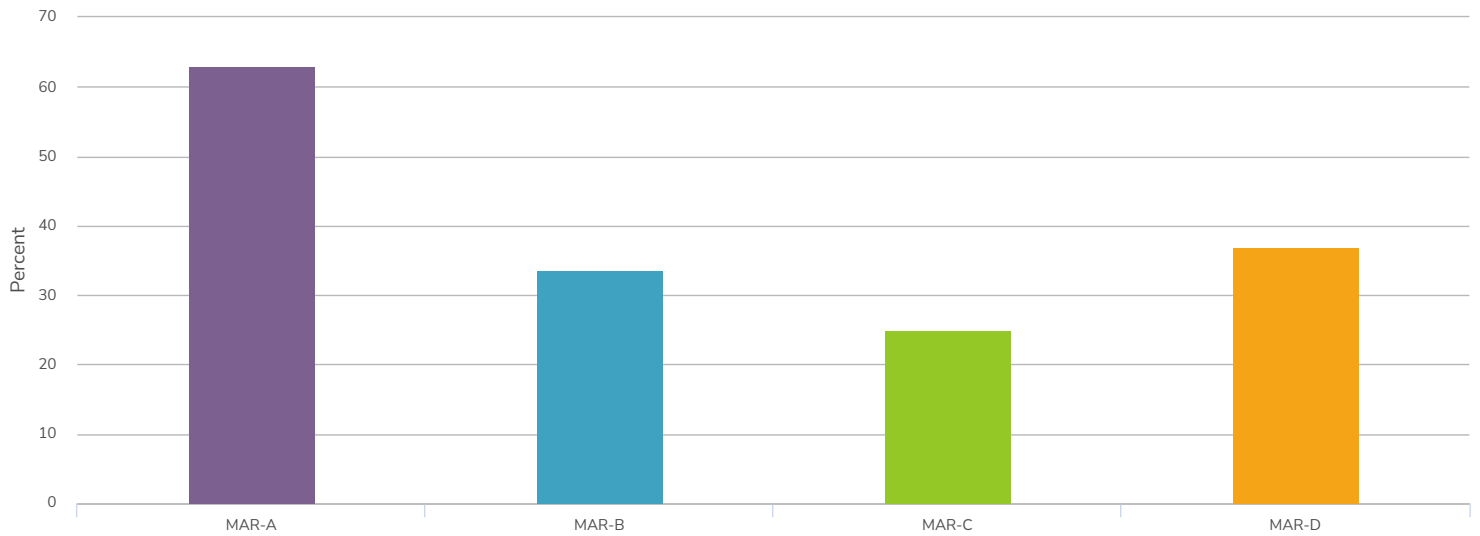
[Show Responses ▶](#)

26. ASH-D purple: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▸](#)

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



Value	Percent	Responses
MAR-A	63.0%	58
MAR-B	33.7%	31
MAR-C	25.0%	23
MAR-D	37.0%	34

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



[Show Responses ▶](#)

29. MAR-B gold: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

30. MAR-C green: Why do you think this option should move forward? What do you like about this alternative?



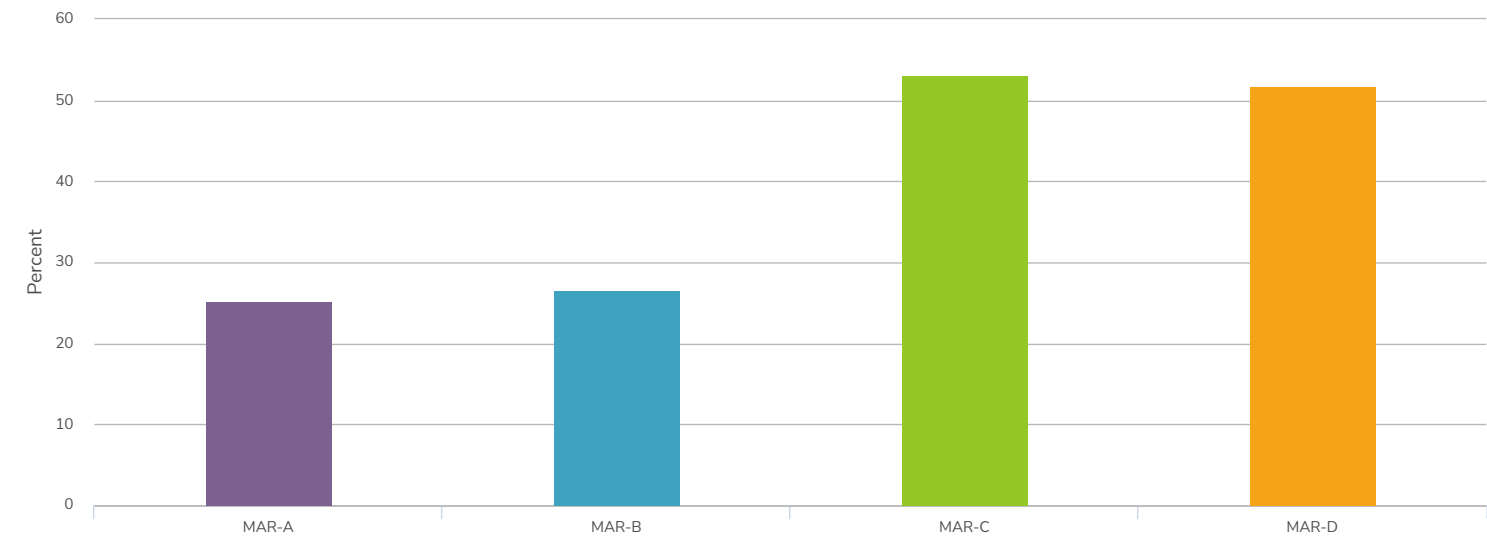
[Show Responses ▶](#)

31. MAR-D purple: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▴](#)

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



Value	Percent	Responses
MAR-A	25.3%	20
MAR-B	26.6%	21
MAR-C	53.2%	42
MAR-D	51.9%	41

33. MAR-A pink: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



[Show Responses ▶](#)

35. MAR-C green: Why do you think this option should NOT move forward? What do you dislike about this alternative?



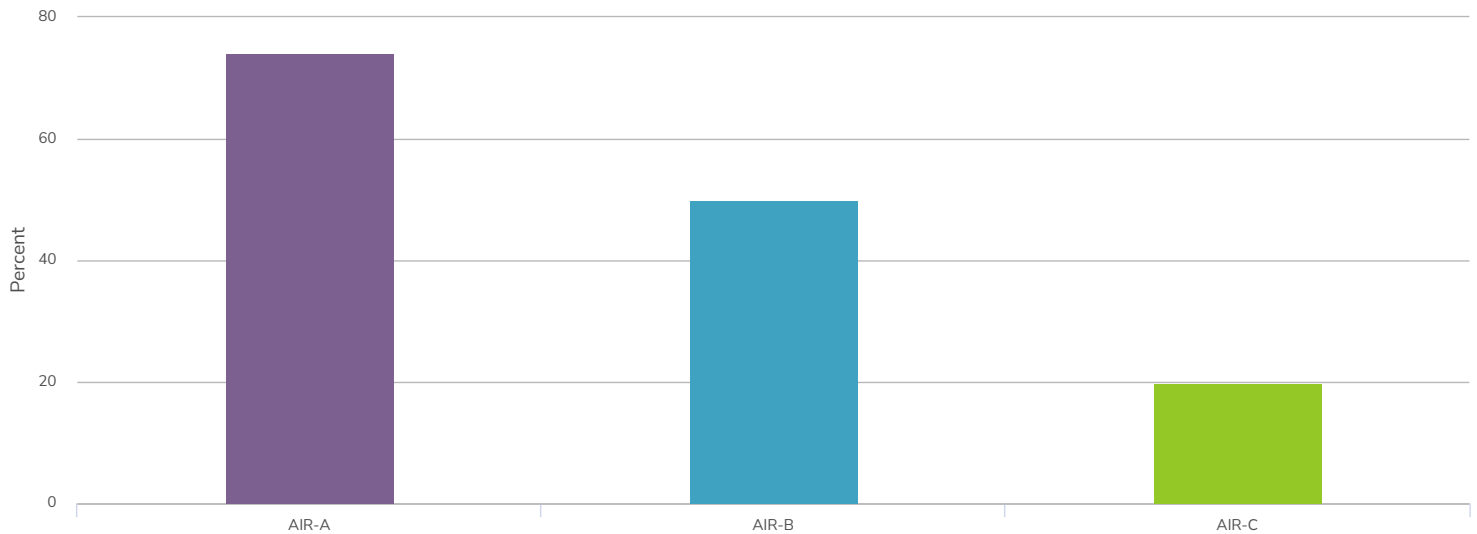
[Show Responses ▶](#)

36. MAR-D purple: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



Value	Percent	Responses
AIR-A	74.2%	49
AIR-B	50.0%	33
AIR-C	19.7%	13

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



[Show Responses ▶](#)

39. AIR-B gold: Why do you think this option should move forward? What do you like about this alternative?



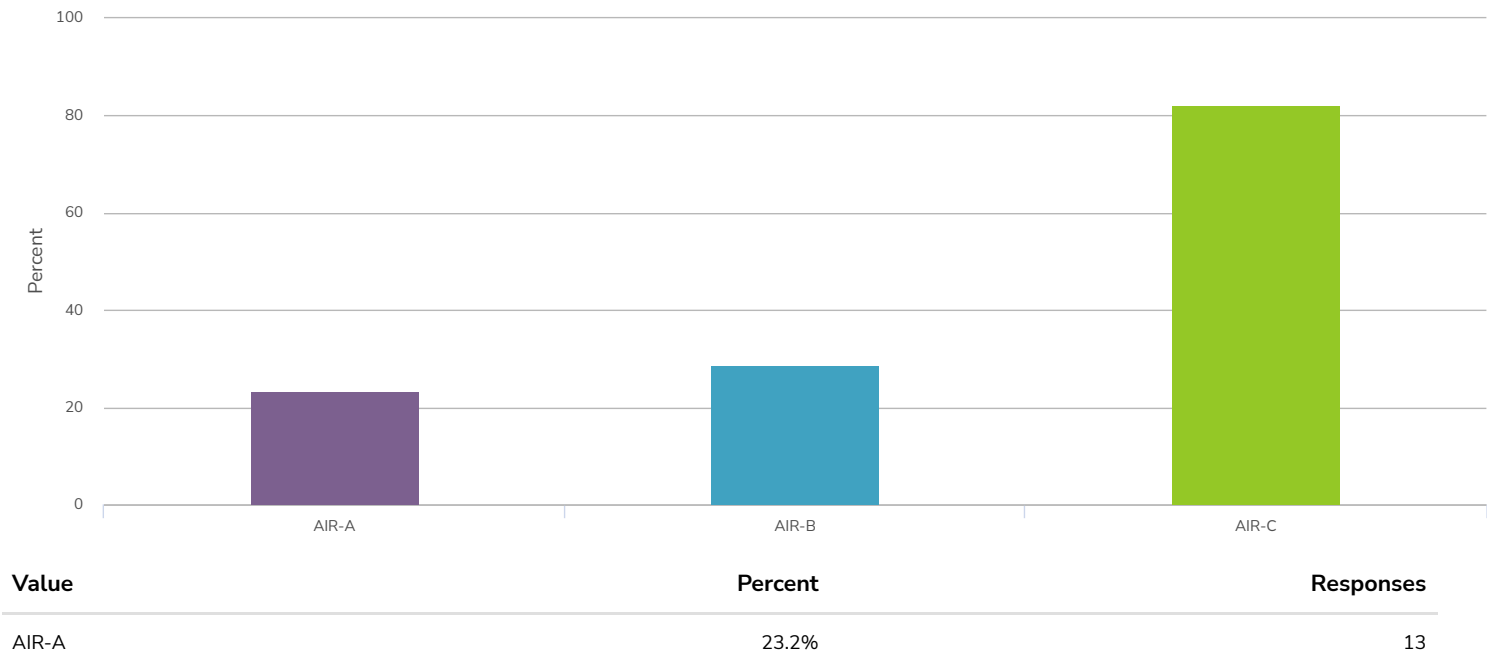
[Show Responses ▶](#)

40. AIR-C teal: Why do you think this option should move forward? What do you like about this alternative?



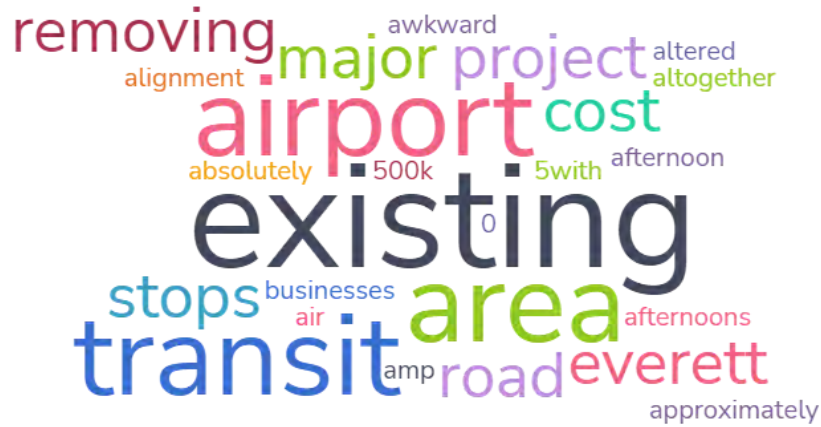
[Show Responses ▶](#)

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



Value	Percent	Responses
AIR-B	28.6%	16
AIR-C	82.1%	46

42. AIR-A pink: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



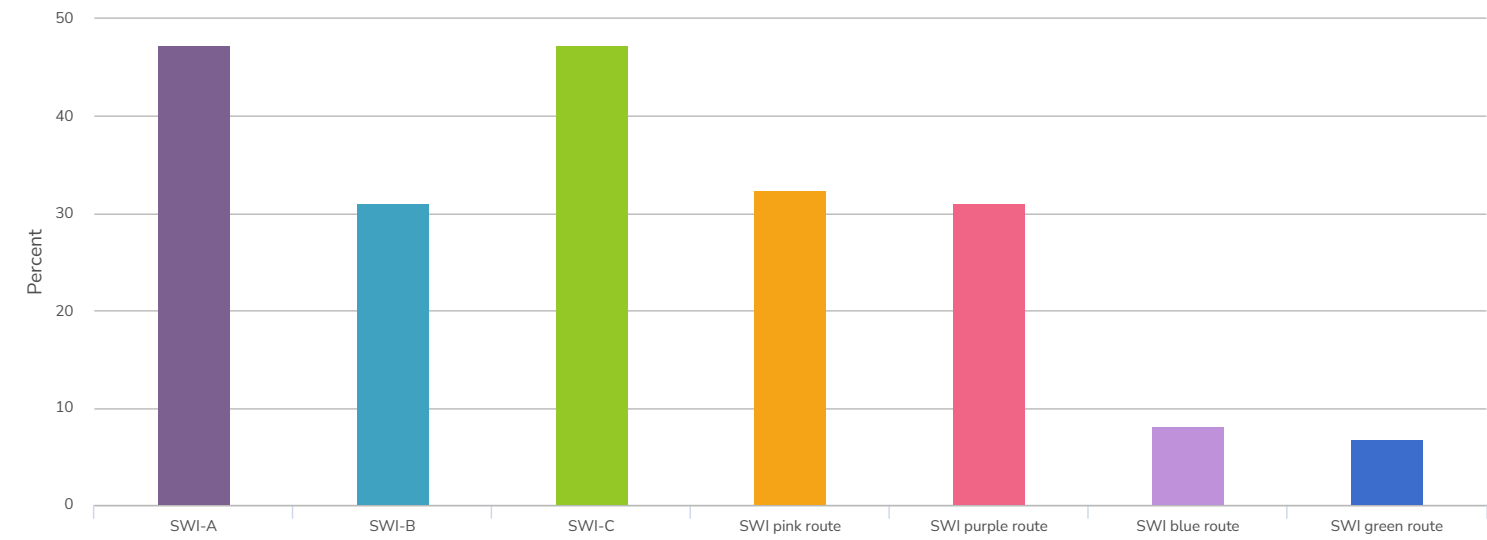
[Show Responses ▶](#)

44. AIR-C teal: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



Value	Percent	Responses
SWI-A	47.3%	35
SWI-B	31.1%	23
SWI-C	47.3%	35
SWI pink route	32.4%	24
SWI purple route	31.1%	23
SWI blue route	8.1%	6
SWI green route	6.8%	5

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



Show Responses ▾

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



[Show Responses ▶](#)

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



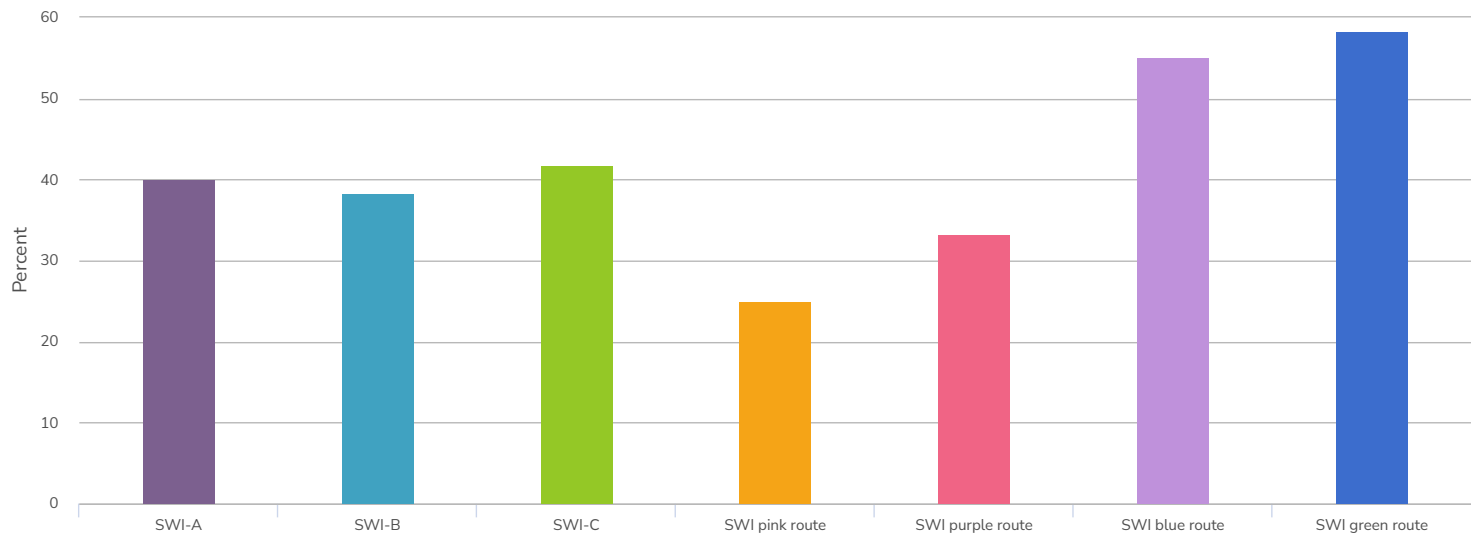
[Show Responses ▶](#)

49. SWI pink alignment: Why do you think this option should move forward? What do you like about this alternative?



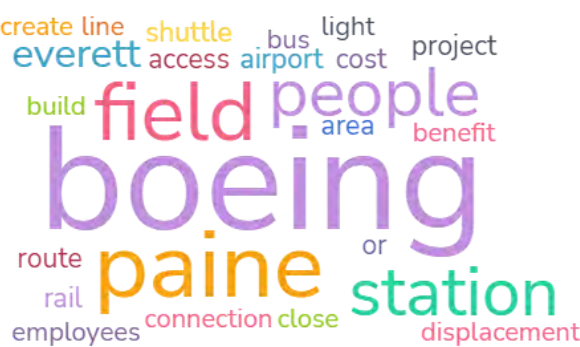
[Show Responses ▶](#)

50. SWI purple alignment: Why do you think this option should move forward? What do you like about this alternative?



Value	Percent	Responses
SWI-A	40.0%	24
SWI-B	38.3%	23
SWI-C	41.7%	25
SWI pink route	25.0%	15
SWI purple route	33.3%	20
SWI blue route	55.0%	33
SWI green route	58.3%	35

54. SWI-A: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



[Show Responses ▶](#)

56. SWI-C: Why do you think this option should NOT move forward? What do you dislike about this alternative?



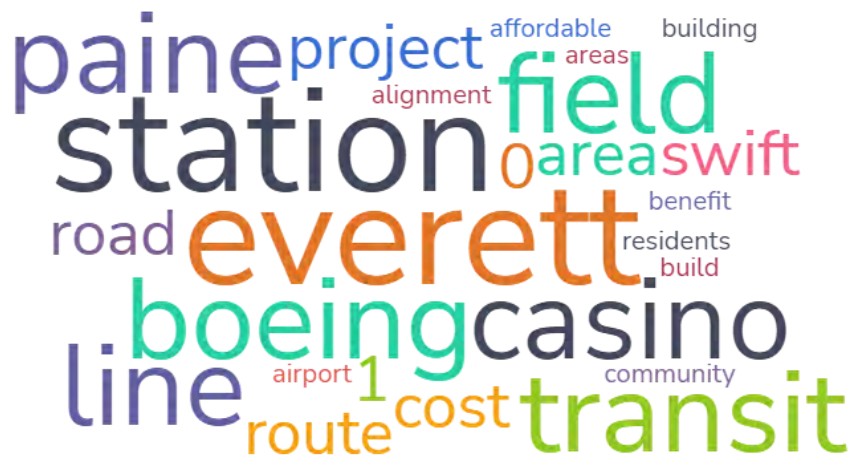
[Show Responses ▶](#)

57. SWI pink alignment: Why do you think this option should NOT move forward? What do you dislike about this alternative?



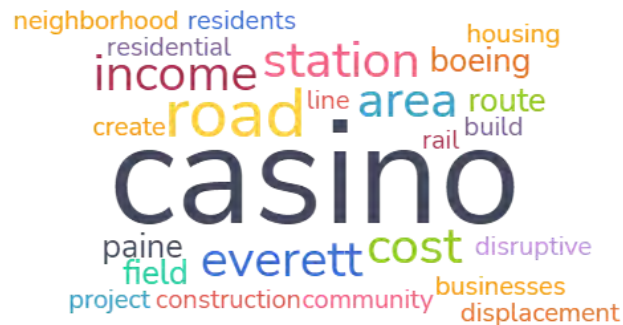
[Show Responses ▶](#)

58. SWI purple alignment: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

59. SWI blue alignment: Why do you think this option should NOT move forward? What do you dislike about this alternative?



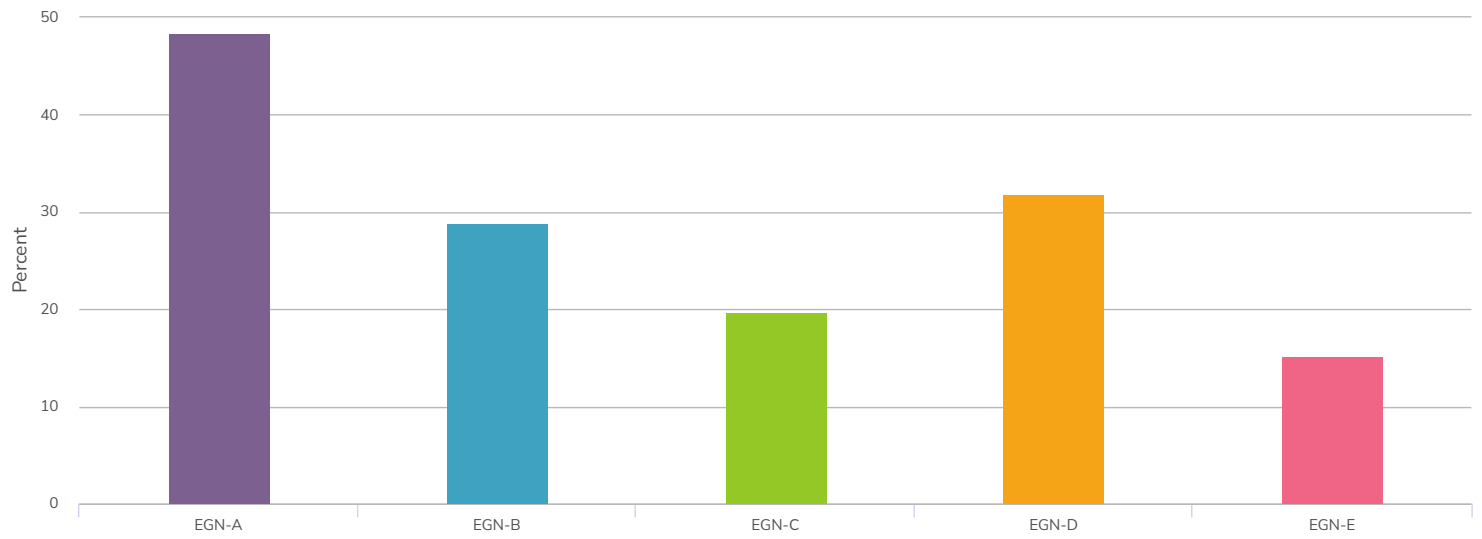
[Show Responses ▶](#)

60. SWI green alignment: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



Value	Percent	Responses
EGN-A	48.5%	32
EGN-B	28.8%	19
EGN-C	19.7%	13
EGN-D	31.8%	21
EGN-E	15.2%	10

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



[Show Responses](#)

63. EGN-B purple: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses](#)

64. EGN-C purple: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses](#)

65. EGN-D green: Why do you think this option should move forward? What do you like about this alternative?



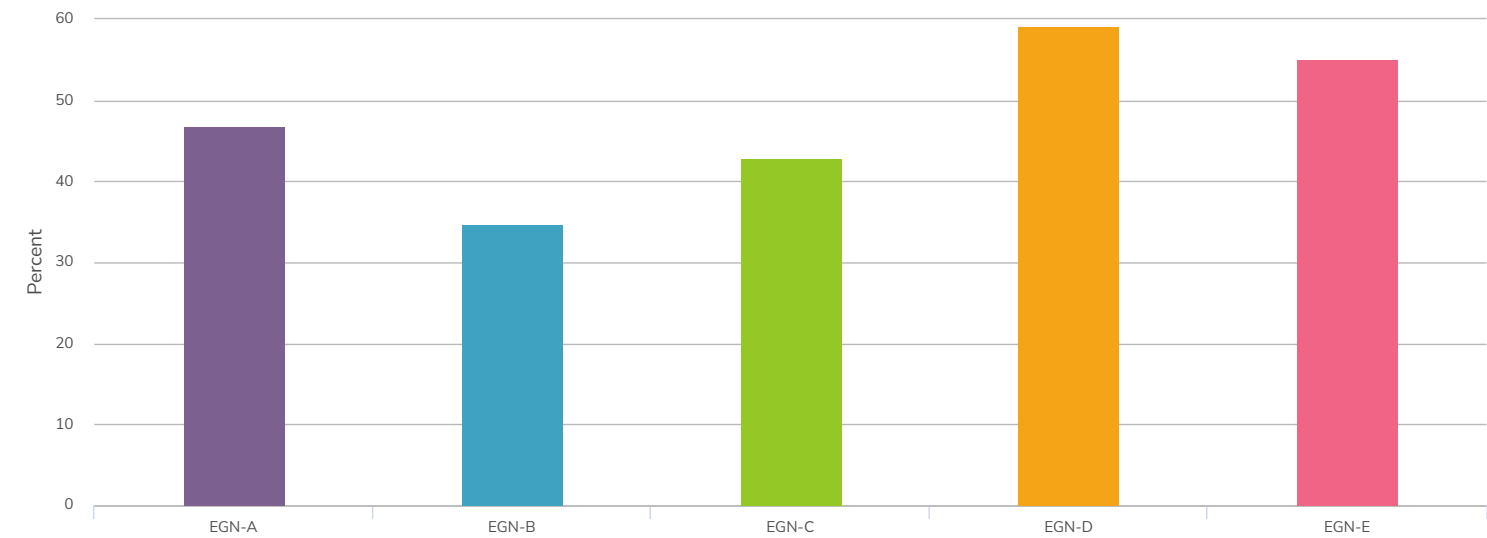
[Show Responses](#)

66. EGN-E blue: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▾](#)

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



Value	Percent	Responses
EGN-A	46.9%	23
EGN-B	34.7%	17
EGN-C	42.9%	21
EGN-D	59.2%	29
EGN-E	55.1%	27

68. EGN-A pink: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▶](#)

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



[Show Responses ▶](#)

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



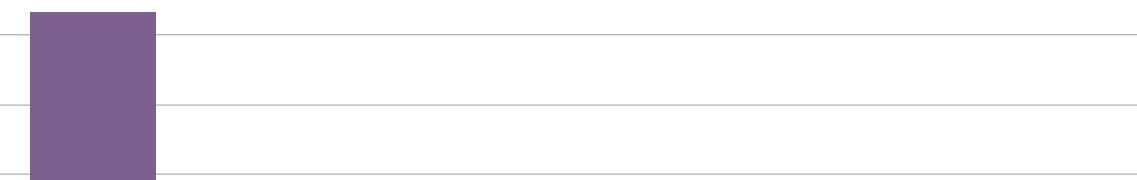
[Show Responses ▶](#)

71. EGN-D green: Why do you think this option should NOT move forward? What do you dislike about this alternative?



income area casino egn traffic businesses freeway housing impacts families blue construction everett residential community great existing disruption evergreen located disrupts neighborhoods alignment cost amp

[Show Responses ▸](#)



Event Type	Percent
EVT-A	63
EVT-B	20
EVT-C	23
EVT-D	37

Value	Percent	Responses
EVT-A	63.4%	64
EVT-B	19.8%	20
EVT-C	22.8%	23

Value	Percent	Responses
EVT-D	37.6%	38

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



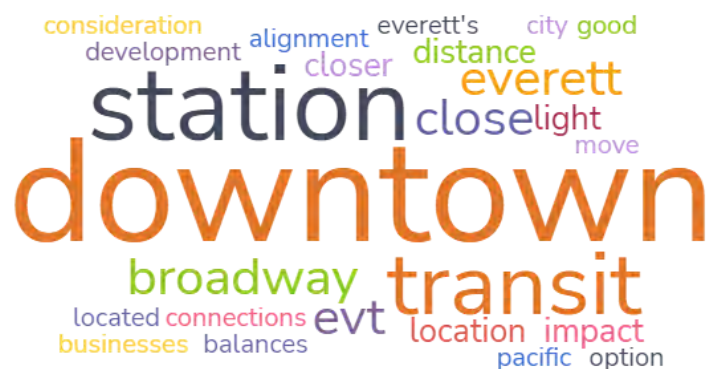
[Show Responses ▶](#)

75. EVT-B purple: Why do you think this option should move forward? What do you like about this alternative?



[Show Responses ▶](#)

76. EVT-C brown: Why do you think this option should move forward? What do you like about this alternative?



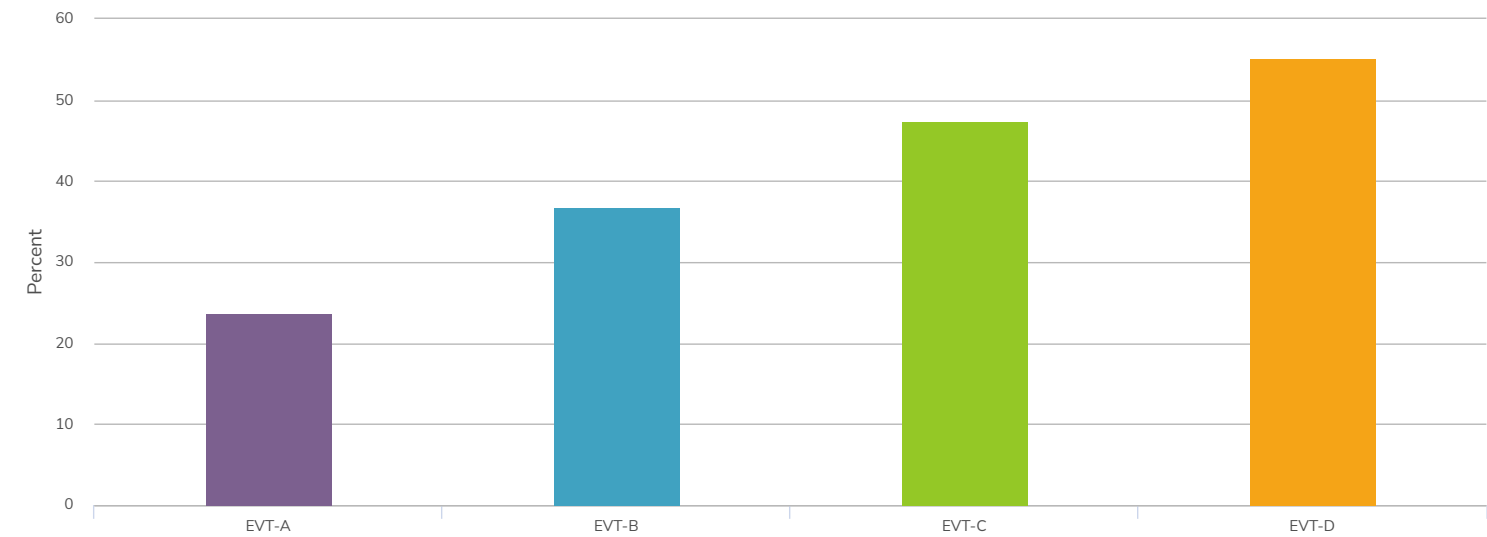
[Show Responses ▶](#)

77. EVT-D teal: Why do you think this option should move forward? What do you like about this alternative?



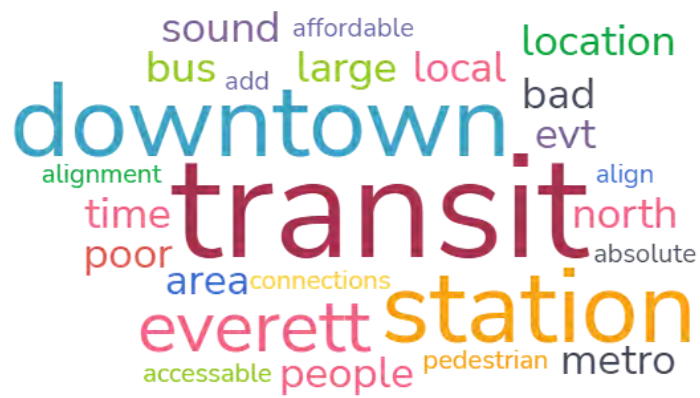
Show Responses ▶

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



Value	Percent	Responses
EVT-A	23.7%	18
EVT-B	36.8%	28
EVT-C	47.4%	36
EVT-D	55.3%	42

79. EVT-A pink: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▸](#)

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



[Show Responses ▸](#)

81. EVT-C brown: Why do you think this option should NOT move forward? What do you dislike about this alternative?



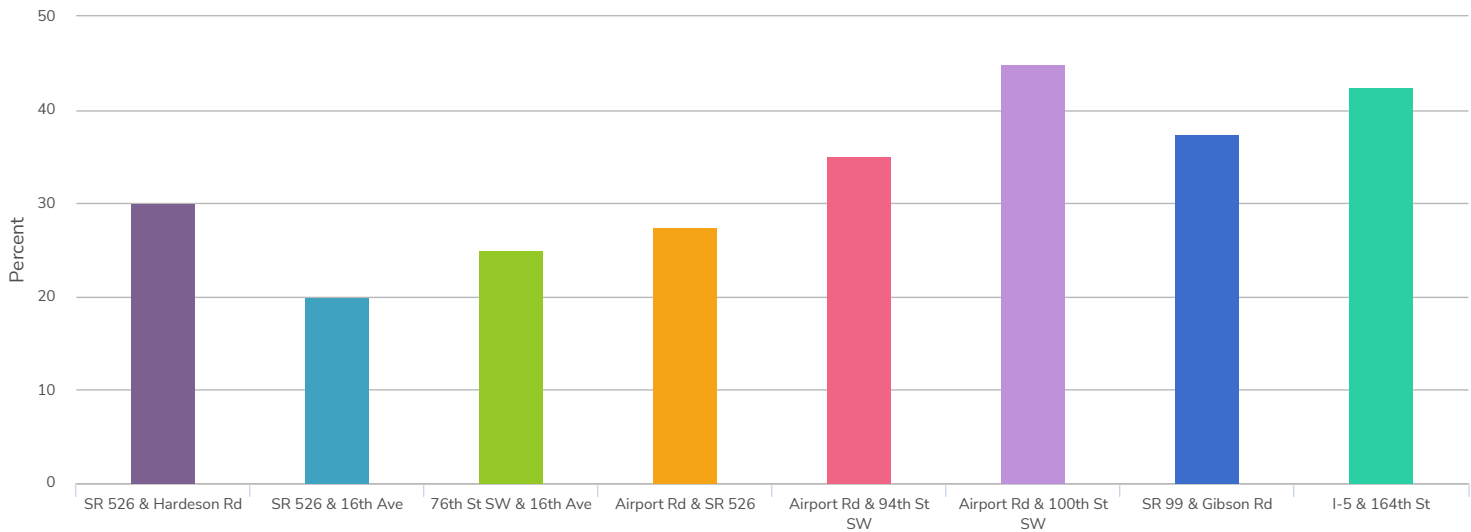
[Show Responses ▸](#)

82. EVT-D teal: Why do you think this option should NOT move forward? What do you dislike about this alternative?



[Show Responses ▴](#)

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



Value	Percent	Responses
SR 526 & Hardeson Rd	30.0%	12
SR 526 & 16th Ave	20.0%	8
76th St SW & 16th Ave	25.0%	10
Airport Rd & SR 526	27.5%	11
Airport Rd & 94th St SW	35.0%	14
Airport Rd & 100th St SW	45.0%	18
SR 99 & Gibson Rd	37.5%	15
I-5 & 164th St	42.5%	17

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



[Show Responses ▶](#)

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



[Show Responses ▶](#)

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



[Show Responses ▶](#)

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



[Show Responses ▸](#)

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



[Show Responses ▸](#)

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



[Show Responses ▸](#)

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



[Show Responses ▶](#)

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



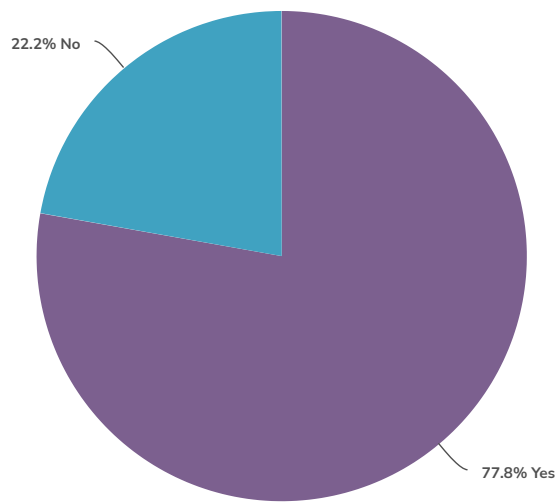
[Show Responses ▶](#)

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



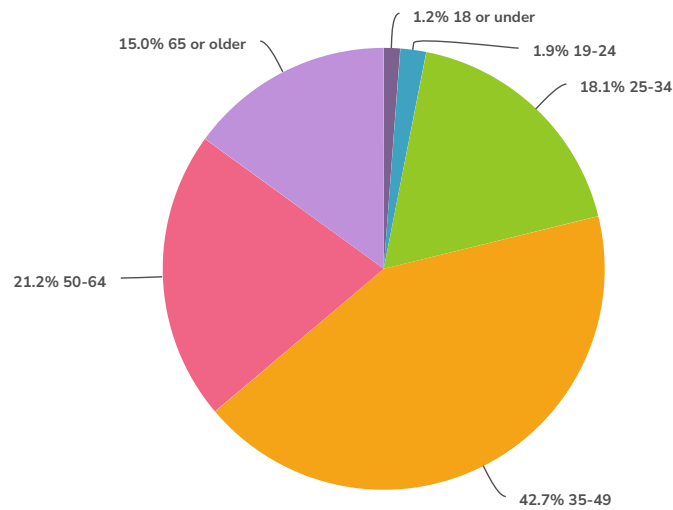
[Show Responses ▶](#)

93. Would you be willing to provide demographic information?



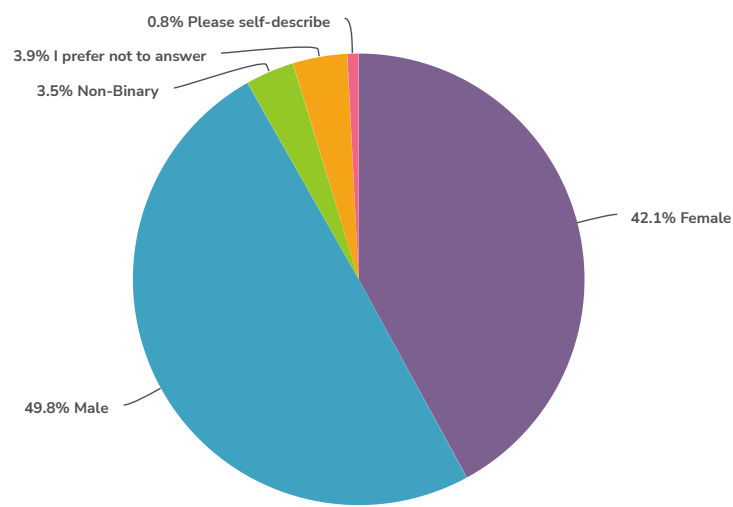
Value	Percent	Responses
Yes	77.8%	260
No	22.2%	74
Totals: 334		

94. What is your age?



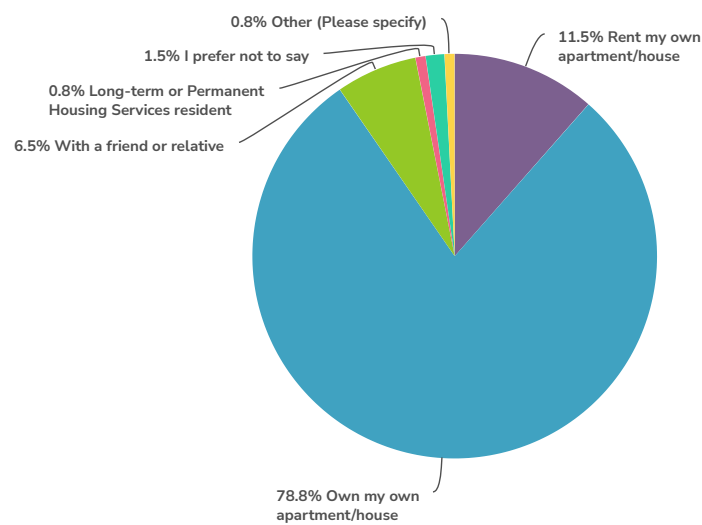
Value	Percent	Responses
18 or under	1.2%	3
19-24	1.9%	5
25-34	18.1%	47
35-49	42.7%	111
50-64	21.2%	55
65 or older	15.0%	39
Totals: 260		

95. What is your gender identity?



Value	Percent	Responses
Female	42.1%	109
Male	49.8%	129
Non-Binary	3.5%	9
I prefer not to answer	3.9%	10
Please self-describe (click to view).	0.8%	2
		Totals: 259

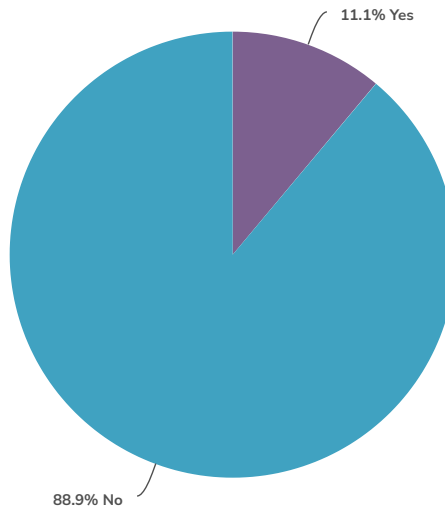
96. Which of the following best describes your living situation?



Value	Percent	Responses
Rent my own apartment/house	11.5%	30
Own my own apartment/house	78.8%	205
With a friend or relative	6.5%	17
Long-term or Permanent Housing Services resident	0.8%	2
		Totals: 260

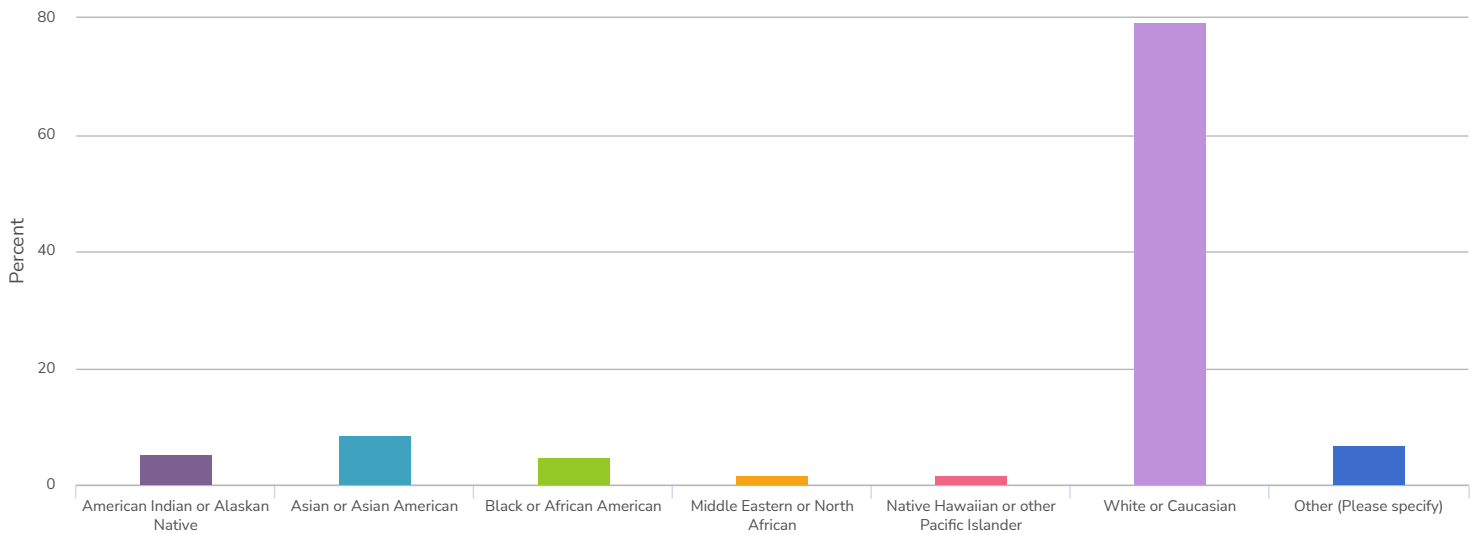
Value	Percent	Responses
I prefer not to say	1.5%	4
Other (Please specify)_(click to view)	0.8%	2
Totals: 260		

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



Value	Percent	Responses
Yes	11.1%	28
No	88.9%	224
Totals: 252		

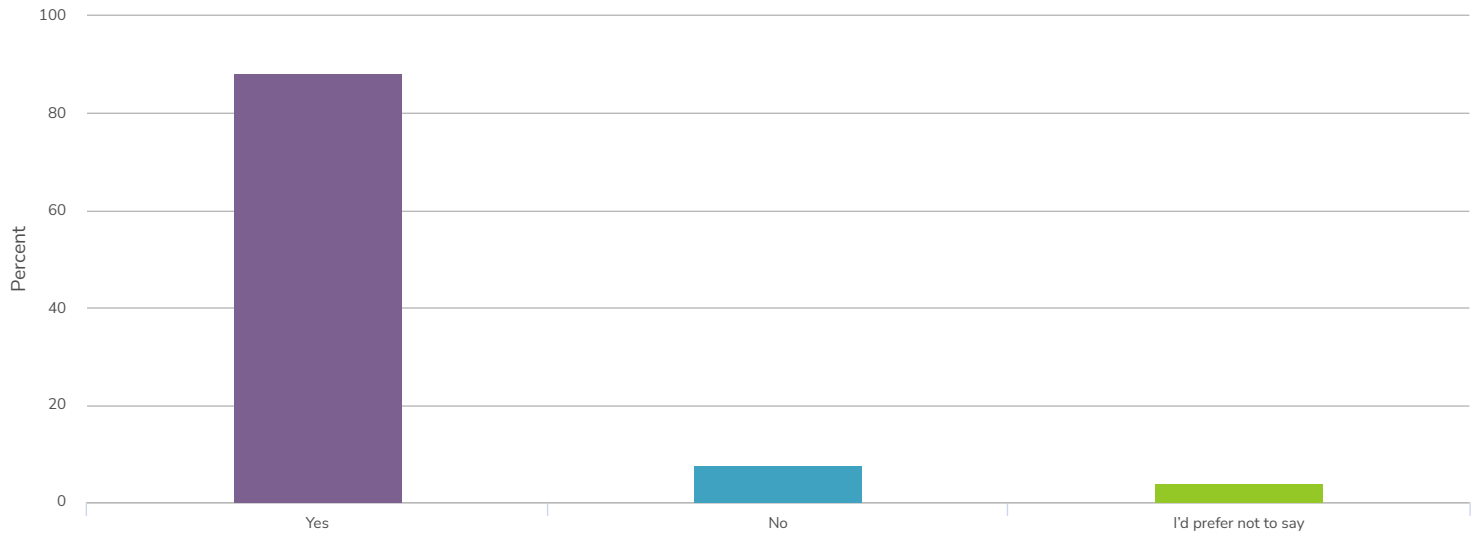
98. Do you identify yourself as (Please check all that apply):



Value	Percent	Responses
American Indian or Alaskan Native	5.2%	13
Asian or Asian American	8.5%	21

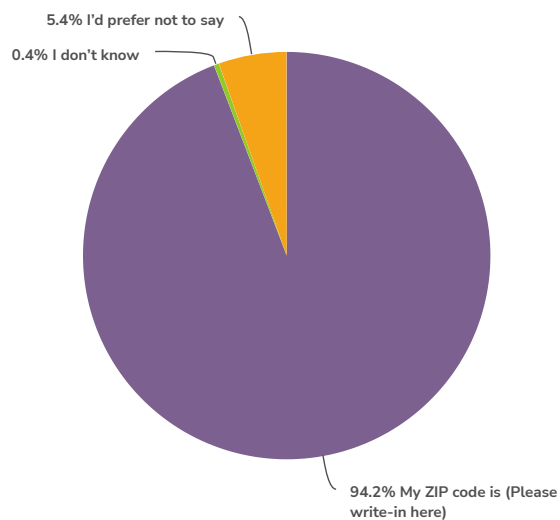
Value	Percent	Responses
Black or African American	4.8%	12
Middle Eastern or North African	1.6%	4
Native Hawaiian or other Pacific Islander	1.6%	4
White or Caucasian	79.4%	197
<u>Other (Please specify) (click to view).</u>	6.9%	17

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



Value	Percent	Responses
Yes	88.3%	227
No	7.8%	20
I'd prefer not to say	3.9%	10

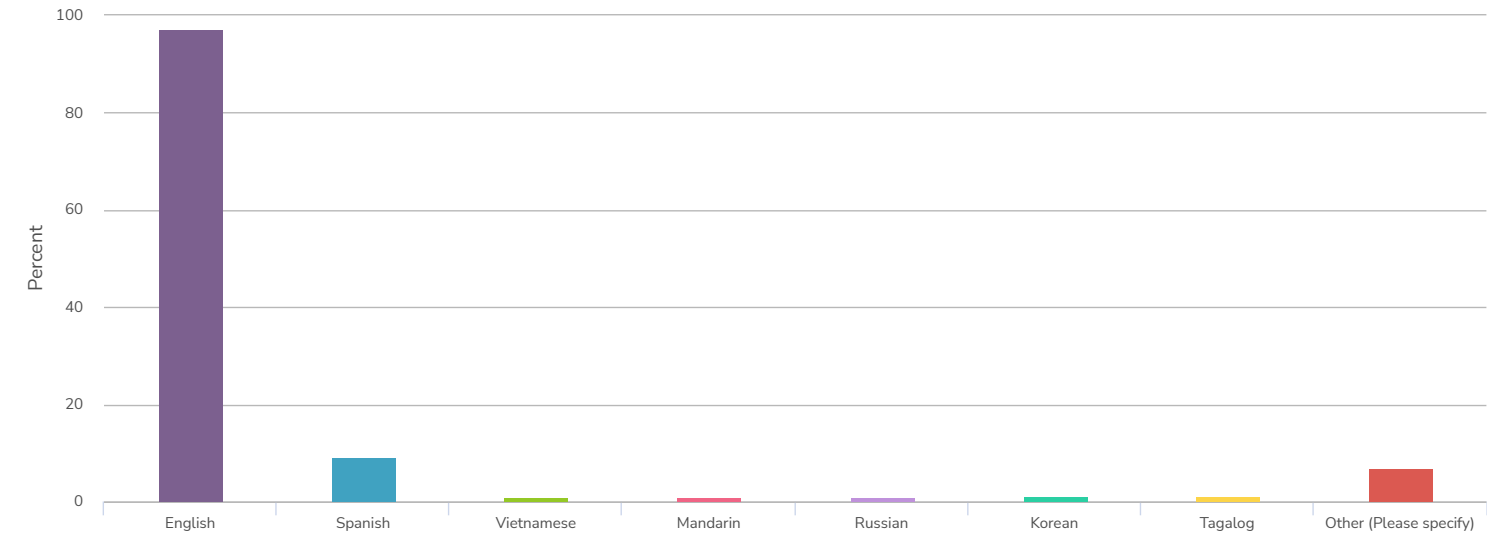
100. What is your home ZIP code?



Value	Percent	Responses
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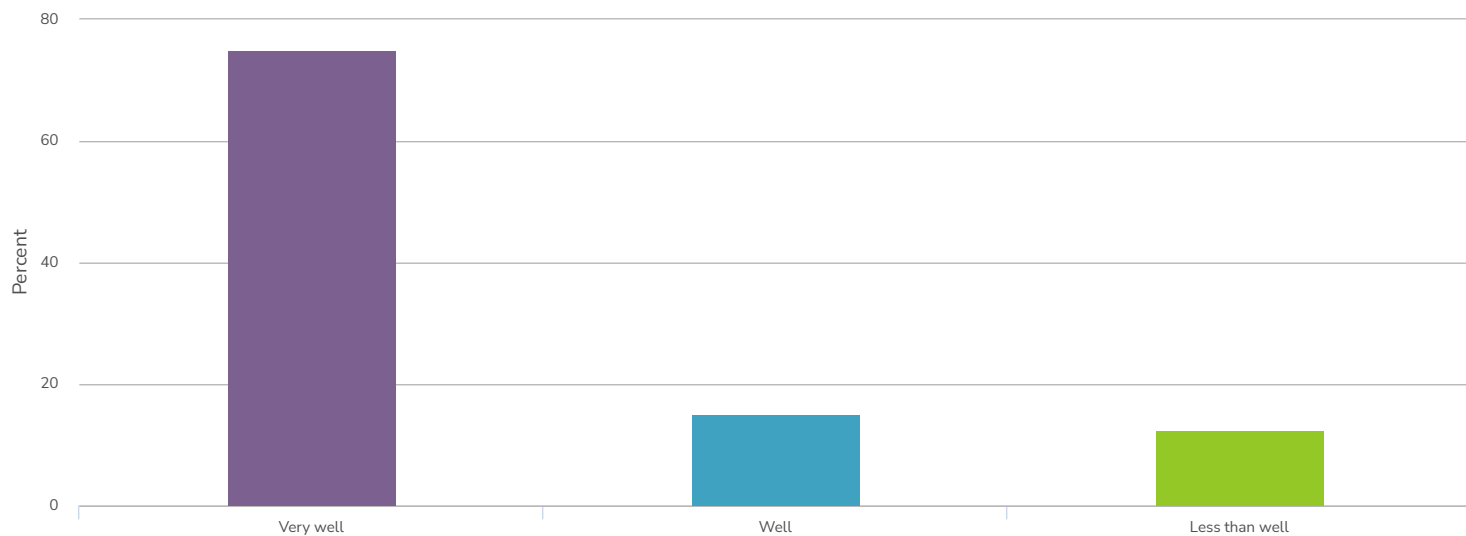
Value	Percent	Responses
My ZIP code is (Please write-in here)_(click to view).	94.2%	242
I don't know	0.4%	1
I'd prefer not to say	5.4%	14
		Totals: 257

101. What languages are regularly spoken in your home?



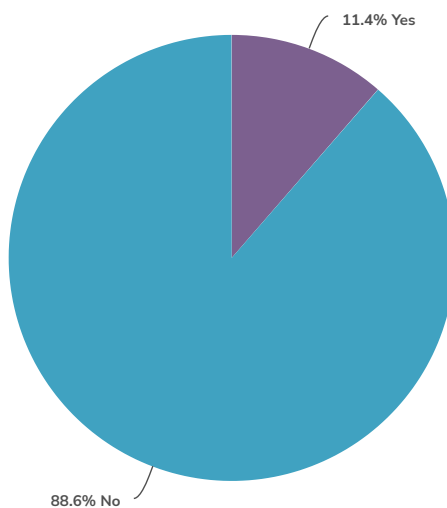
Value	Percent	Responses
English	97.3%	248
Spanish	9.0%	23
Vietnamese	0.8%	2
Mandarin	0.8%	2
Russian	0.8%	2
Korean	1.2%	3
Tagalog	1.2%	3
Other (Please specify)_(click to view).	6.7%	17

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



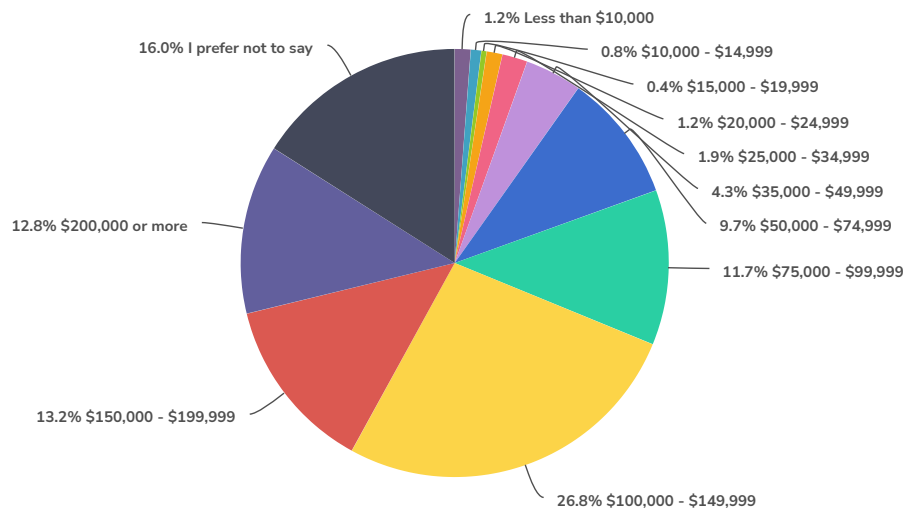
Value	Percent	Responses
Very well	75.0%	30
Well	15.0%	6
Less than well	12.5%	5

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



Value	Percent	Responses
Yes	11.4%	29
No	88.6%	226
		Totals: 255

104. What is your household's total annual earnings?



Value	Percent	Responses
Less than \$10,000	1.2%	3
\$10,000 - \$14,999	0.8%	2
\$15,000 - \$19,999	0.4%	1
\$20,000 - \$24,999	1.2%	3
\$25,000 - \$34,999	1.9%	5
\$35,000 - \$49,999	4.3%	11
\$50,000 - \$74,999	9.7%	25
\$75,000 - \$99,999	11.7%	30
\$100,000 - \$149,999	26.8%	69
\$150,000 - \$199,999	13.2%	34
\$200,000 or more	12.8%	33
I prefer not to say	16.0%	41
		Totals: 257



APPENDIX Q

Participate.Online Online Open House Survey Comment Themes Summary

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

Purpose

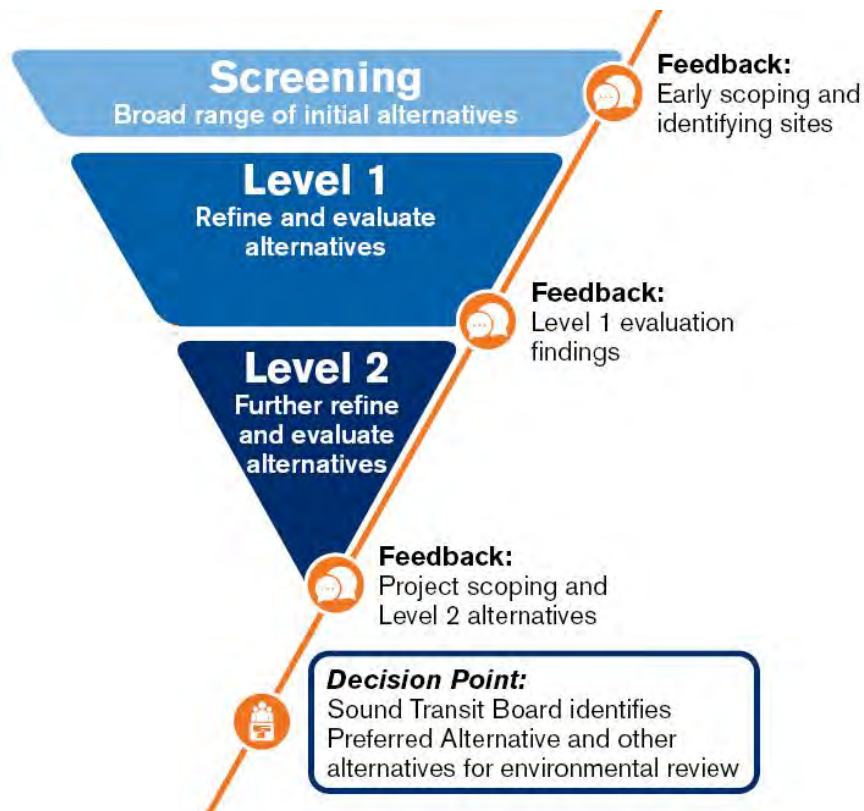
This document summarizes key themes identified from Level 1 survey responses. Survey responses are organized by themes based on public feedback as to *why* and *why not* station, route and Operations and Maintenance Facility North alternatives should move forward into the Level 2 analysis.

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

Background

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

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











Everett Link Extension

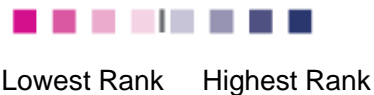
Features Ranking

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

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

Table 1-1 Features ranking

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



Everett Link Extension

West Alderwood

276 comments

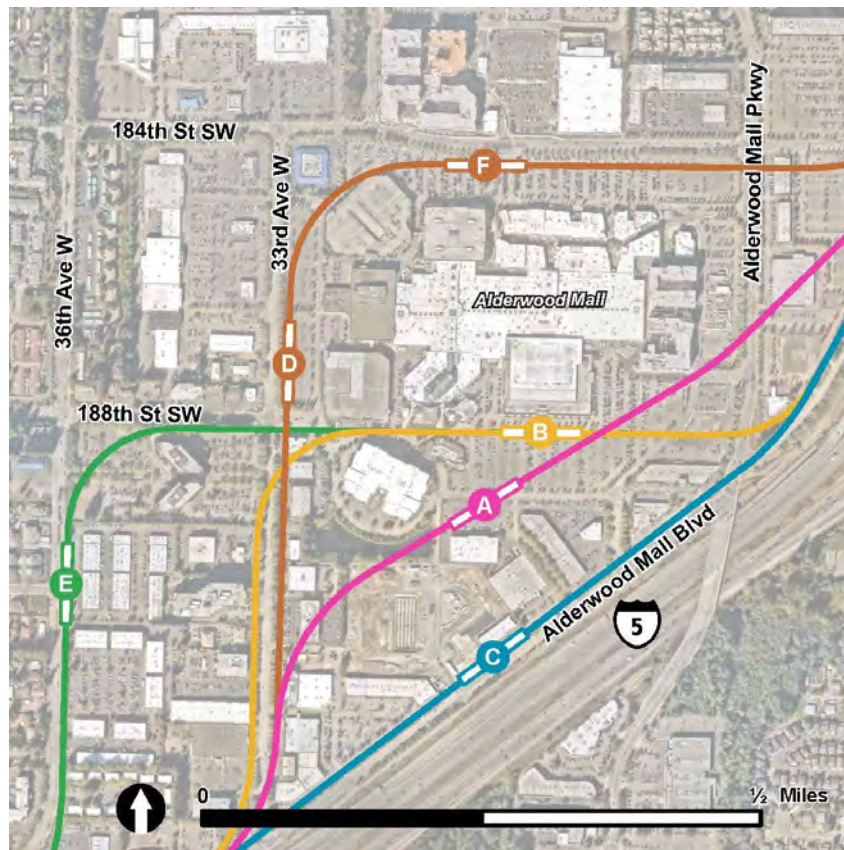


Figure 2-1 West Alderwood station alternatives



Figure 2-2 West Alderwood station alternatives survey results

Everett Link Extension

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

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

ALD-A

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

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

ALD-B

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

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

Everett Link Extension

ALD-C

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

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

ALD-D

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

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

ALD-E

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

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

Everett Link Extension

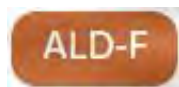


Table 2-6 West Alderwood ALD-F station alternative survey results

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

Everett Link Extension

Ash Way

325 comments

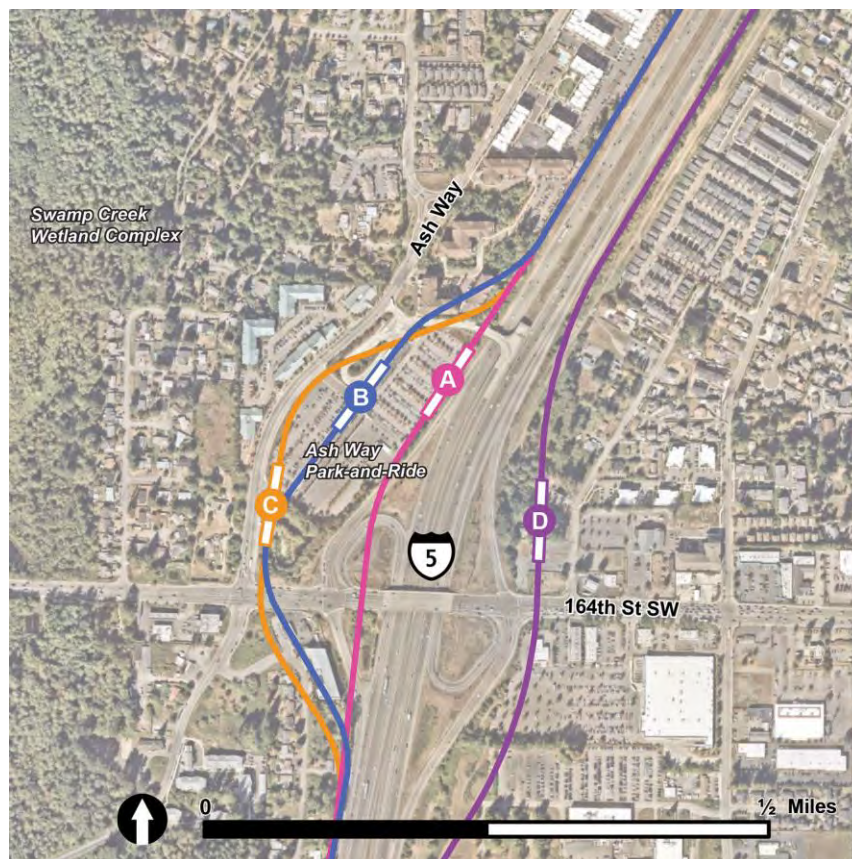


Figure 3-1 Ash Way station alternatives

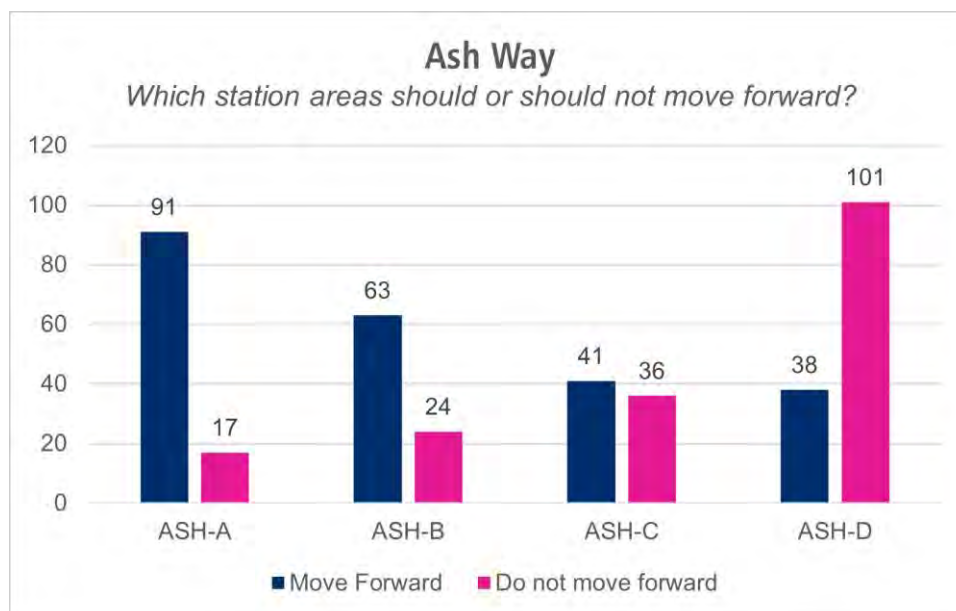


Figure 3-2 Ash Way station alternatives survey results

Everett Link Extension

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

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

ASH-A

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

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

ASH-B

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

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

Everett Link Extension



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

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



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

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

Everett Link Extension

Mariner

208 comments

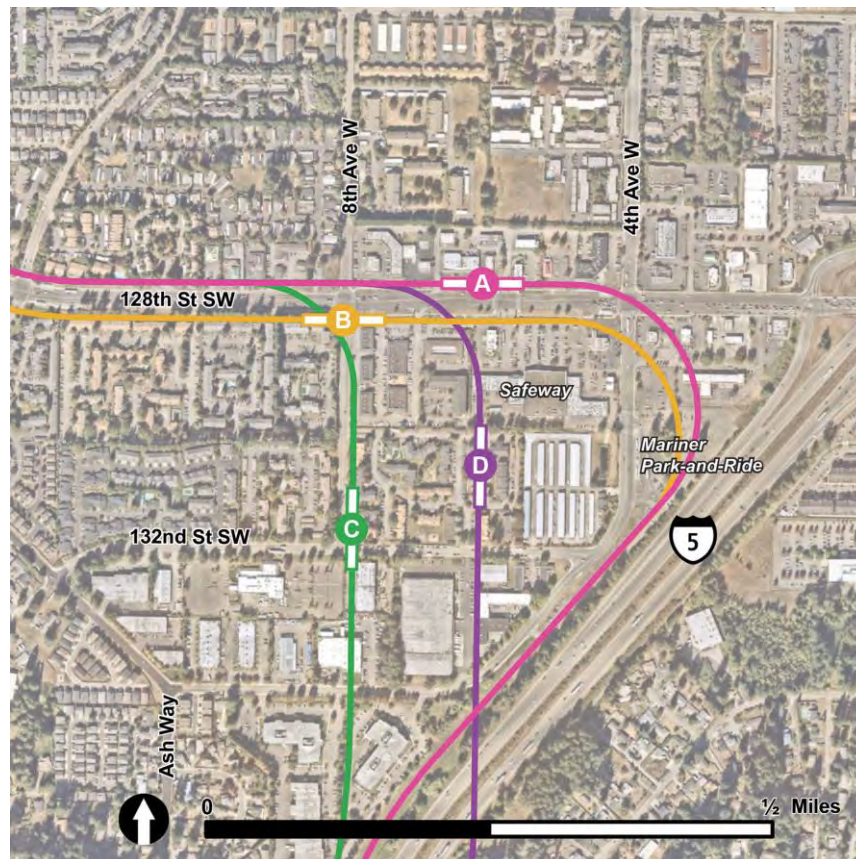


Figure 4-1 Mariner station alternatives

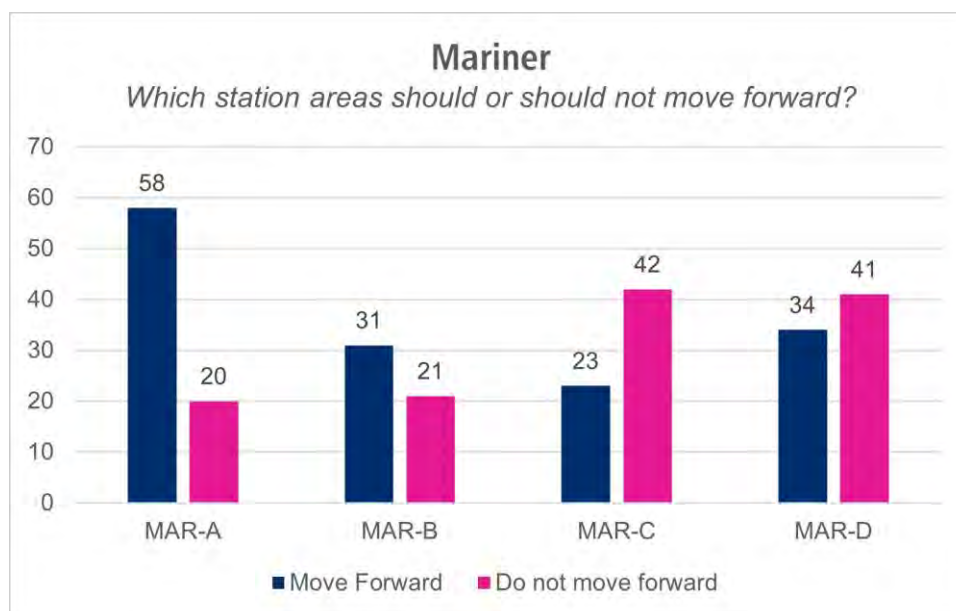


Figure 4-2 Mariner station alternatives survey results

Everett Link Extension

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

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

MAR-A

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

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

MAR-B

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

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

MAR-C

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

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

Everett Link Extension

MAR-D

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

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

Everett Link Extension

SR 99 / Airport Road

125 comments

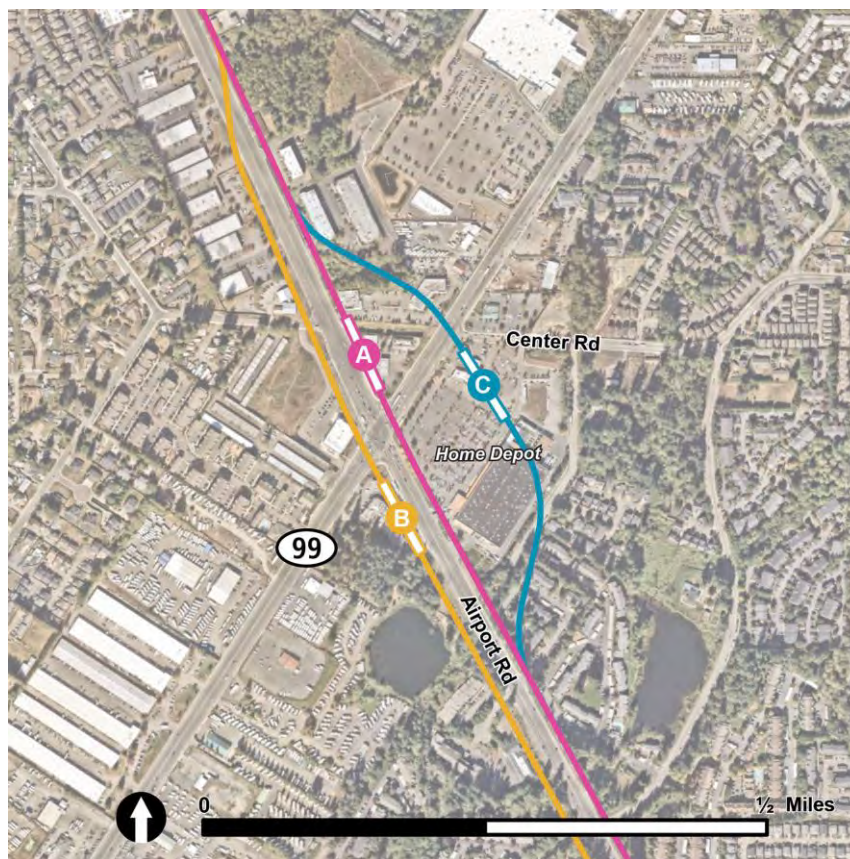


Figure 5-1 SR 99/Airport Road station alternatives

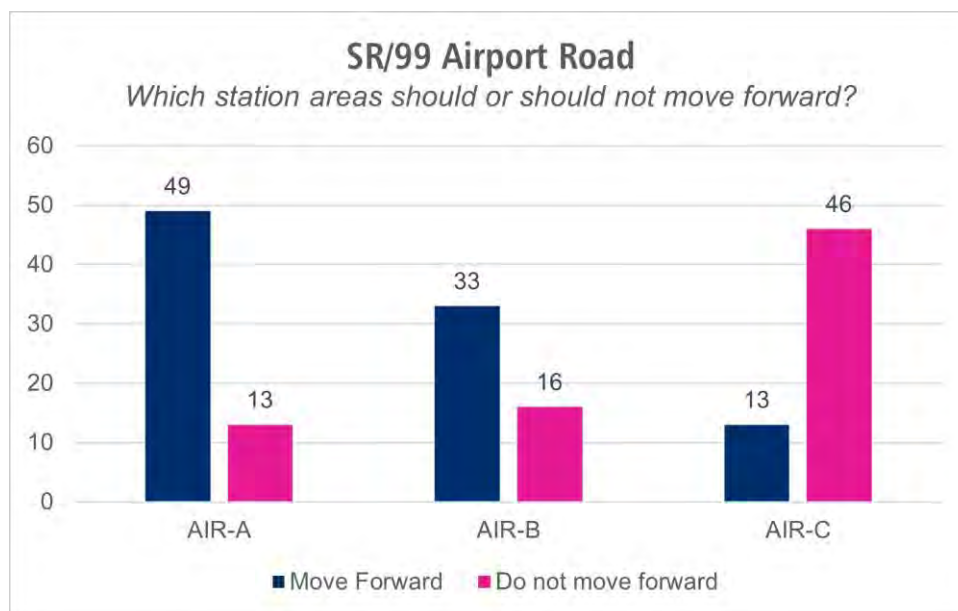


Figure 5-2 SR 99/Airport Road station alternatives survey results

Everett Link Extension

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

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



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

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



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

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

Everett Link Extension



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

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

Everett Link Extension

Southwest Everett Industrial Center

282 comments



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

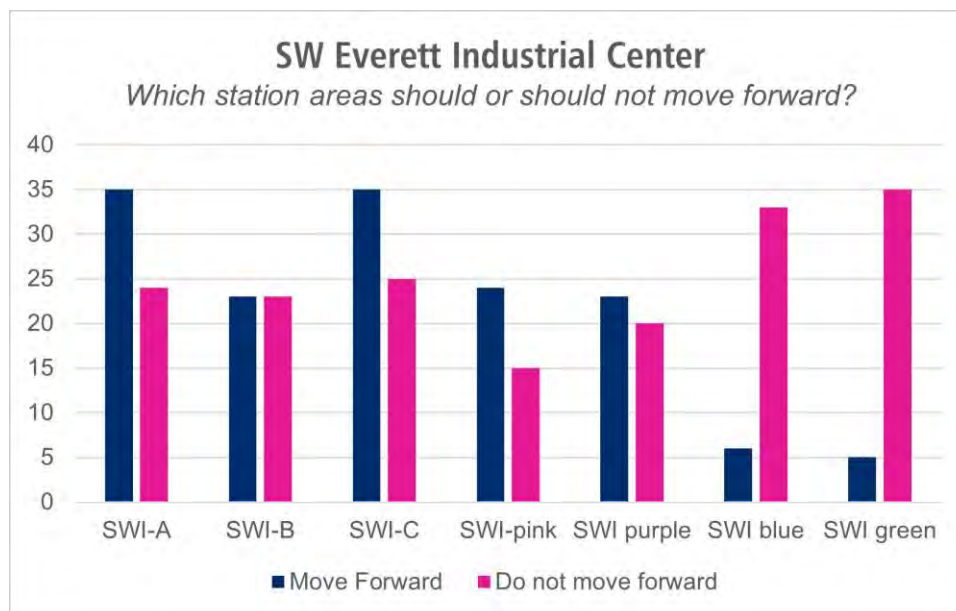


Figure 6-2 Southwest Everett Industrial Center station and route alternatives survey results

Everett Link Extension

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

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

Station Areas

SWI-A

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

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

SWI-B

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

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

Everett Link Extension

SWI-C

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

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

Routes

SWI pink route

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

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

SWI purple route

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

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

Everett Link Extension

SWI blue route

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

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

SWI green route

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

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

Everett Link Extension

SR 526 / Evergreen

172 comments

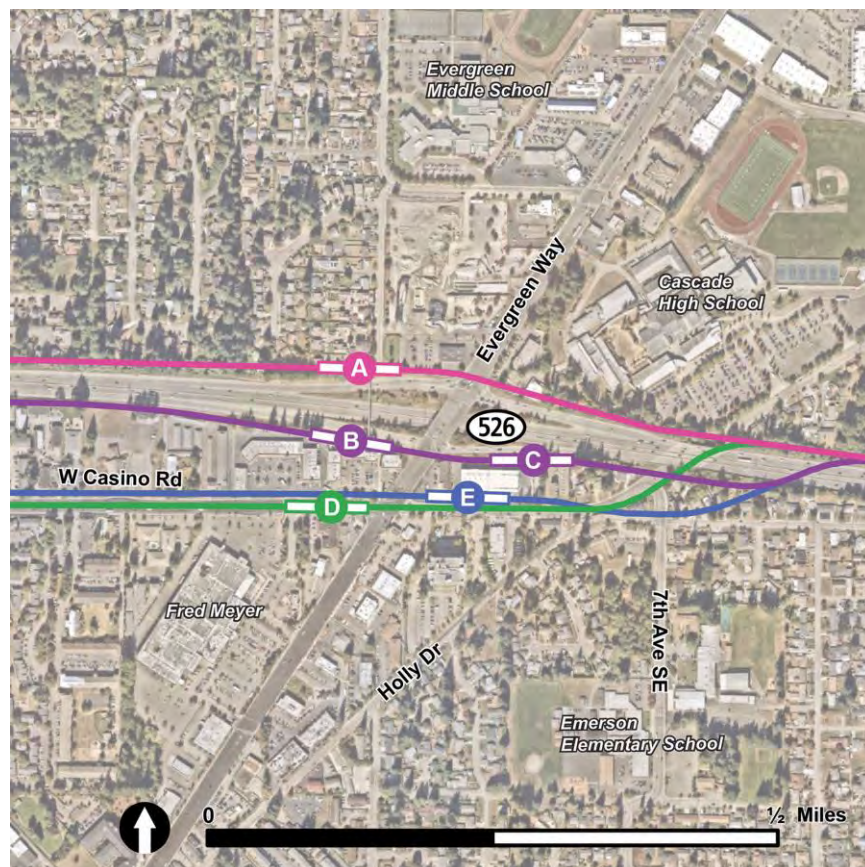


Figure 7-1 SR 526/Evergreen station alternatives

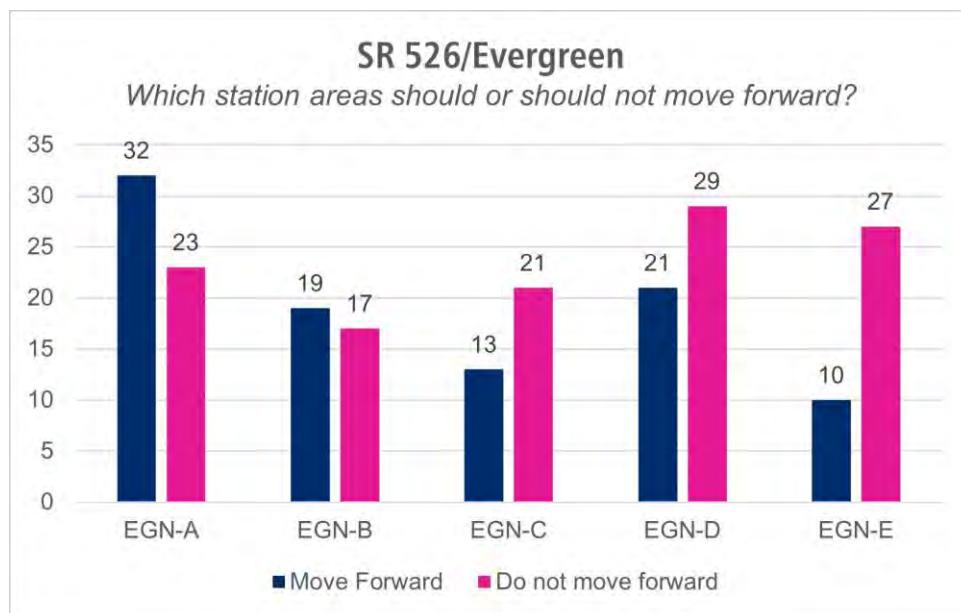


Figure 7-2 SR 526/Evergreen station alternatives survey results

Everett Link Extension

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

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

EGN-A

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

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

EGN-B

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

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

Everett Link Extension

EGN-C

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

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

EGN-D

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

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

EGN-E

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

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

Everett Link Extension

Everett Station

221 comments

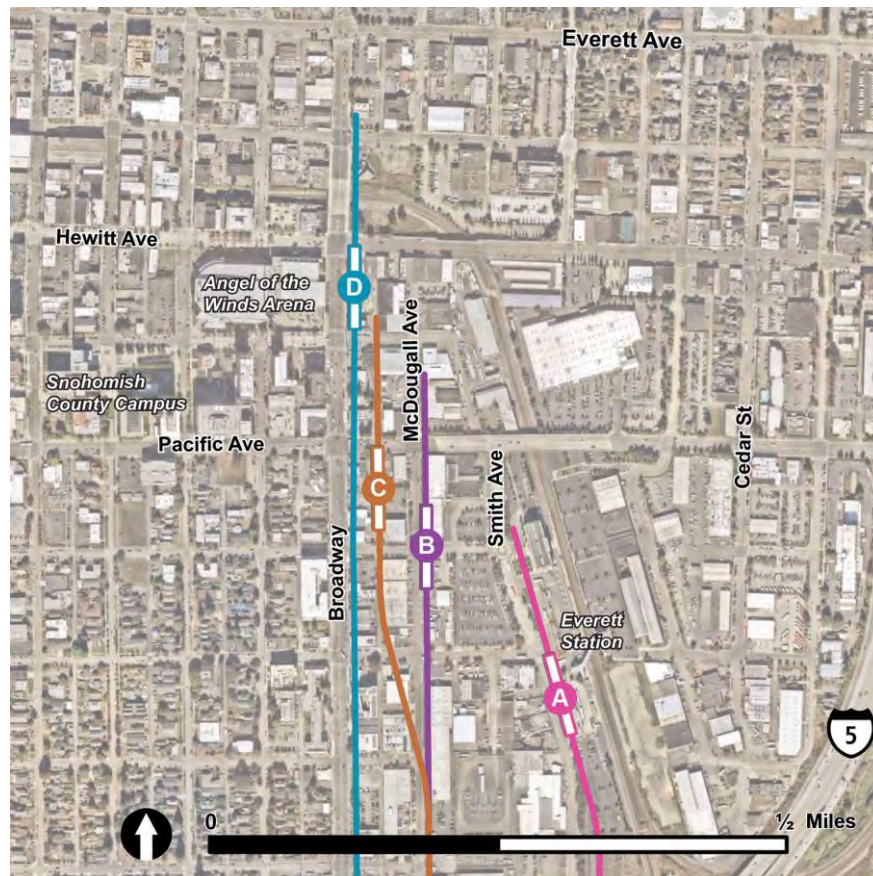


Figure 8-1 Everett Station alternatives

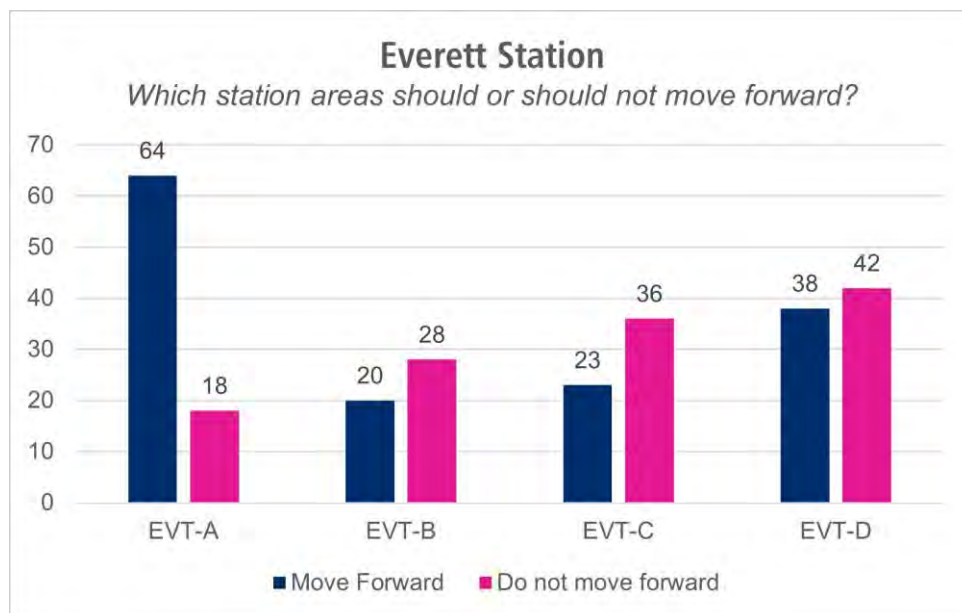


Figure 8-2 Everett Station alternatives survey results

Everett Link Extension

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

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

EVT-A

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

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

EVT-B

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

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

Everett Link Extension

EVT-C

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

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

EVT-D

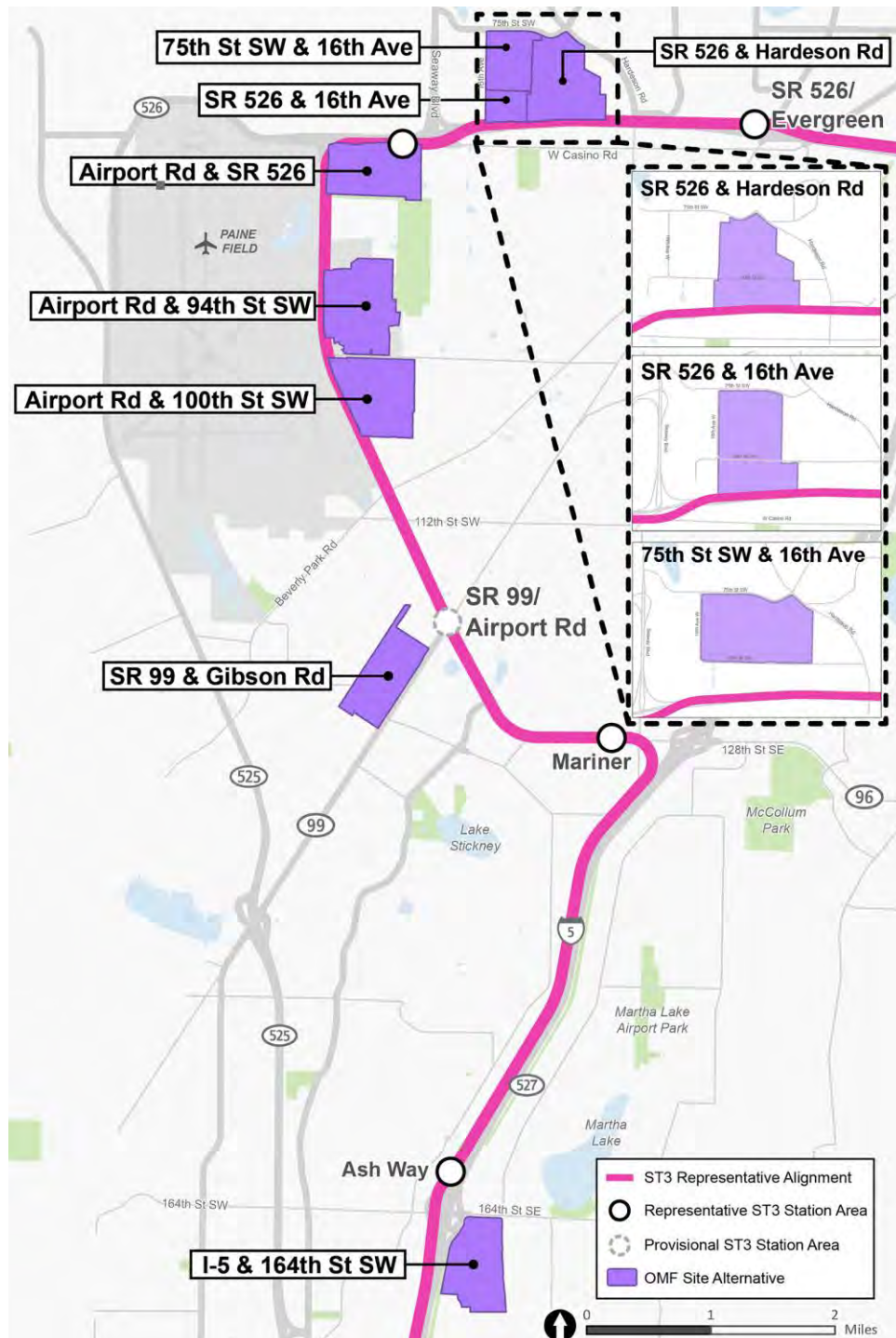
Table 8-4 Everett Station EVT-D station alternative survey results

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

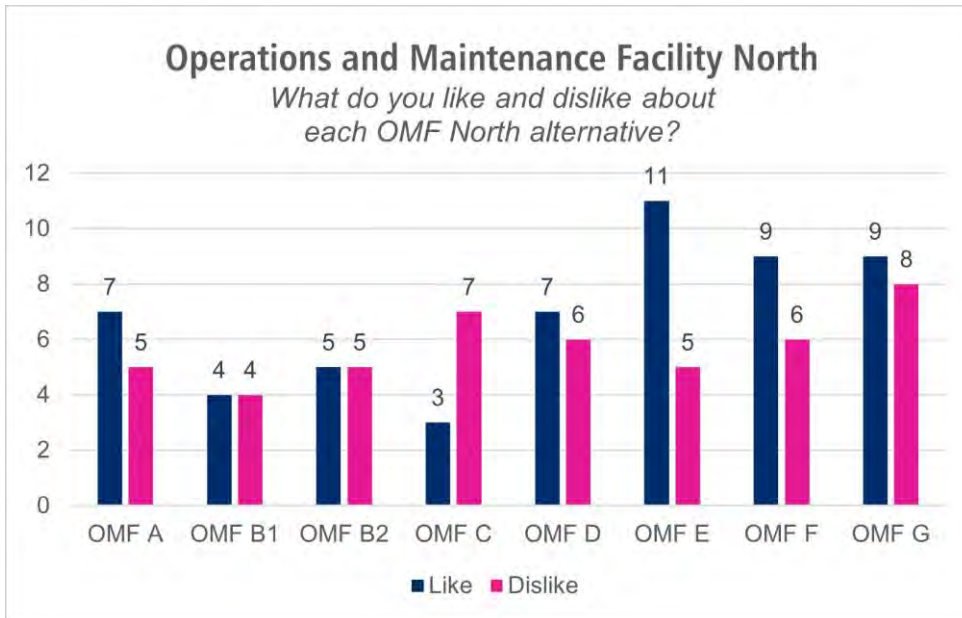
Everett Link Extension

OMF North

101 comments



Everett Link Extension



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

Figure 9-2 OMF North location alternatives survey results

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

Comments: 101

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

OMF A: SR 526 & Hardeson Rd

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

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

Everett Link Extension

OMF B1: SR 526 & 16th Ave

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

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

OMF B2: 76th St SW & 16th Ave

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

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

OMF C: Airport Rd & SR 526

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

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

Everett Link Extension

OMF D: Airport Rd & 94th St SW

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

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

OMF E: Airport Rd & 100th St SW

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

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

OMF F: SR 99 & Gibson Rd

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

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

Everett Link Extension

OMF G: I-5 & 164th St

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

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

Other Comments

Comments: 139

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

Route alternatives

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

Project delivery

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

General comments about stations and OMF locations

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

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General comments about stations and OMF locations (continued)

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

Equity

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

Station access

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



APPENDIX Q

Participate.Online Online Open House

Verbatim Comments Report

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

Everett Link Extension

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.

Everett Link Extension

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

Everett Link Extension

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

Everett Link Extension

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

Everett Link Extension

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.

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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!

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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

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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

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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

Everett Link Extension

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 mannger. 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 though 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.

Everett Link Extension

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

Everett Link Extension

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

Everett Link Extension

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 relive 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!

Everett Link Extension

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.

Everett Link Extension

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

Everett Link Extension

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.

Everett Link Extension

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.

Everett Link Extension

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.

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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.

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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!

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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

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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

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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?

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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

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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

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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.

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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!

Everett Link Extension

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

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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

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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

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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.

Everett Link Extension

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!

Everett Link Extension

Other Comments

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

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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 boardway started to be built. This route currently does not have the allowences to build light rail down boardway. Alternativly one

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		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

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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

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		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.

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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.

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.)
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

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.)
		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>

Everett Link Extension

Comment ID	Response ID	Comment (Emailed to project inbox)
		<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>

Everett Link Extension

Comment ID	Response ID	Comment (Emailed to project inbox)
		<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>

Everett Link Extension

Comment ID	Response ID	Comment (Emailed to project inbox)
		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>

Everett Link Extension

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.

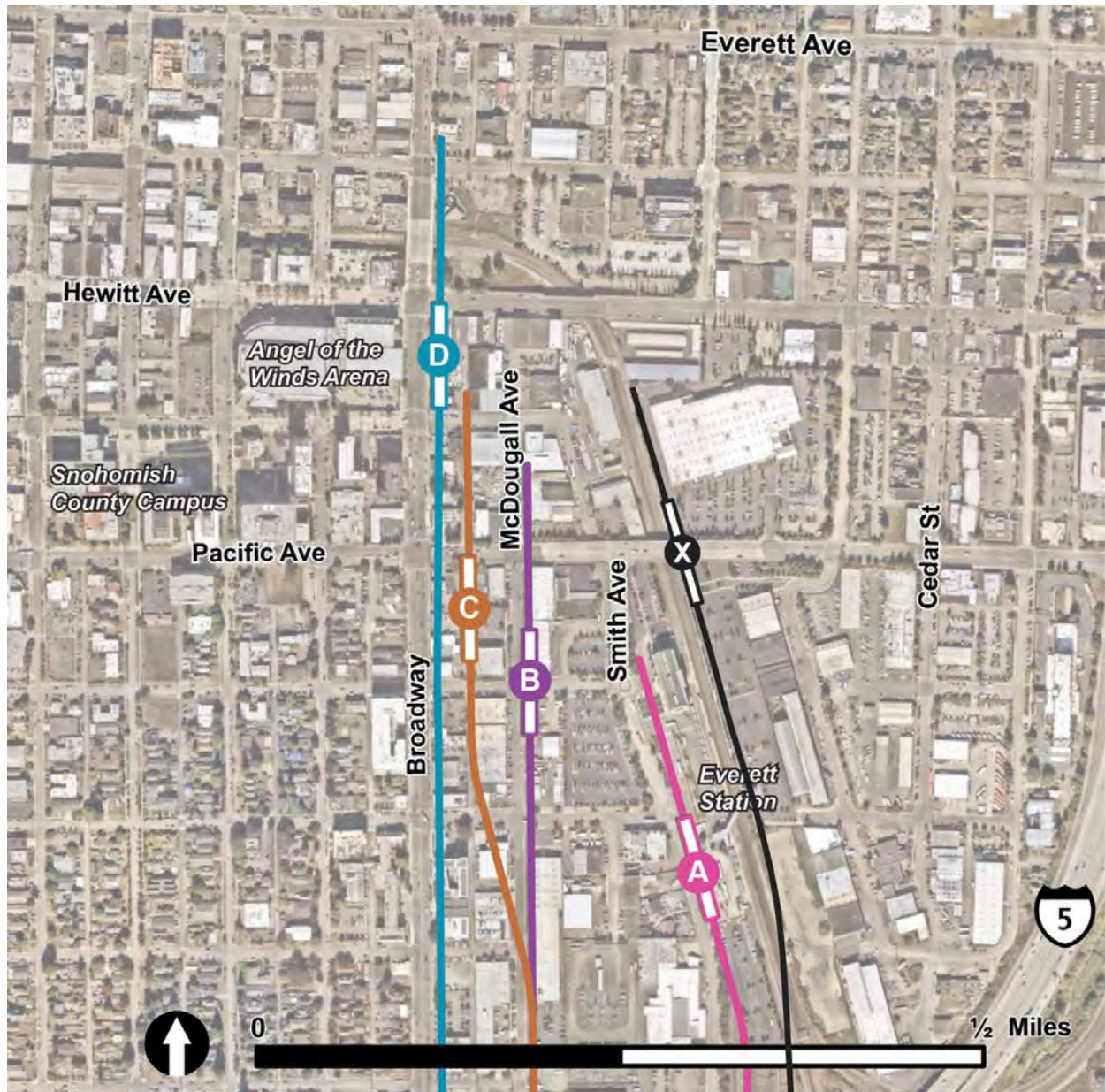
Just to the east of these sites are Kaiser Permanente, which will soon expand its campus with 750,000 square-feet of additional medical facilities, and the Delta Marriott Hotel, which also envisions a greater presence.

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

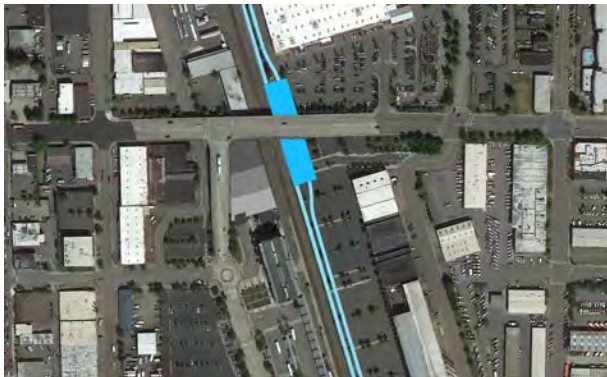


Illustrating the Station Concept



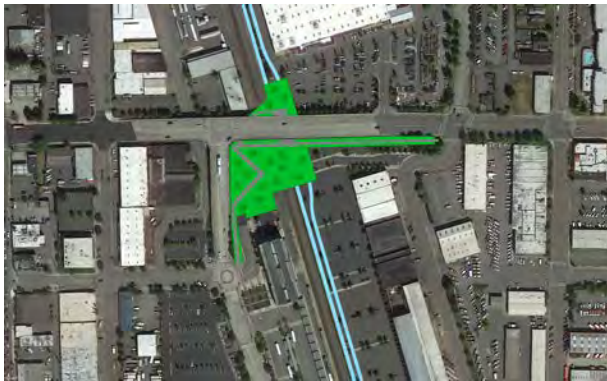
Light rail station straddles under Pacific Ave Bridge

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.



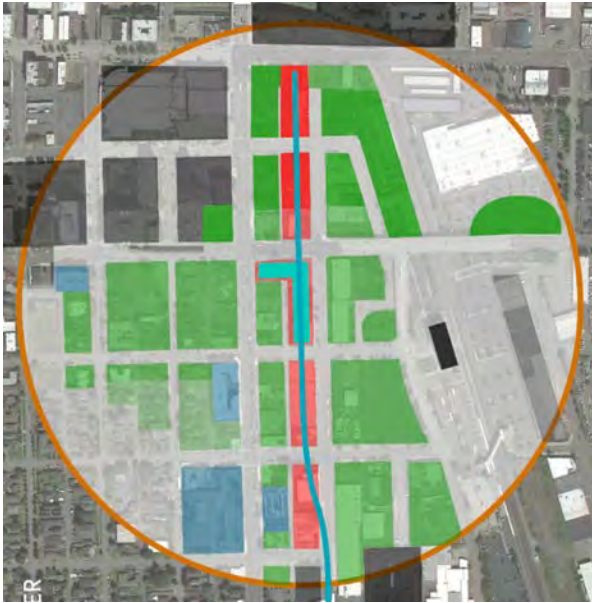
Pacific Ave Bus Lanes

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.

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.

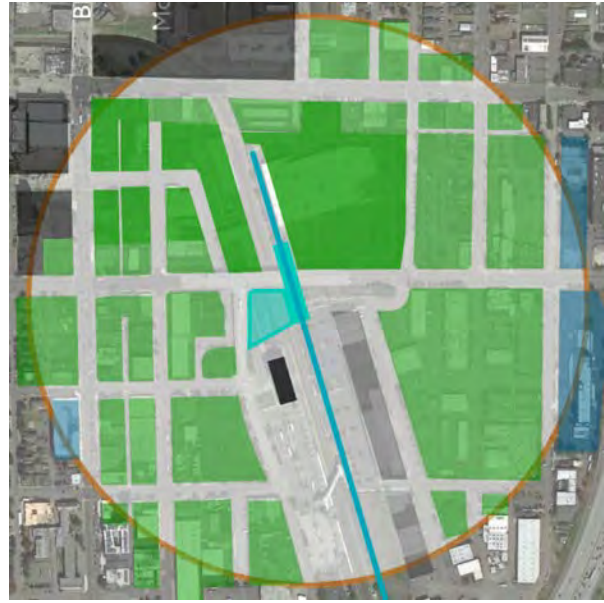
Option C



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



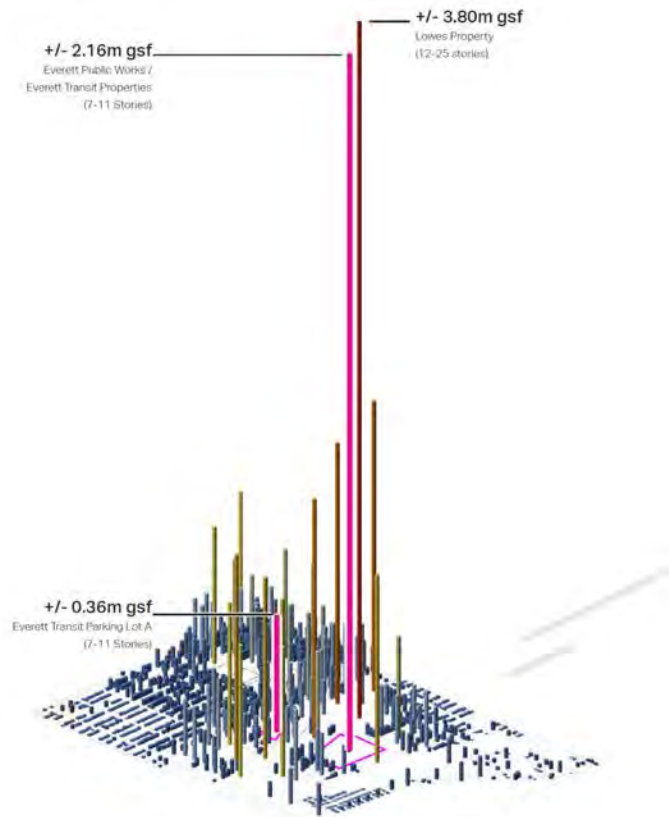
The additional option would put all of the Lowe's site and City's Public Works campus within a walkable distance. Kaiser Permanente and the Delta Hotel would also be within a walkable distance (blue).



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
brock@everettstationdistrict.com



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
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Sound Transit connects more people to more places to make life better and create equitable opportunities for all.
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