

## Meeting Agenda & Summary

Meeting Subject: Community Advisory Group Meeting #4

Meeting Date: June 15, 2022

Meeting Time: 5:00 – 7:00 p.m.

Meeting Location: Zoom meeting

**Meeting Purpose:** To discuss Level 2 process and next steps and learn about station area planning.

### Attendance

<u>CAG Members</u>			<u>Project Team:</u>
<input checked="" type="checkbox"/> Allan Giffen	<input checked="" type="checkbox"/> Gauhar Serikbayeva	<input type="checkbox"/> Kent McDaniel	<input checked="" type="checkbox"/> Alexandra Streamer
<input checked="" type="checkbox"/> Charles Adkins	<input type="checkbox"/> Jane Westling	<input checked="" type="checkbox"/> Laura Akers	<input checked="" type="checkbox"/> Angie Thomson
<input type="checkbox"/> Christine Stansfield	<input type="checkbox"/> Janet Pope	<input checked="" type="checkbox"/> Luis Burbano	<input checked="" type="checkbox"/> Beth Bartz
<input checked="" type="checkbox"/> Colton Davis	<input checked="" type="checkbox"/> Jena Pantano	<input checked="" type="checkbox"/> Misha Lujan	<input checked="" type="checkbox"/> Eric Widstrand
<input type="checkbox"/> Eldon Luo	<input type="checkbox"/> Jennifer Gordon	<input checked="" type="checkbox"/> Nick Coelho	<input checked="" type="checkbox"/> Jaclyn Gault
<input checked="" type="checkbox"/> Emmanuel Garcia	<input type="checkbox"/> John Edgar	<input checked="" type="checkbox"/> Sione K. Phillips	<input checked="" type="checkbox"/> Juan Calaf
<input checked="" type="checkbox"/> Erik Nielsen			<input checked="" type="checkbox"/> Lauryn Douglas
			<input checked="" type="checkbox"/> Martha Russell
			<input checked="" type="checkbox"/> Miranda Redinger

### Agenda

Time	Topic
5:00 p.m.	<b>Welcome and introductions</b>
5:10 p.m.	<b>Wrapping up Level 1</b> <ul style="list-style-type: none"> <li>Schedule update</li> <li>Public feedback on Level 1</li> </ul>
5:25 p.m.	<b>Update on Level 2 alternatives</b> <ul style="list-style-type: none"> <li>ELG recommendations</li> <li>New alignment and station alternatives from early scoping</li> <li>OMF North alternatives update</li> <li>Group discussion and feedback</li> <li>Level 2 evaluation overview</li> </ul>
6:15 p.m.	<b>Introduction to station planning and design</b> <ul style="list-style-type: none"> <li>Station area context</li> <li>Key elements included in station design</li> <li>Example layouts of existing stations</li> <li>Design and criteria during Level 2 evaluation</li> </ul>
6:55 p.m.	<b>Next steps</b> <ul style="list-style-type: none"> <li>Upcoming Elected Leadership Group meeting</li> <li>Next meeting</li> </ul>
7:00 p.m.	<b>Adjourn</b>

## Materials

- Everett Link Extension PPT presentation

## Meeting Summary

### Welcome and introductions

The fourth Community Advisory Group (CAG) meeting began with the Sound Transit project team sharing the agenda and meeting objectives. CAG members were asked to provide a brief introduction, including their name and what perspective they bring to the group.

### Wrapping up Level 1

Eric Widstrand, North Corridor Development Director, shared the project schedule to remind the group that the Level 1 analysis is complete and Level 2 analysis to further refine and evaluate the alternatives has begun. Eric continued that the Level 2 analysis will culminate in a public Scoping period to solicit input from the Everett Link Extension project community, advisory groups and project partners. This input will be shared with the Sound Transit Board, who will identify a preferred alternative and other alternatives to be studied in environmental review. Given the amount of content to review before the CAG makes a Level 2 recommendation to the Elected Leadership Group, Eric shared that the project team has decided to split the next CAG meeting into two parts: a meeting in October and another in November 2022. Then, in January 2023, the CAG will make their recommendations for a preferred alternative and other alternatives to move into environmental review.

Jaclyn Gault, the Community Engagement Specialist for the Everett Link project, shared details about how the project has progressed since the last CAG meeting in March, including a recap of public feedback on the Level 1 alternatives

### Update on Level 2 alternatives

Martha Russell, Project Manager for the Everett Link project, reviewed the ELG recommendations to the Board for each station area as well as OMF North alternatives. Full detail about the CAG and ELG recommendations for alternatives to continue being studied can be found [online](#).

- **Question:** The CAG is acting in an advisory role to the ELG and the ELG is actually proposing direction to the Sound Transit Board?
  - **Answer:** In Level 1, yes. In Level 2, both the CAG and ELG will make recommendations to the Sound Transit Board.
- **Question:** Were there any alternatives for which the ELG was unsure about the CAG recommendation but confirmed the recommendation anyway?
  - **Answer:** We wouldn't frame it that way exactly. At the ELG meeting, Sound Transit asked the ELG if they wanted to confirm or modify the recommendation from the CAG, so that was their starting point for discussion. At all stations there was a lot of conversation, and Southwest Everett Industrial Center is one that had lengthy discussion that eventually confirmed the CAG recommendations. We recommend watching the [recording for the third ELG meeting](#) if you would like to listen to that discussion.
- **Comment:** For the OMF North, one CAG member asked that it be considered that businesses have greater flexibility around moving than residents. Home ownership is an important factor in generational wealth and the housing market is extremely difficult right now. They support prioritization of maintaining people's homes over maintaining jobs in OMF considerations.

Martha continued by sharing the new alternatives that will be added for study in Level 2 analysis based on comments received during the Early Scoping public comment period:

- An I-5 alignment, with additional station options at Everett Mall and Mariner
- An alignment along SR 99 and Evergreen Way, with additional station options at SR 99/ Airport Rd and SR 526/Evergreen
- Bringing back potential OMF North Site G for study in Level 2, bordering I-5 and 164th St SE

Overall, CAG members expressed support for Sound Transit in studying these options more fully. One member shared concern about the ridership impact of the I-5 alignment; another pointed out the potential for transit-oriented development at the Everett Station area.

- **Question:** If the I-5 alignment is selected, there would be nothing going to the West of Mariner to Airport Road, SW Everett Industrial Center or SR 526/ Evergreen?
  - **Answer:** Correct, the I-5 alignment would have a station at Mariner, continue up I-5 to a station at Everett Mall, and then continue up I-5 to the Everett Station.

CAG members asked for more information about the newly-added alternatives, all of which will be included in Sound Transit's continued Level 2 analysis, including:

- Whether there are timeline advantages of the new alignments. Is it possible to connect to Everett before 2037?
- Whether there would be cost savings with the new alignments since there would be fewer stations than the representative alignment.
- Differences between ridership projections for the new alignments versus the representative alignment.
- Since Paine Field is to be designated as a second regional airport, are there any increases in ridership projections for the SR 99/ Airport Rd station options?
- Potential for transit-oriented development (TOD) at the Everett Mall.

Martha shared more about the Level 2 evaluation criteria, clarifying that Sound Transit would send the complete list to CAG members; examples include:

- Ridership forecast
- Comparative costs between alternatives
- Transit-oriented development potential
- Service to community facilities and growth centers
- Potential burdens to residences and businesses
- Construction challenges
- Equity considerations

Angie Thomson, the meeting facilitator, asked what other information the CAG would be interested in understanding before making a recommendation to the Sound Transit Board. Responses included:

- Station access and walkshed information
- Overall project timeline and delivery changes as a result of new alternatives being studied

- Integration between existing transit partners and light rail service
- Strategies to reduce number of riders driving to stations

After some discussion about the roles of different advisory groups, Miranda Redinger, Senior Project Manager, clarified that the Interagency Group, composed of technical advisors from cities and partner agencies, meet monthly to review technical analyses. This technical analysis is then presented to the CAG and ELG for their input.

### Introduction to station planning and design

Juan Calaf, Station Area Planning Lead for the Everett Link Extension, introduced station planning and design efforts for the project. In October and November meetings, Sound Transit will share 2-dimensional station concept layouts and, for selected stations, 3-dimensional visualizations. These preliminary design concepts are used to evaluate alternatives against Level 2 criteria and will be refined over the next several years.

Juan shared an introduction on the key elements of station planning: station area and station context, 10-minute walksheds for stations and key transit routes and existing bike facilities related to the station area. He explained the station design concept elements include bus layovers and connections, pedestrian and bike facilities (e.g., elevators and bike lockers), circulation of passengers, associated service parking and passenger drop-off, among many other important components. Different stations have different needs—for example at Mariner Station, the station layout would be larger to accommodate a higher volume of transit service and connections than at some of the other locations along the corridor. Sound Transit is working closely with partner transit agencies to understand how best to integrate the Everett Link project into existing and future transit service.

- **Question:** How much consideration is given to bike parking at this stage in the design? Sometimes bike parking is an afterthought and isn't integrated into the overall planning.
  - **Answer:** Bike parking is not a key consideration right now for the Level 2 work, but we will look closely at it in the future. The station planning team will integrate bike parking more fully in future planning phases.
- **Question:** Is it possible to incorporate commercial and TOD elements into station design?
  - **Answer:** We are at the early preliminary concept-level now and not yet ready to consider commercial or other elements of station design. We have several programs that help us reallocate surplus property for these purposes, but we are not yet considering those pieces at this stage.
- **Question:** Many commuters north of the Everett Station will access light rail at this location. Do you consider increased ridership at end of the line stations?
  - **Answer:** We are anticipating the need to accommodate many bus and shuttle transfers, and will get into more detail on the specific station assumptions at the next meeting.
- **Question:** Will you share a station design concept for the Everett Mall station area?
  - **Answer:** Yes, information for all station alternatives and OMF North sites being studied in Level 2 will be available.

One CAG member expressed a desire for the parking facilities to blend into the station area by planning for integrated structures as opposed to surface parking.

### Next steps

Jaclyn reminded the group that the fifth and sixth CAG meetings will be in October and November. During the gap between meetings, Sound Transit will be working to complete the Level 2 analysis. Jaclyn also shared that Sound Transit will be sending an email to the public listserv soon to share with the public the new alternatives being considered.

- **Question:** It seems like the fall meeting will be a ton of content to review – will we be able to get through it all?
  - **Answer:** Yes, there are 27 different station options to look at! We'll split up the content into two meetings in October and November to make space for discussion and questions.

During the meeting, Sound Transit committed to sending the following materials to the CAG:

- Summary of Level 1 public feedback
- Level 1 station area concepts
- Level 2 evaluation criteria