

Everett Link Extension



*Elected Leadership Group
Meeting
February 28, 2022*

Agenda

Topic	Time
Welcome and introductions	10 min
Follow up from ELG meeting #1	15 min
Early Scoping	10 min
Stations and alignments alternatives	65 min
OMF North alternatives	15 min
Next steps	5 min

Meeting expectations



WE'RE COMMITTED TO STARTING ON TIME AND ENDING ON TIME



MEETING FACILITATOR WILL GUIDE DISCUSSION



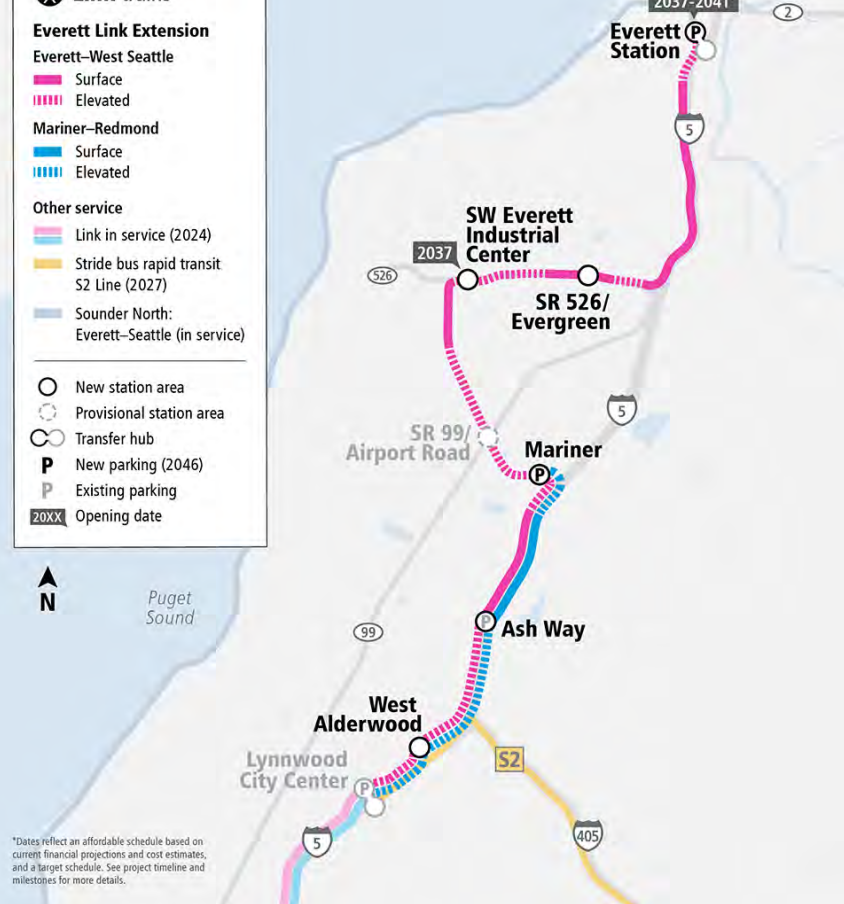
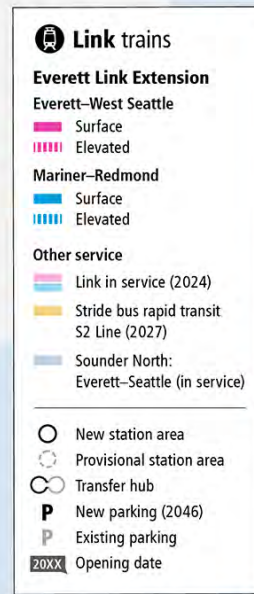
WE'RE CREATING SPACES FOR ALL VOICES TO BE HEARD



TAKE ADVANTAGE OF THE "RAISE HAND" FEATURE



PLACE MICROPHONES ON MUTE WHEN NOT TALKING



*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. See project timeline and milestones for more details.

Introductions

Follow up from ELG #1

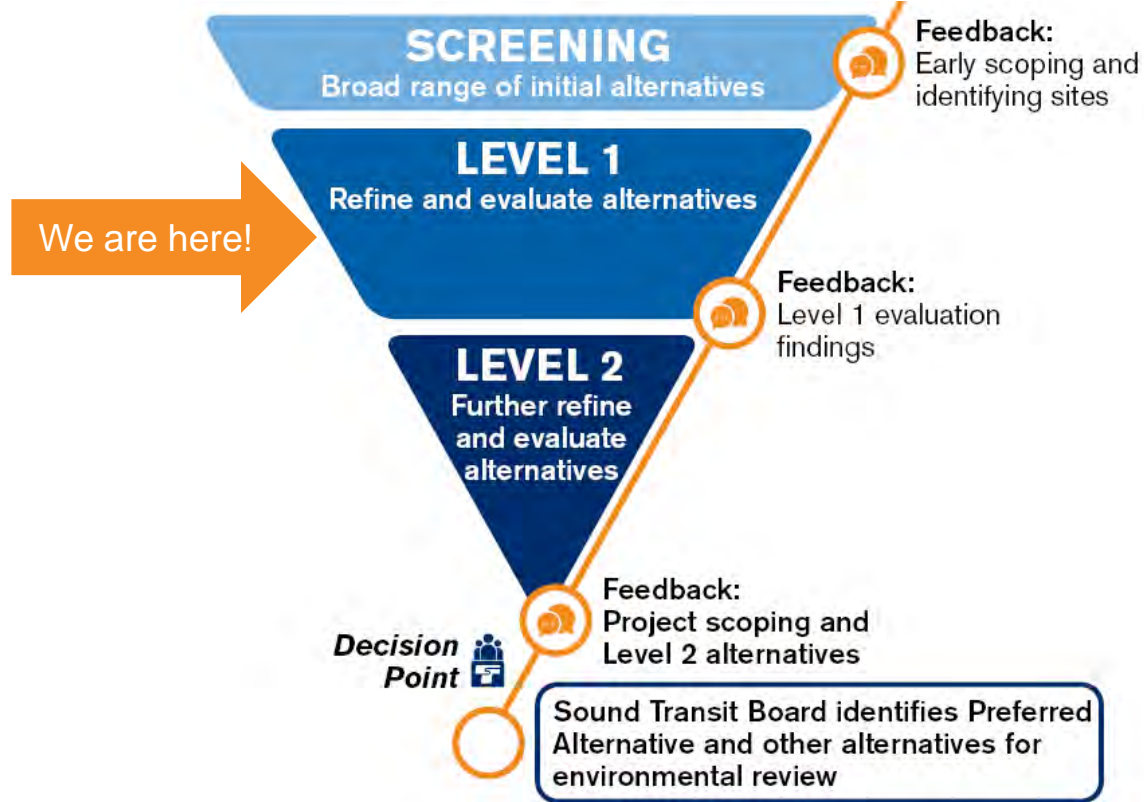
ELG meeting kick-off

- Information about station areas, alignments, and OMF North alternatives

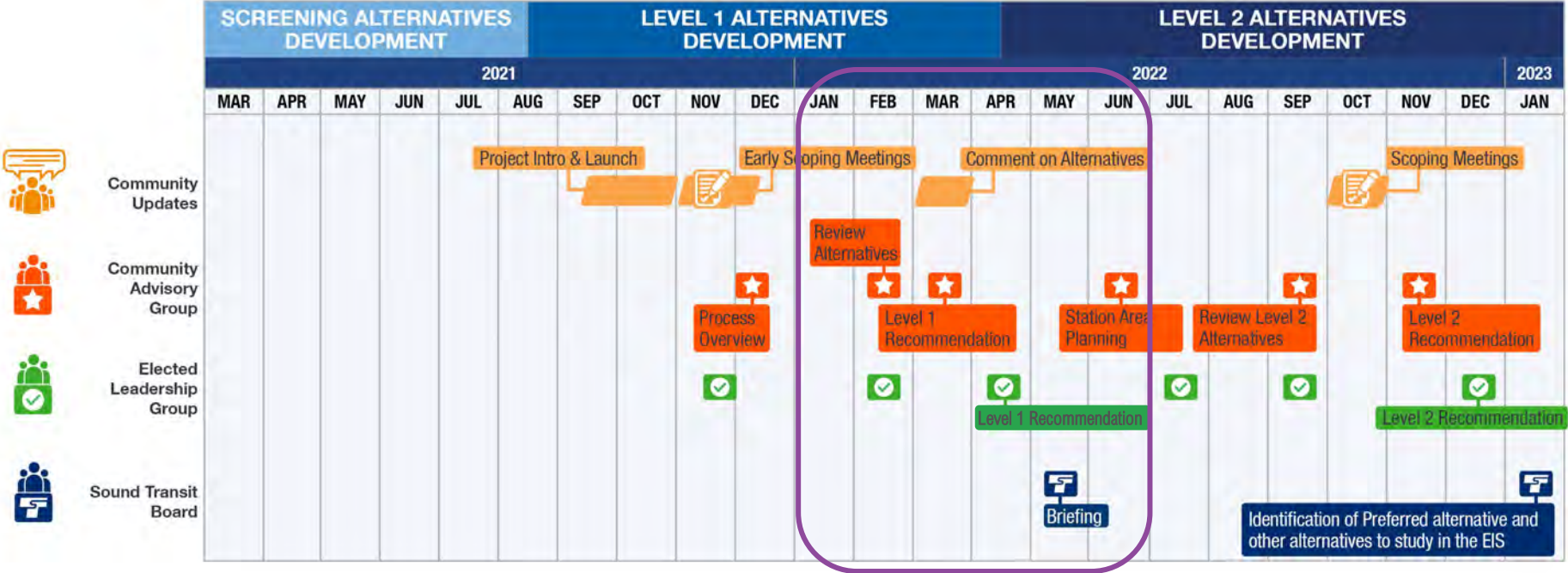
ELG Operating Guidelines

- Expectations and roles for this workgroup

Phase 1: Alternatives development process



Community engagement & collaboration



Early Scoping

What we heard during early scoping

Comments

- Support for strong **bicycle and pedestrian** connections
- Support for connecting to existing **transit**
- Mostly support for **TOD**, especially for affordable housing options
- Concerns around **traffic** and **parking**
- Concerns around **cost**
- **Concerns around residential and commercial displacement**, specifically regarding low-income residents and people of color
- Community **resources** and **businesses** to be aware of
- Feedback on project **purpose and need**
- Preferences from **agencies** and **local jurisdictions**

What we heard during early scoping

Questions

- Why will it take so long for Sound Transit to finish the project?
- When will parking be available and what will happen until then?
- Will the project cause impacts to the environment?
- When will I know if Sound Transit wants to purchase or use my property?
- Will Everett Link Extension result in displacement and gentrification?

We are working on an FAQ to address these questions and more.

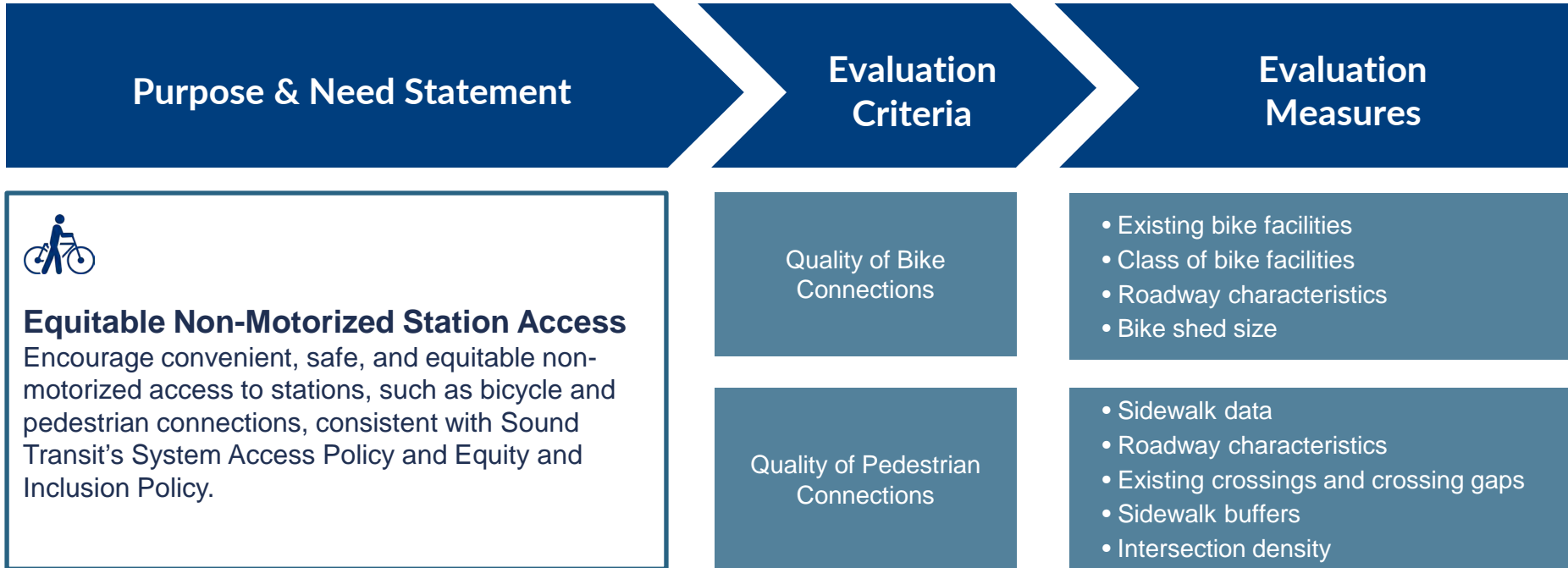
New ideas suggested during early scoping

- I-5 alignments from Mariner to Everett
- SR 99 alignments
- Stations at existing park-and-rides
- Direct service to Paine Field
- Station at Everett Mall
- OMF North site locations









Stations & Alignments Alternatives

Development of Criteria & Measures

Example



Evaluation criteria for stations and alignments

<i>Purpose & Need</i>	<i>Criteria</i>
 Service Performance and Reliability	<ul style="list-style-type: none"> • Travel Times
 Connect regional centers	<ul style="list-style-type: none"> • Regional Centers Served • Transportation Plan Consistency • Population and Jobs
 Equitable Mobility	<ul style="list-style-type: none"> • Race, Income, English Proficiency • Age, Ability, Means of Access • Equitable Access to Jobs • Affordable Housing
 Equitable Non-Motorized Station Access	<ul style="list-style-type: none"> • Quality of Bike Connections • Quality of Pedestrian Connections
 Increase Transit Connectivity and Capacity	<ul style="list-style-type: none"> • Transit Transfer Quality • Accessible Community Assets
 Technical and Financial Feasibility	<ul style="list-style-type: none"> • Technical Feasibility • Financial Feasibility
 Support Transit-Oriented Development at Station Areas	<ul style="list-style-type: none"> • Land Use Plan Consistency • TOD Development Potential
 Healthy Natural, Built and Social Environment	<ul style="list-style-type: none"> • Natural Environment • Built Environment • Non-Project Traffic Effects • Burden to Historically Underserved Populations

Evaluation of stations and alignments

- **Criteria** lead to Level 1 **technical evaluation**
- Alternatives **compared** with each other
- Based on **existing conditions**
- Reflect work with **your staff** to understand priorities/plans
- Technical findings, community input and CAG recommendations help inform your **recommendations**

Evaluating stations and alignments

Analyzing existing conditions

- Needed to do analysis
- Change will happen over time

Trade-offs

- Stations and alignments have benefits and burdens

Stations and alignments

- Most are evaluated together
- Focus on stations but note how they connect to the system



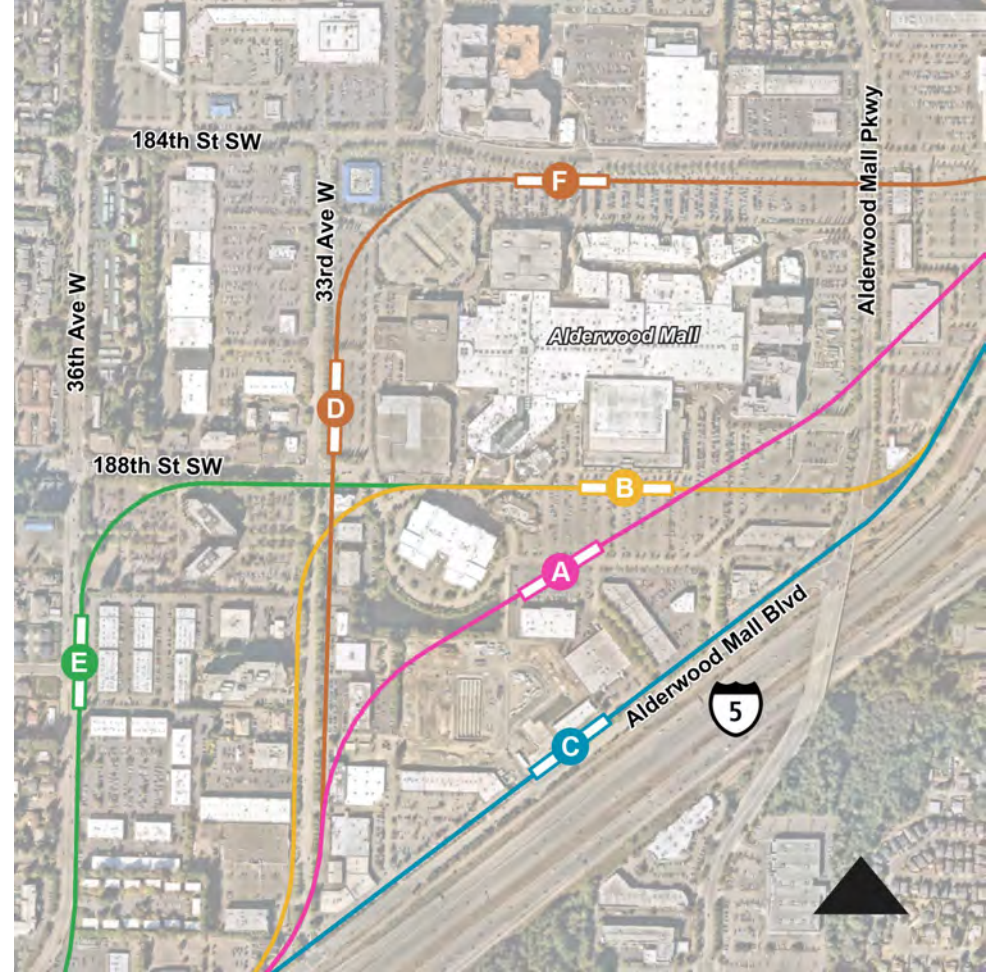
Station area discussion



- Consider this **station area** overall
 - What factors and features are most important?
 - Did anything stand out to you when looking at the maps?
- For the **station alternatives**
 - Do any of these seem more promising? Why?
 - Which do you think has greater challenges? Why?

West Alderwood

6 station and 5 alignment combinations



West Alderwood

Station Area Tradeoffs

Development opportunities near station

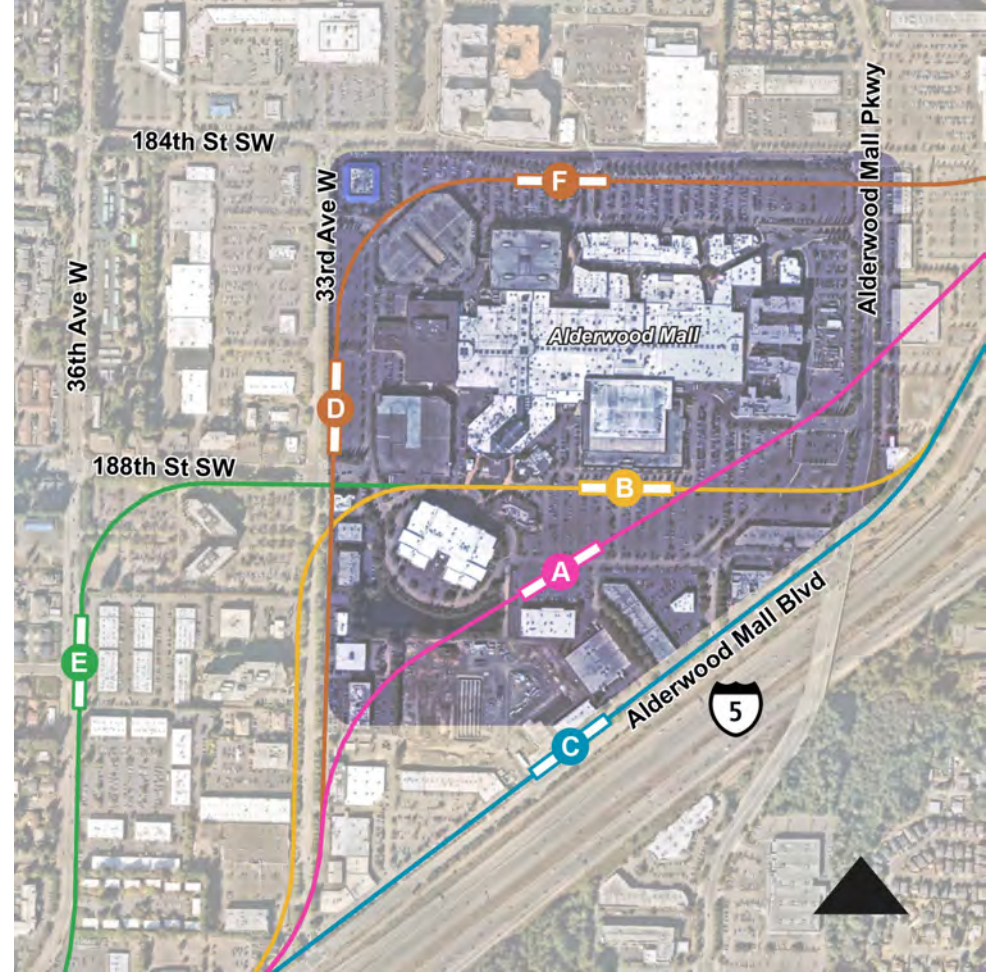
Historically underserved communities

Bicycle and pedestrian connections

Forecasted jobs and residential growth

Directness of route and travel time

Transit connections



West Alderwood

Station Area Tradeoffs

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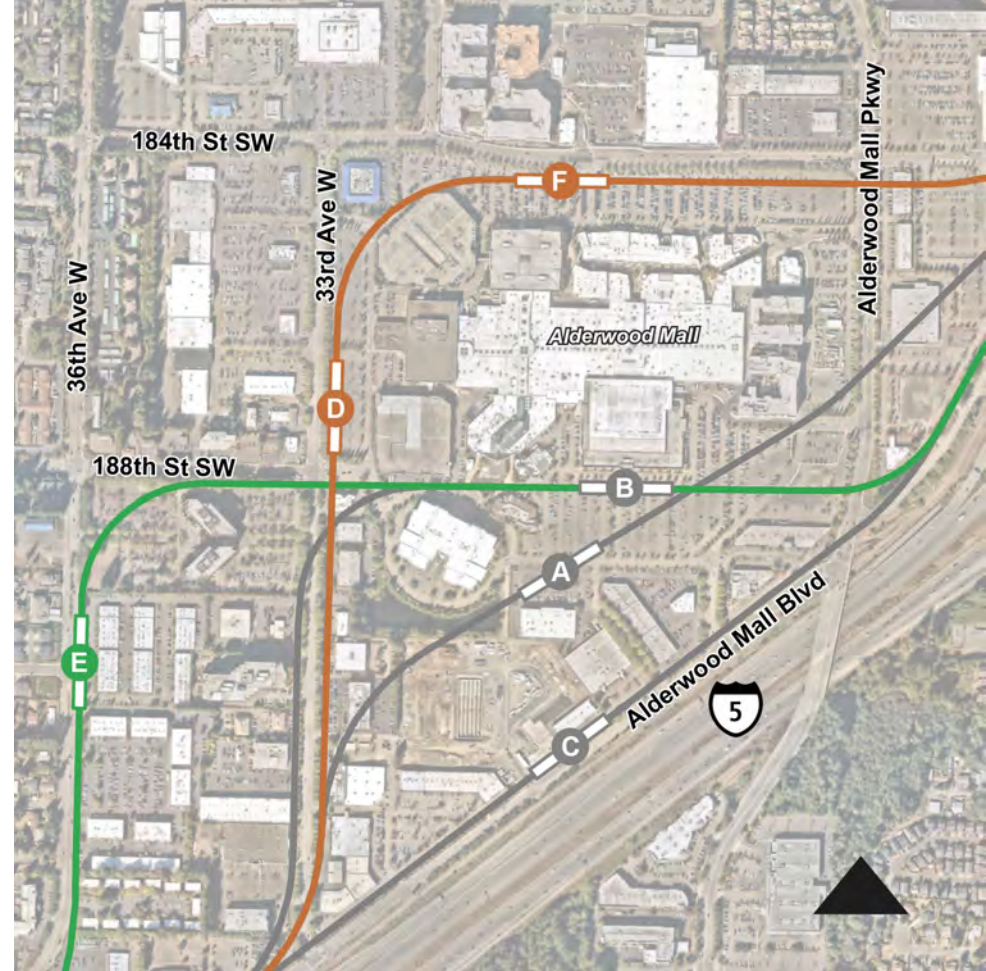
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West Alderwood Station Area Tradeoffs

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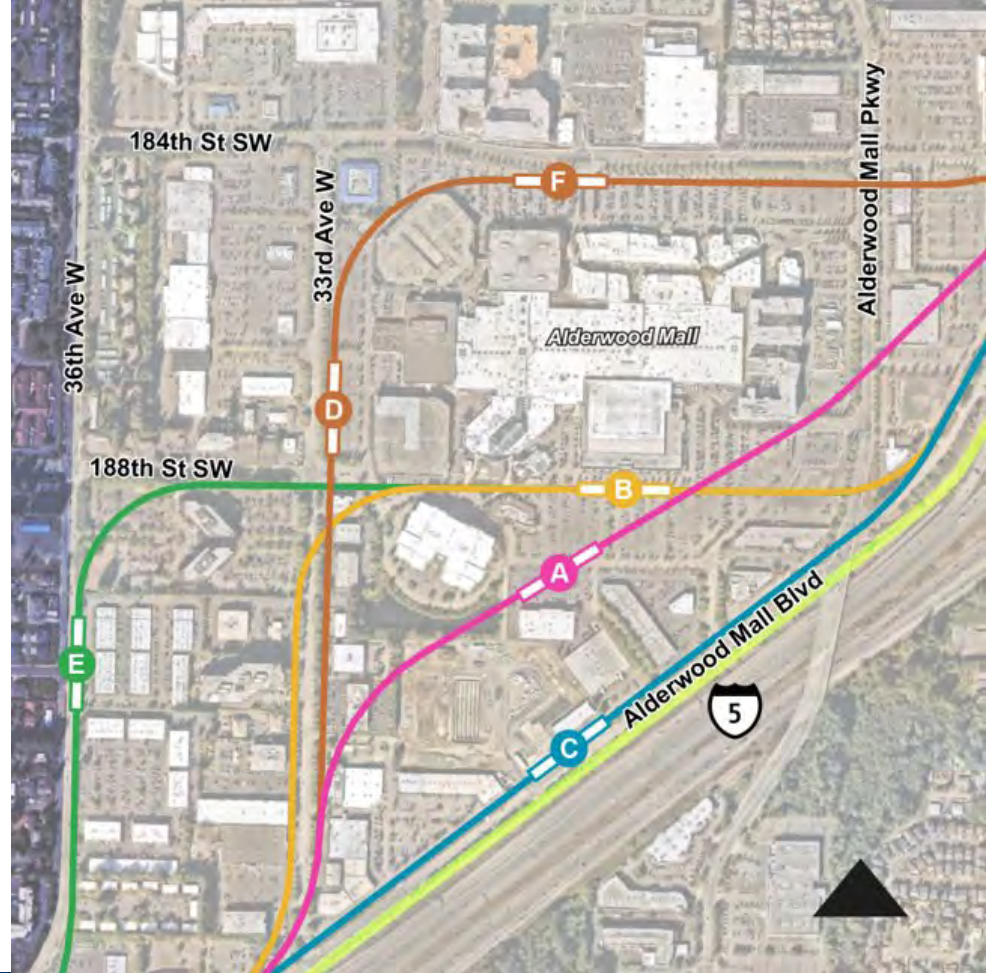
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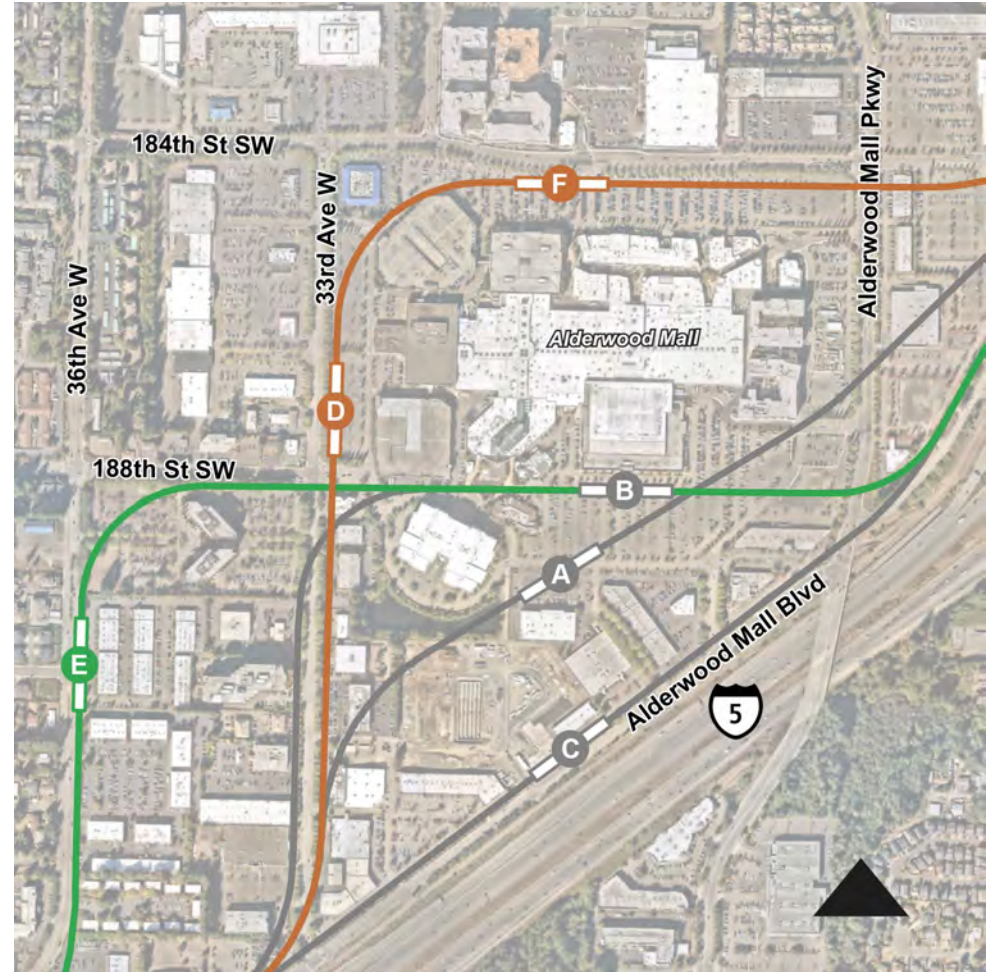
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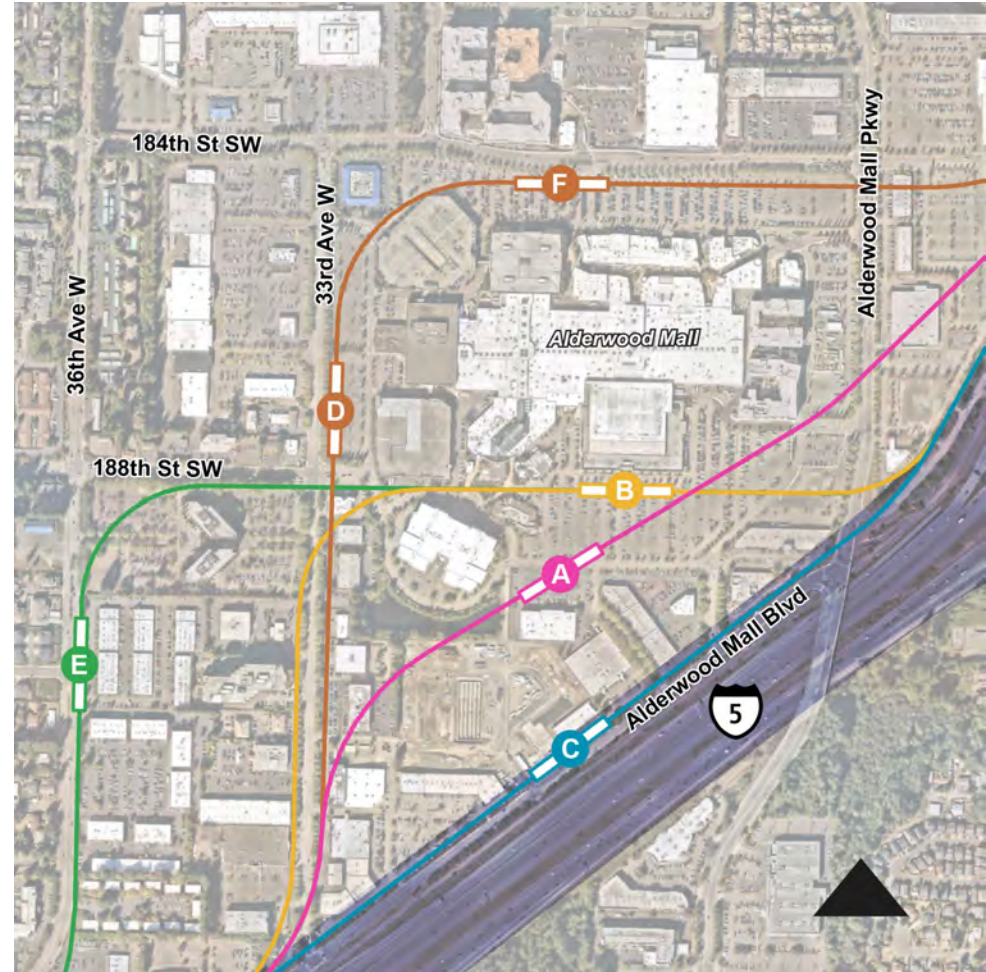
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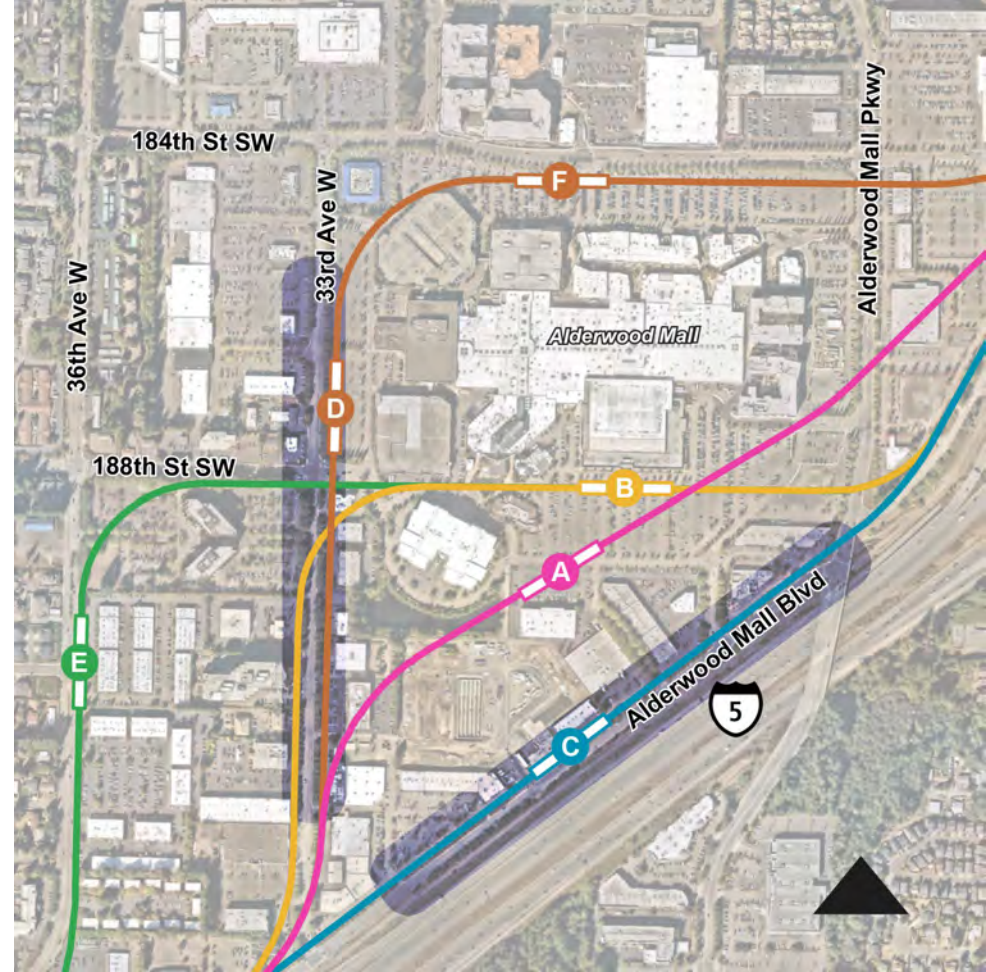
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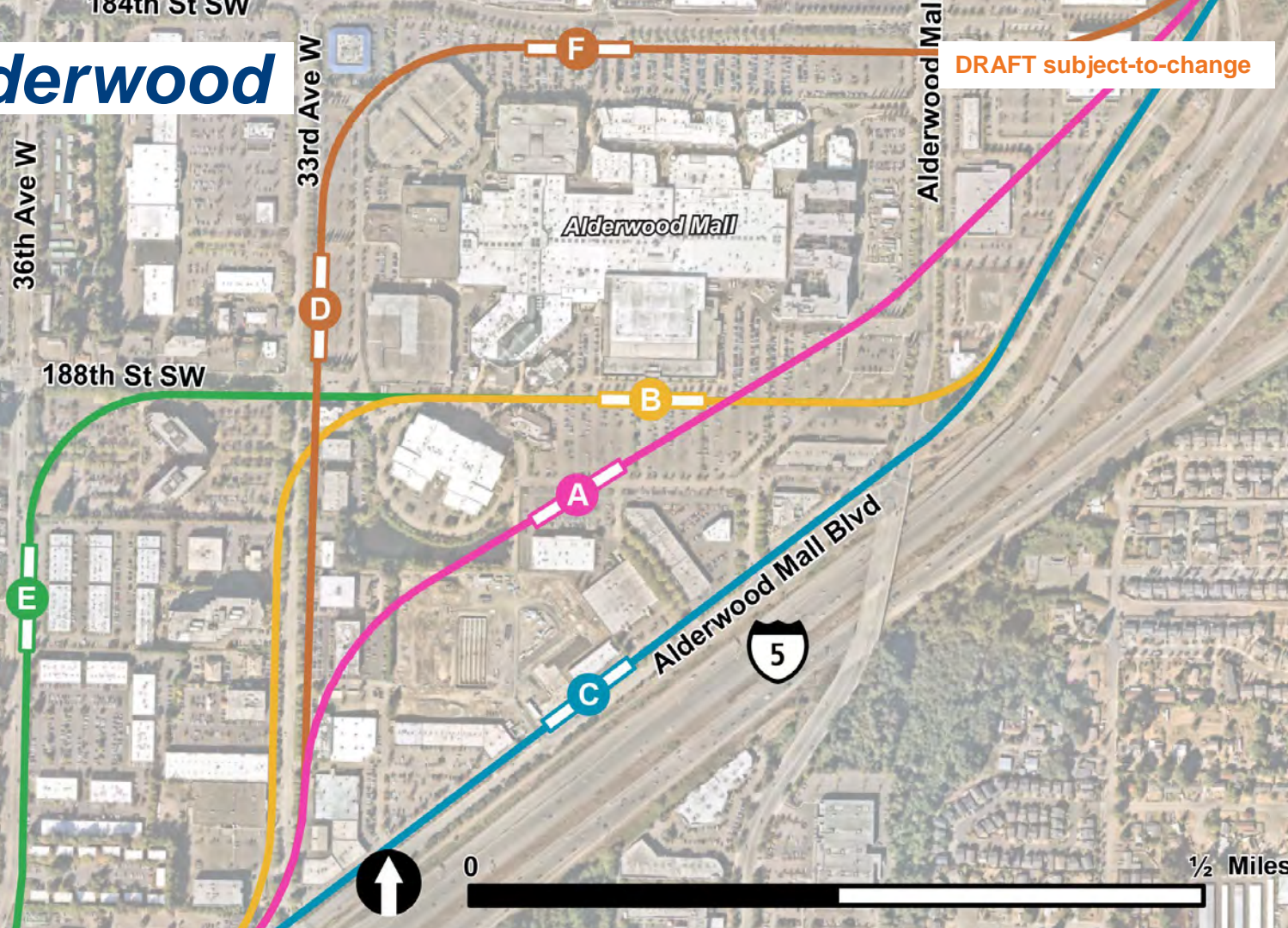
Directness of route and travel time

Transit connections



West Alderwood

DRAFT subject-to-change



36th Ave W

188th St SW

33rd Ave W

Alderwood Mall

Alderwood Mall Blvd

5



1/2 Miles

Ash Way

4 station and alignment combinations

- 3 west of I-5
- 1 east of I-5



Ash Way

Station Area Tradeoffs

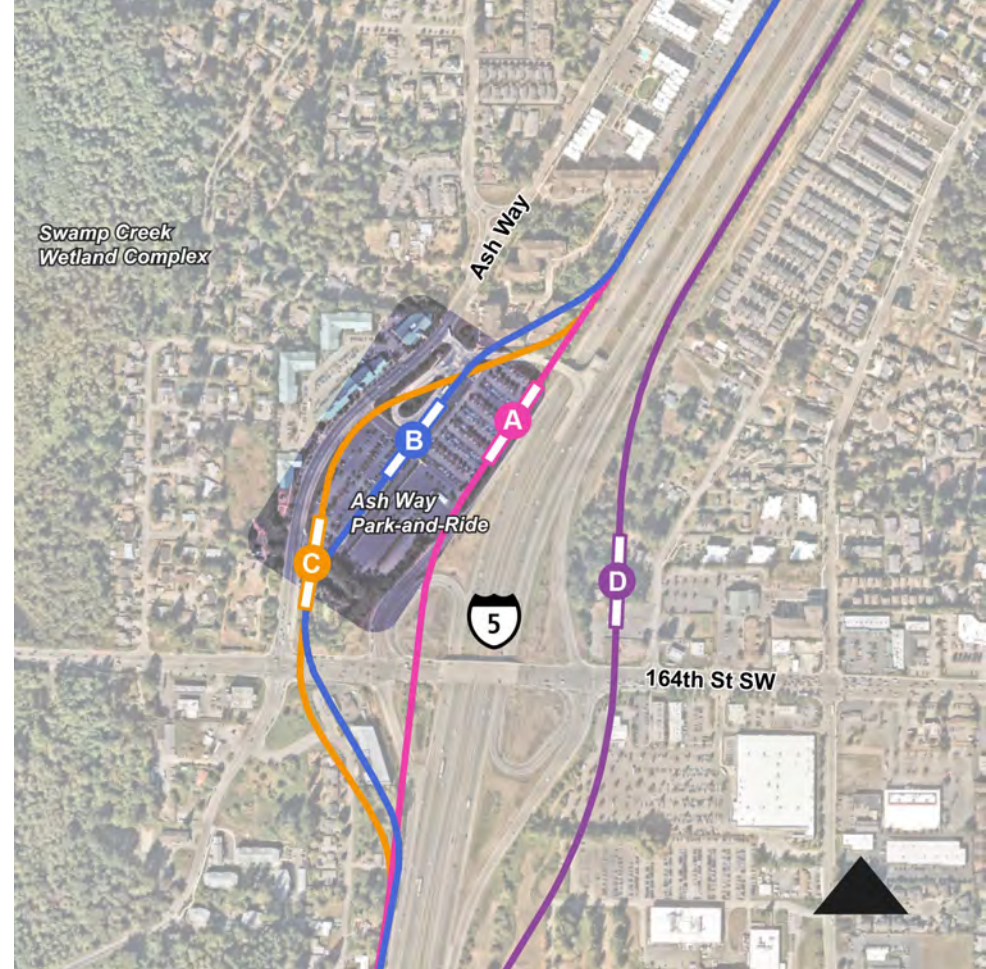
Connections to transit via Ash Way
Park-and-Ride

Existing pedestrian connections vs
connection to Interurban Trail

Development opportunities near station

Potential costs and ease of
construction

Historically underserved communities,
affordable housing and forecasted job
and population growth areas



Ash Way

Station Area Tradeoffs

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Ash Way

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Ash Way

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Ash Way

Station Area Tradeoffs

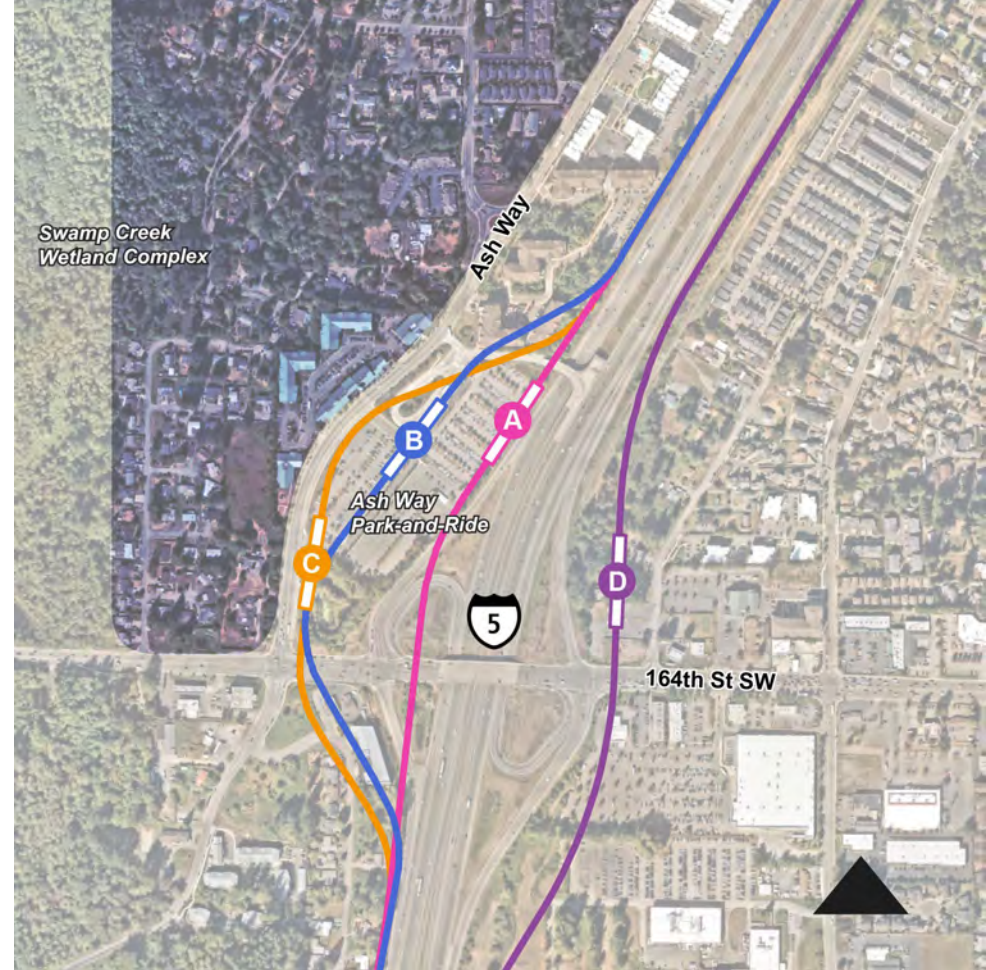
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Ash Way

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Swamp Creek
Wetland Complex

Ash Way

Martha
Lake

Ash Way
Park-and-Ride



164th St SW

C

B

A

D



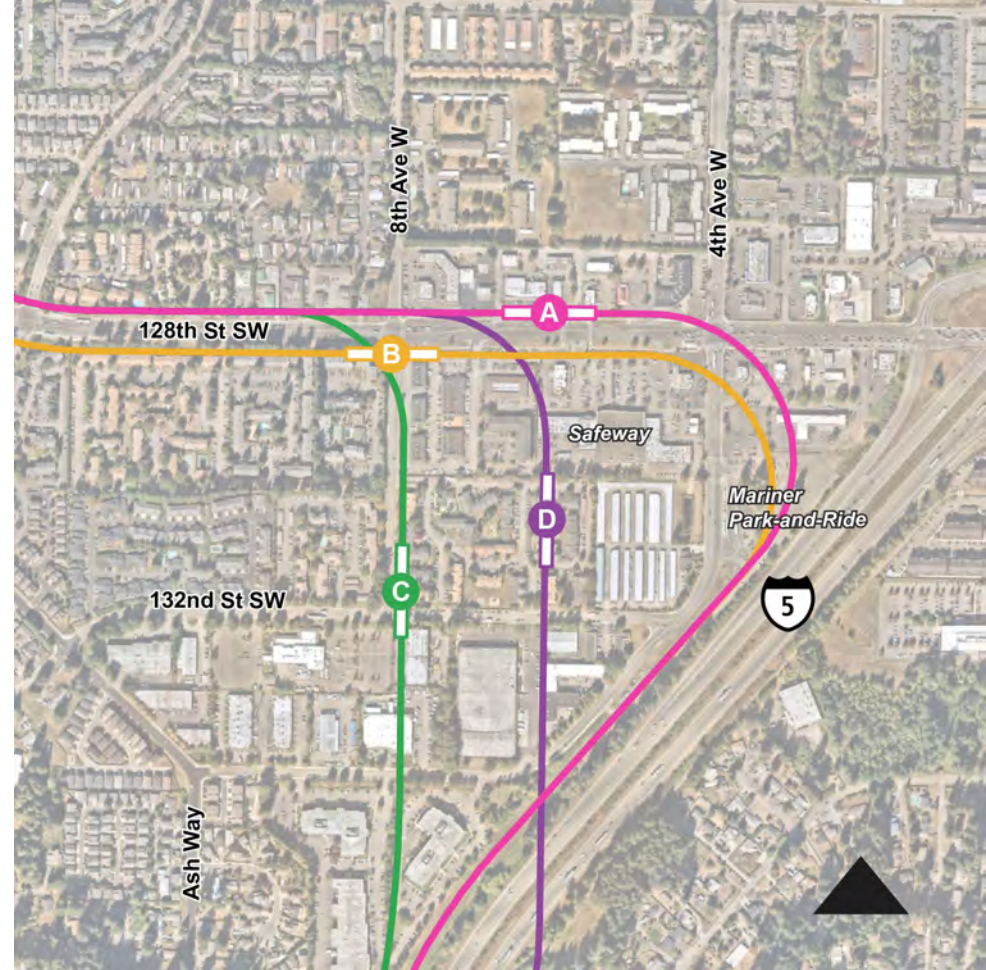
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1/2 Miles



Mariner

4 station and alignment combinations



Mariner

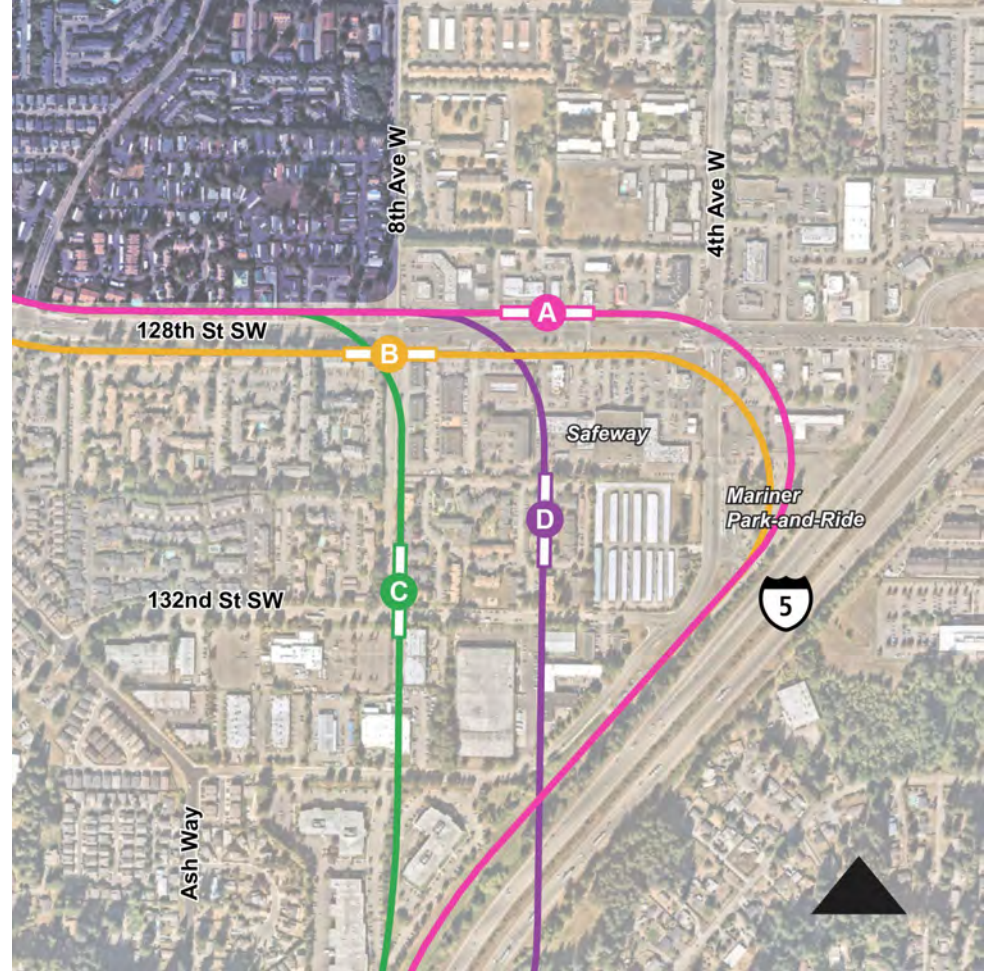
Station Area Tradeoffs

Historically underserved communities

Development opportunities near station

Connection to existing local and Swift bus service

Technical and financial challenges, directness of route



Mariner

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Mariner

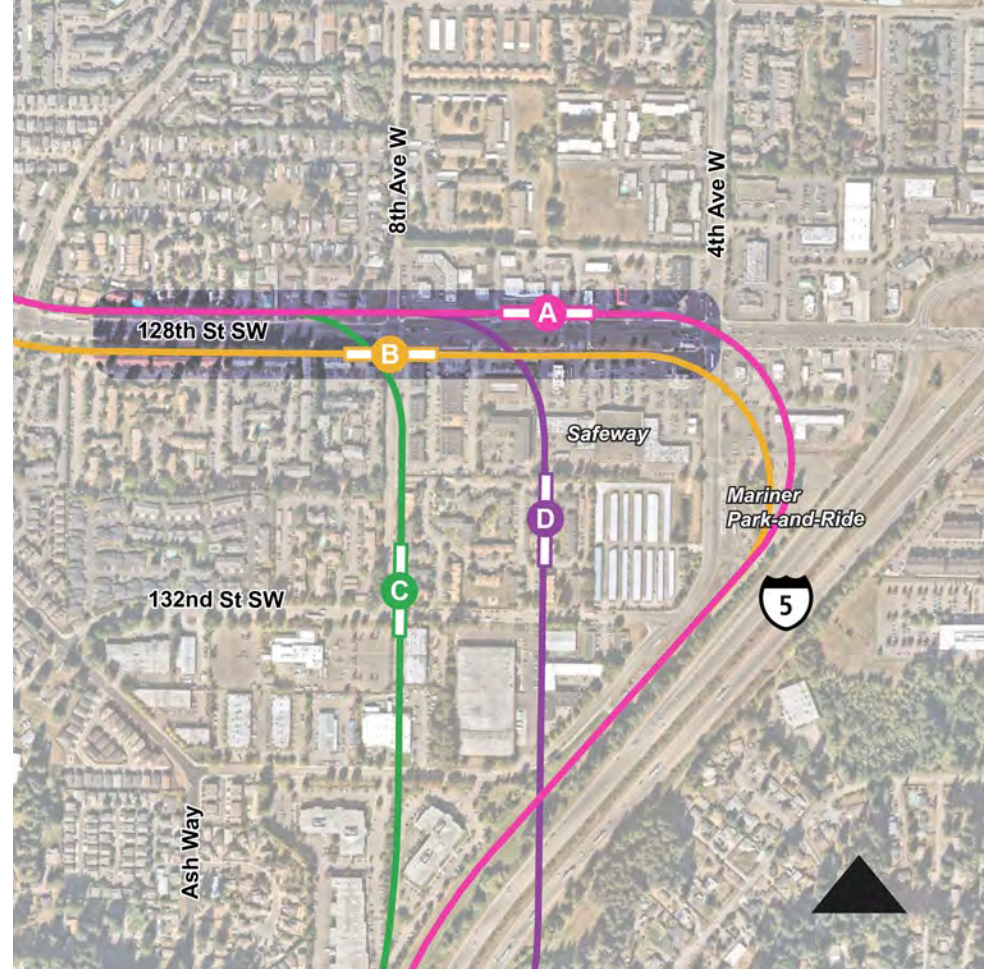
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Mariner

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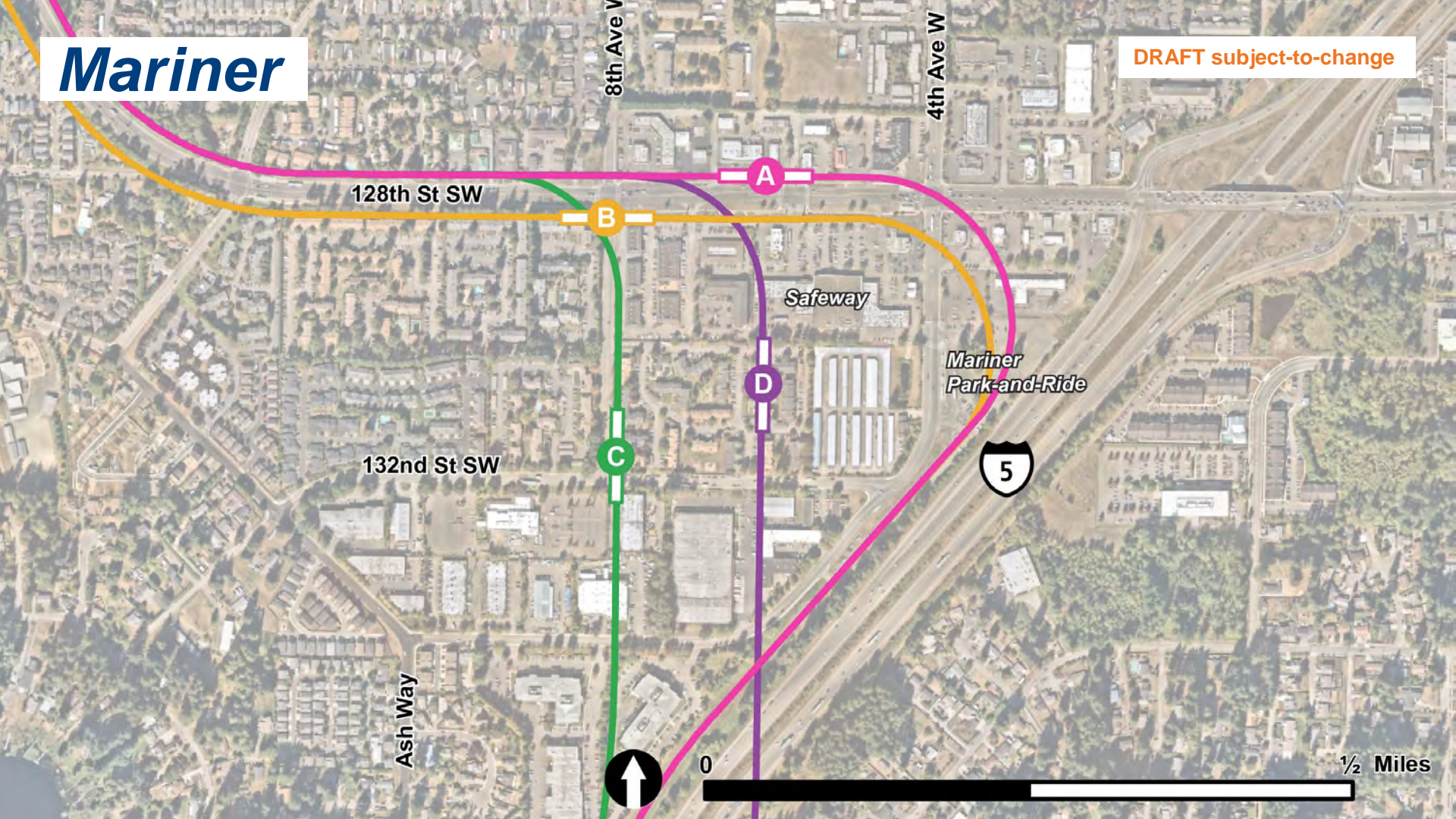
Connection to existing local and Swift bus service

Technical and financial challenges,
directness of route



Mariner

DRAFT subject-to-change



128th St SW

B

A

Safeway

Mariner
Park-and-Ride

132nd St SW

C

D



Ash Way

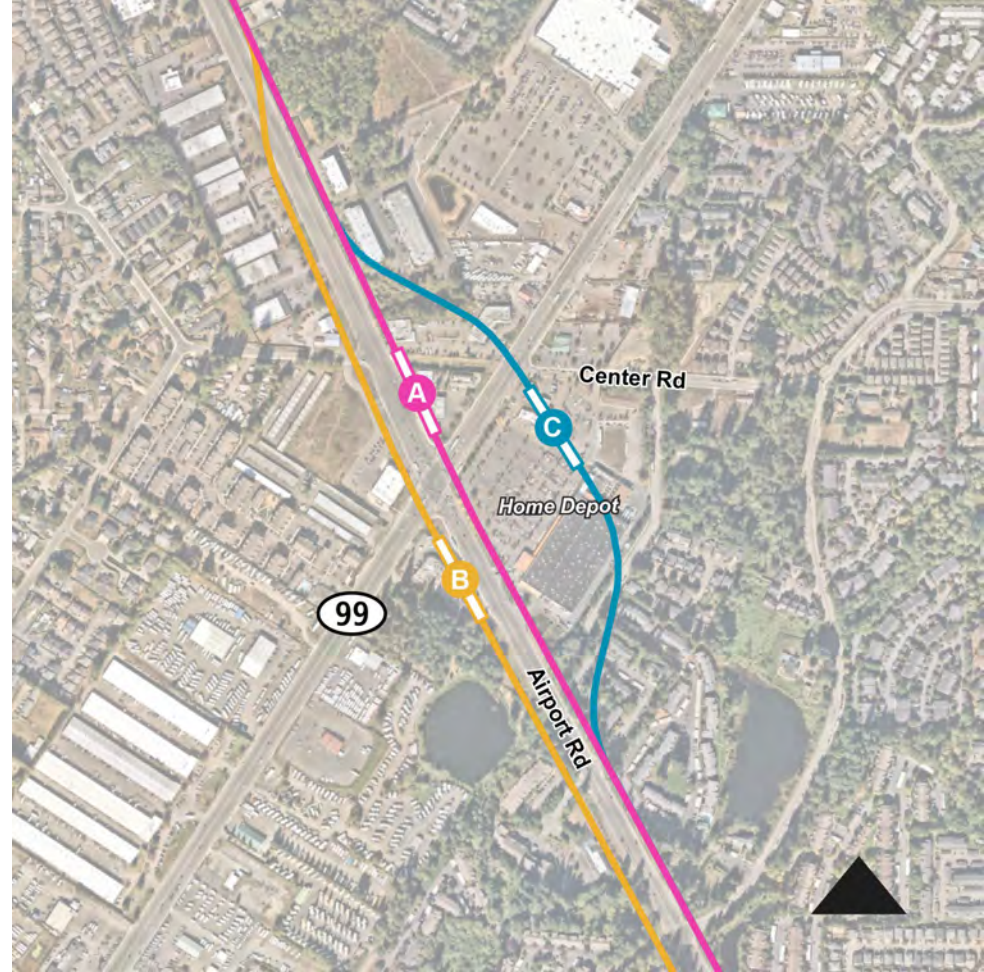


0

1/2 Miles

SR 99/Airport Rd

3 station and alignment combinations



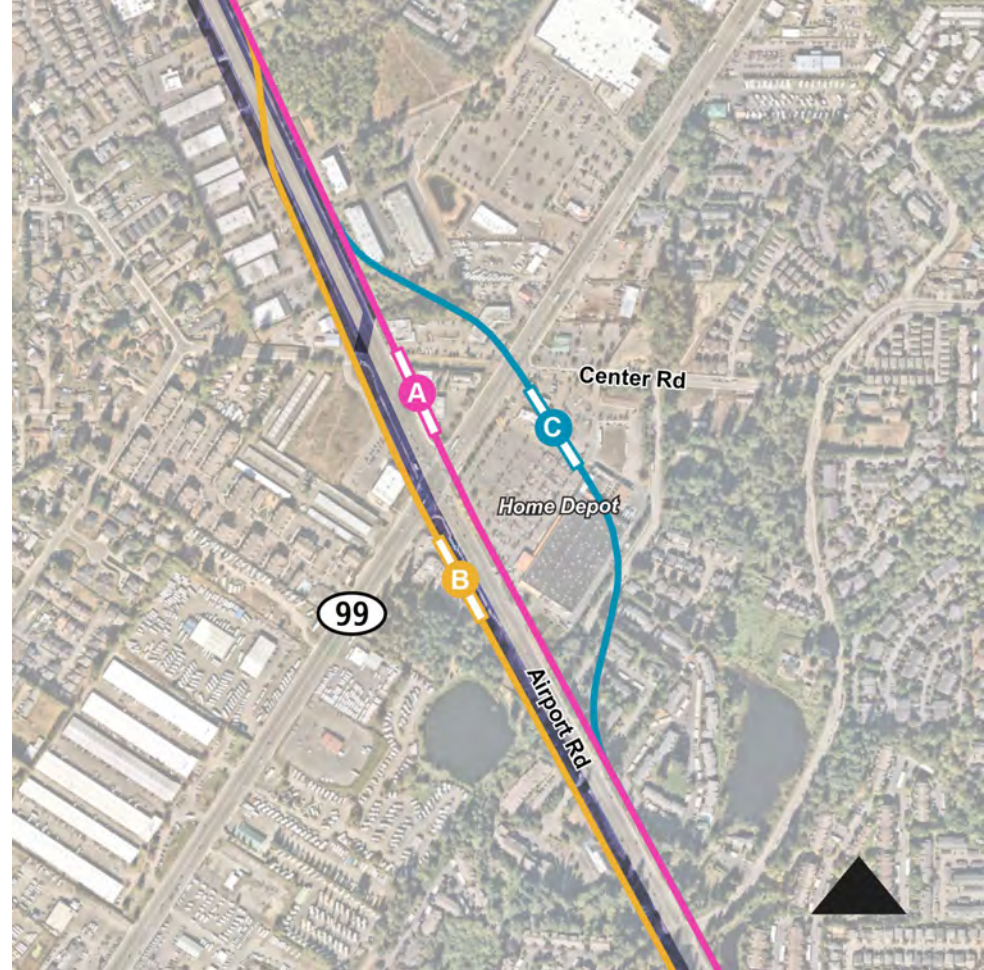
SR 99/Airport Rd

Station Area Tradeoffs

Construction challenges with transmission lines

Connection to existing local and Swift bus service

Potential property acquisition affecting businesses and historically underserved communities

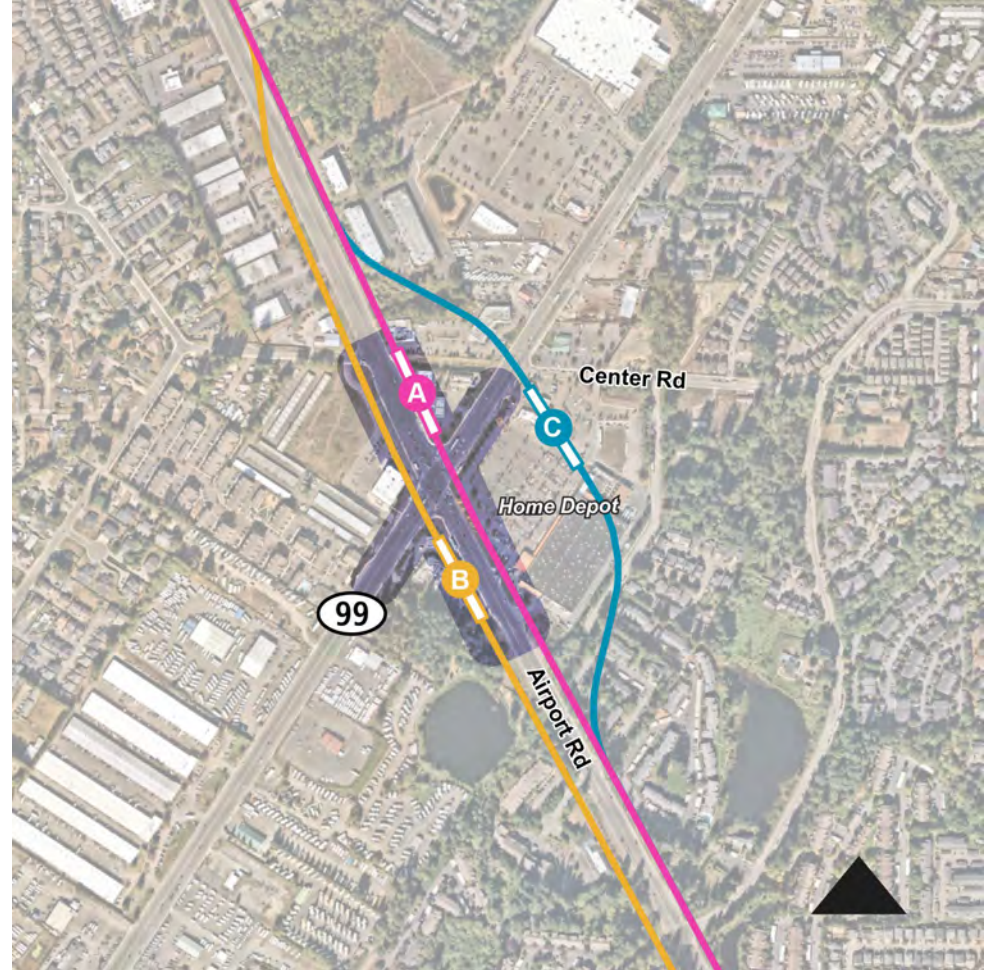


SR 99/Airport Rd Station Area Tradeoffs

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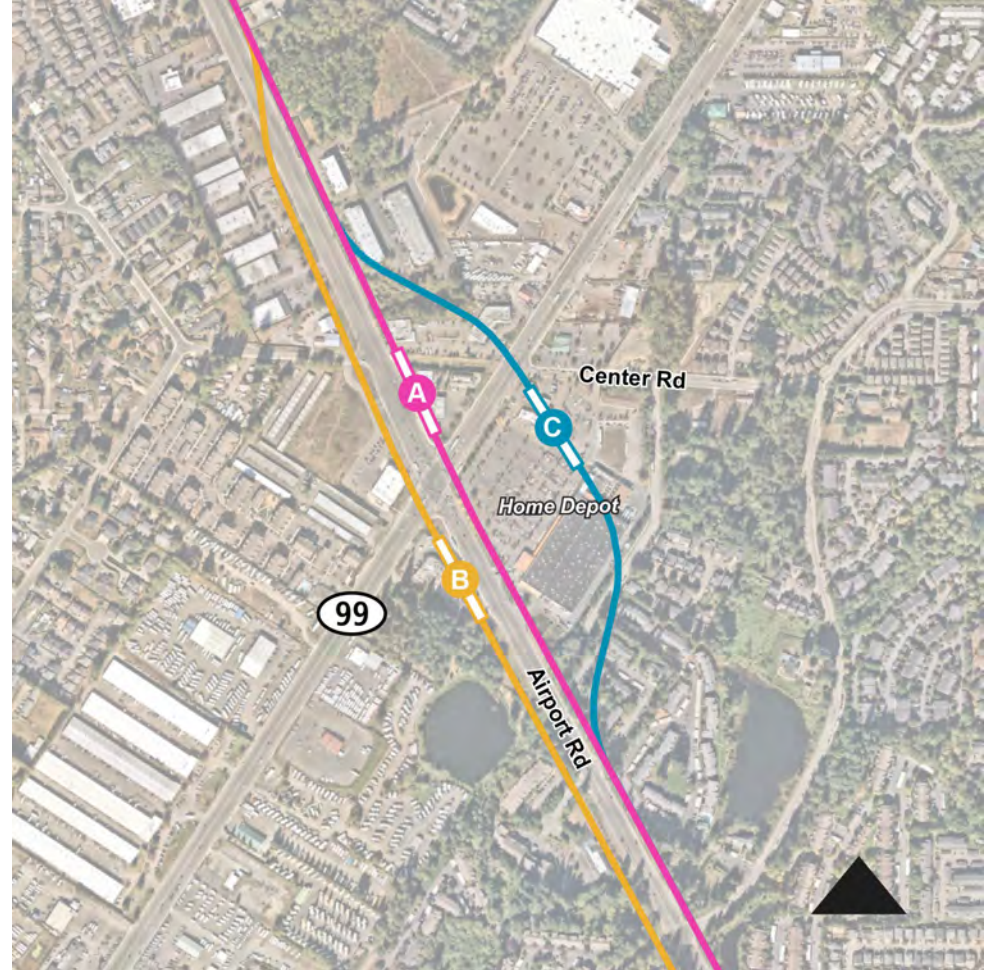
SR 99/Airport Rd

Station Area Tradeoffs

Construction challenges
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Connection to existing local and Swift
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SR 99 / Airport Rd

DRAFT subject-to-change



99

Center Rd

Home Depot

Airport Rd



0

1/2 Miles

SW Everett Industrial Center

3 station alternatives and
4 alignment alternatives



SW Everett Industrial Station Area Tradeoffs

Residential development with historically underserved populations

Existing pedestrian connections

Connection to existing local and Swift buses

Boeing Everett Production Facility and Paine Field



SW Everett Industrial Station Area Tradeoffs

Residential development with
historically underserved populations

Existing pedestrian connections

Connection to existing local and Swift
buses

Boeing Everett Production Facility and
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SW Everett Industrial Station Area Tradeoffs

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SW Everett Industrial Station Area Tradeoffs

Residential development with historically underserved populations

Existing pedestrian connections

Connection to existing local and Swift buses

Boeing Everett Production Facility and Paine Field



SW Everett Industrial Center

Boeing Everett
Production Facility

526

A

W Casino Rd

B

Kasch Park Rd

Paine
Field

Walter E Hall Park

Kasch Park

Airport Rd

C

DRAFT subject-to-change



0

1/2

Miles

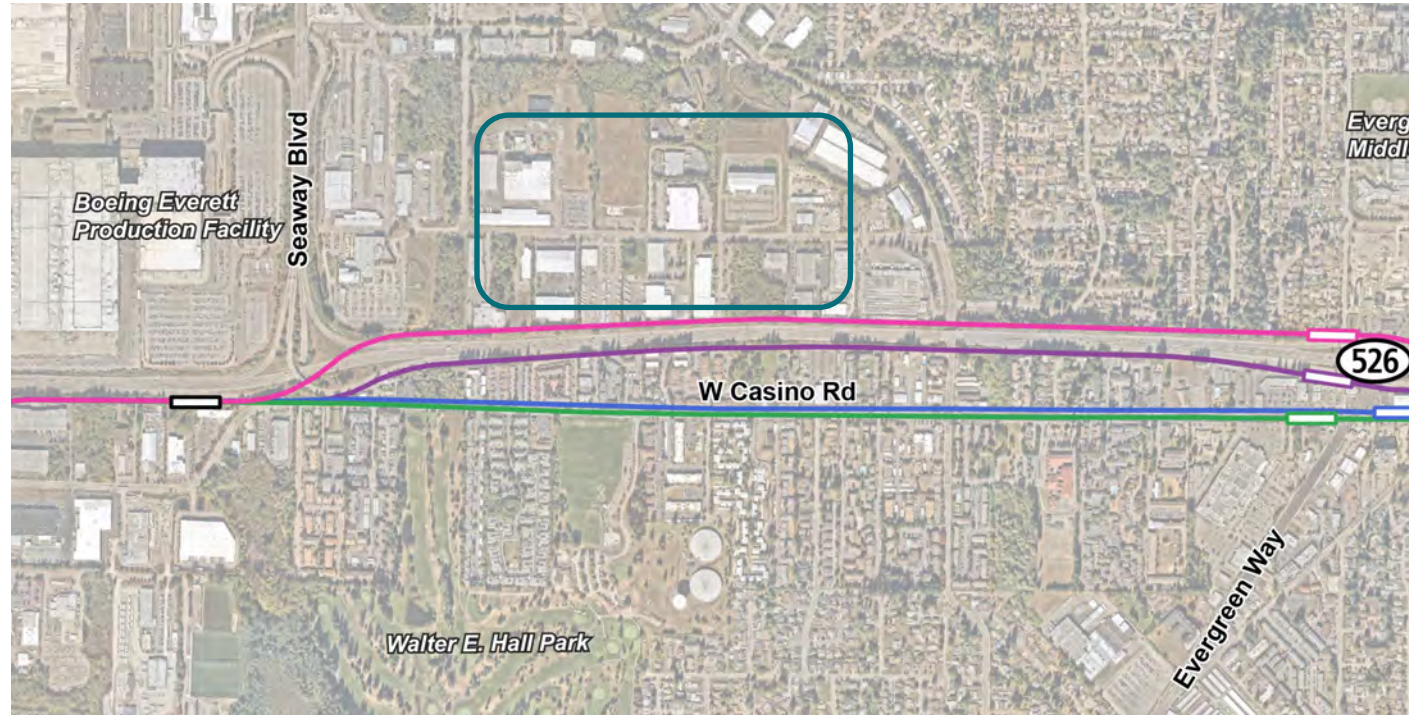


SW Everett Industrial to SR 526 / Evergreen

Alignment Tradeoffs

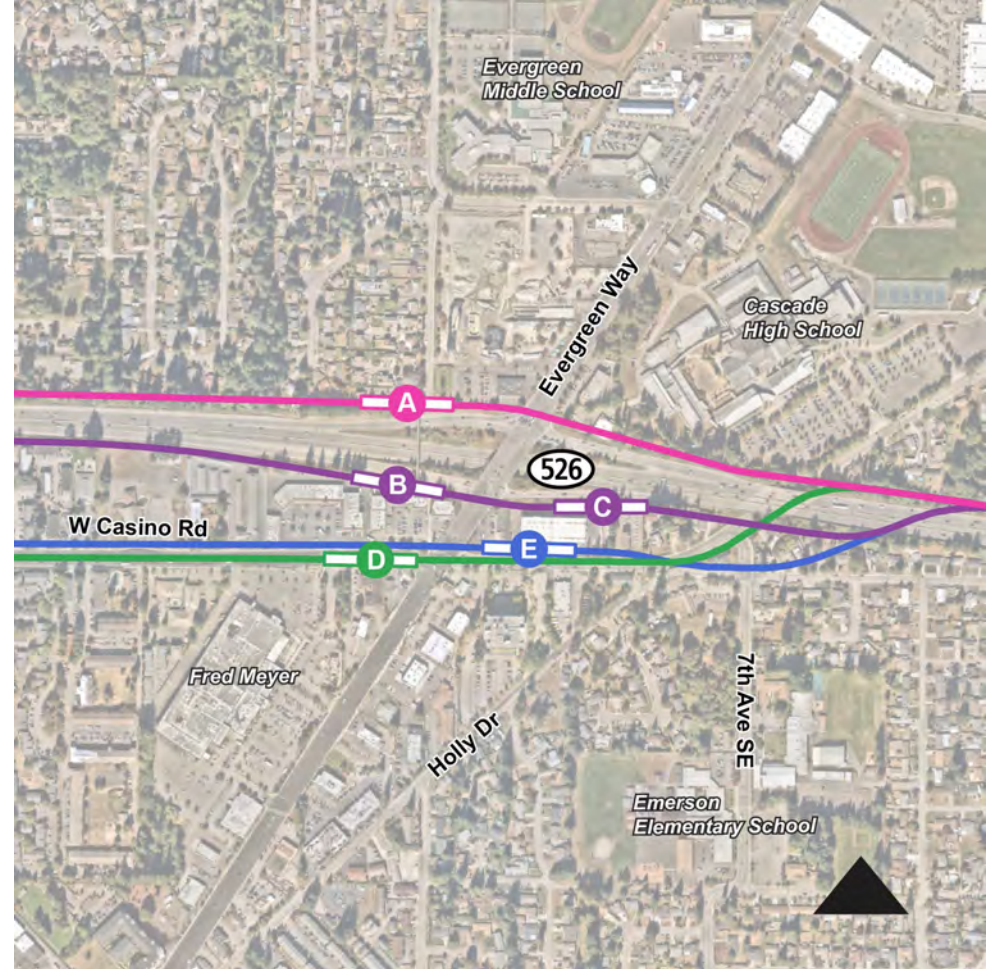
Property
acquisitions and
cost

Technical
challenges



SR 526 / Evergreen

5 station alternatives and 4 alignment alternatives



SR 526 / Evergreen

Station Area Tradeoffs

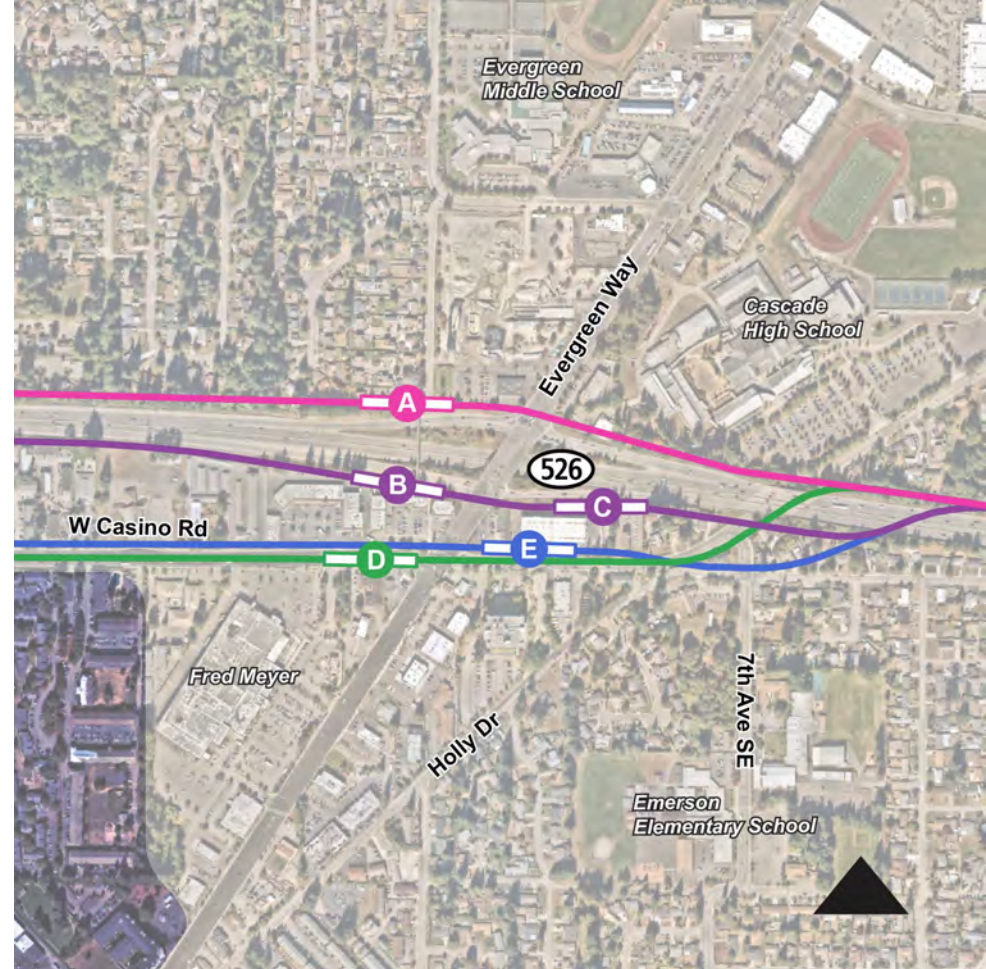
Historically underserved communities and affordable housing

Forecasted job and population growth

Existing bicycle and pedestrian connections nearby, and to the Interurban Trail

Connection to Swift and local bus service

Costs and property acquisitions



SR 526 / Evergreen

Station Area Tradeoffs

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SR 526 / Evergreen

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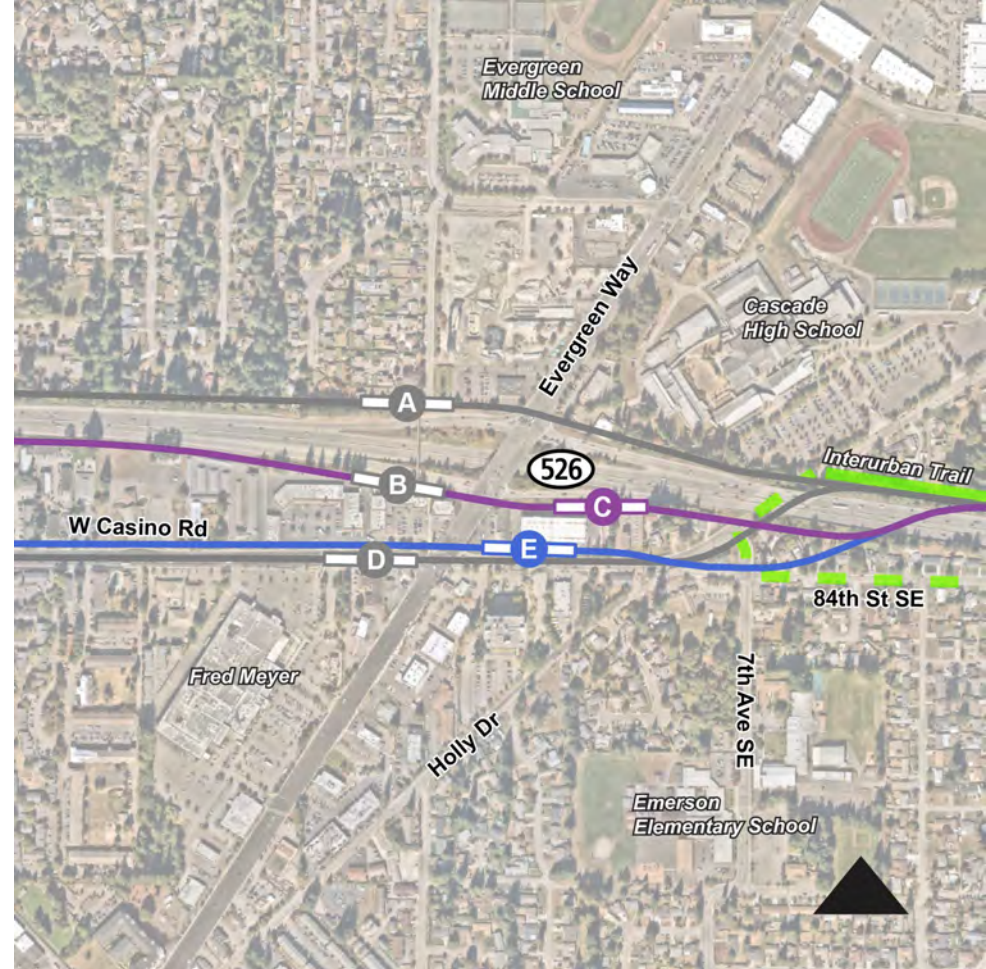
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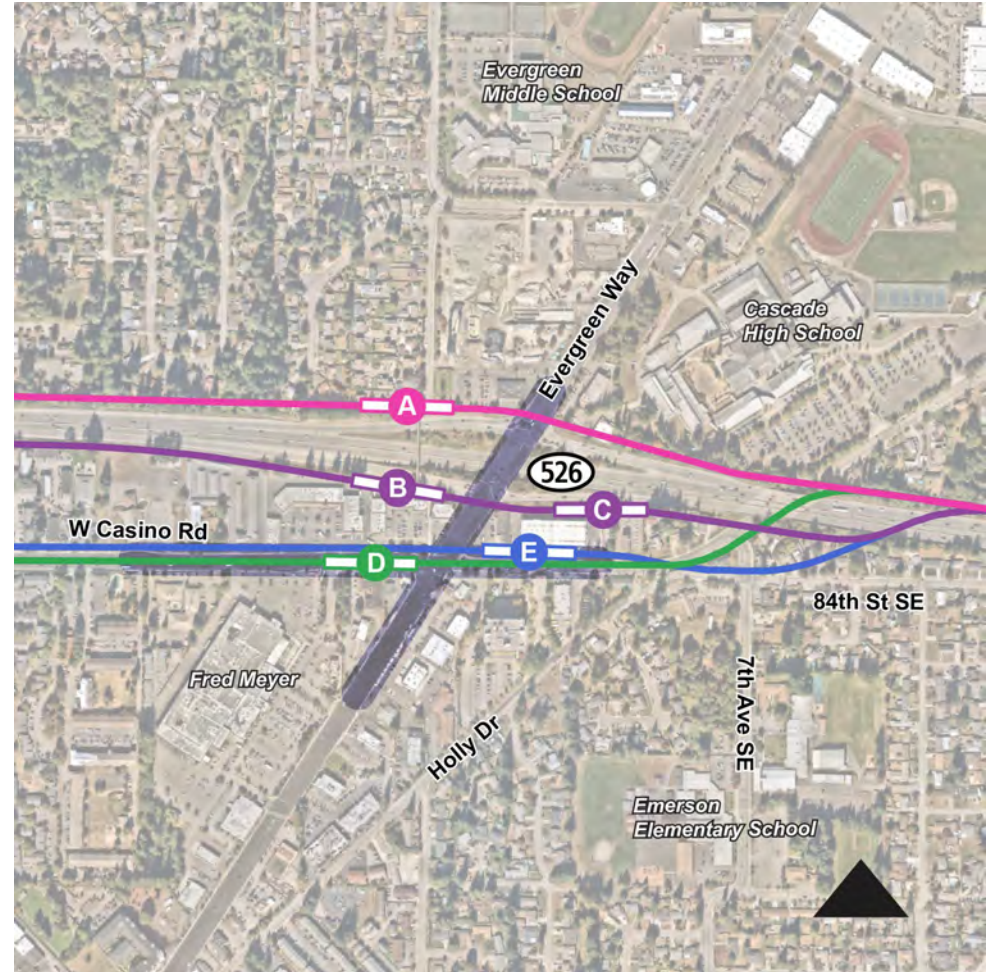
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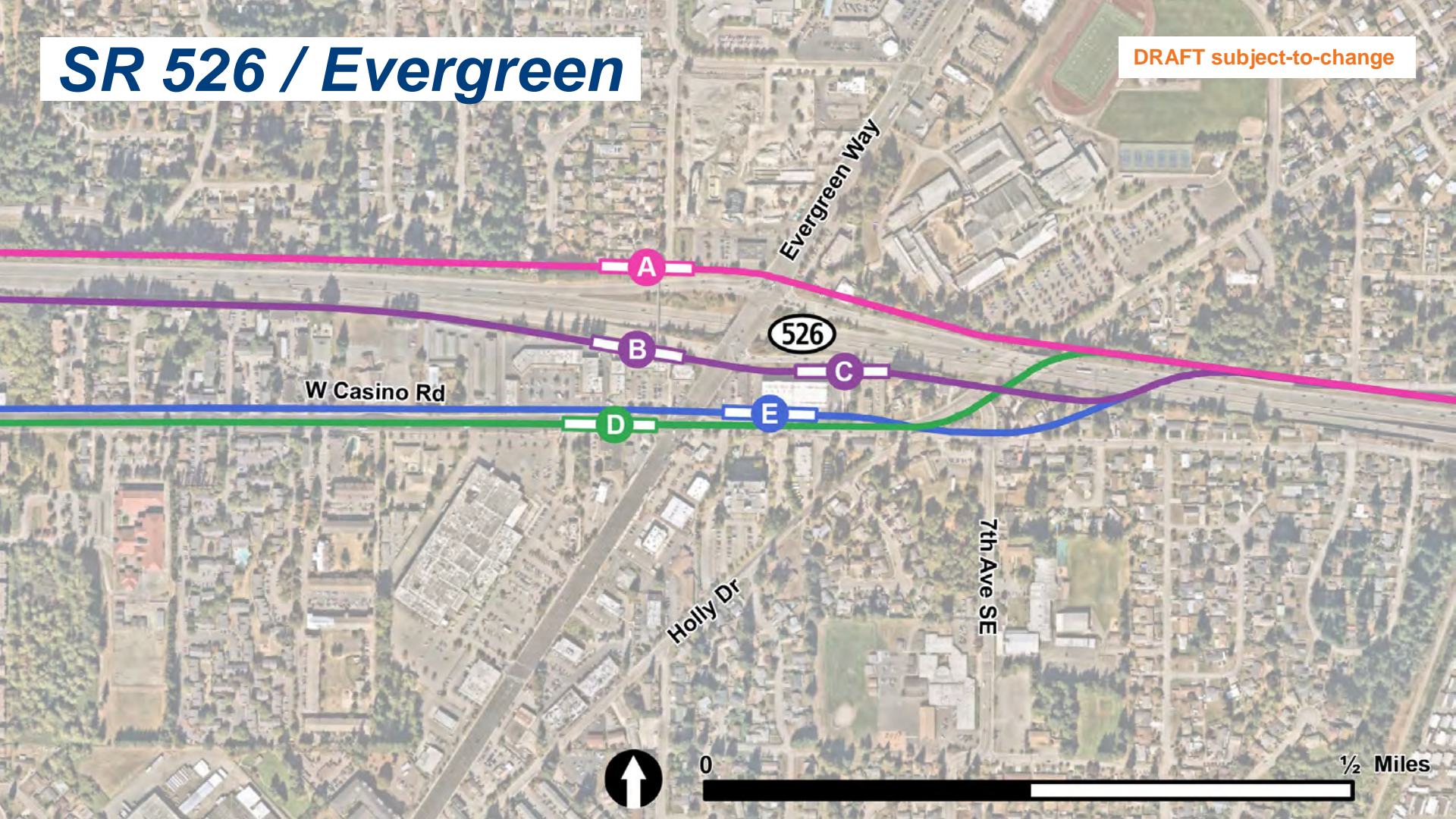
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SR 526 / Evergreen

DRAFT subject-to-change

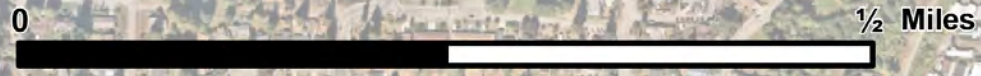


W Casino Rd

526

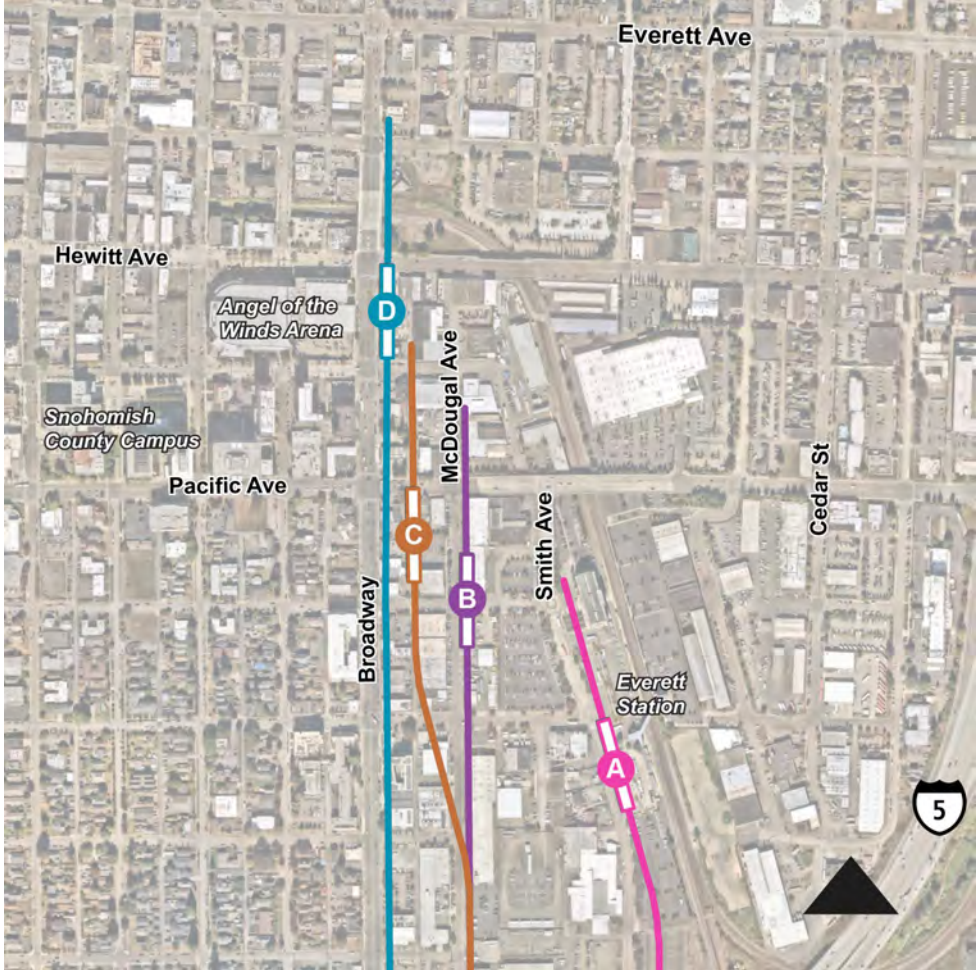
Holly Dr

7th Ave SE



Everett Station

4 station and alignment options



Everett Station

Station Area Tradeoffs

Historically underserved communities,
and affordable housing

Connection to existing transit hub at
Everett Station

Potential for property acquisitions

Construction challenges



Everett Station

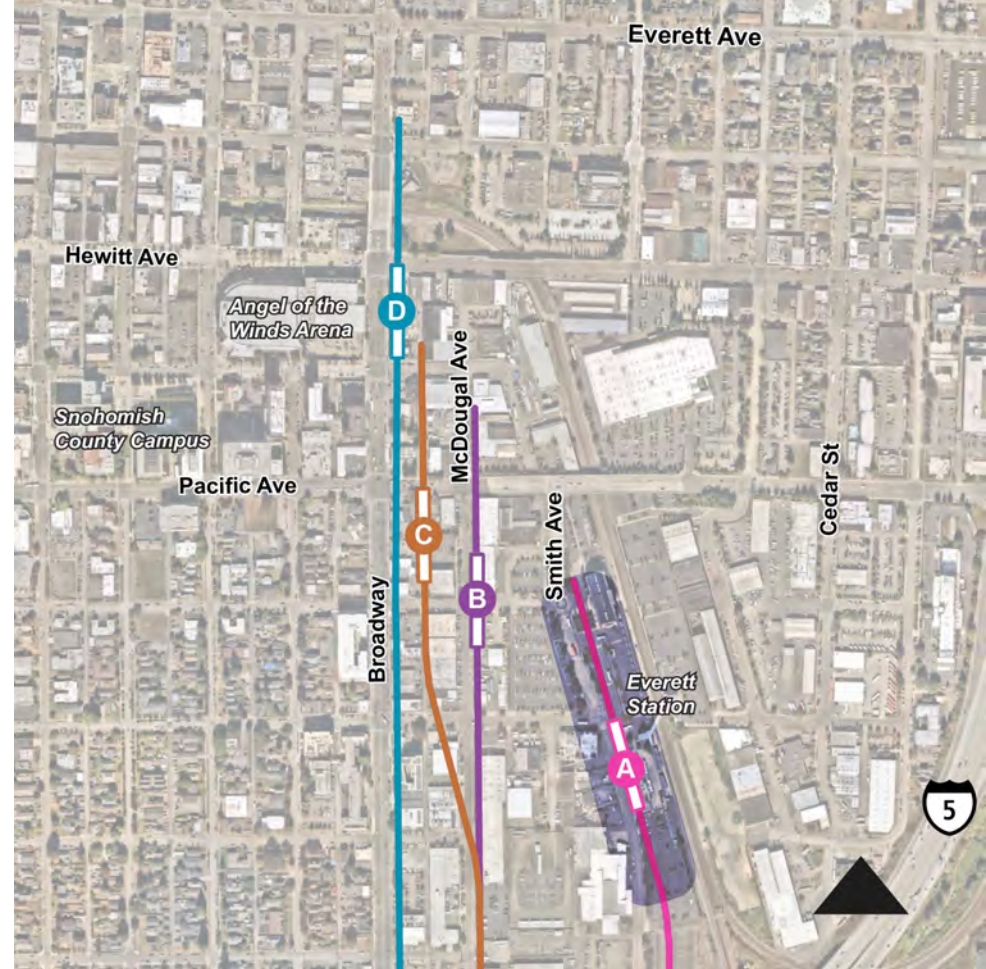
Station Area Tradeoffs

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Everett Station

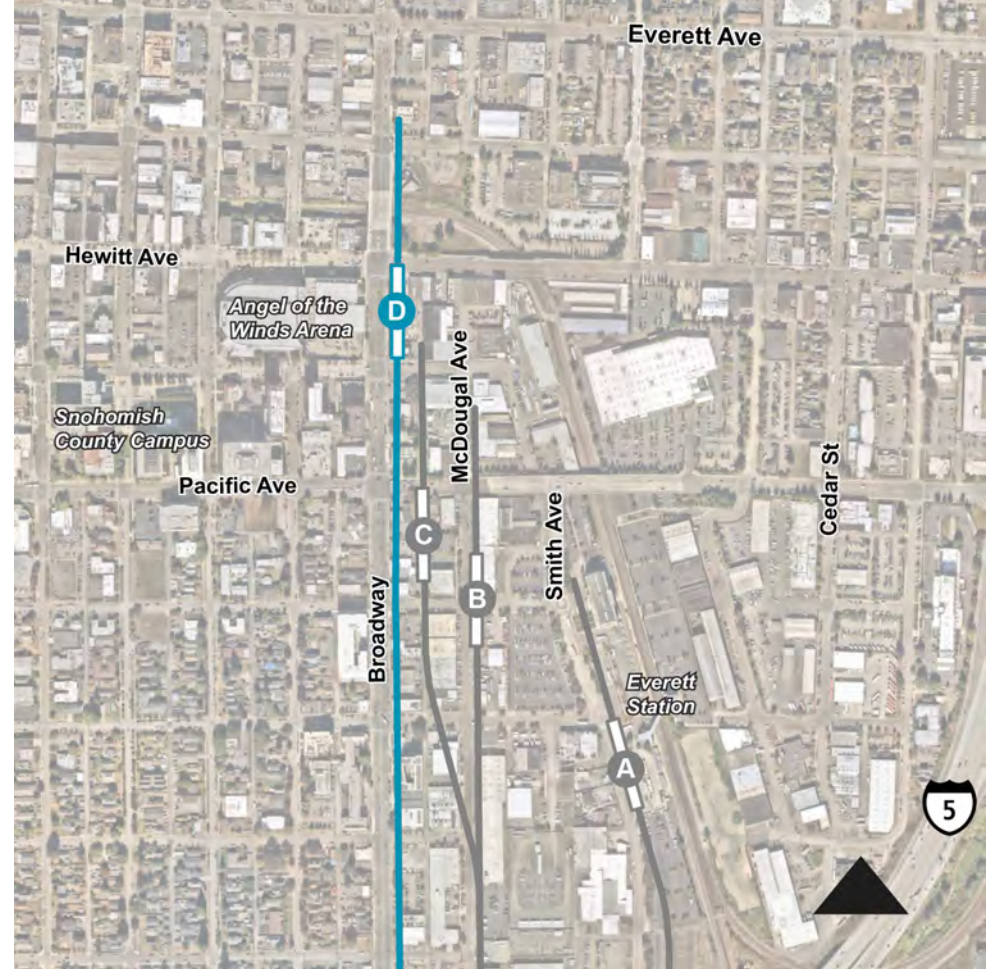
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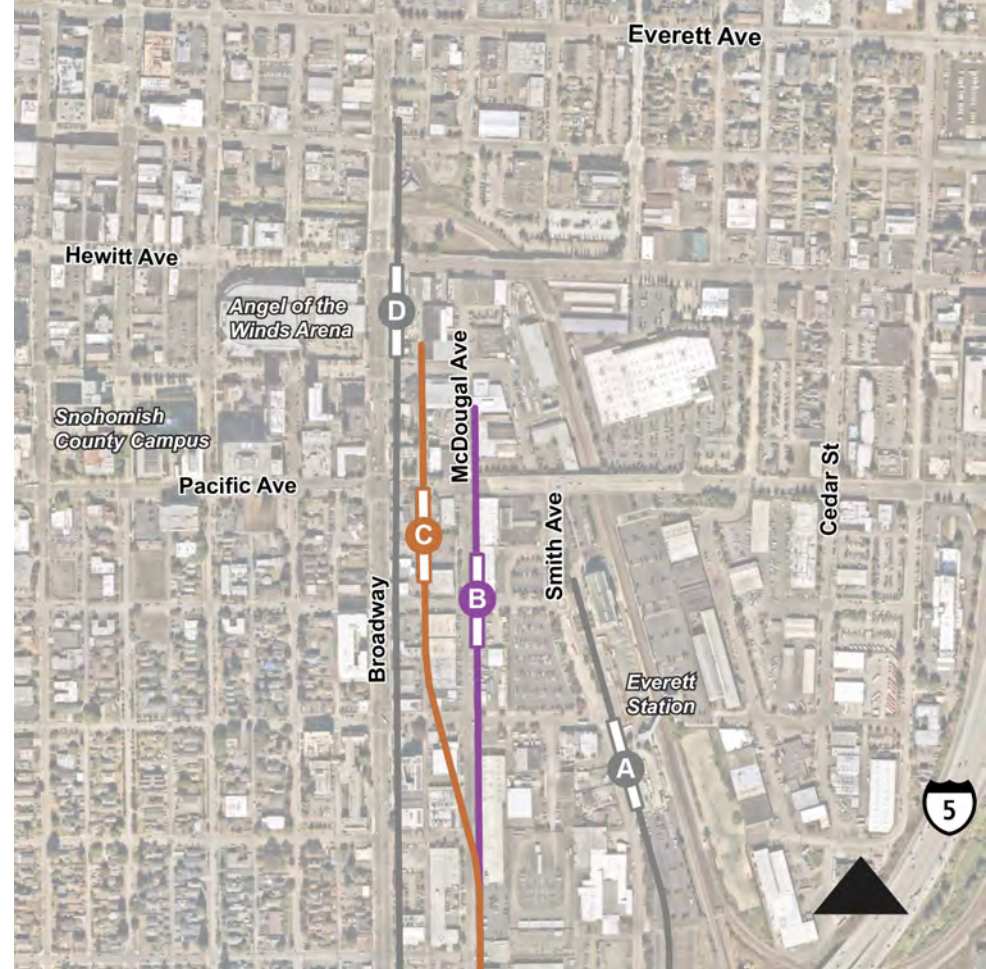
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Everett Station

DRAFT subject-to-change

Hewitt Ave

Angel of the Winds Arena

Snohomish County Campus

Pacific Ave

McDougall Ave

Smith Ave

Cedar St

Broadway

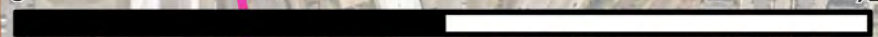
Everett Station



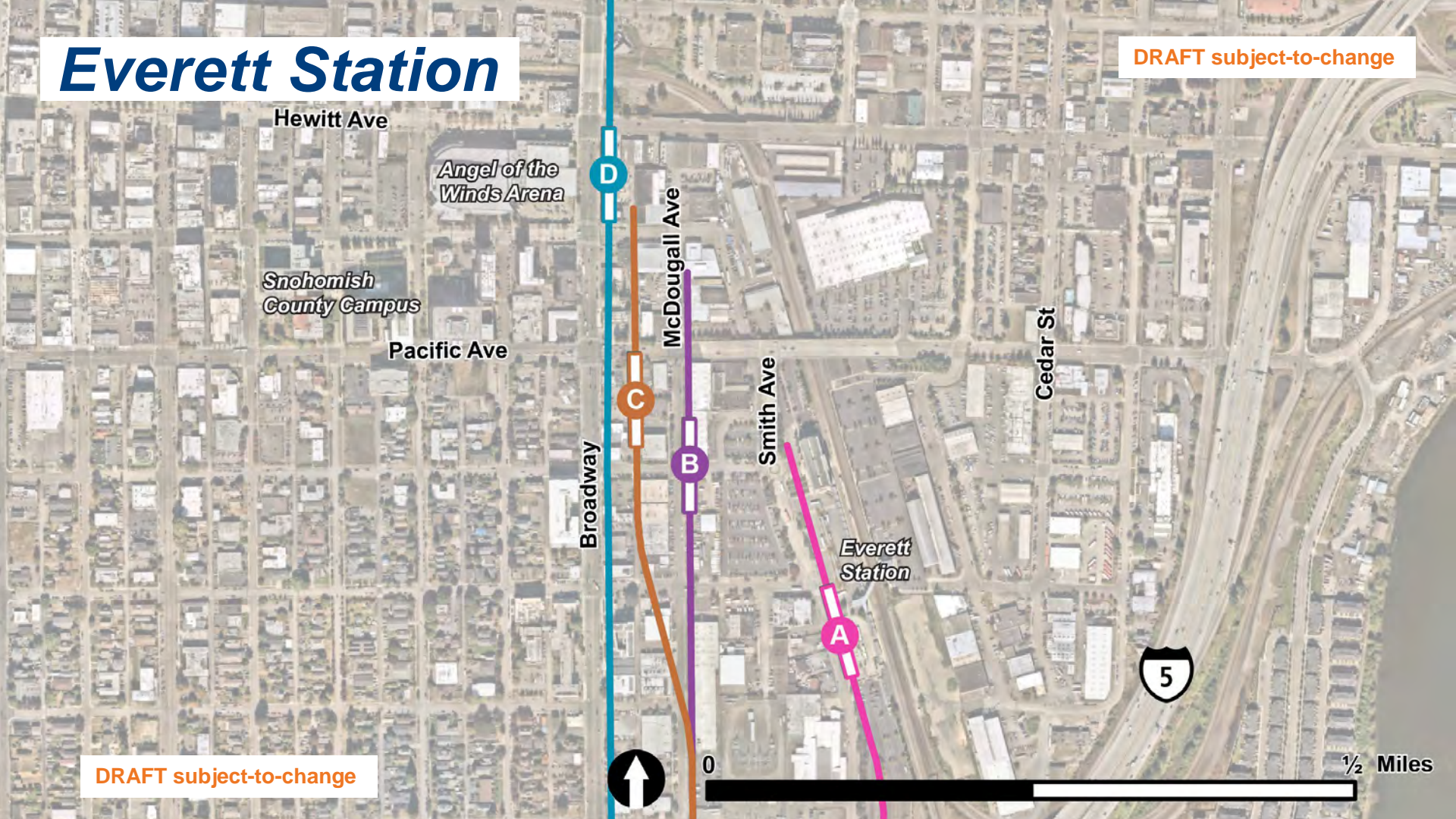
DRAFT subject-to-change



0



1/2 Miles



OMF North: Level 1 Findings

Operations and Maintenance Facility North

Facility supports Everett Link and system-wide expansion needs

- Critical facility to store, maintain and repair the trains
- Seeking potential locations within Snohomish County and the City of Everett
- Supports 450+ high-skilled, living wage jobs at the facility
- **Capacity:** 150+ light rail vehicles

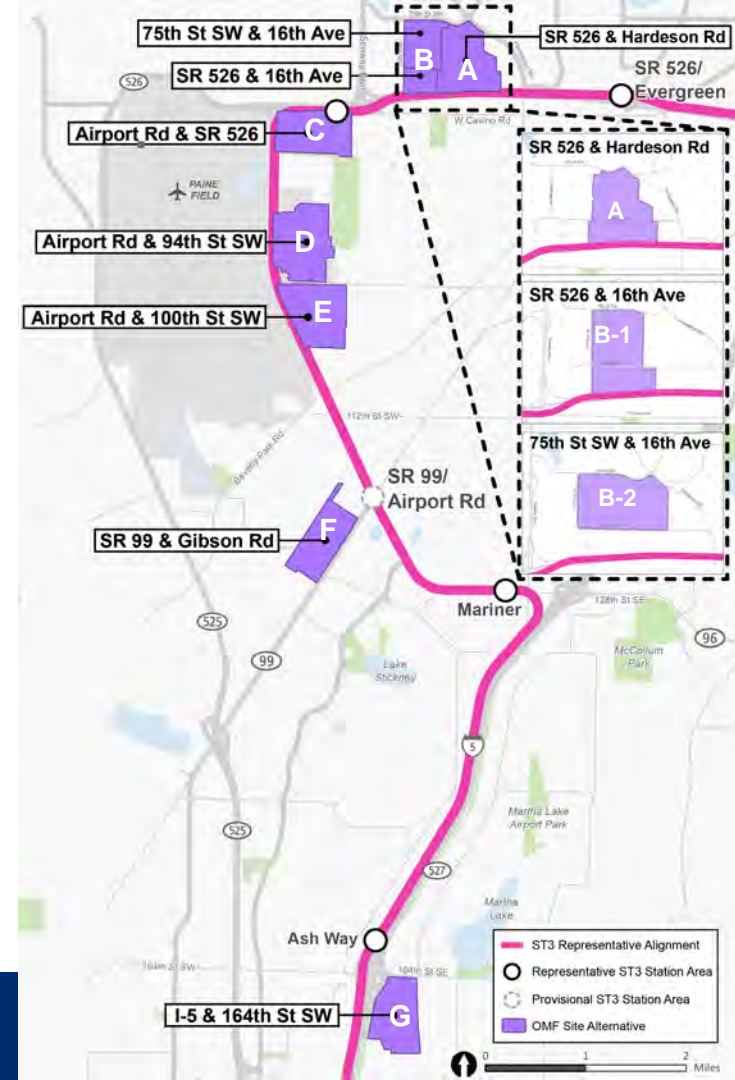


OMF East (Bellevue)

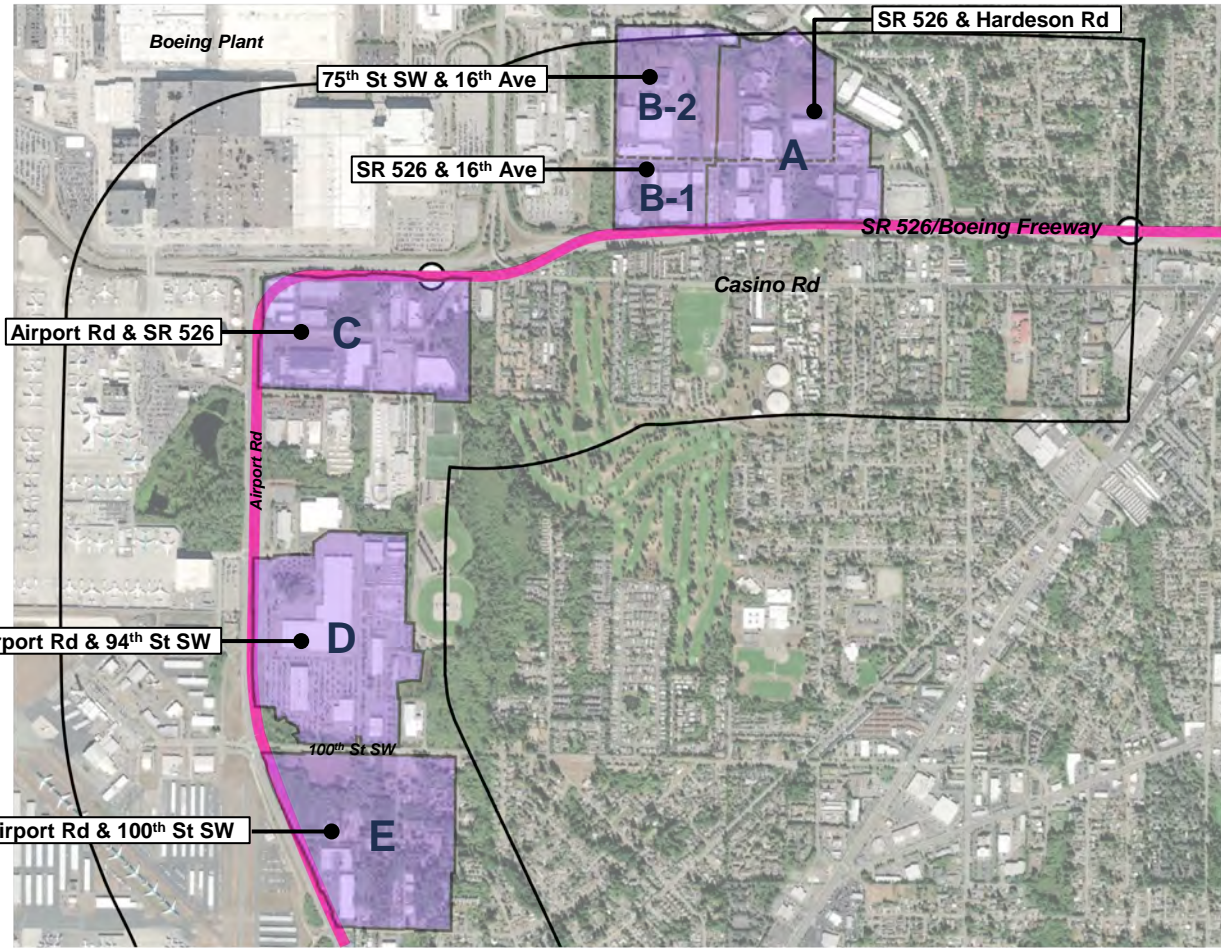
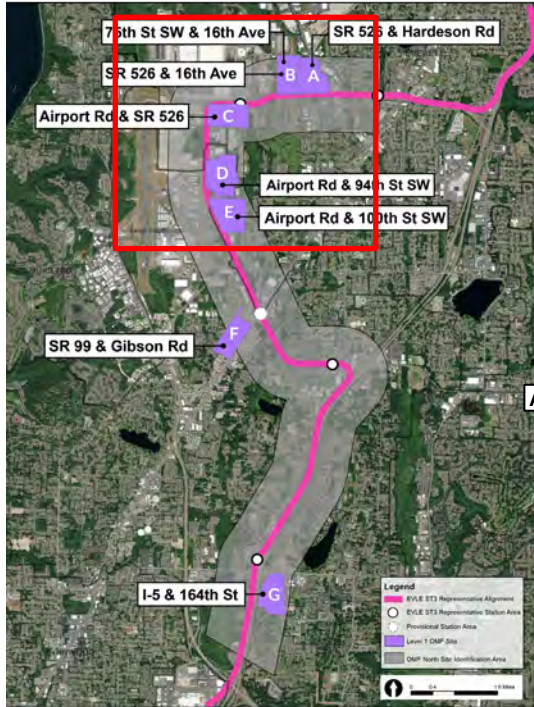


OMF North Level 1 Sites

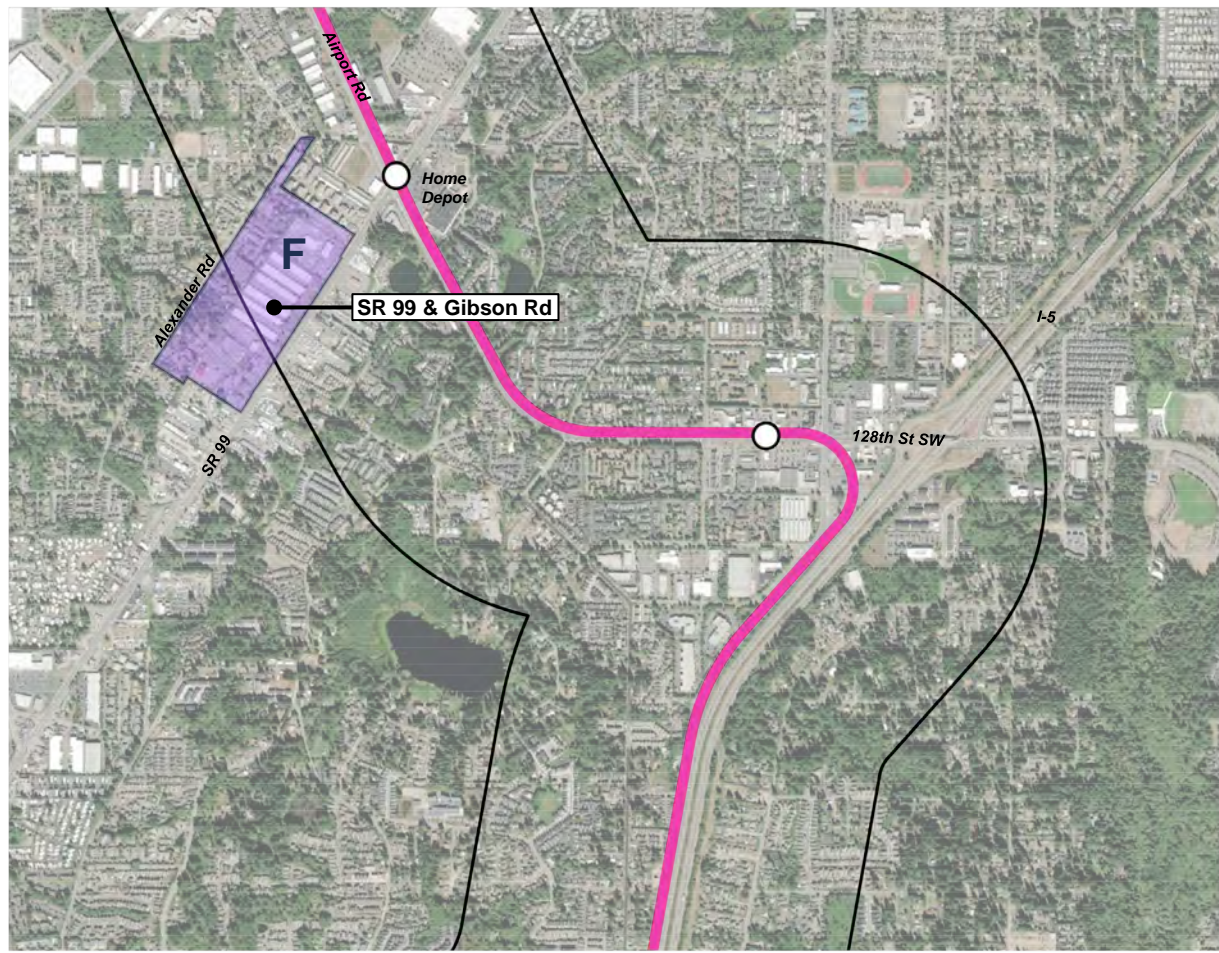
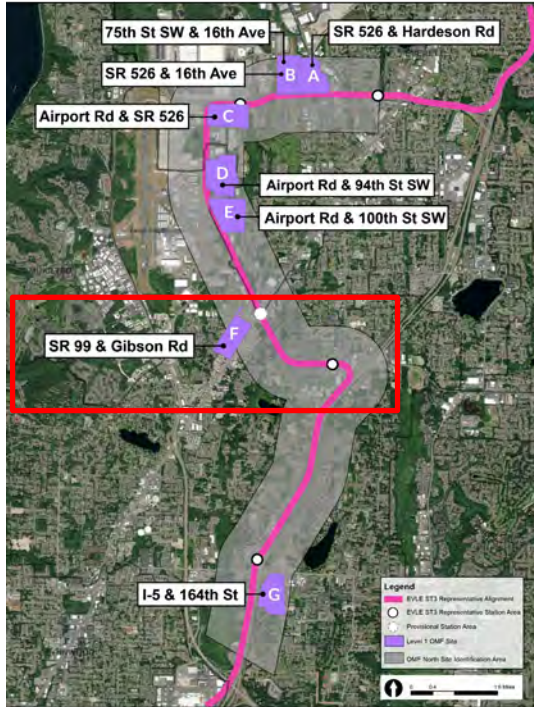
- No perfect site!
- All 8 options meet location and size (60-70+ acres) requirements
- Tradeoff considerations:
 - Residential and/or employment displacements
 - Zoning/land use considerations
 - Impacts to streams/wetlands
 - Site challenges (like topography)



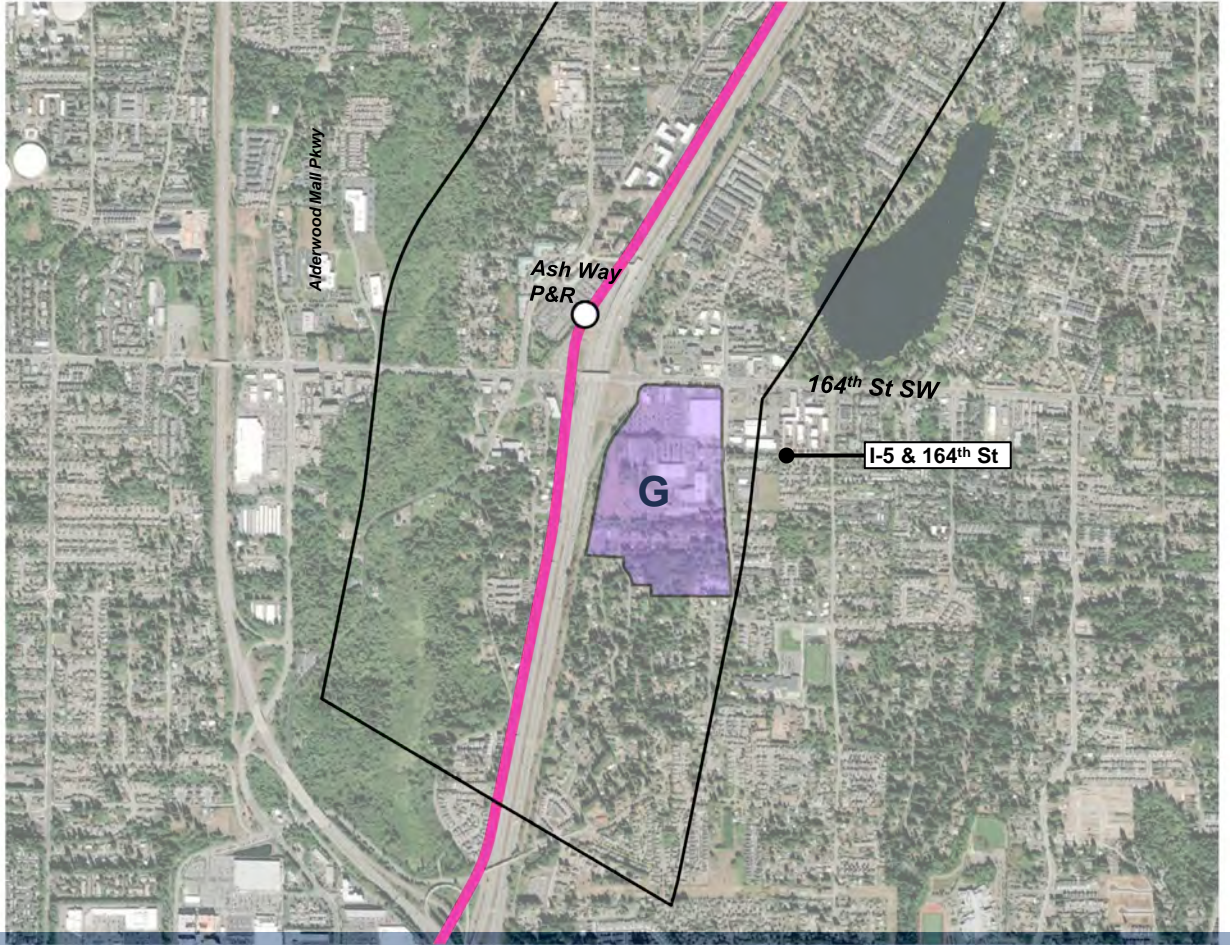
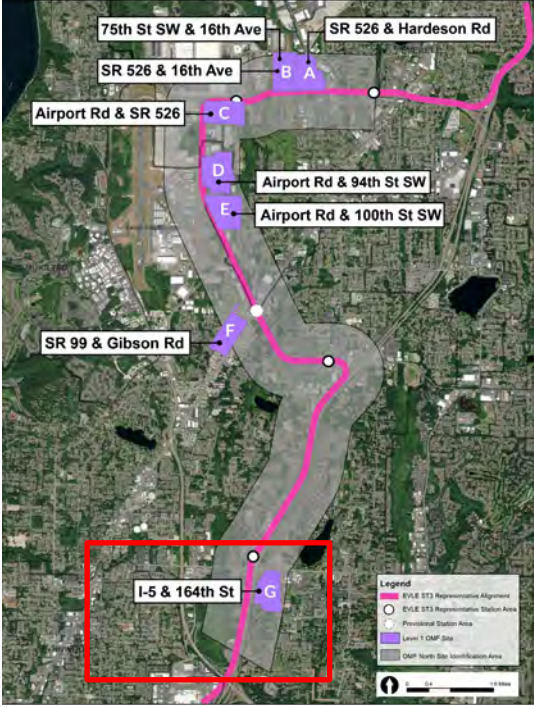
OMF North Level 1 Sites



OMF North Level 1 Sites



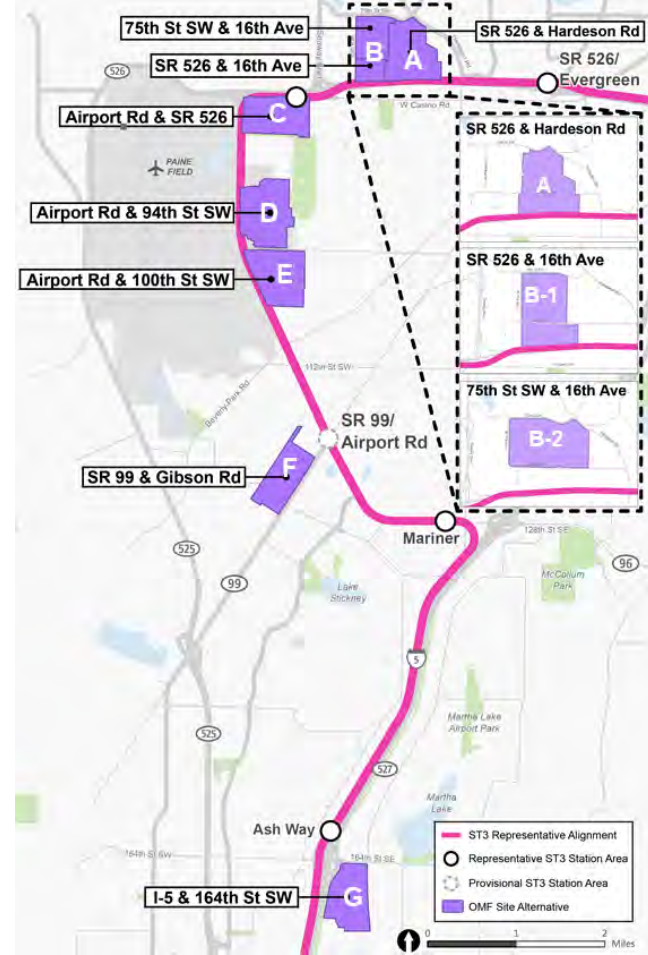
OMF North Level 1 Sites



Level 1 Findings

Observations

- No perfect site!
- Northern sites would displace specialized businesses; these sites are zoned light industrial.
- Sites with higher employment displacements have fewer residential displacements.
- Tradeoffs around: employment and residential displacements, environmental impacts, and topography.



Schedule Look Ahead

March

- Online engagement (live mid-March): feedback on Level 1 alternatives
- CAG #3 (March 24): recommend alternatives to advance for further study in Level 2 to ELG

April

- ELG #3 (date TBD): recommend alternatives for further study in Level 2

May

- Board Briefing: EVLE and OMF North Project Update

Thank you.



 [soundtransit.org](https://www.soundtransit.org)



