

Everett Link Extension



***ELG Meeting
April 19, 2022***

Agenda

Topic	Time
Welcome and introductions	5 min
Public feedback and CAG recommendation	15 min
Discussion guide	5 min
Station and route alternatives discussion	75 min
OMF North alternatives discussion	15 min
Next steps	5 min

Meeting expectations



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



MEETING FACILITATOR WILL GUIDE DISCUSSION



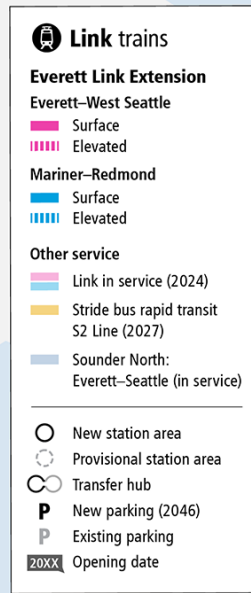
WE'RE CREATING SPACES FOR ALL VOICES TO BE HEARD



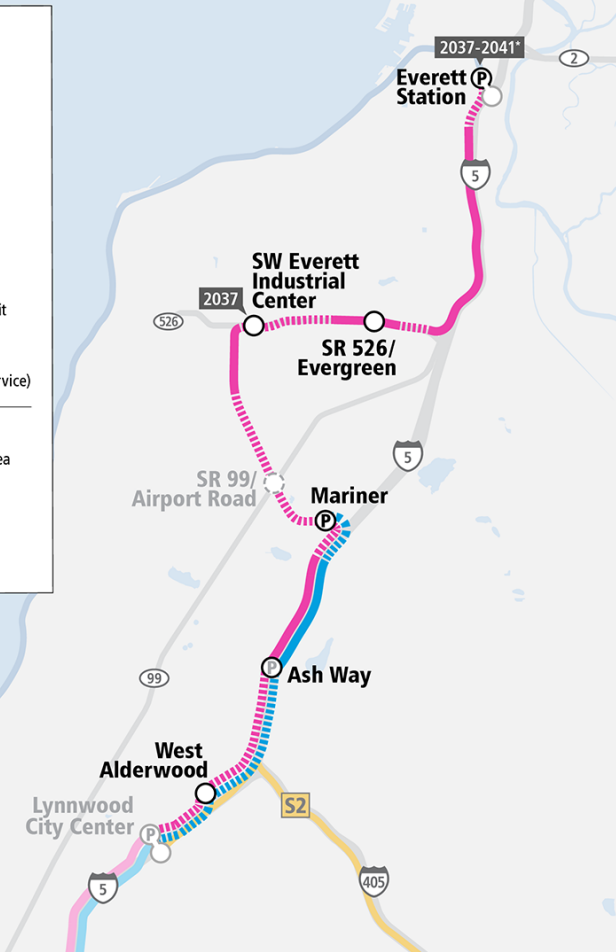
TAKE ADVANTAGE OF THE "RAISE HAND" FEATURE



PLACE MICROPHONES ON MUTE WHEN NOT TALKING



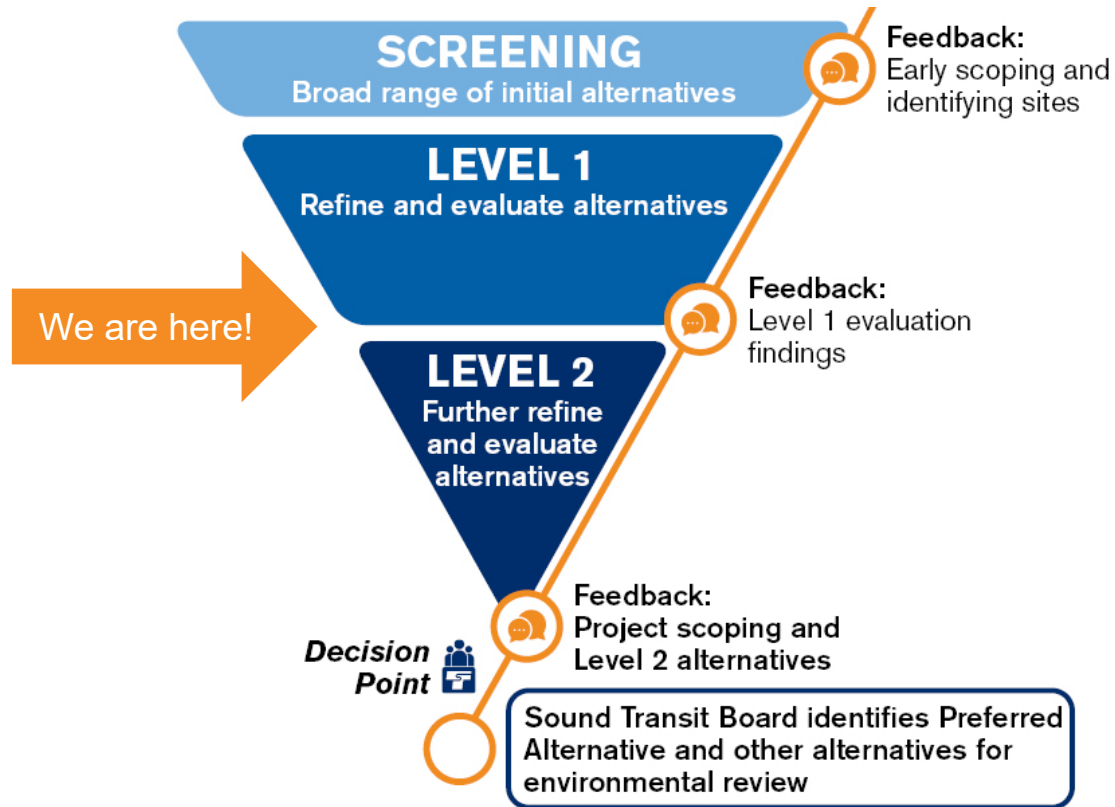
Puget Sound



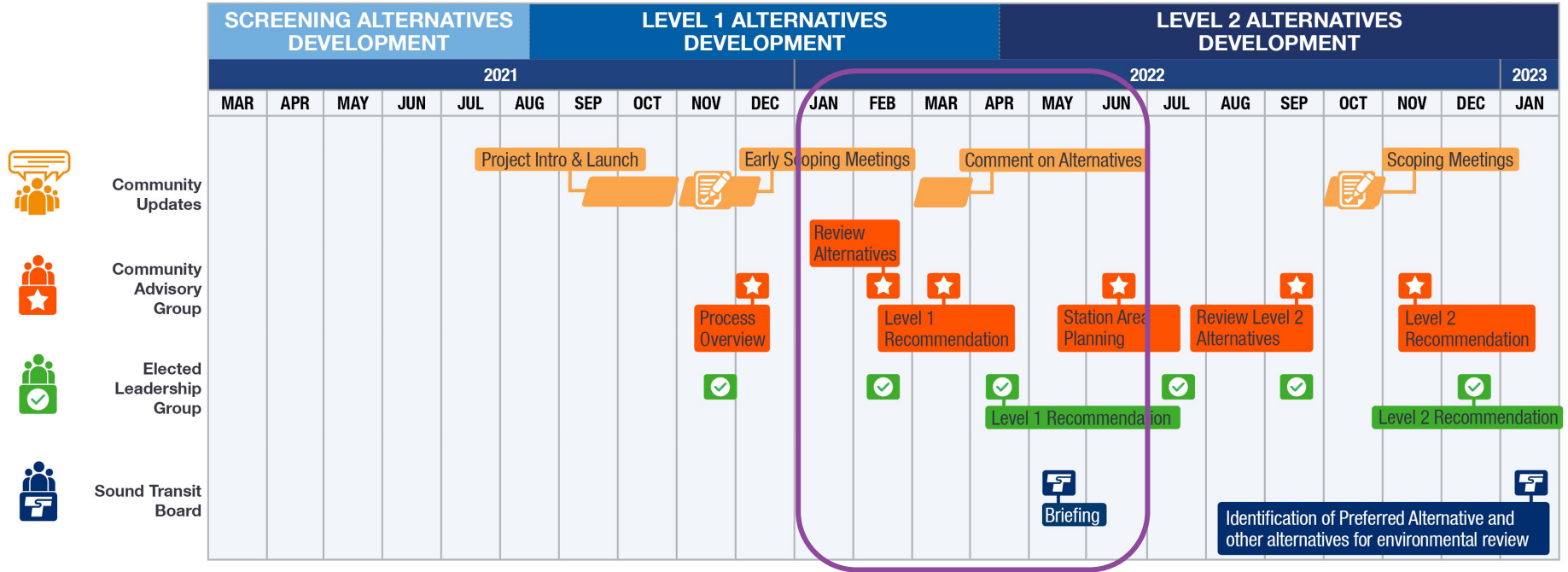
*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. See project timeline and milestones for more details.

***Public feedback and
CAG recommendation***

Phase 1: Alternatives development process



Community engagement & collaboration



Technical analysis

Input from IAG and project team

- Performance of station alternatives against evaluation criteria
- Highlights key elements and tradeoffs to consider between station alternatives
- Alternatives identified as

 More potential

 Mixed performance

 Greater challenges

West Alderwood

Alternatives	Technical Analysis	
ALD-D	<ul style="list-style-type: none"> • Closest to the planned Swift Orange Line on 33rd Ave W • Closest to forecasted job and population growth areas • More existing pedestrian connections nearby • Higher potential costs for property acquisition near the mall • City of Lynnwood's preliminary locally favored option 	More potential ✓
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 near the mall 	More potential ✓
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 	Mixed performance ?
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. 	Mixed performance ?
ALD-C	<ul style="list-style-type: none"> • Fewer potential property acquisitions • Most direct route; lower potential cost and faster travel time • 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 	Greater challenges ✗
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 	Greater challenges ✗

Public feedback

Participate.online site

- 360 responses to online survey, providing quantitative numbers for public feedback for alternatives
- Alternatives identified as

 More support

 Mixed support

 Less support

West Alderwood

Alternatives Technical Analysis

West Alderwood			Public Feedback
Alternatives	Technical Analysis		
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CAG recommendations

March meeting

- Identified alternatives to continue studying in Level 2
- Provided comments on priorities and key considerations
- Alternatives identified as

 Continue study

 No longer study

West Alderwood

Alternatives Technical Analysis

Public Feedback

Community Advisory Group

ALD-D	<ul style="list-style-type: none"> • Closest to the planned Swift Orange Line on 33rd Ave W • Closest to forecasted job and population growth areas • More existing pedestrian connections nearby • Higher potential costs for property acquisition near the mall • City of Lynnwood's preliminary locally favored option 	More potential ✓	More support ✓	<ul style="list-style-type: none"> • Closer to nearby businesses and new housing under construction • Transit connections to shopping districts 	Continue study ✓
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 near the mall 	More potential ✓	More support ✓	<ul style="list-style-type: none"> • Closer to nearby businesses and new housing under construction • Connection to local transit service • Further from Lynnwood downtown core 	Continue study ✓
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 	Mixed performance ?	Mixed support ?	<ul style="list-style-type: none"> • Close to nearby businesses • Useful as a comparison to other options • Question about sharp turn at B and train speed 	Continue study ✓
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. 	Mixed performance ?	Mixed support ?	<ul style="list-style-type: none"> • Near to new residential units coming soon • Many potential property impacts • Complex and difficult to navigate • Conflicts with existing mall uses • Does not provide advantages over B 	No longer study ✗
ALD-C	<ul style="list-style-type: none"> • Fewer potential property acquisitions • Most direct route; lower potential cost and faster travel time • 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 	Greater challenges ✗	Less support ✗	<ul style="list-style-type: none"> • Close to interurban trail, though concerns about impacts to existing trail location • Far from area businesses • Less impact to existing properties • Parallel to freeway • Less potential for TOD 	No longer study ✗
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 	Greater challenges ✗	Less support ✗	<ul style="list-style-type: none"> • Far from residential center • Close to new housing being built • Potential to displace existing jobs 	No longer study ✗

Guide for our discussion

ELG recommendations

Today

- Identify alternatives that should be advanced for further study in Level 2

West Alderwood

Alternatives Technical Analysis

Public Feedback

Community Advisory Group

Elected Leadership Group

	Alternatives Technical Analysis	Public Feedback	Community Advisory Group	Elected Leadership Group	
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Guiding our discussion

- Sound Transit wants to ensure a diverse range of alternatives continue to be studied.
- It may be useful to continue studying the representative alignment (pink alternatives) for cost comparison.
- During Level 2, there will be a deeper study of the alternatives moving forward.



***Stations & Alignments
Discussion***

Next Steps

Schedule look ahead

May

- System Expansion Committee update on alternatives advancing to Level 2

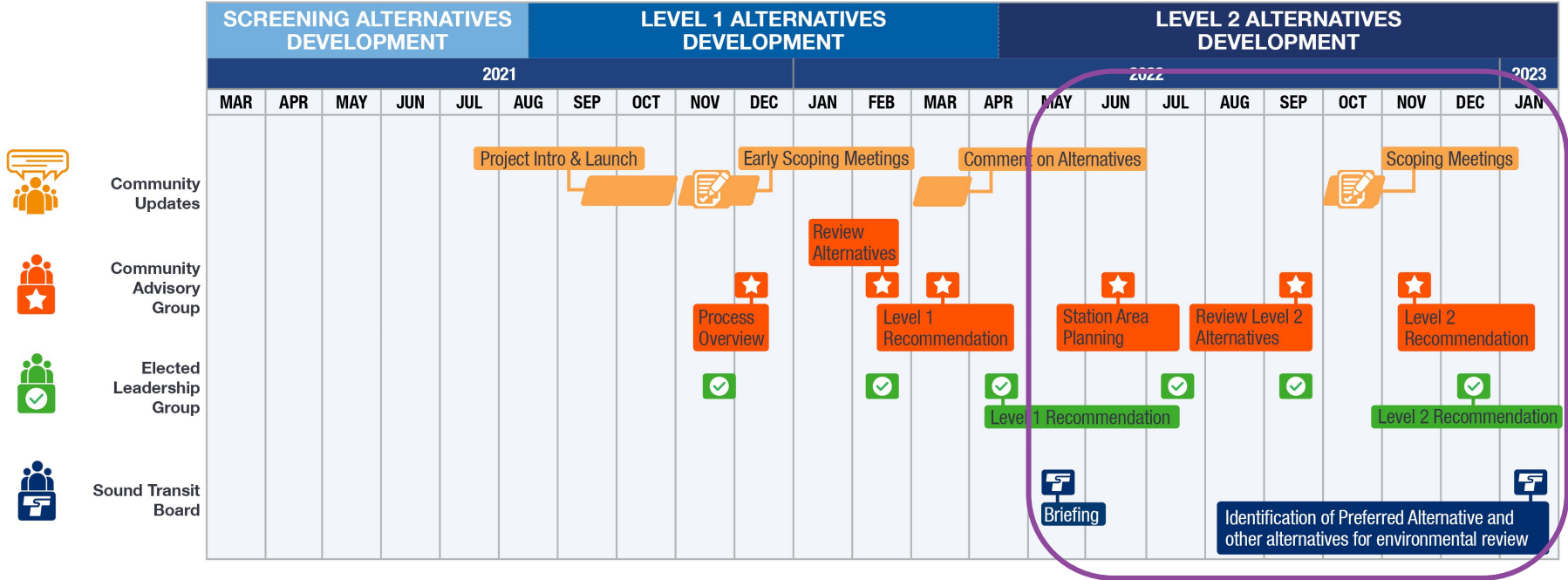
June

- Community Advisory Group #4: Station area components and planning

July

- Elected Leadership Group #4: Station area components and planning

Schedule look ahead



Thank you.



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

