

Everett Link Extension



*Recommendations
for Level 2 Study
April 2022*

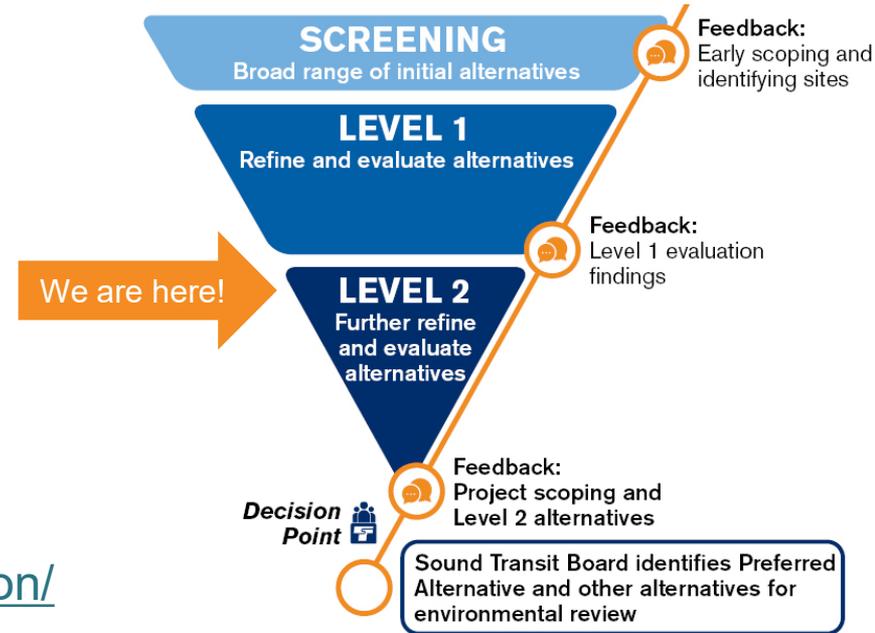
Everett Link Extension

Recommendations for which alternatives should move into Level 2 were made at the following meetings:

- March 24: Community Advisory Group
- April 19: The Elected Leadership Group

Links to the CAG and ELG meetings are available at:

<https://www.soundtransit.org/system-expansion/everett-link-extension/stakeholders-partners>



Alternatives development has three 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 orange circles show when we ask for public input.

West Alderwood

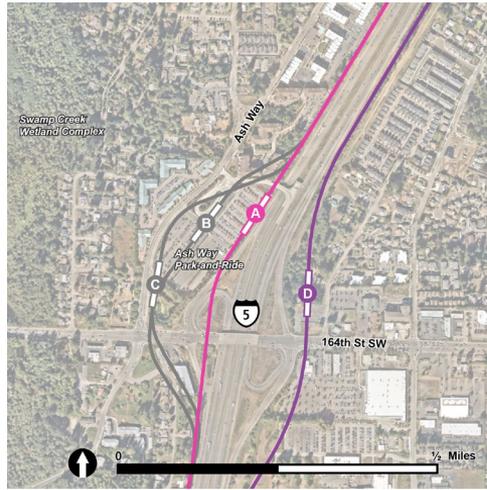
Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Station Alternatives	CAG	ELG	Notes
ALD-A	X	X	Diagonal alignment through Alderwood Mall and station location has several challenges.
ALD-B	✓	✓	Similar to ALD-A; recommend studying ALD-B in place of ALD-A (representative alignment).
ALD-C	X	X	Too far from mall, accessibility and transit connection issues.
ALD-D	✓	✓	Good access to mall, transit connectivity, development potential.
ALD-E	X	X	Too far from mall, accessibility and transit connection issues.
ALD-F	✓	✓	Good access to mall, transit connectivity, development potential.

Ash Way

Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Station Alternatives	CAG	ELG	Notes
ASH-A	✓	✓	Good access to park and ride and transit connections.
ASH-B	✗	✗	Similar to ASH-A, consider as variation of ASH-A if this alternative has benefits.
ASH-C	✗	✗	Similar to ASH-A but has greater challenges.
ASH-D	✓	✓	Comparable costs, has connection to Interurban Trail and less right-of-way acquisition. Concern around access to West.

Mariner

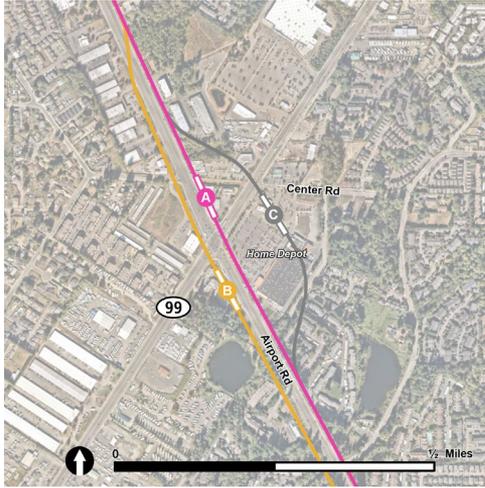
Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Station Alternatives	CAG	ELG	Notes
MAR-A	✓	✓	Good for accessibility and transit connections, but concerns about traffic and property impacts.
MAR-B	✓	✓	Good for accessibility and transit connections, but concerns about traffic and property impacts.
MAR-C	✗	✗	Concern about potential property impacts and distance from the park and ride.
MAR-D	✓	✓	Concerns about property impacts, but good potential for future development.

SR 99/Airport Rd

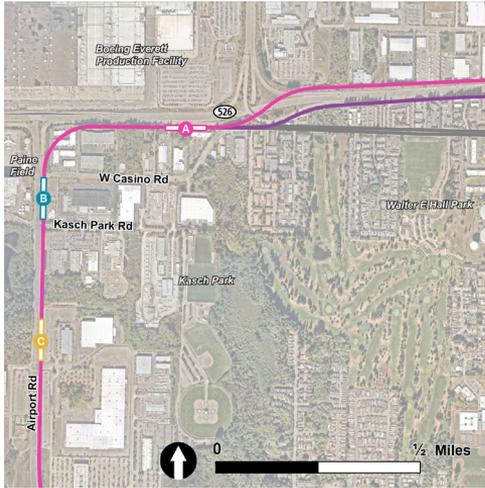
Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Station Alternatives	CAG	ELG	Notes
AIR-A	✓	✓	Best performing options with good accessibility.
AIR-B	✓	✓	Good alternative for comparison, but concerns around accessibility.
AIR-C	✗	✗	Major challenges for transit connections and property impacts.

SW Everett Industrial Center

Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Station Alternatives	CAG	ELG	Notes from CAG/ELG
SWI-A	✓	✓	Best serves community of Casino Road and manufacturing center. Strong ELG support.
SWI-B	✓	✓	Also has potential to serve community and manufacturing center.
SWI-C	✓	✓	Worth continued study because it is the closest option to Paine Field; however, has some challenges and still requires shuttle to airport.

SW Everett Industrial Center to SR 526/ Evergreen Alignments

Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Alignment Alternatives	CAG	ELG	Notes
pink	✓	✓	Fewer potential impacts to community and properties along Casino Road.
purple	✓	✓	Fewer potential impacts to community and properties along Casino Road. Lower cost.
blue	✗	✗	Greater potential for impacts to communities along Casino Road.
green	✗	✗	Greater potential for impacts to communities along Casino Road.

SR 526/Evergreen

Alternatives that will be studied in Level 2 are highlighted in green in the table below.



Station Alternatives	CAG	ELG	Notes
EGN-A	✓	✓	Keep studying for route option north of SR 526 but concerns around accessibility.
EGN-B	✓	✗	Greatest impact to local businesses with high community importance at this intersection.
EGN-C	✗	✓	CAG concerned with limited accessibility and potential for future development. ELG preferred EGN-C over EGN-B to continue to study due to potential community impacts of EGN-B.
EGN-D	✓	✓	Good connections to transit, residents and potential future development. Study with connection to purple alignment.
EGN-E	✓	✓	Good connections to transit, population growth and potential future development. Study with connection to purple alignment.

Everett Station

Alternatives that will be studied in Level 2 are highlighted in green in the table below.

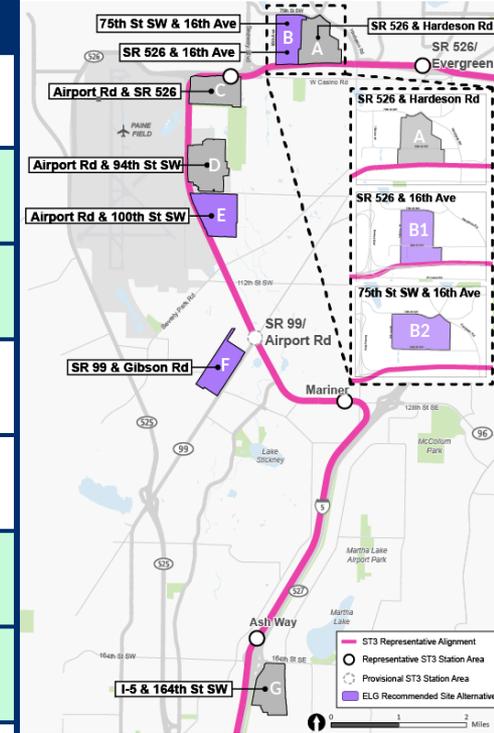


Station Alternatives	CA G	ELG	Notes
EVT-A	✓	✓	Best connection to existing transit station.
EVT-B	✓	✗	Similar location and performance to EVT-C. Consider how benefits of EVT-B could be incorporated into EVT-C.
EVT-C	✓	✓	Metro Everett Plan supports EVT-C paired with other improvements to serve downtown.
EVT-D	✗	✓	Closest to heart of downtown. ELG supported continuing to study tradeoffs for a range of options.

OMF North

Alternatives that will be studied in Level 2 are highlighted in green in the table below.

OMF Site Alternatives	CAG	ELG	Notes
<i>Site A: SR 526 & Hardeson Rd</i>	X	X	Technically challenging due to topography issues
Site B-1: SR 526 & 16th Ave	✓	✓	North of SR526 option, but potential business impacts
Site B-2: 76th St SW & 16th Ave	✓	✓	North of SR526 option, but potential business impacts
<i>Site C: Airport Rd & SR 526</i>	X	X	Technically challenging, business impacts
<i>Site D: Airport Rd & 94th St SW</i>	✓	X	ELG was concerned about major business/employee impacts
Site E: Airport Rd & 100th St	✓	✓	Fewest property impacts, but potential environmental impacts
Site F: SR 99 & Gibson Rd	?	✓	No environmental resources, but more residential impacts
<i>Site G: I-5 & 164th St*</i>	?	X	Business impacts, topography challenges



*Site G may be considered to support new north-south alignment alternatives suggested during early scoping.

Thank you.



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