



Everett Link Extension

Racial Equity Toolkit Report: Station Goals and Strategies

May 2026

Table of Contents

1	INTRODUCTION.....	1
1.1	Everett Link Extension Project Overview.....	1
1.2	Project Alternatives.....	2
1.3	The Purpose of this Report.....	3
2	RACIAL EQUITY TOOLKIT ENGAGEMENT.....	4
2.1	Objective.....	4
2.2	Preparation.....	4
2.3	Workshop Approach.....	5
2.3.1	Round One: Initial outreach.....	6
2.3.2	Round One: Additional outreach.....	6
2.3.3	Round Two: Community follow-up.....	6
2.4	Feedback from the Community.....	7
3	GOALS AND STRATEGIES.....	7
3.1	Project Community Goals and Equity Strategies.....	7
3.2	Sound Transit Design Considerations.....	9
3.3	Station Area Community Goals & Equity Strategies.....	11
3.3.1	West Alderwood Station Area.....	11
3.3.2	Ash Way Station Area.....	15
3.3.3	Mariner Station Area.....	19
3.3.4	SR 99/Airport Road Station Area.....	23
3.3.5	SW Everett Industrial Center Station Area.....	27
3.3.6	SR 526/Evergreen Station Area.....	31
3.3.7	Everett Station Area.....	35
4	FINDINGS AND NEXT STEPS.....	39

Tables

Table 3-1	Sound Transit Design Considerations.....	10
Table 3-2	Considerations for Achieving Project Community Goals – West Alderwood.....	13
Table 3-3	Considerations for Achieving Project Community Goals – Ash Way.....	17
Table 3-4	Considerations for Achieving Project Community Goals – Mariner.....	21
Table 3-5	Considerations for Achieving Project Community Goals – SR 99/Airport Road.....	25

Table 3-6 Considerations for Achieving Project Community Goals – SW Everett Industrial Center29

Table 3-7 Considerations for Achieving Project Community Goals – SR 526/Evergreen....33

Table 3-8 Considerations for Achieving Community Equity Goals – Everett Station.....37

Figures

Figure 1-1 Project Milestones.....2

Figure 1-2 Everett Link Extension Project Alternatives3

Figure 3-1 West Alderwood Segment Station and Alignment Alternatives12

Figure 3-2 Ash Way Segment Alignment and Station Alternatives16

Figure 3-3 Mariner Segment Alignment and Station Alternatives.....20

Figure 3-4 SR 99/Airport Road Alignment and Station Alternatives23

Figure 3-5 SW Everett Industrial Center Alignment and Station Alternatives27

Figure 3-6 SR 526/Evergreen Alignment and Station Alternatives.....32

Figure 3-7 Everett Station Segment Alignment and Station Alternatives35

Appendices

Appendix A Workshops Summary

Acronyms

ADA	Americans with Disabilities Act
AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
EGN	SR 526/Evergreen
EVT	Everett Station
MAR	Mariner
OMF	Operations and Maintenance Facility
RET	Racial Equity Toolkit
RISNW	Refugee and Immigrant Services Northwest
SR	State Route
SWI	SW Everett Industrial Center

1 INTRODUCTION

In 2019, Sound Transit reaffirmed its commitment to diversity, equity, and inclusion by incorporating these values into the agency's Five-Year Strategic Plan and adopting the first agencywide Equity and Inclusion Policy. Shortly after, the agency developed a Racial Equity Tool (RET) and an Equitable Engagement Toolkit (EET) to assess and address impacts on racial equity in the project and its surrounding areas. These toolkits outline a process to proactively address institutional and systemic racism by first acknowledging its existence and furthering understanding of how systems and structures exclude and adversely affect people of color.

Sound Transit RET objectives:

- Identify disparities and unintended consequences and their root cause.
- Amplify community voices.
- Provide opportunity for the public to inform decision making.
- Develop strategies to mitigate or eliminate potential harm posed by Sound Transit project.

The RET is designed to integrate an explicit consideration of racial equity in decision-making related to projects, policies, programs, and practices as both a product and a process. Sound Transit utilized this tool to guide and inform targeted outreach efforts with the intention to learn about the priorities and concerns of historically underserved communities along the Everett Link Extension corridor, with special consideration given to the potential station areas.

1.1 Everett Link Extension Project Overview

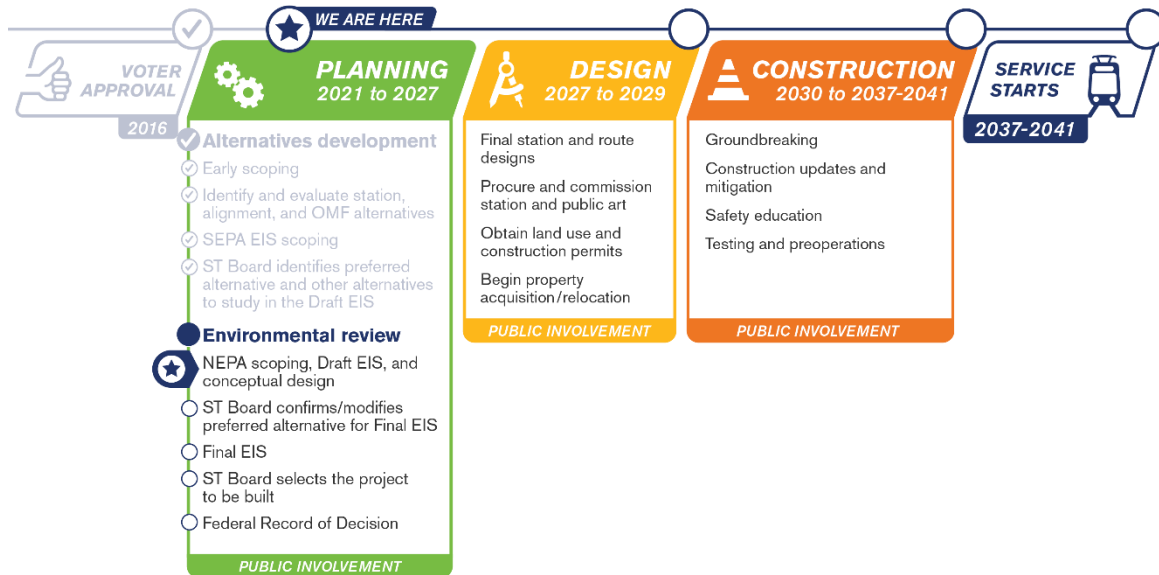
The Everett Link Extension will provide fast and reliable connections to regional residential and job centers in Snohomish County's growing urban areas as well as the regional Link light rail network. The proposed project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

The project adds approximately 16 miles of light rail, six new stations, and one provisional (unfunded) station connecting the Lynnwood City Center Station to the Everett Station area in Snohomish County. Everett Link Extension also includes two new parking facilities and the essential operations and maintenance facility (OMF North), which would support overall system operation and have the capacity to receive, store, and service a larger train fleet to support Link extensions.

EVLE is planned to open between 2037 and 2041, depending on available funding. New parking facilities would be constructed at two of the stations, Mariner and Everett Station, and are planned to open in 2046. OMF North would open in 2034, prior to the opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for other parts of the regional system as well as the extension to Everett.

Figure 1-1 shows the anticipated schedule milestones for the project.

Figure 1-1 Project Milestones



1.2 Project Alternatives

The Everett Link Extension Project is organized into eight geographic segments, discussed in this document from south to north: West Alderwood (ALD), Ash Way (ASH), Mariner (MAR), SR 99/Airport Road (AIR), SW Everett Industrial Center (SWI), SR 526/Evergreen (EGN), Broadway/I-5 (BI), and Everett Station (EVT). Within these segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration and being studied in the environmental review process. There are also three OMF North site alternatives under consideration: OMF Site F, OMF Site E, and OMF Site B.

Alignment alternatives in each segment are identified with numbers (e.g., ALD-1) and station alternatives are identified with letters (e.g., ALD-B). Current RET efforts focused specifically around the station areas, and therefore, the Broadway/I-5 Segment, which does not include a station, and OMF North are not specifically addressed within this report.

See Figure 1-2 for the alignment, station, and OMF North site alternatives under consideration.

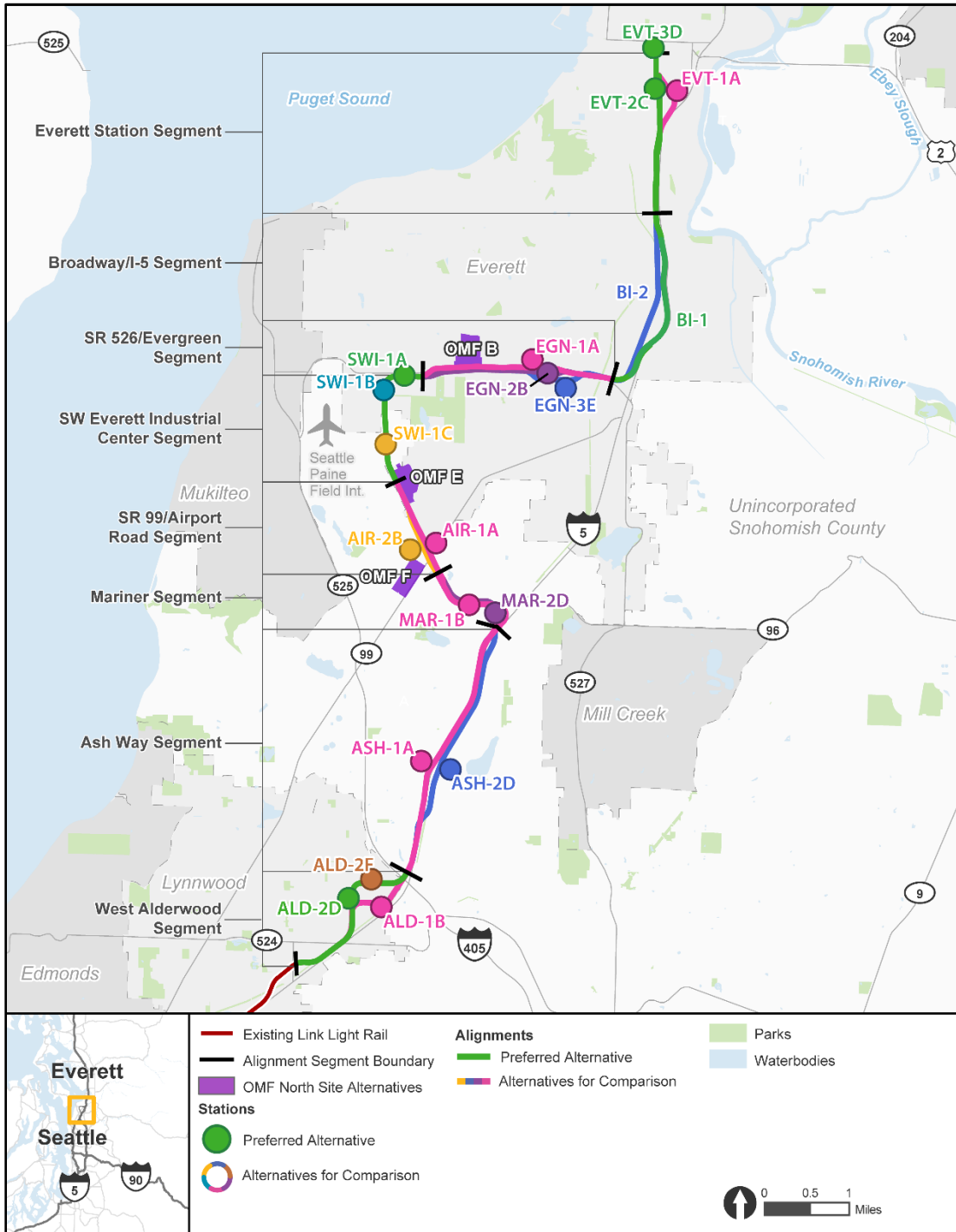
In general, the EVLE study area – the area approximately 0.5 mile from the project alternatives – has a higher percentage of people of color¹ (49%), low-income² (25%), and English language learners³ (16%) compared to Snohomish County as a whole (with 36%, 19%, and 9%, respectively) – highlighting the importance of this work.

¹ People of color is defined as all but Non-Hispanic White Alone.

² Low-income is defined as two times the U.S. Department of Health and Human Services poverty guideline.

³ English language learners is defined as individuals 5 years and over that speak English “less than very well.”

Figure 1-2 Everett Link Extension Project Alternatives



1.3 The Purpose of this Report

This report documents how the RET was applied to the Everett Link Extension Project, summarizes the feedback received through the RET process, and outlines goals and strategies based on the RET work to help achieve equitable project outcomes.

This report promotes Sound Transit's values of Inclusion & Respect, as well as Integrity; as the agency aims to include a diversity of perspectives as well as demonstrate accountability and transparency to those involved in the process.

This report will help guide early decision-making to make it easier to align project planning, design, construction, and operations with community needs, concerns, and goals. Sound Transit will continue to engage with communities with equity, intention, and authenticity at the forefront; and will return to these goals as a guidepost.

2 RACIAL EQUITY TOOLKIT ENGAGEMENT

The RET was incorporated into the Everett Link Extension Project during the initial years of project work, alternatives development, and that work has continued into the environmental review phase. The report focuses on the RET engagement that occurred between summer 2023 and winter 2024, primarily through a series of community workshops.

2.1 Objective

The main objective of the RET work is to gain a deeper understanding of the priorities, desires, and concerns of communities of color and any historically underrepresented or excluded groups along the project corridor.

The direct participation of these communities is a vital component of the RET process because critical information, such as culturally significant places, businesses, and resources, cannot be discerned solely from census data. The goal is to elevate their perspectives in the planning process and to align with community priorities as the project team studies station and route alternatives during the Draft Environmental Impact Statement (EIS) phase.

2.2 Preparation

The project used small group workshops to gather feedback from communities. This format allowed for focused outreach, to meet the needs of the group (such as interpretation needs, in-language materials, project background information, etc.) and to be more responsive to any issues that arose.

Before beginning outreach, the project team identified the type of feedback that would be most useful at this stage of the project and identified areas where the community could have the greatest influence. To help guide conversations, Sound Transit developed the following categories and defined them for participants in the workshops.

- **Accessibility & Mobility:** Refers to how you would experience your journey from your starting point to the light rail station.
- **Connectivity & Efficiency:** Refers to how the light rail performs to get you where you need to go.
- **Health:** Refers to the state in which everyone has a fair and just opportunity to attain their highest level of health.
- **Safety:** Refers to recognizing and addressing systematic inequities in our communities that may put certain groups at a higher risk of being exposed to unsafe situations.

- **Environment:** Refers to how the community experiences their outdoor spaces and/or access to environmental education.
- **Economic Development:** Refers to the creation of job opportunities, business opportunities, and other factors that can contribute to the area's financial health.

The project team then contacted community leaders and organizations with existing relationships with historically underserved and excluded groups. These groups included communities of color, non-English language speakers, and immigrant and refugee communities. Additional outreach included posting in-language flyers in community hubs (English, Spanish, Vietnamese, Korean, Ukrainian) and creating in-language posts on social media (Spanish and Vietnamese). In-language and Americans with Disabilities (ADA) support services were offered during the advertisement process.

2.3 Workshop Approach

The workshops were designed and structured to minimize barriers to engagement and to be responsive to early feedback heard about traditional participation formats. Specifically, the workshops were tailored to:

- Provide transparent information about the planning and decision-making process of the project.
- Share project timeline and identify opportunities to provide feedback.
- Build ongoing relationships with communities.
- Focus feedback on themes and issues where community members can have impact during the decision-making process.
- Provide transparent responses to questions or concerns.
- Explain technical information using plain language.
- Be responsive to community needs for participation.

All workshops were led by culturally responsive consultants and structured to encourage community members around Everett Link Extension stations to discuss their transportation needs and concerns about the project. The workshops were delivered as informal conversations where feedback was gathered through sticky notes on large maps marking important areas.

The following guiding questions were used to facilitate conversation with participants about each station area:

- What brings you to this area?
- What in this area is important to you?
- What comes to mind when you think about this area?
- What makes this area unique?
- How would you get to this station?
- How can we make it more convenient for you to walk, bike or take transit?
- What, if anything, could be improved in this area?

- What other things are important or concern you about a light rail station in this location?
- Where else, not within walking distance, would people want to get to from this location?

Sound Transit divided the RET engagement effort into two rounds. The first round of workshops gathered input on community priorities; the second round reported back ‘what we heard’ and the community goals and strategies developed based on workshop input.

2.3.1 Round One: Initial outreach

In fall 2023, Sound Transit hosted five community workshops spread along the project corridor. Although there was interest from community groups and leaders, participation in the first three workshops was very low (<10 attendees combined). To increase participation, the project team increased advertising by partnering with trusted community leaders, who have established relationships and credibility within their communities. In addition to the partnership strategy, the team offered a \$100 stipend as an incentive for community members to participate and provide feedback. As a result, the final two workshops had about 30 attendees each, for a total of 66 participants. The fourth workshop was in English with Spanish interpretation, and the fifth workshop was hosted fully in Spanish.

2.3.2 Round One: Additional outreach

To involve a greater number of participants in this discussion, Sound Transit continued outreach efforts through the summer of 2024 to identify community groups interested in participating in additional workshops. The Refugee and Immigrant Services Northwest (RISNW) helped organize in-language workshops with Pacific Islander (Chuukese and Marshallese), Vietnamese, Ukrainian, and Spanish language. Stipends were provided at all four of these additional workshops. This additional round of workshops had a total of 111 participants.

After the first round of workshops concluded, the project team developed a draft list of community goals and project strategies based on the feedback received.

2.3.3 Round Two: Community follow-up

A second round of workshops was hosted by Sound Transit to review the goals and strategies developed to understand if community felt their needs and concerns were considered. The project team also provided an opportunity for all participants, including those not included in the first round of workshops, to provide any additional feedback.

These seven RET workshops were held in fall 2024. The team conducted one public workshop in English and supported by interpreters in Spanish, Vietnamese and Ukrainian. The remaining six workshops were hosted in multiple languages for different groups, including Afghani women (Dari and Pashto), Latinx (Spanish), Ukrainian, Pacific Islander (Chuukese and Marshallese), Vietnamese, and Korean groups. A total of 275 people participated in the second round of RET workshops.

Participants included in the first round of workshops were invited to these meetings, however most participants in the second round were new to the project. To respond to this, the project team included a project overview and made space for general questions and comments at these meetings. Once general project information was understood, the project team shared the community goals and strategies developed based on input from round one workshops. The

team confirmed that no major concerns about the project were missed during the first round of workshops and that the goals and strategies accurately reflected the priorities of the surrounding communities.

2.4 Feedback from the Community

Generally, community members shared concerns related to passenger connectivity and efficiency, public safety, health and environment, and gentrification and displacement. The following common themes were identified across feedback from all engagement efforts:

- Buses in many neighborhoods in Snohomish County are not reliable or frequent enough, so people may struggle to access the proposed light rail stations.
- Poor lighting and visibility as well as perceived criminal and/or unsafe activities make the community feel unsafe currently accessing some future station areas.
- General concern about the lack of green spaces accessible to the community.
- Concern around displacement of culturally-based businesses and food vendors (including grocery stores).
- General concern about gentrification and increased cost of living resulting in residents and businesses being displaced.

Community members also shared enthusiastic sentiments for the potential convenience and connectivity the light rail could provide. Some of the common themes shared across engagement efforts were:

- Conversations and feedback in support of the EVLE Design Guidelines, with many comments simply reiterating guideline tenets.
- Participants can envision how they would use the light rail and how it could fit into their life.

Although these workshops are not representative of everyone living, traveling, and doing business in and around the station areas, the findings do show that certain feelings, ideas, and behaviors are common for people living throughout the project corridor.

See Appendix A for a full summary of the workshops and feedback received.

3 GOALS AND STRATEGIES

3.1 Project Community Goals and Equity Strategies

During the community workshops in the Fall of 2023, the project team heard that each station area is unique and has its own character, personality, businesses, residents, services, reasons for visiting, as well as its own set of challenges. However, participants also had many similar concerns and desires for each station area, resulting in a common set of needs and desires throughout the Everett Link Extension corridor.

The **Project Community Goals**, stated below, reflect communities' priorities for the Everett Link Extension project and the common positive outcomes that Sound Transit will aim to realize for every one of the station areas. The **Equity Strategies** that accompany each goal state more specifically how Sound Transit will reach the goal through project activities. As a next step, from

the strategies, the project team will develop methods to measure how well Sound Transit is meeting these goals.

Further, to include the unique aspects of each station area, the project team explored how the Project Community Goals and Equity Strategies are tailored to each station area in Section 3.3. Sound Transit is committed to these initiatives through strong partnerships and collaborative efforts.

These goals and strategies each play important roles in achieving meaningful equity outcomes for the Everett Link Extension project (Table 3-1). See Appendix A to read the feedback received from the workshops that was used to develop these goals and strategies.

Table 3-1 Project Community Goals and Equity Strategies

Community Goals	Equity Strategies
<p>Goal 1 Provide a safe environment for station users.</p>	Locate stations to minimize safety concerns around fast, high-traffic streets and maximize protections for pedestrians and bicyclists.
	Design stations for visibility and security, including being well-lit.
	Continue partnerships to encourage providing improved lighting along access paths to stations.
	Continue partnerships to encourage safety through active uses around stations.
	Continue conversations with community and project partners around safety concerns and collaborate on potential improvements.
<p>Goal 2 Improve access to recreational and/or green space for the community.</p>	Locate and design stations and route to optimize public recreational space.
	Continue partnerships to encourage creating recreational and/or green space in the station areas.
<p>Goal 3 Improve access to community resources through equitable improvement of all modes of travel.</p>	Continue partnerships to improve sidewalks, trails, and bicycle facilities leading to the stations.
	Locate stations to minimize negative impacts to community resources and maximize potential benefits.
	Design safer bike paths and sidewalks around the stations.
	During construction, prioritize avoiding negative impacts to community places.
<p>Goal 4 Prioritize passengers with language and accessibility needs.</p>	Locate station for intuitive, accessible passenger experience.
	Design stations to prioritize wayfinding and mobility features that focus on riders with language and accessibility needs (see Section 3.2).

Community Goals	Equity Strategies
Goal 5 Provide frequent, reliable, and easy transit connections.	Locate and design stations for easy transfers between Link and other transit.
	Continue partnerships with local transit agencies to make transfers easy.
	Continue conversations with current and future transit riders to understand how people get where they want to go.
Goal 6 Minimize displacement and counteract gentrification pressures.	Continue partnerships to support preservation of affordability in the station areas and counteract gentrification pressures.
	Support partnering opportunities that help preserve existing small businesses in the station area.
	Assist anti-displacement efforts for the community through partnerships, programs, and initiatives focused on maintaining the cultural character of each station area.
Goal 7 Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.	Create opportunities for the community to have a platform to voice their input on development in station areas.
	Create opportunities for equitable community development that serves the broader community, particularly communities of color.

3.2 Sound Transit Design Considerations

During the first round of workshops, the project team heard many concerns relating to safety, green space, and access for all modes of travel. While these concerns were considered during the development of the RET goals, Sound Transit consistently applies specific design considerations to all light rail projects in the region that will address many of these issues (Table 3-2). These design considerations were shared with participants during the second round of workshops with the intention to inform the public that the project will already be incorporating efforts that address some of the communities’ concerns through standard design practices.

The table below summarizes the design considerations that apply to common feedback heard from the first round of workshops. Sound Transit will consider these at every station, regardless of which alternative is chosen.

Table 3-2 Sound Transit Design Considerations

Goals	Sound Transit Design Considerations
<p>Goal 1 Provide a safe environment for passengers, including lighting.</p>	<ul style="list-style-type: none"> • Illuminate walkways; provide light to illuminate people’s faces and provide a sense of security; and minimize glare and shadows. • Maximize glazing and transparency for ground-level spaces to improve sightlines and draw in natural light. • Maintain clear sightlines from key points in and around the station. • Provide visible crosswalks and warning signs or signals for crossing.
<p>Goal 2 Improve green space for the community, including tree replacement.</p>	<ul style="list-style-type: none"> • Where possible, preserve existing vegetation. • Replace trees removed during construction. <ul style="list-style-type: none"> ○ Choose native, adaptive plant and tree species where able. ○ Thoughtfully locate trees to be equitable and reflect communities’ priorities.
<p>Goal 3 Improve local access for all modes of travel including pedestrians, bicyclists, buses, and personal vehicles.</p>	<ul style="list-style-type: none"> • Create safe and direct walking, bicycling, and rolling connections. <ul style="list-style-type: none"> ○ Wide, accessible sidewalks. ○ Frequently spaced, visible street crossings. ○ Bikeways that are comfortable for riders of all ages and abilities. ○ Intersection treatment that prioritizes pedestrian movement across all directions. ○ Bicycle and micromobility storage. • Include access features that support direct and seamless transit connections. <ul style="list-style-type: none"> ○ Bus stops near or on station property. ○ Transit waiting areas. ○ Pick-up and drop-off curb space with direct pedestrian connections to station entrances.
<p>Goal 4 Prioritize passengers with language and accessibility needs.</p>	<ul style="list-style-type: none"> • Meet, and often exceed, ADA code requirements and FTA Guidance for accessibility and create Universal Design. • Create pedestrian routes and crossings that have priority and are direct, well-lit, clearly marked, and free of barriers or tripping hazards. • Incorporate tactile wayfinding and audio-visual messaging. • Provide paratransit and ADA pick-up/drop-off as close to the station entrance as possible.

3.3 Station Area Community Goals & Equity Strategies

The sections below summarize each station area, the station specific feedback heard during the RET workshops, as well as accompanying station area equity strategies that support each community goal. The project team also evaluated how challenging implementing these strategies would be by alternative, if there were differences between them.

3.3.1 West Alderwood Station Area

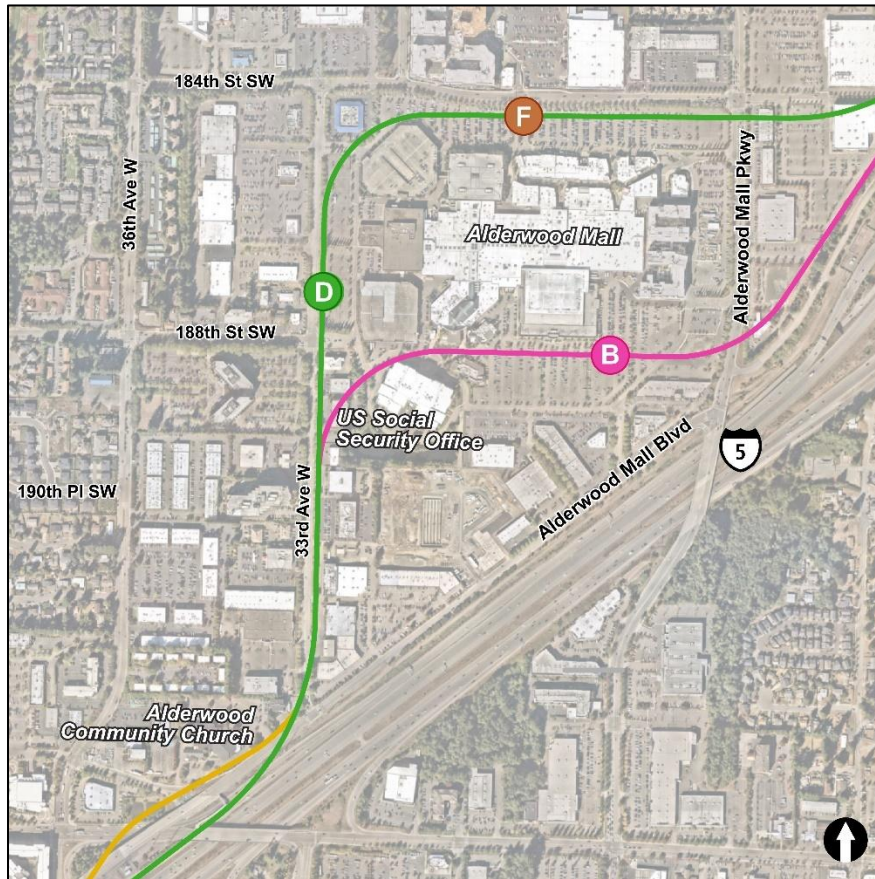
3.3.1.1 Background

The West Alderwood area is primarily commercial near the alignment and station alternatives, and includes the Alderwood Mall, several large chain businesses, and some smaller local businesses and offices along 33rd Ave W. Several mixed-use (retail with housing) buildings have been built over the past few years, along with additional outdoor mall space, making the area denser and more walkable. However, highways to the north and east limit walking and biking access, and 184th St SW is a busy roadway that can be intimidating and even dangerous for bicyclists and pedestrians.

The residential neighborhoods to the west of the station area are more easily accessible. These neighborhoods are a mix of single-family homes and apartments, mostly built in the 1960's after I-5 was constructed, as part of the Alderwood Manor neighborhood (before being incorporated as part of the City of Lynnwood). Lynnwood has also launched plans to transform the City Center District, which will be adjacent to the Lynnwood City Center Station and the Alderwood Mall. The plans aim to transform strip malls into denser urban neighborhoods with increased housing, office and retail developments. The area is currently very car-oriented but is serviced by several transit lines and efforts are being made to improve the pedestrian experience.

The mall is one of the largest and busiest malls in the state and has continued to grow and develop over the last several years. It is seen as a major destination and gathering place. The commercial areas along 33rd Ave W also contain several healthcare and medical facilities (eye doctors, dentists, physical therapy offices), a dance studio, gym, and other places the community uses on a regular basis. The nearby Alderwood Community Church is another community destination; in addition to their regular religious services in multiple languages, they offer groceries, hot meals, English lessons, a clothing bank, and free healthcare resources through their onsite "Compassion Center."

Figure 3-1 West Alderwood Segment Station and Alignment Alternatives



Caption: The West Alderwood Segment includes the area between the existing Lynnwood City Center Station in the city of Lynnwood and the I-5/I-405 interchange in unincorporated Snohomish County.

3.3.1.2 Feedback

The community understood the desire to have a station in this area, due to services and retail located nearby. The mall and nearby grocery and retail stores are the top reasons for participants to visit. Compared to other station areas, the community had fewer concerns for this area. Top concerns were limited parking, limited bike access, increased traffic and congestion, business displacement, and rising living costs. The community expressed a desire for lighting and a security presence in this station area.

3.3.1.3 Strategies and Evaluation

Table 3-3 Considerations for Achieving Project Community Goals – West Alderwood

Station Area Equity Strategies	ALD-B	ALD-D	ALD-F
Goal 1: Provide a safe environment for station users.			
Provide safe access, especially at night, through parking areas and along busy roads	More Challenging – The station is removed from the street making it more isolated and would need new infrastructure for both transit and non-motorized access.	Less Challenging – 33rd has existing infrastructure and the city of Lynnwood is planning on additional non-motorized infrastructure improvements in the future.	Challenging – 184th is a busy street and although it may provide better visibility, it may be harder to calm traffic.
<i>Measures to address personal safety concerns for accessing the station (lighting, visibility, etc.) will be considered for all alternatives. See Section 3.2.1.</i>			
<i>Continue collaboration between Sound Transit, the City of Lynnwood, and Alderwood Mall.</i>			
Goal 2: Improve access to recreational and/or green space for the community.			
Access to existing public green spaces (Pioneer Park, North Lynnwood Park)	More Challenging – need to travel through existing parking and mall areas.	Challenging – topography, lack of bus service, and distance to parks present access challenges.	Challenging – topography, lack of bus service, and distance to parks present access challenges.
<i>Continue partnership with Community Transit to improve bus access to parks.</i>			
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.			
Pedestrian and bike access	Challenging – would need new infrastructure for non-motorized access within the Alderwood Mall parking lot.	Less Challenging – has existing infrastructure that could be improved for non-motorized travel.	Challenging – would need new infrastructure for non-motorized access.
<i>Continue partnership with the City of Lynnwood to improve sidewalks, trails, and bicycle facilities around station areas.</i>			
Goal 4: Prioritize passengers with language and accessibility needs.			
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>			

Goal 5: Provide frequent, reliable, and easy transit connections.			
Connection to local transit	More Challenging – no direct connection to the existing bus rapid transit network; diversions along mall access roads and lower speeds could cause an impact to travel times.	Less Challenging - offers direct connection to the existing bus rapid transit network within the station area. Some transfers would require crossing 33rd Ave.	Challenging – no direct connecting to the existing bus rapid transit network. Some transfers would require crossing 184th St SW.
<i>All alternatives would allow direct paratransit access to the station entrance.</i>			
<i>All alternatives would require continual partnerships with jurisdictions, cities, and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>			
Goal 6: Minimize displacement and counteract gentrification pressures.			
Minimize <u>direct</u> impacts to businesses, residents, and community resources.	Challenging – minimal impacts to businesses along the corridor. No residential impacts.	Challenging – minimal impacts to businesses along the corridor. No residential impacts.	Challenging – minimal impacts to businesses along the corridor. No residential impacts.
<i>Continue partnerships with jurisdictions and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>			
Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.			
<i>In addition to standard public outreach, continue conversations with community and project partners about the community’s safety concerns and collaborate on potential improvements as project design gets more detailed.</i>			

3.3.2 Ash Way Station Area

3.3.2.1 Background

The Ash Way station area is about halfway between the Alderwood Mall and Mariner station areas, near I-5 and the existing Ash Way Park-and-Ride. The surrounding neighborhoods are primarily low-density residential, composed mostly of single-family homes with a few apartment complexes or commercial buildings. I-5 and 164th Street SW create barriers, making getting around challenging for all modes of travel. The neighborhoods are fairly isolated from each other, and the nearby businesses include a lot of parking, making it a very car-oriented area.

Due to the isolation of the neighborhoods and challenging transportation modes of travel for pedestrians and cyclists, this area has historically been a destination area for single home buyers seeking affordable homes within a suburban setting while having close proximity to I-5 and access to Seattle job markets. With population growth, the area has seen a notable increase in apartment complexes, business development and community activity in the past 15 years.

There are a number of community facilities near the station areas including two public-assisted apartment buildings, Mill Creek Foursquare Church, Bright Stars Kids Academy, Morning Star Korean Cultural Center and PROVAIL Employment Services. The Interurban Trail runs generally parallel to the east side of I-5, but otherwise there are few parks or green spaces nearby. Some larger stores, such as the WalMart, are popular draws to this area; and the park-and-ride makes it a destination for many commuters already.

Figure 3-2 Ash Way Segment Alignment and Station Alternatives



Caption: The Ash Way Segment includes the area between the I-5/I-405 interchange and 134th Street SW, entirely within unincorporated Snohomish County.

3.3.2.2 Feedback

The community sees this area as a potential transfer station connecting people who use the Ash Way Park-and-Ride and other forms of transportation to the light rail. Walmart is viewed as a primary destination in the area. Most participants preferred ASH-A due to its proximity to the Park-and-Ride. Accessibility and mobility were a major concern in this area, including added traffic congestion to an already challenging area, limited parking, access for people with disabilities, and language barriers. The community also shared that generally improving sidewalks around and leading to station areas, would improve their accessibility. The community expressed a desire for green space and a security presence in this station area.

3.3.2.3 Strategies and evaluation

Table 3-4 Considerations for Achieving Project Community Goals – Ash Way

Station Area Equity Strategies	ASH-A	ASH-D
Goal 1: Provide a safe environment for station users.		
Locate the station to minimize safety concerns related to high-traffic streets and maximize protections for pedestrians and bicyclists	Challenging – site is isolated within the existing park-and-ride which reduces conflict with high-traffic streets but may reduce the perception of visibility.	Challenging – has active land use potential around the station that may provide riders a sense of safety through high visibility and activity. Safety concerns around high-traffic streets (164th Street SW).
<i>Measures to address personal safety concerns for accessing the station (lighting, visibility, etc.) will be considered for both alternatives. See Section 3.2.1.</i>		
<i>Continue partnership with Snohomish County to support safety access improvements.</i>		
Goal 2: Improve access to recreational and/or green space for the community.		
Access to existing public green spaces (Interurban Trail)	More Challenging – access to Interurban Trail requires crossing I-5 via 164th St SW.	Less Challenging – opportunity to create direct access to the Interurban Trail.
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.		
<i>Both alternatives would require pedestrian and bicycle access improvements to access resources located across I-5 via 164th St SW.</i>		
<i>Continue partnership with Snohomish County to improve sidewalks, trails and bicycle facilities around station areas.</i>		
Goal 4: Prioritize passengers with language and accessibility needs.		
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>		
Goal 5: Provide frequent, reliable, and easy transit connections.		
Connection to transit	Less Challenging - shortest transit transfer connections at the existing park-and-ride.	More Challenging – existing park-and-ride located across I-5, which requires a bus connection to the station area or ½ mile walk on high-traffic streets.
<i>Both alternatives would allow direct paratransit access to the station entrance.</i>		
<i>Continue partnerships with jurisdictions, cities, and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>		

Station Area Equity Strategies	ASH-A	ASH-D
Goal 6: Minimize displacement and counteract gentrification pressures.		
Minimize <u>direct</u> impacts to businesses, residents, and community resources.	More Challenging – displaces more residential properties; minimal impacts to businesses and community resources.	Less Challenging – displaces fewer residential properties; minimal impacts to businesses and community resources.
<i>Continue partnerships with WSDOT, jurisdictions, and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>		
Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.		
<i>In addition to standard public outreach, continue conversations with community and project partners about the community’s safety concerns and collaborate on potential improvements.</i>		

3.3.3 Mariner Station Area

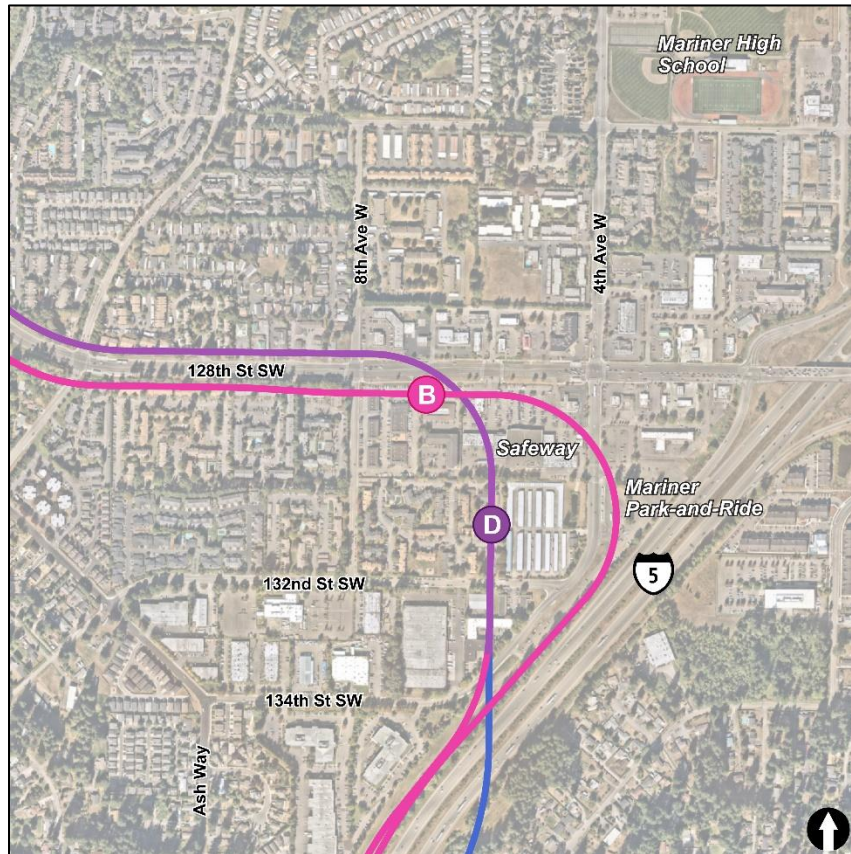
3.3.3.1 Background

The Mariner station area is located in unincorporated Snohomish County and, although technically a part of the Lake Stickney neighborhood, people often refer to the area as the Mariner neighborhood, with its own unique identity. It contains a mix of retail and medium-density housing, with higher intensity uses present along 128th Street SW. The retail is a mix of national chains and small local businesses. Many of these businesses are viewed as community facilities including Safeway, Arriba Mexico Store y Oaxaca Galmen, Oriental & African Mini Market, Cracken Coffee, and Katya's Bakery. The Safeway grocery store makes this a high traffic area, often competing with commuter traffic accessing I-5, SR 99 and/or the Mariner park-and-ride. The key anchors of the area are the retail space along 128th and Mariner Highschool, just north of the station alternatives.

It is a diverse area, containing people speaking many different languages along with a variety of racial and ethnic groups. The area is viewed as being fairly affordable, with some subsidized affordable housing units as well as quite a few large apartment complexes, townhomes, and condo buildings.

Although housing is fairly affordable, this neighborhood has historically been underserved in terms of public, social and medical resources such as providing an adequate library services for the already large and increasing student population in this area. Recently, Sno-Isle libraries has partnered with Everett Housing Authority and others to purchase property and start development of a new public library campus that will include affordable housing and community gathering space.

Figure 3-3 Mariner Segment Alignment and Station Alternatives



Caption: The Mariner Segment includes the area between 134th Street SW and 19th Place W, in unincorporated Snohomish County.

3.3.3.2 Feedback

The community recognizes the number of small businesses that could benefit from or, alternatively, be directly displaced by the Everett Link Extension station in this area. Most community participants preferred MAR-D as it would displace fewer local businesses. In addition to business displacement, top concerns for this station area include limited parking, safety and crime in the area. The community expressed a desire for green space in this station area.

3.3.3.3 Strategies and evaluation

Table 3-5 Considerations for Achieving Project Community Goals – Mariner

Station Area Equity Strategies	MAR-B	MAR-D
Goal 1: Provide a safe environment for station users.		
Locate the station to minimize safety concerns related to high-traffic streets and maximize protections for pedestrians and bicyclists	Challenging – located directly adjacent to a high-traffic street and close to busy intersections and parking area. Could have higher visibility in a busier area, which can contribute to a higher sense of safety.	Challenging – located further from the busiest street (128th St SW) allowing for safer access directly adjacent to the station location.
<i>Measures to address personal safety concerns for accessing the station (lighting, visibility, etc.) will be considered for both alternatives. See Section 3.2.1.</i>		
Goal 2: Improve access to recreational and/or green space for the community.		
<i>Both alternatives would require crossing 128th St SW to access the Interurban Trail and are equidistant from McCollum Park.</i>		
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.		
<i>Both alternatives would require pedestrian and bicycle access and safety improvements along 128th Street SW and other local roads.</i>		
<i>Continue partnership with Snohomish County to improve sidewalks, trails and bicycle facilities around station areas.</i>		
Goal 4: Prioritize passengers with language and accessibility needs.		
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>		
Goal 5: Provide frequent, reliable, and easy transit connections.		
<i>Both alternatives would provide a direct connection to existing bus rapid transit network, would require crossing 128th St SW for local bus transfers, and would allow direct paratransit access to the station entrance.</i>		
<i>Continue partnerships with jurisdictions and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>		
Goal 6: Minimize displacement and counteract gentrification pressures.		
Minimize <u>direct</u> impacts to businesses, residents, and community resources.	More Challenging – Would have more impacts on business and community resources, notably Safeway.	Challenging – Would have fewer impacts on existing businesses and community resources.
<i>Both alternatives would require partnerships with jurisdictions and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>		

Station Area Equity Strategies	MAR-B	MAR-D
<p>Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.</p>		
<p><i>In addition to standard public outreach, continue conversations with community and project partners about the community's safety concerns and collaborate on potential improvements. Sound Transit will partner closely with the Sno-Isle Libraries and Mariner Community Campus project to understand the future of the area and community needs.</i></p>		

3.3.4 SR 99/Airport Road Station Area

3.3.4.1 Background

The SR 99/Airport Road area spans unincorporated Snohomish County and the City of Everett. It is a crossroads area, located at the intersection of several neighborhoods, making it less cohesive as a neighborhood and more of a connection point. The major intersection of Airport Road and SR 99/Evergreen Way makes this a very car-centric area with high traffic volumes and speeds, which may be intimidating for pedestrians and bicyclists. North of the station area is primarily commercial and industrial uses, with Paine Field as the most prominent feature.

This station area has seen less notable development than other neighborhoods in Everett. Commercial uses and community facilities are primarily concentrated along Airport Road and Evergreen Way, including CVS, La Palmera Family Mexican Restaurant, Home Depot, Sunrise Christian Center, Imrans Market, Teto's Supermarket & Taqueria, and Rancho Grande Market. The surrounding area is single- and multi-family residential, including several subsidized affordable housing complexes and the Lakeside RV Park.

Figure 3-4 SR 99/Airport Road Alignment and Station Alternatives



Caption: The SR 99/Airport Road Segment includes the area between 19th Place W and 106th Street SW, extending from unincorporated Snohomish County into the city of Everett

3.3.4.2 Feedback

Compared to other station areas, the community has less positive feedback on the connectivity, efficiency, and economic development potential for this area. No specific station alternative was particularly preferred by the community. Safety was the top concern for this station area, specifically for pedestrians along Airport Road. The community expressed a desire for green space and a security presence in this station area.

3.3.4.3 Strategies and evaluation

Table 3-6 Considerations for Achieving Project Community Goals – SR 99/Airport Road

Station Area Equity Strategies	AIR-A	AIR-B
Goal 1: Provide a safe environment for station users.		
<i>Both alternatives are located at the intersection of two high-traffic streets (Airport Road and SR 99/Evergreen Way) and will require safety treatments along these roads to provide a safe environment for all station users and travel modes.</i>		
<i>Measures to address personal safety concerns for accessing the station (lighting, visibility, etc.) will be considered for both alternatives. See Section 3.2.1.</i>		
<i>Coordinate with Everett and Snohomish County to reduce speeds and create safe pedestrian crossings within station area through enhanced design treatments to Airport Road.</i>		
Goal 2: Improve access to recreational and/or green space for the community.		
<i>The closest park to both station alternatives is the Paine Field Community Park, which is over a mile away and would be challenging to get to without a vehicle.</i>		
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.		
<i>Continue partnership with Snohomish County/City of Everett to improve sidewalks, trails and bicycle facilities around station areas.</i>		
Goal 4: Prioritize passengers with language and accessibility needs.		
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>		
Goal 5: Provide frequent, reliable, and easy transit connections.		
Connections to transit	Less Challenging – Access to existing bus rapid transit network requires fewer crossings of high-traffic streets.	More Challenging – Access to existing bus rapid transit network requires more crossings of high-traffic streets, notably SR 99.
<i>Both alternatives would allow direct paratransit access to the station entrance.</i>		
<i>Both alternatives would require continual partnerships with WSDOT, jurisdictions, and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>		

Station Area Equity Strategies	AIR-A	AIR-B
Goal 6: Minimize displacement and counteract gentrification pressures.		
Minimize <u>direct</u> impacts to businesses, residents, and community resources.	More Challenging – would displace more businesses, residential properties, and community resources, notably Sonrise Christian Center and the SPEEA Everett Hall.	Challenging – would displace fewer businesses, residential properties, and community resources; however, CVS would be displaced.
<i>Both alternatives would require partnerships with jurisdictions and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>		
Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.		
<i>In addition to standard public outreach, continue conversations with community and project partners about the community’s safety concerns and collaborate on potential improvements.</i>		

3.3.5 SW Everett Industrial Center Station Area

3.3.5.1 Background

The SW Everett Industrial Center station area is located in the city of Everett and all three station alternatives are located within the manufacturing and industrial center in the Westmont neighborhood. The area has remained mainly industrial with Seattle Paine Field Airport and the Boeing Everett Production Facility being prominent features. It is a major employment center with many large blocks, making it a challenging area to travel for pedestrians and bicyclists.

Only SWI-A includes a residential area within a half mile walk; the other two alternatives are situated near commercial and industrial uses. Kasch Park and Loganberry Lane Park are both located close to the station areas and are key destinations for community activities. The Sno-Isle TECH Skills Center is also a destination area for students, but there are not many other community facilities located near these station alternatives.

Figure 3-5 SW Everett Industrial Center Alignment and Station Alternatives



Caption: The SW Everett Industrial Center Segment includes the area north of 106th Street SW and just west of Seaway Boulevard, in the city of Everett.

4 FEEDBACK

The community has specific connections in mind when reviewing this station area. Paine Field Airport and Kasch Park were identified as the top destinations. The Sno-Isle Tech Skills Center, Everett Community College Aviation Maintenance Technology School, and the Boeing facility were also mentioned as key destinations. Due to the proximity to Kasch Park, the community is more concerned about the impacts to the environment in this area. SWI-B stood out as the most preferred station as it was seen as being the most convenient option to access Kasch Park. Top concerns for the station area include increased traffic and congestion, limited accessibility for pedestrians, limited parking, business displacement, and mobility for high school students. The community expressed a desire for a security presence, continued or improved access to Kasch Park, and improved access to Paine Field Airport in this station area.

4.1.1.1 Strategies and evaluation

Table 4-1 Considerations for Achieving Project Community Goals – SW Everett Industrial Center

Station Area Equity Strategies	SWI-A	SWI-B	SWI-C
Goal 1: Provide a safe environment for station users.			
Locate the station to minimize safety concerns related to high-traffic streets and maximize protections for pedestrians and bicyclists	Less Challenging - station area is located away from Airport Road, a high-traffic street.	More Challenging – nonmotorized access may require travel along or across Airport Road or W Casino Road, both high-traffic streets.	More Challenging – nonmotorized access may require travel along or across Airport Road, a high-traffic street.
<i>Measures to address personal safety concerns for accessing the station (lighting, visibility, etc.) will be considered for all alternatives. See Section 3.2.1.</i>			
<i>Continue partnership with the City of Everett to support safety in the station area.</i>			
Goal 2: Improve access to recreational and/or green space for the community.			
Access to existing public green space (Kasch Park)	More Challenging – current conditions require a 1 mile walk to Kasch Park. More direct non-motorized access would require a pathway through private property.	Less Challenging – provides the most direct connection to Kasch Park via Kasch Park Road (less than ½ mile).	More Challenging – current conditions require a 1 mile walk to Kasch Park. More direct non-motorized access would require a pathway through private property.
<i>Work with the City of Everett to improve access to Kasch Park and other green spaces.</i>			
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.			
<i>All alternatives offer the potential to assist in working towards the goal of improving access for all modes of travel by offering good connections to the bicycle infrastructure along Airport Road and W Casino Road.</i>			
<i>Work with the City of Everett to promote connections with community resources like Paine Field, Sno-Isle Tech Skills Center, and Kasch Park.</i>			
Goal 4: Prioritize passengers with language and accessibility needs.			
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>			

Station Area Equity Strategies	SWI-A	SWI-B	SWI-C
Goal 5: Provide frequent, reliable, and easy transit connections.			
Connection to transit	Less Challenging - offers direct connection to the existing bus rapid transit network.	More Challenging - transfers to local bus may require crossing Airport Road or W Casino Road, both high-traffic streets.	More Challenging – transfers to the existing bus rapid transit network require crossing Airport Road.
<i>All alternatives would allow direct paratransit access to the station entrance.</i>			
<i>All alternatives would require continual partnerships with jurisdictions and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>			
Goal 6: Minimize displacement and counteract gentrification pressures.			
<i>All alternatives would impact businesses.</i>			
<i>All alternatives would require partnerships with WSDOT, jurisdictions, and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>			
Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.			
<i>In addition to standard public outreach, continue conversations with community and project partners about the community’s safety concerns and collaborate on potential improvements.</i>			

4.1.2 SR 526/Evergreen Station Area

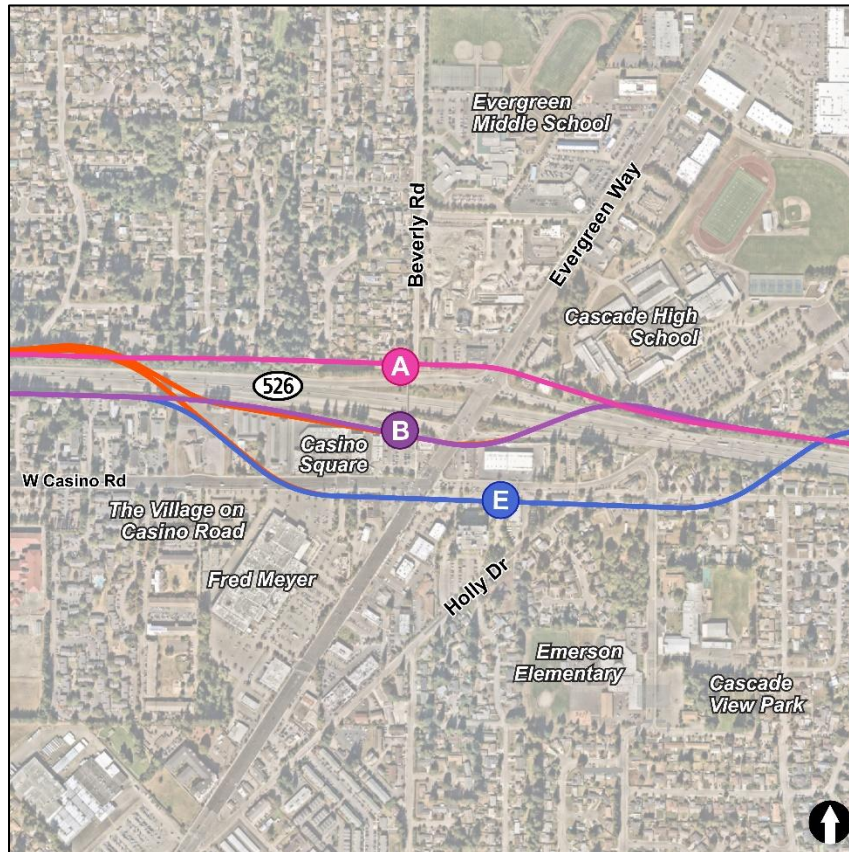
4.1.2.1 Background

The SR 526/Evergreen area is a mixture of residential and commercial uses, with the majority of commercial uses focused at the intersection of Casino Rd and Evergreen Way. Evergreen Way is a busy street and there are ramps to/from SR 526, creating several barriers, making this a challenging area for pedestrians and bicyclists. Although Casino Road has lower volumes of cars than some of the other streets, it is still a busy street with narrow sidewalks and no bike lanes or buffer from traffic.

The area is seen as affordable, with several apartment complexes along Casino Road, although mostly it is naturally occurring affordable housing and not subsidized or protected through a program. This area has historically been identified as an entry point to what are perceived as the better schools for children of families seeking higher opportunities, resulting in a significant increase in population growth and community building in this area over the past 15 years.

There are many cultures, languages, ethnicities, and racial groups represented in the area, including several immigrant and refugee communities. There is a large Spanish-speaking community in the area, which is reflected in many of the businesses in the area as well. Many families in the area rely on walking, biking, and transit to get to home, work, school, medical facilities, and services. There are several community facilities, such as Fred Meyer, Casino Square, The Village on Casino Road, as well as several churches nearby. Additionally, there are numerous small businesses that support the diverse population in this neighborhood. There are also four public schools, Cascade View Park, Walter E. Hall Park, and the Interurban Trail are located nearby.

Figure 4-1 SR 526/Evergreen Alignment and Station Alternatives



Caption: The SR 526/Evergreen Segment includes the area between Seaway Boulevard and the I-5/SR 526 interchange, in the city of Everett.

4.1.2.2 Feedback

The project team heard that this station area is pedestrian heavy and full of important destinations for the community, including Los Gavilanes, Los Guerreros, various churches, and The Village on Casino Road. The community was split between EGN-A and EGN-E as the preferred station alternatives, primarily due to the direct impact on homes and local businesses, who in addition to their products and services are community and cultural hubs. Top concerns include business displacement, rising living costs, pedestrian access and mobility, the unhoused population, and crime in the area. The community expressed a desire for improved connections to Everett Community College, green space, and a security presence in this station area.

4.1.2.3 Strategies and evaluation

Table 4-2 Considerations for Achieving Project Community Goals – SR 526/Evergreen

Station Area Equity Strategies	EGN-A	EGN-B	EGN-E
Goal 1: Provide a safe environment for station users.			
Locate the station to minimize safety concerns related to high-traffic streets and maximize protections for pedestrians and bicyclists	More Challenging – located next to Evergreen Way, a high-traffic street; Crossing Evergreen Way north of SR 526 is restricted due to on ramps, intersections and heavy traffic.	Challenging – located next to W Casino Road and Evergreen Way, both high-traffic streets.	Challenging – located next to W Casino Road, a high-traffic street, however, Casino Road on the east side of SR 99 is less busy and easier to cross; Fewest crossings to access the Interurban Trail.
<i>Continue partnership with the City of Everett to support safety in the station area.</i>			
<i>Measures to address personal safety concerns for accessing station (lighting, visibility, etc.) will be considered for all options. See Section 3.2.1.</i>			
Goal 2: Improve access to recreational and/or green space for the community.			
Access to existing public green space (Cascade View Park, Interurban Trail)	More Challenging – access across SR 526 will need to improve.	Challenging – some work will be needed to improve access and connection.	Less challenging – closer to the local park and the Interurban Trail, making connection easier.
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.			
Pedestrian and bike access	More Challenging – even with a rebuilt pedestrian bridge crossing SR 526, the pathway is longer and is the only protected crossing on the same side of Evergreen Way as the station; Requires crossing over SR 526 to access many community resources.	Challenging – Easier to make improvement on existing roads; Closer to businesses, residential area, and services (however, Casino Square businesses would be displaced and relocated).	Challenging – Easier to make improvement on existing roads; Requires crossing Evergreen Way to access many community resources.
Goal 4: Prioritize passengers with language and accessibility needs.			
<i>The community at Casino Road is diverse and improvements will be needed around language access given the multiple languages spoken here, regardless of the station location.</i>			
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>			

Goal 5: Provide frequent, reliable, and easy transit connections.			
Connection to transit	More Challenging – Not accessible to local transit due to access restrictions from Evergreen and limitations on bus stop locations near on and off-ramps; all bus bays are on-street; paratransit access from Evergreen Way is circuitous.	Less challenging – Provides a direct connection to existing bus rapid transit network; Closer to existing bus stops along Casino Road and Evergreen, with the ability to relocate if needed; Transfers may require crossing W Casino Road.	Less challenging – Provides a direct connection to existing bus rapid transit network; Closer to existing bus stops along Casino Road and Evergreen; Transfers may require crossing W Casino Road.
<i>All options being considered will require continual partnerships with WSDOT, jurisdictions, and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>			
Goal 6: Minimize displacement and counteract gentrification pressures.			
Minimize direct impacts to businesses, residents, and community resources	Less challenging – fewest impacts to businesses and community resources without design refinements.	More Challenging – would displace Casino Square, as well as other businesses and residents along Casino Road with a South alignment. Could avoid some residential displacements with a North alignment.	Challenging – would displace businesses and residents along Casino Road with a South alignment. Would avoid Casino Square. Some business and most residential displacements with a North alignment.
<i>All options being considered would require partnerships with jurisdictions and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>			
Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.			
<i>In addition to standard public outreach, work with neighborhood associations, local businesses, service organizations, and other community groups including Connect Casino Road, Casino Square, and local churches.</i>			

4.1.3 Everett Station Area

4.1.3.1 Background

The Everett Station area is located just south of downtown Everett, near the existing multimodal Everett Station. The existing Everett Station is a major transit hub, providing connections to local and regional bus service, Sounder, Greyhound, and Amtrak passenger rail service, along with park-and-ride facilities. This station area is the most urban area and has a mix of several land uses including transportation facilities, light industrial uses, retail, office, and housing. The area close to the station and to the north contains more high-density and mixed-use developments, while the southwest has more low-density housing.

All station alternatives are located in close proximity to the many local businesses, restaurants, community facilities, cultural centers, and other entertainment and employment opportunities within downtown Everett, including but not limited to the Angel of the Winds Arena, Funko Field, United Way of Snohomish County, Snohomish County Department Offices, HopeWorks Station, Hope Options, Carl Gipson Center, YMCA Everett, and Compass Health. Because of the diverse mix of destinations, the area brings in many different people coming to the area with many different needs and has a lot of opportunity to improve connectivity.

Figure 4-2 Everett Station Segment Alignment and Station Alternatives



Caption: The Everett Station Segment includes the area between 52nd Street SE and Hewitt Avenue, in downtown Everett, near the existing multimodal Everett Station.

4.1.3.2 Feedback

The project team heard that the community visits this area for a variety of reasons with no dominant destination. Community feedback was largely about accessibility and safety in the station area. Most participants preferred EVT-D due to its proximity to community services and activities. Top concerns include the cost of parking, the unhoused population, and crime in the area. The community expressed a desire for more recreational or greenspace and a security presence in this station area.

4.1.3.3 Strategies and evaluation

Table 4-3 Considerations for Achieving Community Equity Goals – Everett Station

Station Area Equity Strategies	EVT-A	EVT-C	EVT-D
Goal 1: Provide a safe environment for station users.			
Locate the station to minimize safety concerns related to high-traffic streets and maximize protections for pedestrians and bicyclists	Less Challenging – more isolated from high-traffic streets.	Challenging - located close to Broadway, a high-traffic street; Hard to calm traffic on Broadway.	Challenging – located close to Broadway, a high-traffic street; Hard to calm traffic on Broadway.
<i>Measures to address personal safety concerns for accessing station (lighting, visibility, etc.) will be considered for all options. See Section 3.2.1.</i>			
<i>Continue partnership with the City of Everett to support safety in the station area.</i>			
Goal 2: Improve access to recreational and/or green space for the community.			
<i>Continue partnership with the City of Everett to support green space creation in and around the station area.</i>			
Goal 3: Improve access to community resources through equitable improvement of all modes of travel.			
Pedestrian and bike access	Challenging – located further from downtown.	Less Challenging – located closer to downtown.	Less Challenging – located closer to downtown.
<i>Explore ways to improve non-motorized access to key Downtown Everett destinations including Everett Station, Angels of the Wind Arena, location businesses and services, government buildings, and other community resources.</i>			
Goal 4: Prioritize passengers with language and accessibility needs.			
<i>Measures to address language and accessibility needs will be considered for all options. See Section 3.2.1.</i>			
Goal 5: Provide frequent, reliable, and easy transit connections.			
Connection to transit	Less Challenging – best suited for multi-modal transfers to Everett Station; connects to existing bus rapid transit network.	Challenging – located further from Everett Station so riders would need to walk to a different location for multi-modal transfers; connects to existing bus rapid transit network.	Challenging – located further from Everett Station so riders would need to walk to a different location for multi-modal transfers; connects to existing bus rapid transit network.
<i>All alternatives would allow direct paratransit access to the station entrance.</i>			

Station Area Equity Strategies	EVT-A	EVT-C	EVT-D
<i>All alternatives would require continual partnerships with jurisdictions and community advocates to work towards the goal of providing more frequent, reliable, and easy transit connections.</i>			
Goal 6: Minimize displacement and counteract gentrification pressures.			
Minimize <u>direct</u> impacts to businesses, residents, and community resources	Challenging – would displace United Way of Snohomish County, however, would impact the fewest number of businesses.	Challenging – would displace United Way of Snohomish County and affect almost as many businesses as EVT-D.	Challenging – would displace the greatest number of businesses but would not displace any community resources.
<i>All options being considered would require partnerships with jurisdictions and community advocates to work towards the goal of minimizing the indirect impacts of displacement.</i>			
Goal 7: Work continuously with communities to coordinate through project planning, design, and construction to achieve equitable outcomes.			
<i>In addition to our standard public outreach, continue conversations with community and project partners about the community’s safety concerns and collaborate on potential improvements.</i>			

5 FINDINGS AND NEXT STEPS

To achieve Sound Transit's commitment to develop projects with explicit consideration for racial equity, Everett Link Extension project is implementing the agency's RET. Communities have experienced inequities during the implementation of past infrastructure projects and the RET work intends to consider how to advance opportunity and avoid harm. The activities captured in this report, especially the community workshops and project goals and strategies, intend to reflect the voices of historically underserved communities in the alternatives development process.

The analysis of feedback from the RET workshops show that the community is most concerned with being able to achieve equity in the themes of accessibility and mobility, health, safety, environment, affordability, and displacement. To address these concerns, Sound Transit developed project and station area goals that incorporate the learned community priorities to guide design decisions. The development of the project will provide a certain level of safety, accessibility, and mobility through the standard design Sound Transit provides on all light rail projects; however, not all community concerns can be addressed by the project and Sound Transit alone and will require continued partnerships with jurisdictional partners. It will also be essential to continually maintain a working relationship with all communities and provide them with a platform to voice their concerns and desires.

As the Everett Link Extension Project continues, Sound Transit will center the community goals and equity strategies to guide planning and design decisions. Sound Transit will continue to explicitly acknowledge the concerns of RET participants, and the community at large, regarding accessibility and mobility, health, safety, environment, affordability, and displacement and share potential solutions. Independent of the EVLE Project, Sound Transit is also working with local jurisdictions to advance station access projects that would improve access for those that walk, bike, roll, and transfer from transit to the EVLE stations.

In early 2026, Sound Transit plans to publish the Draft EIS. Community is encouraged to review and comment on the alternatives under consideration and the related environmental impacts. After Draft EIS comments are received and processed, Sound Transit staff will present comments and recommendations to the Sound Transit Board for their decision on identifying a preferred alternative for the Final EIS. The next step after Final EIS publication, expected in early 2027, is for the Sound Transit Board to select the project to be built, including the route and station locations. The project will then move into final design. At these decision-making points, the Board will consider Tribe, public, and agency feedback, information in the EIS, and the RET Report as they decide on a preferred alternative and then project to be built. When the project moves into final design, Sound Transit will continue to engage with communities on ways to achieve community goals.

soundtransit.org/everettlink

everettlink@soundtransit.org
206-398-5070

