



⇄⇄ Snohomish County

# Light Rail Communities

Results from Online Open House #2 | October 31 - November 30, 2018

## INTRO

After meeting with stakeholders, utilities, local municipalities, transit agencies, reviewing public comments and considering the project’s guiding principles, Snohomish County presented three possible station locations for each station area.

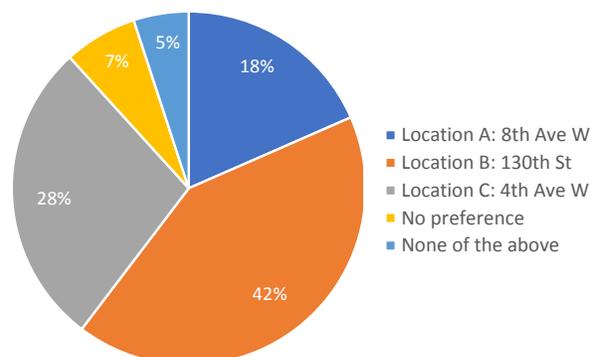
Below is a summary of the feedback received for both multiple choice and fill-in-the-blank questions.

## RECAP



## Mariner Station

### Q1 Which potential Mariner station location do you prefer?



## Q2

### Why did you choose that station location?

This is a summary of the comments that were received.

#### ► 8th Ave W Option

Reasons Supporting Location	Reasons Against Location
Redevelopment opportunities	Too far away from the Interurban Trail
Centrally located to serve north and south of 128th Street	Too much traffic on 128th St
Farther away from I-5	Too far from the existing park and ride

#### ► 130th St Option

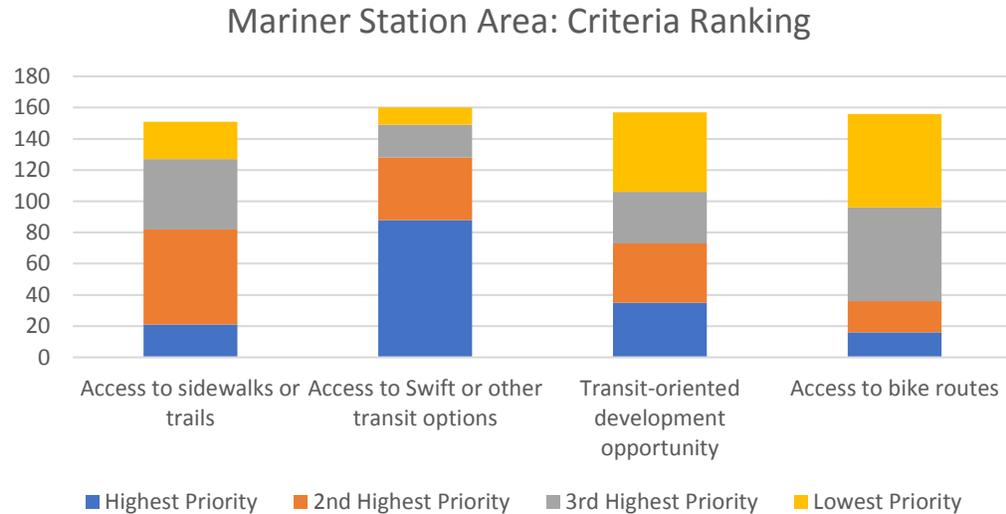
Reasons Supporting Location	Reasons Against Location
Takes advantage of existing infrastructure (i.e. Park and Ride)	Takes out the only grocery store in the area
Further away from the traffic at 4th Ave W and 8th Ave W	Requires re-routing of SWIFT
Redevelopment opportunities	Challenging access to Interurban Trail

#### ► 4th Ave W Option

Reasons Supporting Location	Reasons Against Location
Closest for students at Mariner High School	Right on top of one of the busiest intersections in the county
Access to I-5	Too close to I-5
Opportunity to double up with an existing SWIFT stop	Displacement of businesses

### Q3

Rank the following criteria based on what you think is most important to consider when evaluating the potential Mariner station locations; 1 being the highest priority and 4 being the lowest.



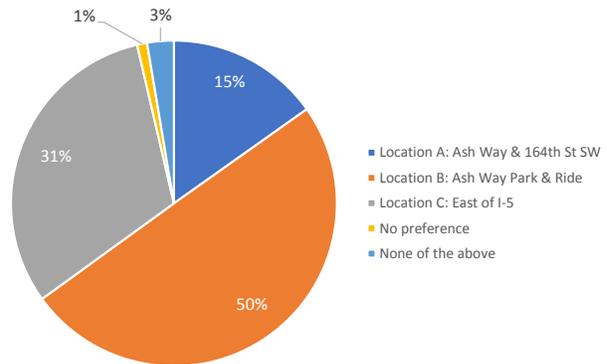
### Q4

**What would make accessing the station area easier?**

This is a summary of the comments that were received:

- Sidewalks, pedestrian overpasses and lighted walking paths
- Ample supply of parking
- A physical connection to the Interurban Trail and an over/under-pass that allowed bicyclists and pedestrians on the Interurban Trail to easily cross the major intersections and I-5
- Easy access to station area despite current traffic levels
- HOV on/off ramps to I-5

**Q1** Which potential Ash Way station location do you prefer?



**Q2** Why did you choose that station location?

This is a summary of the comments that were received.

► Ash Way & 164th St SW Option

Reasons Supporting Location	Reasons Against Location
Allows the future Orange Swift to avoid branching off up to the P&R and then back again	Too close to environmentally sensitive areas
Close enough to the park and ride for access but not so close that it is negatively impacted by loss of the space	Traffic on 164th is already challenging
Ease of accessibility to SWIFT with shared light rail and SWIFT stations	Hill adds walkability challenges

► Ash Way Park and Ride Option

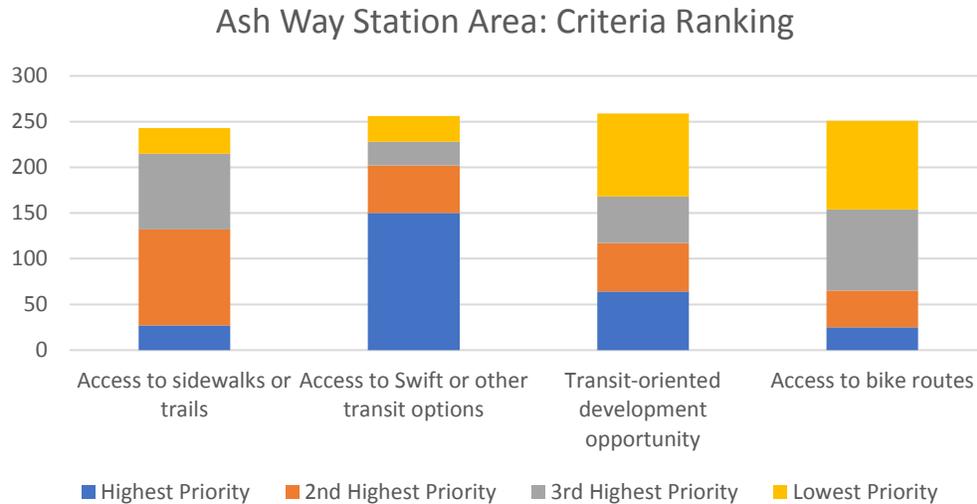
Reasons Supporting Location	Reasons Against Location
Capitalizes on existing parking and pedestrian access	Too close to environmentally sensitive areas
Existing residential development	High volume of traffic on 164th
Easier transfer from Swift line bus riders	Requires diversion of SWIFT

► East of I-5 Option

Reasons Supporting Location	Reasons Against Location
Having the light rail on the east side could reduce the traffic congestion for getting back across I5	Requires crossing I-5 twice which will be more expensive
Provides access for Mill Creek and Bothell	Traffic already problematic and adding a station would make it worse
Higher level of retail/commercial/residential density	Limited area for parking

### Q3

Rank the following criteria based on what you think is most important to consider when evaluating the potential Mariner station locations; 1 being the highest priority and 4 being the lowest.



### Q4

What would make accessing the station area easier?

This is a summary of the comments that were received:

- Ample parking
- Easy access to station area despite current traffic levels
- Access to bus connections including direct HOV/bus I-5 on/off ramps
- Sidewalks
- Dedicated pedestrian and bike I-5 overpass