

Long Range Transit Plan

Appendix V Transit Centers and Park & Rides

Community Transit

Working Draft – July 6, 2010

Section 1 - Introduction

Background

An important goal of the Long Range Plan is to articulate strategic direction for development of new facilities for transit. In recent decades, park & ride lots have become a critical component of regional transportation, providing important collection points for commuters riding transit to major employment destinations. Over the past 10 years, Community Transit and our partners have added substantial park & ride capacity in Snohomish County with Ash Way Park & ride (1,022 spaces), Lake Stevens Transit Center (207 spaces), Marysville Ash Avenue (202 spaces), South Everett Freeway Station (397 spaces) and expanded Mountlake Terrace Transit Center/Garage (870 spaces) and Everett Station (1,188 spaces) all coming on line. As of 2010, there are more than 8,000 park & ride spaces served by transit in Snohomish County.

Many of these facilities are at or near capacity. A system-wide survey in Fall 2009 showed average park & ride lot utilization at nearly 80% with a significant number of facilities at or exceeding 100% capacity. Demand for parking routinely exceeds available supply. Customer surveys and local, regional and state agency plans have consistently placed a high priority on providing additional park & ride capacity.

Balancing the consistent call for new facilities are a number of mitigating factors that will drive the formation of new policy around park & ride expansion.

- **Higher costs/Lower Revenues.** State and local transportation funding in Washington is based primarily on fuel and retail sales taxes. Higher-than-inflation increases in right-of-way, construction and operating costs have placed great pressure on transportation budgets, resulting in a re-evaluation of priorities. Recent park & ride projects have highlighted the expense of these facilities, in some cases exceeding \$30,000 per space. The extent to which transit agencies incur this cost reduces capacity to fund and operate services. Washington State Department of Transportation (WSDOT), the builder and funder of many of the region's park & ride lots, has also responded to cost increases and revenue shortfalls by reducing its support for future system expansion. At the same time, local cities, counties and the private sector are beginning to assume a more active interest in partnering with transit agencies to fund and construct new facilities.
- **Evolving transit system design.** Historically, park & ride lots provided a much-needed collection function in low-density suburban communities. As the transit network has matured, service frequencies and network coverage have increased substantially. While demand for park & ride space continues to exceed supply, a significant fraction of users driving to these facilities also have the option to take feeder service rather than their car. With a long-term focus on increasing service frequency on core routes in the urban area, the future role of park & ride lots is

evolving. Past assumptions about where to invest in new capacity and how much to build may no longer be appropriate.

- **Climate Change.** Recent years have seen a new emphasis placed on reducing greenhouse gas emissions from transportation as part of a strategy to mitigate climate change. Washington State has adopted a goal of reducing greenhouse gas emissions to 20% below 1990 levels by the year 2020. A mode shift from single occupant vehicles to public transit is seen as a key strategy in this effort. Environmental advocacy groups as well as local communities have begun to promote a shift away from large, centralized park & ride lots and the early-morning cold starts and short, high-emission auto trips they encourage. Moving these trips to high-frequency transit feeder service is proposed as a more sustainable long-term solution.
- **ST2.** Sound Transit's "ST2" ballot measure, approved by voters in 2008, funds the extension of LINK light rail to Lynnwood by 2023 as well as environmental work and preliminary engineering for ultimate extension of the line to Everett. An important component of Sound Transit's plan is ensuring adequate access to LINK at major stations such as Lynnwood Transit Center, Ash Way Park & Ride, Mariner Park & Ride and Everett Station. Initial strategies included funding to substantially expand parking at each of these facilities. There was significant regional debate during the ST2 public process regarding the potential environmental and traffic impacts of this strategy. Again, feeder service by local transit was identified as an alternative to large, centralized parking facilities.
- **Transportation 2040.** Puget Sound Regional Council's (PSRC) draft metropolitan transportation plan Transportation 2040, has identified many of the issues listed above. Further, user fees – via roadway tolling and other charges – is a centerpiece of the plan's long-term transportation finance strategy. In light of these potentially fundamental changes to facility financing and market demand, the plan recognizes the dynamic nature of current park & ride policy in the region:

...the Transportation 2040 planning process revealed that transit operators and many other stakeholders, including WSDOT, believe that the region's park-and-ride strategy needs to be re-examined. For this reason Transportation 2040 recommends that the region study park-and-rides in more depth, including potentially charging for parking at these facilities. The results of any future study or studies and resulting recommendations can be incorporated into future updates of the plan. (*Draft Transportation 2040, Chapter 5: Regional Programs and Projects*).

This technical memorandum may serve as a starting point for a new discussion of park & ride and other transit facilities in Snohomish County. The remainder of the document

will provide a baseline assessment of existing conditions, current plans for system expansion and an overview of developing policy options growing from the issues identified above. Finally, we have provided a recommendations section, with the goal of facilitating a consensus around future transit facility strategies and policies in Snohomish County.

Concerning scope, we have elected to include major transit facilities in the City of Everett in the tables, maps and discussion. Just as the map of Transit Emphasis Corridors extends to areas outside the PTBA, likewise the transit facility discussion is county-wide in scope. This is done from a market-needs perspective and the desire to provide a global, long-term assessment of transit development. Community Transit recognizes that specific decisions regarding service and facilities in Everett may be undertaken by other agencies such as Everett Transit or Sound Transit.

Section 2 – Existing Conditions

Inventory

In 2010, Community Transit serves twenty-three park & ride facilities with parking capacity for nearly 8,600 automobiles. These facilities are geographically dispersed from the King County line northward to the City of Stanwood, and eastward to the City of Gold Bar. Four facilities, Mountlake Terrace Transit Center, Ash Way Park & Ride, Everett Station and Lynnwood Transit Center are large, ranging from just under 900 spaces to nearly 1,400 spaces. Mountlake Terrace Transit Center represents the first structured parking in Community Transit's system with a four floor garage and elevator. Five more facilities in the southwest urban growth area (UGA) are mid-sized from 255 to nearly 700 spaces. The remaining 12 park & rides are smaller (223 spaces down to 25 spaces) and are located in suburban and rural communities outside the southwest UGA. The individual facilities are shown in Figure 1 and Table 1.

Nine of these park & rides also serve as transit centers, facilitating convenient transfers among local buses and between local and commuter buses and/or rail. Another six facilities in Snohomish County operate strictly as transit centers providing intra-modal and inter-modal transfers without an integrated parking function.

In addition to park & rides and transit centers, Community Transit provides nineteen leased park & pool lots with capacity for 595 vehicles. Smaller in size and characteristically a dual use parking facility, the park & pool lot is an economical way to increase parking space used to access existing transit services. Lots are leased on a monthly basis from church, commercial or private owners during commuter hours for minimal payments and/or small lot improvements. In contrast to park & ride facilities, park & pool lots traditionally do not provide transit bus access on the property but instead use adjacent transit routes to serve customers. Park & pool lots can be located throughout the transit system service area at strategic commute intercept points as an effective means to increase transit mode splits, reduce SOV use, and supplement park & ride capacity. As provided in Figure 1 and Table 2, Community Transit's park & pool lots range in size from 10 to 64 spaces and are located throughout Snohomish County.

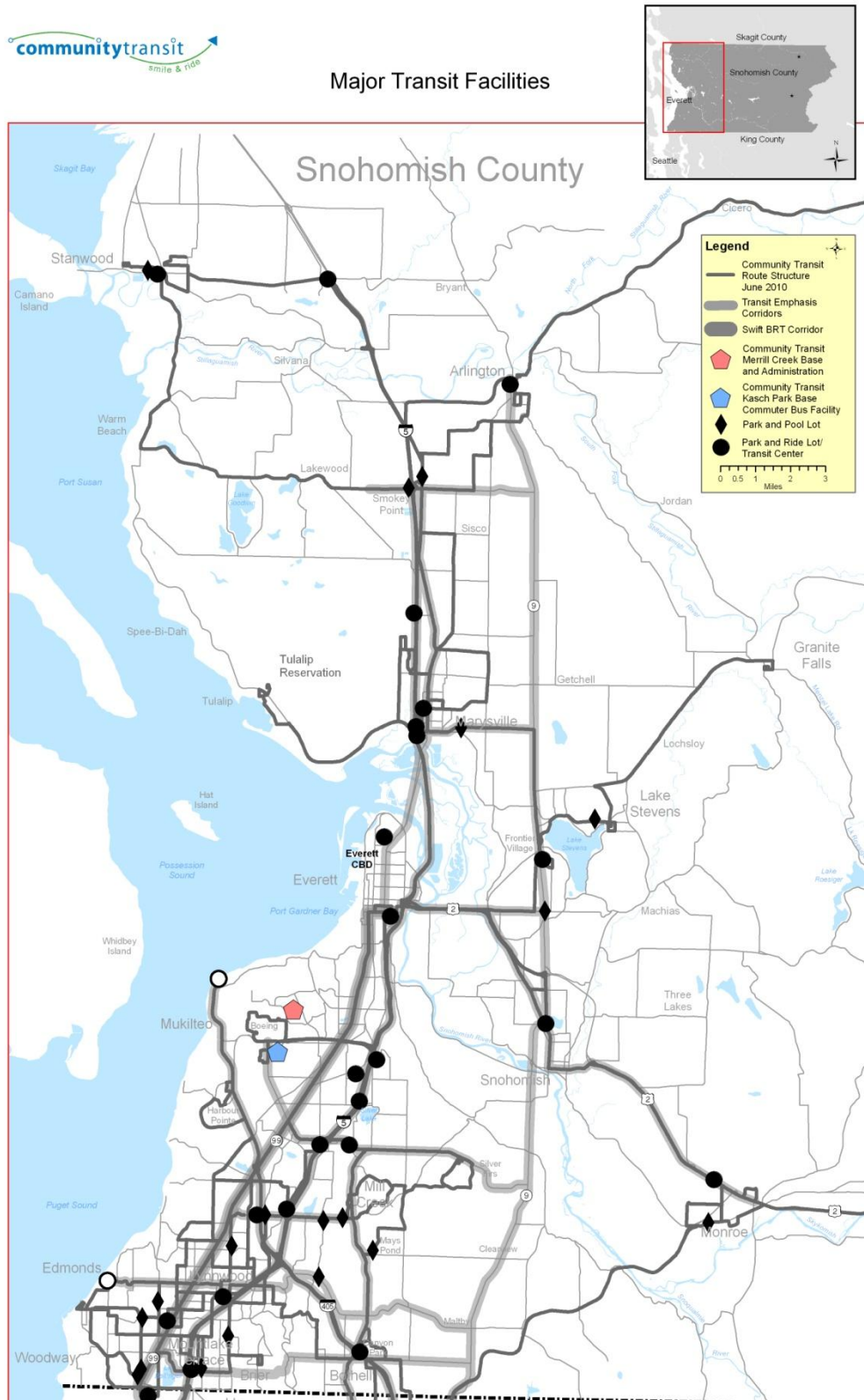


Figure 1

Use

Park & ride demand in much of Snohomish County exceeds available supply. Many of the largest facilities are routinely at or above capacity. 2008 was a peak year, with record transit ridership spurred by a spike in fuel prices and corresponding pressure on park & ride facilities. While ridership and park & ride demand have moderated somewhat, 2009 measurements indicated significant crowding at many facilities and overall utilization of nearly 80%. It is worth noting that industry guidelines identify 70%-80% as a rule-of-thumb for parking capacity. When utilization exceeds this level, users are likely to become frustrated with the difficulty of locating available space and will often seek out other park & rides or choose another mode of travel. The line chart in Figure 3 illustrates overall number of park & ride spaces and their utilization for the years 1994 through 2009. While more spaces were used in 2009 than any previous year, there were also significant additions to capacity in both 2008 and 2009, thus reducing the overall occupancy rate for those years.

A review of Table 1 highlights the importance of access and level of service on parking demand. Swamp Creek Park & ride was an important and well-utilized facility in Southwest County until direct access to commuter bus service on Hwy 525 was eliminated as part of a road improvement project in the late 1990s. Subsequent service changes and marketing efforts have attempted to increase the convenience and awareness of service to this location, but it remains underutilized. It is difficult to replace the geographic nexus and convenience of a direct flyer stop and commuter service immediately adjacent to the facility.

Likewise, Eastmont Park & ride, with about 23% utilization (a dramatic drop from earlier years), shows the impact of shifting most ST Express commuter service to the new South Everett Park & ride at 112th St and Interstate 5.

Mountlake Terrace Transit Center and Marysville Cedar and Grove Park & Ride both show available capacity with utilization of 48% and 40% respectively. Well-situated and well-served, it is anticipated that use of these new facilities will increase substantially as users become aware of the available space.

It is important to note that many of our facilities function as both park & rides and transit centers. A 2006 survey of Lynnwood Transit Center users indicates that only 22% of users were actually parking at the park & ride. Most users were transferring or passing through the facility on a bus or were walking directly to catch a bus at the facility.

Section 4 of this memorandum provides a discussion of park & ride function, location and size. Studies suggest that a 2.5 mile radius represents a good approximation of the 50% market for most park & ride facilities. That is, half of a facility's users typically live within 2.5 miles. An analysis of Community Transit data indicates that this guidance is accurate for park & rides in our system having 300 or more spaces. The "50% market" for smaller facilities, primarily in rural areas, is often substantially larger (up to 5 miles or more). A summary map (Figure 2), showing the 50% market at 2.5 miles is provided for both park & rides and park & pools. This map is intended to give an overall sense of


system coverage and provide an indication of where opportunities for new facilities may exist.

Table 1: Park & Ride Facilities (Fall 2009 Survey)

Sorted by Number of Stalls

Facility	Location	Number of Stalls	Utilization Rate
Lynnwood TC	202nd St. SW & 46th Ave. W.	1,378	98.8%
Everett Station	3201 Smith Ave	1,188	(not surveyed)
Ash Way PR	164th St. SE & Ash Way	1,022	104.8%
Mountlake Terrace TC	6101 236th St SW	870	39.7%
Mariner PR	132nd St. SW & 4th Ave. W.	667	84.1%
Swamp Creek PR	3115 164th St. SW	410	38.8%
McCollum Park PR	128th St. SE & Dumas Rd.	409	86.3%
South Everett PR	I-5 at 112th Street	397	104.8%
Eastmont PR	El Capitan Way & Baring Way	389	22.9%
Canyon Park PR	22400 17th Ave. SE	302	97.4%
Edmonds PR	213th Pl. SW & 72nd Ave. W.	255	52.5%
Marysville at Cedar & Grove PR	1310 Grove Street	223	48.0%
Lake Stevens TC	9600 Market Place	207	62.8%
Marysville Ash Ave	Ash Ave. & 6th St.	202	83.7%
Stanwood I-5 PR	SR 532 & Old Hwy 99	147	112.2%
Snohomish PR	1700 Avenue D	104	32.7%
Monroe PR	17433 Hwy 2	102	63.7%
Marysville I South PR	Ash Ave. & 2nd St.	74	104.1%
Stanwood 267th PR	8701 267th St. NW	74	40.5%
Sultan PR	US Hwy 2 & 10th Street	64	9.4%
Marysville II 116th & I-5 PR	116th St. NE & I-5	57	112.3%
Gold Bar PR	US Hwy 2 & 1st Street	28	14.3%
Arlington PR	SR 9 & 4th Street	25	100.0%
		8,594	78.8%

Table 2: Park & Pool Facilities (Fall 2009 Survey)
Sorted by Number of Stalls

 indicates lot is over 1/4 mile from a bus stop

Name	Address	Number of Stalls	Utilization Rate
Korean United Presbyterian Church	8506 238th Street SW	64	46.9%
Martha Lake Covenant Church	2721 164th Street SW	57	94.7%
North Creek Presbyterian Church	621 164th Street SE	50	16.0%
Smokey Point Community Church	17721 Smokey Point Blvd	50	90.0%
Stanwood Viking Way P&P	27003 90th Ave NW	38	13.2%
Holy Cross Lutheran Church	9613 20th Street SE	35	37.1%
Marysville United Methodist Church	5600 64th Street NE	32	53.1%
I-5 & Hwy 531	27th Ave & 172 Street NE	32	53.1%
Hope Community Church	17723 44th Ave W	30	13.3%
Mill Creek Community Church	16415 North Rd	30	53.3%
Foothills Foursquare Church	17310 W Main Street	30	136.7%
Northlake Christian Church	19029 North Road	25	4.0%
Ebenezer Lutheran Church	2111 117th Avenue NE	25	48.0%
Seattle Meditation Center	21910 44th Avenue W	22	50.0%
Bethesda Lutheran Church	23406 56th Avenue W	20	110.0%
Mays Pond Clubhouse	17730 Brook Blvd	20	30.0%
Edmonds Lutheran Church (84th Ave)	23525 84th Avenue W	15	20.0%
Edmonds Lutheran Church (212th St)	8330 212th Street SW	10	10.0%
Edgewood Baptist Church	20406 76th Avenue W	10	20.0%
		595	51.8%

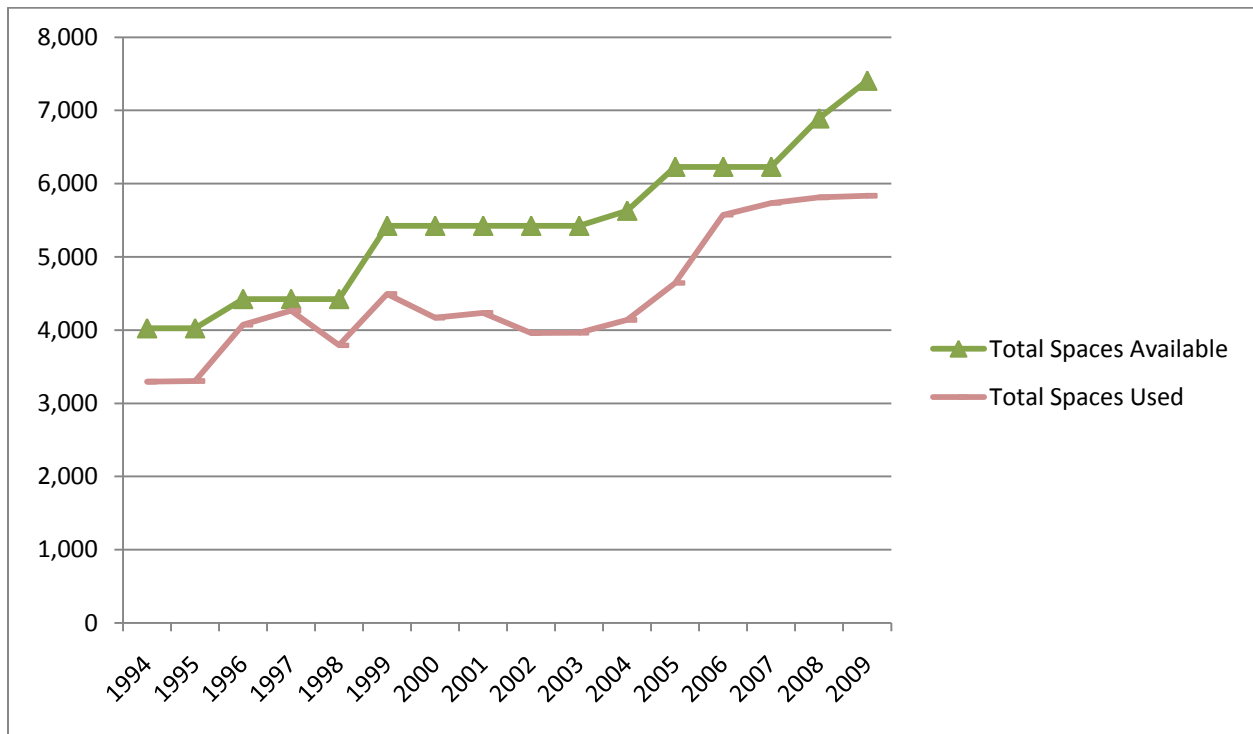


Figure 3: Snohomish County Park & Ride Capacity and Use, 1994-2009 (does not include Everett Station)

Ownership, Operation, and Maintenance

Most park & rides in Snohomish County are adjacent to state highways. As a consequence, Washington State Department of Transportation owns all but seven park & ride and transit center facilities served by Community Transit.

Smokey Point Mall Association owns the Smokey Point Transit Center with Community Transit currently in the process of acquiring the facility as well as one or two adjacent parcels. It's envisioned that together, these separate parcels will be combined to form the basis of an improved transit center with expanded parking.

Community Transit operates Lake Stevens Transit Center and the Marysville Cedar and Grove park & ride. The FTA retains ownership of both of these facilities with an agreement in place with Community Transit which enables the agency to use the facilities for transit purposes.

Edmonds Community College owns the transit center at their facility. Community Transit leases this facility as part of the EdPass fare agreement.

The City of Everett/Everett Transit own and maintain Everett Station

Snohomish County owns McCollum Park park & ride and the Stanwood I-5 park & ride.

Maintenance duties for individual park & ride facilities can vary by location, but usually include standard tasks. For typical park & ride lots, the following tasks may be included in a standard maintenance agreement:

- Lot sweeping: twice monthly lot vacuum/sweeping including trash patrol and debris removal
- Landscaping maintenance: monthly site visit conducting landscape services based on specifications of the contract with third party provider
- Janitorial: three day a week shelter and platform cleaning services with trash removal, two day a week comfort station cleaning including supplies, and twice a month platform power washing.

An example of maintenance items for the Canyon Park Freeway Station illustrates additional tasks that may be included in the scope of work.

- Elevator Glass Cleaning: weekly cab interior cleaning with twice a year exterior and tower glass cleaning
- Elevator Janitorial: weekly janitorial including floor sweeping, damp mop and interior glass cleaning.
- Stairs/Bridge Walkway: quarterly power washing of flyer stop platform and shelter, bridge way and stairs
- Utilities: estimated for annual budgeting.

Four facilities, Eastmont Park & ride, Lynnwood Transit Center, Canyon Park Park & ride and South Everett Freeway Station are maintained by Community Transit under an inter-agency agreement with Sound Transit.

All but one of the 19 park & pool lots in Snohomish County are privately owned and maintained. WSDOT owns the lot at the northwest corner of Highway 531 and Interstate 5.

Tables 3 and 4 provide a summary of ownership, operation and maintenance for park & rides and park & pool lots in Snohomish County.

COMMUNITY TRANSIT

Table 3: Park & Ride Lots/Transit Centers					
Name	Ownership	Lease Type	Jurisdiction	Service Provider	Maintenance
Arlington Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit	Community Transit
Ash Way Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit /ST	Community Transit
Canyon Park Park & Ride	WSDOT	O & M	Bothell	Community Transit ST	ST
Eastmont Park & Ride	WSDOT	O & M	Everett	ST	Community Transit /ST
<i>Edmonds Ferry Terminal/Waterfront*</i>		N/A	Edmonds	Community Transit /ST/WSF	
Edmonds Com. College Transit Center	EdCC		Lynnwood	Community Transit	
Edmonds Park & Ride	WSDOT	O & M	Edmonds	Community Transit	Community Transit
Everett Community College Station			Everett	ET/IT/SKAT	
Everett Mall Station			Everett	ET	
Everett Station	Everett		Everett	Community Transit	ET
Goldbar Park & Ride	WSDOT	O & M	Gold Bar	Community Transit	Community Transit
Lake Stevens Transit Center	Community Transit	Owner Occupied	Lake Stevens	Community Transit	Community Transit
Lynnwood Transit Center	WSDOT/ST	O & M	Lynnwood	Community Transit /ST	Community Transit /ST
Mariner Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit /ET	Community Transit
Marysville Ash Ave Park & Ride	WSDOT	O & M	Marysville	Community Transit	Community Transit
Marysville Cedar and Grove Park & Ride	Community Transit	Owner Occupied	Marysville	Community Transit	Community Transit
Marysville I South Park & Ride	WSDOT	O & M	Marysville	Community Transit	Community Transit
Marysville II 116th & I-5 Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit	Community Transit
McCollum Park Park & Ride	Snohomish Co	O & M	Snohomish Co	Community Transit	Community Transit
Monroe Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit	Community Transit
Mountlake Terrace Transit Center	WSDOT	O & M	Mountlake Terrace	Community Transit KCM	Community Transit
<i>Mukilteo Ferry Terminal*</i>		N/A	Mukilteo	Community Transit /ET/ST/WSF	
Smokey Point Transit Center	Smokey Pt Mall		Arlington	Community Transit	
Snohomish Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit	Community Transit
South Everett Freeway Station	WSDOT	O & M	Everett	ST/ET	Community Transit /ST
Stanwood 267th Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit /IT	Community Transit
Stanwood I-5 Park & Ride	Stanwood/Sno Co	O & M	Snohomish Co	Community Transit /IT	Community Transit
Sultan Park & Ride	WSDOT	O & M	Sultan	Community Transit	Community Transit
Swamp Creek Park & Ride	WSDOT	O & M	Snohomish Co	Community Transit	Community Transit

ST = Sound Transit, ET = Everett Transit, KCM = King County Metro, IT = Island Transit, SKAT = Skagit Transit

*Edmonds and Mukilteo ferry terminals are multi-modal centers that currently lack any significant bus transit infrastructure. Projects underway or in the design stage will provide fully-developed transit centers at both locations.

Table 4: Park & Pool Lots

Name	Ownership	Lease Type	Jurisdiction	Service Provider	Maintenance
Bethesda Lutheran Church	Private Party	Park & pool	Mountlake Terrace	Community Transit	Owner Provided
Ebenezer Lutheran Church	Private Party	Park & pool	Lake Stevens	Community Transit	Owner Provided
Edgewood Baptist Church	Private Party	No Contract	Edmonds	Community Transit	Owner Provided
Edmonds Lutheran Church (212th St)	Private Party	Park & pool	Edmonds	Community Transit	Owner Provided
Edmonds Lutheran Church (84th Ave)	Private Party	Park & pool	Edmonds	Community Transit	Owner Provided
Foothills Foursquare Church	Private Party	Capital Lease	Monroe	Community Transit	Owner Provided
Holy Cross Lutheran Church	Private Party	Park & pool	Lake Stevens	Community Transit	Owner Provided
Hope Community Church	Private Party	Park & pool	Lynnwood	Community Transit	Owner Provided
I-5 & Hwy 531	WSDOT	No Contract	Marysville	Community Transit	Owner Provided
Korean United Presbyterian Church	Private Party	Capital Lease	Edmonds	Community Transit	Owner Provided
Martha Lake Covenant Church	Private Party	Park & pool	Snohomish County	Community Transit	Owner Provided
Marysville United Methodist Church	Private Party	Park & pool	Marysville	Community Transit	Owner Provided
Mays Pond Clubhouse	Private Party	Park & pool	Snohomish County	Community Transit	Owner Provided
Mill Creek Community Church	Private Party	Park & pool	Snohomish County	Community Transit	Owner Provided
North Creek Presbyterian Church	Private Party	Park & pool	Mill Creek	Community Transit	Owner Provided
Northlake Christian Church	Private Party	Park & pool	Snohomish County	Community Transit	Owner Provided
Seattle Meditation Center	Private Party	Park & pool	Mountlake Terrace	Community Transit	Owner Provided
Smokey Point Community Church	Private Party	Capital Lease	Arlington	Community Transit	Owner Provided
Stanwood Viking Way P&P	Private Party	No Contract	Stanwood	Community Transit	Owner Provided

Section 3 – Existing Plans for Future Facilities

As noted in the introduction, it has been recognized regionally that transit facility planning in the Puget Sound region needs to be revisited. Current plans call for a wide variety of facilities with support from many agencies and jurisdictions. Some of these plans are very recent and reflect a current understanding of demand and transportation planning. Other proposals are much older may represent outmoded priorities or assumptions. This section presents an inventory of existing plans for facilities in Snohomish County by agency or planning process.

Washington State Department of Transportation

Moving Washington, adopted in 2008, includes reference to expanding park & ride lot capacities along the I-5 and I-405 corridors; however, no funding or specific plans are included in the document.

2007-2026 Highway System Plan, adopted in December 2007, includes park & ride facilities as a component of the Mobility Chapter. Specific facilities are not identified; \$30 million worth improvements are funded, while another \$200 million remain unfunded.

2007-2026 Transportation Plan, adopted in November 2006, has identified \$200 million to implement a park-and-ride program in coordination with transit systems to alleviate overcrowding of existing facilities, provide safety and security improvements, and accommodate a growing demand for such facilities.

Puget Sound Regional Council

Vision 2040 projects the need for an increase of park & ride facilities in the region by 175 percent by 2030. The Draft Preferred Alternative Transportation 2040 includes the following projects:

Table 5: Park & ride Facilities in Transportation 2040 MTP

Facility	Description	Year Complete	Cost (millions)	Lead Sponsor
Lynnwood Transit Center	Construct parking garage with 500 stalls	2023	\$40	ST
Canyon Park Transit Center	New transit center	2030	\$34	WSDOT
Arlington/Smokey Point	Construct transit center with 10-40 stalls	2012	\$5	CT
SR-9/US-2/Lake Stevens P&R	Construct 350 surface parking stalls	2010	\$6	WSDOT

Table 6: Multimodal Transit Center Projects in Transportation 2040 MTP

Facility	Description	Year Complete	Cost (millions)	Lead Sponsor
Edmonds Crossing*	Construct permanent station and expand parking by 300 structured stalls.	2023	\$28 (ST costs only)	ST
Edmonds Station	Commuter rail station with 150 parking spaces	2011	\$15	ST
Everett Station	Structured parking for an additional 900 vehicles	2010	\$25	City of Everett
Mukilteo Landing**	Commuter rails stations with structured parking for up to 130 additional vehicles	2023	\$16	ST

* Edmonds Crossing is a multi-agency project to relocate the existing ferry terminal and construct a multi-modal terminal with bus/rail connection, vehicle holding lanes, toll-booth, parking, ferry pier and slip. The multi-phased project is estimated to cost \$191,519,836

** Mukilteo Landing is a multi-agency project to develop a new multi-modal terminal at the current location for rail, bus, ferry, pedestrian. The multi-phased project is estimated to cost \$160,000,000

In addition to the projects listed above and included in the final Draft Transportation 2040, the following projects were included in the preliminary project list as conceptual. As illustrated below, many of the projects do not have a lead agency.

Table 7: Conceptual Park & ride Projects, Draft Transportation 2040 MTP

Facility	Description	Year Complete	Cost (millions)	Lead Sponsor
US 99 / Edmonds / Shoreline P&R	Construct 500 new stalls	2020	\$10.5	None
Swamp Creek P&R	Construct 1,250 new stalls	2030	\$23	None
Marysville 4 th Street P&R #1 and #2	Construct 300 new stalls at each facility	2030	\$7.35	None

Ash Way P&R	Construct garage with 950 stalls upon completion	2040	\$60.25	None
Canyon Park P&R	Construct garage with 600 stalls upon completion	2027	\$29.18	None
Mill Creek	Construct new 250 stall surface P&R along SR 527	2027	\$9.13	None
SE Snohomish County (I-405 & SR 522 area)	Add 800+ stalls to existing facilities in the area	2030	\$46.57	None
Mariner P&R	Construct parking structure with 900 stalls upon completion with other facility improvements	2040	\$68.61	None
North Snohomish County P&R	Construct new 350 stall surface P&R	2030	\$6.5	None

Regional Transportation Investment District (RTID)

In 2002, the state legislature authorized the creation of regional transportation investment districts (RTID). King, Pierce, and Snohomish counties work together to draft a plan and identify a list of projects between June 2002 and June 2007, with the intent of bringing a ballot measure forward in November 2007. The plan, *Moving Forward Together: A Blue Print for Progress*, adopted in June 2007, identified all the projects to be funded in the three county regions. The projects for Snohomish County included:

- Edmonds Crossing: construct a new regional multi-modal facility to accommodate ferry, train (Amtrak and Sounder), bus, carpool/automobile, vanpool, pedestrian and bicycle traffic. The project is to be completed in 2030 with a \$190,000,000 budget.
- Smokey Point Park & Ride: create a 374 stall park & ride facility
- Cedar & Grove Park & Ride: construct a new park & ride facility in Marysville with 226 parking stalls.
- Cathcart Park & Ride: establish a new park & ride facility in the vicinity of Cathcart Way and State Route 9.
- State Route 524 Park & Ride: construct a new park & ride facility near the intersection of State Route 524 and State Route 9, near Maltby.

The estimated cost for the four new park & ride facilities was estimated at (), using 2006 as the base year.

Sound Transit

Sound Transit 2, A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound (ST2), was adopted in July 2008 and approved by voters in November 2008. ST2 includes a \$5 million contribution towards a future transit center/park-and-ride facility in Bothell, near the vicinity of State Route 527/Bothell Way and NE 185th Street. The plan also identifies funding needed for two future park-and-ride facilities that are part of larger multimodal terminals at Mukilteo Landing and Edmonds Crossing, as identified above. The Mukilteo facility is planned to accommodate 130 structured parking stalls and is projected to cost between \$9.4 and \$10.8 million. The Edmonds facility is proposed to accommodate 300 structured parking stalls, the estimated cost is between \$22.9 and \$26.3 million.

Community Transit

The 2008-2013 Transit Development Plan (TDP) includes completion of the Mountlake Terrace Transit Center garage (completed in 2009) and the construction of new park-and-ride facilities in Marysville and Arlington. The Cedar & Grove park & ride facility in Marysville opened in November 2009. A new park & ride facility originally called for in the Arlington/Smokey Point area has been re-scoped on a significantly smaller scale as a transit center improvement at Smokey Point. This project is currently in the design and procurement stage and is anticipated to open in 2012.

Snohomish County is also working with Community Transit to construct 20 new plug-in stations at the Mariner Park & ride facility for electric cars. This project is anticipated to be complete in ().

Snohomish County

Snohomish County has identified areas where future park & ride facilities should be developed in several planning documents. The 20th Street Feasibility Report includes a 200 to 250 stall park & ride on 20th Street between 91st Avenue and South Lake Stevens Road. The Cathcart Vision Plan includes a 20 acre area for transit and community services: a park & ride facility with between 250 and 600 stalls is proposed within this area.

Snohomish County has also discussed partnering with Community Transit in a joint park & pool improvement project in the area around 148th St SE between Mill Creek and Silver Firs.

Local Jurisdictions and/or Private Developers

None of the local jurisdictions in Snohomish County include a city-initiated park & ride or park & pool facility within their adopted transportation plans or transportation improvement plans not already identified as part of another regional plan such as Transportation 2040. The City of Mukilteo is the only jurisdiction that includes a specific goal statement for the development of a future park & ride facility.

In the past few years, Community Transit has been approached by local developers interested in incorporating a park & ride facility as part of their proposal. The first was a proposal by the SR9/US2 LLC for an amendment to the Snohomish County Comprehensive Plan and Zoning map for 350 acres northwest of the State Route 9 and US Route 2 intersection. If approved, the proposal would have created a mixed-use urban village with a park & ride facility.

The second proposal is near the intersection of State Route 9 and 20th Street. The subject 40 acre parcel is located on State Route 9, just south of 20th Street. The property was annexed into the City of Lake Stevens in December 2009. Community Transit has already been contacted.

Section 4 – The Changing Role of Transit Facilities in Snohomish County

Historic Trends

Park & rides typically provide an efficient means of access to transit in areas that lack density to support productive local feeder service. This was certainly the case in the 1980s and 1990s when many of the park & rides in Snohomish County were constructed to facilitate access to commuter routes serving downtown Seattle. In the early years of Community Transit's development, there was relatively little local service to provide a viable feed to these routes. Local buses that did connect to commute service operated at 30 or 60 minute headways, making convenient transfers difficult. Park & rides were very successful, helping to build the inter-county commute market and serving as anchors for Community Transit's network. By the mid 1990s Snohomish County had more than 4,000 park & ride spaces and utilization was consistently over 80%.

In the late 1990s and into the 2000s, Community Transit increased service levels such that most local service in the urbanized portion of the County operated at 30 minute or better frequency. Key corridors such as Highway 99, 164th St and the north-south trunk from Lynnwood through Everett to Smokey Point saw service increase to a bus every 15 minutes. At the same time, there were significant additions to the park & ride inventory. Nearly than 4,000 new spaces were constructed between 1995 and 2009.

Two trends emerged over the same period:

1. Many more people were taking the bus to Seattle.
2. An increasing number of people were using feeder service (or collector legs of commuter routes) to access inter-county commuter routes.

In 1994 there were 10,000 boardings per day on Community Transit's King County commuter services. At that time, there were 4,000 parking spaces available at park & rides in Snohomish County. By 2008, combined Community Transit and Sound Transit ridership for this market had increased 130% to 23,000 boardings per day. For the same period, Snohomish County park & ride capacity increased 75% from 4,000 to 7,000 spaces.

While it is difficult to say exactly how many Seattle-bound commuters are using park & ride spaces, it is clear that a significant portion of this market's growth is associated with users who are accessing the service via modes other than car. This trend is undoubtedly related to the increased availability of local feeder service. The shift in emphasis at major park & rides was also evident in a 2006 survey of Lynnwood Transit Center users that indicated 57% of people traveling to the park & ride arrived by bus. Only 22% arrived by car.

Park & rides are often understood to be a transitional or temporary solution to transit system access. The ultimate goal is for riders to use non-auto-based modes (walk, bike, bus) to access the system, rather than driving their car to a park & ride. In southwest Snohomish County, major park & rides such as Mountlake Terrace, Lynnwood, Ash Way, Mariner and Everett Station have developed into transit centers that serve a significantly greater volume of customers passing through the facility on buses than arrive by car. These facilities also serve an important transit operation function, providing valuable space for buses to turn around, layover between trips and gain direct access to and from freeway HOV lanes.

Transit system development in other areas of Puget Sound has matured to the point that some urban centers are redeveloping or evolving around a centralized transit facility that brings desired retail, commercial and employment markets directly into the heart of their communities. Rather than placing transit on less expensive real-estate at the periphery, cities like Bellevue have recognized the transportation and economic development advantages of centralizing transit and prioritizing pedestrian access. This allows the community to place less emphasis on costly auto parking and, instead, build for a more sustainable future with pedestrian and transit oriented development. Bellevue Transit Center was intentionally constructed with no automobile parking. Users of this facility must arrive by walking, biking, or riding a bus. The facility was designed as part of an intentional effort to build the community in downtown Bellevue in a way that does not require more roads or parking lots.



Figure 5 Bellevue Transit Center

Changing Focus

As transit service levels in Snohomish County have increased, the geographic zone requiring the artificial density and feeder function of park & rides has moved outward from the center. In general, this zone falls along the boundary between higher frequency (15 to 30 minute headway) bus service and lower frequency (60 minute) bus service. In earlier decades, this zone included north King County and south Snohomish County. In 2010 this area encompasses Mukilteo, Marysville, Arlington, Lake Stevens, Snohomish and Monroe. As the transit emphasis corridor network is eventually built-out, high-frequency bus service will be extended to additional locations such as Maltby, Cathcart and 20th St NE in Lake Stevens. These areas will also require park & ride facilities both for the transitional function of focusing market demand as well as the long-term operational need for transfers, bus turn-around and layover space.

Recent park & ride system expansion in this zone includes three facilities, each having approximately 200 spaces, at Ash Avenue in Marysville, at Cedar and Grove Street in Marysville and at Highway 9 and Market Street in Lake Stevens.

Community Transit serves a group of smaller park & rides, typically having 25 to 100 spaces, located in smaller cities in north and east Snohomish County. Generally, these cities represent small transit markets that support hourly service along state highways. They might also support long-haul commuter service to destinations such as downtown Seattle and the Boeing aircraft manufacturing plant in Everett. Park & rides in these smaller cities provide a congregation point for both local and commuter bus services.

Transit oriented development or TOD is increasingly under consideration in discussions of new park & ride projects. In some cases, the context is redevelopment or enhancement of existing park & rides. In other cases, TOD is looked upon as a long-term goal for new park & ride projects in developing areas. A recent trend is the consideration of private-public partnerships between private commercial developers and public transit agencies. In such developments, transit agencies realize financial benefit from private investment

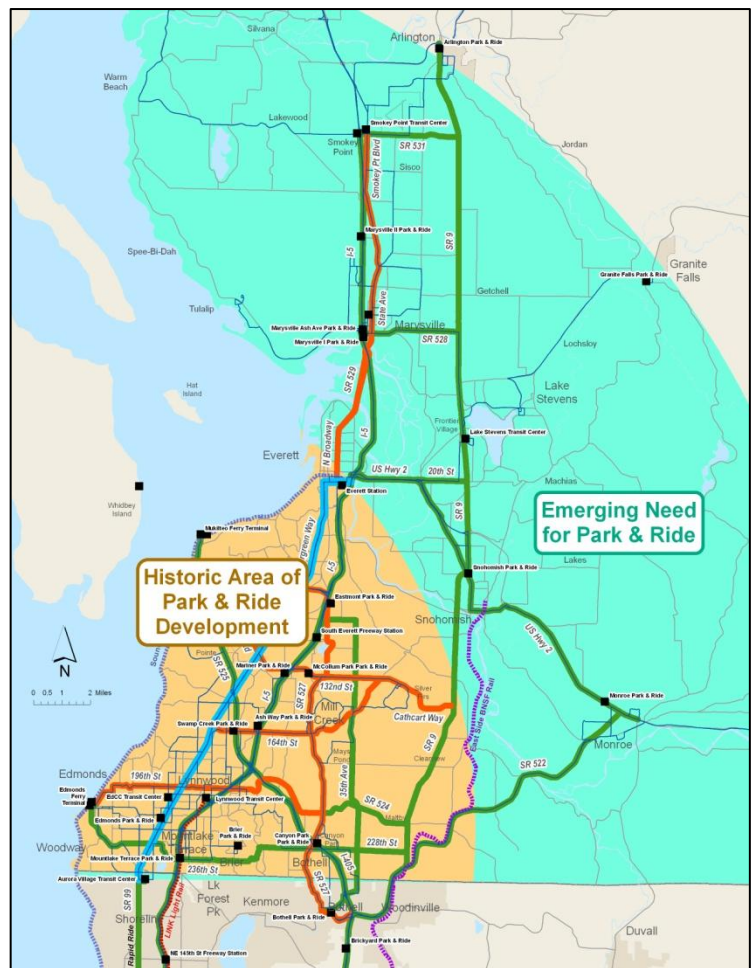


Figure 6

in public facilities as well as the market benefit of potential bus riders attracted by retail and other commercial services. The private sector likewise benefits from the synergy of potential customers attracted by proximity of transit service as well as a development process expedited through local municipal and community support of the associated transit project.

The very real potential of future transit oriented development is changing the way agencies evaluate site selection criteria for park & rides. Recognizing the ultimately transitional nature of these facilities, agencies no longer focus solely on inexpensive real estate that has general proximity to the intended transit market. Rather, the best location for a new park & ride might be land that is favorably situated in areas identified for more intensive economic and commercial development or redevelopment. While more expensive, such locations are more likely to contribute directly to transit market growth and likewise, to provide maximum transportation benefit to the surrounding developments.

Another take on park & rides and TOD is related to discussions of land use planning around Swift BRT stations. Many local jurisdictions are starting to consider the economic stimulus and redevelopment potential provided by Swift BRT. Small-scale park & rides at station locations could provide an effective focus for the transit market while putting land in public ownership for a higher-and-better use as development intensifies around the station area.

Prioritizing location on established transit emphasis corridors is another recent shift in park & ride planning for Community Transit. Scarcity of operational funding has underscored the importance of operational efficiency and proximity of bus service to productive markets. These facilities work best when they are located on transit emphasis corridors at signalized intersections that allow safe and efficient movement of buses, cars and pedestrians on, off and across the corridor.

Why not increase parking?

Despite the very real shift in use at major transit facilities to non-auto based modes, demand for parking remains high. The first question customer ask at many public outreach events is “When will you build more parking?”. The answer has a lot to do with cost and how we want our communities to develop.

Many of our major transit facilities are located in areas that have undergone an urban transformation. Facilities like Lynnwood Transit Center, Ash Way Park & Ride, Mariner Park & Ride and others are becoming urban environments with high-density housing, a mix of land uses and diverse local and regional transportation connections. Long-term land use plans have formally designated these areas as urban centers with a vision for high-density development, pedestrian-oriented design and high transit mode share.

As these urban centers continue to evolve, land for new development or redevelopment will become increasingly valuable. Local jurisdictions are beginning to question the wisdom of significantly expanding parking capacity in urban centers. Expanded parking

removes land from contention for a higher and better use in core urban areas. Communities hoping to attract a vibrant mix of residential, commercial and cultural activity are beginning to recognize the challenge of achieving these objectives while continuing to dedicate large tracts of land for parking and traffic circulation. Increased parking also places a greater traffic burden on the surrounding road network, drawing additional vehicles to the facility, adding to local and regional congestion.

Environmental and climate change concerns are also driving the conversation about future expansion of parking capacity. Limiting parking helps to incentivize other modes of access like walk, bike or riding local feeder service to major transit centers. This limits automobile use, reducing cold starts and helping to mitigate greenhouse gas emissions. Further, by preserving land for high-density development around transit centers, reduced emphasis on parking helps to create vibrant urban centers that enable a true “think transit first” lifestyle with greater long-term impact on emissions.

Where structured parking is proposed, the very high cost (in excess of \$30,000 per space) places a major constraint on transportation budgets and diverts funding from transit service to capital construction at a very high cost-per-rider. Ongoing operational and lifecycle costs are also a significant consideration. Agencies must plan for and fund re-paving of aging parking lots and maintenance of elevators, lighting and other amenities at parking garages – again, at a very high cost-per-rider.

As the recommendations in Section 5 describe, there is still a significant role for new park & ride capacity in this plan. The changing focus is that additional parking is no longer the default answer for new facility investment in all areas. The most heavily used, urbanized areas of the transit network are moving beyond park & ride to a more integrated “think transit first” model for access to the system.

Classification of Facilities

The following is a proposed classification for the facilities this document describes. Two references used in this section are *A Comprehensive Planning and Design Manual for Park & ride Facilities*, Robert Spillar, 1995 and the *AASHTO Guide for Park & ride Facilities*, 2004:

- Auto-Oriented Facilities:
 - Large Urban/Suburban Park & Ride – Major park & ride lots, typically 400 or more spaces in developed urban and suburban communities. Parking may be surface or structured. Usually located adjacent to interstate or major state highways. Typically incorporates a transit center function. Served by local and commuter bus services. Almost always incorporates on-site bus circulation.
 - Smaller Suburban/Rural Park & Ride – Smaller scale park & ride lots, typically 200 or fewer spaces in suburban or rural communities. Often adjacent to highways but may be located on or near arterial streets. May incorporate transit center function but often serves as anchor for long-haul commuter service. May include on-site bus circulation but sometimes does not.
 - Leased Park & Pool Lot -- Typically small facilities that serve as staging locations for carpools and vanpools. These facilities are generally combined with another use, are relatively low cost and are developed quickly where opportunities exist. Bus circulation is almost always off-site (on-street).
- Pedestrian-Oriented Facilities:
 - Transit center – a place where interchange between local and express transit service occurs. Spillar notes that in reality many of these facilities also include a park & ride function, and offer a higher degree of services, route choices, and destination alternatives. These facilities are typically located in higher demand locations than suburban park & ride facilities. Transit centers are almost always located off-street, requiring sufficient space for bus circulation within the site.

In addition to Spillar’s definition, the local experience for this region indicates that transit centers are also becoming multi-modal facilities that can include a transfer between local bus, commuter bus, bus rapid transit, ferry, heavy rail (Sounder, Amtrak), light rail (Link), pedestrians/bicycles, and/or private vehicles.

- Freeway Flyer Stop – Fast, efficient, direct access for pedestrians to board freeway-based bus service without requiring the bus to leave the freeway corridor. Good examples include the South Everett Freeway Station at 112th St and I-5 (median station) and the freeway station at 145th and I-5 in north Seattle (right lanes).
 - Super Stop / Swift BRT Station – Located on-street, smaller than a transit center but more infrastructure than a standard stop/shelter. Designed to minimize bus dwell time and serve as an anchor for transit-oriented development. Bus service at a super stop or BRT station should be of such frequency that a printed schedule is not required.
 - Pedestrian Interchange/Corridor Junction – This is a new facility classification that does not yet exist in Community Transit’s service area. As service levels increase, there will be a need for infrastructure and features at intersection of major transit emphasis corridors designed to facilitate safe, pleasant and efficient transfer of pedestrians between intersecting bus lines. Includes traffic signals, pedestrian signals, marked crosswalks and ADA ramp/access. Ideally, may incorporate grade-separated pedestrian walkways, weather protection, lighting, wayfinding/information signs and special branding to identify the location as a major transfer point.
- Bus Layover/Staging:
 - Transit Centers and Park & Rides typically incorporate some measure of space set aside for short-term parking of buses not in revenue service. For very active transit hubs and terminal locations, space requirements for this layover function can be significant. Over time, layover space and bus circulation needs may become a higher priority than automobile parking at major transit facilities in urbanized areas.

Most of the larger transit facilities in Snohomish County fit into two or more classifications. For example, Mountlake Terrace Transit Center is a Large Urban Park & Ride that also serves as a Transit Center and incorporates an adjacent Freeway Flyer Stop.

It is also important to note that bus layover is shown as an accessory function provided by many of these facilities.

Table 8 assigns the various categories above to existing transit facilities within Snohomish County.

Table 8: Classification of Transit Facilities in Snohomish County

Facility	Transit Center	Freeway Flyer Stop	Super Stop / Swift BRT Station	Corridor Junction	Large Urban / Suburban Park & Ride	Smaller Suburban / Rural Park & Ride	Bus Layover
Arlington Park & Ride						●	●
Ash Way Park & Ride	●				●		●
Canyon Park Park & Ride	●	●			●		●
Eastmont Park & Ride					●		
Edmonds Community College Transit Center	●						●
<i>Edmonds Ferry Terminal/Waterfront*</i>	●						●
Edmonds Park & Ride	●				●		●
Everett Station	●		●		●		●
Everett Community College Station	●						●
Everett Mall Station	●						●
Gold Bar Park & Ride						●	●
Lake Stevens Transit Center	●					●	●
Lynnwood Transit Center	●				●		●
Mariner Park & Ride	●				●		●
Marysville 4 th & I-5 Flyer Stop		●					
Marysville Ash Ave						●	●
Marysville at Cedar & Grove Park & Ride						●	
Marysville I South Park & Ride						●	●
Marysville II 116th & I-5 Park & Ride		●				●	
McCollum Park Park & Ride					●		●
Monroe Park & Ride						●	●
Mountlake Terrace Transit Center	●	●			●		●
<i>Mukilteo Ferry Terminal*</i>	●						●
Smokey Point Transit Center	●						●
Snohomish Park & Ride						●	
South Everett Park & Ride at I-5 & 112 th St		●			●		
Stanwood 267th Park & Ride						●	●
Stanwood I-5 Park & Ride						●	
Sultan Park & Ride						●	
Swamp Creek Park & Ride	●				●		
Swift Stations Pacific/Rucker/Evergreen/SR-99			●				

*Edmonds and Mukilteo ferry terminals are multi-modal centers that currently lack any significant bus transit infrastructure. Projects underway or in the design stage will provide fully-developed transit centers at both locations.

Section 5 – Recommendations

General Transit Facility Guidelines

1. Transit system development in some areas of Snohomish County has reached a level at which the highest priority for capital investment is improved interchange between bus lines and direct access features that improve the efficiency and flow of buses, trains and pedestrians. Agencies should avoid investment in significant new parking capacity at established park & rides that have come to be very well served by frequent local transit service. This is particularly important in Southwest Snohomish County.
2. Integration of transit facilities into urban developments and road improvements should become a high priority as transit takes on greater importance in congestion relief, mobility and economic development. Moving bus and rail facilities to the center with Transit Oriented Development and efficient infrastructure such as direct access ramps and freeway flyer stops recognizes and prioritizes the person-throughput capacity of transit.
3. New park & rides should be considered in areas with bus service on transit emphasis corridors but inadequate development density, pedestrian connections and/or local bus service to effectively feed the primary corridor.
4. Park & rides should ultimately be considered as a transitional solution. Location, size and design decisions should always consider that land use and transit operation priorities will evolve over time as the transit market develops around these facilities.
5. Park & rides must be sited with safe and efficient access to transit emphasis corridors for buses, pedestrians and cars. This requires a signalized intersection with ability for pedestrians to cross the corridor. The park & ride does not need to front directly on the corridor, but should have visibility to vehicles using the corridor.

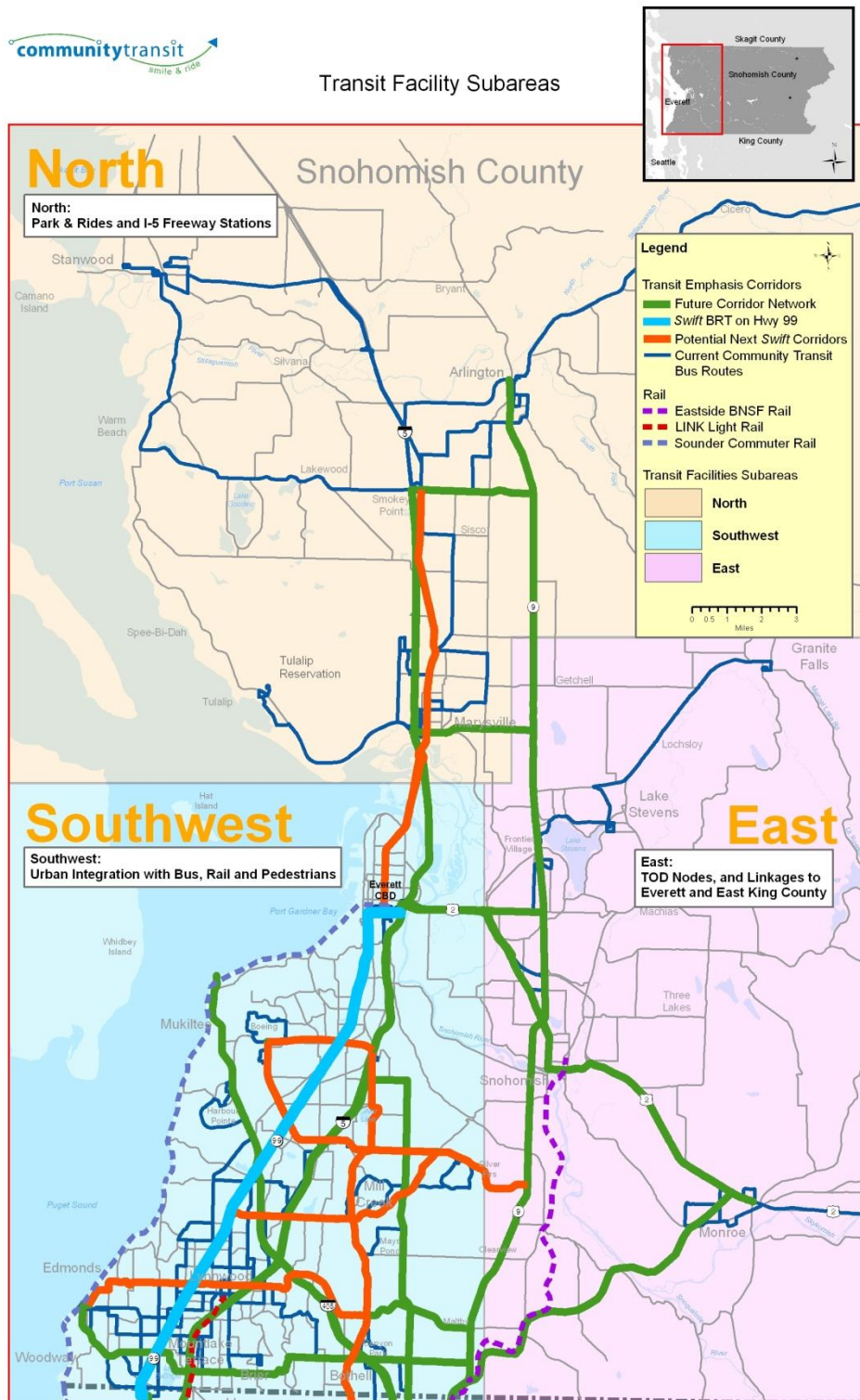


Figure 7

Subarea Strategies

The corridor-based service development strategy described in this plan requires investment in transit facilities that will improve access to the system and complement local land use goals and objectives. As discussed above, the role of park & rides has evolved as the level of transit service has increased in the core of Community Transit's system. This evolution will continue as the transit emphasis corridor network is implemented. Market demand, regional growth strategies and this long range plan imply a facility plan with characteristics that vary by three general geographies – Southwest, North and East.

Southwest – Urban Integration with Bus, Rail and Pedestrians

The Southwest area, from Everett to Edmonds and Puget Sound to Mill Creek contains the highest concentration of population jobs, infrastructure and services in the County. Future land use plans call for this trend to continue and intensify. As a market-driven agency, Community Transit's plan likewise calls for the highest level of future service to be focused in this area. Many of the transit emphasis corridors in Southwest County will see either Swift BRT or regular 15 minute corridor bus service in the horizon of this plan. Local services will be implemented to feed these corridors. Most neighborhoods in Southwest County will be within walking distance of frequent bus service connecting to both transit emphasis corridors serving Snohomish County destinations and regional services traveling to King County. The most significant transportation development over the life of this plan will be construction of Link Light Rail with stations in Mountlake Terrace, Lynnwood and ultimately Everett. Integration of bus, rail, non-motorized and auto traffic will be a major objective of transportation planning in Southwest County.


Given this plan for service development, the emphasis for new facility investment should be on transit centers, super stops, direct freeway access ramps, freeway stations and other infrastructure that improves integration, access, efficiency and operation of bus and rail services. Renovation and improvement of existing facilities should prioritize enhancement of the transit center function and integration of modes (bus, rail, walk, and bike) rather than expanded parking capacity.

In some cases, parking facilities will be warranted to resolve localized access issues such as lack of local feeder service and/or inadequate pedestrian infrastructure. In these instances, the facilities should be sited with safe and efficient access to transit emphasis corridors for buses, pedestrians, bicycles and cars. This requires a signalized intersection with ability for pedestrians to cross the corridor. The park & ride does not need to front directly on the corridor, but should have visibility to vehicles using the corridor.

As service levels on corridors in Southwest County continue to increase, there may be opportunities for integration of transit and/or transit centers with Transit Oriented

Development or TOD. These developments should emphasize integration of transit into the site with the highest priority placed on pedestrian access and efficient transit operation. Automobile parking/access should be disincentivised in TODs drawing a clear distinction between such developments and park & rides. The transit agency should be consulted in TOD proposals from the earliest planning phase including site selection.

Smaller, leased park & pool lots should continue to be used as a lower-cost option to new park & ride construction. Leased lots may be located to serve carpool and vanpool users away from fixed route bus service. In some parts of Southwest County, leased lots may enhance access to transit emphasis corridors in segments without adequate local feeder service or pedestrian network connections.

Higher Priority	Transit centers at established system hubs, providing for transfers between bus routes and inter-modal connections between bus and rail – Esp. integration of Link Light Rail and bus in Mountlake Terrace and Lynnwood.
	Bus layover/circulation within existing facilities.
	Super stops or BRT stations at urban centers, urban villages, transit oriented developments and other activity centers along transit emphasis corridors.
	Pedestrian interchanges where transit emphasis corridors supporting frequent service cross one another, allowing safe and efficient movement between corridors.
	Park & ride lots (transit-owned or leased) in areas with lower-density development, incomplete pedestrian networks and limited access to frequent local transit. There will be few opportunities for additional parking facilities in southwest County. Remaining need will be for smaller (typically 200-300 space) lots along transit emphasis corridors that lack immediately adjacent development density and/or do not have well-developed local bus feeder service.
Lower Priority	Leased park & pool lots in areas not served by fixed-route transit as gathering places for carpool and vanpool users.

North – Park & Rides and I-5 Freeway Stations

North Snohomish County is characterized by lower-density suburban and rural development. Interstate 5 and Smokey Point Boulevard/State Ave are the primary transit corridors through Arlington and Marysville, connecting North County communities to the core transit network. Lower frequency local services and peak period commuter routes extend from this central trunk line to Tulalip, Stanwood, Warm Beach, Arlington and Darrington. Island Transit and Skagit Transit operate long-haul commuter services along Interstate 5 to Everett Station.

Smokey Point Blvd./State Ave has been identified as a future candidate for Swift BRT service. Collecting riders and focusing the dispersed market for this transit emphasis corridor will be an important ongoing facility need in the North County area. Moderately sized park & rides located immediately adjacent to the primary corridor will provide access to frequent transit service and allow buses on the corridor to collect passengers without inefficient and expensive deviation onto side streets.

North County commuter services on Interstate 5 are also projected to grow in importance as downtown Everett, Boeing, Lynnwood City Center and Sound Transit rail attract riders from North Snohomish County as well as Skagit and Island Counties. Efficient, direct movement of transit commuters from surrounding communities to this bus service will require thoughtful design of direct access/freeway station facilities along Interstate 5. These facilities, likely incorporating parking, should allow buses to pick up and drop off passengers in an operationally efficient freeway station or flyer stop configuration.

Table 10: North County Transit Facility Needs	
<p style="text-align: center;">↑</p> <p style="text-align: center;">Higher Priority</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Lower Priority</p>	Park & rides in areas with lower-density development, incomplete pedestrian network and limited access to frequent local transit. Additional park & ride capacity will be needed in North County to focus the market for frequent bus service along Smokey Point Blvd/State Avenue and Interstate 5.
	Freeway flyer stops along I-5, providing rapid, efficient access to transit services at freeway interchanges.
	Super stops or BRT stations at urban centers, urban villages, transit oriented developments and other activity centers along transit emphasis corridors.
	Bus layover/circulation within existing facilities.
	Transit centers at established system hubs, providing for transfers between bus routes and inter-modal connections between bus and rail.
	Leased park & pool lots in areas not served by fixed-route transit as gathering places for carpool and vanpool users.

East – TOD Nodes and Linkages to Everett and East King County

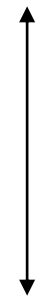
Like the north County area, east Snohomish County's low density rural character calls for transit facilities along key transit corridors to concentrate the market for local and commuter bus services. US Highway 2 is the currently the most important corridor in east County. State Route 9 has been identified as a critical north-south alternative to I-5 in east County. The Burlington Northern-Santa Fe (BNSF) east side rail corridor is also a potentially important transportation corridor paralleling State Route 9 from Snohomish south to east King County cities. There are choices to be made in the east subarea regarding land use strategy and complementary transit facilities. Some communities may elect to maintain a rural character with lower densities and an auto-focused transportation strategy. These communities would likely chose to construct park & rides to provide a centralized access point for transit service connecting to urban centers and employment destinations in west Snohomish County and King County. Other communities may pursue a more urbanized built environment with higher density nodes, urban centers and mixed use. While park & ride may provide an interim strategy for these communities, the ultimate goal would be a transit center or super stop integrated into transit oriented development.

Community Transit serves park & rides in Gold Bar, Sultan, Monroe and Snohomish along US Highway 2. These facilities provide important focal points for both peak-period commuter service and all-day local service connecting communities along the corridor. A priority for the future will be careful consideration of access to these existing facilities and opportunities to improve pedestrian connectivity to the surrounding neighborhoods for walk access to transit. Safety and the ability for both cars and buses to consistently and efficiently access park & rides on this congested corridor should also be a priority in any future consideration of improvements to these facilities.

Over the life of this plan, State Route 9 will continue to grow as an important commute corridor in east County. As the facility is improved and resources become available, transit will be implemented, providing new connections to communities in east King County and enhancing existing service to Everett and other cities to the west. Lake Stevens park & ride and Snohomish park & ride are two facilities already located on or adjacent to State Route 9. As with the US 2 corridor, maintaining and improving access to these facilities will be a high priority as State Route 9 develops. Further, as discussed above, future facilities at locations such as Cathcart or the intersection with 20th St in Lake Stevens could eventually be implemented in the form of transit centers and/or super stops as a focus for transit oriented development in urban centers rather than traditional park & rides.

The future of the BNSF rail line in this subarea is an unknown potential over the horizon of this plan. If the line develops with commuter rail service there will be a significant need for transit facilities providing a bus-rail interface to feed the new line. Some of these facilities may include parking. Where sufficient frequency of bus

service is provided there may be opportunities for transit centers, super stops and TOD.

Table 11: East County Transit Facility Needs	
<p>Higher Priority</p>  <p>Lower Priority</p>	Park & ride lots in areas with lower-density development, incomplete pedestrian network and poor access to frequent local transit. Preservation and enhancement of existing facilities on US Highway 2 and State Route 9. Additional capacity at nodes along SR-9 to provide the artificial density needed for transit service in this corridor.
	Transit centers at nodes with sufficient demand and service levels, providing for transfers between bus routes and inter-modal connections between bus and rail.
	Super stops or BRT stations at urban centers, urban villages, transit oriented developments and other activity centers along transit emphasis corridors.
	Bus layover/circulation within existing facilities.
	Leased park & pool lots in areas not served by fixed-route transit as gathering places for carpool and vanpool users.

Section 6 – Further Issues

In developing this paper, there were a number of additional topics raised in discussion that have yet to be addressed. These may be more fully developed in follow-on work to the Long Range Transit Plan. The issues included:

- **Paid parking at transit facilities.** Parking charges have been raised as a method of congestion pricing, relieving capacity pressures at highly utilized facilities. Paid parking is also a potential revenue generator to help defray maintenance costs. There are complexities associated with ownership of park & rides, regional policy and unknown impacts on ridership.
- **Facility standards.** The classification of facilities in Section 4 could be expanded to define specific design standards for Community Transit facilities. This level of detail may be more appropriate for a supplementary planning effort and seems beyond the scope of a strategic plan.
- **Electric cars & other green technology.** Electric vehicle charging stations, green construction and solar energy are all current discussions in Snohomish County.
- **Long-term maintenance/lifecycle planning – who maintains?** This issue was particularly relevant to major facilities where the primary service provider is not the agency providing maintenance. Better alignment of service and maintenance responsibility may be a future opportunity in Snohomish County.
- **Who builds and pays for facilities?** Much of the initiative for new facilities has shifted from transit agencies to local jurisdictions. This is a necessary outcome of the funding shortfall for public transit which requires that transit agencies focus on providing service rather than building park & rides. Partnerships will be vital to the funding and construction of future facilities.