

# Express Bus: Parking Garage, Transit Center and Bus Layover Facility at Mariner Park-&-Ride (Snohomish County)

Project Number	N15
Subarea	Snohomish
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	3.0
Date Last Modified	5/17/2006

**Project Locator Map**



## Short Project Description

Construct up to 900 structured parking stalls, displacing 300 existing surface stalls, for a net additional 600 parking stalls. Expand existing transit center and construct off-street bus layover facilities for up to eight buses to accommodate future service needs.

**Project Purpose:** to help meet long-term park-and-ride demand along the I-5 corridor.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$3.4	\$3.9
Environmental Clearance and PE	\$4.5	\$5.1
Final Design, Specs, Permitting	\$4.5	\$5.1
ROW Acquisition	\$4.8	\$5.5
Construction	\$37.5	\$43.1
Vehicles	\$0.0	\$0.0
Contingency	\$5.1	\$5.9
<b>Total</b>	<b>\$59.7</b>	<b>\$68.6</b>

Proposed Schedule Not Yet Developed

Design Basis

Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Impacted by/ Complements	N8 Express Bus: HOV Access Ramps at Mariner Park-&-Ride (Snohomish County)
Impacted by/Substitute for	N21 Sounder: Parking Garage and Bus Layover Facility at Everett Station
Impacted by/Substitute for	N16 Express Bus: Parking Garage at Ash Way Park-&-Ride (Snohomish County)
Impacted by/Substitute for	N17 Express Bus: Parking Garage at Lynnwood Transit Center

## Project Partners

Snohomish County
Community Transit
WSDOT

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## Long Description

*This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition, permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of the revenue operations.*

### Description:

This project would construct up to 900 structured parking stalls, displacing 300 existing surface stalls, for a net additional 600 parking stalls. It would also expand the existing transit center and construct off-street bus layover facilities for up to eight buses to accommodate future service needs.

### Project Elements Included:

- Parking structure for up to 900 stalls, including lighting, CCTV, customer emergency stations, elevators and stairs, fire suppression, signage
- 10-bay transit center, including off-street bus bays, shelters, lighting, etc.
- Parking lot modifications and roadway frontage reconstruction (driveway, curb, gutter, and sidewalk) at 4th Ave. W. entrance and exits to parking lot
- A new traffic signal at 4th Ave. W. entrance
- Illumination
- Parking mitigation program during construction, as necessary
- 1 percent for art per ST policy

### Utilities:

- New drainage system including water detention and water quality

### Right-of-Way and Property Acquisition:

- Miscellaneous easements

### Mitigation:

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

### Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program
- Reconstruction of surrounding local streets or I-5
- Pedestrian bridge
- Public restrooms
- Direct access to I-5 (see project N15 Mariner HOV Access Ramps)
- Additional bike storage, lockers, and racks

### Permits Required:

- Building, electrical, mechanical, utility, construction-related

### Agreements Required:

- Snohomish County, Community Transit, WSDOT

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

## Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$59.7 - \$68.6	in Millions of 2005\$
Annual Operating Cost	\$0.5	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 4 ST, 10 CT
Land Use & Development	Medium	
Customer Experience	Medium	
Risk Avoidance	High	

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## Key Issues and Benefits

### Issues

- Proposed new interchange at I-5/128th Street, currently unfunded, and project N8 will impact design
- Project has less utility if HOV direct access (project N8) is not also built; transit access to/from I-5 will be difficult
- The project might generate enough additional traffic on adjacent streets to impact level of service
- Building height restrictions may affect the size and footprint of the parking garage
- Other sites along the I-5 corridor may serve much of the same market, and be more suitable for P&R expansion

### Benefits

- Helps meet forecasted long term P&R demand along the I-5 corridor, and alleviate short-term parking shortages.
- Higher capital cost of building structured parking on heavily used existing surface lot may be offset by potentially higher long term, ongoing, operating costs of serving added parking capacity at a new location.