

Express Bus: Parking Garage at Ash Way Park-&-Ride (Snohomish County)

Project Number	N16
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 950 structured parking stalls, displacing 200 existing surface stalls, for a net additional 750 parking stalls.

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	\$3.0	\$3.4
Environmental Clearance and PE	\$3.9	\$4.5
Final Design, Specs, Permitting	\$3.9	\$4.5
ROW Acquisition	\$4.2	\$4.8
Construction	\$32.9	\$37.9
Vehicles	\$0.0	\$0.0
Contingency	\$4.5	\$5.2
Total	\$52.4	\$60.3

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

<i>Relationship</i>	<i>Project</i>
Impacted by/Substitute for	N21 Sounder: Parking Garage and Bus Layover Facility at Everett Station
Impacted by/Substitute for	N15 Express Bus: Parking Garage, Transit Center and Bus Layover Facility at Mariner 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 950 structured parking stalls, displacing 200 existing surface stalls, for a net additional 750 parking stalls.

Project Elements Included:

- Parking structure for up to 950 stalls, including lighting, CCTV, customer emergency stations, elevators and stairs, fire suppression, signage
- A new/modified traffic signal at entrance to lot on Ash Way
- Illumination modifications
- New sidewalk, curb and gutter along the frontage of parking structure
- Parking mitigation program during construction, as necessary.
- 1 percent for art per ST policy

Utilities:

- A new drainage system for the temporary parking lot
- 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
- Reconstructing or overlaying 164th or Ash Way
- Illumination improvement on 164th or Ash Way
- Pedestrian bridge to and from Newberry Square
- Direct access ramp modifications
- Public restrooms
- 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	\$52.4 - \$60.3	in Millions of 2005\$
Annual Operating Cost	\$0.4	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 3 ST, 13 CT
Land Use & Development	Medium	
Customer Experience	Medium	
Risk Avoidance	High	

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Key Issues and Benefits

Issues

- Street connections between the Ash Way P&R lot and Ash Way may need to be modified to make room for a parking garage.
- The project might generate enough additional traffic on adjacent streets to impact level of service.
- The nearby under-utilized Swamp Creek P&R lot may be suitable for parking mitigation during construction.
- 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.
- May provide opportunity to accommodate HOVs on the existing transit-only access ramp to the I-5 HOV lanes.

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 parkign capacity at a new location.