

Express Bus: Parking Garage at Lynnwood Transit Center

Project Number	N17
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 800 structured parking stalls, displacing 200 existing surface stalls, for a net additional 600 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	\$1.7	\$2.0
Environmental Clearance and PE	\$2.3	\$2.6
Final Design, Specs, Permitting	\$2.3	\$2.6
ROW Acquisition	\$2.4	\$2.8
Construction	\$18.9	\$21.7
Vehicles	\$0.0	\$0.0
Contingency	\$2.6	\$3.0
Total	\$30.1	\$34.6

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/Substitute for	N21 Express Bus: Surface Park-&-Ride along SR 527 (Mill Creek)
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	N16 Express Bus: Parking Garage at Ash Way Park-&-Ride (Snohomish County)

Project Partners

City of Lynnwood
Snohomish County
WSDOT
Community Transit

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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 provides up to 800 additional parking stalls in a multi-level parking structure, for a net addition of up to 600 stalls. This structure will be constructed over approximately 200 parking stalls of the existing Lynnwood Transit Center parking lot. The proposed parking structure will be located in such a way as to avoid impacts to the nearby wetland, Interurban trail, transit center, and direct access ramps.

Project Elements Included:

- Parking structure for up to 800 stalls, lighting, CCTV, customer emergency stations, elevators and stairs, fire suppression, signage
- Traffic signal and intersection modifications are required at 46th Avenue W and 202nd Street SW.
- Parking mitigation program during construction, as necessary
- 1 percent for art per ST policy

Utilities:

- A new drainage system for the temporary parking lot
- Drainage modifications to existing lot

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
- Expansion of the transit center or bus loading area
- Reconstruction of the local streets
- Additional public restrooms
- Pedestrian amenities
- Revisions to the existing transit center or direct access ramps
- Retaining walls
- Additional bike storage, lockers, and racks

Permits Required:

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

Agreements Required:

- Snohomish County, City of Lynnwood

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	\$30.1 - \$34.6	in Millions of 2005\$
Annual Operating Cost	\$0.4	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 2 ST, 18 CT
Land Use & Development	Medium	
Customer Experience	Medium	
Risk Avoidance	High	

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Key Issues and Benefits

Issues

- Street connections between the P&R lot and surrounding streets may require modification to make room for a parking garage
- The project might generate enough additional traffic on adjacent streets to impact level of service
- Building height restrictions and existing drainage vaults 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
- There are wetlands adjacent to the site that may be impacted by construction

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.