



Edmonds and Mukilteo Stations

Parking and Access Improvements

Executive Summary

As part of the voter approved Sound Transit 3 funding package in 2016, Sound Transit identified \$40 million in funding to improve parking and access at Edmonds and Mukilteo Sounder Stations. Because the Sound Transit 3 package was not specific about what parking or access improvements to implement, this Phase 1 work was initiated to:



Define the goals and intended outcomes of the parking and access improvements



Develop a methodology to identify potential parking and access improvements



Develop a public engagement and technical stakeholder review process



Create a method to evaluate, screen, and prioritize parking and access improvements

Ultimately, parking and access improvements were identified, screened, presented for public review, and prioritized for both Edmonds and Mukilteo Stations. This Phase 1 report focuses on the parking and access improvements at Edmonds Station and there is a similar report for Mukilteo. The top-rated parking and access projects for Edmonds Station are listed in **Table ES-1** and are summarized on **Figure ES-1**.



Edmonds and Mukilteo Stations

Parking and Access Improvements | Edmonds Station Executive Summary

2 of 6

Table ES-1 Edmonds Station improvements recommended for further study

| Map ID | Project Description | Recommendation Notes |
|--------|--|--|
| 2 | Remote parking at Edmonds Grace Lutheran Church This improvement would explore parking options at Edmonds Grace Lutheran Church near 9th Avenue W and Hindley Lane. This site would provide about 30 spaces. | This improvement leverages existing community assets and benefits a high number of potential riders. However, the number of new riders that would be generated by this project is lower than would be expected for new parking closer to the station. This parking would only be implemented if the other parking resources available to Edmonds Station become full (including the existing remote parking at the Edmonds United Methodist Church). |
| 4 | Downtown pedestrian lighting improvements This improvement would improve pedestrian crossings at key locations that connect Sounder to downtown Edmonds. Improvements could include pedestrian-scale lighting, flashing beacons, and high-visibility crosswalks. | This improvement builds a reliable and permanent community asset that can be accessed and utilized by all members of the community. |
| 5 | Additional bus bays at Edmonds Station This improvement would identify locations for up to three additional bus bays around Edmonds Station to improve the bus-to-Sounder connections. | This improvement builds an equitable community asset, leverages local funding, and benefits a high number of existing and potential riders. |
| 6 | Washington State Ferries parking lot Partner with Washington State Ferries to provide parking for 100-150 vehicles at the existing lot adjacent to Edmonds Station. | This improvement was recommended because it would improve access for a high number of existing and potential riders. In addition, there are few known environmental barriers to implementation because it utilizes an existing parking lot. |
| 7 | Additional on-demand secure bike lockers This improvement would install additional on-demand secure bicycle lockers at Edmonds Station to increase the availability of secure bicycle parking and address the waitlist for the current lockers. | This improvement leverages existing community assets and has a low cost per potential rider. This improvement would also address the existing wait list for bicycle parking at the station. |

Edmonds and Mukilteo Stations

Parking and Access Improvements | Edmonds Station Executive Summary

3 of 6

| Map ID | Project Description | Recommendation Notes |
|--------|---|---|
| 8 | Wind and rain screening at Edmonds Station This improvement would construct additional wind and rain screening at Edmonds Station. | This improvement builds a reliable, permanent community asset, and has a low cost per potential rider. |
| 9 | Salish Crossing parking lot Sound Transit would partner with the owner of the Salish Crossing shopping center to lease up to 100-150 parking spaces. | This improvement would improve access for a high number of existing and potential riders. In addition, there are few known environmental barriers to implementation as it utilizes an existing parking lot. |
| 14 | SR 103 pedestrian improvements This improvement would complete the missing segments of sidewalk along State Route 104 from Pine Street to the existing mid-block pedestrian signal across State Route 104 at Edmonds City Park. | This improvement builds a reliable and equitable permanent community asset that connects residences along Pine Street and the southern portion of downtown to Edmonds Station. |
| 15 | Pine Street and SR 104 pedestrian improvements This improvement would complete the missing sidewalk links along Pine St. from 9th Ave. S (minor arterial) to SR-104 (principal arterial). | This improvement was recommended because it would improve access for a high number of existing and potential riders. In addition, there are few known environmental barriers to implementation because it utilizes an existing parking lot. |



Edmonds and Mukilteo Stations

Parking and Access Improvements | Edmonds Station Executive Summary

4 of 6

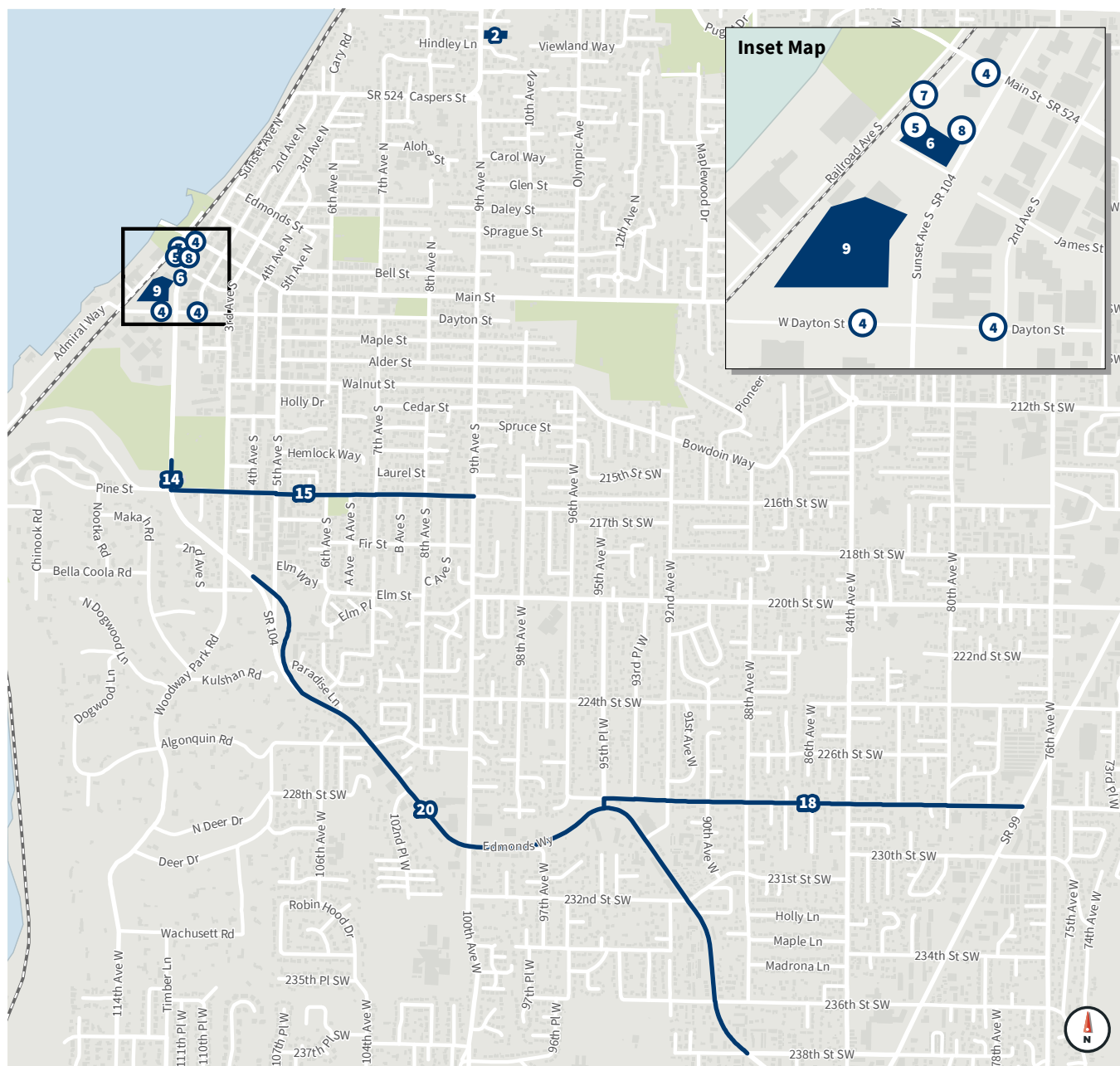
| Map ID | Project Description | Recommendation Notes |
|--------|---|---|
| 18 | 228th St SW bike and pedestrian connection This improvement would construct pedestrian and bicycle facilities (sidewalks, bike lanes, and/or a multiuse trail) along 228th Street SW from 78th Avenue W to 95th Place W. | This improvement builds a reliable and equitable permanent community asset. In addition, the improvement is consistent with existing City of Edmonds plans, including the Comprehensive Plan (2015), which identifies this segment of 28th St SW as a recommended safety project. This connection provides a strong bicycle connection between downtown and the growing SR 99 corridor. Additionally, Community Transit (CT) is interested in 228th Street SW to provide a more direct transit connection between Edmonds Station and the Mountlake Terrace Link light rail station currently under construction and scheduled to open in 2024. This pathway would provide an important pedestrian connection to this potential bus corridor. |
| 20 | SR 104 bus improvements This improvement would be a collaboration with the City of Edmonds, CT, and WSDOT to convert some or all of the pull-out bus stops along State Route 104 to operate as in-lane stops. | This improvement builds an equitable community asset, leverages local funding, and benefits a high number of existing and potential riders by improving transit speed and reliability on bus routes that provide a connection between Edmonds Station and other parts of the community. |
| 107 | Bus transfer timing improvements (not mapped) Sound Transit would work with CT to evaluate adjustments to CT bus schedules to improve the transfer timing at Edmonds Station, including for bus routes that serve remote park and rides. These improvements in transfer timing would improve access to Sounder via bus transit, and is driven by community support and public feedback identifying current transfer timing as a challenge for riders. | This improvement provides access improvements to a high number of potential riders and benefits existing riders who arrive via bus, leverages existing transit services, and has a very low cost per potential rider. An initial round of schedule refinements was made in September of 2019 to several CT routes serving this station. |

Edmonds and Mukilteo Stations

Parking and Access Improvements | Edmonds Station Executive Summary

5 of 6

Edmonds Improvements Recommended for Further Study



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| 2 Remote parking at Edmonds Grace Lutheran Church | 14 SR 104 pedestrian improvements |
| 4 Downtown pedestrian lighting improvements | 15 Pine Street and SR 104 pedestrian improvements |
| 5 Additional bus bays at Edmonds Station | 18 228th St SW bike and pedestrian connection |
| 6 Washington State Ferries parking lot | 20 SR 104 bus improvements |
| 7 Additional on-demand secure bike lockers | 107 Bus transfer timing improvements (not mapped) |
| 8 Wind and rain screening at Edmonds Station | |
| 9 Salish Crossing parking lot | |

Figure ES-1 Improvements Recommended for Further Study

Edmonds and Mukilteo Stations

Parking and Access Improvements | Edmonds Station Executive Summary

6 of 6

Next Steps

The next step for this project is to advance the above list of parking and access improvements to a Phase 2 analysis. Phase 2 will include more detailed engineering and design to further refine the above listed improvements as appropriate. A refined set of parking and access improvements will then undergo environmental review under the State Environmental Policy Act (SEPA). In addition, Phase 2 will more clearly identify project implementation responsibilities in terms of whether Sound Transit or partner agencies would construct the specific improvements and more specific timelines for implementation. Following completion of environmental review, the Sound Transit Board may select the final list of parking and access improvements to be built at the station. Given the impacts to agency revenues stemming from the COVID-19 outbreak, the Sound Transit Board is undertaking a review of all capital projects and will provide further guidance in 2021.



To stay informed:

- ▶ Contact Melanie Mayock, Community Outreach Specialist: melanie.mayock@soundtransit.org or 206-689-4877
- ▶ Visit the project website: soundtransit.org/edmonds-mukilteo
- ▶ Sign-up for project updates by email: soundtransit.org/subscribe

