

# Project Overview

## Background

Sound Transit is investing \$40 million to improve access to the Edmonds and Mukilteo stations for riders, whether they walk, bike, use transit, are dropped off, or drive. This investment could come in the form of direct Sound Transit construction of new facilities or by providing funding to another agency or local government to build an improvement.

In early 2019, Sound Transit started working with local partners and the community to identify potential access improvements that would best meet the goal of increasing ridership on Sounder North. Sound Transit hosted an online open house and survey from March 19 to April 14, 2019, and held several events to inform the public about the project and gather feedback on priorities.



## Goals



### Consistency

Supports city, ST, and other agency goals

- › ST System Expansion Implementation Plan
- › ST3 Plan
- › 2018 ST service standards and performance measures
- › City comprehensive plans
- › Waterfront plans
- › WSDOT Mukilteo Multimodal Terminal Plan
- › Community Transit/ Everett Transit Long Range Plan



### Implementation

Projects can be implemented by 2024 and within the project's ST3 budget

- › Cost-effectiveness
- › Partnerships
- › Financial sustainability
- › Innovation



### Increase Ridership on Sounder North



### Environment

Avoids and minimizes environmental impacts and enhances community outcomes

- › Cultural resources
- › Critical habitats
- › Air quality
- › Resilience



### Multimodal Access

Improves access to Edmonds and Mukilteo stations

- › Reliability
- › Customer experience
- › Equity
- › Connectivity
- › Safety and human health

# Process

## Identify potential access improvements

Improvement projects were drawn from city, county, and transit agency plans as well as from discussions with stakeholders and outreach to the public.

## Pre-screen



67

improvement projects were then put through a pre-screening process which removed projects that were ineligible according to Sound Transit or project guidelines.

## Evaluate



38

improvement projects that made it through the pre-screening process were then evaluated against 19 criteria based on the goals of the project. These evaluations determined which improvements Sound Transit recommended.

## Recommend



25

improvement projects are **RECOMMENDED OR HIGHLY RECOMMENDED** by Sound Transit; however, the Sound Transit Board will consider all of the projects evaluated when deciding which to advance into environmental review.

## Types of access improvements considered

Sound Transit is considering a range of improvements that make it easier for people to access the Edmonds and Mukilteo stations, such as:

Pedestrian improvements



Bicycle improvements



Transit connections



Vehicle access



General station amenities



# Pre-Screening Criteria

Sound Transit identified and pre-screened over 50 potential access improvements to determine eligibility for funding or construction. Access improvement projects were determined to be eligible if they met the following criteria:

- › **SCOPE:** The improvement makes access easier for current or potential Sounder riders
- › **SCHEDULE:** The improvement can be implemented or completed by 2024
- › **BUDGET:** The Sound Transit contribution would be under \$40 million
- › **REGULATORY CONSTRAINTS:** The improvement is unlikely to encounter major regulatory constraints
- › **POLICY LIMITATIONS:** The project does not conflict with Sound Transit policy or the requirements of the ST3 voter-approved funding package

## Sample improvement projects not selected:

Some of the access improvements that did not meet Sound Transit's evaluation criteria and will not advance to the next phase of the analysis are:

- › **Frequent bus service between the Edmonds ferry terminal and the future Mountlake Terrace light rail station** ST3 capital expansion funds cannot be used for ongoing transit operations by other agencies.
- › **Frequent bus service between the Mukilteo ferry terminal and the future Lynnwood light rail station** ST3 capital expansion funds cannot be used for ongoing transit operations by other agencies.
- › **Other transit frequency improvements and new bus connections between the Sounder stations and other destinations** ST3 capital expansion funds cannot be used for ongoing transit operations by other agencies.
- › **Vanpool service from satellite lots** ST3 capital expansion funds cannot be used for ongoing operations for services such as vanpools.
- › **Waterfront promenade construction in Mukilteo** This project would not provide a direct path to the station for most riders and would not result in new riders.
- › **User experience and customer information system** ST3 capital expansion funds cannot be used for ongoing services.
- › **Carpool/ride-sharing app** ST3 capital expansion funds cannot be used for ongoing services.
- › **Life transition marketing** ST3 capital expansion funds cannot be used for ongoing marketing efforts.
- › **Unified transit marketing with other agencies** ST3 capital expansion funds cannot be used for ongoing marketing efforts.
- › **Partnerships with ride-hailing/taxi companies for first/last mile service** ST3 capital expansion funds cannot be used for ongoing services.
- › **Partnerships with e-bikes, scooters, or other on-demand transit services for first/last mile service** ST3 capital expansion funds cannot be used for ongoing services.
- › **Attendant parking** ST3 capital expansion funds cannot be used for ongoing services.
- › **Park Avenue streetscape enhancements in Mukilteo** This project would not provide a direct path to the station for most riders and would not result in new riders.
- › **Sidewalk along Mukilteo Lane** This project would not provide a direct path to the station for most riders and would not result in new riders.

# Evaluation Criteria

## for Improvement Projects

After eliminating the ineligible improvement projects in the screening process previously described, Sound Transit is now considering 38 improvement projects. Each of these improvement projects has been evaluated using criteria developed from the goals of the project. Each was rated on a scale of High, Medium, or Low based on how well the improvement meets each criterion. Projects with the most cumulative “High” ratings are those most highly recommended.

|                              |   |
|------------------------------|---|
| <b><i>Ridership</i></b>      | <ul style="list-style-type: none"> <li>➤ Number of people with improved access</li> <li>➤ Potential riders</li> </ul>   |
| <b><i>Consistency</i></b>    | <ul style="list-style-type: none"> <li>➤ Provides a long-term benefit to the community (builds permanent community asset)</li> <li>➤ Is consistent with Sound Transit and/or other agencies’ plans</li> <li>➤ Reflects broad public and stakeholder input</li> </ul>  |
| <b><i>Implementation</i></b> | <ul style="list-style-type: none"> <li>➤ Funding: Leverages local funding partners</li> <li>➤ Cost: Cost per person with improved potential access</li> <li>➤ Timing (low = 2024, medium = 2021–2024, high = 2020)</li> <li>➤ Efficiency: Leverages existing community assets</li> </ul>                          |
| <b><i>Access</i></b>         | <ul style="list-style-type: none"> <li>➤ Equity</li> <li>➤ Reliability</li> </ul>   |
| <b><i>Environment</i></b>    | <ul style="list-style-type: none"> <li>➤ Resilience</li> <li>➤ Historic resources</li> <li>➤ Archaeological / cultural resources</li> <li>➤ Parks and recreational resources</li> <li>➤ Visual</li> <li>➤ Hazardous materials</li> <li>➤ Wildlife/wetland habitat</li> <li>➤ Critical habitat (marine)</li> </ul> |



# Next Steps

Sound Transit is currently in the planning phase and has identified and evaluated potential access improvements for each station. Those evaluations, combined with the feedback collected through this open house and other public outreach efforts, will inform the Sound Transit Board's decision-making as it advances a package of access improvements into environmental review in 2020. The public will have an opportunity to comment during environmental review. The Sound Transit Board will make the final decision on which projects to build or fund in 2021. All projects will be complete by 2024.



# Edmonds Station

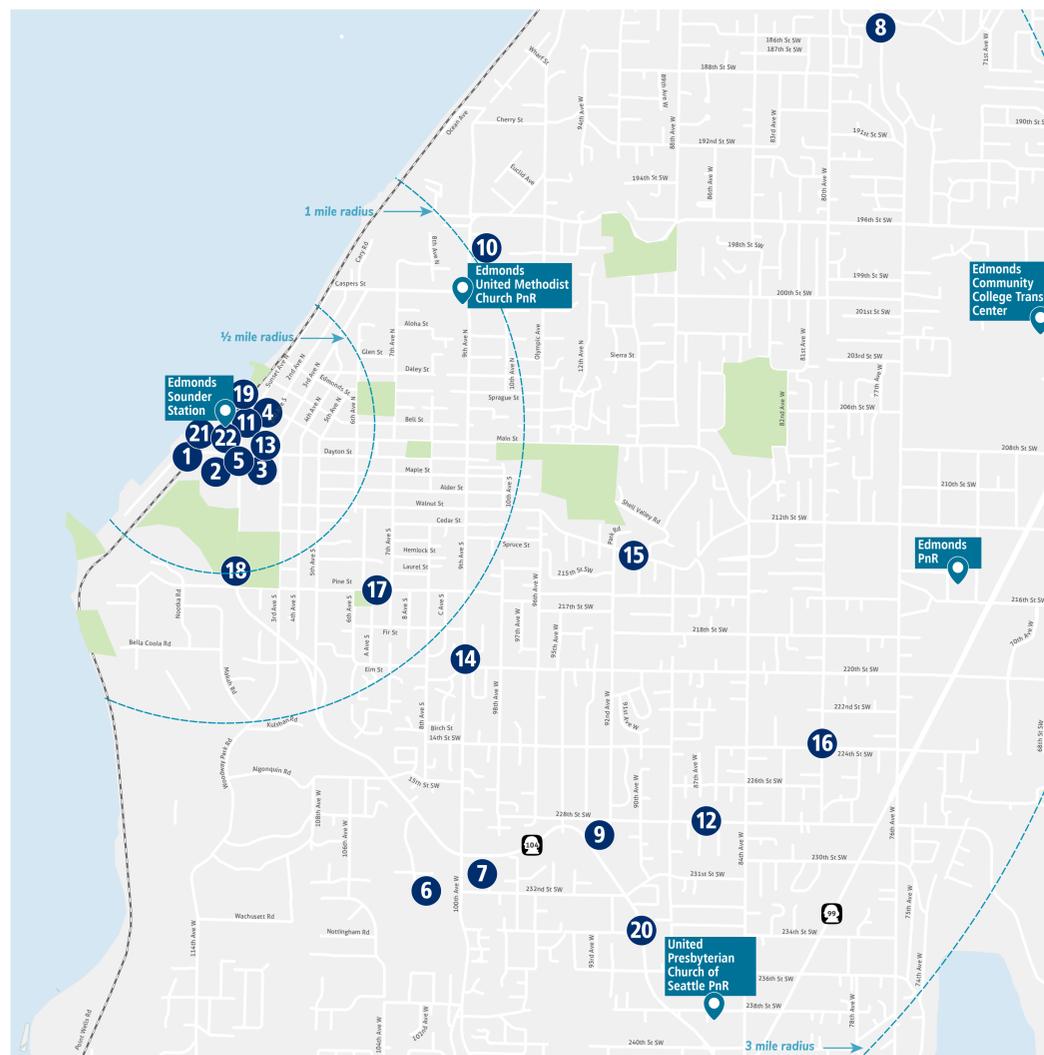
Sounder riders can get to Edmonds Station by walking; bicycling; taking Community Transit routes 116, 130, or 196; taking the ferry from Kingston; getting dropped off; carpooling; or driving alone. Sound Transit provides 259 parking spaces at the station, where on average there are 370 boardings each weekday. Sound Transit provides an additional 25 parking spaces at the Edmonds United Methodist Church, one mile northeast of Edmonds Station.

## What we heard

During outreach in the spring of 2019, respondents who chose Edmonds as their station were asked to rank which type of access improvements they would prefer.

### EDMONDS RESPONDENTS' TOP PRIORITIES

- 1 Parking and vehicle access
- 2 Transit connections
- 3 Pedestrian improvements
- 4 General station amenities
- 5 Bicycle improvements



## Evaluated Improvement Projects

- 1 Port of Edmonds gravel lot
- 2 Harbor Square parking lot
- 3 City of Edmonds lot on the SE corner of W Dayton St and 2nd Ave S
- 4 Washington State Ferries parking lot adjacent to station
- 5 Salish Crossing parking lot
- 6 Remote parking at Old Woodway Campus
- 7 Remote parking at SR 104 and 100th Ave W
- 8 Remote parking at 76th Ave W and Olympic View Dr
- 9 Remote parking at Westgate Chapel
- 10 Remote parking at Edmonds Grace Lutheran Church
- 11 Additional on-demand secure bike lockers
- 12 228th St SW bike and pedestrian connection
- 13 Downtown pedestrian lighting improvements
- 14 100th Ave W and 9th Ave S bicycle improvements
- 15 Bowdoin Way bicycle improvements
- 16 80th Ave W bicycle improvements
- 17 Pine St and SR 104 pedestrian improvements
- 18 SR 104 pedestrian improvements
- 19 Additional bus bays at Edmonds Station
- 20 SR 104 bus improvements
- 21 Wind and rain screening at Edmonds Station
- 22 Bus transfer timing improvements

# Mukilteo Station

Sounder riders can get to Mukilteo Station by walking; bicycling; taking Community Transit route 113 or Everett Transit route 18; taking the ferry from Clinton; getting dropped off; carpooling; or driving alone. Sound Transit provides 63 parking spaces at the station, where on average there are 163 boardings each weekday.

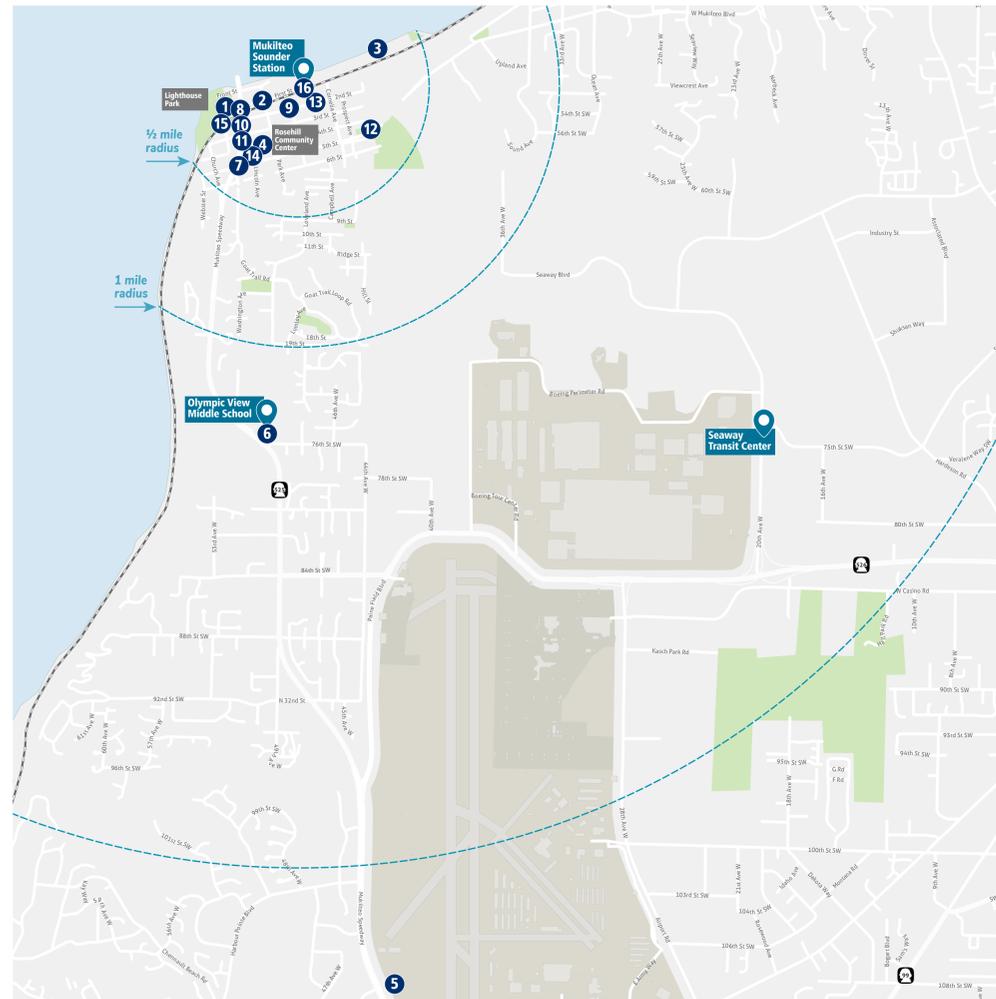
Washington State Ferries is relocating the Mukilteo ferry terminal by 2020, which will improve access to Mukilteo Station.

## What we heard

During outreach in the spring of 2019, respondents who chose Mukilteo as their station were asked to rank which type of access improvements they would prefer.

### MUKILTEO RESPONDENTS' TOP PRIORITIES

- 1 Pedestrian improvements
- 2 Transit connections
- 3 Parking and vehicle access
- 4 Bicycle improvements
- 5 General station amenities



## Evaluated Improvement Projects

- |  |   |
|--|---|
| 1 Lighthouse Park parking lot                              | 9 Mukilteo Station pedestrian bridge            |
| 2 City of Mukilteo parking adjacent to Mukilteo Station    | 10 Pedestrian improvements at 2nd St and SR 525 |
| 3 Tulalip parking development                              | 11 SR 525 sidewalk between 2nd St and 3rd St    |
| 4 Remote parking at Rosehill Community Center parking lot  | 12 5th St bicycle and pedestrian improvements   |
| 5 Remote parking at Paine Field                            | 13 On-demand secure bike lockers                |
| 6 Remote parking at Olympic View Middle School parking lot | 14 Old Town bus stops                           |
| 7 Adaptive Signal Control system at 5th St and SR 525      | 15 New SR 525 bridge over BNSF tracks           |
| 8 SR 525 multimodal pedestrian bridge                      | 16 Bus transfer timing improvements             |

# Edmonds Evaluated Projects

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## 1. Port of Edmonds gravel lot



### PROJECT DESCRIPTION:

Through a partnership with the Port of Edmonds, this improvement project would construct a two-level parking structure on Port property near the intersection of Railroad Avenue and Dayton Street, on the west side of the railroad tracks. This site is currently a gravel lot that the Port uses for parking. This project would provide about 75 new parking spaces. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

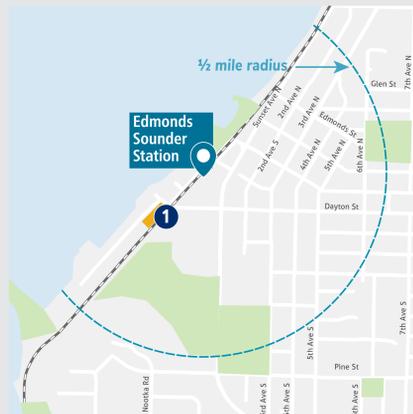
**COST:** \$\$\$\$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** High cost to build parking structure.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Medium          | Low     | Medium       |



## 2. Harbor Square parking lot



### PROJECT DESCRIPTION:

The improvement project would explore parking options on a portion of the Harbor Square site. This would involve converting a portion of the site to a larger surface parking lot. The exact number of parking spaces would depend on the area that is available, but 100–150 parking spaces could be developed on this site. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

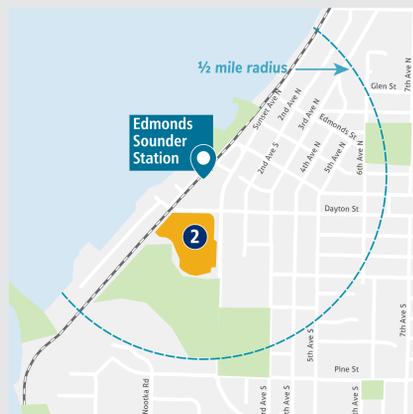
**COST:** \$\$\$\$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** High cost to build parking lot.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Low             | Low     | Medium       |



## 3. City of Edmonds lot on the SE corner of W Dayton St and 2nd Ave S



### PROJECT DESCRIPTION:

This improvement project would work with the City of Edmonds to explore parking options at the city-owned site on the southeast corner of the Dayton Street and 2nd Ave S intersection. Sound Transit would work to identify new space and relocate the site's existing tenant. This project would provide approximately 25–30 new parking spaces and is a relatively short walk to the Edmonds Sounder station. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

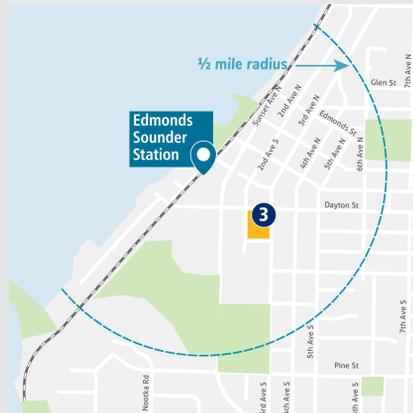
**COST:** \$\$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*

**RECOMMENDATION NOTES:** Improves access for a high number of existing and potential riders. Few environmental barriers to construction.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Medium          | Low     | High         |



## 4. Washington State Ferries parking lot adjacent to station



### PROJECT DESCRIPTION:

This improvement project would explore parking options at the existing paid parking lot located at the northwest corner of James Street and State Route 104 (Sunset Avenue). This project would provide about 80–90 parking spaces. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

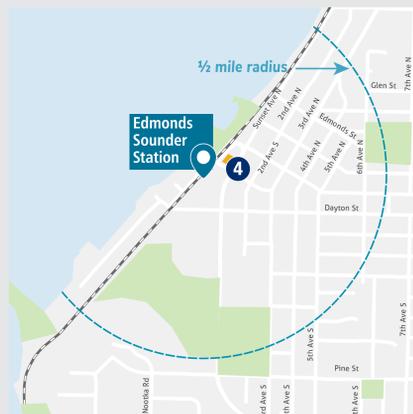
**COST:** \$\$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*

**RECOMMENDATION NOTES:** Improves access for a high number of existing and potential riders. Few environmental barriers to construction.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Medium          | Low     | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Edmonds Evaluated Projects

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## 5. Salish Crossing parking lot



### PROJECT DESCRIPTION:

This improvement project would explore options for additional parking at the Salish Crossing site. The exact number of parking spaces would depend on the area that is available to lease or purchase. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

**COST:** \$\$\$

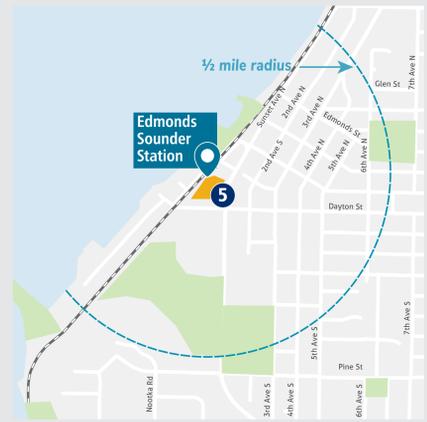
**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Improves access for a high number of existing and potential riders. High cost keeps it from being highly recommended.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Low             | Low     | Medium       |



## 6. Remote parking at Old Woodway Campus



### PROJECT DESCRIPTION:

This improvement project would explore parking options at the existing parking lot at the former Woodway High School Campus. Connections to the Sounder train would be made via Community Transit's Route 130. This site is expected to provide 30-50 parking spaces depending on the amount of area available for lease or purchase and the expected demand for parking at this location. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

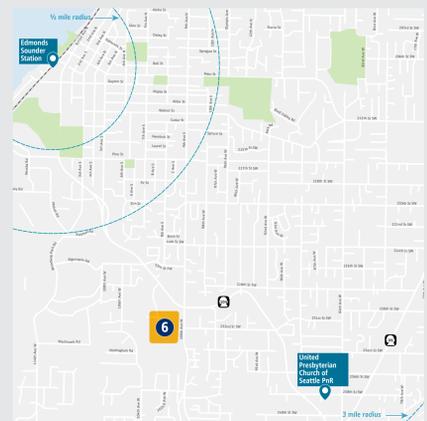
**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** Serves a low number of potential riders. High cost per potential rider. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Low     | High         |



## 7. Remote parking at SR 104 and 100th Ave W



### PROJECT DESCRIPTION:

This improvement project would explore parking options at a site near the intersection of State Route 104 and 100th Avenue W. As part of this project, existing buildings would be removed, and the site would be converted to surface parking yielding 100–150 parking spaces. Connections to Sounder would be made via Community Transit Route 130. Future transit connections could be made by a new Community Transit route connecting the Sounder station to the upcoming Mountlake Terrace Link light rail station, providing additional transit options for park-and-ride users. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

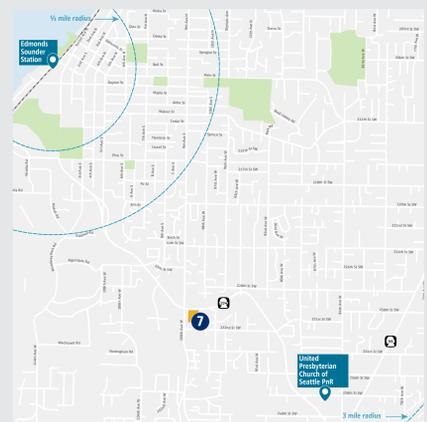
**COST:** \$\$\$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** Serves a low number of potential riders. High cost per potential rider. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Low             | Low     | Medium       |



## 8. Remote parking at 76th Ave W and Olympic View Dr



### PROJECT DESCRIPTION:

This improvement project would explore options for existing parking in the vicinity of 76th Avenue W and Olympic View Drive. This location would yield 30–50 parking spaces depending on the amount of area available for lease or purchase and the expected demand for parking at this location. There is no direct bus connection between this parking facility and the Sounder station. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

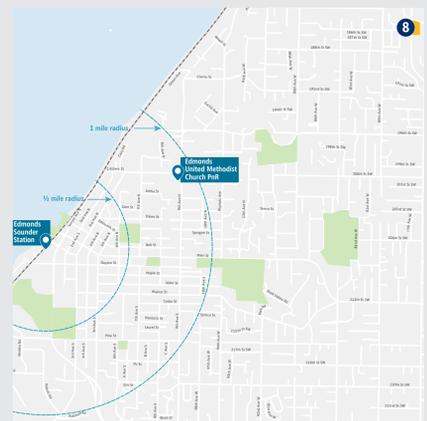
**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** Serves a low number of potential riders. High cost per potential rider. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Low     | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Edmonds Evaluated Projects

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## 9. Remote parking at Westgate Chapel



### PROJECT DESCRIPTION:

This improvement project would explore parking options at Westgate Chapel, located at the northwest corner of 228th Street SW and 95th Place W, just north of State Route 104. This site is expected to provide 30–50 parking spaces depending on the amount of area available for lease or purchase and the expected demand for parking at this location. There currently is no transit service between this lot and the Sounder station; therefore, this parking option would be considered only if Community Transit implements new service between the Sounder station and the upcoming Link light rail station at Mountlake Terrace. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

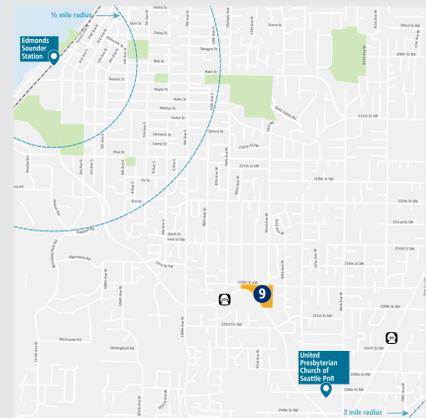
**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** Serves a low number of potential riders. High cost per potential rider. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Low     | High         |



## 10. Remote parking at Edmonds Grace Lutheran Church



### PROJECT DESCRIPTION:

This improvement project would explore parking options at Edmonds Grace Lutheran Church near 9th Avenue W and Hindley Lane. This site would provide about 30 spaces. This parking facility is connected to the Sounder station via Community Transit route 196. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*

**RECOMMENDATION NOTES:** Leverages existing community assets. Benefits a high number of potential riders, although the number of new riders that this project would result in is lower than new parking that is closer to the station. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Low     | High         |



## 11. Additional on-demand bike lockers



### PROJECT DESCRIPTION:

This improvement project 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.

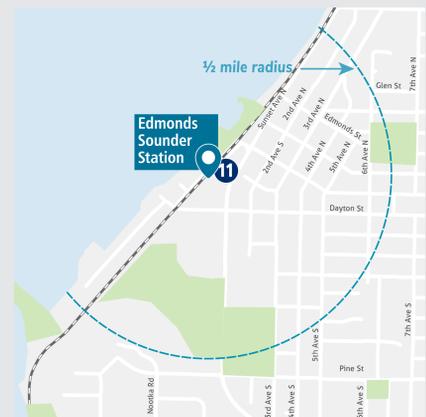
**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*

**RECOMMENDATION NOTES:** Leverages existing community assets. Low cost per potential rider.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Medium  | High         |



## 12. 228th St SW bike and pedestrian connection



### PROJECT DESCRIPTION:

This improvement project 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. Construction is assumed to be within the existing right-of-way. This project does not include a two-way left-turn lane. In addition to the pedestrian and bicycle improvements, this project would reconstruct the southeast corner of the 95th Place W and 228th Avenue SW intersection to accommodate future bus service along 228th Street SW.

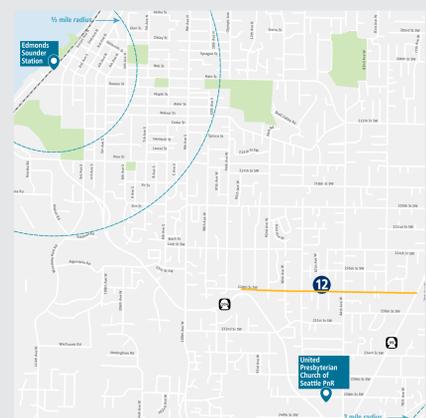
**COST:** \$\$\$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*

**RECOMMENDATION NOTES:** Builds a reliable and equitable permanent community asset. Fits with existing City of Edmonds plans.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | High         | Medium          | High    | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Edmonds Evaluated Projects

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## 13. Downtown pedestrian lighting improvements



### PROJECT DESCRIPTION:

This improvement project 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. Potential improvement locations include:

- › Mid-block crossing of Dayton Street between Railroad Avenue and Sunset Avenue
- › Intersection of Dayton Street and 2nd Avenue S
- › Intersection of Sunset Avenue and Main Street

COST: \$

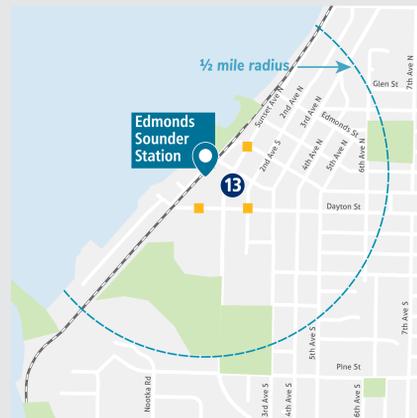
**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Builds a reliable and equitable permanent community asset. Would be highly recommended if it impacted a higher number of existing and potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | High         | Medium          | Medium  | Medium       |



## 14. 100th Ave W and 9th Ave S bicycle improvements



### PROJECT DESCRIPTION:

This improvement project would add bike lanes and sharrow markings along 9th Avenue S and 100th Avenue W between Walnut Street and 244th Street SW. These improvements would make it safer and more attractive to bicycle to the Sounder station from the neighborhoods south and east of the station.

COST: \$

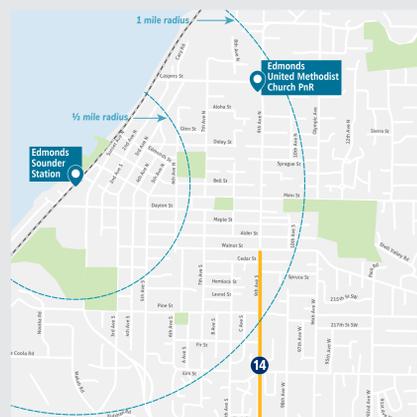
**SOUND TRANSIT RECOMMENDATION:** *Highly Recommended*



**RECOMMENDATION NOTES:** Leverages existing community assets. Builds a permanent community asset. Fits with existing City of Edmonds plans. Low cost per potential rider. Awarded funding through Sound Transit's System Access Fund in fall 2019.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | High         | Medium          | High    | High         |



## 15. Bowdoin Way bicycle improvements



### PROJECT DESCRIPTION:

This improvement project would add bike lanes and sharrow markings along Bowdoin Way from 9th Avenue S to 84th Avenue W. These improvements would make it safer and more attractive to bicycle to the Sounder station from the neighborhoods east of the station.

COST: \$

**SOUND TRANSIT RECOMMENDATION:** *Highly Recommended*



**RECOMMENDATION NOTES:** Leverages existing community assets. Builds a permanent community asset. Fits with existing City of Edmonds plans. Low cost per potential rider. Awarded funding through Sound Transit's System Access Fund in fall 2019.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | High         | Medium          | High    | High         |



## 16. 80th Ave W bicycle improvements



### PROJECT DESCRIPTION:

This improvement project would add bike lanes and sharrow markings along 80th Avenue W between 220th Street SW and 228th Street SW. These improvements would tie into the bicycle improvements described in Edmonds project #12 and make it safer and more attractive to bicycle to the Sounder station from the neighborhoods east of the station.

COST: \$

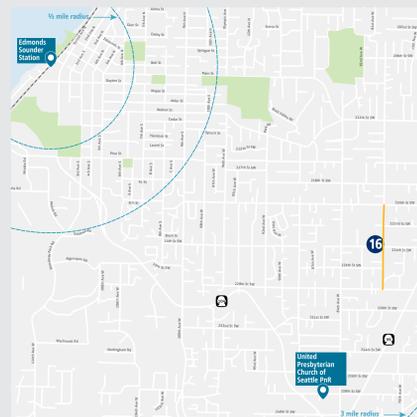
**SOUND TRANSIT RECOMMENDATION:** *Highly Recommended*



**RECOMMENDATION NOTES:** Builds a reliable, permanent community asset. Fits with existing City of Edmonds plans. However, the project benefits a low number of existing and potential riders. Awarded funding through Sound Transit's System Access Fund in fall 2019.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | High         | Medium          | Medium  | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Edmonds Evaluated Projects

[17–20 of 22]

## 17. Pine St and SR 104 pedestrian improvements



### PROJECT DESCRIPTION:

This improvement project would complete the missing segments of sidewalk along Pine Street from 9th Avenue S to State Route 104.

**COST:** \$\$

### SOUND TRANSIT RECOMMENDATION: Recommended



**RECOMMENDATION NOTES:** Builds a reliable and equitable permanent community asset.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | High    | High         |



## 18. SR 104 pedestrian improvements



### PROJECT DESCRIPTION:

This improvement project would complete the missing segments of sidewalk State Route 104 from Pine Street to the existing mid-block pedestrian signal across State Route 104 at Edmonds City Park.

**COST:** \$

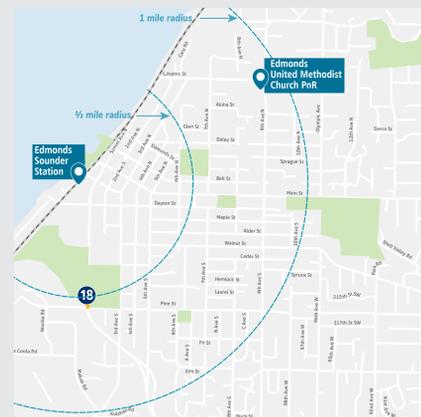
### SOUND TRANSIT RECOMMENDATION: Recommended



**RECOMMENDATION NOTES:** Builds a reliable, permanent community asset. Would be highly recommended if it impacted a higher number of existing and potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | Medium  | High         |



## 19. Additional bus bays at Edmonds Station



### PROJECT DESCRIPTION:

This improvement project would identify locations for up to three additional bus bays around the Sounder station to improve the bus-to-Sounder connections. The bays could be either active bays (locations where passengers board) or layover bays (locations where the bus begins and ends its route and where drivers can change out).

**COST:** \$

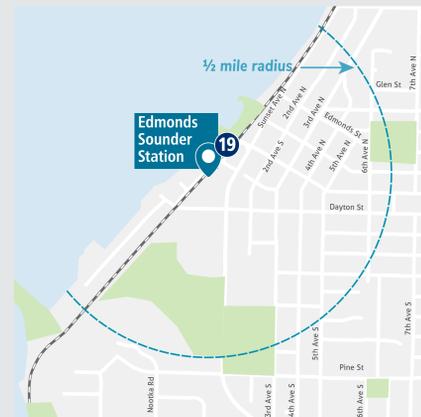
### SOUND TRANSIT RECOMMENDATION: Recommended



**RECOMMENDATION NOTES:** Builds an equitable community asset. Leverages local funding. Benefits a high number of existing and potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Medium  | Medium       |



## 20. SR 104 bus improvements



### PROJECT DESCRIPTION:

This improvement project would be a collaboration with the City of Edmonds, Community Transit, and WSDOT to convert some or all of the pull-out bus stops along State Route 104 to operate as in-lane stops. This would improve the speed and reliability of transit along State Route 104 since buses would not have to merge back into traffic after each stop. Additional study is needed to identify which bus stops are good candidates for conversion.

**COST:** \$\$

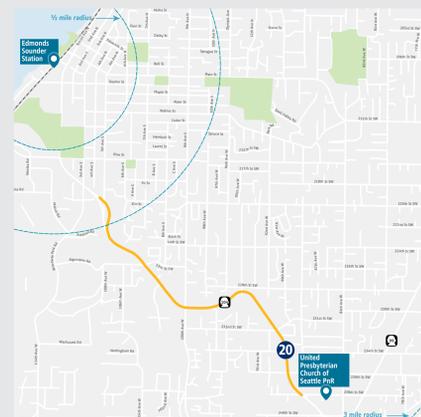
### SOUND TRANSIT RECOMMENDATION: Recommended



**RECOMMENDATION NOTES:** Builds an equitable community asset. Leverages local funding. Benefits a high number of existing and potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Medium  | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Edmonds Evaluated Projects

[21–22 of 22]

## 21. Wind and rain screening at Edmonds Station



### PROJECT DESCRIPTION:

This improvement project would construct additional wind and rain screening at the Edmonds Sounder station. The idea for this project came from riders who commented in the first round of outreach that the Edmonds Station can feel exposed during inclement weather.

**COST:** \$

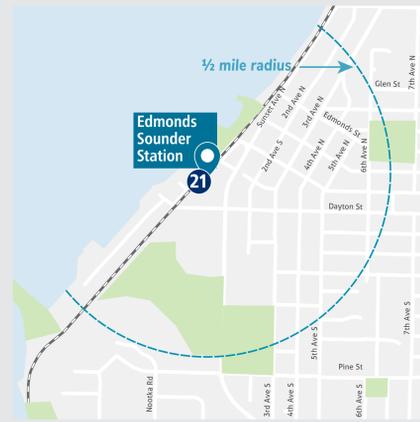
**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Builds a reliable, permanent community asset. Low cost per potential rider.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | Medium  | High         |



## 22. Bus transfer timing improvements



### PROJECT DESCRIPTION:

Sound Transit will work with Community Transit to evaluate how well the schedules for Sounder and Community Transit buses align at the Edmonds Sounder station. The agencies will look for ways to modify bus and/or train schedules to optimize transfers, particularly to bus routes that serve remote parking resources.

**COST:** \$

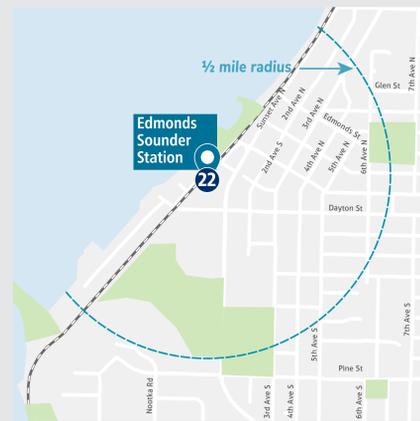
**SOUND TRANSIT RECOMMENDATION:** *Highly Recommended*



**RECOMMENDATION NOTES:** Provides access improvements to a high number of potential riders and benefits existing riders who arrive via bus. Leverages existing transit services. Very low cost per potential rider. An initial round of schedule refinements was made in September of 2019 to several Community Transit routes serving this station.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | High         | High            | High    | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$\$: \$5 million–\$10 million | \$\$\$: \$1 million–\$5 million | \$: < \$1 million

# Mukilteo Evaluated Projects

[1–4 of 16]

## 1. Lighthouse Park parking lot



### PROJECT DESCRIPTION:

This improvement project would explore options for using a portion of the parking lot at Lighthouse Park for Sounder rider use. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends). This project could also include new parking meters to allow greater flexibility for how this parking lot is used by Sounder and other users. Additionally, this project could include a new all-weather path between the parking lot and the Sounder station under the State Route 525 bridge over the BNSF railroad tracks to provide a more direct connection between Sounder and the parking area (additional study is required to determine if there is adequate right-of-way and clearance under the bridge). This project would provide 30–150 parking spaces, depending on the amount of area that is available to lease or purchase.

**COST:** \$\$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Leverages an existing community asset. Benefits a high number of potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Medium          | Low     | Medium       |



## 2. City of Mukilteo parking lot adjacent to Mukilteo Station



### PROJECT DESCRIPTION:

This improvement project would be a partnership with the City of Mukilteo to allow Sounder riders to park in the on-street spaces near the station. This project would require new parking meters to allow for different time limits during different times of the day/days of the week. This project would result in 20–30 parking spaces depending on how many on-street spaces are available to Sounder riders. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

**COST:** \$\$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Leverages an existing community asset. Benefits a high number of potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Medium          | Low     | High         |



## 3. Tulalip parking development



### PROJECT DESCRIPTION:

This improvement project would be a partnership with the Tulalip Tribes on a property that is located just east of the new Mukilteo Ferry Terminal. Through this project, Sound Transit would explore options for Sounder parking at this site. This project could provide 100–150 parking spaces depending on the area available to purchase or lease. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

**COST:** \$\$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** Benefits a high number of potential riders. The Tulalip Tribes are no longer pursuing parking at this location.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Low          | Low             | Low     | High         |



## 4. Remote parking at Rosehill Community Center parking lot



### PROJECT DESCRIPTION:

This improvement project would explore options for Sounder rider parking at the Rosehill Community Center (or on-street along 3rd Street). Between 30 and 50 spaces could be provided depending on how much parking is available to lease. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends). Sounder riders would walk to the station via State Route 525 or connect via bus.

**COST:** \$\$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Leverages an existing community asset. Benefits a high number of potential riders. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| High       | Medium       | Medium          | Low     | Medium       |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Mukilteo Evaluated Projects

[5–8 of 16]

## 5. Remote parking at Paine Field



### PROJECT DESCRIPTION:

This improvement project would explore parking options near Paine Field near the intersection of the Mukilteo Speedway and Bernie Webber Drive. This project would require a new surface lot be permanently paved along with lighting and pedestrian improvements. There currently is no transit service between this lot and the Sounder station. Therefore, this parking option would be considered only if Community Transit implements new service, potentially in conjunction with the Link extension to Lynnwood. The parking facility could be used by non-transit riders during periods when Sounder trains are not running (evenings or weekends).

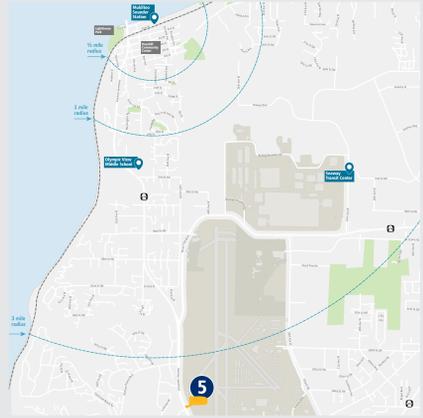
**COST:** \$\$\$\$

### SOUND TRANSIT RECOMMENDATION: Not Recommended

**RECOMMENDATION NOTES:** High cost to build parking lot. Lack of adjacent infrastructure. Benefits a low number of potential riders. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Low             | Low     | High         |



## 6. Remote parking at Olympic View Middle School parking lot



### PROJECT DESCRIPTION:

This improvement project would explore parking options for 30–50 parking spaces at Olympic View Middle School during the summer months when school is not in session. This parking option could be pursued in conjunction with seasonal parking at Lighthouse Park, assuming that full-year parking was available for Sounder riders. Community Transit Route 113 provides a connection between this parking lot and the Sounder station.

**COST:** \$\$

### SOUND TRANSIT RECOMMENDATION: Not Recommended

**RECOMMENDATION NOTES:** Low reliability. Seasonal availability only. Remote park-and-ride lots often have low utilization.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Low     | High         |



## 7. Adaptive Signal Control system at 5th St and SR 525



### PROJECT DESCRIPTION:

This improvement project would install new traffic signal controllers at the Mukilteo Speedway and 5th Street intersection. This project would reduce delays for transit and other vehicles through this intersection by automatically adjusting traffic signal timing to adapt to changing traffic conditions.

**COST:** \$

### SOUND TRANSIT RECOMMENDATION: Recommended

**RECOMMENDATION NOTES:** Benefits a high number of potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | Medium       | Medium          | Low     | High         |



## 8. SR 525 multimodal pedestrian bridge



### PROJECT DESCRIPTION:

This improvement project would construct a new stand-alone pedestrian and bicycle bridge adjacent to the existing State Route 525 bridge over the BNSF railroad tracks. This project would improve the quality of the pedestrian and bicycle connection between the Sounder station and the neighborhoods south of the station. This project would not be implemented if Mukilteo project #15 were built.

**COST:** \$\$\$

### SOUND TRANSIT RECOMMENDATION: Not Recommended

**RECOMMENDATION NOTES:** High cost to build bridge. Benefits a low number of potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | High    | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Mukilteo Evaluated Projects

[9–12 of 22]

## 9. Mukilteo Station pedestrian bridge



### PROJECT DESCRIPTION:

This improvement project would build a new bridge over the BNSF railroad tracks connecting Old Town to the Sounder station. The exact location of the bridge would be defined through additional study if this project were advanced, but it would likely be located between Loveland Avenue and Camelia Avenue. This project would require an elevator and stairs on the north landing to account for the difference in elevation between Old Town and the waterfront. Bicycles could be accommodated on this bridge, but the stair/elevator access makes this a less favorable route than the State Route 525 bridge for many riders.

**COST:** \$\$\$\$

### SOUND TRANSIT RECOMMENDATION: Not Recommended

**RECOMMENDATION NOTES:** High cost to build bridge. Benefits a low number of potential and existing Sounder riders. High view impacts. High cultural resource impacts.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | Medium  | Medium       |



## 10. Pedestrian improvements at 2nd St and SR 525



### PROJECT DESCRIPTION:

This improvement project would construct a pedestrian- or bicycle-activated crossing of Mukilteo Speedway in the vicinity of 2nd Street or 3rd Street in Old Town to facilitate access to the Sounder station for Old Town residents who live west of the Speedway. This project would complement an upcoming WSDOT project to widen the State Route 525 sidewalk on the BNSF railroad crossing to provide better access to the waterfront and Sounder station.

**COST:** \$

### SOUND TRANSIT RECOMMENDATION: Not Recommended

**RECOMMENDATION NOTES:** Benefits a low number of potential riders and residents. Project is not supported by the City of Mukilteo.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | High    | High         |



## 11. SR 525 sidewalk between 2nd St and 3rd St



### PROJECT DESCRIPTION:

This improvement project would construct a missing segment of sidewalk along Mukilteo Speedway between 2nd and 3rd streets in Old Town, making pedestrian access to the Sounder station more direct.

**COST:** \$

### SOUND TRANSIT RECOMMENDATION: Recommended

**RECOMMENDATION NOTES:** Builds a permanent community asset. Reflects broad public input. Fits with existing City of Mukilteo plans.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | High         | Medium          | High    | High         |



## 12. 5th St bicycle and pedestrian improvements



### PROJECT DESCRIPTION:

This improvement project would improve 5th Street from Lincoln Avenue to the eastern city limits by adding a bike lane and shared-use path. This project would provide a safer and more convenient pedestrian and bicycle connection between Old Town and western Everett to the Mukilteo Sounder station. Currently 5th Street does not have any pedestrian or bicycle facilities. This facility would connect to existing bike lanes along Mukilteo Boulevard in the City of Everett.

**COST:** \$\$

### SOUND TRANSIT RECOMMENDATION: Highly Recommended

**RECOMMENDATION NOTES:** Builds a permanent community asset. Reflects broad public input. Fits with existing City of Mukilteo plans.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | High         | Medium          | Medium  | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million

# Mukilteo Evaluated Projects

[13–16 of 16]

## 13. On-demand secure bike lockers



### PROJECT DESCRIPTION:

This improvement project would install on-demand secure bicycle lockers at Mukilteo Station to increase the availability of secure bicycle parking.

**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Recommended*



**RECOMMENDATION NOTES:** Leverages an existing community asset. Builds a permanent community asset.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | Medium  | High         |



## 14. Old Town bus stops



### PROJECT DESCRIPTION:

This improvement project would construct new bus stops in Old Town along Mukilteo Speedway between 2nd and 5th streets to improve access between Old Town, Lighthouse Park, and the Sounder station once the new ferry terminal opens. (Once the ferry terminal opens, the existing bus stop next to Diamond Knot Brewing Company will close, and the buses will instead stop right outside the Sounder station on their way to the new bus transit center at the ferry terminal.) If this project were advanced, additional study would identify the best location for the bus stops considering the need to cross the Speedway.

**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Highly Recommended*



**RECOMMENDATION NOTES:** Builds a permanent community asset. Benefits a high number of potential riders.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | High         | Medium          | Medium  | Medium       |



## 15. New SR 525 bridge over BNSF tracks



### PROJECT DESCRIPTION:

This improvement project would completely replace the State Route 525 (Mukilteo Speedway) bridge over the BNSF railroad tracks and include new, wider facilities for pedestrians and bicycles. Sound Transit would make a contribution to this project, which would require additional funding from WSDOT and other partners. This project would not be implemented if Mukilteo project #8 were selected to advance to the next stage of analysis.

**COST:** \$\$\$\$

**SOUND TRANSIT RECOMMENDATION:** *Not Recommended*

**RECOMMENDATION NOTES:** High cost to build bridge. Benefits a low number of potential riders. Unclear if it is feasible to finish by 2024.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Low        | Medium       | Medium          | High    | Medium       |



## 16. Bus transfer timing improvements



### PROJECT DESCRIPTION:

Sound Transit will work with Community Transit and Everett Transit to evaluate how well the schedules for Sounder and Community Transit and Everett Transit buses align at the Mukilteo Sounder station. The ferry schedule will also be considered since many Sounder riders use the ferry for access at Mukilteo. The agencies will look for ways to modify bus and/or train schedules to optimize transfers between the transit modes. Implementation of improvements is expected in conjunction with the opening of the new ferry terminal in 2020.

**COST:** \$

**SOUND TRANSIT RECOMMENDATION:** *Highly Recommended*



**RECOMMENDATION NOTES:** Provides access improvements to a high number of potential riders and benefits existing riders who arrive via bus. Leverages existing transit services. Very low cost per potential rider.

### CRITERIA EVALUATIONS:

| RIDERSHIP: | CONSISTENCY: | IMPLEMENTATION: | ACCESS: | ENVIRONMENT: |
|------------|--------------|-----------------|---------|--------------|
| Medium     | High         | High            | High    | High         |



### COST LEGEND:

\$\$\$\$: > \$10 million | \$\$\$: \$5 million–\$10 million | \$\$: \$1 million–\$5 million | \$: < \$1 million