Appendix I

Community Transit

Long Range Transit Plan
Market Assessment

August 2009
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Chapter 1. Introduction

Scope and Purpose of Plan

Snohomish County has experienced significant growth in the last quarter century, which is predicted to continue, and even accelerate. With this growth comes a wide range of questions, the answers to which will shape the county’s future. Where will people live? Where will they work? How will they shop and recreate and receive medical treatment? Perhaps most critically, how will people get around?

Community Transit has the lead responsibility for providing non-auto mobility for the vast majority of the Snohomish County area targeted for this future growth, along with contributing roles from partners Sound Transit and Everett Transit. Recognizing the challenges ahead, Community Transit’s Transit Development Plan (TDP) for 2008-2013 adopted the “Big, Hairy, Audacious Goal: Think Transit First” (B-HAG). This simple statement of the agency’s vision recognizes the role that public mobility management plays in Snohomish County and sends a clear signal to the community that Community Transit is assuming a leadership position in the conversation about future transportation and mobility choices.

Recognizing the imperative of planning for a future that is far reaching and well beyond simply maintaining a static position within the mobility mix of the area and region, the 2008-13 TDP began outlining long-range strategies that are designed to move Community Transit towards this expanded role. It noted that, in order to meet regionally adopted plans, the agency will need to accommodate a 2½-time increase in the percentage of people who travel to work by non-single occupancy vehicle (SOV) modes in Snohomish County. This represents an immense challenge for Community Transit and for the jurisdictions it serves. To do this Community Transit will need the active support and cooperation of its transit and community planning partners. It will only be feasible if governments at all levels work in partnership with local citizens to shape a common vision of the future.

The Long Range Transit Plan project is designed to determine future policies and strategies that will begin realizing the B-HAG over the next 20 years. This technical report is the first product of that effort. It is intended to build on earlier the 2008-13 TDP, expanding and supplementing the initiatives the TDP outlined and project their impacts to 2030 and beyond. Throughout, this first technical report attempts to supplement, not duplicate, earlier research efforts while offering readers a coherent overview of existing transportation policies and issues. In that sense it will provide a framework for the detailed planning efforts that will be accomplished in subsequent project phases.
By project’s end, five technical memorandums and a final report are planned. They will address the following subjects:

- Technical Memorandum #1 (this document) – Existing conditions and market
- Technical Memorandum #2 – Performance Guidelines and Policies
- Technical Memorandum #3 – Future Transit Corridors
- Technical Memorandum #4 – Service and Funding Alternatives
- Technical Memorandum #5 – Greenhouse Gas Analysis

A final report will summarize the study’s observations and recommendations.

**Study Goals**

1. Building off the vision identified in the 2008-2013 Transit Development Plan, and the BHAG of ‘Think Transit First,’ refine and document Community Transit’s long range goals and policies in such a way as to be fully understandable by local citizens and planners within the jurisdictions Community Transit serves.
2. Perform a market analysis that identifies potential future transit markets.
3. Refine the network of transit emphasis corridors that was first outlined in the 2008-2013 Transit Development Plan.
4. Identify major points of congruence, as well as inconsistencies, between the transit emphasis corridors and the transit supportive initiatives that are identified in local planning documents.
5. Provide a "road map" illustrating a path forward for Community Transit and local jurisdictions to collaborate on corridor development and implementation of a county-wide transportation vision.
6. Develop a set of guidelines for each fixed route transit mode operated by Community Transit. This will likely entail the establishment of separate guidelines for bus, local, commuter, and BRT services.
7. Develop guidelines that help determine when and where it is appropriate to expand service – keeping within the framework of Community Transit’s ‘Think Transit First’ vision.
8. Identify Community Transit’s likely future fleet and facility needs.
9. Open a channel with local jurisdictions for ongoing dialogue regarding land use and transportation coordination.
10. Ensure that the final plan is consistent and compatible with local, regional and state transportation plans including:
    - Destination 2030 and be positioned to be consistent with Transportation 2040
    - Local comprehensive plans
    - Lynnwood’s City Center Plan
    - Sound Transit Phase II (ST2)
    - WSDOT State Transportation Plan and Highway System Plan
    - Partner Agency plans
    - State and County greenhouse gas emission plans/goals
Planning Context

The long-range plan represents one element of a coordinated local and regional effort to plan for the Puget Sound region’s future growth, which is expected to add about 1.2 million residents by 2040. While numerous plans chart different aspects of the region’s future, the following documents have the potential to significantly impact Community Transit and its customers:

- Vision 2040 – This is the region's shared vision for the future is reflected in this growth management, economic, and transportation strategy adopted by the region's cities and counties in 1995.
- Destination 2030 - The region's long-range transportation plan outlines the future of regional road, transit, ferry, rail, and other systems through 2030. This plan is in the process of being updated. The new document will be titled Transportation 2040.
- Prosperity Partnership – This public-private coalition, which is coordinated by the PSRC, has developed an economic strategy for the central Puget Sound region.
- The Central Puget Sound Regional Transit Authority’s (Sound Transit’s) Long Range Plan and ST2 Service Implementation Plan.
- City and Snohomish County comprehensive plans.
- Snohomish County Executive Order on Climate Change.
- Community Transit’s Transit Development Plan 2008-2013.

Many of these plans, and their implications for Community Transit, are discussed in greater detail in subsequent chapters. Throughout, this long-range planning process is designed to integrate Community Transit’s vision with the broader regional visions that are outlined within these documents.

Project Methodology

This project builds upon the research that was conducted during preparation of the 2008-2013 Transit Development Plan. In many cases communities have already adjusted their comprehensive plans, making allowance for the strategies identified in that document. Where appropriate, these changes and updates have been identified.

A wide range of data has been employed for the statistical analyses contained in this plan. Except as noted, the following data sources were employed.

- Generally, Community Transit operating statistics – services provided, patronage, revenues and expenses – are based upon the unaudited operating results for 2008. While these statistics may change slightly, they represent the best available estimate of current operational results.
- Patronage information for individual bus stops comes from a five-year compilation of traffic checks that were conducted for purposes of the National Transit Database. As such, these
data may not fully reflect recent changes in Community Transit’s route structure but do constitute the best available information about local transit boarding activity.

- GIS information was collected from a variety of sources including files from Community Transit, Snohomish County, the Puget Sound Regional Council, and local jurisdictions.
- Origin destination information is based upon the Puget Sound Regional Council’s adopted travel demand model.

To better gauge local communities’ future expectations, study team members met with planning, community development and public works staff members from each local jurisdiction Community Transit serves. A summary of comments, together with the interview guide that was employed during those meetings, is provided. Because a major project goal is forging closer ties with local jurisdictions, the study team plans to host future meetings with local jurisdictions as project recommendations are developed.

**Study Process**

Ultimately, this long-range plan will succeed by offering a vision about how public transportation can be integrated with local and regional plans while also opening channels for coordinating implementation efforts. To make this happen, this long range planning study began by opening conversations with each local jurisdiction that Community Transit serves.

Future project phases will expand this outreach effort. Community Transit will carry out an extensive Stakeholder Involvement Plan (SIP) to ensure that its external and internal stakeholders are informed about the long-range planning process and have ample opportunities to participate. Community Transit will inform and involve its external stakeholders, including: the general public, its jurisdictional and agency partners, its Citizen Advisory Committee, and employers; and its internal stakeholders, including its Board of Directors, Executive Committee, and employees.

This process builds on past successful outreach efforts implemented by Community Transit in order to maintain and build upon the relationships and trust Community Transit has with its stakeholders. It also utilizes existing and ongoing methods that Community Transit uses to inform and involve its stakeholders. Following is a summary of the outreach strategies that are included in this process.

**Stakeholder Database**

Community Transit has an existing database of individuals and organizations (with mail and email addresses) that is used to inform the public about its projects. The project team will use this database as a means to contact external stakeholders, and will expand it over the course of the project.
Project Website
Community Transit’s website will provide information to the public about the long-range planning process and ways to stay involved; the website will also be used to gather feedback at each milestone, both informally via email and formally via web-based surveys. The website will have a project library that houses relevant documents, for those who are interested in more detailed information. The project team will also utilize the News and Electronic Alerts feature as a way to reach out to a wide audience.

Focus Groups
In order to get early feedback from a range of stakeholders, the project team will conduct 1-3 focus groups. The purpose of these focus groups is to present the ‘Think Transit First’ vision and gauge initial reaction to the vision. The team will also be asking how participants see themselves or their organization participating in the vision and what they view as potential options for achieving the vision. Feedback received as a result of the focus groups will be used to refine the vision and to develop options.

“Piggybacked” Public Workshops
Because large-scale public workshops may not be convenient, or excite attention, for a sizable portion of Community Transit stakeholders, the project team will use other Community Transit events as an opportunity to reach out to affected citizens within the service area. While discussions will address other topics, they will also focus on this study’s key areas of inquiry, and are intended to be highly interactive. The workshops will consist of a mix of presentations, open house displays, and small group discussion in order to provide a range of opportunities for participants to learn about the project and to provide their input.

Local Jurisdiction Interviews and Workshop
In order to engage local jurisdictions as partners, the project team has already conducted individual interviews with most of the jurisdictions in the service area. The emphasis has been on building “partner” relationships from an early point in the planning process. This emphasis on jurisdictional involvement will continue throughout the study process.

Other Outreach Efforts
In addition to the major outreach efforts outlined above, the project team will develop a speakers bureau, sponsor outreach at special events, place information on Community Transit buses, and sponsor media outreach efforts. These are all intended to boost public understanding and acceptance of the project.
Organization of Report

This report is intended to document background research that was conducted by members of the consultant team during the first phases of the long range planning project. While it is certainly a public document, it is not intended to provide policy direction, nor is it intended to present new research findings. Its major purpose is to document existing policies and statistical trends. It does this in five sections:

- **Chapter 2** outlines the Central Puget Sound region’s major policy initiatives. Local comprehensive plans, as well as expressed community priorities regarding future public transportation services, are included as an appendix to this chapter.
- **Chapter 3** summarizes existing public transportation services operated by Community Transit.
- **Chapter 4** addresses existing and planned regional transportation services operated by Sound Transit.
- **Chapter 5** summarizes the transit corridors that were first presented in the 2008-13 Transit Development Plan.
- **Chapter 6** summarizes current and projected travel demand information.
Chapter 2. Community Land Use Characteristics

Regional Planning Context

Vision 2040

VISION 2040 is a regional strategy to accommodate the additional 1.7 million people and 1.2 million new jobs expected to be in the region by the year 2040, as illustrated in Figure 2-1. It is an integrated, long-range vision for the future that lays out a strategy for maintaining a healthy region - one that promotes the well-being of people and communities, economic vitality, and a healthy environment. The concept of people, prosperity, and planet provides a central theme for VISION 2040.

Figure 2-1: Historic and Forecast Growth

VISION 2040 provides a framework for long-range transportation planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development, and the environment. As such, it provides the overall policy framework for Community Transit’s long-range planning effort.

Rapid population and employment growth in the region has led to substantial increases in travel, straining our transportation system. Since the late 1970s, there has been an increase in the number of people per household commuting to work. Land use patterns evolved in a manner that further separated housing from jobs and other locations, including shopping, schools, and
other activities – increasing the need for more daily travel and lengthening trip distances. This pattern of urbanization made walking, bicycling, and transit use less convenient and increased the use of automobiles for meeting our daily needs.

VISION 2040 addresses the goal of providing transportation in our region: improving mobility and creating a user-oriented transportation system. Convenience, safety, travel time, flexibility, options, and cost are key features of a user-oriented transportation system. A user-oriented system combines modes, routes, transfer facilities, and management into a system centered on the need for mobility.

The emphasis on the development of centers throughout the region is at the heart of VISION 2040’s approach to growth management. Centers are locations characterized by compact, pedestrian-oriented development, with a mix of different office, commercial, civic, entertainment, and residential uses. While relatively small geographically, centers are strategic places identified to receive a significant proportion of future population and employment growth when compared to the rest of the urban area. As outlined in Vision 2040, the types of center include:

- **Metropolitan Cities** (Includes Everett) and,
- **Core Cities** (Includes Bothell and Lynnwood) – These first two types are designated *regional growth centers*. These two groups of cities are and will be the most intensely urban places in the region.
- **Larger Cities** (Includes Marysville, Mukilteo, Mountlake Terrace, and Edmonds)
- **Small Cities**
- **Unincorporated Urban Growth**
- **Rural Areas and Natural Resources Lands**

Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Centers create improved accessibility and mobility for walking, biking, and transit, and as a result play a key transportation role in the region. Regional growth centers are envisioned as major focal points of higher density population and employment, served with efficient multimodal transportation infrastructure and services. These regionally designated places are the primary locations for the arts, civic activity, commerce, and recreation.

Vision 2040 also designates a number of manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/industrial centers are intended to continue to accommodate a significant amount of regional employment. Figure 2-2 depicts the designated cities and manufacturing centers that are identified in Vision 2040.
Figure 2-2: Centers Identified in Vision 2040

Source: PSRC Vision 2040
The regional growth centers, with their concentration of people and jobs, form the backbone of the transportation network for the four-county region. Linking these centers with a highly efficient transportation system allows the region to take actions to reduce the rate of growth in vehicle miles traveled, especially by providing and expanding transportation choices. Consequently, regionally significant centers should receive priority in regional and local investments in the infrastructure and services that are critical for supporting growth.

VISION 2040 builds on the state Growth Management Act framework by also addressing issues surrounding global climate change. Studies show that the infrastructure requirements, building operations, and transportation needs associated with low density development patterns result in roughly two and a half times the annual greenhouse gas emissions and two times the energy used per capita compared to higher density development patterns. (“Comparing High and Low Residential Density” in Journal of Urban Planning and Development – March 2006) In response to the central challenge to reduce energy consumption and greenhouse gas emissions, the regional emphasis of focusing growth into centers will also reduce the emission of greenhouse gases.

**Destination 2030**

Originally adopted in 2001, Destination 2030 lays out a strategy to meet regional transportation demands in King, Kitsap, Pierce, and Snohomish counties until the year 2030.

The Puget Sound Regional Council is updating Destination 2030, the region's long range transportation plan. The new plan, named Transportation 2040 will extend the plan horizon to 2040 and evaluate ways to keep the region moving and the economy prospering as the population grows while protecting the environment, natural resources, and quality of life. Studies conducted as part of this effort highlight the challenges that Snohomish County jurisdictions will face when planning for the county’s transportation future.

**Regional Trends**

- The Region is witnessing shifts in mode choice from single occupant vehicles to other modes, including high occupant vehicles, transit, walk, and bike, as observed in regional household travel surveys conducted in 1999 and 2006. The shift from auto to transit and walking is due primarily to increased transit service, but there is evidence that increases in gas prices, congestion, and awareness of environmental and health factors also played a role. While the total number of work trips will increase 54% between 2006 and 2040, the percentage of Single Occupancy Vehicle (SOV) work trips will represent a smaller portion of all work trips by 2040 while carpool, transit bike and pedestrian works gain an increasing portion of the trips.

- The total number of non-work trips will increase 58% between 2006 and 2040. Like the trend projected for work trips, by 2040 there will be an increased share of carpool, transit, bike and pedestrian non-work trips. There will also be an increase in commuting from outside the 4-county Puget Sound region, although this is still a relatively small portion of the total
commuters with 97 percent of all commuters in Puget Sound living within the 4-county region.

- Transit ridership has been increasing faster than population over the last 25 years, from 54 percent growth in population to a 78 percent growth in passengers carried on all transit systems combined in the Central Puget Sound region. The transit service area population has been increasing faster (71 percent) than total regional population and is much closer to the increase in passengers carried, indicating that transit is growing at a slightly faster rate than the service area population growth. The service area population grows from 1.9 million to 3.2 million people between 1980 and 2005, and the passengers carried grow from 80 million to 148 million during this same time period.

- By the end of 2006 over 1,700 vanpools operated by the region’s transit agencies transported an estimated 14,273 passengers to and from their places of employment each day. With an average occupancy of 8.3 people and average one-way commute of just over 28 miles, these services provide long-haul commuters with a comfortable alternative to fixed-route transportation. Between 2000 and 2006 there was a steady increase in demand for vanpools, with average annual increases of over 4.5% for both vans in operation and passengers alike.

- The Washington State Commute Trip Reduction (CTR) program is designed to reduce the number of single-occupancy vehicles (SOVs) commuting to employers with 100+ employees between the hours of 6-9 AM. As of 2006, the program affected nearly 400,000 employees in the central Puget Sound region,25 roughly one quarter of the workforce.

- Growth and Transportation Efficiency Centers (GTECs) were created as a result of the 2006 CTR Efficiency act. As an extension of the base CTR program, GTECs are designed to focus on increasing the efficiency of the transportation system in areas containing high densities of jobs and housing. Four GTECs in the Puget Sound region were selected for state funding and three additional candidate jurisdictions are moving forward. None are in Snohomish County.

- Currently the region has an extensive list of “to be complete”, large scale transportation infrastructure projects. Dedicated funds to sufficiently fund these projects continue, to diminish. Dwindling gas tax revenues coupled with uncertainties as to the sources of future transportation dollars has made securing sustainable funds a regional priority. The Transportation 2040 planning process encompasses a comprehensive examination of possible funding sources coupled with projected expenditures. At the moment there exists a variety of transportation funding opportunities including: tolling, public/private partnerships, and leveraging new local taxes.

- Accommodating the transportation needs of people with disabilities, the elderly, low income individuals, and youth populations is crucial to providing a regional transportation system that is equitable to all users. As the region continues to grow and age, so does the proportion of individuals with special needs; by 2040 the regions elderly population is projected to be 17% of the total, compared to 10% in 2000. In order to improve access to jobs and services
for people with special needs, increased service investments are needed. PSRC’s Coordinated Transit Human Services Transportation Plan is the region’s implementation plan for special needs transportation. The Coordinated Plan seeks to better coordinate special needs transportation services across jurisdictional boundaries through three goals: 1. Put people first, 2. Move people efficiently, and 3. Move more people. As part of the Transportation 2040 alternative evaluation process, Equity criteria have been developed to address issues pertaining to special needs populations. Where the criteria are unable to quantifiably capture issues concerning special needs transportation, qualitative evaluation, based on the multicounty planning policies found in Vision 2040, will used.

As evidence of how these trends are affecting Snohomish County, while per capita vehicle miles traveled (VMT) is expected to decline, population growth will push total VMT operated within Snohomish County higher. This will be most apparent on the local street network, where total VMT is expected to increase by 53% by 2040.

**Transportation 2040**

Transportation 2040 will extend the region’s long-range transportation vision to the year 2040 and respond to the recently updated regional growth strategy, VISION 2040. Six alternatives – the baseline plus five action alternatives – have been created during the initial planning process.

The alternatives are designed with components that work together to achieve the region’s goals. However, historic transportation funding has not kept pace with the region’s needs, and it is necessary for Transportation 2040 to identify both sufficient and sustainable new funding sources. Therefore, each alternative includes a funding strategy. The structure of the alternatives makes it possible for one to be the early phase of another.

The alternatives consider two related approaches to transportation investment: improving efficiency and strategic expansion. Improving efficiency means that we make better use of the system to move people and goods and that we attempt to reduce the demands on the system during peak hour travel. Efficiency also depends on better use of land to reduce the need to drive and to increase bicycle and pedestrian options. Strategic expansion means increasing capacity with investments in capital facilities: roadway chokepoints and bottlenecks; transit lanes, services, and fleets; vanpools; bicycle and pedestrian trails, sidewalks, and paths; and ferry terminals and service.

All alternatives include a core set of investments to improve safety, security, and to support options for special needs populations. The Baseline Alternative is the starting point for comparing the Transportation 2040 alternatives. Alternatives 1 through 5 are built on the policies, plans, and funded projects described in the Baseline. Funds for the transportation investments in the Baseline Alternative are available with "current law funding" – meaning funds are either on hand or that authorization exists to make funds available in the future.
Baseline Alternative: The Baseline Alternative assumes that funds are available to maintain current levels of transit services for core, community connector, and specialized types of service. The Baseline includes funding to complete Sound Transit's Phases 1 & 2 programs, which will expand the light rail, commuter rail, and express bus network. The region's other transit agencies will implement 6-year plans including King County Metro’s Bus Rapid Transit (BRT) projects and Community Transit’s SWIFT services along SR 99 in Snohomish and King counties. Plans anticipate a modest 2 percent annual increase in transit service hours.

Alternative 1: Make the Most of the Existing System: What if we only receive a small amount of new funding and must make the most of the existing system? For the most part, Alternative 1 assumes that improvements would be made using existing corridors – freeways, arterials, and waterways – that already move people and goods through the region. Alternative 1 includes the replacement of the SR 520 Bridge and improvements to HOV lanes on I-5 and SR 16. Alternative 1 makes the most of low-cost transit investments to improve core service throughout the day and more community connector service during peak hours. Sound Transit 2 will extend LINK light rail service north of Lynnwood, east to Redmond/Overlake, and south to Redondo/Federal Way. Increases in transit service hours would keep pace with the region’s population growth. Improvements that connect regional growth centers to transit centers, rail stations, and ferry terminals also will result in a more efficient system.

Alternative 2: Invest in Capital Improvements: What if our highest priority is expanding transportation systems – roadway, bicycle and pedestrian networks, and high capacity transit? Can we increase mobility for people and goods with greater investments in infrastructure and capital improvements? Alternative 2 is the most similar to the current regional transportation plan, Destination 2030. It focuses on strategic capital investments to complete freeway and arterial expansions and makes better use of roadways to improve the HOV/HOT system. Alternative 2 would go beyond Sound Transit’s Phase 2 program, extending LINK light rail service to Everett, downtown Redmond, and Tacoma. However, the investments in Alternative 2 exceed current law funding levels, making it necessary to supplement traditional revenue sources. Alternative 2 assumes freeway and arterial expansions on I-405, SR 167, SR 18, SR 522, SR 509, and US 2. This Alternative also assumes that tolling would play dual roles – both as a source of revenue and as a tool to manage congestion.

Alternative 3: Fund Core Network Expansion & Efficiency: What if we were to rely on tolls as an approach to paying for highway improvements and use traditional funding sources to enhance transit and improve efficiency? To achieve a balance between investing in system efficiency and strategic expansion, Alternative 3 relies on user fees and tolls to finance freeway investments and on traditional revenue sources to finance transit system and arterial roadway investments. As a result, Alternative 3 assumes there would be more revenue to make roadway investments and less to expand transit services. This Alternative includes incentives for mixed use development near transit centers and rail stations. In response to a greater demand for parking, a user fee would be charged at park-and-ride lots. By collecting tolls on the region’s core freeways, Alternative 3 would generate sufficient revenue to complete major highway projects, including the SR 509 and SR 167 extension projects, as well as improvements to SR 9, SR 18, and...
US 2. It is important to note that Alternative 3 proposes to adhere to “traditional” tolling concept that restricts the use of toll revenue to the facility where it is collected.

**Alternative 4: Improve and Manage the Entire Transportation System:** What if we make the most of the improved systems by relying more on tolling as a congestion management tool? Will people pay to create a system that offers more travel choices and more roadway mobility? Alternative 4 emphasizes overall system management and coordination by combining a mix of revenue sources to accomplish several objectives: manage congestion, supplement traditional funding resources, finance system management programs and projects, invest in transit, and make arterial improvements. To achieve these objectives, Alternative 4 requires a strategic shift in the use of tolling. The primary purpose would be to manage congestion on the freeway system while minimizing the traffic diverted onto arterial corridors. The secondary purpose would be to invest toll revenues on system management needs and on transit investments. Revenues (including toll revenues) would be invested in transit service – including expanded light rail and commuter rail systems. Draft Alternative 4 would implement ST-2, plus extend light rail to Everett, Tacoma, and downtown Redmond. These expansions, and the better use of shared rights-of-way for bus rapid transit, would combine to make the entire transit system more convenient for users and better integrated into roadway systems. Alternative 4 proposes to increase transit services on tolled corridors, including core and specialized service on routes where the use of tolling improves travel times.

**Alternative 5: Provide Accessibility and Reduce Carbon Emissions:** How would our urban transportation system look and feel if we decide that a top transportation priority is to help meet the state’s emission reduction goals? Alternative 5 envisions a system of high-quality transportation services based on establishing a hierarchy of space by use. Alternative 5 would manage demand by tolling the full roadway system including freeways and arterials—resulting in more opportunities for pedestrian, bicycle, and transit use. It relies on extensive system management and Intelligent Transportation System (ITS) programs region wide to regulate traffic flow and improve travel time. It would include limited investment in roadways. Alternative 5 promotes an interconnected transit system that reaches beyond ST2 by building out the Sound Transit Long Range Plan, such as extended express bus and rail (both light and commuter) service and with increased core, connector, and specialized transit service throughout the region. Light rail would connect Everett and Tacoma, extend to downtown Redmond, and serve Ballard and West Seattle. In addition, commuter rail would connect Renton and Snohomish via the Burlington Northern/Santa Fe (BNSF) rail corridor. Alternative 5 would replace existing traditional funding sources (gas tax, etc.) with user-based fees and place tolls on all highways and major arterials.

Over the next several months the PSRC’s Transportation Policy Board will consider these alternatives and develop a preferred alternative. It will be built around four major program areas: better commute choices, system efficiency improvements, tolling and strategic investments. While Community Transit will work to remain consistent with Transportation 2040, the region’s planning efforts will not be complete until after Community Transit’s planning efforts are complete.
Figure 2-3: Schedule for Transportation 2040 Adoption

Prosperity Partnership

The Prosperity Partnership is a coalition of over 290 government, business, labor and community organizations from King, Kitsap, Pierce, and Snohomish counties dedicated to developing and implementing a common economic strategy. Its goal is two-fold: long-term economic prosperity and 100,000 new jobs for the central Puget Sound region.

The Prosperity Partnership’s 2009 Action Items list outlines 21 specific initiatives that range from industry cluster specific work to efforts that strengthen the foundations of our region’s economy. It includes:

- The Cultural Access Fund: an effort to give counties and groups of counties statewide the authority to vote to make investments in increasing access to cultural activities for residents.
- The Residential Infrastructure Fund: a proposal to increase state funding for infrastructure that supports increased capacity for affordable residential development in dense, transit proximate areas.
- The Interstate Compact on Educational Opportunity for Military Children: a national initiative to address academic and procedural issues for children of military families such as the release of school records, immunizations, and grade placement that might otherwise hamper the smooth transition of military families moving to our state.
- Washington State Convention and Trade Center Expansion: work to grow the Center to meet the demands of clients well into the future

Throughout, the Prosperity Partnership has viewed the maintenance of an effective transportation system as a necessary prerequisite to a successful business climate.
Greenhouse Gases

Beginning in 2007 Snohomish County has had a formal policy that works to reduce greenhouse gas emissions by 20% below 2000 levels by 2020. Executive Order 07-48 noted that, “Mitigating and adapting to climate change by reducing greenhouse gas emissions, if done correctly, will:

- Save taxpayer dollars;
- Help build the local economy and create jobs;
- Improve air quality, public health, and community livability; and
- Enhance our food and energy security.

The executive order went on to direct county staff to take a number of actions leading to a comprehensive greenhouse gas reduction strategy. Among these were:

- Use of alternative fuels, biodiesel, hybrid vehicles, and plug in hybrid electric vehicles;
- Energy use by the County, including natural gas and electricity;
- Adoption of green building design and construction standards for County facilities;
- Increasing the use of public transportation through transportation, and
- Land use strategies.

Since this policy was first issued Snohomish County has continued to press for measures that will advance its goals. Community Transit has committed itself to be an active partner in this effort.

Community Transit’s Role in the Community

Throughout Snohomish County, Community Transit provides alternatives to auto commute transportation, as well as providing transport for people without access to an auto. Community Transit’s network of commuter services provides significant congestion mitigation, especially along the I-5 corridor. Similarly, many people depend upon transit services to satisfy their local transportation needs. Overall, transportation usage varies significantly, as illustrated in Table 2-1.
### Table 2-1 Transit Local Boardings by Jurisdiction

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Population</th>
<th>Daily Boardings *</th>
<th>Boardings per 1,000 Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>14,980</td>
<td>560</td>
<td>37.4</td>
</tr>
<tr>
<td>Bothell (In County)</td>
<td>14,750</td>
<td>452</td>
<td>30.6</td>
</tr>
<tr>
<td>Brier</td>
<td>6,475</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Darrington</td>
<td>1,435</td>
<td>8</td>
<td>5.6</td>
</tr>
<tr>
<td>Edmonds</td>
<td>39,860</td>
<td>2,058</td>
<td>51.6</td>
</tr>
<tr>
<td>Everett</td>
<td>97,500</td>
<td>2,715</td>
<td>27.8</td>
</tr>
<tr>
<td>Gold Bar</td>
<td>2,085</td>
<td>120</td>
<td>57.6</td>
</tr>
<tr>
<td>Granite Falls</td>
<td>3,060</td>
<td>77</td>
<td>25.2</td>
</tr>
<tr>
<td>Index</td>
<td>155</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Lake Stevens</td>
<td>7,185</td>
<td>183</td>
<td>25.5</td>
</tr>
<tr>
<td>Lynwood</td>
<td>34,830</td>
<td>7,269</td>
<td>208.7</td>
</tr>
<tr>
<td>Marysville</td>
<td>29,460</td>
<td>1,431</td>
<td>48.6</td>
</tr>
<tr>
<td>Mill Creek</td>
<td>14,320</td>
<td>489</td>
<td>34.1</td>
</tr>
<tr>
<td>Monroe</td>
<td>15,920</td>
<td>355</td>
<td>22.3</td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td>20,390</td>
<td>535</td>
<td>26.2</td>
</tr>
<tr>
<td>Mukilteo</td>
<td>19,360</td>
<td>948</td>
<td>49.0</td>
</tr>
<tr>
<td>Snohomish</td>
<td>8,700</td>
<td>264</td>
<td>30.3</td>
</tr>
<tr>
<td>Stanwood</td>
<td>4,580</td>
<td>204</td>
<td>44.5</td>
</tr>
<tr>
<td>Sultan</td>
<td>4,225</td>
<td>141</td>
<td>33.4</td>
</tr>
<tr>
<td>Woodway</td>
<td>1,140</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Total County</td>
<td>655,800</td>
<td>24,216</td>
<td>36.9</td>
</tr>
</tbody>
</table>

* Includes local Community Transit services only. Does not include Sound Transit or Everett Transit boardings.
Jurisdictional Summary

Table 2-2 summarizes population and employment information for each of the jurisdictions Community Transit serves.

Table 2-2 Population Density

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Population</th>
<th>Employment</th>
<th>Area</th>
<th>Pop/Empl per Sq Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>14,980</td>
<td>9,240</td>
<td>8.33</td>
<td>2,908</td>
</tr>
<tr>
<td>Bothell</td>
<td>14,750</td>
<td>11,349</td>
<td>6.4</td>
<td>4,078</td>
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<tr>
<td>Brier</td>
<td>6,475</td>
<td>321</td>
<td>2.11</td>
<td>3,221</td>
</tr>
<tr>
<td>Darrington</td>
<td>1,435</td>
<td>574</td>
<td>1.76</td>
<td>1,141</td>
</tr>
<tr>
<td>Edmonds</td>
<td>39,860</td>
<td>10,561</td>
<td>8.92</td>
<td>5,653</td>
</tr>
<tr>
<td>Everett</td>
<td>97,500</td>
<td>69,169</td>
<td>34.8</td>
<td>4,789</td>
</tr>
<tr>
<td>Gold Bar</td>
<td>2,085</td>
<td>182</td>
<td>1.04</td>
<td>2,180</td>
</tr>
<tr>
<td>Granite Falls</td>
<td>3,060</td>
<td>935</td>
<td>1.72</td>
<td>2,323</td>
</tr>
<tr>
<td>Index</td>
<td>155</td>
<td>19</td>
<td>0.21</td>
<td>829</td>
</tr>
<tr>
<td>Lake Stevens</td>
<td>7,185</td>
<td>1,254</td>
<td>3.68</td>
<td>2,293</td>
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<tr>
<td>Lynnwood</td>
<td>34,830</td>
<td>23,311</td>
<td>7.8</td>
<td>4,754</td>
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<td>Marysville</td>
<td>29,460</td>
<td>9,734</td>
<td>12.47</td>
<td>3,143</td>
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<td>Mill Creek</td>
<td>14,320</td>
<td>3,339</td>
<td>4.56</td>
<td>3,873</td>
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<td>Monroe</td>
<td>15,920</td>
<td>8,163</td>
<td>5.78</td>
<td>4,167</td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td>20,390</td>
<td>6,444</td>
<td>4.16</td>
<td>6,450</td>
</tr>
<tr>
<td>Mukilteo</td>
<td>19,360</td>
<td>7,376</td>
<td>6.21</td>
<td>4,305</td>
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<tr>
<td>Snohomish</td>
<td>8,700</td>
<td>4,276</td>
<td>3.44</td>
<td>3,772</td>
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<td>Stanwood</td>
<td>4,580</td>
<td>2,917</td>
<td>2.58</td>
<td>2,906</td>
</tr>
<tr>
<td>Sultan</td>
<td>4,225</td>
<td>964</td>
<td>3.08</td>
<td>1,685</td>
</tr>
<tr>
<td>Woodway</td>
<td>1,140</td>
<td>106</td>
<td>1.08</td>
<td>1,154</td>
</tr>
</tbody>
</table>

Figures 2-4 through 2-8 illustrate population and employment densities for transportation analysis zones (TAZ’s) in western Snohomish County for the years 2005 and 2030. While population and employment densities are considered separately in the first four graphics, figure 2-8 combines them into a single map. It illustrates that, while there are pockets of relatively dense development, much of Community Transit’s service area is comprised of neighborhoods with less than ten residents or employees per acre. This is often considered the minimum threshold for the operation of traditional fixed route transit services and highlights the importance of future development practices to Community Transit’s long-term success. Even in 2030, large portions of the service area are projected to fall below this threshold. Figure 2-9 illustrates the range of current land uses. It illustrates how much of the county is dedicated to low and medium density residential development while high density commercial and residential development is focused on several major corridors. SR-99 is the most obvious example of this, but parts of SR-527 and Broadway corridors also have concentrations of high density development. These corridors will be analyzed in more detail as part of Technical Memo #3 – Future Transit Corridors.
Figure 2-7: Future Employment Density (TAZ 2030)
Summary of Jurisdictional Interviews

Appendix A summarizes information from jurisdictional interviews conducted during January and February 2009. While local needs and expectations varied, several consistent themes were apparent throughout the county.

1. Several jurisdictions welcomed the long range planning study, noting that, while transit agencies typically restrict their planning horizon to six years, local jurisdictions’ comprehensive plans have a much longer planning horizon.

2. Virtually every jurisdiction noted that public transportation is expected to assume an increasingly prominent role. Many suggested that the only way an acceptable level of service on local streets will be maintained in the future is for transit alternatives to assume an increasing portion of future trip making growth.

3. Overall, jurisdictions recognize that land use practices have great influence on the ability to design effective transit services. They welcomed the opportunity to coordinate with Community Transit.

4. Both the county and several local jurisdictions noted that, as communities annex surrounding unincorporated areas, the county’s role in land use and transportation planning will dramatically change. They expect that new development will increasingly focus on the incorporated cities and towns while unincorporated areas will be primarily rural in character.

5. Overall, jurisdictions believe that the draft transit emphasis corridors are appropriate. (See Chapter 5 for a more detailed discussion of the transit emphasis corridors.)

6. Every jurisdiction interviewed suggested additional transit emphasis corridors.

7. Most communities have designated higher-density nodes that are intended to serve as a focus for future transit services. Many are located along the draft transit emphasis corridors. Others are located along corridors suggested by the jurisdictions.

8. Snohomish County, Lynnwood, and Everett have implemented transit priority treatments along some key arterials, most especially SR-99. Most other roadways do not have any priority treatment in place or planned.

9. Many local jurisdictions express a growing need for local circulator bus service that connects origins and destinations within their community.

10. The Tulalip Tribe, Bothell, Gold Bar, and Monroe noted that Community Transit provides a valuable service to people without transportation alternatives. In different ways they all suggested that this function needs to be retained.

11. Monroe, Bothell, and Mill Creek noted that more local residents commute to Eastern King County, especially Redmond and Bellevue, than commute to Seattle.

12. Lynnwood and Mukilteo feel that the extension of Link light rail service to Lynnwood holds great promise for county and asked that Community Transit carefully plan future transit services to coordinate with the regional rail system.
Chapter 3. Existing Transportation Service

Governance

Community Transit is a Public Transportation Benefit Area serving the urbanized parts of Snohomish County. It has a nine member Board of Directors:

- Two Snohomish County Council Members and one alternate;
- Two members and two alternates from cities with populations of 30,000 or more (Edmonds, Lynnwood, Marysville);
- Three members and two alternates from cities with populations between 10,000 and 30,000 (Arlington, Bothell, Lake Stevens, Mill Creek, Monroe, Mountlake Terrace, and Mukilteo); and,
- Two members and one alternate from component cities with populations less than 10,000 (Brier, Darrington, Gold Bar, Granite Falls, Index, Snohomish, Stanwood, Sultan and Woodway).

The largest revenue base for the system is a 0.9 percent total sales and use tax. 0.3 percent was approved in June 1976, an additional 0.3 percent approved in February 1990, and a final 0.3 percent approved in September 2001.

Summary of Existing Services

Community Transit operates 64 fixed routes plus five Sound Transit routes. While hours of operation vary for each service, Community Transit services are on the street from about 4:00 a.m. until 1:30 a.m. on weekdays, with a shorter span of service on weekends. The base fare is $1.50 (higher on commuter express services) with a variety of pass programs and discounts for youth, senior citizens and persons with disabilities.

The paratransit DART system is provided for individuals with disabilities, offering the same days and hours as local bus services, while an extensive vanpool program is also provided. Community Transit is also the lead agency for commute trip reduction (CTR) in Snohomish County (outside of Everett) and provides transportation demand management/commute trip reduction services to employers.

The current fleet consists of 321 buses, 54 paratransit vans, and 426 vanpool vans. Service operates out of two facilities:

- The Kasch Park Operating Base accommodates Community Transit’s contracted commuter service operations, Sound Transit operations, and vanpool operations.
- The Merrill Creek Operating Base accommodates Community Transit’s local service, University of Washington service, and non-contracted commuter operations. Community Transit’s operations and administration buildings are also located at this facility.
Figure 3-1: Community Transit Bus System Network
Fixed route services employ transit centers in Everett, Lake Stevens, Lynnwood, Edmonds Community College, Smokey Point, Aurora Village/Shoreline, and at both the Mukilteo and Edmonds ferry terminals. Community Transit also has 21 permanent and 27 leased park and ride lots, providing over 7,600 parking spaces and bicycle lockers at 13 of the lots. In addition, Community Transit has 246 bus shelters and 1,900 bus stops throughout the service area.

**Projects**

**Bus Rapid Transit (Swift)**

Community Transit is partnering with Everett Transit to bring Swift to the State Route 99 Corridor extending from the Everett Station near Downtown Everett to the Aurora Village Transit Center in Shoreline. This is the county’s busiest transit corridor, with more than 1.2 million passenger boardings a year.

Swift bus service will combine high quality transit service with state of the art technology. The program will provide:

- Frequent service – Swift buses will run every 10 minutes for most of the day
- Fewer stops – Swift will stop at only 12 locations each way along the route
- Faster boarding – Swift riders will pay their fares at stations and can board through any of three doors
- No schedules – Real-time monitors will display next bus arrival times
- Less noise and pollution – Swift’s hybrid buses are quieter, use less fuel and emit almost no pollutants
- GPS
- Real time passenger information
- Automated passenger counters
- Automated stop announcements
- Computer-aided dispatch

The entire Swift route will use transit signal priority (TSP) at intersections. There are seven miles of transit-only lanes in the corridor, and plans include further traffic improvements.
Swift stations are located about 1 to 2 miles apart. Stations will feature real-time monitors, ticket vending machines, and a raised curb to allow easy access. While more stations could be added in the future, these locations were selected because they serve popular destinations and/or transit connection points.

- Aurora Village Transit Center
- Hwy. 99 & 238th Street
- Hwy. 99 & 216th Street
- Hwy. 99 & 200th Street
- Hwy. 99 & 196th Street
- Hwy. 99 & 176th Street
- Hwy. 99 & 174th Street
- Hwy. 99 & 148th Street
- Hwy. 99 & Lincoln Way
- Hwy. 99 & Airport Road
- Evergreen & 4th Avenue
- Evergreen & Casino Road
- Evergreen & 50th Street
- Evergreen & 40th Street
- Evergreen & 41st Street
- Pacific & Colby
- Pacific & Wetmore
- Everett Station

Construction is underway along Highway 99, Evergreen Way, Rucker Avenue and Pacific Avenue and will continue through fall 2009. It will occur in two phases – underground utility placement and concrete pad work is underway and will continue through late spring. In Phase II, the station shelters, markers and amenities will be erected. All Swift stations are expected to be completed in fall 2009.

Swift vehicles will begin arriving in spring 2009 and are stylized 60-foot articulated, hybrid diesel-electric buses. The buses will be equipped with a variety of features including:

- Automatic stop announcements and an electronic monitor displaying the name of the next stop.
- Three doors for quick boarding.
- Wheelchair boarding at the first door.
Bicycle boarding at the third door onto onboard bike racks fitting up to three bikes.
- Wide seats with extra legroom for a comfortable ride.
- Standing room for riders who prefer to stand for shorter trips.
- Seating for 48 passengers and overall capacity up to 80 riders.

Real-time bus information is the most visible customer service improvement. The program will make this information available on the Internet, via phone or on handheld data devices. Real-time bus information also will be displayed at Swift stations and major transit facilities.
Double Tall Buses

Community Transit has ordered 23 double decker buses to replace an equal number of 60-foot articulated buses that are nearing the end of their service life. Each vehicle can seat 70 and accommodate 90 passengers while consuming the road space of a forty passenger bus. The smaller footprint also means that a Double Tall takes up less room on downtown Seattle streets and less space at the operating base.

All 70 seats are spaced 31 inches from hip-to-knee (regular commuter bus seats are 28.5 inches) and will have an overhead reading light, air vent and stop request button. They are manufactured by Alexander Dennis Limited (ADL), Great Britain's leading manufacturer of double decker buses.

Mountlake Terrace Transit Center

Community Transit constructed the new Mountlake Terrace Transit Center at the site of the old Park-and-Ride at 6101 236th St SW, just east of I-5. The new building is a four-story, five-level parking garage on the lower portion of the site. The garage accommodates approximately 660 cars. The upper portion of the property, near the entrance, has also been reconfigured for 230 parking spaces, giving the property a total capacity of 890 parking spaces. The new garage and transit center opened in February 2009. In addition, the facility has bike lockers and large shelters.
164th Street Congestion Mitigation

Snohomish County has partnered with Community Transit to curb the congestion on 164th Street SW/SE (between Lynnwood and Mill Creek), 128th Street (between Everett and Mill Creek), and 20th Street (between Lake Stevens and Everett).

Called the Congestion Club, the program pays commuters to take the bus or join a vanpool throughout. Payment is in the form of a bus pass or vanpool voucher, with a maximum value of $162, with an added $25 incentive for getting another person to join. In return, participants agree not to drive alone in a personal vehicle on 164th Street SW/SE, 128th Street between McCollum Park and Airport Road, or 20th Street to meet their bus or vanpool.

The program is funded by Snohomish County. The Snohomish County Department of Public Works identified these specific corridors because they will benefit from this type of program based on the existing infrastructure (i.e. roads, bike lanes, sidewalks, and transit facilities), constraints to further improve the road, and development patterns. Community Transit has also identified all three roads as “transit emphasis corridors.”

Commuter Parking in Marysville

With ever-increasing demand for service, Community Transit now is developing a Park-and-Ride at Cedar Avenue and Grove Street. The facility will have about 200 parking spaces and boarding platforms for three buses. It will primarily serve commuters, but will be just one block from local bus connections.

Figure 3-4 Marysville Park-and-Ride
Community Transit is working with the city of Marysville on plans for the facility; the agency hopes to begin construction next spring and finish the Park-and-Ride before the end of 2009. Current routes expected to serve the lot are:

**Smokey Point**

Working closely with the community, Community Transit is developing plans to redevelop the former transit center located just west of Smokey Point Boulevard and north of 172nd Street NE. This facility would provide a safe, convenient place for people to transfer between routes, but would not have any public parking. To make the new facility functional, Community Transit is considering a small land acquisition, which would allow enough room for buses to turn around on the property.

**Regional Smart Card program (ORCA Card)**

Community Transit is an active participant in the Regional Smart Card Project, which will provide a region-wide fare payment system. Initiation is planned for 2009.

**Description of Transportation Services**

Community Transit operates a variety of routes that are each designed to satisfy specific transportation needs. As illustrated in Figure 3-5, commute headways vary from fifteen to sixty minutes on a wide range of local and commuter services. Most midday services, as illustrated in Figure 3-6 focus on Snohomish County markets.

As illustrated in Figure 3-7, the majority of Community Transit’s boarding ridership occurs in the Southwest part of the county. The system’s most productive routes operate in the southwest part of the county, were densities are highest. Figure 3-8 illustrates these services.

The Lynnwood Transit Center and Everett Station are the largest boarding locations in Community Transit’s local network. As illustrated below, the most significant boarding locations are transit centers and park and ride lots. A number of stops along SR-99 report more than 100 daily boardings. Figures 3-9 through 3-11 illustrate where people using park-and-ride facilities come from, according to license place surveys.

<table>
<thead>
<tr>
<th>Location</th>
<th>Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynnwood P&amp;R</td>
<td>2,026</td>
</tr>
<tr>
<td>Everett Station</td>
<td>1,461</td>
</tr>
<tr>
<td>Aurora Transit Center</td>
<td>913</td>
</tr>
<tr>
<td>Marysville P&amp;R</td>
<td>905</td>
</tr>
<tr>
<td>Ash Way Park-and-Ride</td>
<td>379</td>
</tr>
<tr>
<td>Edmonds Community College TC</td>
<td>346</td>
</tr>
<tr>
<td>Alderwood Mall</td>
<td>304</td>
</tr>
<tr>
<td>UW Bothell</td>
<td>179</td>
</tr>
</tbody>
</table>

---

1 Stop-level ridership was derived from a five-year sample of on-board passenger counts that were developed for the National Transit Database (NTD), adjusted for reflect 2008 route total boardings. Sample size varied greatly, depending upon the route. Typically, each trip was sampled about three times over the five year period. Because of the long sample period, this sample may not fully account for emerging ridership trends.
Figure 3-6: Midday Service Frequency - Weekdays
Figure 3-8: Passengers per Revenue Hour - Weekdays

Symbology:
- Purple: Walk, Light Rail
- Red: Metro Route
- Gray: Railroads
- Orange: Sound Transit
- Green: Sound Transit
- Yellow: Metro Transit
- Pink: Sound Transit

Passengers per Revenue Hour:
- 2010-20: 10
- 10-20
- 10 or less

Data Source: Community Transit, Snohomish County
King County Metro, Sound Transit, Puget Sound Regional Council
Map Date: February 20, 2020
Figure 3-10: Lynnwood TC and Ash Way PR Users (2008)
Figure 3-11: South Everett, McCollum Park, and Mariner Users (2008)
Longer Term Trends

Both the service area population and system ridership has experienced upward growth in recent years. The overall result has been that productivity has been increasing. Table 3-1 below illustrates the increasing role that Community Transit is playing in Snohomish County’s transportation future.

Table 3-1: Community Transit Operating Statistics

<table>
<thead>
<tr>
<th>Fixed Route Services (includes Sound Transit)</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008 Estimated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Area Population</td>
<td>365,485</td>
<td>469,650</td>
<td>485,655</td>
<td>494,400</td>
</tr>
<tr>
<td>Revenue Vehicle Hours</td>
<td>539,373</td>
<td>550,708</td>
<td>567,687</td>
<td>576,739</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>744,849</td>
<td>742,943</td>
<td>755,095</td>
<td>759,242</td>
</tr>
<tr>
<td>Revenue Vehicle Miles</td>
<td>9,907,821</td>
<td>10,529,352</td>
<td>10,785,446</td>
<td>10,332,063</td>
</tr>
<tr>
<td>Total Vehicle Miles</td>
<td>13,714,404</td>
<td>14,067,169</td>
<td>14,392,103</td>
<td>14,401,378</td>
</tr>
<tr>
<td>Passenger Trips</td>
<td>9,824,546</td>
<td>10,757,228</td>
<td>11,126,332</td>
<td>13,327,140</td>
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<td>Employees FTEs</td>
<td>787</td>
<td>747.5</td>
<td>850.8</td>
<td>1011</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$68,352,288</td>
<td>$76,672,476</td>
<td>$85,098,484</td>
<td>$91,396,191</td>
</tr>
<tr>
<td>Farebox Revenues</td>
<td>$13,379,475</td>
<td>$14,201,810</td>
<td>$16,929,567</td>
<td>$18,888,190</td>
</tr>
<tr>
<td>Trips per Capita</td>
<td>26.9</td>
<td>22.9</td>
<td>22.9</td>
<td>27.0</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
<td>18.2</td>
<td>19.5</td>
<td>19.6</td>
<td>23.1</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>$6.96</td>
<td>$7.13</td>
<td>$7.65</td>
<td>$6.86</td>
</tr>
<tr>
<td>% of Costs Recovered from Fares</td>
<td>20%</td>
<td>19%</td>
<td>20%</td>
<td>21%</td>
</tr>
</tbody>
</table>

Demand-Response Services

| Revenue Vehicle Hours                         | 98,539   | 94,888   | 100,254  | 103,795        |
| Total Vehicle Hours                           | 106,741  | 106,089  | 111,397  | 115,537        |
| Revenue Vehicle Miles                         | 1,633,112| 1,652,656| 1,685,505| 1,739,010      |
| Total Vehicle Miles                           | 1,954,044| 1,977,429| 2,082,217| 2,151,512      |
| Passenger Trips                               | 208,938  | 212,191  | 212,263  | 214,568        |
| Employees FTEs                                | 101.5    | 90.5     | 120.5    | 120.5          |
| Operating Expenses                            | $5,945,611| $6,975,449| $7,820,608| $8,351,100     |
| Farebox Revenues                              | $140,074 | $147,978 | $235,212 | $270,591       |
| Passengers per Revenue Hour                   | 2.1      | 2.2      | 2.1      | 2.1            |
| Cost per Passenger                            | $28.46   | $32.87   | $36.84   | $38.92         |
| % of Costs Recovered from Fares               | 2%       | 2%       | 3%       | 3%             |

Vanpooling Services

| Revenue Vehicle Miles                         | 3,403,607| 3,836,396| 4,129,623| 4,810,407      |
| Total Vehicle Miles                           | 3,505,355| 3,989,179| 4,129,623| 5,025,926      |
| Passenger Trips                               | 647,506  | 712,485  | 740,451  | 854,850        |
| Vanpool Fleet Size                            | 296      | 333      | 386      | 426            |
| Vans in Operation                             | 263      | 286      | 313      | 426            |
| Employees FTEs                                | 15.4     | 15.4     | 17.1     | 16             |
| Operating Expenses                            | $2,545,613| $2,951,725| $3,328,647| $3,460,541     |
| Vanpooling Revenue                            | $1,364,342| $1,805,660| $1,658,155| $2,136,079     |
| Cost per Passenger                            | $3.93    | $4.14    | $4.50    | $4.05          |
| % of Costs Recovered from Fares               | 54%      | 61%      | 50%      | 62%            |
Park-and-Ride Activity

Community Transit operates 21 Park-and-Ride lots with over 5,000 parking stalls. Ten of these lots are routinely at or over capacity, and the Washington State Department of Transportation has estimated that another 5,000 Park-and-Ride stalls will be needed in Snohomish County by 20151. The scope of this Transit Development Plan includes major expansion of a key Park-and-Ride facility and sighting and construction of two additional Park-and-Rides.

Performance Measures

In 2003 Community Transit developed a series of nine performance indicators that are used to measure and improve agency services. Section 3 of the 2008-13 Transit Development Plan discusses each of these measures, as well as recent performance trends.

Customer Satisfaction and Ridership Growth

- Boardings per Capita
- Boardings per Revenue Hour
- Customer Commendations per 100,000 Boardings
- Customer Complaints per 100,000 Boardings
- Voluntary Employee Turnover

Good Stewards of Public Funds

- Cost per Passenger Mile
- Cost per Revenue Hour
- Farebox Recovery
- Revenue Hours per Employee

Technical Memorandum #2 will address performance standards and policies in much greater detail.

Coordination Activities

Community Transit actively works to coordinate its services with the region’s other public transportation providers. Most importantly, Community Transit works closely with Everett Transit and Sound Transit to ensure that the services they operate work seamlessly. These efforts are evident in several joint programs.

- Beginning in 1998, Sound Transit assumed a major role, providing regional transportation along the I-5 and I-405 corridors. Today, Sound Transit routes link major park-and-ride facilities in Bothell, Everett, and Lynnwood with destinations in North King County. Community Transit’s services complement the Sound Transit network.
- The region’s transit operators have joined together in the Puget Pass program, which provides a single fare instrument that can be used in Pierce, King, and Snohomish counties. Community Transit is an active participant in the Puget Pass program and will soon join with the region’s other transit providers in the Orca Card, a regional smart card system (See the next item).
- Community Transit is participating with six other public transportation agencies in the Puget Sound region to develop and implement electronic “smart card” fare payment to the region’s transit riders (see Figure 21). This One Regional Card for All or “ORCA” will
allow customers to pay their fare by passing the card next to an electronic reader as they board or exit a bus, train or ferry without having to physically swipe the card through the farebox (e.g., from inside a purse). Radio transmission between the reader and a microchip on the card will automatically pay the fare from a pass an electronic cash account (“e-purse”) on the card. Customers will be able to re-load value onto their card via phone, mail, the internet, Sound Transit ticket vending machines at rail stations, in person at customer service offices, or at selected retail outlets.

- Working in careful cooperation, Community Transit and Everett Transit are jointly planning and constructing the Swift BRT Corridor along SR99.
Chapter 4. Regional Transportation Services – Sound Transit

Sound Transit System Overview

Sound Transit was authorized by voters in 1996 to provide regional bus and train services in the urban areas of King, Pierce and Snohomish counties, and is funded by taxes collected within the Sound Transit District. That original plan was titled Sound Moves. On Nov. 4, 2008, voters of the Central Puget Sound region approved the Sound Transit 2 (ST2) ballot measure. The plan adds regional express bus and commuter rail service while building 36 additional miles of light rail to form a 55-mile regional system.

ST2 Service Proposal

Highlights of the 2008 mass transit expansion include:

- Providing 100,000 more hours of ST Express bus service beginning in 2009. This represents an overall increase of 17 percent with increases of up to 30 percent on the busiest routes and will add up to 60 new ST Express buses, expanding fleet by 25 percent. Specifically, ST2 provides annual operating and fleet expansion funds to increased service levels in the I-5 (Everett to Seattle and Tacoma to Seattle), I-405 (Everett to Bellevue and Renton to Bellevue), and SR 522 (Woodinville and Bothell to Seattle). The measure also includes improvements to Bothell and Burien parking/transit facilities, new bus maintenance facilities to support expanded services, and promised improved coordination between regional and local bus service.

- Building 36 miles of new light rail with service reaching north to Lynnwood, east to Redmond’s Overlake Transit Center, and south to the Star Lake/Redondo area of Federal Way. This will include a 12.5-mile light rail extension north from the University of Washington to the University District, Roosevelt, Northgate, Jackson Park, Shoreline, Mountlake Terrace and Lynnwood. It is supposed to be open to Northgate by 2020 and to Lynnwood by 2023. If additional funding and/or cost savings are available, preliminary engineering and environmental review for the extension of light rail from Lynnwood Transit Center to Everett may be performed as part of the ST2 program.

- Increasing Tacoma-Seattle commuter rail capacity by 65 percent with four new round-trips and longer trains. On the Everett-Seattle line, potentially in conjunction with Washington State Ferries multimodal terminal improvement projects, ST2 includes the construction of a permanent Edmonds Station and access improvements to Mukilteo Station. Funds are also included to construct, own and operate a commuter rail yard and shop facility to support the level of service for Sounder trains at full operational capacity,
enabling the agency to more efficiently maintain and operate Sounder. The ST2 Plan also includes two provisional commuter rail stations along the Everett-Seattle corridor at Broad Street and Ballard that can be implemented subject to the availability of additional funds.

- Improving access to transit stations around the region.

Figure 4-1 below illustrates the improvements that are planned in Snohomish and North King Counties.

**Figure 4-1 Planned Sound Transit Improvements**

The extension of Link to Lynnwood will significantly impact Community Transit’s route structure, likely reducing demands for through-routed services into King County while creating new demands for services that feed Link. Design policies and strategies that are identified in the Long Range Plan will shape this network. Appendix C includes project descriptions that were developed by Sound Transit for each of the major Snohomish County ST2 projects.
The estimated cost to implement Sound Transit 2 is $17.9 billion in year of expenditure dollars. This includes all construction, operations, maintenance, reserves and debt service costs from 2009 through the completion of the system in 2023. The package is funded by a combination of existing and new local taxes, federal grants and fares.

New and existing services will be funded by a combination of sales tax and motor vehicle excise (MVET) taxes. These include:

- As part of the original Sound Moves package, voters approved a Four-tenths of one percent (0.4%) Sound Transit sales tax.
- That package also included a three-tenths of one percent (0.3%) Sound Transit MVET collected until 2028.
- A sales tax increase of five-tenths of one percent (0.5%) was authorized by voters as part of the ST2 measure, bringing the total sales tax in support of Sound Transit to .9%.

Existing Sound Transit taxes are currently being used to build and operate the regional transit system approved by voters in 1996. With the approval of new funding, Sound Transit will also use these existing taxes to help build Sound Transit 2 projects.

Approximately 51 percent of Sound Transit 2's capital costs will be paid directly with cash revenues and grants. The finance plan funds the remaining cost by issuing long-term. The Sound Transit 2 finance plan assumes $895 million in federal matching grants.

Voter approval authorized funding to immediately add 100,000 annual hours of expanded ST Express bus service starting in 2009. Projects will be brought into service after they undergo planning, environmental review, preliminary engineering, property acquisition, final design, construction, startup and testing. All of the projects are scheduled to be complete by 2023.

## Service Area Expansion

The Sound Transit District is more than 1,000 square miles with a population of about 2.86 million people. There are currently more than 50 cities in the district, which includes most of the urban areas of King, Pierce and Snohomish counties. Sound Transit is governed by an 18-member board of directors made up of local elected officials including mayors, city council members, county executives and county council members from within the Sound Transit District, and the Secretary of the Washington State Department of Transportation.

After voters within the district boundaries have approved a ballot proposition authorizing local taxes to support implementation of the ST2 Plan, the Sound Transit Board may approve resolutions calling for elections to annex areas outside, but adjacent to, the Sound Transit District. The legal requirements to annex areas into the Sound Transit District include the following:
• The Sound Transit Board may call for annexation elections after consulting with any affected transit agencies and with the approval of the legislative authority of the city or town (if the area is incorporated) or with the approval of the area’s county council (if it is unincorporated).
• Citizens in areas to be annexed are provided an opportunity to vote on proposed annexation and imposition of taxes at rates already imposed within the Sound Transit District boundaries.
• If approved by the voters, changes to the Sound Transit District boundaries may require changes in the make-up of the Sound Transit Board membership. Board membership must be “representative” of the proportion of the population from each county that falls within the Sound Transit District.

Sound Transit may extend new services beyond its boundaries to make connections to significant regional destinations and allow areas outside of the district to function as part of the regional system. Such service extension would require agreements with the affected local transit agency and/or other appropriate government agencies. Sound Transit will enter into agreements with agencies beyond the district boundary to integrate fares. This will allow flexible transfers between various transit operators and prevent people who live outside the district from being penalized financially for making regional trips by transit instead of by automobile.

Table 4-1: Sound Transit Projects in Snohomish County

<table>
<thead>
<tr>
<th>Projects</th>
<th>CAPITAL</th>
<th>O&amp;M</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sounder Commuter Rail</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mukilteo Station access project</td>
<td></td>
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<tr>
<td>Permanent Everyone Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yard and shops facility contribution</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total costs</td>
<td>402</td>
<td>57</td>
<td>459</td>
</tr>
<tr>
<td><strong>ST Express Bus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approximately 24,000 additional ongoing annual service hours</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating savings in response to Link light rail operation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contribution to bus fleet expansion</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contribution to new maintenance capacity expansion</td>
<td></td>
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</tr>
<tr>
<td>Total costs</td>
<td>59</td>
<td>77</td>
<td>136</td>
</tr>
<tr>
<td><strong>Link Light Rail and Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension from 4th Street Station to Lynnwood with stations at Mountlake Terrace and Lynnwood Transit Center</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contribution to system maintenance capacity, fleet, and annual operations</td>
<td>1,473</td>
<td></td>
<td>1,473</td>
</tr>
<tr>
<td><strong>Planning for the Future</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Light rail planning study from Lynnwood to Everett</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPITAL</td>
<td>32</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>1</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td><strong>Total includes system-wide costs</strong></td>
<td>33</td>
<td></td>
<td>33</td>
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</table>

Sources and Uses of Funds

<table>
<thead>
<tr>
<th>SOURCES</th>
<th>CAPITAL</th>
<th>O&amp;M</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sounder Service capex</td>
<td>402</td>
<td>57</td>
<td>459</td>
</tr>
<tr>
<td>ST Express Service capex</td>
<td>627</td>
<td></td>
<td>627</td>
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<tr>
<td>Federal grants</td>
<td></td>
<td>57</td>
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<td>Bonds</td>
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<tr>
<td>Total Sources</td>
<td>1,955</td>
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<td>1,955</td>
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</table>

<table>
<thead>
<tr>
<th>USES</th>
<th>CAPITAL</th>
<th>O&amp;M</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sounder communter rail capital</td>
<td>90</td>
<td></td>
<td>90</td>
</tr>
<tr>
<td>ST Express bus capital</td>
<td>50</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Link light rail capex</td>
<td>1,473</td>
<td></td>
<td>1,473</td>
</tr>
<tr>
<td>Sounder commuter rail O&amp;M</td>
<td>1</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>ST Express bus O&amp;M</td>
<td>71</td>
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<td>71</td>
</tr>
<tr>
<td>Link light rail O&amp;M</td>
<td>32</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>Debt service</td>
<td>39</td>
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<td>39</td>
</tr>
<tr>
<td>Contributions to reserves</td>
<td>80</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Contribution to system-wide costs</td>
<td>145</td>
<td></td>
<td>145</td>
</tr>
<tr>
<td><strong>Total Uses</strong></td>
<td>1,955</td>
<td></td>
<td>1,955</td>
</tr>
</tbody>
</table>

*2008-2030, includes inflation
Note: Column may not sum exactly due to rounding
Chapter 5. Transit Emphasis Corridors

Preliminary Corridors Identified in the TDP

In its 2008-13 Transit Development Plan, Community Transit identified a long-term vision for integrated transportation planning that includes a balanced mix of investment in roadways, land use decisions supportive of transit market development, and a long-term commitment to transit service on key corridors. In moving toward this vision, Community Transit identified a preliminary network of “transit emphasis corridors” (Figure 5-1) that represents a long-term investment in high capacity transit service.

It is important to understand the diverse nature of this network. Some corridors are already well-served by transit with all-day, bi-directional service every 15 minutes. Others have less frequent, hourly service. Some have no bus service at all. While their current state of development is varied, Community Transit focused on identifying transit emphasis corridors that make sense from a long-term transit market development perspective. They connect centers, provide network coverage throughout the urban growth area and exhibit current or future population and employment densities supportive of transit use.

Community Transit’s goals in identifying this network are three-fold:
1. To provide long-term guidance to Community Transit’s service investment policies;
2. To support the regional growth strategy described in VISION 2040; and,
3. To communicate Community Transit’s service investment strategy to land use and road authorities so they might take steps to develop markets in these corridors.

Throughout the Transit Development Plan Community Transit emphasized the link between land use, transit and the role counties and cities play in transit market development. It bluntly noted that local jurisdictions have more control over transit market development than any transit agency. By encouraging high-densities, transit, pedestrian and bike-oriented development, appropriate parking fees and transit-priority/HOV roadway improvements jurisdictions can build communities that foster transit usage.

Table 5-1 summarizes the local jurisdictions that are served by each of the preliminary corridors. These corridors should only be viewed as conceptual alignments Subsequent phases of this long range planning project will focus on refining the number and orientation of individual corridors in order to be consistent with adopted comprehensive plans.
Figure 5-1: Transit Emphasis Corridors Network

GIS Data Source: Community Transit, Snohomish County, King County Metro, Sound Transit Puget Sound Regional Council Map Date: February 20, 2009
Long Range Plan • Market Assessment
COMMUNITY TRANSIT

### Table 5-1 Corridors Serving Snohomish County Cities

<table>
<thead>
<tr>
<th>Corridor Description</th>
<th>Arlington</th>
<th>Bothell</th>
<th>Brier</th>
<th>Darrington</th>
<th>Edmonds</th>
<th>Everett</th>
<th>Gold Bar</th>
<th>Granite Falls</th>
<th>Lake Stevens</th>
<th>Lynnwood</th>
<th>Marysville</th>
<th>Mill Creek</th>
<th>Monroe</th>
<th>Mountlake Terrace</th>
<th>Mukilteo</th>
<th>Snohomish</th>
<th>Stanwood</th>
<th>Sultan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. I-5 Mountlake Terrace to Smokey Point</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>F</td>
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<tr>
<td>2. I405/SR-525 – Bothell to Lynnwood</td>
<td>P</td>
<td>P</td>
<td>F</td>
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<td></td>
<td></td>
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<tr>
<td>4. SR-9 – SR-522 to Arlington</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>5. SR-99 – Mountlake Terrace to Everett Station</td>
<td>X</td>
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<tr>
<td>7. Mukilteo Speedway – Lynnwood to Mukilteo</td>
<td>X</td>
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<tr>
<td>8. SR-527 – Bothell to Mill Creek</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>9. Airport Road/Cathcart Way – Everett to SR-9</td>
<td>X</td>
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<tr>
<td>10. 164° St SW – Lynnwood to Mill Creek</td>
<td>X</td>
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<tr>
<td>11. 136° St/Maltby Rd – Edmonds to SR-9</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>12. SR 528 – Marysville</td>
<td>X</td>
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<tr>
<td>13. 228° St SW/236° St SE – Mountlake Terrace to SR-9</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>14. 20° St. E – Hwy 2 to SR-9</td>
<td>X</td>
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<tr>
<td>15. SR-531 – Lakewood Rd. to SR-9</td>
<td>X</td>
<td></td>
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<td></td>
<td></td>
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</tr>
</tbody>
</table>

F – Limited Access – Passes through but does not stop
P – Limited Access – Stops only at a park-and-ride lot
X – Serves local arterial streets

Community Transit believes that, by documenting its commitment to focusing services on specific future corridors where transit-oriented development is projected to occur, it can send a signal to local jurisdictions that they will be able to further integrate these corridors into their land use plans, thus speeding the time when cost-effective high capacity transit services can be implemented.

As part of the Transit Development Plan, Community Transit made a preliminary assessment of each transit emphasis corridor’s development patterns. The assessments were preliminary and intended as a preliminary way of gauging the suitability of each corridor for high-capacity transit. A more detailed corridor assessment is central to this long range planning process.

## Corridor Types

Transit emphasis corridors fall into two distinct groups.

1. I-5 and I-405 are limited access freeways. These corridors represent critical transit links for long-haul commuter as well as inter-city express services. Attributes important for transit and transit market development along these limited access corridors include limited access, HOV lanes and ramps and connection to major growth centers.

2. The remaining corridors are principal arterials and/or state routes with a mixture of core commercial, high-density residential, suburban and rural development. Important attributes for these corridors include high-densities of housing and jobs in proximity with one another,
pedestrian scale and design, connection to major growth centers and roadway features that facilitate transit service.

Two corridors, US 2 and SR 9, have some characteristics of both commercial/residential corridors as well as limited access highway. The Transit Development Plan included them in the more diverse arterial/state route category as these facilities seem likely to develop more commercial/residential characteristics as our region accommodates more growth.

**Corridor Development**

Table 5-2 lists factors that create development supportive of transit. Jurisdictions in Snohomish County can include these factors in planning and land use development efforts. Red indicates the most transit supportive measures down through to yellow, the least. These factors and ratings will be used in the following pages to indicate the readiness of each corridor, followed by the transit service currently provided on that facility.

**Table 5-2 Transit Supportive Factors in Corridor Development**

<table>
<thead>
<tr>
<th>Factors</th>
<th>Definitions and categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Land Use, Centers and High Density Development</td>
<td>High population and employment per acre and locating together, housing, commercial, institutional, and/or some light industry, will increase transit usage. Centers with many jobs and people create a critical mass for transit riders.</td>
</tr>
<tr>
<td>Density</td>
<td>Best</td>
</tr>
<tr>
<td>Jobs &amp; people per acre</td>
<td>25+ / acre</td>
</tr>
<tr>
<td>Mixed Land Use, Residential, Employment &amp; Commercial</td>
<td>Mixed uses closely integrated in several centers</td>
</tr>
<tr>
<td>Major Centers Total people and jobs</td>
<td>50,000</td>
</tr>
</tbody>
</table>

**Managed Parking Supply**

The number of parking spaces per building unit or acre along with pricing, parking restrictions, and enforcement can make transit more appealing. This includes: 1) limiting the quantity of parking, 2) managing the location of parking, 3) setting the cost to park with a goal to have parking facilities financially self-supporting.

**Fees for Parking**

Paid parking at both ends | Parking fees at one end | Limited parking supply | Plentiful free parking
Table 5-2 Transit Supportive Factors in Corridor Development (Cont.)

<table>
<thead>
<tr>
<th>HOV Street Grid Transit Facilities</th>
<th>Best</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOV or BRT lanes HOV freeway interchanges, HOV queue jumps, Transit Signal Priority (TSP)</td>
<td>Complete HOV/BRT lanes with TSP</td>
<td>HOV/BRT lanes and TSP in part of corridor</td>
<td>TSP with no HOV/BRT lanes, or isolated interchange/queue jump</td>
<td>No HOV/BRT lanes, no intersection HOV/queue jumps, and no TSP</td>
</tr>
<tr>
<td>Collector System, Grid Street or Local Access and Alternative Routh (Non-HOV network)</td>
<td>Complete network</td>
<td>One missing element</td>
<td>Two missing elements</td>
<td>No alternate routes</td>
</tr>
<tr>
<td>Park &amp; ride lots</td>
<td>Transit center and lor; Park &amp; ride ot</td>
<td>Shared lots (park &amp; pool)</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

Pedestrians and Bicycles

Pedestrian and bicycle access is crucial to a good transit system. A majority of transit trips begin and end with a walk. Providing a complete, convenient, safe, and appealing walk can increase transit usage.

- Bicycle facilities, such as bike lanes, separated bike lanes, bike routes, etc., provide an option for reaching trips ends that are further from transit routes than an easy walk. This option will help increase transit usage.

<table>
<thead>
<tr>
<th>Pedestrian access: continuous sidewalks, barrier-free crosswalks low vehicular speeds, appropriate scale and aesthetics</th>
<th>Complete pedestrian system and pedestrian path</th>
<th>Good system some factors needing improvement</th>
<th>Some factors present</th>
<th>Poor pedestrian system, walking is a challenge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Access: bike lanes, bike paths, bike routes, low auto speeds, bicycle racks/holders</td>
<td>Complete Bicycle System, good connectivity with all factors present</td>
<td>Good system but some Connectivity Improvement</td>
<td>Some factors present, limited Connectivity, overall</td>
<td>Poor Bicycle system, Cycling is a challenge and/or infeasible</td>
</tr>
</tbody>
</table>
Preliminary Corridor Assessment

When considered individually, each candidate corridor exhibited different combinations of transit supportive factors. Employing the ten factors that were identified in the previous section, the fifteen candidate corridors achieved scores illustrated in Table 5-3 below.

<table>
<thead>
<tr>
<th>Major Center</th>
<th>Overall Score</th>
<th>Density</th>
<th>Mixed Use</th>
<th>Fees for Parking</th>
<th>HOV or BAT Lanes</th>
<th>Complete Collector/Local &amp; Alt Routes</th>
<th>Park-and-Ride Lots</th>
<th>Pedestrian Access</th>
<th>Bicycle Access</th>
<th>Mix of Existing Transit Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>31</td>
<td>3</td>
<td>4</td>
<td>3</td>
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<td>3</td>
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<td>1</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

| 8. Sr-S27 – Bothell to Mill Creek | 23 | 3 | 3 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 3 |
| 9. Airport Road/Cathcart Way – Everett to SR-9 | 23 | 3 | 2 | 3 | 1 | 3 | 2 | 2 | 2 | 3 | 2 |
| 6. Broadway/Smokey Pt – Everett Stn. To Smokey Pt. | 22 | 3 | 3 | 3 | 1 | 1 | 3 | 3 | 2 | 2 | 1 |
| 7. Mukilteo Speedway – Lynnwood to Mukilteo | 21 | 2 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 2 | 3 |
| 3. US-2 – Everett to Monroe | 20 | 2 | 2 | 2 | 1 | 1 | 2 | 3 | 2 | 2 | 3 |
| 13. 228th ST SW/236th ST SE – Mountlake Terrace to SR-9 | 19 | 2 | 2 | 2 | 1 | 1 | 2 | 3 | 2 | 2 | 2 |
| 14. 20th St. E – Hwy 2 to SR-9 | 17 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| 15. SR-S31 – Lakewood Rd. to SR-9 | 17 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| 4. SR-9 – SR-S22 to Arlington | 13 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 2 | 1 |

Legend:

- Highly developed, effectively supports transit: 4
- Moderately developed, contributes to transit: 3
- Developing, not a significant contribution to transit: 2
- Undeveloped, no transit support: 1

The following section discusses each of the proposed transit emphasis corridors and identifies existing land use practices within a half mile of the corridor. Further research will be conducted during later project phases.
Interstate 5

Current Conditions

Interstate 5 runs north and south through Snohomish County providing the primary link between Skagit County, Arlington, Marysville, Everett, Lynnwood, Edmonds, Mountlake Terrace and King County. Community Transit operates regionally significant commuter bus service on I-5 carrying nearly 40% of all Snohomish County workers that commute to jobs in downtown Seattle. It has been estimated that I-5 would need to be doubled in width in order to accommodate all of the commute trips carried by bus if all transit riders switched to single occupant vehicles.

In addition to the King County commuter market, I-5 provides an important inter-city transit linkage within Snohomish County. Community Transit operates frequent local service on I-5 connecting Marysville, Everett and Lynnwood as well as in-county commuter service from north Snohomish County to the Everett Boeing plant.

Important factors in the success of I-5 as a transit emphasis corridor include HOV lanes, queue jumps and direct access ramps that improve bus speed and schedule reliability as compared with general purpose traffic.

While it is an extraordinarily effective transit emphasis corridor, diluted HOV requirements (2+ as compared with 3+), incomplete HOV network (north of SR- 526 and south of Northgate) and lack of direct HOV access at key interchanges reduce the current performance of transit in this corridor. Close proximity of major Park-and-Rides and transit centers with parking and intersecting transit service also contribute to the high transit mode split in this corridor. Other important factors in I-5 transit performance include market and TDM factors such as the high cost of parking in King County and programs such as FlexPass whereby employers subsidize their employees’ transit fare.

Likely Future Changes

- WSDOT will improve access to and from Interstate 5 at State Route 531 (172nd Street NE) by building a new two lane loop ramp, adding turn lanes and widening existing ramps.

- The only other programmed change in this corridor is ongoing pavement reconstruction.

- In 2010, Sound Transit will complete an in-line freeway station at I-5 and 236th St SW adjacent to Mountlake Terrace Park-and-Ride. The new station, located in the I-5 median, will connect to Community Transit’s Mountlake Terrace Park-and-Ride garage via a covered pedestrian bridge. When complete, Sound Transit anticipates serving the new facility with routes 510 and 511 during off-peak hours and in the off-peak direction during the peak.

Issues

- Many park-and-ride lots along this corridor are filled to capacity. Most have limited capacity for expansion. Projected growth in transit ridership will need to be accommodated by other means.
• Corridor congestion along the HOV/Express lanes has the potential to limit transit’s travel time advantage.

• Coordination of I-5 express bus services with the future expansion of Link Light Rail to Northgate, Mountlake Terrace and Lynnwood will pose a continuing challenge. It may be appropriate to truncate some existing services into King County at a Link station while others may, more appropriately, continue to their current destination.
**Interstate 405**

**Current Conditions**

In the southern portion of Snohomish County, I-405 branches from I-5 to the east. This freeway serves southbound travelers destined for Bothell, Kirkland, Redmond, Bellevue and Renton. It also serves northbound commuters traveling to Lynnwood and Everett.

I-405, like I-5, is a limited access freeway with high speeds, with neither pedestrian nor bicycle facilities, and no access to surrounding land uses except at interchanges. Community Transit operates limited commuter service on I-405 with one route to Redmond/Overlake and another connecting the US 2/SR 522 corridor with downtown Seattle via I-405. Sound Transit operates two express routes along the corridor providing weekday peak-period service between Everett and Bellevue and weekday and weekend all day service between Lynnwood and Bellevue.

I-405 also serves a significant Snohomish County vanpool market with many vans traveling to major eastside employment sites. This reflects its role as a regional link between major growth and manufacturing centers.

The freeway functions well for commuter transit service with complete HOV lanes and adjacent Park-and-Ride/flyer stop facilities. Transit’s ability to attract additional ridership and provide a competitive alternative to SOV travel is closely tied to the efficiency of the HOV system. Additional direct-access ramps and effective management of HOV throughput are critical to future transit performance.

**Likely Future Changes**

The I-405 Corridor Program, adopted in 2002, provides a master plan for improvements along the corridor. It includes:

- The addition of up to 2 lanes in each direction along the freeway;
- Development of a Bus Rapid Transit line with stations along the corridor and expanded transit centers;
- The creation of 1,700 new vanpools;
- Increasing transit service by up to 50%;
- Construction of 5,000 new park-and-ride spaces;
- Creation of eight new pedestrian/bicycle crossings over I-405; and,
- Implementation of advanced technologies for managing traffic.

Since the plan’s adoption, the strategy has been to fund groups of projects that directly address the worst congestion chokepoints first, coordinating all transportation modes into a working system. With the 2003 Nickel and 2005 Transportation Partnership Account, the state has invested nearly $1.5 billion into the corridor. At this date, one of three Nickel-funded projects is complete (Kirkland Nickel Stage 1) and two are under construction (South Bellevue Widening and Renton Stage 1 - Widening). Of the TPA-funded projects, one is under construction (NE 10th Street Bridge-Stage 2) and two are in the design stage (Renton Stage 2 - Widening and NE 8th Street to SR 520 Improvement project).
Issues

- The I-405 transit emphasis corridor shares many potential issues with I-5. Both are congested roadways that link suburban residential development with major urban centers. With population growth, both are experiencing major congestion.

- Many park-and-ride lots along this corridor are filled to capacity. Most have limited capacity for expansion. Projected growth in transit ridership will need to be accommodated by other means.

- Corridor congestion along the HOV/Express lanes has the potential to limit transit’s travel time advantage.
US Highway 2

Current Conditions

This east-west corridor links the cities of Everett, Snohomish, Monroe, Sultan and Gold Bar. The highway continues east over Stevens Pass to Leavenworth - a major tourist destination, and Wenatchee in the heart of Washington’s agricultural lands.

There are significant daily and seasonal fluctuations in the traffic on this highway with the western sections experiencing peak-period commute congestion and the eastern portions being more heavily impacted by weekend and holiday recreation traffic. Much of this corridor is undeveloped open space and agricultural land between relatively compact older cities.

In keeping with the regional growth strategy, Community Transit identified the western portion of US 2 from Monroe to Everett as a transit emphasis corridor. While there is a substantial level of transit service further east extending to Sultan and Gold Bar, the priority for future development and transit investment will be on the Monroe-Snohomish-Everett segments.

Transit markets in the US 2 corridor will benefit from higher-density development in the core areas of Monroe and Snohomish. Mixed-use developments such as that planned for Bickford Avenue in Snohomish are important steps in this direction. It should be noted that plans for construction of a US 2 bypass in Monroe will not necessarily result in new routing for transit. Similarly, the transit emphasis corridor through Snohomish anticipates utilizing city streets.

The priority for bus service will be serving the higher-density development along primary commercial corridors.

Likely Future Changes

- WSDOT recently completed a route development plan for safety and capacity improvements on the corridor. While most improvements are programmed for road segments east of Monroe, some rumble strips and other safety improvements will be constructed in the corridor. Otherwise, no improvements to US 2 are currently planned.

- The North Kelsey Planned Development Area in Monroe will accommodate a mixed use shopping district. The city intends for this area to be transit supportive and hopes it will be well served by public transportation.

- Snohomish sees continuing growth along Bickford Avenue. No transit priority measures are planned but the city has 100 feet of right-of-way throughout most of the corridor.

Issues

- As these areas continue to grow, maintaining transit speed and reliability through designation of HOV facilities will become important for continued transit market development.

- The US 2 trestle across the Snohomish River estuary to Everett carries traffic from both the Monroe/Snohomish area as well as Granite Falls and Lake Stevens and 20th St SE. This section of US 2 is a critical regional transportation link and experiences high levels of
peak-period congestion. Transit’s effectiveness on this segment would be greatly enhanced through provision of HOV facilities.

- Gold Bar and Monroe both noted that local residents tend to travel much more towards Bothell and Eastern King County than towards Everett. This transit emphasis corridor will not address those travel patterns.

- The Monroe Park-and-Ride Lot is viewed as being prone to vandalism.

- The intersection of SR-9 and US 2 has been identified as the potential location for an urban village and park-and-ride facility. This is not along the US 2 Transit Emphasis Corridor (but is served by the SR-9 corridor).
State Route 9

Current Conditions

State Route 9 is a rural arterial with growing travel demand located east of I-5. SR-9 runs north and south linking Arlington in the far north with Marysville, Lake Stevens, Snohomish, the unincorporated Cathcart/Maltby area, and SR-522, I-405 and connected commuter destinations in King County. SR-9 is increasingly seen as an alternate route to I-5.

Undeveloped land surrounds the northern communities while low-density development fills much of the southern corridor. Maltby and Cathcart are not currently part of the Snohomish County Transit Benefit Area but may have reached a sufficient retail base to provide funding for regular transit service. These communities are destinations and have substantial residential development.

There are no major employers and little development in much of the corridor. Bothell is a natural terminus with connections into Bellevue, Renton and other King County employment centers.

Likely Future Changes

- WSDOT is currently facilitating a Route Development Planning effort for SR-9 with participation from cities, Snohomish County and Community Transit.
- 212th SE to 176th SE - This project involves doubling the number of through lanes on SR 9 and providing additional turn lanes at major intersections. It will also add a raised median to separate oncoming traffic and limit access points for turning drivers. These improvements are intended to provide better driving conditions and improve safety on the highway. Completion date 2013.
- 176th Street to Marsh Road – This project will widen SR 9 from two to four lanes between SR 96 and Marsh Road. In the process, four intersections will be upgraded by adding turn lanes, lights, curbs and gutters. Completion date Summer 2010
- Lundeen Parkway to SR 92 – This project will widen SR 9 from Lundeen Parkway to SR 92 from two lanes to four. It will also add right-turn lanes in both directions at two intersections, upgrade the traffic signals at three intersections and improve lighting. Completion date Fall 2012
- North of Marysville: The Getchell Rd Bridge Seismic Retrofit will retrofit the Getchell Road Bridge on SR 9 to bring it up to current seismic standards. Completion date late 2009
- The county is considering future uses for a large parcel near the intersection of Cathcart Way and SR-9. It may be appropriate for a park-and-ride facility.
- Lake Stevens plans to redevelop the area surrounding the intersection of SR-9 and SR-204 into a commercial district.
- A proposed rezone from residential to commercial for a 50 acre parcel in the vicinity of SR-9 and 20th St. SE is moving forward.
If the intersection of SR-9 and SR-92 is upgraded to include construction of a street on the west side of the intersection, this location will likely become the focus of future commercial development.

- A Wal-Mart is planned on the northwest corner of the intersection of SR-9 with 64th St. NE.
- The intersection of SR-9 and US-2 has been identified as the potential location for an urban village and park-and-ride facility.

Issues

- In its current form, SR-9 does not have the potential to support effective public transportation services. Its future potential will be largely determined by the nature and form the future developments assume.
- Most of SR-9 is located outside Community Transit’s public transit benefit area boundary.
**State Route 99 / Evergreen Way / Rucker Avenue**

**Current Conditions**

This corridor provides a backbone to the local transit network in southwest Snohomish County. SR-99 is unique in the county with its combination of existing well-developed transit market, consistently high residential and employment densities, mixed uses, connectivity with Designated Regional Growth Centers and HOV/TSP facilities supportive of transit speed and reliability.

Local and regional plans call for continued intensification of development in the corridor and further roadway improvements in support of transit. In light of the mature state of the SR-99 corridor, Community Transit and Everett Transit are partnering to implement Swift BRT (see Chapter 6), the region’s first bus rapid transit service, between Everett Station and Aurora Village Transit Center in 2010. Swift BRT will be the first route in what may someday become a regional BRT network.

King County Metro also plans to implement Rapid Ride BRT on the King County portion of SR-99 between Aurora Village Transit Center and downtown Seattle. Important future improvements to SR-99 include completion of Transit Signal Priority in the City of Everett (projected funded in 2007) and completion of HOV/BAT lanes north of 148th St. SW to downtown Everett.

**Likely Future Changes**

- This already is a strong corridor that is likely to witness future increases in transit oriented developments.
- A major transit oriented development is planned at the intersection of SR-99 and 76th Ave. in Edmonds
- At the southeast corner of 220th Street SW and SR-99, Edmonds expects a large mixed-use project within the next 2-3 years. A developer is in the process of assembling land for a project.
- Throughout the length of this corridor, improvements are being installed that will speed travel for transit vehicles. These improvements are detailed in Chapter 5 of this report.
- Lynnwood is planning nodes of higher density development along the SR-99 Corridor to coincide with Swift stops. This will allow mixed-use development of 3-5 stories building height.

**Issues**

- Over time, the coordination of Swift services operating along the SR-99 Corridor with King County Metro’s Rapid Ride services will likely become an increasing issue.
- The future routing for Link Light Rail service between Lynnwood and Everett has not been decided. It has the potential to conflict with the SR-99 transit emphasis corridor. (While identified in Sound Transit’s long-range plan, this service extension was not included in the ST2 service expansion plan.)
Figure 5-8: State Route 99 Corridor - Half-Mile Buffer Densities

Symbology
- Future Link
- Sound Transit
- CT Routes
- DTRA
- PTBA Cities

Residential Density (Persons per Acre)
- 5 or less
- 5 to 10
- 10 to 15
- 15 to 20
- 20 or more

Employment Density (Jobs per Acre)
- 5 or less
- 5 to 10
- 10 to 15
- 15 to 20
- 20 or more
North Broadway / State Avenue / Smokey Point Blvd.

Current Conditions

This is a high to medium density multi-use corridor in Everett, transitioning to a medium density corridor in Marysville and Smokey Point / Arlington. North Broadway in Everett from Pacific Avenue to 10th St and State Avenue in Marysville from 1st to Grove have older streetscapes with higher density development located close to sidewalks, convenient pedestrian access with parking typically behind or beside buildings. Conversely, North Broadway north of 10th St, State Avenue north of Grove St and Smokey Point Blvd. have lower density development and large auto-oriented sites with wide parking lots separating businesses from the roadway and pedestrian network.

The entire corridor provides an important north-south alternative to I-5 connecting the Designated Regional Growth Center in downtown Everett with secondary centers in Marysville and Arlington. Substantial future growth and increased densities are expected throughout the corridor. Existing transit amenities include Everett Station and two Park-and-Rides just off-route in Marysville. Additional Park-and-Rides are planned in Marysville and Smokey Point/Arlington.

Likely Future Changes

- North Broadway in Everett is slowly moving towards mixed use development. This has been a slow process but does appear to have some momentum.

- Marysville sees the area surrounding the intersection of Smokey Point Blvd. and 152nd as developing either as a location for a future University of Washington campus or as a commercial/industrial node.

- Marysville anticipates that the Lakewood Triangle area will evolve into a significant employment center.

Issues

- Everett Community College and Providence Everett Medical Center are located about three blocks from this corridor. Access to and from these facilities will need to be addressed.
State Route 525 / Mukilteo Speedway

Current Conditions
This corridor links older Mukilteo and the Clinton ferry from Whidbey Island with Boeing, Snohomish County Airport Paine Field, SR 99, and finally I-5. As a Designated Regional Manufacturing and Industrial Center, Paine Field is a focus of regional employment growth and will likely have a substantial impact on the SR-525 corridor and the need for future transit improvements.

Currently, there are limited services and retail but high employment in this corridor. Mukilteo and the ferry auto traffic, combined with residential trip generation to shopping on SR-99 and in Lynnwood, create considerable travel demand.

Likely Future Changes

- The only planned improvements on SR-525 are limited roadside safety improvements, which are scheduled to begin construction in 2010.

Issues

- The street network is not well developed. There are few areas of complete grid network and an abundance of cul de sacs, dead end streets, and loops. This limits pedestrian, bicycle travel and bus circulation, making transit usage difficult, and time consuming. There are few alternative through routes, from Mukilteo, past Paine Field leading to the regional system, making 525 subject to congestion.

- Mukilteo and the Washington State Ferries are jointly seeking funding for a new parking facility near the ferry dock. The Mukilteo Multi-Modal Ferry Terminal project will integrate ferry, rail, and bus transportation on the Mukilteo waterfront. It will relocate the ferry terminal, add an access road, vehicle holding for 260 vehicles and another ferry slip, build a terminal building and overhead loading facilities with a connection to a new Sound Transit commuter rail station, and build a bus transit center with pick-up/drop-off area. This project is not fully funded at this time.
Figure 5-10: Mukilteo Speedway Corridor - Half-Mile Buffer Densities

Symbology:
- Future Link
- Sound Transit
- CT Routes
- PTDA
- PTBA Cities

Residential Density (Persons per Acre):
- 5 or less
- 5 to 10
- 10 to 15
- 15 to 20
- 20 or more

Employment Density (Jobs per Acre):
- 5 or less
- 5 to 10
- 10 to 15
- 15 to 20
- 20 or more

GID Data Source: Community Transit, Snohomish County, King County Metro, Sound Transit, PUD, Sound Regional Council
Map Date: February 23, 2009
State Route 527 / Bothell-Everett Hwy

Current Conditions

This state route runs parallel and to the east of Interstate 5. The route connects the Silver Lake neighborhood of south Everett with Mill Creek, the Designated Regional Growth Center of Canyon Park, I-405 and downtown Bothell. Densities of population and employment are at least 5-10 per acre along the entire corridor and 10-25 per acre around Silver Lake, in Mill Creek Town Center, Mays Pond, Thrasher's Corner, Canyon Park and downtown Bothell.

SR-527 from Everett to 228th St has four travel lanes and a center turn lane with additional right turn lanes at major intersections. South of 228th St the corridor narrows to two lanes as it enters downtown Bothell. Designated bike lanes are present on the majority of the corridor from 110th St in south Everett to 228th St in Bothell. A striped wide shoulder extends beyond 228th St into downtown Bothell. SR-527 intersects a number of other important transit emphasis corridors at I-5, 132nd St SE, 164th St SE, SR 524, I-405 and 228th St SE.

Mill Creek Town Center, located mid-way along the corridor is an excellent example of pedestrian oriented, mixed-use development supportive of transit market growth. Canyon Park is a private business park and regionally significant employment center. While largely auto-oriented and relatively low density, the area could be the focus of future Transportation Demand Management (TDM) measures.

Likely Future Changes

- Bothell believes that the downtown will continue to become more transit supportive throughout the next thirty years. By 2035, the downtown will have the following:
  - 250,000 square feet of new office space
  - 450,000 square feet of new retail
  - 2,700 new housing units

  These will all improve the city’s viability as a destination for Snohomish County residents.

- Bothell is considering the construction of a new transit center in the downtown, located near the old city hall site. There may be additional park-and-ride capacity included as part of this project.

- Bothell anticipates that the SR-527 corridor will continue to gain market as new transit oriented development occurs along the corridor. The city is attempting to focus development along this corridor.

Issues

- SR-527 operates through the cities of Bothell and Mill Creek, as well as unincorporated Snohomish County. Land use actions that support the implementation of this corridor will need to be coordinated with all three jurisdictions.
• While the corridor’s north end is located at 132<sup>nd</sup> St. SE, where connections to other corridor-based services may be possible, it does not have a solid northern anchor that will serve as a major attractor.

• If extended north from 132<sup>nd</sup> St. SE to I-5, the SR-527 corridor could be further extended along SR-526, providing a transit emphasis corridor that extends from Bothell to Mukilteo.

• The Millcreek Town Center is zoned Planned Community Business (PCB), and requires a pedestrian orientation. It is about three blocks from the SR-527 corridor. Transit access to this area is an issue for Mill Creek.
**Airport Road / 128th St / 132nd St / Cathcart Way**

**Current Conditions**

This corridor traverses a diverse cross section of the urban growth area in southwest Snohomish County. Beginning in the west at SR-526 and the Paine Field Designated Regional Manufacturing and Industrial Center the route trends southeast, crossing SR-99 before heading east through an area of very high multifamily residential density and commercial development along 128th St. Mariner Park-and-Ride is located on the south side of this section at 4th Ave West. Approaching I-5, the corridor enters the 128th St Designated Urban Center, identified for high-density mixed-use development by Snohomish County.

The northeast quadrant of the 128th St. / I-5 interchange is already redeveloping with high concentrations of residential and commercial construction. East of I-5, the route veers four blocks south, becoming 132nd St as it passes McCollum Park Park-and-Ride on the south. Another significant concentration of commercial and residential development surrounds the intersection of 132nd St with SR-527. This intersection also serves as a dual gateway to Mill Creek on the south and Everett to the north. After passing through another growing commercial center at 35th Ave SE, 132nd St becomes increasingly residential in nature, transitioning into the large bedroom community of Silver Firs. The corridor finally transitions to the recently completed Cathcart Way, entering an area of much lower density as it winds past a new high school site before ending at the intersection with SR-9 in the unincorporated Cathcart / Clearview community.

The corridor from Silver Firs west to Paine Field is comprised of at least two lanes of travel in each direction with a center turn lane. From I-5, west to SR-526 the right lane in each direction is designated for peak-period HOV (2+) travel only. Transit signal priority has also been installed for the intersections in this segment. East of SR-527 the corridor has designated bike lanes in both directions. Peak period travel in the corridor consists primarily of residents in the eastern section commuting west to I-5 and/or the large employment center around Paine Field/southwest Everett. While there are HOV facilities in the corridor, abundant free parking at employment sites discourages development of a significant transit market. Increasing congestion in the corridor may help to make the transit option more attractive to commuters.

**Likely Future Changes**

- 

**Issues**

- 

164th Street

Current Conditions

164th St is a principal east-west arterial linking Mill Creek and SR-527 on the east with Lynnwood and SR-99 on the west. Interstate 5 intersects the corridor at the 164th St / I-5 Designated Urban Center. The roadway is comprised of four lanes and an intermittent center turn lane from 44th Ave W. to Ash Way. The profile widens to seven lanes from Ash Way, over I-5 to Larch Way before narrowing to five lanes again from Larch Way to SR-527. There are bike lanes from SR-527 to Meadow Road and Ash Way to 22nd Ave W. Major Park-and-Rides are located at Ash Way and Swamp Creek (SR-525 overcrossing).

The corridor is configured well for transit service with a dense mixture of residential and commercial development immediately adjacent to the roadway. There is a complete pedestrian network and bicycle lanes on a significant portion of the route. Community Transit routes 114, 115 and 116 are the primary bus service providing connections between Silver Firs, Mill Creek, Ash Way Park-and-Ride, Alderwood Mall and Edmonds Community College and the Edmonds ferry/rail terminal. The routes combine to provide 15 minute frequencies in the 164th Street corridor.

Likely Future Changes

- Issues

  • With completion of currently permitted development in the area, traffic volumes on 164th Street are expected to exceed adopted level of service requirements in the section east of I-5. There is sufficient bus service to help mitigate level of service issues but lack of a priority HOV or BAT lane makes transit a less attractive option. Without a path to bypass congestion, buses are limited to the same travel speeds as general purpose traffic. The success of transportation demand management (TDM) measures and transit in mitigating concurrency pressures will be largely dependent on availability of a priority path for HOV vehicles.

  • Lynnwood suggests that the corridor be extended down Olympic View Drive, at least as far as 76th Avenue.

  • Several jurisdictions have suggested that this corridor be extended along Seattle Hill Road at least as far as 132nd Street.
Figure 5-14: 164th St. West Corridor - Half-Mile Buffer Densities
196th Street / Filbert Road / SR-524 / Maltby Road

Current Conditions

The 196th to Maltby Road corridor represents an important east-west transportation link extending across south Snohomish County from Edmonds to SR-9. The route changes substantially in character as it moves from rural, largely undeveloped land in the Maltby area through medium density and rapidly growing areas around Thrashers Corner (SR-527) and high-density commercial and residential development along 196th St in Lynnwood. The route ends in an area of substantial residential density in Edmonds.

The roadway profile consists of one lane in each direction between SR-9 and SR-527. The corridor narrows again to two lanes between Bothell and Lynnwood. Note that the RTID transportation package, should it be approved, would continue these improvements west to the Lynnwood city limit. From the Lynnwood city limit to 80th Ave W the roadway is five lanes wide with sidewalks. West of 80th Ave W, 196th St again narrows to two lanes and an intermittent center turn lane. There are significant hills with short sight-distance curves east of SR-527, entering Lynnwood from the east and entering Edmonds from the east. Service development east of Lynnwood will occur as the corridor is improved and market demand increases.

Likely Future Changes

- The City of Bothell is currently improving the ¾ mile section between SR-527 and the west city limit to five lanes with bike lanes and sidewalks.

- 196th Street has been identified as a key corridor in Lynnwood’s City Center Plan and is slated for redevelopment with higher densities, a greater diversity of land uses, pedestrian improvements, smaller block faces, consolidated driveway access, and managed parking. All of these would serve to improve the market for transit and facilitate access for buses. Community Transit operates considerable levels of local bus service on the Edmonds and Lynnwood portions of the corridor (15 minute frequency between Edmonds and SR-99, 30 minutes between SR-99 and Alderwood Mall Parkway).

- The Edmonds Crossing Multi-Modal Ferry Terminal project will relocate the existing ferry terminal and improve intermodal connections to rail and bus, with connections to a new Sounder commuter rail station and new bus facility. The project will also improve traffic circulation in downtown Edmonds by eliminating at-grade railroad crossings. Funding is not assured at this time.

- The old Safeway site, bounded by Main St. and Dayton St. in Edmonds will likely be redeveloped into a major transit-oriented center.

- Lynnwood plans for the construction of a regional transit center along 40th Avenue W between I-5 and 194th Street. It is adjacent to the 196th St. Transit Emphasis Corridor.
Issues

- It has always been assumed that this corridor will be extended to the Edmonds Ferry Terminal. The question is how to reach that facility. Edmonds suggests an alignment along Caspers, 3rd Avenue, and Main to reach that facility.

- This corridor is very close to Lynnwood’s City Center Redevelopment Area, which is bounded by 48th Ave E., 194th St., and I-5. The best strategy for serving this area needs to be carefully considered.
**State Route 528 / 64th St NE / 4th St.**

**Current Conditions**

This east-west corridor, entirely within Marysville, extends 3.4 miles between Interstate 5 and State Route 9. 4th St is the primary east-west street in downtown Marysville. In the downtown area, densities of population and employment are between 10 and 25 persons and jobs per acre. Development is older, smaller in scale and pedestrian oriented with businesses located close to the roadway and smaller parking lots beside or in back of buildings. A secondary commercial center has developed east of downtown as the corridor (now 64th St NE) intersects 67th Ave NE. A high-volume retail center is planned at the corridor’s east intersection with SR-9 and multi-family residential development is planned on the south side of this intersection.

The roadway has two lanes in each direction from I-5 to 47th Ave. Narrowing to one lane in each direction from 47th Ave to 55th Dr., the corridor changes to one lane westbound and two lanes eastbound from 55th Dr. to 67th Ave. There are two lanes in each direction from 67th Ave to 83rd Ave. Between 83rd Ave. and SR-9 the corridor returns to one lane in each direction.

All but the eastern ½ mile of the corridor has sidewalks and good pedestrian access. There are designated bike lanes or a wide shoulder from SR-9 to 67th Ave. The shoulder is too narrow for bikes between 67th Ave and 53rd Dr. Bike lanes resume between 53rd Dr. and downtown Marysville. As the corridor enters the older downtown area, shoulders disappear and the roadway is again too narrow for bicycle travel outside of the general purpose traffic lane.

With the established Marysville downtown and two developing activity centers as well as providing connectivity between Interstate 5 and SR 9, the SR 528 corridor is well-positioned for future growth and development that can be supported by transit.

**Likely Future Changes**

- Marysville is working with Community Transit to improve transit services within the City and to site and construct a new Park-and-Ride facility at Grove and Cedar.

**Issues**

-
Figure 5-16: SR-528 Corridor - Half-Mile Buffer Densities

Symbology
- Future Link
- Sound Transit
- CT Routes
- PTBA
- PTBA Cities

Residential Density (Persons per Acre)
- 5 or less
- 5 to 10
- 10 to 15
- 15 to 20
- 20 or more

Employment Density (Jobs per Acre)
- 5 or less
- 5 to 10
- 10 to 15
- 15 to 20
- 20 or more

GIS Data Source: Community Transit, Snohomish County,
King County Metro, Sound Transit, Puget Sound Regional Council
Map Date: February 22, 2000
**228th St SE / 236th St SW**

**Current Conditions**

This east-west corridor links the communities of Bothell, Brier, Mountlake Terrace and Edmonds in southwest Snohomish County. The route is identified as an important future corridor with a number of present-day challenges associated with connectivity between 228th St and 236th St east of Brier and between 228th St and SR-99 in Edmonds.

Existing densities are highly variable along the route with 10-25 persons and jobs per acre along SR-99, in downtown Mountlake Terrace and in the vicinity of SR-527. Much lower residential densities prevail in the eastern reaches of the route beyond Bothell and in the central portion through Brier.

The route profile varies from one lane in each direction to as many as five lanes plus bicycle lanes (in Bothell). Pedestrian and bicycle facilities also vary substantially from jurisdiction to jurisdiction along the corridor. Mountlake Terrace has identified 56th Ave W and its intersection with 236th St as a priority for pedestrian and transit-friendly high density development with a mix of uses (Mountlake Terrace Town Center Planned Action DEIS). The importance of this corridor as an east-west link will continue to develop as Community Transit implements Swift Bus Rapid Transit on SR-99 in 2009, with completion of the Mountlake Terrace Park-and-Ride garage in 2009 and with eventual construction of a regional LINK light rail station at Mountlake Terrace Park-and-Ride.

**Likely Future Changes**

- A major transit oriented development is planned at the intersection of SR-99 and 76th Ave. This may form a western anchor for the corridor.
- Brier does not anticipate significant densification along 228th Street.
- Mountlake Terrace plans for significant new development in the vicinity of 220th St. and 66th Avenue W. This area is somewhat removed from the corridor.
- The Mountlake Terrace Town Center Plan suggests that significant future development will occur near the intersection of 56th Ave. W and 236th St. SW.
- Areas just east of the Mountlake Terrace Park-and-Ride have been upzoned.

**Issues**

- The gap on 228th Street, just east of the Brier city limits, between 24th Avenue and Locust Way is likely permanent, at least through the intermediate term. This will necessitate that any corridor-based service employ Atlas Road, a facility that is not built to arterial standards.
- The preliminary transit emphasis corridor ends at the intersection of 228th St. and SR-99. The corridor could be extended along 75th Avenue West, creating an ‘L’ shaped corridor, or could continue west along 228th and Edmonds Way.
While Sound Transit has committed to locating the Mountlake Terrace Link Light Rail Station at the park-and-ride lot, the exact alignment for the tracks has not yet been determined.

Sidewalk improvements are still needed along 236th St. SW in Mountlake Terrace.
20th Street / East Hewitt

Current Conditions

This rapidly developing corridor provides an important east-west connection between SR 9 and the US Hwy 2 trestle to Everett. While the corridor is presently characterized by low-density single family housing and undeveloped land, there are a large number of higher-density residential developments currently in the development review process for this area.

Likely Future Changes

- Snohomish County plans to widen the roadway to 4 lanes with bike lanes and sidewalks between US Hwy 2 and Cavalero Road, and 5 lanes with bike lanes and sidewalks between Cavalero Road and 91st Ave SE.
- There are also tentative plans for a westbound HOV lane between 91st Ave SE and the US Hwy 2 trestle.
- A proposed rezone from residential to commercial for a 50 acre parcel in the vicinity of SR-9 and 20th St. SE is moving forward.

Issues

- This corridor is currently in-arrears of adopted level of service standards and has been subject to a development moratorium since 2001. Along with capacity improvements, transit service and TDM measures will be relied upon to maintain an acceptable level of service on the facility. Provision of HOV facilities will be important to the success of transit in maintaining future concurrency.

- Of itself, this corridor is too short to support effective transit services. Any service utilizing this corridor will need to be combined with services that operate on other streets.
State Route 531 / 172nd St NE

Current Conditions
The SR 531 / 172nd St NE corridor includes portions of Arlington and Marysville as it connects SR 9 on the east with I-5 and Smokey Point on the west. The route traverses three distinct land use zones beginning with residential development in the eastern portion between 67th Ave NE and SR-9. The middle section between 67th Ave NE and 43rd Ave NE is industrial in character with the Arlington Airport immediately adjacent on the north side of the corridor. West of 43rd Ave and across I-5 the route becomes a commercial corridor with a mix of neighborhood businesses, regional and big-box retail development.

The corridor is an important commute route bringing residents from both east and west to Interstate 5. Densities of 10-25 persons and jobs per acre characterize the Smokey Point area. Industrial development around Arlington Airport is very low density with fewer than 2.5 jobs and persons per acre. High volumes of new residential construction push densities to 5 to 10 persons per acre between 67th Ave NE and SR 9.

The route crosses I-5 on a recently completed six lane bridge mitigating a historic congestion point. The corridor maintains a wide five to six lane profile from I-5 east to 40th Ave before narrowing to two lanes as it traverses the industrial area around Arlington Airport and the residential development between 67th Ave NE and SR 9.

Likely Future Changes

- A hotel is being planned along 172nd St. A land use permit, but not building permit, has been issued.
- Mixed use residential/commercial is being planned for the area near 172nd St and 67th Ave.
- Arlington has just completed a re-vitalization of their downtown streetscape and is coordinating with Community Transit to locate a new Park-and-Ride/transit center facility in the Smokey Point area.

Issues

- Arlington has expressed concern about the amount of traffic along SR-531 (172nd St.). They anticipate that business development will continue along this corridor and that existing transit services are not sufficient to meet demand.
- The Lakewood Triangle, which is bounded by 172nd St. NE, I-5, and the Santa Fe railroad tracks, is just across the freeway from this corridor. Significant new construction is planned by Marysville for this corridor. Much of the existing and proposed development is not within easy walking distance.
Additional Possible Corridors

During each of the initial jurisdictional interviews the study team summarized the fifteen tentative transit emphasis corridors and asked participants whether the list is complete. Almost all suggested additional streets that should be considered for corridor status. Table 5-4 summarizes those suggested additions. These will be incorporated into Technical Memorandum #3, Corridors Analysis.

Table 5-4 Suggested Corridors

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Requested By</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastside BNSF Rail Line</td>
<td>Snohomish County Snohomish</td>
<td>Both the county and city of Snohomish would like this to be a rail route but the county suggested it might be a BRT route.</td>
</tr>
<tr>
<td>35th Avenue from Bothell to 100th St. SE</td>
<td>Snohomish County Everett Mill Creek Bothell</td>
<td>At its south end the alignment is incomplete. It could jog over to 39th Ave but peters out at 240th St.</td>
</tr>
<tr>
<td>Seattle Hill Road from 164th to Cathcart (132nd)</td>
<td>Snohomish County Mill Creek</td>
<td>This seems a logical extension of the 164th corridor.</td>
</tr>
<tr>
<td>SR-526</td>
<td>Snohomish County Everett Mukilteo</td>
<td>Everett suggests route be extended east to US-2 (new road). Mukilteo suggests the route be extended down 19th Ave, continuing on SR-527.</td>
</tr>
<tr>
<td>Extend SR-527 corridor all the way to Everett</td>
<td>Everett Mukilteo</td>
<td>See SR-526 above.</td>
</tr>
<tr>
<td>SR-522 from Bothell to Monroe</td>
<td>Snohomish County Everett Mukilteo Monroe Gold Bar</td>
<td></td>
</tr>
<tr>
<td>56th Ave from County line to 220th St.</td>
<td>Mountlake Terrace</td>
<td></td>
</tr>
<tr>
<td>44th Ave. W from the county line to 164th St.</td>
<td>Lynnwood Mountlake Terrace Brier</td>
<td></td>
</tr>
<tr>
<td>220th St SW from 52nd Ave W to 100th Ave SW</td>
<td>Mountlake Terrace</td>
<td></td>
</tr>
<tr>
<td>Main St./212th St SW/ Larch Way from 5th Ave S (Edmonds) to 28th Ave W</td>
<td>Mountlake Terrace</td>
<td>City mentioned a much smaller corridor. This takes in the entire street length.</td>
</tr>
<tr>
<td>Corridor Name</td>
<td>Requested By</td>
<td>Comments</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>244th St SW from 100th Ave to Cedar Way</td>
<td>Mountlake Terrace</td>
<td>‘Sleeper Corridor’ If we include this we might want to do an ‘L’ routing that takes in 100th</td>
</tr>
<tr>
<td>59th Ave W from SR-531 to 195th St.</td>
<td>Arlington</td>
<td></td>
</tr>
<tr>
<td>51st Avenue from SR-531 to 100th St NE</td>
<td>Arlington</td>
<td>‘Still farmland’ Future possibility</td>
</tr>
<tr>
<td>Everett Mall Way – SR-526 to SR-99</td>
<td>Everett</td>
<td></td>
</tr>
<tr>
<td>228th St – Extend to the Water in Edmonds</td>
<td>Mukilteo</td>
<td></td>
</tr>
<tr>
<td>196th Street corridor should be extended to the ferry terminal</td>
<td>Mukilteo Lynnwood</td>
<td></td>
</tr>
<tr>
<td>164th St corridor should continue down Olympic View Drive to 76th Avenue</td>
<td>Lynnwood</td>
<td></td>
</tr>
<tr>
<td>200th St has the potential to connect 44th Avenue with SR-99</td>
<td>Lynnwood</td>
<td></td>
</tr>
<tr>
<td>180th St. SE from SR-527 to SR-9</td>
<td>Mill Creek Bothell</td>
<td>Discontinuous corridor entirely within unincorporated Snohomish County</td>
</tr>
<tr>
<td>240th St SE from Locust to 47th Ave.</td>
<td>Bothell</td>
<td>Lacks connectivity but fits into Bothell’s comp. plan</td>
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<tr>
<td>SR-203 from Monroe to Redmond</td>
<td>Monroe</td>
<td>Most of this corridor lies outside the PTBA</td>
</tr>
<tr>
<td>Marine Drive</td>
<td>Tulalip Tribe</td>
<td></td>
</tr>
<tr>
<td>Extend the SR-527 corridor to Downtown Bothell</td>
<td>Bothell</td>
<td>This is actually in the concept plan</td>
</tr>
<tr>
<td>SR-104 from I-5 to the Edmonds Ferry Dock</td>
<td>Mukilteo</td>
<td></td>
</tr>
</tbody>
</table>
Chapter 6. Origin-Destination Information

Introduction

This chapter summarizes current and projected future travel demand projections for Snohomish County. Its purpose is to identify likely changes in future travel demands. Snohomish County was divided into thirty-five districts that correspond to individual or combined forecast analysis zones (FAZ’s). In addition, to facilitate external trips, ten out-of-county zones were identified in King, Pierce and Kitsap counties.

To ease analysis, these zones were aggregated into nine Snohomish County and three external ‘super zones.’ Figure 6-1 illustrates these six zones.

Travel projections were derived using the region’s travel demand model, replicating the methodology employed by the Puget Sound Regional Council. Modeling employed a 2005 base year and a 2030 forecast window. Separate estimates of home-based work, home-based non-work, and non home based travel were collected. Each forecast was further divided into five travel modes:

- Single occupant auto
- Rideshare trips
- Transit
- Walk
- Bicycle

While this paper provides summary level information that depicts only travel by all travel modes, this finer information may prove valuable during subsequent project phases.
Dissolved Forecast Analysis Zones

Legend:
- Water
- Super FAZ Outline
- Sub Area Outline

GIS Data Source: Puget Sound Regional Council
Work Commute Patterns

Work commutes were carefully evaluated, paying special attention to likely future changes in travel patterns. Table 6-1 illustrates total home based work trip generations for 2005. To ease analysis, the twenty most common commutes have been highlighted in color. Cells depicting internal trips (trips accomplished within a single zone) are highlighted in gray. Nearly 40% of all Snohomish County productions travel to another county, illustrating the need for Community Transit’s extensive inter-county express bus network.

The Puget Sound Regional Council and Snohomish County have each developed separate estimates of future population and employment. Snohomish County assumed that a population growth in the north part of the county would be higher than PSRC assumed, that occupants per residence would be slightly higher, and that more jobs would be created inside the county than assumed by PSRC. These, in turn, affect future travel demand estimates. Snohomish County model assigns many more trips to intra-county trip making. To maintain consistency with regional plans, this report employs the PSRC estimates. Data and analyses contained in this report are based upon those PSRC estimates. For sake of comparison, the Snohomish county projections are included as Appendix E.

Table 6-1 2005 Home Based Work Trips – Total Person Trips (PSRC)

<table>
<thead>
<tr>
<th>From</th>
<th>North County/Arlington</th>
<th>Marysville</th>
<th>Everett</th>
<th>Mukilteo</th>
<th>Mill Creek/Bothell</th>
<th>Lynnwood/Edmonds</th>
<th>Mountlake Terrace</th>
<th>Lake Stevens/Snohomish</th>
<th>East County/ Monroe</th>
<th>Seattle</th>
<th>East King County</th>
<th>South King/Kitsap</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>North County/Arlington</td>
<td>12,693</td>
<td>6,189</td>
<td>6,284</td>
<td>4,018</td>
<td>1,262</td>
<td>1,250</td>
<td>361</td>
<td>1,401</td>
<td>1,500</td>
<td>3,207</td>
<td>3,567</td>
<td>448</td>
<td>42,180</td>
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<td>Marysville</td>
<td>3,337</td>
<td>6,829</td>
<td>7,028</td>
<td>4,066</td>
<td>1,243</td>
<td>1,288</td>
<td>357</td>
<td>1,811</td>
<td>1,446</td>
<td>3,523</td>
<td>3,589</td>
<td>478</td>
<td>34,993</td>
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<td>Everett</td>
<td>650</td>
<td>1,260</td>
<td>16,976</td>
<td>11,154</td>
<td>3,633</td>
<td>3,656</td>
<td>919</td>
<td>1,103</td>
<td>1,091</td>
<td>9,211</td>
<td>8,811</td>
<td>1,111</td>
<td>59,766</td>
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<tr>
<td>Mukilteo</td>
<td>290</td>
<td>521</td>
<td>5,406</td>
<td>13,978</td>
<td>2,682</td>
<td>5,047</td>
<td>1,138</td>
<td>434</td>
<td>492</td>
<td>10,420</td>
<td>7,932</td>
<td>1,179</td>
<td>49,519</td>
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<tr>
<td>Mill Creek/Bothell</td>
<td>382</td>
<td>634</td>
<td>4,707</td>
<td>6,448</td>
<td>7,853</td>
<td>5,522</td>
<td>1,520</td>
<td>849</td>
<td>1,516</td>
<td>15,171</td>
<td>21,069</td>
<td>2,506</td>
<td>68,168</td>
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<td>Lynnwood/Edmonds</td>
<td>126</td>
<td>216</td>
<td>1,879</td>
<td>3,626</td>
<td>2,102</td>
<td>9,319</td>
<td>2,027</td>
<td>191</td>
<td>298</td>
<td>19,865</td>
<td>7,709</td>
<td>1,961</td>
<td>49,337</td>
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<td>Mountlake Terrace</td>
<td>58</td>
<td>96</td>
<td>745</td>
<td>1,392</td>
<td>1,065</td>
<td>2,661</td>
<td>1,179</td>
<td>88</td>
<td>158</td>
<td>8,714</td>
<td>4,276</td>
<td>877</td>
<td>21,312</td>
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<tr>
<td>Lake Stevens/Snohomish</td>
<td>1,073</td>
<td>1,924</td>
<td>5,518</td>
<td>3,757</td>
<td>1,532</td>
<td>1,212</td>
<td>344</td>
<td>3,476</td>
<td>2,390</td>
<td>3,250</td>
<td>5,492</td>
<td>572</td>
<td>30,542</td>
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<td>East County/ Monroe</td>
<td>4,347</td>
<td>2,940</td>
<td>5,499</td>
<td>4,000</td>
<td>2,573</td>
<td>1,614</td>
<td>482</td>
<td>2,930</td>
<td>9,513</td>
<td>5,509</td>
<td>15,935</td>
<td>1,408</td>
<td>56,751</td>
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<td>Seattle</td>
<td>151</td>
<td>248</td>
<td>1,785</td>
<td>3,021</td>
<td>2,285</td>
<td>5,865</td>
<td>1,894</td>
<td>215</td>
<td>487</td>
<td>338,735</td>
<td>43,853</td>
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<td>15,951</td>
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<td>434</td>
<td>2,747</td>
<td>4,357</td>
<td>5,253</td>
<td>4,356</td>
<td>1,383</td>
<td>633</td>
<td>2,629</td>
<td>75,374</td>
<td>201,973</td>
<td>32,228</td>
<td>22,067</td>
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<tr>
<td>South King/Kitsap</td>
<td>39</td>
<td>64</td>
<td>456</td>
<td>800</td>
<td>743</td>
<td>1,356</td>
<td>379</td>
<td>75</td>
<td>249</td>
<td>119,201</td>
<td>64,796</td>
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<tr>
<td>Total</td>
<td>23,422</td>
<td>21,357</td>
<td>59,028</td>
<td>60,618</td>
<td>32,226</td>
<td>43,145</td>
<td>11,984</td>
<td>13,209</td>
<td>21,770</td>
<td>78,890</td>
<td>78,370</td>
<td>10,539</td>
<td>454,557</td>
</tr>
</tbody>
</table>

Note: Trips that do not enter Snohomish County have been excluded from totals listed above

Legend: Travel Pairs with the Largest Total Volume
- 5 with greatest volume
- 6-10
- 11-15
- 16-20
Table 6-2 2030 Home Based Work - Total Person Trips

<table>
<thead>
<tr>
<th>From</th>
<th>North County/Arlington</th>
<th>Marysville</th>
<th>Everett</th>
<th>Mukilteo</th>
<th>Mill Creek/Bohett</th>
<th>Lynnwood/Edmonds</th>
<th>Mountlake Terrace</th>
<th>Lake Stevens/Snohomish</th>
<th>East County/Monroe</th>
<th>Seattle</th>
<th>East King County</th>
<th>South King/Kitsap</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County/Arlington</td>
<td>20,119</td>
<td>9,585</td>
<td>10,786</td>
<td>6,664</td>
<td>1,891</td>
<td>1,762</td>
<td>485</td>
<td>2,240</td>
<td>4,067</td>
<td>5,195</td>
<td>516</td>
<td>65,585</td>
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<tr>
<td>Marysville</td>
<td>5,252</td>
<td>11,102</td>
<td>13,298</td>
<td>7,024</td>
<td>2,063</td>
<td>1,962</td>
<td>507</td>
<td>3,184</td>
<td>2,360</td>
<td>4,671</td>
<td>5,785</td>
<td>569</td>
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Total: 35,334 31,548 93,783 90,755 48,640 66,247 17,123 21,326 32,251 105,568 120,711 12,653 675,937

Note: Trips that do not enter Snohomish County have been excluded from totals listed above

Table 6-3 Projected Change 2005-2030 Number of Home Based Work Trips

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<th>Mill Creek/Bohett</th>
<th>Lynnwood/Edmonds</th>
<th>Mountlake Terrace</th>
<th>Lake Stevens/Snohomish</th>
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</table>

Total: 11,912 10,191 34,755 30,136 16,415 23,102 5,138 8,117 10,482 26,677 42,340 2,114 221,379

Legend: Travel Pairs with the Largest Total Volume

- 5 with greatest increase
- 6-10
- 11-15
- 16-20

Note: Trips that do not enter Snohomish County have been excluded from totals listed above

This data suggests that, while work-related trip making in around Everett and Lynnwood will grow over the next 20 years, the largest commute destinations and growth in commute travel demand will continue to be focused on King County. Note that East King County, which include
most neighborhoods east of Lake Washington will experience considerable growth as a commute destination. Figure 6-2 illustrates the top ten projected commute patterns in 2030.

**Figure 6-2 Top 10 Work Commute Patterns in 2030 (PSRC Data)**
Non Work Trip Patterns and Total Trip Making

Similar, but more dispersed trip making patterns emerge when non-work trips are analyzed. Table 6-4 thru 6-7 summarize total and non-work trip productions.

### Table 6-4 Increase in Total Trip Making Using the PSRC Model

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<th>From</th>
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<th>Mukilteo</th>
<th>Mill Creek/Bothell</th>
<th>Lynnwood/Edmonds</th>
<th>Mountlake Terrace</th>
<th>Lake Stevens/Snohomish</th>
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Note: Trips that do not enter Snohomish County have been excluded from totals listed above.

Legend: Travel Pairs Seeing the Greatest Increase
- 5 with greatest increase
- 11-15
- 16-20

### Table 6-5 2006 Home Based Non-Work Trips (PSRC)

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<th>Mill Creek/Bothell</th>
<th>Lynnwood/Edmonds</th>
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Table 6-6 2030 Home Based Non-Work Trips (PSRC)

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Table 6-7 Change in Home Based Non-Work Trips (PSRC)

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Legend: Travel Pairs Seeing the Greatest Increase

- 5 with greatest increase
- 11-15
- 6-10
- 16-20

Page 6-7 • NelsonNygaard Consulting Associates
Conclusions from the Analysis of Travel Demand Information

1. Travel demand information suggests that existing travel patterns will continue throughout the next twenty years. Travel patterns that are strong today will continue, with additional volumes added over the coming years.

2. Seattle and North King County will remain the most significant commute destinations for Snohomish County residents.

3. Overall, Everett and Mukilteo will experience the largest increases as commute destinations inside Snohomish County.

4. There will be significant increases in travel demand from North Snohomish County, especially Marysville and Arlington, to Everett and Mukilteo. Both work and non-work trips from this area will increase substantially.

5. Work commutes linking Eastern Snohomish County (Mill Creek, Monroe, and Lake Stevens especially) with Eastern King County will experience significant growth.

6. Trips conducted entirely within a single zone will continue to account for nearly 40% of all trip inside Snohomish County.