

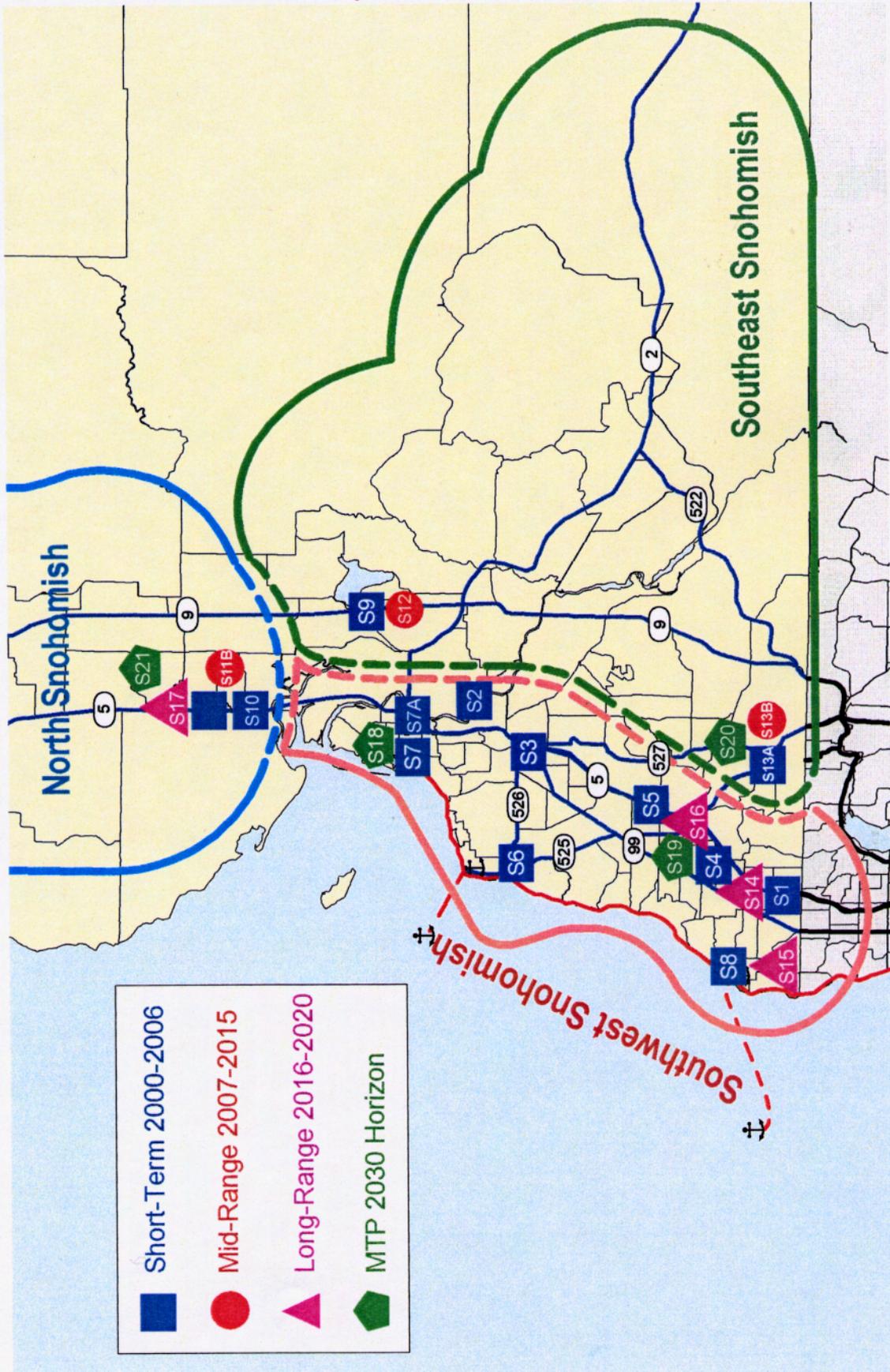


Existing Ferry Terminal

Existing Ferry Route

Proposed Commuter Rail Route

- Short-Term 2000-2006
- Mid-Range 2007-2015
- Long-Range 2016-2020
- MTP 2030 Horizon



METHODOLOGICAL ASSUMPTIONS SPECIFIC TO SNOHOMISH COUNTY

The methodology utilized for the Snohomish County analysis closely followed the methodology outlined in Section III of this report. Adjustments in methodology which pertain only to this county are presented below.

Coverage Areas

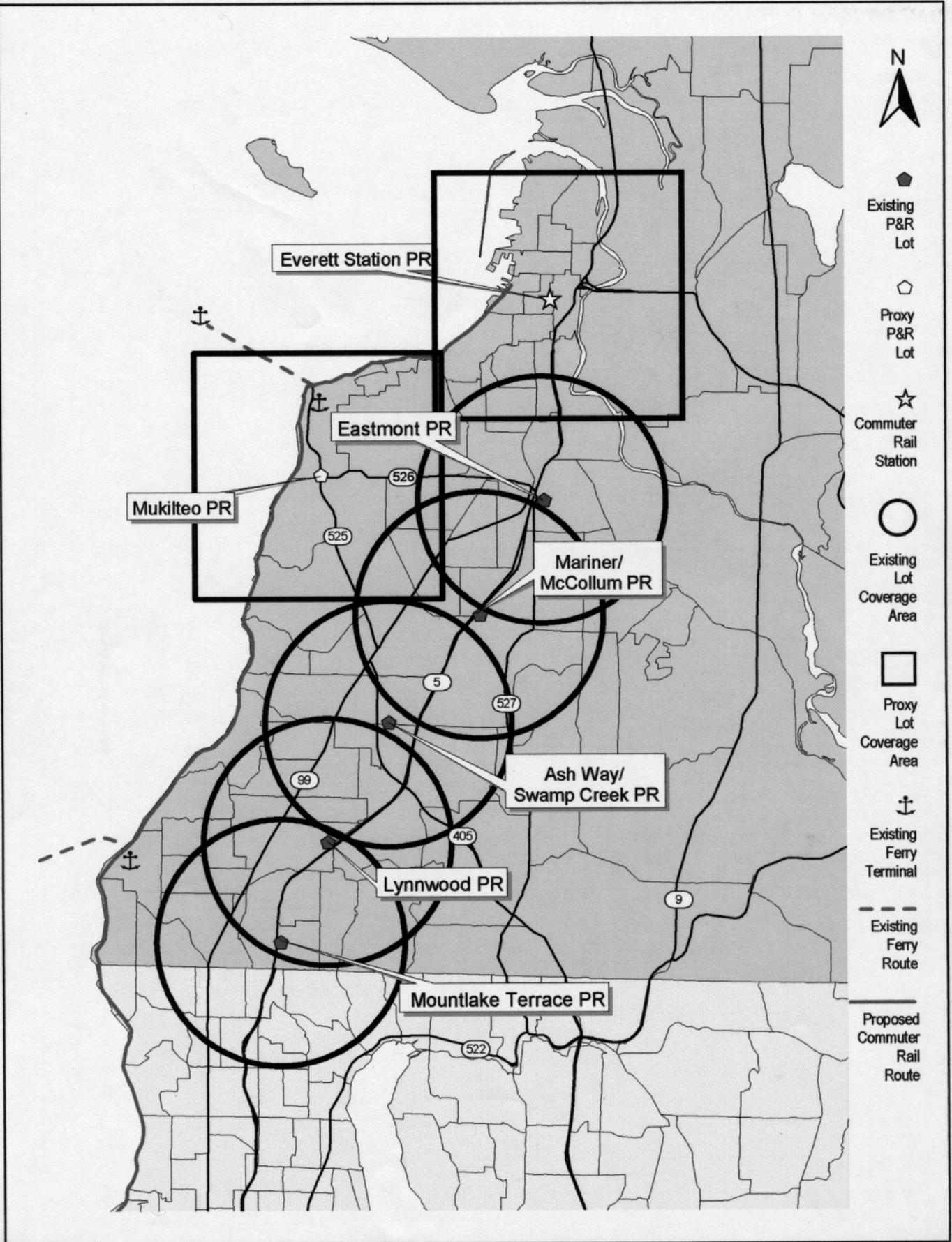
An initial step in the demand estimation involves the identification of ideal coverage areas for each corridor. Coverage areas for individual park-and-ride facilities within each transit corridor are shown in Figures 8.6 through 8.8. Proxy lots and combined existing lots shown in these figures were located for analysis purposes, and do not suggest finalized recommendations.

Transit Assumptions

The PRD model requires the input of transit assumptions. In order to estimate “unconstrained” park-and-ride demand, reasonably aggressive existing and future transit service levels were assumed. These assumptions included:

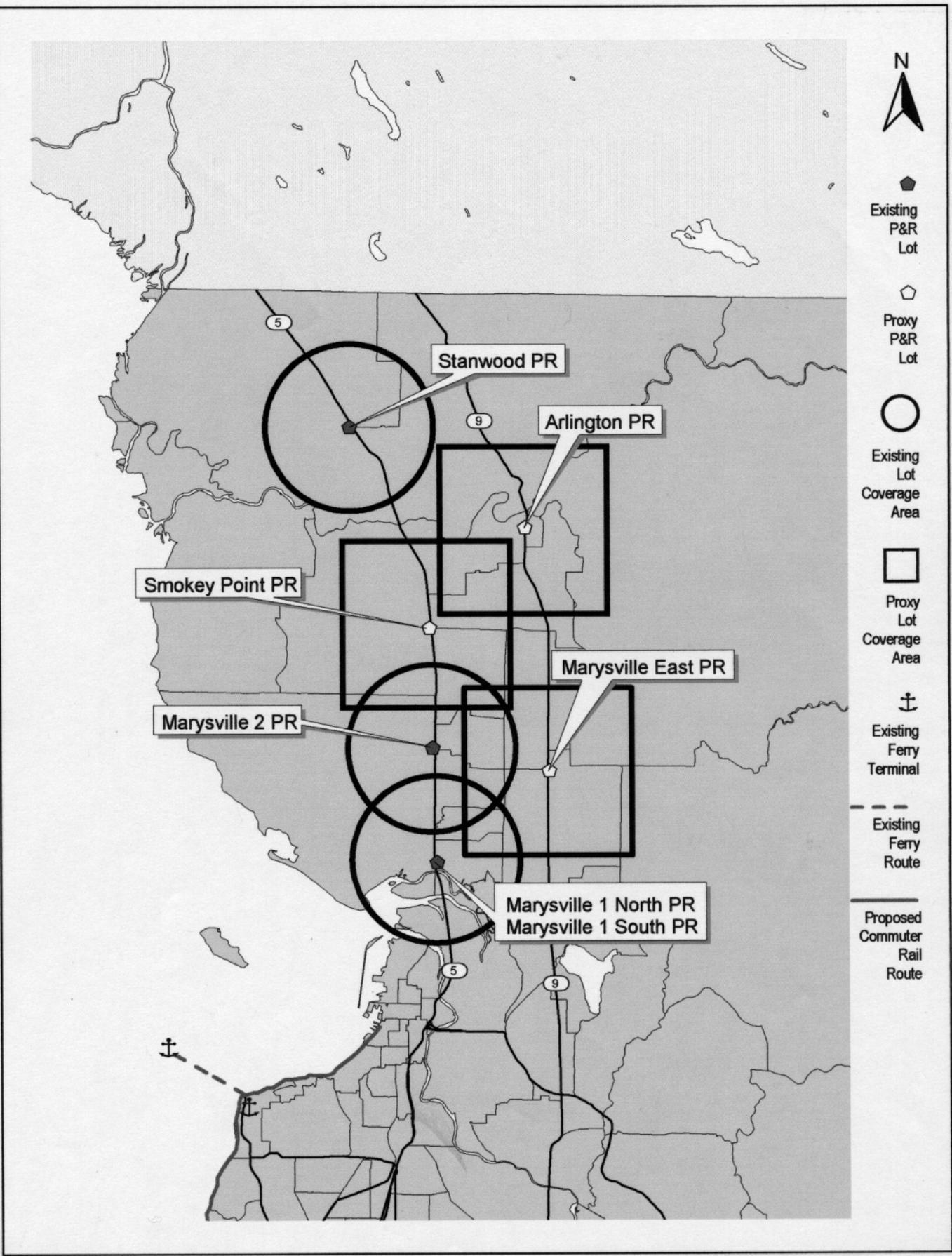
- The definition of AM peak period was moved back approximately ½ hour to accommodate commute distance and congestion delays to the Seattle CBD.
- Assumed headways are presented in Table 8.4. These assumptions were developed in close concert with Community and Sound Transit.





Coverage Areas for the SW Snohomish Corridor





Existing P&R Lot

Proxy P&R Lot

Existing Lot Coverage Area

Proxy Lot Coverage Area

Existing Ferry Terminal

Existing Ferry Route

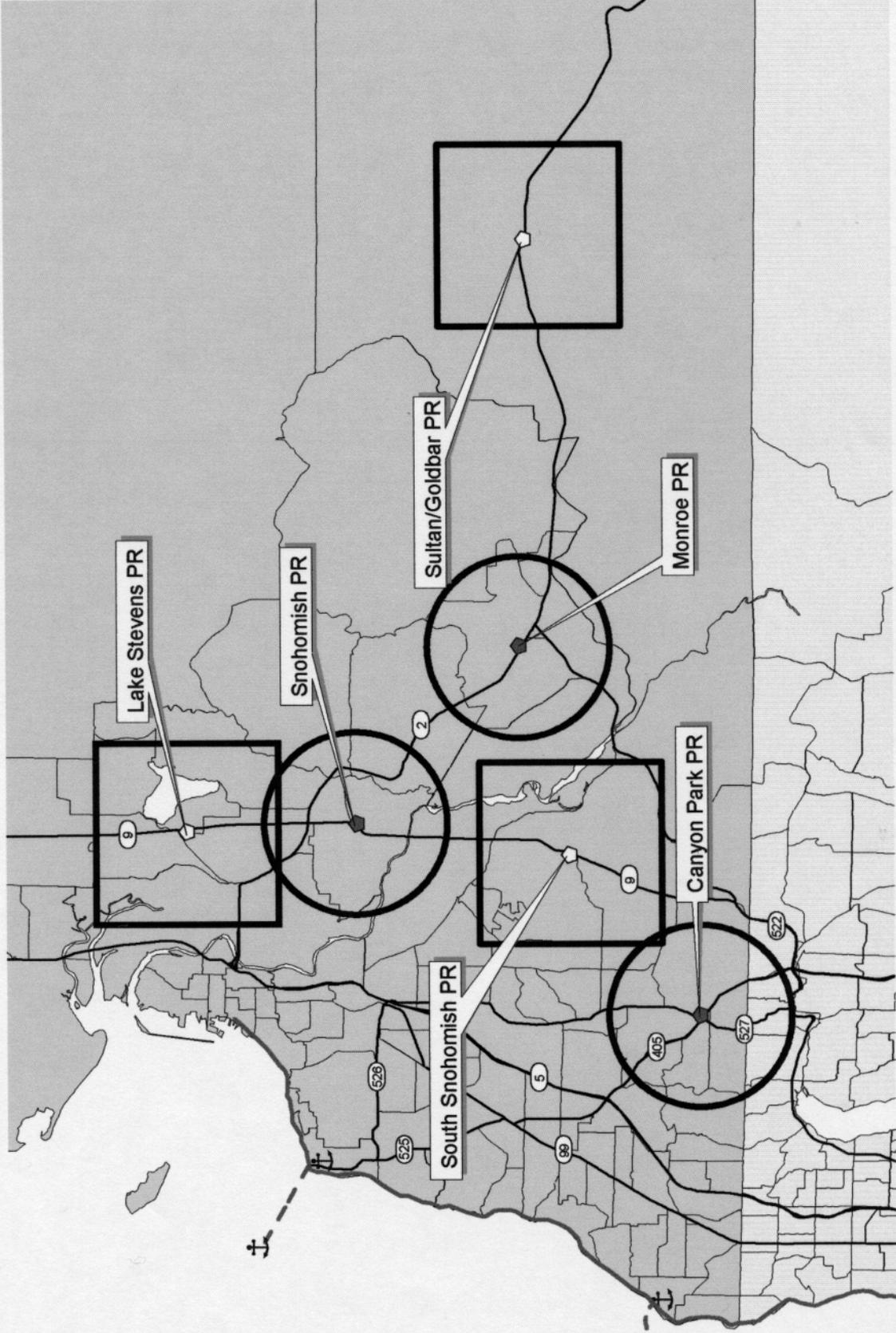
Proposed Commuter Rail Route

Coverage Areas for the North Snohomish Corridor





- Existing P&R Lot
- Proxy P&R Lot
- Existing Lot Coverage Area
- Proxy Lot Coverage Area
- Proposed Commuter Rail Route
- Existing Ferry Terminal
- Existing Ferry Route



Coverage Areas for the SE Snohomish Corridor



Table 8.4

Snohomish County Transit Assumptions

Snohomish County Transit Assumptions																								
Facility	Year 2000								Year 2010								Year 2020							
	Seattle		UW		Everett		Bellevue		Seattle		UW		Everett		Bellevue		Seattle		UW		Everett		Bellevue	
	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip	Head-way	AM Trip
Arlington	1	0	1	0	90	2	1	0	60	3	1	0	30	6	1	0	60	3	1	0	30	6	1	0
Ash Way/Swamp Creek P&R	11	16	45	4	60	3	30	6	5	36	30	6	30	6	30	6	5	36	30	6	30	6	20	9
Canyon Park	25	7	1	0	1	0	15	12	15	12	1	0	1	0	15	12	15	12	1	0	1	0	10	18
Everett Station	25	7	1	0	60	3	1	0	5	36	1	0	30	6	30	6	5	36	1	0	30	6	20	9
Lake Stevens	1	0	1	0	60	3	1	0	30	6	1	0	30	6	1	0	15	12	1	0	15	12	1	0
Lynnwood TC/P&R	7	26	12	15	1	0	30	6	5	36	10	18	1	0	30	6	5	36	15	12	1	0	20	9
Mariner/McCollum	6	30	25	7	1	0	1	0	5	36	30	6	1	0	1	0	5	36	30	6	1	0	1	0
Marysville 1	36	5	1	0	60	3	1	0	15	12	1	0	30	6	1	0	15	12	1	0	15	12	1	0
Marysville 2	60	3	1	0	45	4	1	0	30	6	1	0	30	6	1	0	30	6	1	0	15	12	1	0
Marysville E	1	0	1	0	45	4	1	0	30	6	1	0	30	6	1	0	1	0	1	0	15	12	1	0
Monroe	90	2	1	0	60	3	1	0	30	6	1	0	30	6	1	0	30	6	1	0	30	6	1	0
Mountlake Terrace	20	9	22	8	1	0	1	0	5	36	30	6	1	0	1	0	5	36	30	6	1		1	0
Mukilteo	36	5	45	4	1	0	1	0	15	12	30	6	1	0	1	0	10	18	30	6	1	0	1	0
S. Snohomish	1	0	1	0	60	3	1	0	30	6	1	0	30	6	1	0	60	3	1	0	30	6	1	0
Smokey Point	1	0	1	0	45	4	1	0	30	6	1	0	30	6	1	0	30	6	1	0	30	6	1	0
Snohomish	26	7	1	0	60	3	1	0	30	6	1	0	30	6	1	0	30	6	1	0	30	6	1	0
South Everett/Eastmont	23	8	1	0	60	3	30	6	15	12	1	0	30	6	30	6	15	12	1	0	30	6	20	9
Stanwood	60	3	1	0	60	3	1	0	30	6	1	0	30	6	1	0	30	6	1	0	30	6	1	0
Sultan/Goldbar	1	0	1	0	60	3	1	0	60	3	1	0	30	6	1	0	60	3	1	0	30	6	1	0

Source: Community Transit and Sound Transit *transit assumptions snohom ct.xls*

Local Methodological Adjustments

A uniform methodology was applied throughout the study in order to assure consistency of findings. The three step approach outlined in the Methodology chapter (Section III) of the report allowed for minor modifications to be made for each county.

Because the PRD model was primarily developed in King County, adjustments were required to validate the model for use in Kitsap, Pierce, and Snohomish counties. These adjustments were made on a trial-and-error basis using existing observed demand to obtain reasonable results. The following methodological adjustments were made for the Snohomish County analysis:

- In order to account for the heavy congestion from the county line to the Seattle CBD, extra mileage was added to the inputs for distance to the CBD for all lots.
- Three sets of growth rates were estimated for King County. These growth rates were taken from the Sound Transit and PSRC models, and applied to the lots by transit corridor as follows:

Growth Rate Area	Growth Rate		Lots
	Transit	Population	
North Snohomish	1.052	1.020	Arlington Marysville 1, 2, & E Smokey Point Stanwood
Southeast Snohomish	1.031	1.019	Canyon Park Lake Stevens Monroe S. Snohomish Snohomish Sultan/Goldbar
Southwest Snohomish	1.029	1.020	Eastmont/S Everett Everett Station Lynnwood Mariner/McCollum Mountlake Terrace Mukilteo Ash Way/Swamp Creek

