**Access improvements timeline**

**2008**
- Voters approve ST 2

**2010 - 2012**
- Sounder Access Study
- Spring 2013 Leadership Working Group

**Summer 2013 - Summer 2014**
- Alternatives Improvement
- Environmental Review
- Preliminary Design
- ROW/Property Acquisition and Permitting
- Final Design
- Construction

Open to the public by 2023

In 2008 voters approved the Sound Transit 2 plan providing funding for access improvements at Puyallup Station.

In 2012 Sound Transit completed the Sounder Stations Access and Demand Study, which provided a preliminary list of potential improvements within a half-mile of the station.

In spring 2013 a leadership working group composed of Sound Transit Board members and Puyallup City Council members helped establish goals and evaluation criteria for the project.

**We are here**

Sound Transit is now developing access improvement packages for Puyallup Station.

The first open houses in February helped us identify important options. This spring, we will seek input from the public on access improvements packages.

In the summer, the Sound Transit Board will be asked to identify one or more packages of improvements to study more closely in an environmental review process.

**Alternatives development process**

Identify improvement options

Develop and evaluate packages of improvement options

Refine package of improvement options

Sound Transit Board identifies preferred alternative

**Open House - February 2014**

**Open House - Spring 2014**

**About the Puyallup Station Access Improvements project**

In the 2008 Sound Transit 2 ballot measure, voters approved funding to improve access at Sounder stations. The Puyallup Station Access Improvement Project is evaluating potential capital investments to improve access to Puyallup Station for pedestrians, bicyclists and drivers. Sound Transit is planning to construct all improvements by 2023.

Nearly 1,000 people each day ride a Sounder train or ST Express bus from Puyallup Station. Ten round-trip Sounder trains stop at Puyallup Station each weekday, Sound Transit plans to provide 13 roundtrips by 2017, and predicts about a 70 percent increase in ridership by 2035.

As Sounder ridership and service increases, easy and reliable access to the station will become even more important. Sounder parking spaces are usually full early in the morning and riders heading to and from Puyallup Station experience congested traffic.

**Your chance to be involved**

Take our online questionnaire: soundtransit.org/PuyallupImprovements

Sign up for email project updates: soundtransit.org/subscribe

For more information, contact Ryan Bianchi at 206-398-5070 or ryan.bianchi@soundtransit.org

**Improvement options**

Working with input from Sounder riders and other community stakeholders, Sound Transit has developed six different pedestrian, bike, bus/traffic and parking access improvement packages. This issue of the project newsletter primarily includes proposed multi-modal improvement packages, evaluation results and next steps.
Project purpose
Sound Transit plans to improve access for Sounder train riders to Puyallup Station, focusing on pedestrians, bikes and personal vehicles through:
- Focusing on pedestrian and parking garage improvements within a quarter-mile of the station
- Focusing on parking lot, vehicle access and bicycle improvements within a half-mile of the station
- Completing the project by 2023

Total budget: $55 million (2014 dollars)

Project goals and evaluation criteria
Sound Transit worked with city staff, community leaders and stakeholders to develop project goals and evaluation criteria.

These goals provide a framework for developing access improvements. The evaluation criteria will be used to help assess the effectiveness of proposed improvements.

<table>
<thead>
<tr>
<th>DRAFT GOALS</th>
<th>EVALUATION CRITERIA</th>
</tr>
</thead>
</table>
| Provide improved access to Sounder riders | - Provides capacity for existing and future riders
- Provides safe, multi-modal access and reliable travel times to the Sounder station area for riders |
| Benefit the local community | - Supports community character, vision, plans and policies for the station area, including historic downtown
- Supports access to parking for downtown businesses and residences within the station area
- Minimizes additional congestion and impacts to neighborhood traffic within the station area |
| Support Sound Transit’s regional commitments | - Is cost-effective and financially sustainable
- Supports plans and policies from Sound Transit and regional policies
- Builds on the access improvements identified in the Sounder Stations Access and Demand Study |
| Maintain a healthy environment | - Minimizes potential adverse impacts to the natural and built environment |

What options are being considered?
See inside insert for specific locations of pedestrian, bike and bus/traffic improvements under consideration.

Potential bus improvements
Current bus service to the station is provided by Pierce Transit routes 400, 402, 409 and 495. Sound Transit will evaluate improvements, such as transit signal priority, that could improve bus access to the station.

Potential parking improvements
As ridership grows, parking demand increases. Sound Transit estimates up to 600 additional parking spaces will be needed to keep up with demand at Puyallup Station. Sound Transit is evaluating both surface and garage parking options.

Potential types of parking improvements
- **Surface lot**
  - One or more surface lots
  - Leased and/or purchased
  - $6,500 per space to build

- **Parking garage**
  - Minimum size of 120 feet by 220 feet
  - Up to 4-1/2 stories (parking on the roof of a 4-story building)
  - $30,000 per space to build

Potential pedestrian and bicycle improvements
Sound Transit is studying improvements that would make it easier for pedestrians and cyclists to access the station. Improvements could include new or improved crosswalks, bike lanes and pedestrian pathways.

Potential congestion improvements
Sound Transit is exploring options with the City of Puyallup to reduce transit rider-related congestion near the station, including:
- Tools to manage traffic flow, including coordination of new and/or existing traffic signals
- Focused capacity improvements to existing roadways and/or intersections
Puyallup Station Access Improvements Project

Evaluation results

Based on the project goals, the evaluation criteria below were used to help assess the effectiveness of proposed improvements in six different packages. All packages currently support Sound Transit regional commitments and build on the access improvements identified in the Sounder Stations Access and Demand Study.

<table>
<thead>
<tr>
<th>Goal</th>
<th>Evaluation Criteria</th>
<th>Package A</th>
<th>Package B</th>
<th>Package C</th>
<th>Package D</th>
<th>Package E</th>
<th>Package F</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Surface with Shaw Road B, WTH unfunded bus service = Red Lot</td>
<td>All Surface - Gold Lot, Red Lot, Eagles WITH unfunded bus service</td>
<td>Eagles Garage (no surface parking)</td>
<td>Transit Center Garage = Red Lot</td>
<td>Transit Center Garage = Red Lot</td>
<td>Small Eagles Garage + Small Cornforth/ Campbel Garage</td>
<td></td>
</tr>
<tr>
<td>Cost</td>
<td>Cost (2014 dollars)</td>
<td>$45 M</td>
<td>$39 M</td>
<td>$50 M</td>
<td>$50 M</td>
<td>$39 M</td>
<td>$52 M</td>
</tr>
</tbody>
</table>

Results based on impacts/benefits to the station area

Lower performing | Higher performing

Moving Towards a Preferred Package

Based on input received over the last year from community stakeholders, a set of pedestrian, bike, bus/traffic and parking improvements have been developed to support the project goals.

What pedestrian, bike and bus/traffic improvements are being considered?

All packages would include the following improvements:
- Pedestrian/bike bridge over railroad crossing at station
- Station area traffic signal improvements
- Station area intersection, sidewalk and lighting improvements for pedestrians
- Bike route improvements on W Stewart Ave, W Main Ave, 3rd Ave NW
- Added bike storage at station
- Total investments: approximately $11 M

What parking options are being considered?

The six access improvement packages differ by parking type and location. Every package includes pedestrian, bike and bus/traffic management investments.

- **Package A**: Shaw Road surface lot: 400 spaces
  - Red lot lease expansion: Additional 200 spaces (no additional bus service)
  - New access street to Shaw Road lot
  - Bus service from Shaw Road lot (unfunded and service provider not identified)

- **Package B**: Gold lot lease: 320 spaces
  - Red lot lease expansion: Additional 200 spaces (no additional bus service)
  - Eagles surface lot: Add 80 spaces for a total of 148 spaces
  - Bus shuttle from Gold lot (service provider not identified)
  - Pedestrian crossing improvements at 5th Street NW

- **Package C**: Eagles garage (3-½ stories): 600 spaces
  - Additional pedestrian bridge across 5th Street NW

- **Package D**: Gold lot lease: 320 spaces
  - Red lot lease expansion: Additional 200 spaces (no additional bus service)
  - Eagles surface lot: Add 80 spaces for a total of 148 spaces
  - Bus shuttle from Gold lot (service provider not identified)
  - Pedestrian crossing improvements at 5th Street NW

- **Package E**: Transit Center garage (4-½ stories): total 750 spaces
  - Red lot lease expansion: Additional 250 spaces (no additional bus service)

- **Package F**: Eagles garage (3-½ stories): 300 spaces
  - Additional pedestrian bridge across 5th Street NW
What parking options are being considered?

**Package A** All Surface with Shaw Road B, WITH unfunded bus service + Red Lot

**Package B** All Surface - Gold Lot, Red Lot, Eagles WITH unfunded bus service

**Package C** Eagles Garage (no surface parking)

**Package D** Transit Center Garage (no surface parking)

**Package E** Transit Center Garage + Red Lot

**Package F** Small Eagles Garage + Small Comfort/Campbell Garage