

Puyallup Station Access Improvement Project

**Phase 1: Final Report
Identifying Access Improvements**

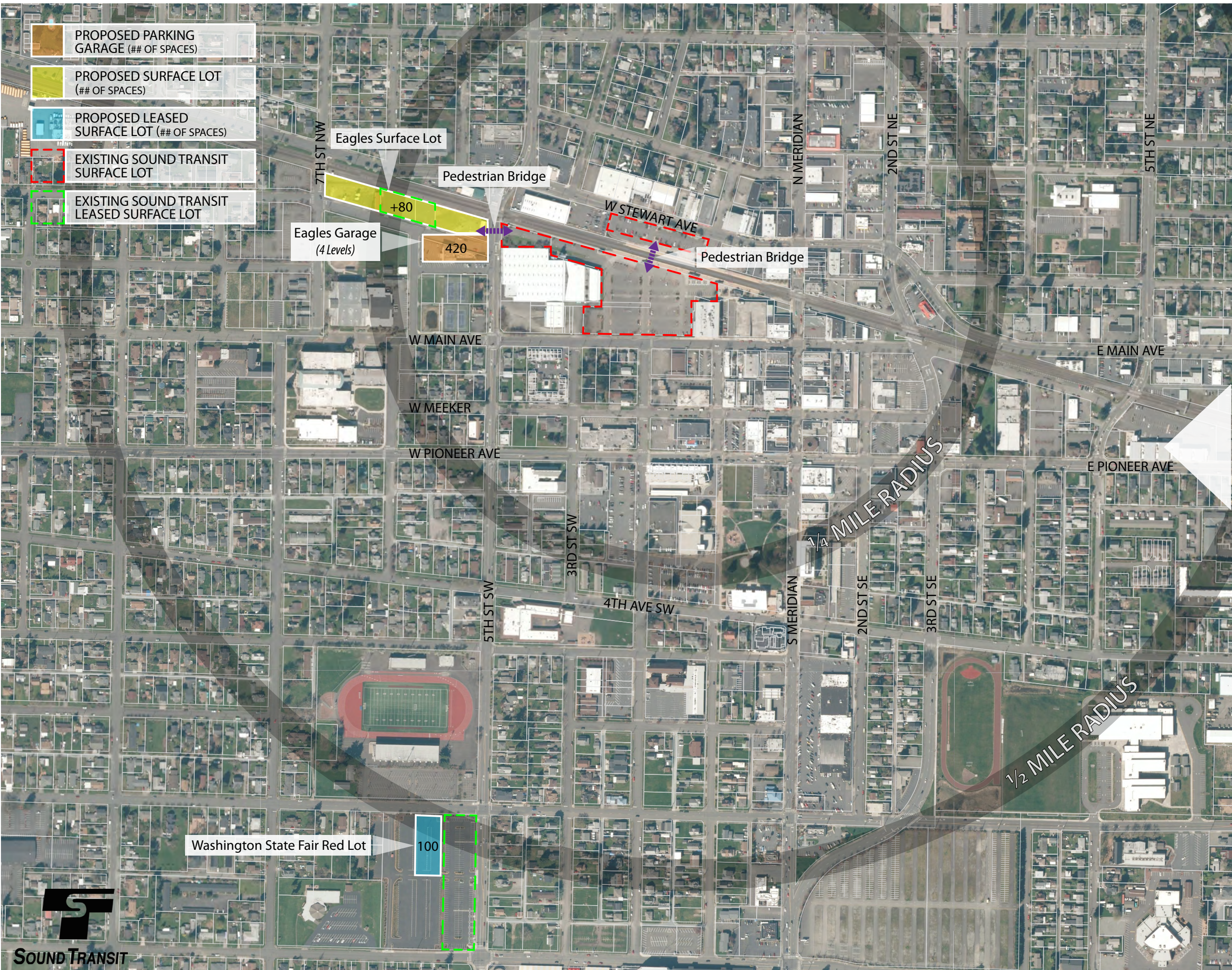
Summer 2014

*Amended with Sound Transit Board
Action dated August 28, 2014*





- PROPOSED PARKING GARAGE (## OF SPACES)
- PROPOSED SURFACE LOT (## OF SPACES)
- PROPOSED LEASED SURFACE LOT (## OF SPACES)
- EXISTING SOUND TRANSIT SURFACE LOT
- EXISTING SOUND TRANSIT LEASED SURFACE LOT



Puyallup Preferred Parking Option

What's Inside This Document?

Motion #2014-64
 (Identifying the preferred package of access improvements for the Puyallup Station Access Improvement Project)

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MOTION NO. M2014-64

A motion of the Board of the Central Puget Sound Regional Transit Authority (1) Identifying the Preferred Alternative for the Puyallup Station Access Improvements Project to advance into environmental review, and; (2) approving Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process.

BACKGROUND:

In November 2008, the voter-approved ST2 Plan included funding for access improvements to the Puyallup Sounder Station. During the process of refining the projects included in the ST2 plan, the ST Board responded to community concerns by calling for a Sounder Access and Demand Study. The Study evaluated potential access improvements to eight existing Sounder stations including Puyallup. The study provided a range of potential access improvement projects that Sound Transit could implement in full or in part, that would allow riders to use alternative modes of travel to the Puyallup Station.

The Puyallup Station Access Improvements Project builds on the results of the Sounder Station Access and Demand Study. Phase 1 of the study evaluated parking, traffic, pedestrian and bicycle access improvements that could be made to improve rider access to the Puyallup Station. The study performed under Phase 1 led to the various packages of parking and access improvements that are being advanced to the Board for identification of a preferred alternative.

Sounder service between Puyallup and Seattle continues to experience growth in demand. Over 1,000 people each day ride a Sounder train or ST Express bus from the Puyallup Station and predicts about a 70 percent increase in ridership by 2035.

The parking lots at the Puyallup Station operate at or above capacity daily. Puyallup community members and our customers are asking Sound Transit to better manage available parking at stations and the impact to local streets and downtown associated with expanded parking near commuter rail stations.

There are six different alternatives presented to the Sound Transit Board for consideration and advancement to the environmental review and Conceptual Engineering phase. The Board will not make a final decision on the project to be built until after completion of the environmental review, which is anticipated in late 2015.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that (1) the Preferred Alternative for the Puyallup Station Access Improvements Project to advance into environmental review is identified, and; (2) Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative are approved within Sound Transit's Phase Gate process.

The Sound Transit Board identifies for environmental review and preliminary engineering:
Package C: Large Eagles Garage with the following modifications:

- A parking garage at the Eagles site with approximately 420 spaces and a pedestrian overpass from the garage to the Sounder Station
- Surface parking along the north side of 3rd Avenue North West
- Additional leased parking at the Red Lot

Pedestrian and bicycle improvements including:

- Strategic station area traffic signal improvements
- Pedestrian/bike bridge over the railroad tracks at the station
- Pedestrian/bike bridge over 5th Street NW to facilitate access to and from the Eagle's garage to the station
- Sidewalk and ADA curb ramp improvements on West Main Avenue, West Pioneer Ave, North Meridian Street, 4th Street Northwest and 5th Street Southwest
- Bike routes improvements on West Stewart Avenue, West Main Avenue, 7th Avenue Southwest and 4th Street Northwest
- Additional bike storage at the station

Sound Transit should consider opportunities for public parking in the station garage on weekends, holidays and for special events.

Sound Transit should engage in a partnership with downtown Puyallup businesses to encourage Sounder riders to frequent local businesses.

Sound Transit will support a partnership with WSDOT and the cities of Puyallup and Sumner to fund multi-modal improvements to the SR410 interchange. Automobile, pedestrian, bicycle and bus access to the transit center garage could be greatly improved by modifications to this interchange.

Sound Transit should make a financial contribution to the project tied to pedestrian, bicycle, and transit access to station, if other funding can be identified, consistent with the ST2 cost estimate.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 28, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator

Executive Summary

What is the Purpose of this Document?

This report summarizes the work Sound Transit has done with stakeholders to develop a package of access improvement investments that will benefit Sounder riders and the local community in Puyallup. The Sound Transit Board will identify a preferred alternative, or package, of the six described in this document. The preferred package will be advanced for further environmental study and design.

What is the Problem?

Over 1,000 people ride a Sounder train or ST Express bus from the Puyallup Station each day. Nearly two-thirds of Sounder riders drive and park at the Puyallup Station or other lots. Another twenty percent use local bus services to access the Puyallup Station. Many of these riders find it difficult to access the Puyallup Station because parking is full by the second morning train before 6 am. Traffic congestion creates delays at intersections around the station, similarly affecting both drivers and buses.



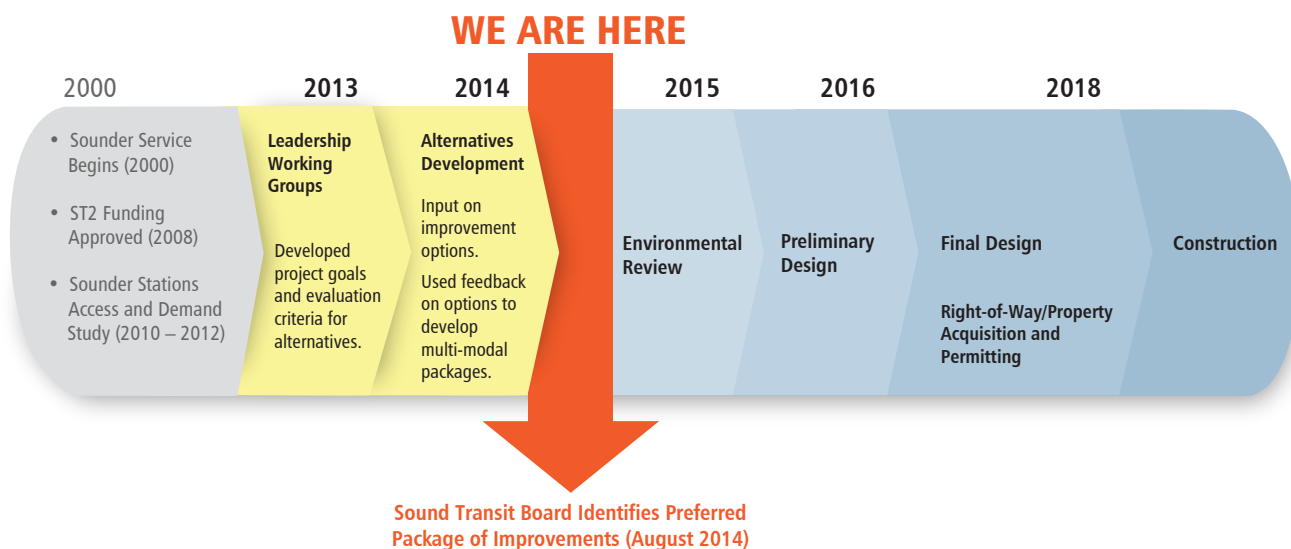
Sound Transit is expanding its Sounder rail service, which is planned to include three new round trip trains by 2017. Sound Transit is also predicting a 70 percent increase in ridership by 2035 - approximately 600 new riders in Puyallup alone. Additional parking and congestion management will be required to meet this growing ridership demand. Similarly, additional bicycle and pedestrian amenities will expand non-motorized access to the station.

What is the Project?

The **Puyallup Station Access Improvement Project** will provide a set of the capital investments approved by voters in the 2008 Sound Transit 2 (ST2) ballot measure. This project will:

- Build pedestrian and bicycle improvements;
- Provide up to 600 additional parking stalls, either in a lot and/or structure;
- Make traffic congestion improvements

What is the Project Timeline?



Who Did Sound Transit Talk to and What Did We Hear?

Sound Transit recognizes that parking, pedestrian and bicycle improvements to the station need to work for the community in which they are located. In order to develop improvements that support the community, Sound Transit met regularly with Puyallup City staff, elected officials and other community stakeholders to develop and review proposed improvements. During this process, general themes emerged from different stakeholders, including:

- Sounder riders – Want parking close to the station, with reliable, fast, and comfortable access.
- Residents – Primarily from residents that are not Sounder riders, there are concerns regarding an increase in traffic and congestion, and the desire to preserve quality of life and the community character.
- Businesses – Want to preserve access and parking for employees and customers while improving Sound Transit rider exposure to local businesses.

How Did Sound Transit Group or Package the Improvements?

Parking alternatives were developed to reflect the range of issues and concerns voiced by project stakeholders and vary by parking location, surface lot versus parking garage, and parking space count at each location. Non-motorized improvements are the same in each package. The packages can be found in the fold-out of page iii of this Executive Summary titled “Parking Packages Considered for Sound Transit Board Action.”

What Were the Parking Preferences for Each Package?

Each package of access improvements includes pedestrian, bike, and traffic improvements within the station area, as listed on the fold-out of page iii of this Executive Summary. The majority of project stakeholders supported these improvements. Project stakeholder opinions differed by proposed parking location, as summarized below.

Puyallup City Council – Desire for less concentrated parking (vs. 600 in one location)

- +** • Proposed Mid-sized Eagles Garage and remainder surface parking at Red Lot or expansion of existing Eagles Surface Lot (Modified Package C with smaller garage)
- Small Transit Center Garage + Red Lot – second choice after Modified Package C (Package E)
- • Shaw Road and Cornforth/Campbell sites (Packages A, B, D, and F)

Stakeholder Roundtable – Desire for shared-use parking for downtown businesses and Puyallup High School

- +** • Proposed Mid-sized Transit Center Garage and remainder surface parking at Red Lot (Modified Package E with larger garage)
- Large Eagles Garage (Package C)
- • Shaw Road and Cornforth/Campbell sites (Packages A, B, D, and F)

General Public and Riders – Keep parking close and convenient to the Puyallup Station

- +** • Transit Center Garage (Package D)
- Large Eagles Garage (Package C)
- Small Transit Center Garage (Package E)
- • Shaw Road and Cornforth/Campbell site (Packages A, B, D, and F)

What Happens After the Sound Transit Board Identifies a Preferred Package?

Once a preferred package is identified, Sound Transit will begin design, engineering, and environmental documentation. This will include:

- Continued stakeholder outreach
- Preliminary engineering and architectural design
- Environmental review

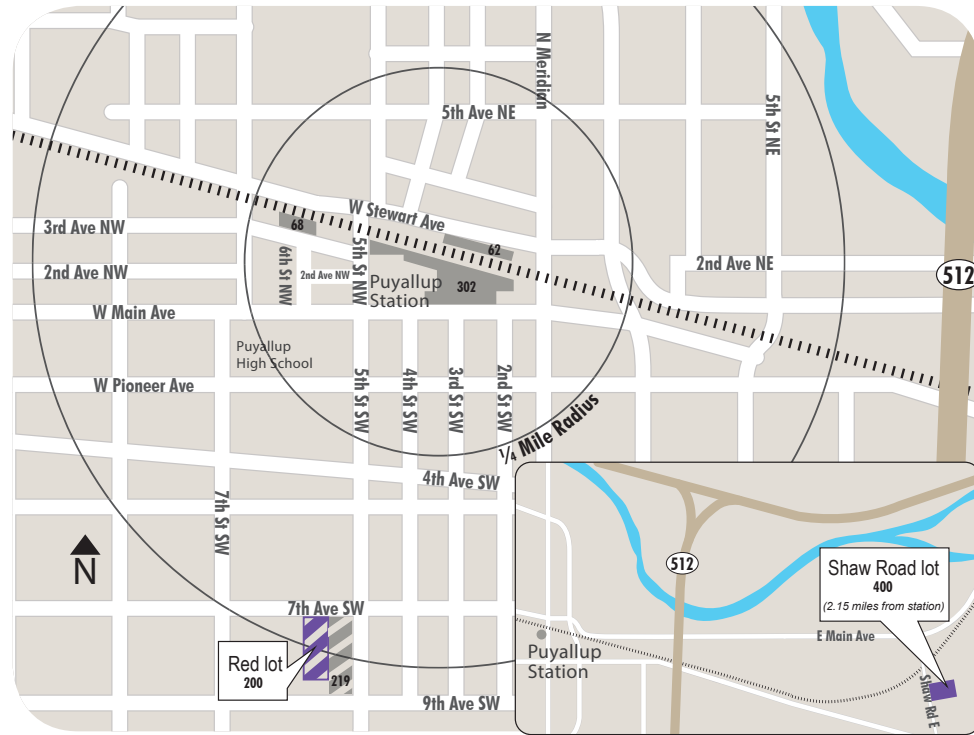
Parking Packages Considered for Sound Transit Board Action

Note: All packages include traffic and non-motorized improvements as shown on the following page.

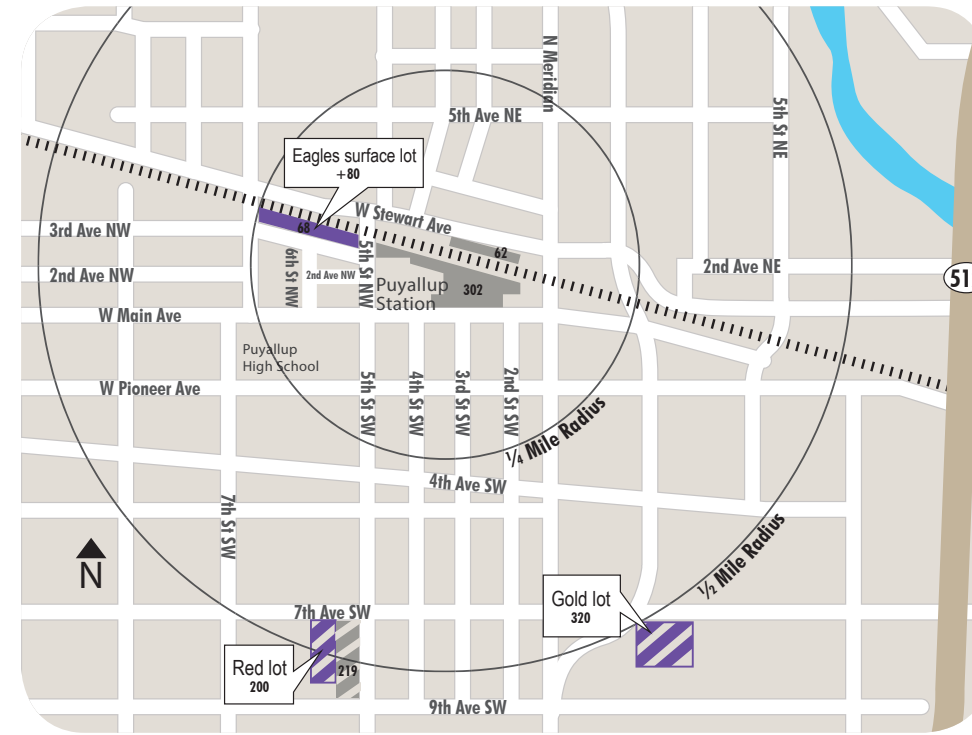
* This project does not include funds to support shuttle bus service. Shaw Road and Gold Lot will require shuttle service to Puyallup Station. No shuttle service has been identified for these sites.

	Existing Sound Transit surface lot (# spaces)		Potential surface lots		Potential parking garage
	Existing Sound Transit leased surface lot (# spaces)		Potential leased surface lots		Pedestrian/bicycle access bridge

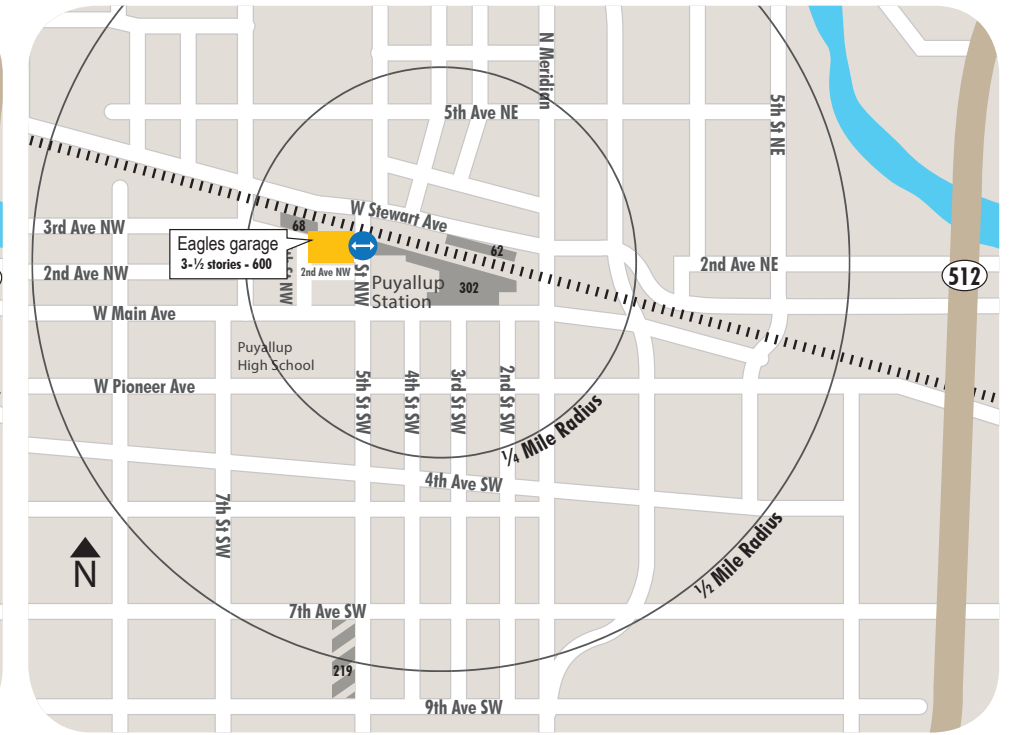
Package A Shaw Road + Red Lot* (\$45 M)



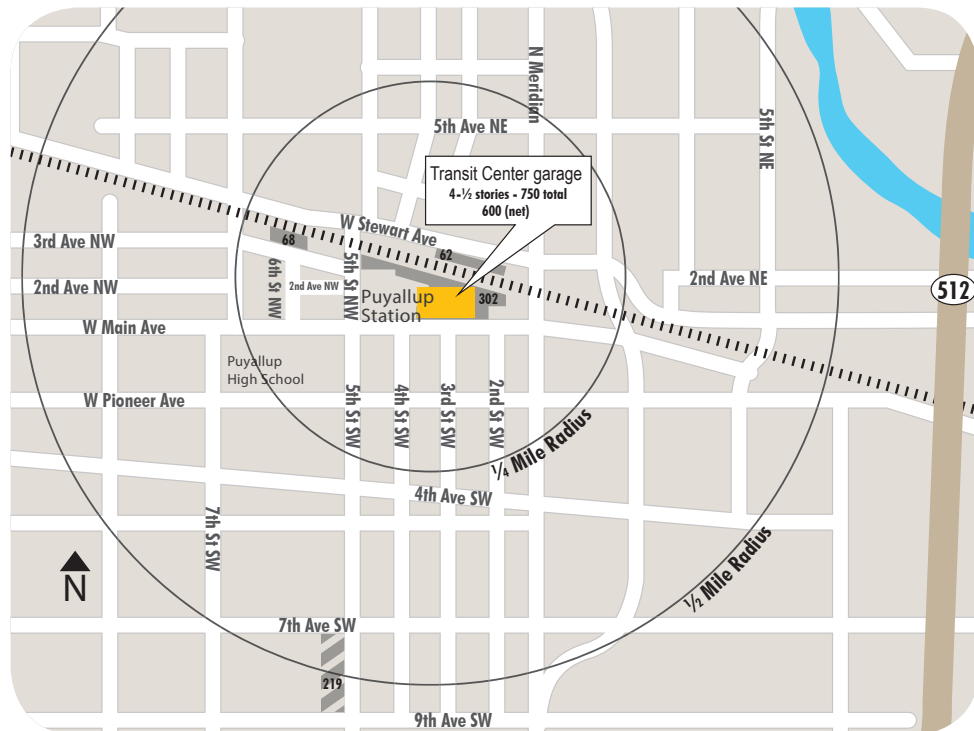
Package B Red Lot + Gold Lot + Eagles Surface Lot* (\$39 M)



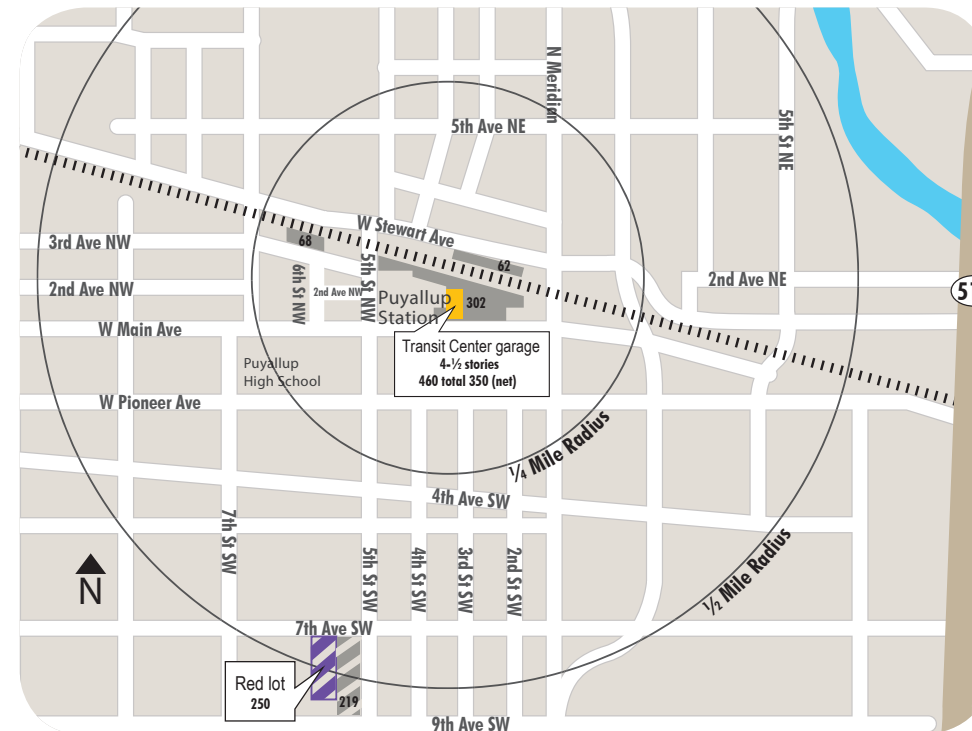
Package C Large Eagles Garage (\$50 M)



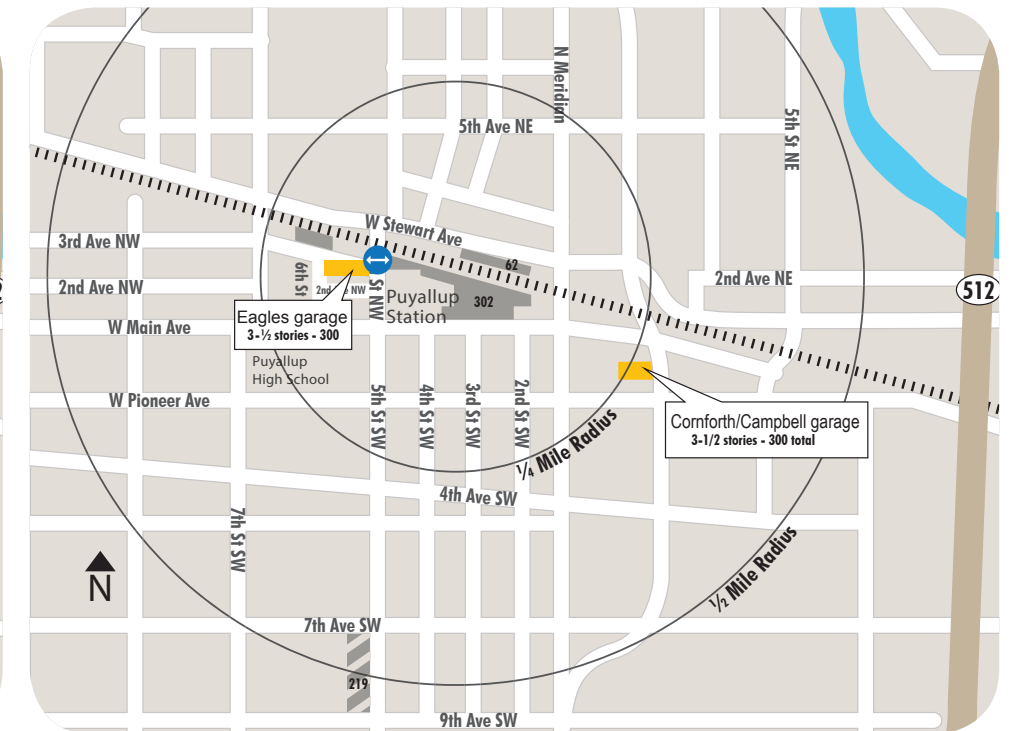
Package D Large Transit Center Garage (\$50 M)



Package E Small Transit Center Garage + Red Lot (\$39 M)



Package F Cornforth/Campbell Garage + Eagles Garage (\$52 M)

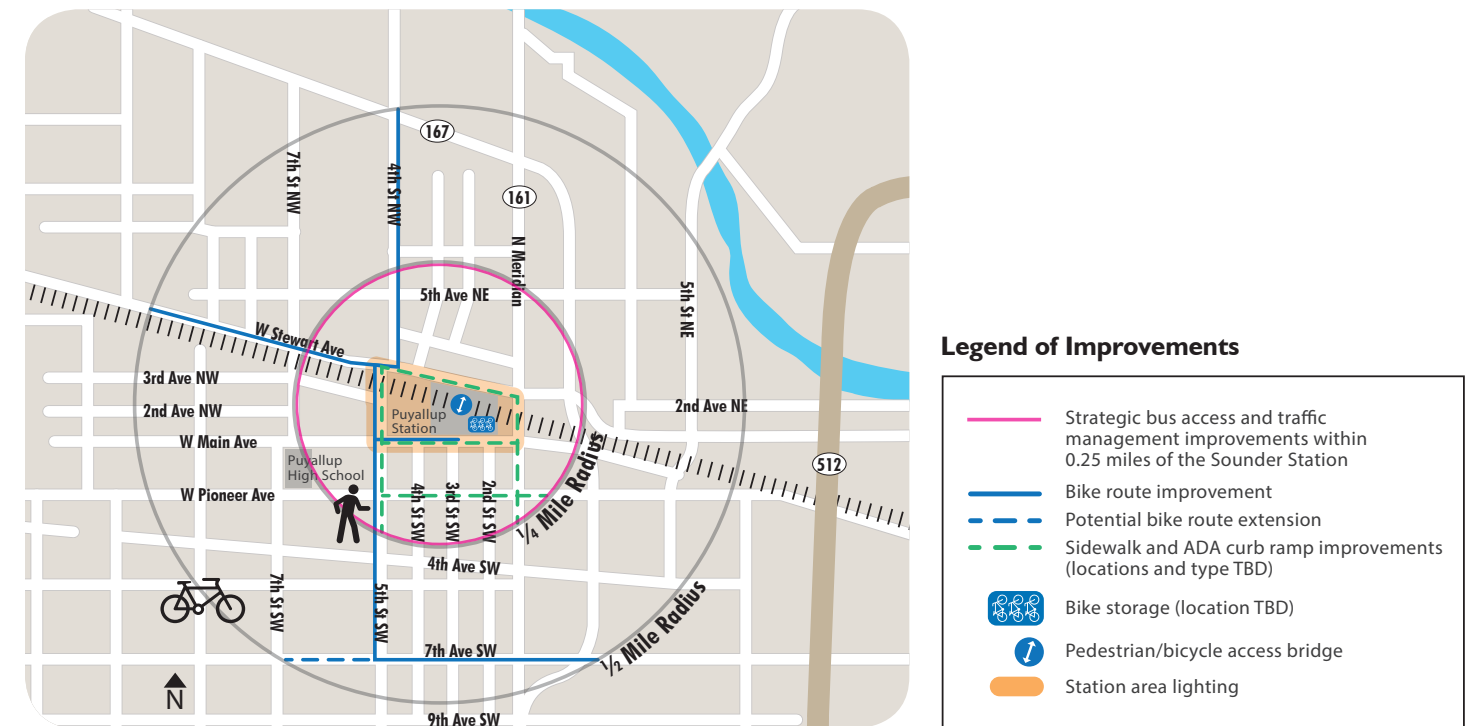


What Improvements Are Common to All Packages?

Six different multi-modal access improvement packages were developed for the project. The packages differ only by parking type and location. Every package includes pedestrian, bike and bus/traffic management investments. Specific improvements will be detailed during project design in the next phase of the project.

The figure below identifies where strategic pedestrian, bike, and traffic improvements are proposed within the station area. Pedestrian improvements will be focused within 0.25 miles of the station and bike improvements within 0.5 miles of the station.

AREA FOR PEDESTRIAN, BIKE, AND TRAFFIC IMPROVEMENTS



All packages include the following improvements:

- Pedestrian/bike bridge over railroad tracks 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, 7th Ave SW, 5th Street SW/4th Street NW
- Added bike storage at station
- Total investments: approximately \$11 M (included in cost totals for packages)



PUYALLUP STATION

What is the Project?

About the Puyallup Station Access Improvement Project

In the Sound Transit 2 (ST2) ballot measure (from 2008), voters approved funding to improve access at Sounder stations. This program provided \$52 million to make station access improvements in Puyallup, Washington. The Puyallup Station Access Improvement Project is evaluating potential capital investments to improve access to the Puyallup Station for pedestrians, bicyclists and drivers. Sound Transit is planning to construct all improvements by 2023.

What's Inside this Document?

This report summarizes the work Sound Transit has done with stakeholders to develop a package of access improvement investments that will benefit Sounder riders and the local community in Puyallup. The report answers key questions about the project and is organized around the following themes:

- **Project description:** What is the project? Why are we doing the project?
- **Project definition:** What are the project goals? What is the project timeline? How did we develop and evaluate different alternatives to include in the project?
- **Project development:** Who did Sound Transit talk with? What did Sound Transit hear? What types of improvements were considered? How were parking improvements identified? Were bus service improvements identified? Did Sound Transit consider co-development at parking locations? What improvements are common to all packages? How did Sound Transit group or package the improvements?
- **Project identification:** What are the packages? What were the community preferences for individual packages? How were the packages evaluated? What are the evaluation results? How much does each package cost? What happens next?

Additional reference materials have been attached to this report, including:

Appendix A - Phase I Public Involvement Summary

Appendix B - Preliminary Traffic Analysis

Why Are We Doing the Project?

Most riders drive, and available parking fills up early.

Nearly two-thirds of Sounder riders drive and park at the Sound Transit Puyallup Station, as shown in Figure 1. Most riders come from within the Puyallup City limits and South Hill area. Many riders

find it difficult to access the station because nearby parking is full by the second morning train at 6 am. The next closest all-day parking lot is located at the Washington State Fair Red Lot, which is 0.5 miles from the station. Sound Transit leases 219 spaces at the Red Lot, which is up to 90% full during weekday use.

Traffic congestion is already affecting access to the station.

Traffic congestion already creates delays at many intersections within the downtown area during morning and evening commuter hours. Sounder riders who drive and park or

ride the bus to the station experience delays from the congestion. As population growth continues, traffic congestion will increase substantially on local roadways.

More riders and trains are coming.

Over 1,000 people ride a Sounder train or ST Express bus from the Puyallup Station each day. Ten round-trip Sounder trains stop at the Puyallup Station each weekday. Sound Transit plans to add 3 more roundtrips

by 2017 and predicts a 70 percent increase in ridership by 2035. This is approximately 600 new riders at the Puyallup Station. In the future, most riders are still expected to drive and park near the station although additional bicycle and pedestrian amenities will ensure greater accessibility in the vicinity of the station.

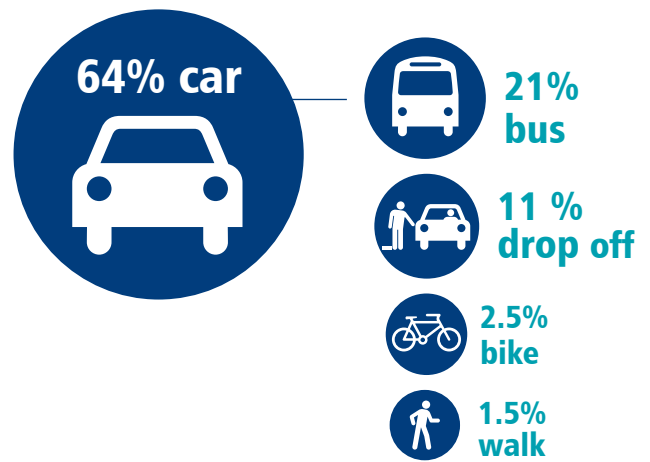


FIGURE 1: RIDERSHIP MODE SPLIT

Source: Observation data collected in 2010 for Puyallup Station Access and Demand Study, consolidated with ridership data provided by Sound Transit in 2013.



CONGESTION IN DOWNTOWN PUYALLUP

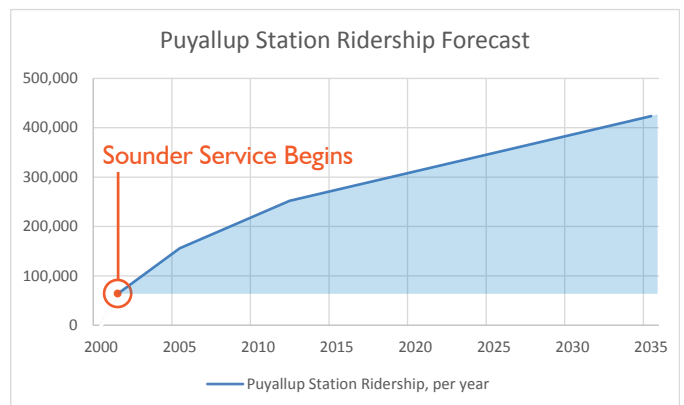


TABLE 1: PUYALLUP STATION RIDERSHIP FORECAST

Source: Annual Ridership Volumes collected for Sounder Stations Access and Demand Study consolidated with ridership data provided by Sound Transit in 2014.

What Are the Project Goals?

Sound Transit worked with city staff, community leaders and stakeholders to form a Leadership Working Group. The purpose of the Leadership Working Group was to inform Sound Transit's understanding of the larger political and community context in which the project will be built. This resulted in development of a set of project goals and evaluation criteria for the project. These goals provide a framework for developing access improvements. The evaluation criteria were used to help assess the effectiveness of proposed improvements in meeting those goals.

PROJECT GOALS	EVALUATION CRITERIA
Provide improved access to Sounder riders	<ul style="list-style-type: none"> Provides capacity for existing and future riders Provides safe, multi-modal access and reliable travel times to the Puyallup Station area for riders
Benefit the local community	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Minimizes potential adverse impacts to the natural and built environment

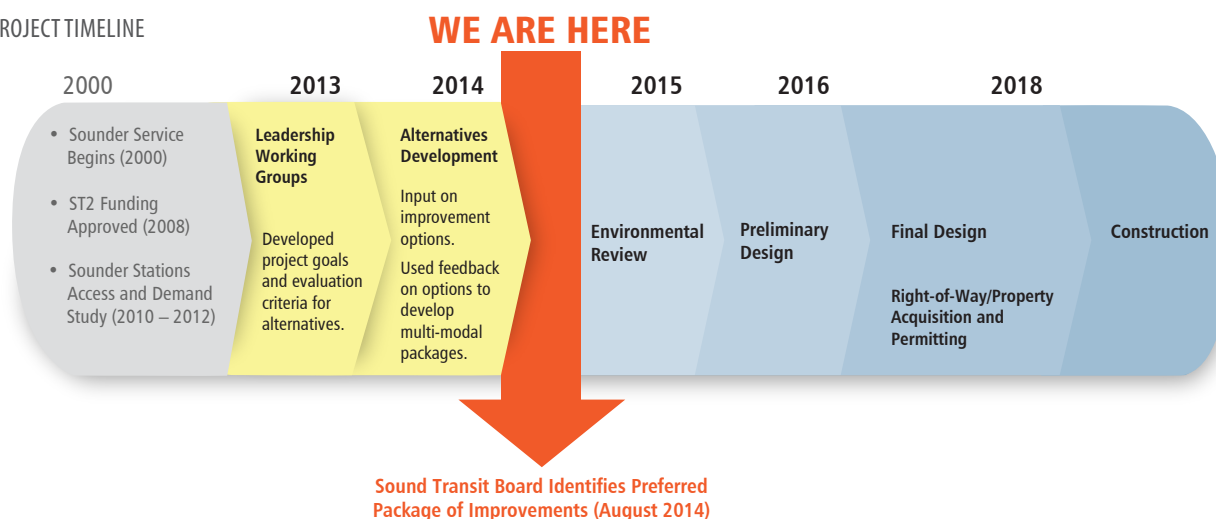
What is the Project Timeline?

Sound Transit's Puyallup Station opened in 2000, providing Sounder train and ST Express Bus service north to Seattle. Sounder service between Puyallup and Seattle has experienced substantial growth, and parking facilities are either at or near capacity.

In November 2008, the voter-approved ST2 Plan included funding for parking, pedestrian and bike access improvements to the Puyallup Station. While refining projects in the ST2 plan, the Sound Transit Board responded to community concerns by calling for a Sounder Stations Access and Demand Study. The study evaluated potential access improvements at eight existing Sounder stations including the Puyallup Station. The study provided a range of potential access improvement projects that Sound Transit could implement in full or in part that would improve riders' ability to use alternative modes of travel to the Puyallup Station. The Puyallup Station Access Improvement Project builds on the results of the Sounder Stations Access and Demand Study.

The project began in January 2013 with establishment of project goals by the Leadership Working Group. In the remainder of 2013 and early 2014, Sound Transit identified various improvement options, and then assembled the options into different packages or alternatives. Each package interprets the different preferences and concerns of riders and community stakeholders. The Sound Transit Board is being asked to identify a preferred package. After identification of a preferred package, Sound Transit will begin conceptual engineering and environmental review. Following approval of the environmental documents, preliminary design will be advanced.

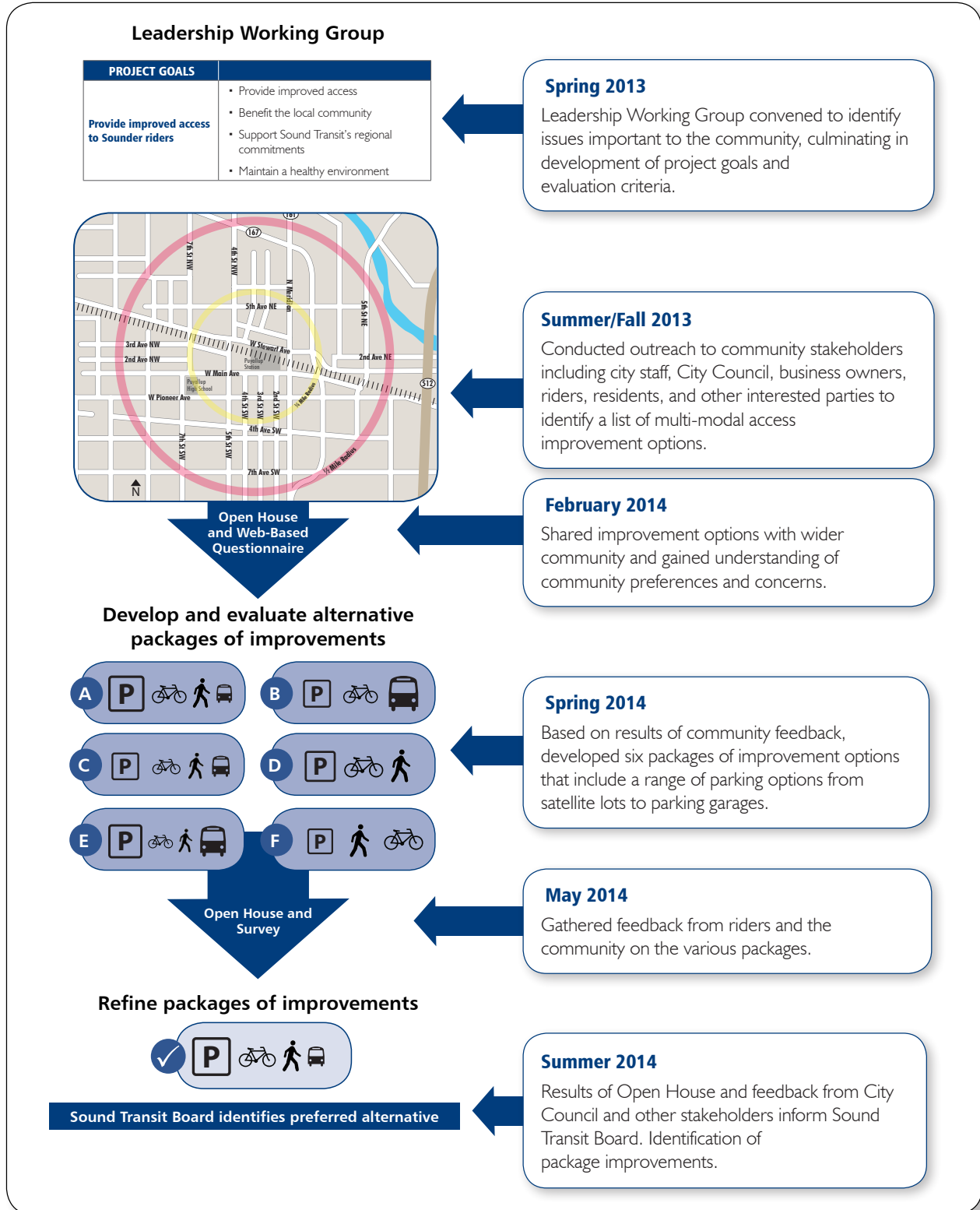
FIGURE 2: PROJECT TIMELINE



How Did We Develop and Evaluate Different Alternatives to Include in the Project?

Six different multi-modal access improvement packages were developed for the project. Figure 3 below illustrates, in more detail, the alternatives development process that has occurred over the past year.

FIGURE 3: ALTERNATIVES DEVELOPMENT PROCESS



Who Did Sound Transit Talk With?

Sound Transit recognizes that parking, pedestrian and bicycle improvements to the station need to work for the community in which they are located. In order to develop improvements that support the community, Sound Transit met regularly with Puyallup City staff, elected officials and other community stakeholders to develop and review proposed improvements.

Leadership Working Group (LWG) – In early 2013, Sound Transit convened a Leadership Working Group (LWG) comprised of ST Executive leadership, ST Board members and City elected officials. The LWG developed a set of goals to frame development of access improvements.

Puyallup City Council – Multiple presentations were made to the Puyallup City Council to review and discuss improvement options under consideration. *Discussions began in fall of 2013 and continued through the spring of 2014.*

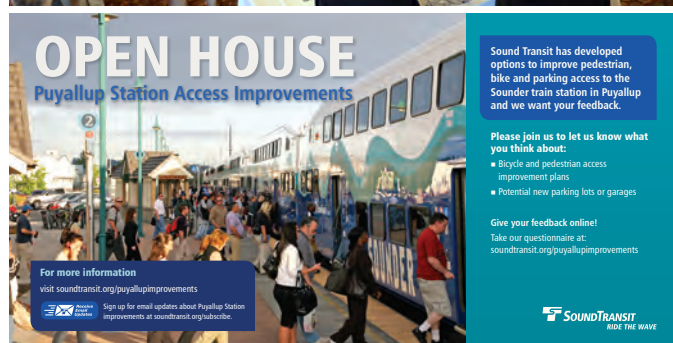
Technical Advisory Committee (TAC) – Consisting of City of Puyallup staff from Community Development and Public Works, this group provided planning and local context for proposed improvements. *Conversations with members continued through the entire planning process, from 2013 through 2014.*

Stakeholder Roundtable – This community-based forum consisted of stakeholders representing the City Planning Commission, Sound Transit riders, Puyallup residents, downtown business owners, Historic Preservation Design Review Board members, and the Puyallup School District. This group reviewed and offered insights and feedback as access packages were being assembled. *Groups met from fall 2013 through spring 2014.*

Public and Sounder Riders – Two open house meetings for the general public and transit riders were held in February and May of 2014. These forums were held over 3-hour windows in buildings close to the station and during peak ‘stop-by’ opportunities for commuters. In addition to thousands of residential and business mailings and posters within a 5-mile radius of the station, notifications also included web announcements, social media, and press releases in the Puyallup Herald and Tacoma News Tribune. In addition to open houses, web-based surveys were made available through the Sound Transit website, and briefings were given to community groups and local business associations.

Local Businesses – Prior to the open houses, Sound Transit staff mailed postcards and hand-delivered posters to local businesses and property owners, inviting them to attend the open houses and share their opinions. Prior to the second open house, comments were collected.

Affected Property Owners – Sound Transit contacted property owners of potential sites for access improvements. Sound Transit will continue to work with potentially affected property owners for the length of the project.



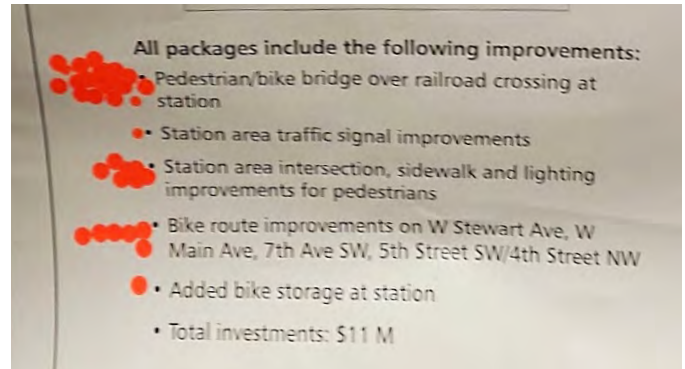
TOP AND CENTER: PUBLIC OPEN HOUSE (FEBRUARY 2014)
 BOTTOM: POSTCARD INVITATION TO FEBRUARY OPEN HOUSE

What Did Sound Transit Hear?

Input from the public was incorporated throughout the development of the project. Feedback was used to identify access improvement options and create packages to represent different stakeholder interests. Based on the feedback, general themes emerged, including:

Public and Community Groups

- Majority of stakeholders support **more station parking close to the station**. Comments regarding the type and location of parking are included under the “What We’ve Heard” box with specific package descriptions starting on page 12.
- Desire to create **pedestrian access over the railroad** tracks.
- Desire to **increase local transit connections** (Sound Transit, being a regional transit provider, does not provide local service).
- Concerns regarding an **increase in traffic and congestion** in the vicinity of the station. Preliminary traffic analysis of key intersections in the vicinity of the station found that **traffic delays are similar for all of the project alternatives, regardless of the location of the parking**. More detailed information is presented in Appendix B.



PREFERENCES FOR PEDESTRIAN / BICYCLE IMPROVEMENTS,
AS VOICED AT FEBRUARY 2014 OPEN HOUSE

Additional community interests included the size, height and architectural elements of a new parking garage. City residents and staff desire any parking garage to be compatible with the scale and character of the nearby buildings and streetscape. As a result, Sound Transit evaluated multiple locations and architectural designs. Specific designs for parking facilities will occur in the next phase of the project.

Local Businesses

General themes emerged during this process, including:

- **Improvements should improve a rider’s exposure to local businesses.** There is concern that train riders do not patronize downtown businesses. If they do, it is mostly on the weekends.
- **Improvements must preserve local businesses’ employee and customer parking.** Businesses do not want long-term commuter parking consuming existing shorter-term parking.
- **There is general concern about the current traffic and congestion;** satellite parking is preferred if the improvements will exacerbate this issue.



DOWNTOWN PUYALLUP AND LOCAL BUSINESSES

What Types of Improvements Were Considered?



EXAMPLE OF PEDESTRIAN BRIDGE

Pedestrian and Bicycle Improvements

These improvements make it easier for pedestrians and cyclists to access the station. Pedestrian access improvements are focused within 0.25 miles of the station and bicycle access improvements are focused within 0.5 miles of the station. These include:

- New or improved crosswalks
- Bike lanes and pedestrian pathways
- Curb ramps
- Pedestrian bridge(s)
- Lighting



CONGESTION IN DOWNTOWN PUYALLUP

Congestion Improvements

Traffic improvements would address vehicle congestion near the station for car and bus access. These include tools to manage traffic flow and capacity improvements to existing roadways and/or intersections. More traffic analysis and evaluation will be included in the preliminary design phase of this project.

The SR 410 / Traffic Avenue interchange is a key access point for Sounder riders. It experiences congestion, particularly during peak commuting hours. Sound Transit is exploring potential partnership opportunities with Washington State Department of Transportation and local jurisdictions to make pedestrian, bike and traffic improvements to the bridge over SR 410. These improvements would help address congestion in Puyallup near Shaw Road and would substantially improve access to the Sumner Station for both Sumner and Puyallup residents.

Parking Improvements

Parking structures or lots identified within 0.5 miles of the station would make access to the station easier and more reliable, especially as ridership continues to grow.

Were Bus Service Improvements Identified?

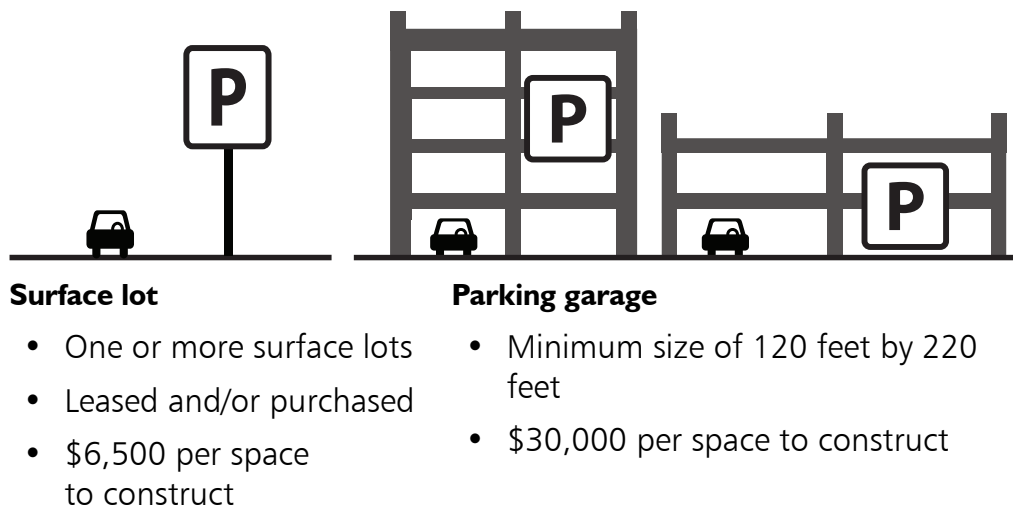
Currently 21% of Sounder riders reach the station by bus; almost all bus riders park at the South Hill Park & Ride or the Red Lot. Some of the improvement packages include a new satellite parking area at Shaw Road or at the Gold Lot that would require shuttle bus service to the station to be viable. However, shuttle service operation costs are not included in the voter-approved ST2 plan. No other entity has offered to fund the shuttle service.

How Were Parking Improvements Identified?

Currently there are 651 official parking spaces for the Puyallup Station (Transit Center and Red Lot). These spaces are nearly 100% utilized. Sound Transit estimates up to 600 additional parking spaces will be needed to keep up with demand at the Puyallup Station in the future. Options to purchase or lease the surface parking lots were considered.

For commuter convenience, locating parking close to the station is preferred. This requires careful consideration of the surrounding buildings and land uses when siting any parking facility, particularly a garage. Figure 4 below depicts two parking garage examples. Both configurations accommodate the same number of cars but the taller garage could be constructed on a smaller piece of land. However, the height may not be compatible with the surrounding neighborhood. The shorter garage requires a larger piece of land and may be at the same height as surrounding buildings.

FIGURE 4: PARKING OPTIONS



Did Sound Transit Consider Co-development at Parking Locations?

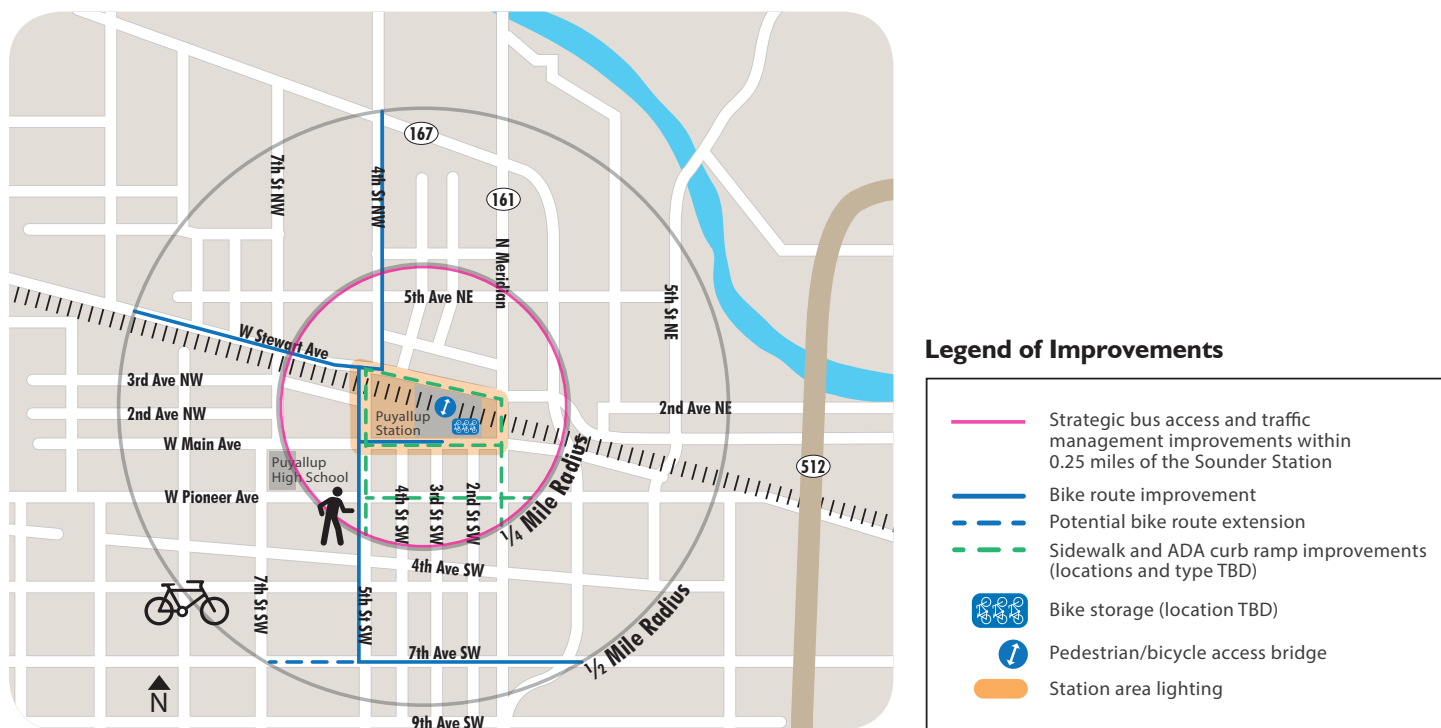
Sound Transit has a policy to support transit-oriented development, such as multi-family housing, close to its facilities. In support of this policy, Sound Transit conducted a preliminary market analysis to assess the demand for multi-family housing at two sites near the Puyallup Station – the existing Puyallup Station lot and the Cornforth/Campbell property. It was assumed parking would be located on a portion of each proposed site, but the exact configuration of the garage was not determined. Preliminary results indicate an emerging market for transit-oriented development with the strongest market support for mid-rise apartments, a four-story wood-frame apartment with elevator access and surface parking. Co-development of a site containing a parking garage requires early coordination with the partner agency. A development partner must be identified prior to any design work. No developer has been identified at this time.

What Improvements Are Common to All Packages?

Six different multi-modal access improvement packages were developed for the project. The packages differ only by parking type and location. Every package includes the same pedestrian, bike, and bus/traffic management investments. Specific improvements will be detailed during project design in the next phase of the project.

Figure 5 below identifies where strategic pedestrian, bike, and traffic improvements are proposed within the station area. Pedestrian improvements will be focused within 0.25 miles of the station and bike improvements within 0.5 miles of the station.

FIGURE 5: AREA FOR PEDESTRIAN, BIKE, AND TRAFFIC IMPROVEMENTS



All packages include the following improvements:

- Pedestrian/bike bridge over railroad tracks 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, 7th Ave SW, 5th Street SW/4th Street NW
- Added bike storage at station
- Total investments: approximately \$11M

How Did Sound Transit Group or Package the Improvements?

Parking alternatives were developed to reflect the range of issues and concerns voiced by project stakeholders and vary by parking location, surface lot versus parking garage, and parking space count at each location. Figure 6 illustrates all parking options included in the packages described below. Packages A and B keep proposed additional parking out of downtown and reflect a concern by some project stakeholders that downtown parking facilities would have an adverse effect on the area, especially traffic congestion and parking availability for patrons of downtown businesses. Packages C and D reflect an interest by some project stakeholders to keep the parking as close to the station as possible. Packages E and F reflect an interest by some project stakeholders to disperse traffic with a combination of relatively close-in parking facilities.

The Shaw Road parking site in Package A is more than 2 miles from the Puyallup Station and would require shuttle bus service. ST2 did not provide funding for shuttle bus service or any other operational improvements. No other service provider or funding source has been identified for the required shuttle service for Package A.

While all parking options accommodate up to 600 vehicles, combinations of surface lots and/or garages in different locations result in varying costs, ridership accessibility, and impacts to the community character and traffic network. Further consideration of transit improvements, such as signal synchronization, was included based on parking locations.

The following is a summary of packages developed for consideration:

Package A

Shaw Road and Red Lot

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

Package B

Red and Gold Surface Lot

- Gold lot surface lot: 320 spaces
- Bus shuttle from Gold lot (service provider not identified)
- Red lot lease expansion: Additional 200 spaces (no additional bus service)
- Eagles surface lot: Add 80 spaces

Package C

Eagles Garage

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

Package D

Large Transit Center Garage

- Transit Center garage (4-½ stories): total 750 spaces (600 net)

Package E

Small Transit Center Garage

- Transit Center garage (4-½ stories): total 460 spaces (350 net)
- Red lot lease expansion: Additional 250 spaces (no additional bus service)

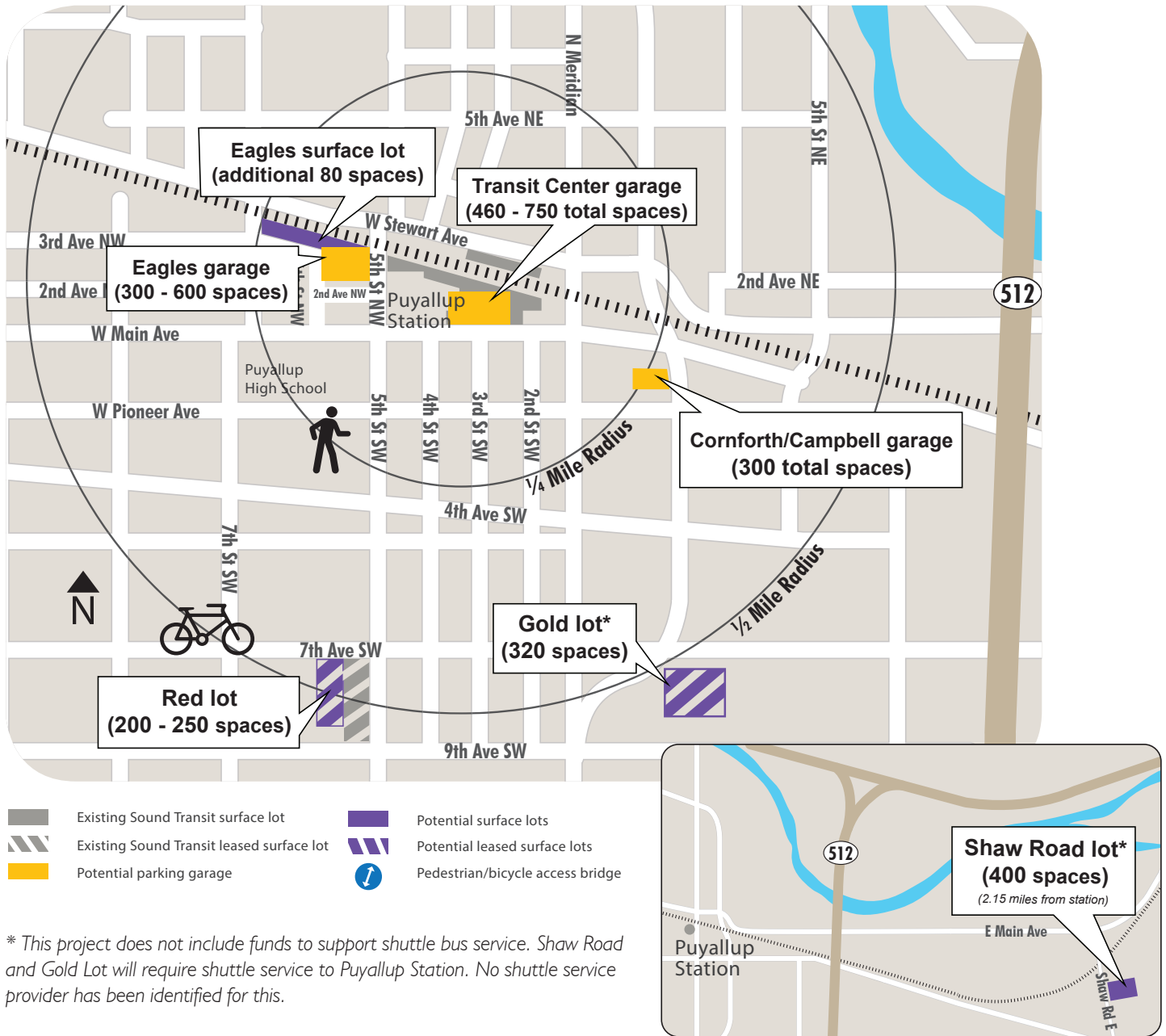
Package F

Cornforth/Campbell Garage + Eagles Garage

- Cornforth/Campbell garage (3-½ stories): 300 spaces
- Eagles garage (3-½ stories): 300 spaces
- Additional pedestrian bridge across 5th Street NW

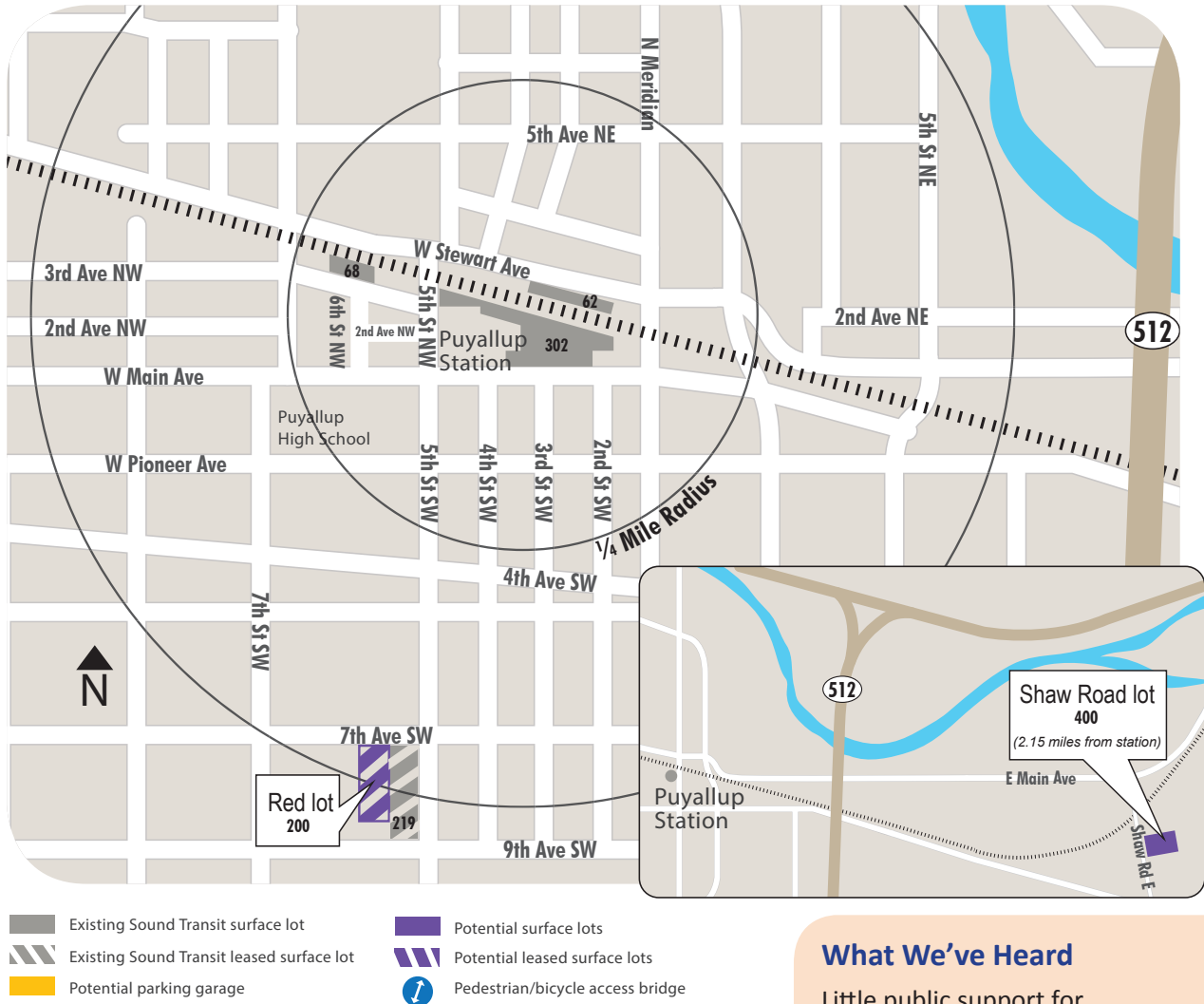
Pages 12 through 17 show the parking packages summarized above. Each package includes pedestrian, bike, and traffic improvements shown on page 9. The “What We’ve Heard” box for each package includes feedback from a variety of stakeholders, and more details are included on page 18.

FIGURE 6: COMPOSITE MAP OF ALL PARKING OPTIONS



Package A: Shaw Road + Red Lot

- Only parking is shown below. Pedestrian and bicycle improvements listed on page 9 are included with each package.



Package A proposes a total of 600 additional surface parking spaces - 400 spaces on an undeveloped site near Shaw Road and 200 leased spaces at the Washington State Fair's Red Lot.

This package would require Sound Transit to purchase land for the parking site and build an access road to the site. Because the Shaw Road parking site is over 2 miles away from the Puyallup Station, shuttle bus service would be required to access this proposed parking site. Shuttle service operation costs are not included in the voter-approved ST2 plan. No other entity has offered to fund the shuttle service.

Sound Transit currently has a long term lease for the 219 existing spaces it uses at the Red Lot and would amend this existing lease to add 200 more parking spaces.



Shaw Road Site

What We've Heard

Little public support for this package.

Benefits:

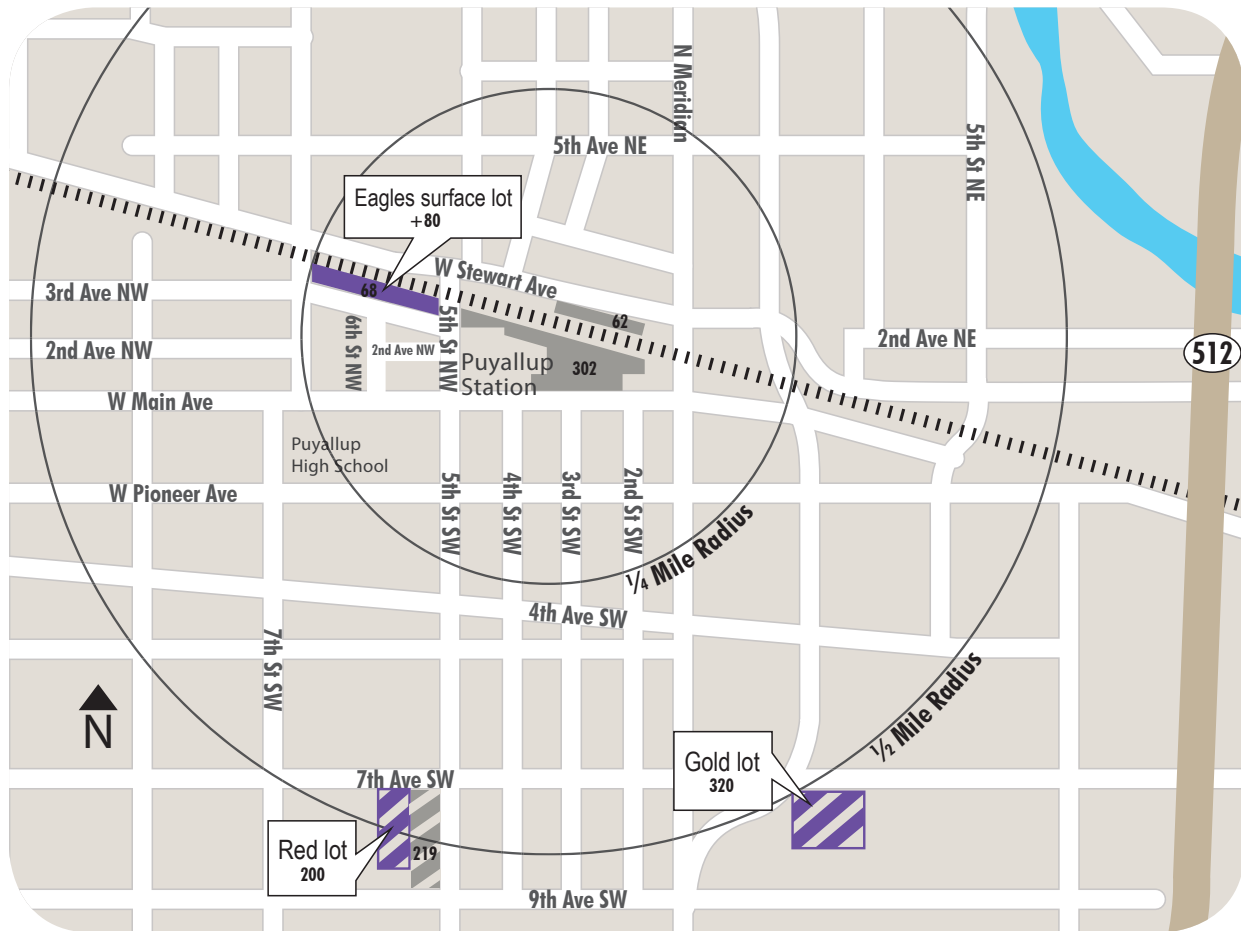
- Keeps traffic impacts out of Puyallup's downtown core.

Concerns:

- Requires shuttle bus (unfunded) for Shaw Road parking.
- Perceived as inconvenient for Sounder riders.
- Long walk for riders parking at Red Lot.

Package B: Red Lot + Gold Lot + Eagles Surface Lot

- Only parking is shown below. Pedestrian and bicycle improvements listed on page 9 are included with each package.



What We've Heard

Support for this package.

Benefits:

- Reduces traffic impacts within Puyallup's downtown core.
- Some parking near station.

Concerns:

- Long walk for riders parking at Red Lot.
- Gold Lot would require shuttle bus services (unfunded).

Package B proposes a total of 600 additional surface parking spaces - an additional 80 surface spaces over the current 68 at the Fraternal Order of Eagles lot, an additional 200 leased spaces at the Washington State Fair's Red Lot and 320 leased spaces at the Washington State Fair's Gold Lot.

Because the Gold Lot is more than a half mile from the Puyallup Station, shuttle bus service would be required to access this proposed parking site. Shuttle service operation costs are not included in the voter-approved ST2 plan. No other entity has offered to fund the shuttle service.

Sound Transit currently has a long term lease for the 219 existing spaces it uses at the Red Lot and would amend this existing lease to add 200 more spaces and 320 spaces at the Gold Lot.



Red Lot



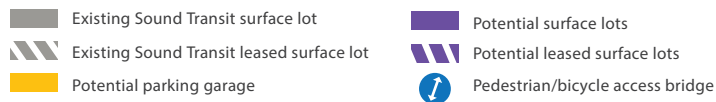
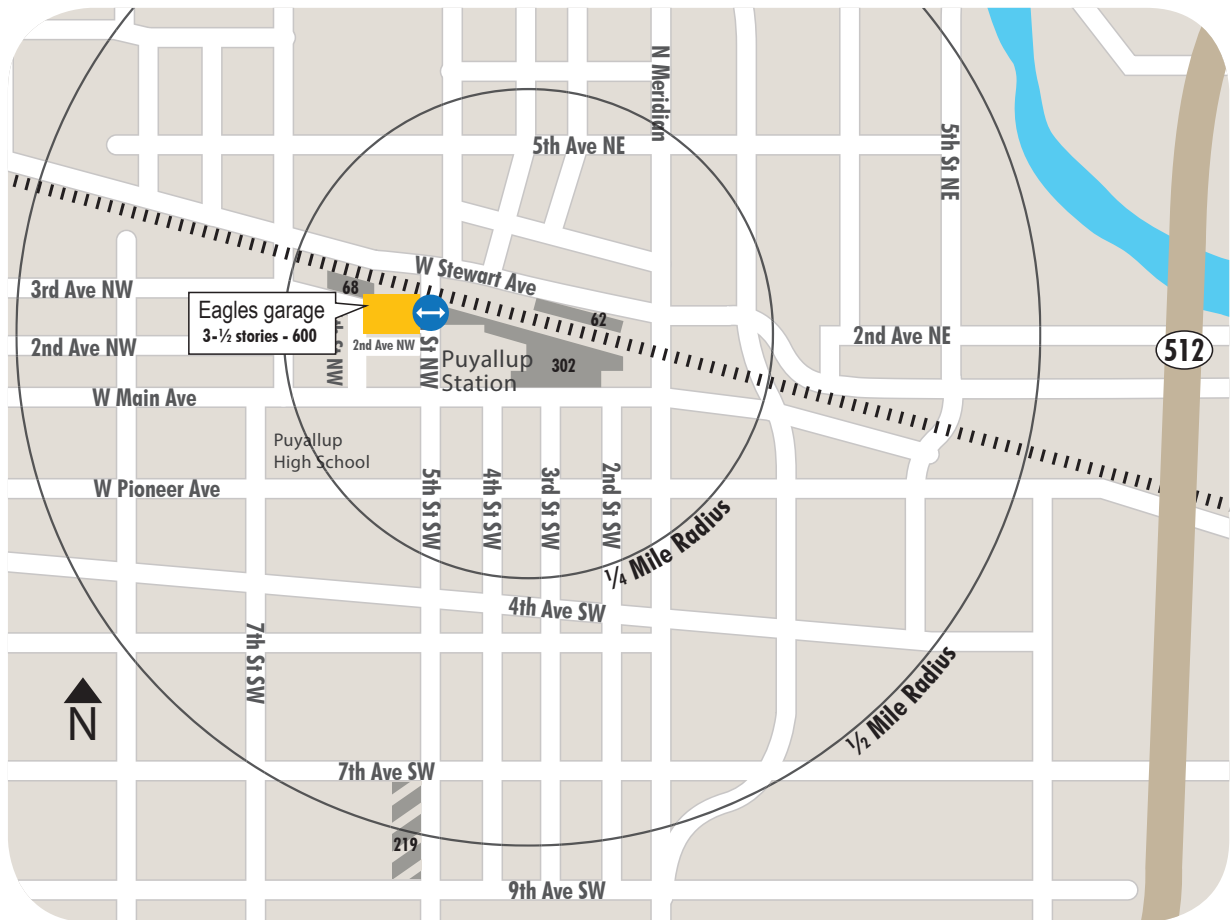
Eagles Surface Lot



Gold Lot

Package C: Large Eagles Garage

- Only parking is shown below. Pedestrian and bicycle improvements listed on page 9 are included with each package.



Package C proposes a total of 600 additional parking spaces in a 3 1/2 story garage to be located at the current locations of the Fraternal Order of Eagles and Snider Oil. This would require relocation of the Eagles organization. The property owned by Snider Oil is currently vacant. In addition to purchasing the Eagle's and Snider Oil properties, this package would require the vacation of a block of 3rd Ave NW between 5th Street NW and 6th Street NW. The City of Puyallup has given an initial approval of this street vacation.



Eagles Garage Site

What We've Heard

Moderate support for this package.

Benefits:

- All parking close to station.
- Height of 3 1/2 stories, consistent with surrounding buildings.
- Not considered to be in historic downtown.
- No displacement of Sounder parking during construction.

Concerns:

- Requires relocation of Eagles and removal of their building.
- Possible need for pedestrian bridge between garage and station.
- Limited rider exposure to local businesses.
- Limited shared use with downtown businesses due to distance from the downtown core.

Package D: Large Transit Center Garage

- Only parking is shown below. Pedestrian and bicycle improvements listed on page 9 are included with each package.



- Existing Sound Transit surface lot
- Existing Sound Transit leased surface lot
- Potential parking garage
- Potential surface lots
- Potential leased surface lots
- Pedestrian/bicycle access bridge

Package D proposes a total of 600 additional parking spaces through construction of a 4 ½ story garage at the Puyallup Station. Parking improvements could be constructed entirely on Sound Transit property.



Transit Center Site

What We've Heard

Strongest public support for this package (over twice as many respondents supported this package).

Benefits:

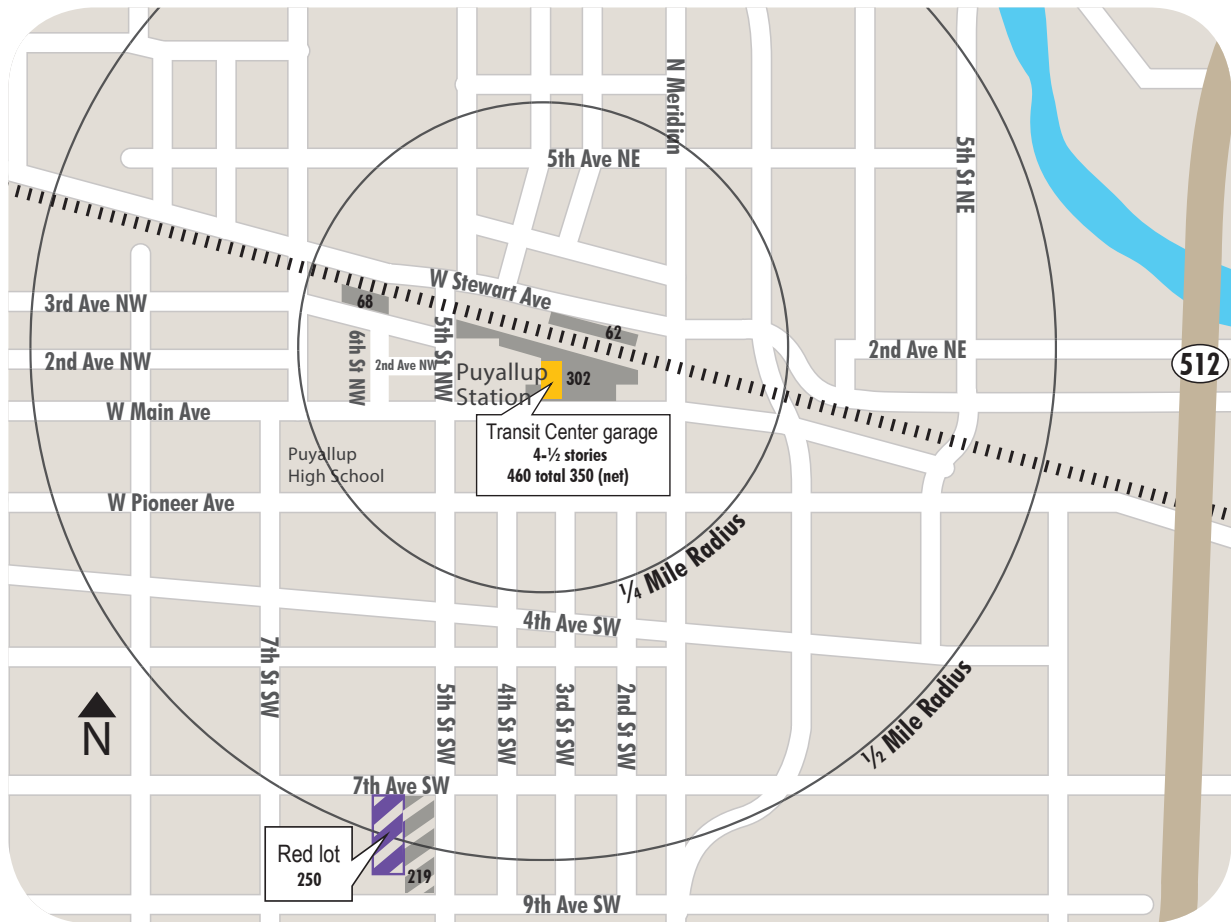
- Convenient location for Sounder riders.
- Potential shared use benefit with downtown businesses.
- Rider exposure to local businesses.

Concerns:

- 4 ½ stories necessary in order to replace surface parking with net 600 spaces.
- Relocation of existing parking during construction.
- Located in historic district.
- Most traffic impacts.

Package E: Small Transit Center Garage + Red Lot

- Only parking is shown below. Pedestrian and bicycle improvements listed on page 9 are included with each package.



Package E proposes a total of 600 additional parking spaces - 350 spaces (net) in a 4 ½ story garage at the Puyallup Station and 250 spaces at the Washington State Fair’s Red Lot.

Sound Transit currently has a long term lease for the 219 existing spaces it uses at the Red Lot and would amend this existing lease to add 250 more spaces.

What We’ve Heard

Moderate support for this package.

Benefits:

- Slightly fewer benefits than Package D.

Concerns:

- Same as Package D with less traffic impacts.
- Additional parking at Red Lot but puts pressure on existing transit service – buses quite full – and long walk for others.
- Constrained parking during Washington State Fair.



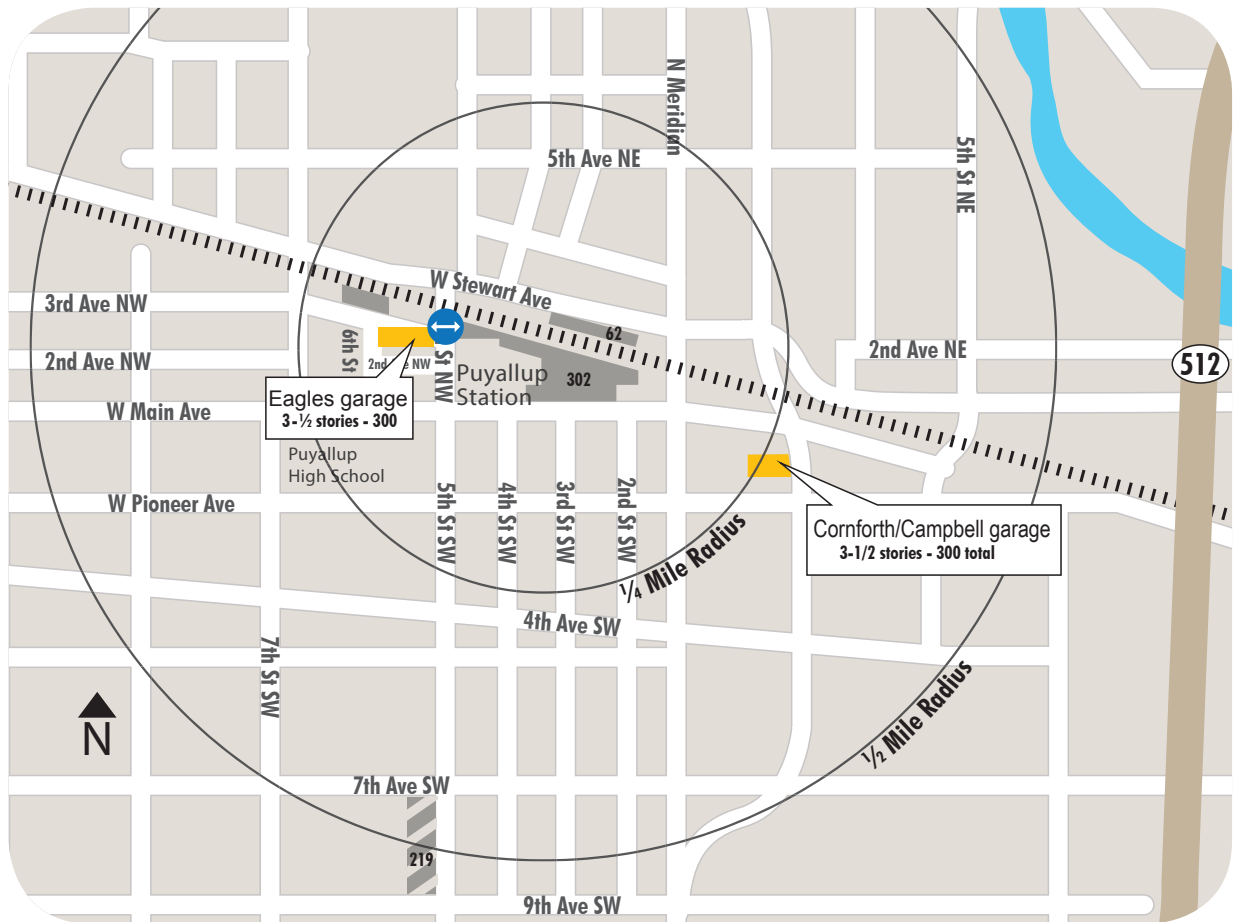
Red Lot



Transit Center Site

Package F: Cornforth/Campbell Garage + Eagles Garage

- Only parking is shown below. Pedestrian and bicycle improvements listed on page 9 are included with each package.



- Existing Sound Transit surface lot
- Existing Sound Transit leased surface lot
- Potential parking garage
- Potential surface lots
- Potential leased surface lots
- Pedestrian/bicycle access bridge

Package F proposes a total of 600 additional parking spaces in two separate garages - 300 spaces in a 3 1/2 story garage at the current Fraternal Order of Eagles location, and 300 spaces in a 3 1/2 story garage at the current Cornforth/Campbell site, owned by the City of Puyallup. This would require relocation of the Eagles organization. Both garage sites would require land purchase.

What We've Heard

Some support for this package.

Benefits:

- Close proximity to station.
- Potential shared use benefit with downtown businesses.
- Rider exposure to local businesses.

Concerns:

- Cornforth/Campbell site is a prime location for mixed use redevelopment.
- Remediation may be required at Cornforth/Campbell site.
- Premium cost for two garages.



Eagles Garage Site



Cornforth/Campbell Site

What Were the Community Preferences for Individual Packages?

Preferences for the different packages were expressed by project stakeholders through formal letters or during other outreach activities. These letters, as well as the public outreach summaries from the Open Houses, can be found in Appendix A of this report. The preferences are generally summarized as follows:

Puyallup City Council

- +** • Proposed Mid-sized Eagles Garage and remainder surface parking at Red Lot or expansion of existing Eagles Surface Lot (Modified Package C with smaller garage)
- Small Transit Center Garage + Red Lot - second choice after Modified Package C (Package E)
- • Shaw Road and Cornforth/Campbell sites (Packages A, B, D, and F)

Key Comments Received

- "... clear community sentiment to not endorse any option which would house ST2's targeted 600 new parking stalls within a single large parking structure..."
- "...first preference for medium-sized garage [420 net new spaces or less] on the 'Eagles' site... second choice would be garage of similar net new spaces at the Sounder Station south parking lot..."
- "We support the balance of targeted ST2 parking ... in surface parking lots... closer to the station... and 'Red Lot'."

Stakeholder Roundtable

- +** • Proposed Mid-sized Transit Center Garage and remainder surface parking at Red Lot (Modified Package E with larger garage)
- Large Eagles Garage (Package C)
- • Shaw Road and Cornforth/Campbell sites (Packages A, B, D, and F)

Key Comments Received

- We would like some parking stalls in the garage to be available to the community during evening and weekends, when not in use by commuters."
- "If surface parking is needed in addition to a garage ...[to] achieve the necessary number of parking stalls, we support Sound Transit leasing additional stalls at the Red Lot."

General Public and Riders

- +** • Transit Center Garage (Package D)
- Large Eagles Garage (Package C)
- Small Transit Center Garage (Package E)
- • Shaw Road and Cornforth/Campbell site (Packages A, B, D, and F)

Key Comments Received

- Bike route improvements and a pedestrian/bike bridge over the railroad crossing at the Puyallup Station are strongly favored.
- "...the garage [must be] integrated into the downtown architecturally and not look like a big concrete box at the side of the street."

How Were the Packages Evaluated?

Packages were evaluated based on quantitative or qualitative metrics that correspond to each evaluation criterion and project goal. Ratings were developed based on input received from the public and City and Sound Transit staff and are summarized in Table 2.

Evaluation criteria and associated metrics are defined as follows:



Travel time and reliability – The time it takes a rider to get from parking to the station platform and the number of travel modes required to get to the station.



Comfort, security and convenience – The overall parking to platform experience considering street crossings, security, protection from elements and close proximity to platform.



Neighborhood compatibility

- Traffic – Amount of congestion and neighborhood cut through traffic.
- Neighborhood parking – Amount of new parking spaces within 0.5 mile radius area of the station.
- Community character – How package fits within the existing community character and aesthetics by matching adjacent land uses, how it is sized relative to adjacent structures, and how it relates to historic downtown features.



Supports City's plans for station area – How the package conforms with existing City plans and policies including comprehensive and/or downtown plans.



Maintains a healthy environment – The number of parcel acquisitions and housing/business displacements; impacts/displacements to historic properties, parks and community facilities; minimizes proximity of parking adjacent to residential homes; minimizes additional impervious surfaces and avoids natural areas.

What Are the Evaluation Results?

Each package was evaluated in relative comparison to the other packages.

TABLE 2: EVALUATION RESULTS

Goal	Evaluation Criteria	Package A	Package B	Package C	Package D	Package E	Package F
		All Surface with Shaw Road B, WITH unfunded bus service + Red Lot	All Surface - Gold Lot, Red Lot, Eagles (WITH unfunded bus service)	Eagles Garage (no surface parking)	Transit Center Garage (no surface parking)	Transit Center Garage + Red Lot	Small Eagles Garage + Small Cornforth/Campbell Garage
Provide improved access to Sounder riders	Travel time and reliability						
	Comfort, security and convenience						
Benefit the local community*	Neighborhood compatibility: • Traffic • Neighborhood parking • Community character						
	Supports City's plans for the station area						
Maintain a healthy environment	Property, historic, parks, and natural resources						
Support Sound Transit's regional commitments							



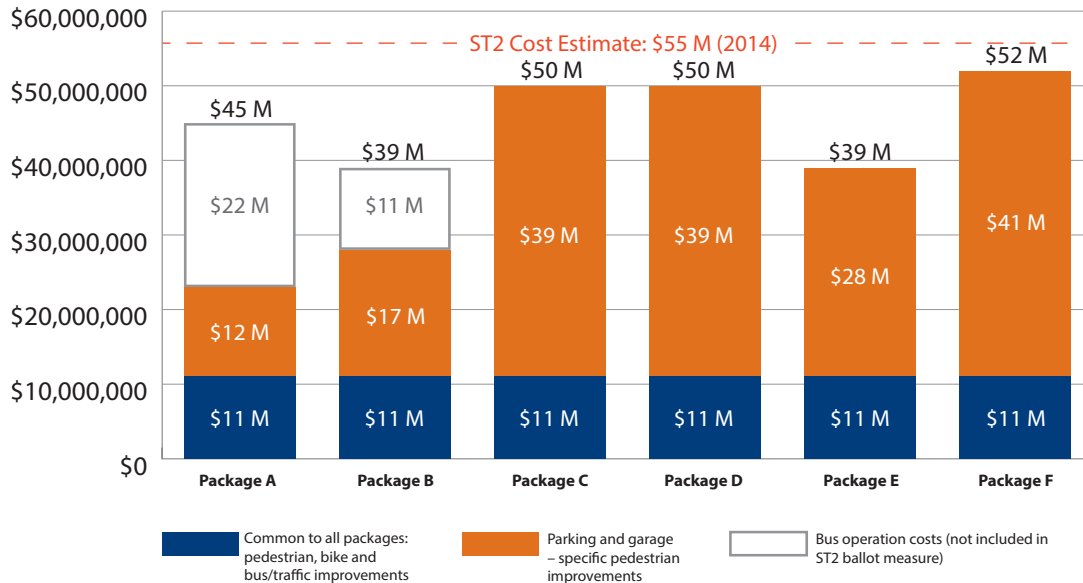
*Results based on impacts/benefits to the station area

How Much Does Each Package Cost?

Capital construction and bus operation costs are summarized for each package in Table 3. Capital construction costs include preliminary planning, design, environmental permitting, property acquisition and construction of improvements and are in \$2014.

Bus operation costs are for bus shuttle services required for some packages and assume 50 years of vehicle maintenance and operations. ST2 did not provide funding for shuttle bus service or any other operational improvements. No other service provider or funding source has been identified for required shuttle services.

TABLE 3: COST OF PACKAGES



Cost estimates are preliminary and include the following:

- Soft costs, such as environmental permitting, design, and construction administration.
- Land and land acquisition fees, as required for each package.
- Road, intersection, and signal improvements specific to each package.
- 50 years of parking land lease costs, converted to net present values (Packages A, B, and E).
- A 35% contingency, as a percent of construction costs.

Which package was selected?

The Sound Transit Board of Directors met on August 28, 2014 to identify a preferred package of access improvements to advance into conceptual design and environmental review. Motion 2014-64 recommended a modified Package C to develop a transit center garage at the Eagles site, construct surface parking along the north side of 3rd Avenue NW, and obtain additional leased parking at the Red Lot. See map and final motion on the following pages which further describe the location and conditions for the preferred package. Next steps in the project development will include:

- Continued stakeholder outreach
- Detailed traffic analysis
- Architectural design and community design workshops
- Conceptual and preliminary engineering
- Environmental review



- PROPOSED PARKING GARAGE (## OF SPACES)
- PROPOSED SURFACE LOT (## OF SPACES)
- PROPOSED LEASED SURFACE LOT (## OF SPACES)
- EXISTING SOUND TRANSIT SURFACE LOT
- EXISTING SOUND TRANSIT LEASED SURFACE LOT

Eagles Surface Lot

Pedestrian Bridge

Eagles Garage (4 Levels)

420

Pedestrian Bridge

W MAIN AVE

W MEEKER

W PIONEER AVE

E MAIN AVE

E PIONEER AVE

5TH ST SW

3RD ST SW

4TH AVE SW

S MERIDIAN

2ND ST SE

3RD ST SE

7TH ST NW

N MERIDIAN

2ND ST NE

5TH ST NE

1/4 MILE RADIUS

1/2 MILE RADIUS

Puyallup Preferred Parking Option

Washington State Fair Red Lot

100



8-28-14

MOTION NO. M2014-64

A motion of the Board of the Central Puget Sound Regional Transit Authority (1) Identifying the Preferred Alternative for the Puyallup Station Access Improvements Project to advance into environmental review, and; (2) approving Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process.

BACKGROUND:

In November 2008, the voter-approved ST2 Plan included funding for access improvements to the Puyallup Sounder Station. During the process of refining the projects included in the ST2 plan, the ST Board responded to community concerns by calling for a Sounder Access and Demand Study. The Study evaluated potential access improvements to eight existing Sounder stations including Puyallup. The study provided a range of potential access improvement projects that Sound Transit could implement in full or in part, that would allow riders to use alternative modes of travel to the Puyallup Station.

The Puyallup Station Access Improvements Project builds on the results of the Sounder Station Access and Demand Study. Phase 1 of the study evaluated parking, traffic, pedestrian and bicycle access improvements that could be made to improve rider access to the Puyallup Station. The study performed under Phase 1 led to the various packages of parking and access improvements that are being advanced to the Board for identification of a preferred alternative.

Sounder service between Puyallup and Seattle continues to experience growth in demand. Over 1,000 people each day ride a Sounder train or ST Express bus from the Puyallup Station and predicts about a 70 percent increase in ridership by 2035.

The parking lots at the Puyallup Station operate at or above capacity daily. Puyallup community members and our customers are asking Sound Transit to better manage available parking at stations and the impact to local streets and downtown associated with expanded parking near commuter rail stations.

There are six different alternatives presented to the Sound Transit Board for consideration and advancement to the environmental review and Conceptual Engineering phase. The Board will not make a final decision on the project to be built until after completion of the environmental review, which is anticipated in late 2015.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that (1) the Preferred Alternative for the Puyallup Station Access Improvements Project to advance into environmental review is identified, and; (2) Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative are approved within Sound Transit's Phase Gate process.

The Sound Transit Board identifies for environmental review and preliminary engineering:
Package C: Large Eagles Garage with the following modifications:

- A parking garage at the Eagles site with approximately 420 spaces and a pedestrian overpass from the garage to the Sounder Station
- Surface parking along the north side of 3rd Avenue North West
- Additional leased parking at the Red Lot

Pedestrian and bicycle improvements including:

- Strategic station area traffic signal improvements
- Pedestrian/bike bridge over the railroad tracks at the station
- Pedestrian/bike bridge over 5th Street NW to facilitate access to and from the Eagle's garage to the station
- Sidewalk and ADA curb ramp improvements on West Main Avenue, West Pioneer Ave, North Meridian Street, 4th Street Northwest and 5th Street Southwest
- Bike routes improvements on West Stewart Avenue, West Main Avenue, 7th Avenue Southwest and 4th Street Northwest
- Additional bike storage at the station

Sound Transit should consider opportunities for public parking in the station garage on weekends, holidays and for special events.

Sound Transit should engage in a partnership with downtown Puyallup businesses to encourage Sounder riders to frequent local businesses.

Sound Transit will support a partnership with WSDOT and the cities of Puyallup and Sumner to fund multi-modal improvements to the SR410 interchange. Automobile, pedestrian, bicycle and bus access to the transit center garage could be greatly improved by modifications to this interchange.

Sound Transit should make a financial contribution to the project tied to pedestrian, bicycle, and transit access to station, if other funding can be identified, consistent with the ST2 cost estimate.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 28, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator

