

Sounder: Parking Garage and Pedestrian Bridge at Puyallup Station

Project Number	S21
Subarea	Pierce
Primary Mode Impacted	Sounder
Facility Type	Park & Ride
Version Number	3.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Expand parking at Puyallup Sounder Station by building a multi-level parking structure with up to 600 stalls. These facilities will be in addition to the existing 364 stalls. Provide a pedestrian bridge from the parking structure to the north and south sides of the BNSF tracks.

Project Purpose:

To provide additional parking at this Sounder station to help meet long-term demand.

Cost

In Millions of 2007\$

	Low	High
Agency Admin	\$2.8	\$3.2
Environmental Clearance and PE	\$3.1	\$3.5
Final Design, Specs, Permitting	\$3.1	\$3.5
ROW Acquisition	\$10.7	\$12.4
Construction	\$25.7	\$29.6
Vehicles	\$0.0	\$0.0
Contingency	\$4.3	\$4.9
Total	\$49.6	\$57.1

Design Basis Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

Relationship	Project
Impacted by	Design of the project will be influenced by whether expansion of parking at adjacent Sounder station is implemented under ST2 (see Project S20)

Project Partners

City of Puyallup
Pierce Transit
BNSF

Sounder: Parking Garage and Pedestrian Bridge at Puyallup Station

Long Description

This project scope and accompanying capital cost estimate are intended to include the entire project development cycle (administration, environmental clearance, design, all aspects of property acquisition, construction, testing, commissioning, and contingencies) from project initiation through start-up of operations.

Description:

This project will expand parking at Puyallup Sounder station by building a multi-level parking structure with up to 600 stalls. A pedestrian bridge over the tracks will also be provided to connect the garage with the existing station platforms.

Project Elements Included:

- New multi-level parking structure with up to 600 stalls (with elevator and stairs).
- Pedestrian bridge that connects the parking structure with the north side platform; elevator/stairs on north and south ends of bridge to connect to platform.
- Signage, lighting, CCTV cameras, customer emergency stations
- Street improvements and new traffic signal on West Main Avenue to facilitate turns into and out of the parking facility
- Curb, gutter and sidewalks on the frontage of the site
- Landscaping
- Demolition of existing building to allow construction of proposed garage
- Assume poor soils and hazardous materials remediation
- Construction phasing to maintain operation of the station, including alternate routing of PT and ST buses
- Allowance for special traffic control, including working over and adjacent to active railroad
- 1 percent for art per ST policy

Utilities:

- Undergrounding of overhead utilities and relocation of underground utilities (as needed to complete the facility) along street frontage
- New drainage system including water retention and water quality

Right-of-Way and Property Acquisition:

- Acquisition of property west of the existing southside Puyallup Station platform and parking area..

Mitigation:

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Public restrooms
- New canopies or shelters
- Bike storage, lockers and racks
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Reconstruction of local streets (other than needed to complete the project)

Permits Required: building, electrical, mechanical, utility, land use, and construction-related, BNSF

Agreements Required: City of Puyallup, Pierce Transit, BNSF

Sounder: Parking Garage and Pedestrian Bridge at Puyallup Station

Flexible Access to ST Facilities:

The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. The scope of the transit parking components included in this project could be revised to include a range of strategies for providing rider access to the transit facility. Along with, or instead of parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project. These other strategies include:

- Pedestrian improvements within one-quarter mile of the Puyallup Station,
- Additional bus/transfer facilities at the Puyallup Station,
- Bicycle improvements within one-half mile,
- Transit speed and reliability improvements on routes connecting to the facility,
- Expanded or new kiss-&-ride areas at the Puyallup Station and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to Puyallup Station during the peak periods.

This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST's highest priority for this project budget would remain meeting demand and riders' needs. The budget for flexible access will not exceed the Board-adopted budget for this project. Access and demand studies would be required prior to changing this project's scope. Determination of what level and mixture of investments would be most effective and affordable within the project's budget would be done through a planning effort that includes a more-detailed examination of demand and use, as well as coordination with affected jurisdictions and partner agencies, the community surrounding the station/center, and the users of the transit services available at the location. ST Board action is required to change a project's scope in this manner.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$49.6 - \$57.1	in Millions of 2007\$
Annual Operating Cost	\$0.4	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	# transit routes: 2 ST (including Sounder), 4 Pierce Transit
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	High	

Key Issues and Benefits

Issues:

- Possible local maximum floor ordinance that may impact parking structure design.

Benefits:

- Provides additional parking to meet long-term demand at Sounder station currently experiencing high demand.
- Provides more convenient access to/from platforms and parking by constructing pedestrian bridge across tracks.