

Appendix A

Acronyms

Acronyms

BNSF	Burlington Northern Santa Fe Railway
CTR	commute trip reduction
EIS	Environmental Impact Statement
FAZs	Forecast Analysis Zones
GMA	Growth Management Act
GTEC	Growth and Transportation Efficiency Center
HOV	high occupancy vehicle
I-	Interstate
LIFT	Local Infrastructure Financing Tool
MIC	Manufacturing/Industrial Center
PSRC	Puget Sound Regional Council
PT	Pierce Transit
SR	State Route
ST	Sound Transit
TCRB	Transit Cooperative Research Program
TOC	Transit-Oriented Commercial
TOD	Transit-Oriented Development
UGA	urban growth area
WSF	Washington State Ferry
WUTC	Washington Utilities and Trade Commission

Appendix B
Sounder/Express Rider Survey



Sound Transit is conducting this survey to determine how far riders travel to a particular station and how they get there. Data collected will help the agency make decisions about possible future station improvements.

1. *What is the intersection nearest your home?*

Street: _____ and _____ City: _____
(nearest street) (nearest cross-street)

Zip code: _____

2. *At which station did you board Sounder today?* _____

3. *At which station will you get off Sounder today?* _____

4. *How many trips will you take on Sounder this week? (Count each direction as a separate trip)*
_____ trips

5. *How did you travel from home to this Sounder station today?*

Please check the box next to the one best response.

- Walked ___ blocks from home
- Bicycled and left bicycle at station
- Bicycled and brought bicycle on board
- Rode bus – Route # _____
- Took the ferry
- Rode a motorcycle
- I was dropped off by car at the station
- I carpoled with someone else, e.g. a friend or co-worker (I didn't drive)
- I drove and parked in the Sounder Park and Ride lot at the station
- I drove and parked at a nearby Park and Ride lot and took a shuttle bus to the station
- I drove and parked at a nearby pay lot and I paid \$_____
- I drove and parked nearby on the street and walked _____ blocks
- Other: _____
(please describe)

6. *What is the purpose of your trip on Sounder today?*

- Work School Other: _____
(please describe)

7. *Please let us know if you have comments or suggestions for improving access to this Sounder Station.*

Thank you for your assistance!



Sound Transit is conducting this survey to determine how far riders travel to a particular transit center and how they get there. Data collected will help the agency make decisions about possible future facility improvements.

1. *What is the intersection nearest your home?*

Street: _____ and _____ City: _____
(nearest street) (nearest cross-street)

Zip code: _____

2. *How many trips will you take on Sound Transit this week? (Count each direction as a separate trip)*
_____ trips

3. *How did you travel from home to the Lakewood Transit Center today?*

Please check the box next to the one best response.

- Walked ___ blocks from home
- Bicycled and left bicycle at station
- Bicycled and brought bicycle on board
- Rode bus – Route # _____
- Took the ferry
- I was dropped off by car at the station
- I carpooled with someone else, e.g. a friend or co-worker (I didn't drive)
- I drove and parked in the Sounder Park and Ride lot at the station
- I drove and parked at a nearby Park and Ride lot and took a shuttle bus to the station
- I drove and parked at a nearby pay lot and I paid \$_____
- I drove and parked nearby on the street and walked _____ blocks
- Other: _____
(please describe)

4. *What is the purpose of your trip on Sounder today?*

- Work
- School
- Other: _____
(please describe)

5. *Please let us know if you have comments or suggestions for improving access to this station.*

Thank you for your assistance!

Sound Transit November 2010 Rider Survey Results Overview - EVERETT

# of Surveys	Everett
	51

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	1	0	0	3	0	0	4	1	38	0	0	3	0
	2%	0%	0%	6%	0%	0%	8%	2%	76%	0%	0%	6%	0%

City	Everett	Lake Stvns	Marysville	Snohomish	Other
	20	9	8	4	9
	40%	18%	16%	8%	18%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	0	0	0	1	1	45	0	1	0	0
	0%	0%	0%	2%	2%	94%	0%	2%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	5	5	7	5	29	0
	10%	10%	14%	10%	57%	0%

Purpose of Trip	Work	School	Other
	49	0	2
	96%	0%	4%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	2	2	4	2	1	0	2	2	0	0	3	34
	4%	4%	8%	4%	2%	0%	4%	4%	0%	0%	6%	65%

Sound Transit November 2010 Rider Survey Results Overview - MUKILTEO

# of Surveys	Mukilteo
	30

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	0	0	0	0	7	0	2	0	19	0	0	0	1
	0%	0%	0%	0%	24%	0%	7%	0%	66%	0%	0%	0%	3%

City	Clinton	Everett	Langley	Mukilteo	Other
	4	7	4	12	3
	13%	23%	13%	40%	10%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	0	0	0	0	0	0	24	1	4	1
	0%	0%	0%	0%	0%	0%	80%	3%	13%	3%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	0	0	2	6	21	0
	0%	0%	7%	21%	72%	0%

Purpose of Trip	Work	School	Other
	30	0	0
	100%	0%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	11	6	3	0	0	0	1	0	1	0	0	11
	33%	18%	9%	0%	0%	0%	3%	0%	3%	0%	0%	33%

Sound Transit November 2010 Rider Survey Results Overview - KING STREET

# of Surveys	King St
	44

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	9	0	7	12	2	0	4	0	3	3	1	0	0
	22%	0%	17%	29%	5%	0%	10%	0%	7%	7%	2%	0%	0%

City	Bain Isl	Bremerton	Puyallup	Seattle	Tacoma	Other
	2	2	2	28	2	6
	5%	5%	5%	67%	5%	14%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	12	6	7	9	10	0	0	0	0	0
	27%	14%	16%	20%	23%	0%	0%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	8	5	10	9	11	1
	18%	11%	23%	20%	25%	2%

Purpose of Trip	Work	School	Other
	38	1	0
	97%	3%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	3	4	10	2	1	1	2	1	1	1	3	18
	6%	9%	21%	4%	2%	2%	4%	2%	2%	2%	6%	38%

Sound Transit November 2010 Rider Survey Results Overview - TUKWILA

# of Surveys	Tukwila
	22

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	1	0	1	2	0	0	6	0	11	0	0	0	0
	5%	0%	5%	10%	0%	0%	29%	0%	52%	0%	0%	0%	0%

City	Burien	Renton	Tukwila	Other
	2	11	3	5
	10%	52%	14%	24%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	4	4	2	4	0	0	8	0	0	0
	18%	18%	9%	18%	0%	0%	36%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	0	3	2	6	11	0
	0%	14%	9%	27%	50%	0%

Purpose of Trip	Work	School	Other
	20	2	0
	91%	9%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	1	3	4	2	1	0	1	0	0	0	1	9
	5%	14%	18%	9%	5%	0%	5%	0%	0%	0%	5%	41%

Sound Transit November 2010 Rider Survey Results Overview - KENT

# of Surveys	Kent
	146

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	9	0	0	8	0	1	17	2	104	1	0	3	0
	6%	0%	0%	6%	0%	1%	12%	1%	72%	1%	0%	2%	0%

City	Auburn	Covington	Kent	Maple Vly	Other
	14	16	102	5	6
	10%	11%	71%	3%	4%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	8	4	1	2	1	1	129	0	0	0
	5%	3%	1%	1%	1%	1%	88%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	3	11	12	19	100	0
	2%	8%	8%	13%	69%	0%

Purpose of Trip	Work	School	Other
	133	10	0
	93%	7%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	26	10	32	7	6	0	6	2	0	0	8	63
	16%	6%	20%	4%	4%	0%	4%	1%	0%	0%	5%	39%

Sound Transit November 2010 Rider Survey Results Overview - AUBURN

# of Surveys	Auburn
	343

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	9	1	4	54	0	2	43	13	162	10	10	25	3
	3%	0%	1%	16%	0%	1%	13%	4%	48%	3%	3%	7%	1%

City	Algona	Auburn	Bonney Lk	Covington	Enumclaw	Federal Way	Kent	Lake Tapps	Maple Valley	Pacific	Other
	12	226	5	11	19	6	5	16	8	10	21
	4%	67%	1%	3%	6%	2%	1%	5%	2%	3%	6%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	0	0	0	0	6	22	314	0	0	1
	0%	0%	0%	0%	2%	6%	92%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	15	18	33	49	225	3
	4%	5%	10%	14%	66%	1%

Purpose of Trip	Work	School	Other
	305	30	1
	91%	9%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	91	13	39	18	16	3	9	5	6	7	9	149
	25%	4%	11%	5%	4%	1%	2%	1%	2%	2%	2%	41%

Sound Transit November 2010 Rider Survey Results Overview - SUMNER

# of Surveys	Summer
	270

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	10	4	2	19	0	2	37	1	94	9	2	83	3
	4%	2%	1%	7%	0%	1%	14%	0%	35%	3%	1%	31%	1%

City	Bonney Lk	Buckley	Edgewood	Lake Tapps	Orting	Puyallup	Sumner	Other
	100	18	11	14	28	36	47	15
	37%	7%	4%	5%	10%	13%	17%	6%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	0	0	0	0	12	47	201	0	0	0
	0%	0%	0%	0%	5%	18%	77%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	5	12	25	57	168	3
	2%	4%	9%	21%	62%	1%

Purpose of Trip	Work	School	Other
	251	14	0
	95%	5%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	105	17	20	18	17	4	9	1	3	2	6	96
	35%	6%	7%	6%	6%	1%	3%	0%	1%	1%	2%	32%

Sound Transit November 2010 Rider Survey Results Overview - PUYALLUP

# of Surveys	Puyallup
	270

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	11	1	2	16	0	1	32	9	123	13	2	52	2
	4%	0%	1%	6%	0%	0%	12%	3%	47%	5%	1%	20%	1%

City	Eatonville	Graham	Puyallup	Spanaway	Tacoma	Other
	5	16	204	11	14	14
	2%	6%	77%	4%	5%	5%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	0	0	0	0	13	36	214	0	0	0
	0%	0%	0%	0%	5%	14%	81%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	3	13	21	47	186	0
	1%	5%	8%	17%	69%	0%

Purpose of Trip	Work	School	Other
	258	6	0
	98%	2%	0%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	54	31	28	10	23	2	9	3	2	0	11	120
	18%	11%	10%	3%	8%	1%	3%	1%	1%	0%	4%	41%

Sound Transit November 2010 Rider Survey Results Overview - TACOMA

# of Surveys	Tacoma
	148

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	3	0	2	4	0	0	12	4	109	2	0	6	3
	2%	0%	1%	3%	0%	0%	8%	3%	75%	1%	0%	4%	2%

City	Gig Harbor	Lakewood	Olympia	Spanaway	Tacoma	Univ Place	Other
	11	5	7	7	92	13	12
	7%	3%	5%	5%	63%	9%	8%

Station Alighted	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	King Street	Edmonds	Mukilteo	Everett
	0	1	0	0	13	36	96	0	0	0
	0%	1%	0%	0%	9%	25%	66%	0%	0%	0%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	7	13	27	25	75	1
	5%	9%	18%	17%	51%	1%

Purpose of Trip	Work	School	Other
	137	6	2
	94%	4%	1%

Comments	Parking	Stations	Schedule	Buses	Fares	Shuttles	Train Car	Route	Comm	Misc	Compliment	No Cmt
	3	19	14	9	6	13	8	4	0	0	6	0
	4%	23%	17%	11%	7%	16%	10%	5%	0%	0%	7%	0%

Sound Transit November 2010 Rider Survey Results Overview - LAKEWOOD

# of Surveys	Lakewood
	28

Travel to Station	Walked	Bike+Station	Bike+Board	Bus	Ferry	Motorcycle	Drop-Off	Carpool	Park & Ride	Shuttle	Pay Lot	Street Park	Other
	0	1	0	6	0	0	0	2	19	0	0	0	0
	0%	4%	0%	21%	0%	0%	0%	7%	68%	0%	0%	0%	0%

City	Tacoma	Spanaway	Olympia/Lacey	DuPont	Lakewood	Other
	7	2	6	7	3	3
	25%	7%	21%	25%	11%	11%

Trips per Week	1 to 2	3 to 4	5 to 6	7 to 8	9 to 10	10+
	1	0	2	6	0	19
	4%	0%	7%	21%	0%	68%

Purpose of Trip	Work	School	Other
	26	2	0
	93%	7%	0%

Appendix C
Winter 2011 Public Outreach and Open House Summary

Public Outreach and Open House Summary (Phase 2)

Sound Transit and URS hosted a series of six public open house events during Phase 2 of the project to secure feedback to help inform possible future investments by Sound Transit at eight of its Sounder Commuter Rail stations.

The objectives of the open houses were to:

- Generate awareness about the Study among target audiences
- Encourage public participation
- Generate feedback that will help ensure future changes to the station are reflective of the individual needs of each community

Kent - Wednesday, Jan. 26, 2011

Kent Senior Activity Center
600 E Smith St. Kent, WA 98030

Auburn - Thursday, Jan. 27, 2011

Auburn City Hall: Council Chamber
25 W Main St. Auburn, WA 98001

Sumner - Wednesday, Jan. 19, 2011

Sumner High School Commons
1707 Main St. Sumner, WA 98390

Puyallup - Thursday, Jan. 20, 2011

City of Puyallup City Hall: Chamber Hall
333 S Meridian Puyallup, WA 98371

Tacoma - Tuesday, Jan. 18, 2011

University of Washington-Tacoma
Jane Russell Commons
1918 Pacific Ave. Tacoma, WA 98402

Lakewood - Tuesday, Jan. 25, 2011

Boys & Girls Club
10402 Kline St SW Lakewood, WA 98499

Additional outreach was conducted in the Fall 2011/Winter 2012 and results can be found in Appendix G.

The format of the Open House events featured six information stations staffed by Sound Transit, URS or Transpo Group employees.

- Station One: Basic information about Sound Transit; funding, routes, ridership, budget and future area investments
- Station Two: Overview about the Access Study and its goals, desired outcomes and timelines
- Station Three: An aerial map with information about the existing conditions at each station and opportunity to discuss potential improvements
- Station Four: Collect feedback about how people travel to the stations
- Station Five: Provide a variety of opportunities to engage and garner comment
- Station Six: Bike Station and other third-party/partner organizations (Pierce County Metro, etc.)

All of the open houses were held between the hours of 4:00 and 7:00 p.m. Attendance at the events ranged from 18 – 38 people. Most individuals were very engaged and attended the event to comment about very specific ideas, suggestions or complaints. All comments are categorized in terms of the following broad categories:

- Access Issues
- Parking
- Schedule / Service
- Station Improvements
- Communication
- Route
- Ticketing
- Miscellaneous

In total, 172 individuals attended public meetings and left 99 original comment forms. In addition, 11 comments were mailed in after the event. The total number of comments (many comment forms had multiple comments) was 245. Comments were also received from Pierce Transit (see Attachment 1).

Each station has its own particular issues and touch points, for some it was parking and others bicycle/pedestrian access. Similar themes for all stations had to do with more service hours and better connections with Pierce Transit. Outlined below is an overview of the feedback both in terms of comment forms and in comments provided at the aerial map station staffed by URS and/or Transpo; a more detailed summary of specific feedback received at each event follows.

Kent

The Kent Open House was held on Wednesday, January 26 at the Kent Senior Center. The event was attended by 38 people who left 16 unique comment forms, with two more people emailing comments; totaling 47 specific comments. The majority of comments were about access. Representatives of the Kent Bicycle Advisory Board attended the open house; their comments are included as pages 13-18 of this Appendix.

Table 1: Kent Comment Summary

Comment Topic	Number of Comments Received on Topic
Access	16
Parking	10
Schedule / Service	9
Station	8
Communication	2
Route	1
Miscellaneous	1

Auburn

The Auburn Open House was held on Thursday, January 27 in Council Chamber at Auburn City Hall. The event was attended by 35 people who left 20 unique comment forms, for a total of 39 specific comments. The majority of comments were about parking.

Table 2: Auburn Comment Summary

Comment Topic	Number of Comments Received on Topic
Parking	22
Schedule / Service	10
Station	3
Access	2
Communication	1
Miscellaneous	1

Sumner

The Sumner Open House was held on Wednesday, January 19 at Sumner High School. The event was attended by 26 people who left 21 unique comment forms, with 32 specific comments. The majority of the comments were related to parking.

Table 3: Sumner Comment Summary

Comment Topic	Number of Comments Received on Topic
Parking	15
Schedule / Service	6
Station	5
Access	2
Route	2
Miscellaneous	2

Puyallup

The Puyallup Open House was held on Thursday, January 20 in Council Chambers at the Puyallup City Hall. The event was attended by 26 people who left 21 unique comment forms with seven more people emailing comments, totaling 81 specific comments. The majority of comments were about parking. (Note: the building automatically locked at 5:00 p.m., so there was a half-hour period where no one could access the open house. The situation was rectified and the rental fee was refunded.)

Table 4: Puyallup Comment Summary

Comment Topic	Number of Comments Received on Topic
Parking	23
Schedule / Service	19
Access	17
Station	13
Communication	3
Ticketing	2
Miscellaneous	4

Tacoma

The Tacoma Open House was held on Tuesday, January 18 at the Jane Russell Commons at the University of Washington, Tacoma. The event was attended by 28 people who left 18 unique comment forms, with 42 specific comments. The majority of the comments were about access. An additional eight comments were received by separate letter. The Tacoma event addressed both the Tacoma Dome and South Tacoma Sounder Stations. The event had a large turnout from the bicycle / pedestrian community, including many members of the City of Tacoma Bicycle / Pedestrian Advisory Committee. Comments from the Bicycle / Pedestrian Advisory Committee are included as pages 38-42 of this Appendix.

Table 5: Tacoma Comment Summary

Comment Topic	Number of Comments Received on Topic
Access	31
Parking	5
Schedule / Service	4
Station	3
Miscellaneous	7

Lakewood

The Lakewood Open House was held on Tuesday, January 25 at the Lakewood Boys and Girls Club. The event was attended by 19 people who left 3 unique comment forms and two people emailing comments, totaling 6 specific comments. The majority of comments were about access.

Table 6: Lakewood Comment Summary

Comment Topic	Number of Comments Received on Topic
Access	3
Schedule / Service	1
Miscellaneous	2

Communications/Event Promotion | Sound Transit/URS Open House Events

Sound Transit instituted a variety of communications vehicles to reach a wide audience of riders and stakeholders about the public open house events. Outlined below are the communications vehicles that were used. Samples are included in Attachment 2 at the end of this appendix.

Media

- Press release distributed to print and online publications in open house locations
- Press release posted on Sound Transit's Website

Direct Mail

- Postcards mailed to recipients in each of the location zip codes

Direct Rider Outreach

- Postcards at stations and on-board trains
- On-board rider announcements
- E-mail rider alert sent Thursday, January 20 to 6,173 recipients

Advertisements

Newspaper	Date
Kent Reporter	Friday, 1/14/11 Friday, 1/21/11
Auburn Reporter	Thursday, 1/20/11 Thursday, 1/27/11
Bonnie Lake Sumner Courier-Herald	Tuesday, 1/4/11 Tuesday, 1/11/11
Puyallup Herald	Wednesday, 1/12/11 Wednesday 1/19/11
Tacoma Weekly	Friday, 1/14/11
Tacoma News Tribune	Saturday, 1/15/11 Sunday, 1/6/11
Lakewood Observer	Week of 1/14/11

Detailed Summary of Comments by Station

Kent Public Open House | Kent Senior Activity Center

Date: Wednesday, January 26, 2011
Location: Kent Senior Activity Center
Attendance: 38
Comment Forms: 18

Access

- The future Highline-Midway station will need access across I-5 at 240th. I will encourage usage by the West Hill neighborhood and allow walkers to take the light rail.
- No shuttle for everyone along platform, need traffic cops when train arrives – backup on lights
- The traffic is horrible. I've requested from the city for there to be traffic cops and I was told there is no problem. The train arrives at Kent at 4:39 and it can take until 5 just to get to Central. That is ridiculous! A skybridge or traffic cop is needed there.
- The crossing signal at Smith Street seems to have constant problems – it takes a long time for it to stop after Sounder leaves. Something to report to Burlington Northern
- See packet of suggestions (*attached at the end of this section, beginning on pg. 13*)
- The signals at Smith St. and Second Ave don't detect bikes very well. There should be a traffic light with good detectors at Smith St. and Railroad Ave. The bike lanes on James St should be extended to the East at least to Central Ave. In Auburn, cyclists cannot trip the lights on A St NW and A ST SW to cross Main St. Cyclists on Main St cannot trip the lights at C St. At the Tukwila station it is very important to maintain the connection to the North and East to Renton. Currently Longacres drive is used but I don't know if that road will continue to exist.
- At the future Midway station it will need a 240th bridge over I-5 to connect West Hill neighborhood for walking or driving.
- Provide signal at Railroad Ave and Smith St
- Provide better crossing of tracks at each end of the platform, such as more of a shoulder for bicycles (north side of Smith St and on James St)

- Provide better signal trip at Smith and 2nd Ave for bicycles, especially in the northbound direction (for example an “X” or “T” marker/symbol in the pavement for cyclists to put their crank over to activate the signal)
- Extend bike lanes eastbound James St just west of 1st Ave N to Railroad Ave N (understand that the cold storage building cannot move, but look at sidewalk and roadway)
- Provide bike lanes westbound James St from Interurban Train and under SR 167 to Washington
- Move the fire hydrant where we want to start bike lanes on James St (next to Kent Station development and the wide sidewalk area).
- Sharrows: eastbound on Pioneer from Railroad Ave then on right-of-way (now a dirt path between the parking lot), bridge over Mill Creek to Temperance St, turn onto Jason to cross Smith St at Jason/Titus.
- Provide sharrows: on Pioneer to State Ave to Gowe to 6th to Interurban Trail
- Provide crosswalk on Smith St at Railroad Ave – it is currently dangerous for pedestrians

Parking

- Not enough parking at Kent Station, lately the garage is always full in you’re not there by 8AM.
- Kent garage has no ownership – BAD driving, etc; vanpool drivers use regular parking spots instead of reserved ones. Why can’t commuters park on surface lots? We share garage with shoppers; large vehicles block view in garage – need special area
- Light Rail: Increased parking at Int’l Blvd. Station;
- Sounder: The main issue, although there are many, is the garage. I park @ Kent station and the garage is horrible. The design is too narrow and the change to one way from two way causes you to double back every other row. Oversize vehicles make it difficult to back out and to see, especially on the ramps. The garage is full before the last 2 trains come. It is full before 8AM. The garage is also not safe. My car has been hit 2x and I know of other accidents and break-ins. In addition, van pools park in regular spots but there are numerous van pool reserved spots.
- Trying to exit the parking garage in the evening is very challenging – you usually sit through several lights before making it to Smith St.; I only use this garage when Auburn garage becomes too full and hectic; I love riding the train but the parking becomes a rat race stressor. Willing to pay \$30/month for covered guaranteed parking spot

- Parking is limited.
- Congestions getting into garage in the morning can be time consuming. Granted it is usually closer you get to train time, but arriving can be aggressive when trying to find a parking spot. 2) Parking, at least for the 7:23AM NB train seems to be adequate (usually park on level 4 or 5) but later train have issues. I will park at Kent if Auburn station is full or if I know I cannot make it to the top of Auburn garage and back down again if garage is full. 3) It seems like parking has been more full over the last few months...maybe due to Russell moving from Tacoma to Seattle? This also effects the Auburn garage as well as the Sumner location not having adequate parking.
- Parking is the big issue for me. If you take the later morning Sounders, the lots and garage are full. Kent Station shopping center security threatens to tow your car. So there is not a lot of choices. This will be especially important if mid-day Sounders are added.
- Security – last month my vehicle was broken into and the station. Since then I have noticed signs of other cars being broken into just about every day. I have never seen a police or security officer patrolling the parking lots or garage. Video cameras need to be placed in the parking lots and garage.
- More parking! The lots and garage are full if you try to ride the late Sounders. I like the small park and ride lots around the station better than garage

Schedule / Service

- Not enough trains South-line each day. Need more in the morning and more in the evening. If you work downtown until 6 there is no train home. I am currently in the market to buy a home, but if the transportation isn't available I won't be able to live this far south, with my new work schedule.
- More trains midday-stuck downtown; coordinate buses @ King Street – 2 min late no buses won't wait
- Sounder: Daytime trains-10AM, 12PM, 2PM, RT-Tacoma to Everett and Everett to Tacoma
- Once you get downtown Seattle you are tapped. There are no trains in the middle of the day if you need to leave early. You also cannot stay late because there are no late trains. There is no coordination with the buses. Every morning while we wait at the crosswalk at King Street, buses just leave. If the train is late you can be left 10 plus minutes waiting for the next bus.
- Need more trains around the populate times (i.e. 5:12PM train); mornings extremely crowded between Kent and Tukwila

- As the sounder becomes more popular again (economic recovery, gas prices increase..) finding a seat becomes a challenge on some trains; Reminders to not have people put feet on the seats; Remind people to not place their bags on the seats to provide all available seat;
- I live in Seattle but work in Kent, at the Regional Justice Center. The last train that departs Seattle for Kent leaves at 6:50AM. That is not a convenient time. If just one more train left Seattle for Kent, maybe 1/2 an hour later, you would see a great increase in ridership. I know a lot of employees at the RJC who live in Seattle but drive to Kent, because the train leaves too early
- I have noticed signage encouraging light rail users to make use of the space for hanging bikes to store luggage. There is no virtue in encouraging this practice, even though it may be allowed, when many riders would keep their luggage with themselves anyway. The signs alerting cyclists that they may stand with their bikes are much smaller and not so easily noticed.
- The straps in place to hold bicycle wheels - front and back - on the trains, need to be replaced. They are too short, making it difficult to get around both wheels, especially if two bikes ride side by side. The strap buckle pass-through is too narrow, making it difficult to install. Last, the Velcro is well worn.

Station

- Need more Orca tappers- must backtrack when exiting train;
- Besides the garage, there is no shelter from the rain. There also need to be more tappers. Waiting in line to tap takes time and is horrible in the rain. Tapping on and off ONLY applies to the train. No other mode (busers) has to do this. This is discriminating.
- More locations to tap on and off using the ORCA card.
- Tukwila station: invest some money into station; it has slippery walkways. Not very much covered area for passengers waiting for train.
- The elevators for the pedestrian walk-over are terrible. They are always breaking down, or are vandalized by the kids that hang around. The police (city and transit) presence has fallen off in the evenings. This has resulted in a lot more large groups of kids hanging out and more “suspicious” activity happening in the alley behind the Chevron station at James and Central. I park in the lot there sometimes and I am nervous returning to my car in the evening. My number 2 issue is lack of shelter from the rain on the Sounder platform. The current shelters are too small and inadequate for the number of people waiting for the train. Most of us are there at least 10 min before the train arrives and 10 minutes in the pouring rain is not pleasant.

- Great work adding bike lockers!
- Shelters – it rains in Seattle. Cover the waiting areas of the train station.
- It would make a more comfortable commute if the platform were covered. The Kent platform is not only narrow but is mostly uncovered and when the rains fall (which is most of the year) everyone is either huddled under the two covers or just stand in the rain. The station includes benches along the platform but they are unusable most of the year when it rains. I would think a general cover along the entire platform would be more useful than the very artistic two covers that currently serve the Kent platform.

Communication

- Email notices come after the fact-too late.
- The email notices are too late. For example, for late trains 1/14-2/11 was sent on 1/21! Notices are usually sent over 30min afterwards- too late.

Route

- Train from Renton to Bellevue/Woodinville

Miscellaneous

- I enjoy riding the train when I do. It's clean, fast, and a pleasant way to travel.

Kent Transit Center – KBAB Suggestion #1 – Eastbound on James St – January 25, 2011

This suggestion is to provide bike lanes on the south side of James to support eastbound bicycle riders wanting to approach the transit center area to use the either buses or trains. An east bound bike lane on James Street is very badly needed from about 150' west of 1st Ave east to Railroad Ave. This needed bike lane starts where a fire hydrant and a street light are in the planter area and ends just east of the median in 1st Ave. There are several real estate parcels here: 1) Kent Station, 2) the transit parking lot, 3) the frozen food storage lot, 4) the BNSF RR crossing and 5) City of Kent street Right-of-Way. See the Kent Street Classification map below. The needed segment of Bike Lane is shown in black.

The existing segment of bike lane is shown in green.



Bike Lanes here allow the eastbound riders a safer way to use the right-of-way compared to when they are sharing the general purpose lanes with motor vehicles. Bike Lanes here provide eastbound connection from the Interurban trail, James St P&R, Regional Justice Center, Kent Commons, Kent Station, Kent Library and numerous businesses. Bike lanes on this segment of James St would complete the east end of the bike lanes on the south side of James.

JOHN R. NELLER
1300 EAGLE RIDGE DR. S #K-1071
RENTON WA 98055

I support this suggestion.

Name _____ Phone _____
 Address _____ E-mail bikenstein@msa.com

Kent Transit Center – KBAB Suggestion #2 –Bike Lanes on James St – January 25, 2011

This suggestion expands the idea started in Suggestion #1. The big picture is to provide bike lanes on both sides of James from Washington Ave (W.Valley Hwy) to Central Ave. This creates the total connectivity needed for cycling across the valley floor from Central Ave to the Green River. Eastbound bicycle riders from housing and/or businesses are support in their need to approach the transit center area to use the either buses or trains. Westbound riders can come down from East Hill on James St and approach the Station using Central-Pioneer or through Kent Station via their north entrance and the road to the transit center. The needed segments of Bike Lanes are shown in black.

The existing segments of Bike lanes are shown in green.



The addition of these segments of bike Lanes to James St improves the safety of riders and gives them great connectivity. This connectivity is to businesses, public buildings, and transit services.

JOHN R. NELLER
1300 EAGLE RIDGE DR. S #K-1071
RENTON WA 98055

I support this suggestion.

Name _____ Phone _____
 Address _____ E-mail bikenstein@msn.com

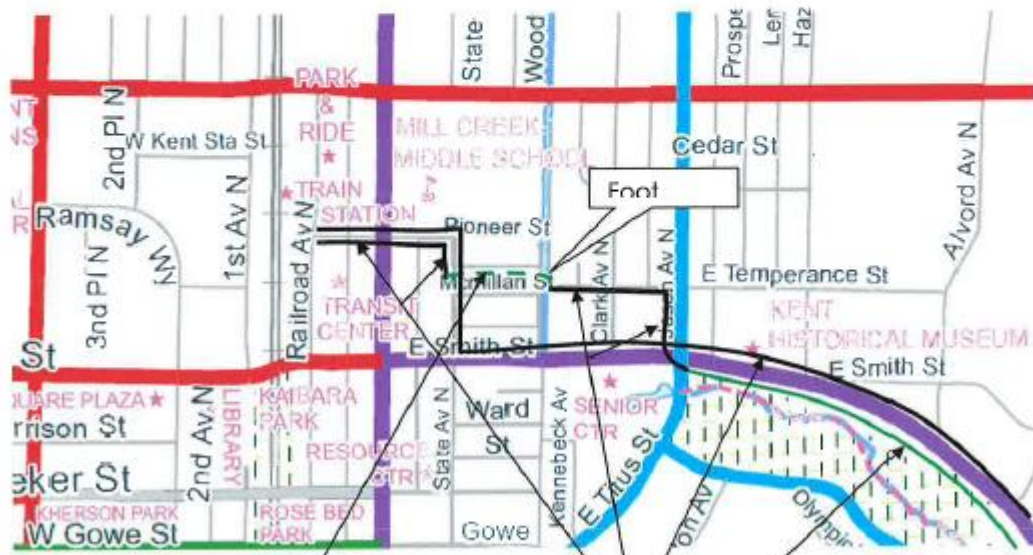
Kent Transit Center – KBAB Suggestion #3 – Eastbound to East Hill

– January 25, 2011

This suggestion is to provide a connection to and from Kent East Hill. This suggestion avoids Central Av and Smith St (SR-516) because of heavy traffic and lack of bike lanes. This suggestion would have Sharrows on the road segments of this route.

This **eastbound** suggestion leaves the east side rail platform, goes east on Pioneer St (about 2 blks), turns right on State Ave (about 1/2 blk), turns left on a needs-to-be-paved trail right-of-way (easement?) south of the Mill Creek Middle School property (about 1/2 blk), jumps Mill creek on a footbridge and proceeds east on Temperance St (about 2 blks) and turns right on Jason Ave, the route proceeds south (1 blk) to the traffic light on Smith/Canyon/SR-516 where the route continues east using the bike lanes on the south side of Canyon Rd.

A **westbound** rider coming off of East Hill and approaching the station from the east could use the (above) eastbound route in reverse. However, the rider that comes down the hill at 20-30 mph could have a problems turning north onto Jason St. So the recommendation when westbound on Canyon is to cross Jason and turn right on State Ave, go to Pioneer St turn left and go west to the transit center.



Put Sharrows on Pioneer, State, Temperance and Jason (black).
 Pave trail segment (dashed green). Existing Bike Lane (solid green).

JOHN R. NELLER
 1300 EAGLE RIDGE DR. S #K-1071
 RENTON WA 98055

I support this suggestion,
 Name _____ Phone _____

bikenstein@msn.com

Kent Transit Center – KBAB Suggestion #4 Sidewalk width on Smith St. – January 25, 2011

This suggestion addresses the reality that pedestrians and bicycle riders will walk east-west on the north side of Smith St to cross the railroad tracks. The sidewalk width on the north side of Smith from Railroad Ave to 1st Ave should be 8-12' in width to provide adequate space for people. The worst segment is from the west side of the BNSF RR to 1st Ave. The south side of the sidewalk needs to move back to the north about 5', since the traffic lane is warped badly here.

The sidewalk here needs to be moved north and made wider (red) and the width here is ok (green).

A safe route (yellow) for riders to use going westerly and southerly from the east platform, is to go south off the platform, go west across the tracks, turn north on 1st Ave, and take the first left into Kent Station, then continue south on 2nd Av using the traffic light to cross Smith St.

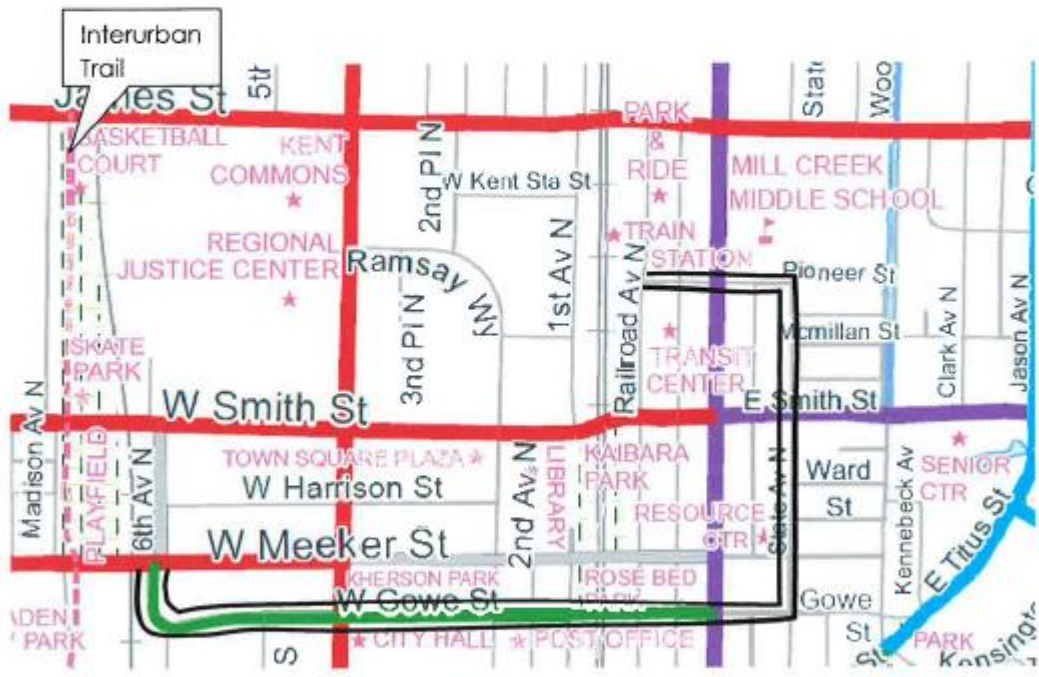
I support this suggestion.

Name Thomas R Hale Phone (253) 854-0734
Address 23327 115 PL SE E-mail
KENT WA 98031
STHALE2@COMCAST.NET

Kent Transit Center – KBAB Suggestion #5 – Installing

Sharrows – January 25, 2011

This suggestion is to provide: Sharrows in both directions on Pioneer (east from the Transit Center to State Ave), Sharrows on State Ave from Pioneer St to Gowe St, and Sharrows on Gowe St from State Av to 4th Ave (maybe 6th Ave). Sharrows on these streets support access to the east hill route in suggestion #3, provide access to Scenic Hill via Gowe St, and provide access to City of Kent office buildings along Gowe St. This connectivity this provides is on streets with low traffic volumes and generally wider lanes.



I support this suggestion.
 Name _____ Phone _____
 Address _____ E-mail bikenstein@msn.com

JOHN R. NELLER
 1300 EAGLE RIDGE DR. S #K-1071
 RENTON WA 98055

Kent Transit Center – KBAB Suggestion #6 - Traffic signal At Smith & RR Ave – January 25, 2011

This suggestion is to provide southbound access across Smith St at Railroad Av by installing a full traffic signal at this intersection. Southbound riders and pedestrians could cross here. South bound riders would not have to use the sidewalks along Smith to reach the crosswalks at Central Ave or 2nd Ave.



The desired location is shown with this symbol.



This idea has some convenience (ease of crossing Smith, and reasonable bike connections to the south) but also has some issues (stopping the eastbound cars on the train track).

JOHN R. NELLER
 1300 EAGLE RIDGE DR. S #K-1071
 RENTON WA 98055

I support this suggestion.

Name _____ Phone _____
 Address _____ E-mail bikenstein@msn.com

Auburn Public Open House | Auburn City Hall

Date: Thursday, January 27, 2011
Location: Auburn City Hall
Attendance: 35
Comment Forms: 20

Parking

- Trying to find a parking spot in the morning is extremely stressful – drive all the way to the top to find out the garage is full – usually forced to drive to work then. I was paying Auburn f
- or a guaranteed spot in the garage - \$50/month. I thought it was a little expensive – willing to pay \$30/month. As soon as Auburn spots opened up the garage exceeded capacity within 3 days. This needs to be treated like a system. When Sumner doesn't provide parking those residents are forced to Auburn which puts Auburn at capacity and pushes Auburn people to Kent. Sumner needs to provide sufficient parking for their residents. Small park and ride lots with shuttle access would help, i.e. Lakeland Hills. I love riding the Sounder but the parking situation needs to be addressed. It is becoming very stressful and dangerous as people race to find spots in the morning.
- More parking – whether it be multiple level parking garage or adding to current garage (don't know if structurally this is possible); Parking attendant or electronic notification stating garage is full, rather than going to top floor only to find out all spots are full; Pave and line gravel lot for those who pay to park in this lot.
- Auburn desperately needs a 2nd commuter parking garage. Commuters are parking along the tracks and other parts of DT neglecting impacting parking for local businesses, residents and visitors (shoppers) in Auburn.
- We really need more parking at the Auburn parking garage that is free. I heard we were going to get another garage and now I hear we are not. How can people use the train if they cannot park their car? You are only doing half the task at hand.
- There is not enough parking! Overflow goes onto neighboring property that is being developed which creates negative impact on businesses whose parking is taken up by people who aren't visiting their locations. Please give Auburn what they need – improved parking with second garage.
- There is NOT currently enough parking. Right now commuters are parking in the empty building lots. Those will soon have construction going on and there will be no more “overflow” parking available. The citizens voted “Yes” with the premise and promise of a

2nd garage to be built with the money collected. Please respect the vote of the people and BUILD the 2nd garage.

- We will and soon need more parking. Let's start planning now!
- A second parking garage is needed in Auburn. It was understood that would be in ST-2. We pushed for its passage because of the promise of the garage. When you add more trains this need will grow.
- We serve 50-100 students a day at the Auburn station. It is great for the college and for economic development in the city. PARKING will be a huge issue for our students once the development around the Auburn station is complete (2-3 years). If our students cannot park in the surrounding area we will be forced to close programs that are vital to the Auburn community
- I am David Comstock, owner of Comstock's Binding and Bookshop. My main complaint is after years of promises Sound Transit has betrayed Auburn by refusing to build our 2nd parking garage except in the far distant future. However, you have greatly increased ridership while denying YOUR parking on our already stressed downtown. Your empty promises go back many years and many, many of us voted the last election to give you more funds and you made us promises to build our garage. Bellevue, which doesn't seem to really want light rail will get whatever they want, at whatever price, I venture. Fulfill your promises!
- With future development in Auburn another garage will benefit the overall transportation/parking in the downtown area.
- the Auburn parking facility is also full by early morning
- Additional parking will be required as well. The current parking garage is at capacity. If the construction allows for additional parking floors to be added, that should be considered now. If not, then an additional parking garage should be designed with future growth in mind (not only growth of current passenger capacity, but also growth of the population in the immediate future). The same 3 entities (City of Auburn, Sound Transit, and Metro Transit) should start negotiating now to determine the respective funding sources and percentages.
- Additional parking is needed.
- Need more parking and buses to get people to station so they don't need to park. Additional parking must be as close to the current station as the existing parking
- Parking IS a big problem in DT Auburn from existing commuters parking where they should not (on private property) and when they should not (outside of posted hours & in 2hr zones.) If you want increased ridership, you need parking. The current lack of parking turns away potential riders and causes current riders to violate private property.

- Free up stalls in the garage that the City of Auburn has taken. Would like to see second garage, have it on west side of tracks. Parking IS an issue!
- We NEED more parking in the garage that is free. You want people to use public transportation, but if there is no where to park it doesn't do any good.
- Downtown merchants are unhappy about parking (a) spill-over parking from sounder station, and (b) uncertainty and suspicion that parking problems will only be exacerbated by upcoming plans to re-develop downtown blocks near station (as the Comp Plan encourages).
- There's a consistent perception that a second parking garage was included in the ST2 funding measure.
- Perception than many Auburn station users are non-Auburn residents – need to fully document passenger survey and note/map station user's point of origin, by station.
- Recommendation to start charging current park-and-ride users to help pay for second parking structure.

Schedule / Service

- As the popularity increases, seating is becoming an issue on some trains.
- In regards to seating, have security or train conductors walk through cars reminding passengers to store backpacks, bags, etc under seat or in overhead; announcement is not enough due to passengers wearing headphones
- Have a car that allows dogs on leashes (owners should have to get pre-approval)
- Keep bus 497 from Lakeland Hills
- Please add a mid-day train.
- RTE 578 is a great addition. However, I suggest that inbound be routed over Safeco. Exit down 4th with a stop at King Street then proceed to University.
- It seems that the commuter rail services is quite successful, so much so that it is now capacity-constrained. The trains are "standing room only" NB from Auburn. If the commuter rail service is to improve and expand, additional cars will need to be added to the train (extensions of the boarding area will need to be made, or access to the additional seating capacity will need to be through an adjacent passenger car).
- More trains for special events (around the clock); 3) More trains in the evenings; 4) Add cars to accommodate more people per run – thus, expand loading area

- More runs to and from Seattle.
- Poorly-timed local bus transfers to commuter rail was reported by several.

Station

- On a positive note, the train staff, especially the woman in the morning with dark curly hair is extremely helpful at the Auburn station. She can help with anything and usually is helping new riders or those having difficulties with equipment i.e. kiosk;
- Additional ORCA readers should be placed at 2nd floor and bottom of stairway at parking garage to east congestion when people get off train. This will provide more “tap off” locations.
- Have rider drop-off areas that don’t allow the driver to “park” until the rider’s train arrives, taking space that others need. 9) Secure bicycle storage is essential. Buses also need to be able to accommodate bikes quickly as people may ride a long way just to get to a bus (and/or put secure bike parking at key bus stops);

Access

- Work with local partners on better bicycle signage from Interurban train to transit center.
- Traffic- it needs to favor ridership trying to get to parking.

Communication

- Tell us how to petition the legislature to get (you) more funding (will contact transportation choices coalition. Tell us your criteria for re-assessing how existing \$\$ will be spent so we can provide info to you that is to the point.

Miscellaneous

- A number of employers reimburse employee transportation expenses, including driving. Get them on board for supporting public transportation.

Sumner Public Open House | Sumner High School

Date: Wednesday, January 19, 2011
Location: Sumner High School
Attendance: 26
Comment Forms: 21

Parking

- The most effective yet expensive solutions to both the safety and parking issues would be to add a parking garage across Traffic Ave with pedestrian walk-area. Having a parking garage would give commuters a close, safe place to park as well as easy access over Traffic Ave and access to either set of tracks.
- Please add more parking. I don't mind walking a ½ mile to the transit station. It would just be nice to have a safe place to park.
- Please add parking in Sumner.
- More parking or garage near Sumner Station; Permits for Sumner residents to park in restricted areas
- More parking is needed at Sumner.
- A garage just needs to be well designed to mitigate/minimize the large volume of the building and make it visually interesting.
- Sumner station needs parking and an overpass. A parking garage, perhaps with shops on the ground floor would be best. By the 3rd or 4th train, parking is very hard to find.
- A parking garage would be a nice addition.
- Biggest problem is lack of parking at Sounder Station in Sumner and parking lot across the street [State/Hunt] is NOT safe-dark and gravel/not paved lot makes it unsafe to walk. As a woman I don't feel safe using it. Let's get creative ideas to build a parking lot that complements the area-perhaps with lights and make it closer to the station.
- Acquire enough property to accommodate a parking garage between station LN and railroad track.
- I drive from Orting to catch the train in Sumner and always have to park several blocks away on the street. At least 50-100 more stalls are needed. Garage is the best option by far. As most riders are northbound, it should be in current location of parking lot to avoid most people having to cross Traffic Ave and tracks.

- Parking solution: Build a parking garage at or near Sumner tracks.
- Sound Transit parking lots are being used by more than just Sound Transit. Somehow there needs to be designated for ST commuters. Today at the first train home there were over 40 stalls empty- but were full in the morning. Construction workers were all catching a ride in company truck to work but parking in Sound Transit lot.
- Please add more parking. I am willing to walk ½ mile. Parking does not need to be close.
- Build a garage in location of main lot with at least 50-100 more stalls.

Schedule / Service

- Lastly, I would like to see more runs added. We have lived in Sumner for 5 ½ years and the only lines added have been beneficial to commuters. Especially in the summer, my family would use the Sounder a lot going to both Seattle and Tacoma. Please consider asking B.N for more time on the tracks. I think all cities that are connected by the Sounder would benefit greatly and it would also keep more people and cars off the road-better for parking in the cities and better for the environment!
- I would not mind taking Pierce Transit 408 if the schedules were more in sync. I take the 7.37am train and PT-408 arrives at 7:36am. It is too risky to take the bus because I could miss the train. Also when I come home, the 408 leaves a good 15 minutes after the train arrives. This is too much time wasted sitting in the Sound Transit parking lot. Please make the 408 route more useful by syncing up arrival and departure times with the Sounder train.
- Add one more train to leave Sumner around 9AM.
- Have a later train from Seattle to Tacoma- have time after work to shop, go out for a drink or dinner.
- Train and Bus communications: When trains are late, they need ability to notify buses that could wait.
- Also sync the ST-408 bus schedule with the train.

Station

- Please keep the station and improve it where it is. I bought my house in downtown Sumner because of its proximity to the station and consider it to be a huge asset. A garage would maybe work if designed extremely well.
- There needs to be a way people can know what side the train is on.

- Noticed occasionally on returned southbound trips the Sounder uses the Westbound tracks which seems “disjointed” for the passengers departing from the train. Those picking up passengers create a traffic issue on Traffic Ave.
- My husband has had to RUN many times when he’s been standing on the platform and the train is on the other track. It would also be nice to take advantage of the electronic signage that could be used to warn commuters ahead of time that there has been a change.
- Should be a bathroom/San-I-can so they don’t do it in the cabana.

Access

- Where the crossbar comes down is not a safe place to cross at the present time also. A parking garage with pedestrian cross areas would solve a lot of problems. There is currently no ADA access.
- Connecting the station to the trail along the Puyallup River would be great for walking and biking.

Route

- New stop where Sounder crosses Link Light Rail, near Boeing Access Road
- Would take the bus to station if service to Orting was provided.

Miscellaneous

- Maintenances should keep landscaping/weeding up better. Shouldn’t operate leaf blowers at 10:30 or 11:00 PM at night. When they pressure wash station sidewalks/facilities they shouldn’t let it run down storm drains (EPA wouldn’t approve), also should do it during days or on weekends.
- I am glad you came

Puyallup Public Open House | Puyallup City Hall

Date: Thursday, January 20, 2001
Location: Puyallup City Hall
Attendance: 26
Comment Forms: 32

Parking

- There is not nearly enough parking at the downtown train station- this discourages people from riding.
- Remote parking with shuttle bus is not effective – people want to park at the station.
- More parking needed at Puyallup station
- Try and get a refund from the WWF for Sound Transit’s share at the Red Lot. Purchase land (old oil company property or Eagles Club) demolish the structures for additional parking.
- More parking
- Parking garage! Red Lot-Improve usage. Dedicated shuttle, like airport parking
- Parking fills up at 5:47AM train
- There is a clear impact on long-term parking for the merchants. The original promises of NO impact on downtown (by John Hubbard) have never been kept. Puyallup needs multiple locations for merchant parking. This means going to permit (or zone) parking. One large parking structure in town is NOT the solution because of traffic. P.T.O.
- Do not want to see a parking garage. You need to offset people coming to this lot not try to bring more in. Puyallup and its residents are going away and becoming a parking lot and only a 6hr town.
- With expansion we need a park and ride south of tracks; parking garage should be closer to high school to move commuter traffic away from downtown; School district willing to explore shared use of parking garage.
- Think we need a parking garage but do need to be sensitive to the neighborhood.
- A parking building would be nice too!
- Parking-more!!! Need to salt/sand lot-slippery

- Buy old Puyallup oil property (for sale now) to extend parking
- More parking, more parking, more parking! Garage. Keep close tabs on real estate available close to station for parking
- Wish there was more easily accessible parking. Having to walk so far makes me less likely to ride. I ride the last train in the AM
- Sounder riders are parking on Main Ave, 3rd and 4th Streets even before the lot fills (because it is quicker to get out at the end of the day), Its dark, not enough parking lot lighting and often poorly time with day light savings time; A parking garage is not the answer
- Puyallup District may go to middle school program so 9th graders may move to the high school near the station; increase school population from ~1,600 to ~1,900+; Plans for expansion of parking in the area; Would like to talk to ST about a potential shared garage; Their parking study showed that Sounder riders park along Sector Ave between 5th and 7th Streets
- Need a garage
- 4th Ave is used as overflow parking
- Sounder riders park along tracks east of 3rd St NE all the way down to Dominos Pizza (along Spring Street?)
- If Puyallup riders will continue to have access to Cornforth offsite parking, it would be really great if the asphalt could be repaired and relined. I would be willing to park at the Red Gate lot, but with the addition of catching a bus, that increase my already lengthy commute by another half an hour. I have also heard complaints that the buses from the Red Lot are arriving too close to the departure of the trains now which makes it difficult for anyone who needs to purchase a ticket.
- I was on the steering committee for Puyallup when John Hubbard headed things up. The Promise he made was that downtown parking would not be affected. "If in the unlikely event that the parking lot becomes full then we will build a parking structure here" [pointing to the plans] Since then i have spoken to numerous representatives and to the City Council and about all i ever here is "we must do a study". Well 5 studies and surveys later the merchants downtown are still suffering. The commuters are mostly from out of town and don't really shop. I hope that between you and the Council you can find a win win situation for all.

Schedule / Service

- I'd like to take a bus but there is only one bus to the Puyallup station and it goes to Bellevue before going to Tukwila.

- I would like to see more trains- late morning, afternoon (early afternoon) and night
- Later trains needed.
- More train cars, more train runs
- Coordinate bus service with train
- Coordinate buses with Sounder trains departures and arrivals
- Have more trains and mid-day- BNSF conflict or have an express bus mimic train route when train can't run
- Reschedule trains with 1 earlier, and 2 later
- Still want us to get to all day Sounder service and weekend service
- More local bus service to train station. More Sounder service on nights and weekends. More local connector service from Puyallup to P&R-South Hill.
- More train cars, more train runs
- Mid day train.
- trying to figure out the schedules and cost was difficult
- The people most affected by this WILL NOT BE AT THE MEETINGS AS THEY WILL STILL BE ON THE BLOODY TRAINS AT 4PM???? Couldn't Sound Transit bother to do it from 7-9PM at selected locations or would that cramp their style? Government genius at its finest
- Puyallup express takes 1.5 hours from Seattle to Puyallup
- Dedicated connector bus in between Tukwila Station- TIB- Sea-Tac Airport during Sounder and Amtrak train times.
- Add food services also inside the train. Make it be almost like Amtrak.
- Seating on train getting tight. Overhead racks are too narrow so you cannot put your bags up there. Most people put bags on the other seat-takes up space [that could be used] for another person.
- Better Wi-Fi

Access

- Bridge/overpass from Stewart to station, crosswalk

- Bike lanes on 5th street SW
- Bridge over tracks for accessing train in the morning.
- No crosswalks are concerns for pedestrians crossing streets.
- We desperately need a crosswalk from the Sounder parking lot which crosses 5th St. SW to the corner of the block across from the Eagles building. Someone is going to be hit crossing at night. We also need a walkway from the other side for when we disembark on the opposite side of the tracks.
- Crosswalks by Eagles. Bridge/overpass for other side of tracks.
- SW corner of the 5th St. RR x-ing. Walkway tunnel UNDER tracks to connect E& W sides.
- Better shuttle service from the Red Lot and South Hill park and ride, Make it a continuous loop shuttle, Bridge or tunnel that goes above/below tracks at the station
- Provide concrete shuttle information for “Red Lot” – how long before the next train arrives, does the shuttle leave.
- For use of Red Lot, local bus connections, bike lockers area and lockers.
- People don’t use crosswalks and cut across Main Ave
- Need a crosswalk across 5th St NW at Sector Ave
- Need an overpass over the tracks because it is far to walk around to the other platform
- Need a crosswalk across W. Stewart at 2nd Street NW (or signal?)
- Pedestrian crossing across 5th Street SW to get from the main Sounder parking lot to the auxiliary lot is unmarked; a great improvement could be a cross walk on 5th Street SW just north of 3rd Ave NW.
- I ride my bike the station so I really appreciate the bike lockers on the platform. Thanks for those. If there are plans to build a multi-level parking lot at the Puyallup station, it would be important to me that easy access to bike lockers be preserved.
- I am wondering if there are plans for a pedestrian bridge or tunnel that could be used to cross the tracks. At the moment, crossing the tracks always requires a trek to one end of the platform or the other and then the crossing gates may be down. A means to cross the tracks in the middle of the platform would be very helpful. A bridge like the one in Kent would be nice, but an underpass/tunnel under the tracks would be even more convenient.

Station

- Coffee stand, Bathrooms, Indoor heated area, More Orca card readers
- Real-time next-bus info (more reliable service), to improve security-install cameras and enforce violations.
- coffee bar/indoor heated area, bathrooms, more readers at platform side
- It also would be nice to have another orca card station in Puyallup on the East end of the platform on both sides of tracks, on East end. Currently people in last car have to double back to tap card before going to offsite parking. So an additional tap station in East end of platform would be great. Beautiful.
- Train station is less than 50% Sounder users the rest are post office, police, fire, school district employees and students. Lots have skateboarders, drug use, and unattended areas.
- It is impossible to know on which side of the two tracks to board going to Seattle. There was a wealth of information on the bus schedules, which does nothing for the Sounder riders. There is a very small sign down low on one of the track sides, that gives some limited information.
- I would like to (again and again and again) request tagging machines on both sides at the far north end of the station. As at least half of the Puyallup riders pass the north end of the station every day, it would seem to make sense to have the machines handy instead of expecting riders to go out of their way to tag especially when the train disembarks riders on the right side (wrong side) in the evening.
- The ideal solution would be to close the Puyallup and Sumner station and build a new super-station near Shaw Road, half way between Puyallup and Sumner.
- We could like to see a Sounder Transit go from South Hill, Puyallup to McChord AFB or Fort Lewis. We live in a HUGE community of Military and traffic is horrible going down 176th to get to the bases. We would like to see an easier way to get to work w/o stress of traffic.
- That is at least worth of discussion is the idea of a station between Sumner and Puyallup
- A great idea in the wrong place, more between Sumner and Puyallup.
- I have ridden the train from Puyallup for 7 years. I live in downtown and would like the station moved to in between Sumner and Puyallup to provide better parking, quick access to freeways, space for parking without ugly and expensive garages, enough space for covered queues; the large majority of riders drive or speed through Puyallup to get home to South Hill, Orting, Parkland, Spanaway. They can all get home quicker with

close freeway access. Envision the East Pierce county Regional Transit Center, 2 minutes to 410, 167, 512, serving train riders from Sumner, Puyallup, Bonney Lake, Buckley, Orting, Graham, Spanaway and conveniently located at Shaw and Pioneer.

- Give up on downtown sites in Sumner and Puyallup and build large transit center at Shaw road. Make the cities “buy their mistakes” from ST. Cities were the ones who wanted stations downtown and learned they were wrong.

Communication

- Would like to see more communication of the vision of development. Mixed use development is favorable. Some concerns of pedestrian crossings on Stewart; lighting and crossing.
- I believe you would benefit from improved interface with commuters and residents
- Provide advanced warning when train is going to locate on other tracks

Ticketing

- Round trip Puyallup-Seattle used to be a day pass. It is still advertised that way at the ticket vending machine but not accepted in Seattle buses. It should be an option to buy a “real” day pass ticket.
- Buy tickets on the train

Miscellaneous

- Publicity at Farmers market, Fair, etc
- Concerns for neighbors are contamination on lot, security during and after hours, pets dying due to commuters. Garbage in yards, lawns and yards being cut through. Would like to see no one air blowing lot at 2AM. Driveways blocked off daily at our houses.
- Encourage better overhead coverage on walk routes- businesses on Meridian (awnings) for rain protection.
- At last week’s “Sounder Parking Open House” held at city hall, council member John Knutsen stated that he had conducted a study to evaluate the residential locations of those who parked at the leased Sounder parking lot (Cornforth-Campbell) in downtown Puyallup. He elaborated that he had the Puyallup Police Department run a check on every car parked there. This check went as far as identifying which cars were registered to owners residing inside and outside Puyallup city limits. At a minimum, I find this to be a misuse of valuable police time. Also, what other checks are the police running on the owners, open warrants, unpaid traffic tickets etc that commuters are not aware of? The question is, who authorized this action at city hall or was it a rogue activity at the behest

of one of two council members with personal financial interest? Either way, to conduct this kind of covert operation against an assumed level of privacy of Sounder Train commuters expect is simply disgusting.

Tacoma Public Open House | University of Washington, Tacoma

Date: Tuesday, January 18, 2011
Location: University of Washington, Tacoma
Attendance: 28
Comment Forms: 18

Access

Tacoma Dome and South Tacoma Stations:

- Simple solutions such as crosswalks surrounding this on Puyallup, bike-ped way finding and bike connections to regional facilities such as the water ditch trail South Tacoma
- Crosswalks at all surrounding intersections within ½ mile would help. Connect bike trails, existing and planned-see the Mobility Master Plan for how these needs could help each other out.
- Provide way finding signage near station that describes distance to local amenities or destinations by minutes and miles (e.g. car museum, waterfront, Downtown Tacoma, etc.)
- Supportive of providing better access for pedestrians and bike riders to the Sounder station; better and more bike paths, bike racks or lockers, wider sidewalks, etc.
- Providing residential around stations allows people to walk to transit to commute to Seattle and other towns along the way
- Sound Transit should help Tacoma implement their Mobility Plan, extending bike routes, etc. and encouraging them to keep them clean of gravel and litter.

Tacoma Dome Station:

- Bicycle connection for E. 23rd to existing N/S Tacoma Dome station bike lane
- Tacoma Dome Station: Bike lanes on D St. should extend beyond I-5 bridge south, up McKinley to S. 38th. Likewise, bike lanes on L Street over I-5 to S. 38th. This gives riders smooth access from downtown via Hood Street overpass of Foss Waterway.
- Pedestrian safe connections (crosswalk, lighting, etc) for Puyallup Ave, East D & Puyallup Ave at Tacoma Dome station.
- For bikes, try to connect “existing” trail along Dock to Stadium with Schuster Parkway “existing” trail. The current crossing on the sidewalk is rather awkward.

- Provide better lighting for crossing E 25th Street from the station
- Look at adding bike lanes on Puyallup Ave
- Sound Transit should extend Tacoma Link to the Stadium District to provide a connection to regional transit for those who live in the north Tacoma neighborhoods, many of whom now drive to Tacoma Dome Station.

South Tacoma Station:

- Bike lane continuation of bike trail on 58th E/W to Tyler; continuation N/S of Water Ditch Trail 60th to 56th
- Bike lanes of improved sidewalks should be installed on S. 56th between Puget Sound and Tyler. Even better, between City Water Ditch trail and Tyler.
- The new South Tacoma station needs better bike access
- I strongly urge developing a good bicycle connection between the Water Ditch Trail and the South Tacoma station. Either with good bike lanes or preferably, a dedicated trail or bikeway. A good connection from the station to Tyler Street—a bike path or bike lanes—would make the N/S bike-lane corridor from Stevens to Tyler much more functional. Access from N. Downtown: complete bike lanes on Dock Street & E. 23rd street to D. Street. From West: Improve S. 25th street to accept riders from Hilltop & UWT, using bike lanes. Future Prairie Line trail will intersect.
- Pedestrian safe connections (crosswalk & lighting) for S. Tacoma Way, S. Washington & S. 56th at S. Tacoma Station.
- A multi-use trail (ped/bike) on S. 58th between the Water Ditch Trail & the Station would do a nice job of funneling bike & ped traffic from east of the trails. Because the South End of the Water Ditch trail is slated for completion by the end of 2011, S. 58th will actually pull/funnel peds & bike from North and South of the S. 58th/Water Ditch Trail connection.
- New bike cones on S. Tyler could bring riders from U.P. and West Tacoma but because S. 56th is a virtual 5-lane freeway, these riders will be forced to either ride the sidewalks or frustrate very impatient drivers. Extend S. 58th street multi-use trail west to S. Tyler thru green belt.
- All intersections on S. Tacoma Way between S. 47th and S. 66th should have pavement cross-hatching; and of course ADA ramps. S. 56th St. intersections from S. Orchard to at last Pine St. deserves similar attention.
- Bike lanes on S. 54th from S. Washington (see above) east to Tacoma Mall blvd.

- Provide W/E access to S. Tacoma Station: a. develop trail on S. 58th St from Tyler to Durango (metro Parks prop)
- For better bicycle access (S. 56th Station): improvements needs to be made to S. 56th since that is one of the better streets for crossing I-5. Improvements to S. Tacoma Way and/or Delvin from Pacific St. since it is the easiest hill to climb for bicyclists.
- Crosswalk at all intersections on South Tacoma Way from S. 47th to S. 64th, also S. Orchard to S. Oakes, S. Washington north of 56th needs improvements.
- Bike lanes on S. 54th from S. State to S. Washington & S. Washington to Station. Bike lanes-South Tacoma Way to S. 38th and 56th.
- Connect Water Ditch Trail to Sounder Link with way finder signs. Promote walk/bike.
- Connect Water Ditch Trail to station via 58th Street
- Connect Tyler Street bicycle improvements to station via the north end of the community center property (approximately the 58th Street right-of-way)
- There are a lot of north-south bicycle and pedestrian improvements in South Tacoma but not many east-west connections; they are working on this
- Could we have an all-stop at 60th Street and Adams Street

Parking

Tacoma Dome and South Tacoma Stations:

- We don't need more parking garages in our community. There will never be enough free parking. ST should look at managing parking with charging for spots instead of building more free parking.

Tacoma Dome Station:

- Increase parking at TDS to maximize link/bus use to downtown & UWT
- Charge for parking at Tacoma Dome station so legit commuters use it instead of UWT students.
- Also perpendicular parking changed to back-in diagonal.
- Parking lot is getting full

Schedule / Service

- The feeder lines to the stations-like the link & buses-should be extended to more crowded urban centers. Link should go to the Stadium District & to the Emerald Queen stop.
- More trains to Sounder soccer games! And publicize it, many fans don't know the train is running.
- It would be great if Sounder ran during the day and on weekends. Maybe in the future dedicated track?
- Provide bus connections at station

Station

Tacoma Dome and South Tacoma Stations:

- Covered bike storage is critical; suggest use of portable shipping containers.
- Make sure bike racks are available and more room on Sounder for bikes.

Tacoma Dome Station:

- Consider rearranging bus/train/link terminals for easy transfers and safety.

Miscellaneous

Tacoma Dome and South Tacoma Stations:

- Housing-mixed income housing should be encouraged near the stations. We need public support-governmental support of this goal- not simply assume that "the market" will direct the actions of development.
- More density of people living around transit stations is needed to alleviate the need for acres of parking
- The best thing Sound Transit could do would be to help the neighborhoods with a station to develop land around the station as mixed use. Sound Transit does not have to be the developer but needs to provide incentives to developers and/or find the developer to build near the station.
- Public/private partnerships might work where housing/office/ and parking structure could all be in one building.
- Sound Transit and the City would realize a savings in the long run if the transit riding public could live at or near the station and have no reason to drive to the station

Tacoma Dome Station:

- I am interested in your plans for allowing vendors in your stations. I'm the owner of Jeff's Ice Cream in Tacoma and I sell made in WA novelty Ice Cream treats and good humor products and would like to talk to someone about a vendor spot for summer 2011 at the Freight House Station. Facebook: Jeff's Ice Cream; jeffsicecream@gmail.com; 253-606-0252.

South Tacoma Station:

- Communication with Metro Parks to bring people to transit and new community center. Community center opens 3/12.

March 2, 2011

Valerie Batey, Project Manager
Sound Transit
401 S. Jackson Street
Seattle, WA 98104
val.batey@soundtransit.org

Ms. Batey:

The Tacoma Bike and Pedestrian Action Committee (BPAC) is a group of 16 cycling, pedestrian and transit advocates authorized by the City of Tacoma to provide citizen oversight of its efforts to implement the Tacoma Mobility Master Plan (MoMaP). MoMaP is an ambitious 15 year plan that will create a City-wide bicycle network, significantly improve Tacoma's pedestrian infrastructure and integrate both systems with mass transit. MoMaP was unanimously adopted by Tacoma City Council in June 2010. Despite the sluggish local economy, the City has allocated approximately \$1 million toward MoMaP implementation expenses for the 2011-12 biennium.

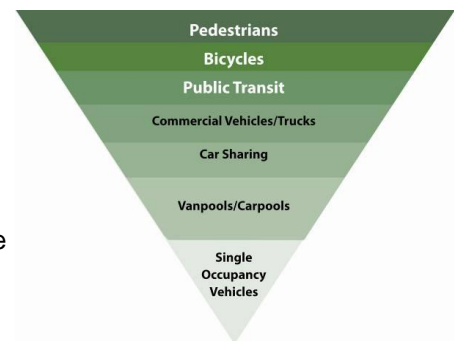
Attached you will find a narrative outlining BPAC's recommendations for bicycle and pedestrian infrastructure improvements near the Tacoma Dome Station and the 56th Street Station. (Maps outlining recommendations are available upon request). After many hours of careful field research, prudent study of MoMaP and vibrant discussion resulting in a strong consensus, we believe these recommendations are low cost solutions that can be implemented faster, more cheaply and with a smaller environmental footprint than new parking facilities. Furthermore, Sound Transit's support of local alternative transportation choices rather than automobile use by Sounder riders would be consistent with the transportation priorities adopted by the Tacoma City Council. BPAC believes these infrastructure improvements would help maximize Sounder ridership by Tacoma residents in the near term if implemented prior to or shortly after the expansion of Sounder service.

Finally, BPAC wishes to thank Sound Transit for its interest in obtaining local citizen input to maximize customer use of active transportation modes. Tacoma's Climate Action Plan is consistent with these recommendations and speaks to a growing regional commitment to climate change mitigation. Please feel free to contact us if you have any questions.

Sincerely,

Diane Wiatr, City of Tacoma Mobility Coordinator
dwiatr@cityoftacoma.org 253-591-5380

Ken Peachey, Chair, Tacoma Bike and Pedestrian Action Committee
ken.peachey@gmail.com



Green Transportation Hierarchy

Passed by the Tacoma City Council June 2010

March 2, 2011

Tacoma Dome Station Bicycle and Pedestrian Improvement Recommendations from the City of Tacoma's Bicycle and Pedestrian Action Committee

Bike Parking and Security

- Signed, high resolution cameras pointed at the bike racks
- Retain existing lockers and add a bike cage to prevent theft/vandalism on bikes, daily and monthly rental fee for access, include security cameras and signage warning "Rack is under surveillance". Bike lockers should be actively managed, ensuring they are actively used rather than "committed" but seldom used. Perhaps management might be sub-contracted to a private contractor.
- Add more bike racks

Pedestrian Improvements

There are numerous intersections within a two block radius of the station that do not have painted crosswalks and a few that are missing curb ramps. At some intersections there is fading red paint suggesting a crosswalk, and even those warrant white paint because the red is invisible to drivers.

Intersections needing crosswalk paint and stop bars:

- E. 26th and D St.
- E. 26th and C St. (curb ramps missing as well)
- E. 25th and C St.
- Puyallup and C St. (with a ped island in the median)
- Puyallup and D St. (particularly hazardous area)
- Puyallup and E St.
- Puyallup and F St. (exit for bus transit)
- Puyallup and G St.
- G St. and E. 25th
- 25th opposite the Bus Shop ramps are nice but there should be a mid-block crosswalk as well as paint on the roadway indicating to drivers to slow for pedestrians.
- 25th at the Sounder Exit from Freighthouse Square. Perhaps some criss-cross markings at the

Other Pedestrian Improvements:

Sidewalk on the east side of C St. between Puyallup and 25th needs repair (there are also driveway issues)

Bike Access

1. S. 25th Street, Pacific Avenue and Puyallup Avenue

From the west and north (Hilltop area and downtown) and **from the east** (Fife), a **cycle track** on the south side of Puyallup Avenue would provide the safest bicycle travel. Either a cycle track or **bike lanes** will require revision of bump-outs at intersections to allow for appropriate lane width. Sharrows should not be considered as a viable alternative on Puyallup Avenue. However, downhill (east-bound) **sharrows** could be installed on S. 25th from MLK to Pacific Avenue (connection to Scott Pierson Trail along I-16, intersection with future Fawcett Bike Boulevard and G Street bike lanes, Water Ditch Trail and Prairie Line Trail). At the intersection of S 25th Street and Pacific Avenue, because crossing the light rail tracks is dangerous, we recommend:

- Bike lanes on Pacific Avenue from the planned new bridge over I-5 (WSDOT HOV lane project), under the new Sounder Overpass to Puyallup Avenue, then on Puyallup Avenue from Pacific Avenue to Portland Avenue. Signage and/or lane markings on S. 25th and Pacific Avenue should direct bike traffic to cross light rail tracks perpendicularly

Bike network connection note: A portion of S. 25th Street between the Scott Pierson Multi-Use Trail along I-16 and S. Sheridan Street, Puyallup Avenue, the Fawcett Avenue Bike Blvd and the future Water Ditch and Prairie Line Multi-use Trails are all part of the Tacoma's Short Term Bicycle Plan (page T-20 Transportation Element City of Tacoma Comprehensive Plan); all are corridors that will most certainly be used by Sounder commuters. The Waterditch and Prairie Line Multi-Use Trails will meet at South Tacoma Way and South C Street, an intersection that has benefited from much attention during the joint planning process by the City of Tacoma and Sound Transit. Maximizing bike safety at the intersection of the Waterditch Trail with S. C Street as well as the Prairie Line Trail intersection with S. 25th Street will be critical.

Bike Lane: Be sure to make the "D" St. connection between 26th and 25th. There's just a one block gap in the bike lanes in this area.

2. McKinley Avenue

From the south, bike lanes on McKinley Ave from S. 38th Street to the I-5 overpass. This infrastructure is included in MoMaP's Medium Term Bike Plan, and extends the existing bike lanes on D Street past the Tacoma Dome and will ease bike access to the Station from heavily populated residential regions immediately south of I-5.

3. Dock Street

From the north, bike lanes preferably or **sharrows** on Dock Street between Schuster Parkway and D Street would offer connection to the downtown core, Old Town, the Ruston Way multi-use trail, Tacoma’s populous North End and Point Defiance

56th Street Station

Bike Parking and Security

- Signed, high resolution cameras pointed at the bike racks and bike lockers
- A bike cage to prevent theft/vandalism on bikes, daily and monthly rental fee for access, include security cameras and signage warning “Rack is under surveillance”. Bike lockers should be actively managed, ensuring they are actively used rather than “committed” but seldom used. Management might be sub-contracted to a private contractor

Pedestrian Access

Sidewalks on S. Washington north of S. 56th are in poor repair or non-existent on the west side, non-existent on both sides of S. Washington between S. 56th and S. 58th Streets. This 2 block stretch of S. Washington currently utilizes perpendicular parking south of S. 56th, which might be changed to back-in diagonal for increased visibility of cycle traffic

Crosswalks at all intersections on South Tacoma Way from S. 47th to S. 64th should incorporate highly visible pavement treatment and ADA compliance if it does not already exist. Crosswalks on S. 56th should get similar attention from S. Orchard to S. Oakes.

Provide ADA ramps from South Tacoma Way to Tyler Street along South 56th Street. There are 5 to 10 missing ramps. With new ramps, a person could travel from Tacoma Mall Boulevard to University Place using the sidewalk on the busy arterial road.

SERA, SOUTH TACOMA COMMUNITY CAMPUS: Create a trail that cuts across Metro Park property at Sera Park. We can imagine a future where the trails could be extended thru the Grey Middle School grounds to access South Tyler Street.

On South 66th Street just on the northerly side of the future parking lot for the Community Center, there may be a need to connect the path to South 66th Street's existing sidewalk.

Bike Access

1. S. Adams to S. Tyler Multi-Use Trail

A multi-use trail from the vicinity of the Sound Transit parking lot on S. Adams across Metropolitan Park District land to S. Tyler Street has the potential to complete an east-west connection between the bike lanes on S. Tyler and the Water Ditch Trail (see #2 below; the south end of the Water Ditch Trail is on Public Works work schedule for completion by the end of 2011). Development of this multi-use trail would obviate the need to develop S. 56th Street for bike traffic between South Tacoma Way and S. Tyler Street

2. S. 58th Street

From the east, a multi-use trail on S. 58th Street from the Water Ditch Trail to the Station. The crossing of South Tacoma Way is facilitated by an existing traffic light, where loop detectors could be installed. Please note: The Steering Committee which together with City staff and professional consultants understood that development of this infrastructure was already committed as part of the 56th Street Station construction project; otherwise the Steering Committee would most certainly have included this project in its Short Term Bike Project Priority List (see numerous maps already produced by the City)

3. S. Washington Street

From the north, bike lanes on S. Washington Street from South Tacoma Way and S. 38th. The road is wide, amenable to immediate treatment and connects to bike lanes on S. Tacoma Way that end at S. 38th Street

4. S. Tyler Avenue

Add **bike lanes** on S. Tyler from S 56th to S. 62nd. This is the only section of S. Tyler between Center Street and S. 74th that does not have lanes.

Lakewood Public Open House | Lakewood Boys and Girls Club

Date: Tuesday, January 25, 2011
Location: Lakewood Boys and Girls Club
Attendance: 19
Comment Forms: 5

Access

- Connect city across the tracks is crucial to fulfillment of the Lakewood comprehensive plan (redevelopment and densification of station-area housing) and local Pierce Transit connection with the Lakewood transit center @ Lakewood Towne Center. We've designed an entire zoning district around the station and hope to better integrate it with the community
- Please emphasize train safety and cost vs. equal traffic volume for cars. Economic impact of greater efficiency of trains moving product on old lines. Increase of product movement equals more jobs.
- Dedicated bike lane on Pacific are very nice, not getting much use due to the more dangerous nature of the other roads a biker rider will have to travel to get to Pacific. I'm concerned that over time the Lakewood Station will get more congested and grid locked than Puyallup. Now is the time for Sound Transit and Lakewood to consider purchasing rights to land across the street for future expansion. Puyallup lost these options years ago, Lakewood might still have a chance.

Schedule / Service

- Hours of travel are limiting; more frequent service

Miscellaneous

- I've noticed within the last couple months that I now hear the base play Taps at 10pm. When I moved into this house in 2004, I was only aware of the 4:30 pm Taps. I'm sure you can imagine my surprise when I noticed they were playing it twice daily. From what I have been able to track down, they have always played it at 10pm since I moved in, I just never heard it before. I think the second playing of Taps is now available for my listening pleasure because of the work that has been done along the train tracks. Specifically, the brush that used to occupy the corridor. I would like to know if there is going to be any noise remediation done to reduce noise. Taps twice a day isn't bad. What I am worried about is when the Lakewood station becomes the end of the line and the trains are stored in the area overnight - running.

- Why are Seattle and Tukwila not on the list? (for public meetings). Since Tukwila Sounder station looks like it's close to breaking ground this is a good time to integrate issues of Bike access into the new station. With the Interurban trail only 1/4 mile away it's a pretty good place to get it right. The Boeing corporate trails also hub out from this location. The painful park of Tukwila and Renton is the rest of the story. Go North toward Renton Airport and the Boeing complex and you take a dangerous bike ride. Getting from Tukwila Sounder over to Tukwila Light Rail is also no fun as is South Center Mall and other close but hard to get to locations like SEATAC.

Tukwila | No Public Open House Event

Email Comment: 1

Miscellaneous

- As a South Sound rider I received the recent information email about the open houses for public comment on Sounder Station Access Study. I noticed the Tukwila station area was omitted. I presume that omission was because our station is temporary and is due to be overhauled to a permanent, new station. I see from the Tukwila Station webpage that the plans for the new construction were to be approved this last November. Is there a construction start date yet? The ridership at the Tukwila Station continues to increase, and with it the problem of overcrowding in our parking facility. It would be nice to know there is a light at the end of the tunnel in order to put up with the problematic parking.

Attachment 1
Comments – Pierce Transit



March 10, 2011

Val Batey, Senior Planner
Sound Transit
401 S Jackson Street
Seattle WA 98104-2826

RE: SOUND TRANSIT STATION ACCESS STUDY COMMENTS

Thank you for the opportunity to participate at Sound Transit's recent series of Sounder Station Access Study open houses. Pierce Transit is providing the enclosed list of potential projects for consideration as you develop the best strategies for improving access to each of the Sound Transit stations. Our comments relate to the stations located in the Pierce County Subarea and provide a mix of necessary transit improvements to promote transit access and/or transit speed and reliability improvements, as well as general comments for improved multimodal access to the various stations.

Unfortunately, with the recent failure of Proposition 1 in Pierce County, at this time Pierce Transit will not be able to implement the Preservation Plan to maintain existing service levels in Pierce County. The Pierce Transit Board of Commissioners met at a special study session on February 28, 2011 and directed staff to go forward with the Reduction Plan to eliminate 35% of today's transit service by October 2011.

The comments and suggested projects on the attached **Pierce Transit Recommendations for Sound Transit Station Access Study** continue to be necessary with the Reduction Plan. The comments are organized by station location. While all the potential projects are worthy suggestions for consideration, the most critical projects that will support local Pierce Transit services providing connections and access to the stations are highlighted in yellow. An example is item #1, the bus zone and queue jump improvements along Pacific Avenue and 112th Street. These transit stop improvements provide for local access and connections to Tacoma Dome Station as well as Lakewood Station and the South Hill area. A number of the projects that have been identified provide for improved access and egress for transit coaches at stations; Sumner Station access project #7 and Puyallup Station access project #15 are two such examples.

Please don't hesitate to contact me if you have questions regarding any of the items on this proposed list. As you move forward developing the Access Study project list, we look forward to meeting with Sound Transit staff to share additional information about projects on this list and to learn about the comments and information gathered during at the recent open houses.

Val Batey, Senior Planner
March 10, 2011
Page 2 of 4

Please contact Janine Robinson at 253-984-8156 or jarobinson@piercetransit.org in order to schedule a meeting to further discuss these potential projects.



Tina Lee
Principal Planner

TL

c: Lynne Griffith, CEO
Kelly Hayden, Acting VP, Transportation Services
Jessyn Farrell, Interim Public Relations Officer
JoAnn Boring, Principal Planner
Janine Robinson, Senior Planner

Pierce Transit Recommendations for Sound Transit Station Access Study

Tacoma Dome Station

1. Bus zone and queue jump improvements to benefit transit speed and reliability for services providing connections to Tacoma Dome Station. Primary location is at Pacific Avenue/SR-7 at 112th; preliminary design and estimates are available. This project is one of Pierce Transit's highest priorities for implementation as identified with the Reduction Plan and is also needed with future expansion. (Pierce Transit has conceptual plans available for review.)
2. Transit bus bay expansion on G Street adjacent to the Tacoma Dome Station facility for passenger boarding areas and bus layover zones. PT will provide a feasibility study from our System Redesign effort with summary information. With the failure of Proposition 1 on February 8, this expansion is not as vital. However, if the Pierce Transit Board elects to seek additional funding and implement the key features of the Preservation Plan in the future, this expansion of bus zones will be needed to accommodate vehicles, especially in the peak hours.
3. Installation of pay for parking infrastructure at the Tacoma Dome Station facility to manage parking utilization for transit commuters.
4. Install improved active real time parking availability signage at garage accesses to notify users of parking availability (similar to airport parking garages).
5. Partnership project with Pierce Transit owned Air Spares property – Transit-Oriented Development (TOD) opportunities that could include mixed-use development, parking and transit infrastructure to support transit service at this major hub. This access project could be preliminary design and environmental phases to enable Pierce Transit to seek construction and implementation opportunities in the future.

Lakewood Station

6. Pierce Transit supports the Lakewood Connection project to develop a pedestrian bridge or at grade crossing to the west side of the rail road tracks to connect the Lakewood Station to Kendrick Street. This connection must be designed so that it does not preclude a future bus connection to this access point at a later date. The site does not currently have local transit service, however with future zoning improvements and higher densities proposed by the City of Lakewood, transit service could be provided to this location to support connections and economic development.

Sumner Station

7. Route 496 egress from the station improvements for priority transit access to the Sumner Station. Pierce Transit buses operating the Route 496 connector service from the Bonney Lake Park & Ride experience difficulty leaving the station. Priority lanes for transit would alleviate these access issues.
8. Improve transit access opportunities with a correction that currently prohibits buses travelling northbound from making the left turn on to Maple Street to cross the railroad tracks. Currently there is a visual obstruction from the rail control box that prohibits the ability to route buses along this path. Include an element in the project to address this issue and relocate the rail control box.

South Tacoma Station

9. Implement a comprehensive pedestrian connection project providing for full mobility connections to the South Tacoma Station. Pierce Transit staff regularly attend South Tacoma Neighborhood Association meetings and the local community has repeatedly requested these improvements. Key connections to adjacent local transit stops include sidewalk installation from the south side of the station on 60th Street to South Tacoma Way.
10. Installation of improved bus stop zones at the two bus stops on S 56th Street adjacent to the South Tacoma Station (PT stops #2701/#2695) with shelters and pedestrian amenities to provide for future local connections.
11. To provide for adequate feeder bus service from the City of University Place to the South Tacoma Station, provide Sound Transit feeder bus service and associated improvements from the new University Place Town Center park & ride facility to the South Tacoma Station.
12. Identify, design and implement transit signal priority (TSP) and/or lane improvements that would benefit connections from the new University Place park & ride facility to the South Tacoma Station.
13. Multimodal bike connections and bike lane enhancements from University Place to the Sound Transit South Tacoma Station.

Puyallup Station

14. Access and egress improvements to the Puyallup Station for a more direct route for buses travelling along W Pioneer Avenue to the station. Buses are not able to make the turn from Pioneer Avenue to 5th Street to reach Stewart Avenue for access to the Puyallup Station. Currently, buses cannot make this turn due to the intersection configuration; this project would improve the turn movements to accommodate transit turns at the intersection of 5th and Pioneer for a direct access to the station.
15. Provide employee and public restrooms at the Puyallup Station. Initial design did not include restrooms. Repeated requests from the community and adjacent businesses in the Downtown Puyallup area for these necessary amenities.
16. Pedestrian bridge between the north and south sides of the station to provide for ease of transfer; currently local passengers using buses have to walk to Meridian to go around the tracks to reach their transfer.
17. Installation of a signal system for buses and passengers to know what side of the tracks the train will be on; provide for real-time train signs.

Attachment 2
Communications/Event Promotions Samples

TACOMA DOME AND SOUTH TACOMA STATIONS

SOUNDER STATION ACCESS STUDY

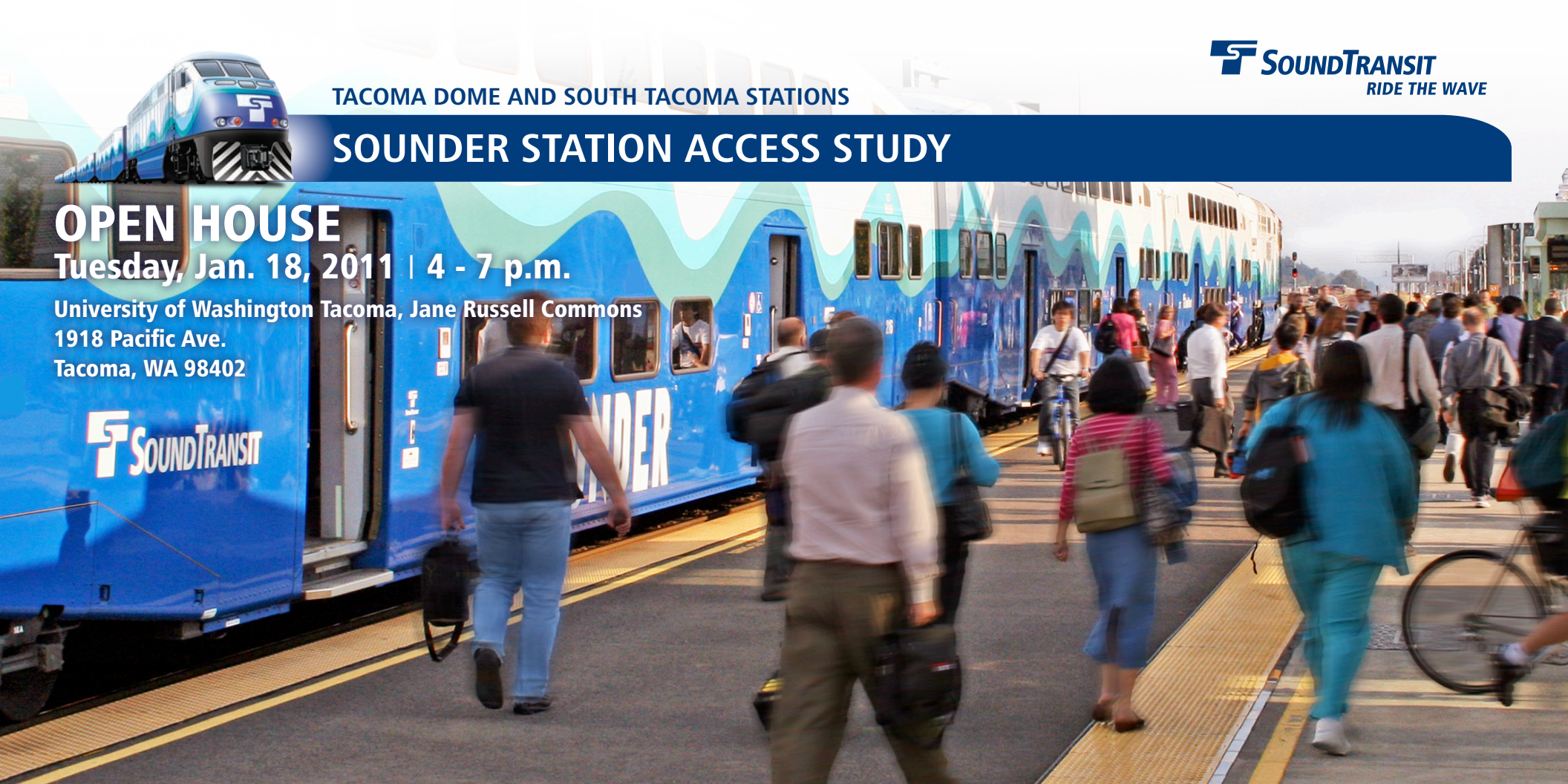
OPEN HOUSE

Tuesday, Jan. 18, 2011 | 4 - 7 p.m.

University of Washington Tacoma, Jane Russell Commons
1918 Pacific Ave.
Tacoma, WA 98402



SOUNDTRANSIT



Do you ride Sounder?

How do you get to the train station? Do you have new or better ideas for how people might get to the station?

Sound Transit is studying access to and from Sounder rail stations. This information will be used to help plan future Sounder station improvements, which could include:

- Expanded parking
- Improved bike facilities
- Enhanced pedestrian access
- Better transit connections at the station

For more information about this study or event, contact Rachel Wilch at 206-398-5460 or rachel.wilch@soundtransit.org, or visit www.soundtransit.org/StationStudy

To request accommodations for persons with disabilities, call 1-800-201-4900 / TTY Relay: 711 or e-mail accessibility@soundtransit.org.

Para hablar con Sound Transit en español acerca del estudio Sounder Station Access Study, por favor llame al 1-800-823-9230 entre las 8 de la mañana, y las 5 de la tarde, de lunes a viernes.

Чтобы обсудить Sounder Station Access Study с сотрудником Sound Transit на русском языке, пожалуйста, звоните по телефону 1-800-823-9230 с 8 утра до 5 вечера с понедельника по пятницу.

Sounder Station Access Study 에 관하여 한국어로 문의를 원하시면 Sound Transit 사에 월요일에서 금요일 오전 8시에서 오후 5시 사이에 1-800-823-9230 번으로 전화해 주시기 바랍니다.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.



Union Station
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Seattle, WA 98104-2826

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SUMNER STATION

SOUNDER STATION ACCESS STUDY

OPEN HOUSE

Wednesday, Jan. 19, 2011 | 4 - 7 p.m.

Sumner High School Commons
1707 Main St.
Sumner, WA 98390



SOUNDTRANSIT

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PUYALLUP STATION

SOUNDER STATION ACCESS STUDY

OPEN HOUSE

Thursday, Jan. 20, 2011 | 4 - 7 p.m.

Puyallup City Hall, Chamber Hall
333 S. Meridian
Puyallup, WA 98371



SOUNDTRANSIT

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LAKWOOD STATION

SOUNDER STATION ACCESS STUDY

OPEN HOUSE

Tuesday, Jan. 25, 2011 | 4 - 7 p.m.

Lakewood Boys & Girls Club
10402 Kline St. S.W.
Lakewood, WA 98499



SOUNDTRANSIT

Do you ride Sounder?

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KENT STATION

SOUNDER STATION ACCESS STUDY

OPEN HOUSE

Wednesday Jan. 26, 2011 | 4 - 7 p.m.

Kent Senior Center
600 E. Smith St.
Kent, WA 98030



SOUNDTRANSIT

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AUBURN STATION

SOUNDER STATION ACCESS STUDY

OPEN HOUSE

Thursday Jan. 27, 2011 | 4 - 7 p.m.

Auburn City Hall, Council Chambers
25 W. Main St.
Auburn, WA 98001



SOUNDTRANSIT

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Sounder Station Access Study

Come share with Sound Transit your experiences as a commuter, neighbor or passerby. Public comments will help inform future station improvements.

OPEN HOUSES (all 4–7 p.m.)

DATE	LOCATION
Tues., Jan. 18	UW Tacoma, 1918 Pacific Ave.
Wed., Jan. 19	Sumner High School, 1707 Main St.
Thurs., Jan. 20	Puyallup City Hall, 333 S. Meridian
Tues., Jan. 25	Lakewood Boys & Girls Club, 10402 Kline St. S.W.
Wed., Jan. 26	Kent Senior Center, 600 E. Smith St.
Thurs., Jan. 27	Auburn City Hall, 25 W. Main St.

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For more information, contact Rachel Wilch at 206-398-5460 or rachel.wilch@soundtransit.org, or visit www.soundtransit.org/StationStudy



Sound Transit, Union Station, 401 S. Jackson St., Seattle, WA 98104
1-800-201-4900, TTY Relay: 711, main@soundtransit.org



SOUNDER RIDERS

SHARE YOUR IDEAS

How could station access be improved? Come share your ideas as a commuter, neighbor or passerby. Public comments will help shape future station improvements.

OPEN HOUSES (all 4–7 p.m.)

DATE

LOCATION

Tues., Jan. 18

UW Tacoma, 1918 Pacific Ave.

Wed., Jan. 19

Sumner High School, 1707 Main St.

Thurs., Jan. 20

Puyallup City Hall, 333 S. Meridian

Tues., Jan. 25

Lakewood Boys & Girls Club, 10402 Kline St. S.W.

Wed., Jan. 26

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Thurs., Jan. 27

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From: Reason, Kimberly

Sent: Tuesday, January 04, 2011 12:26 PM

To: Reason, Kimberly

Subject: ST Media Advisory: Sound Transit to host open houses to discuss Sounder Station improvements



MEDIA ADVISORY

TO: Puget Sound Editors & Reporters

FROM: Kimberly Reason, (206) 689-3343, or kimberly.reason@soundtransit.org

DATE: January 4, 2011

SUBJECT: Sound Transit to host open houses to discuss Sounder Station improvements

WHAT: In January, Sound Transit will host a series of open houses in South Sound communities to present information on the Sounder Station Access Planning Study. The agency is conducting the study to identify potential improvements in the ways commuters access its Sounder stations.

Possible improvements the agency is studying include increased parking, pedestrian sidewalks, crosswalks and bridges, bicycle commute options, and transit facility enhancements.

Open houses will include:

- A description of Sound Transit service areas, transit routes, 2011 budget, and the Sound Transit 2 program
- Objectives of and timeline for the Sounder Station Access Planning Study
- Overview of existing station access issues and discussion of potential solutions
- Informal Q & A and public comment

WHEN: All events take place from 4:00 – 6:00 p.m.

Tacoma - Tuesday, Jan. 18

University of Washington -Tacoma

Jane Russell Commons

1918 Pacific Avenue

Sumner - Wednesday, Jan. 19

Sumner School

High School Commons

1707 Main St.

Puyallup - Thursday, Jan. 20

Puyallup City Hall: Chamber Hall

333 South Meridian

Lakewood – Tuesday, Jan. 25

Lakewood Boys & Girls Club

10402 Kline St SW

Kent - Wednesday, Jan. 26

Kent Senior Activity Center

600 E. Smith Street

Auburn - Thursday, Jan. 27

Auburn City Hall: Council Chamber

25 W. Main Street

The Station Access Study is part of the ST2 regional transit funding package that voters approved in November 2008. The study is planned through 2011.

From: Sound Transit [soundtransit@govdelivery.com]
Sent: Thursday, January 20, 2011 10:51 AM
To: Schmitt, Adam
Subject: Sounder Station Access Study Open Houses

This is a courtesy copy of an E-mail bulletin sent by Rider Alert .

This bulletin was sent to the following groups of people:

Subscribers of Sounder Rail Alerts (Tacoma-Seattle) (6173 recipients)

Begin E-mail Bulletin:

How could station access be improved? Come share your ideas as a commuter. Public comments will help shape future station improvements.

Open Houses (all 4-7 p.m.)

Thurs., Jan. 20 at Puyallup City Hall, 333 S. Meridian

Tues., Jan. 25 at Lakewood Boys & Girls Club, 10402 Kline St. S.W.

Wed., Jan. 26 at Kent Senior Center, 600 E. Smith St.

Thurs., Jan. 27 at Auburn City Hall, 25 W. Main St.

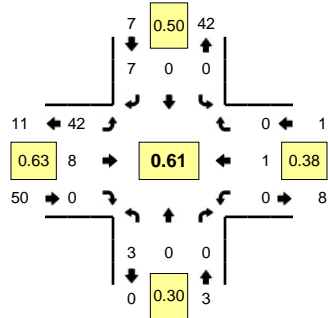
You can view or update your subscriptions, password or e-mail address at any time on your Subscriber Preferences Page. All you will need are your e-mail address and your password (if you selected one).

This e-mail service is provided to you at no charge by Sound Transit. If you have any questions or problems e-mail support@govdelivery.com for assistance.

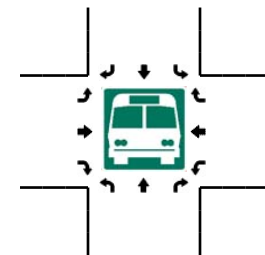
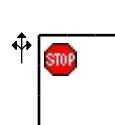
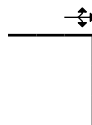
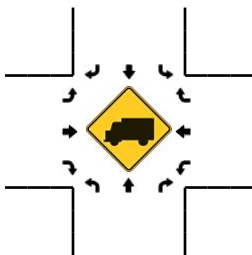
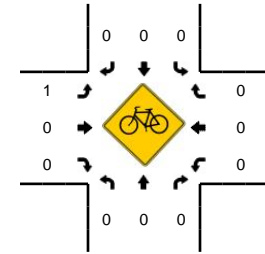
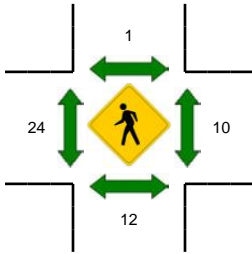
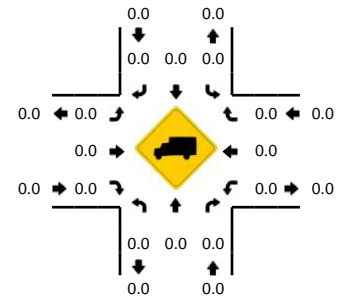
Appendix D
Traffic Counts

LOCATION: 1st St -- Sound Transit Parking
CITY/STATE: Mukilteo, WA

QC JOB #: 10553227
DATE: 11/8/2010



Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 8:10 AM -- 8:25 AM



5-Min Count Period Beginning At	1st St (Northbound)				1st St (Southbound)				Sound Transit Parking (Eastbound)				Sound Transit Parking (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:40 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
6:45 AM	3	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	8
6:50 AM	2	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	7
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
7:15 AM	1	0	0	0	0	0	2	0	0	8	1	0	0	0	1	0	0	13
7:20 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0	0	4
7:25 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
7:40 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	5
7:50 AM	0	0	0	0	0	0	1	0	0	11	3	0	0	0	0	0	0	15
7:55 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
8:10 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
8:15 AM	3	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	12
8:20 AM	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	6
8:25 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	12	0	0	0	0	0	8	0	76	4	0	0	0	0	0	0	100	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		32				0				60				24			116	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

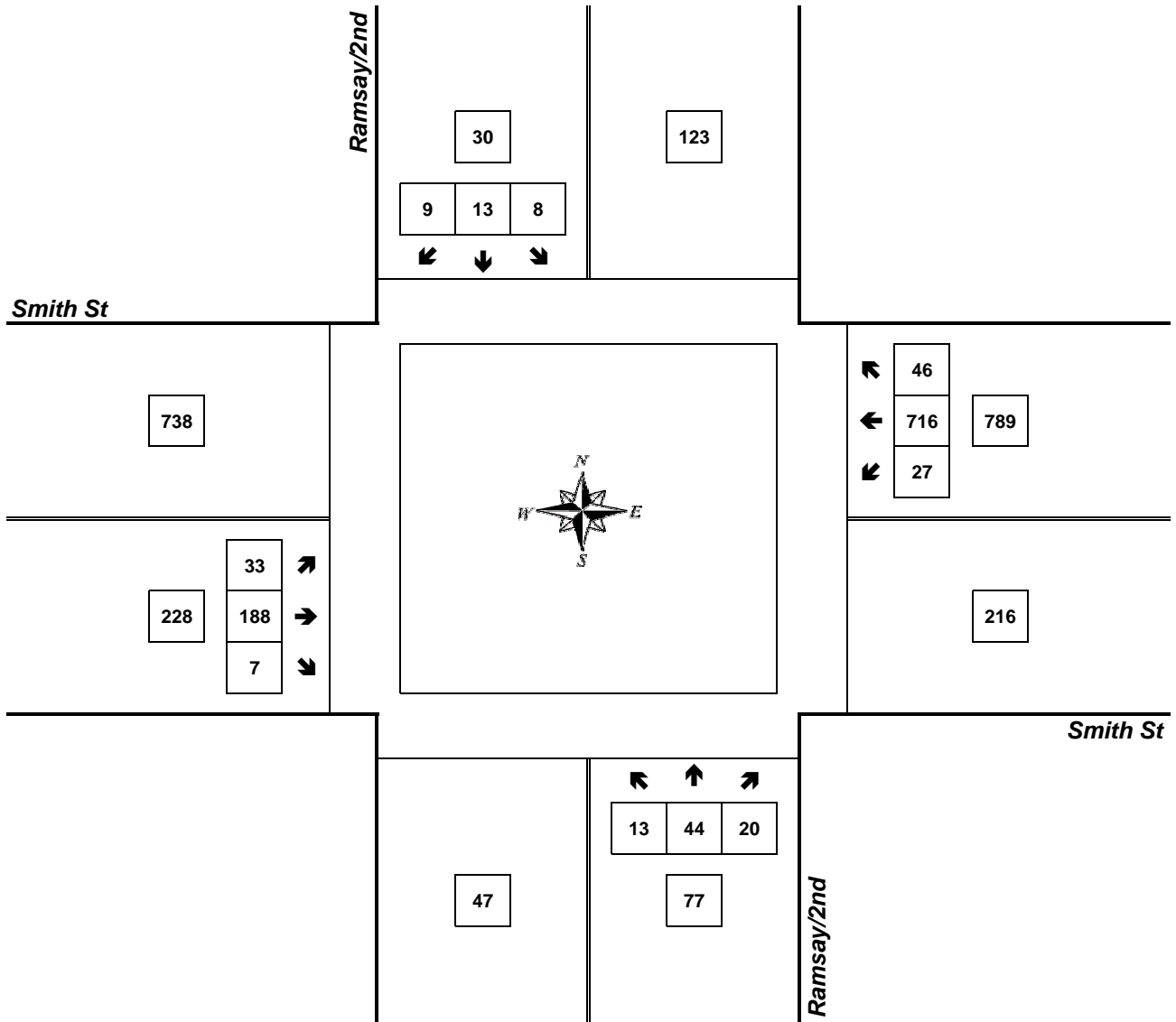
Peak Hour Summary



Mark Skaggs
(206) 251-0300

Ramsay/2nd & Smith St

7:30 AM to 8:30 AM
Thursday, June 11, 2009



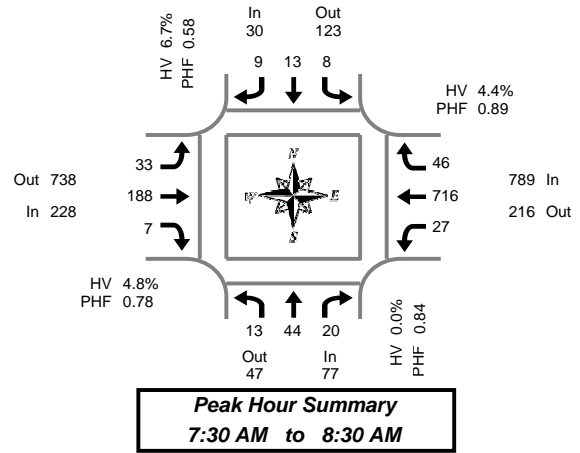
Approach	PHF	HV%	Volume
EB	0.78	4.8%	228
WB	0.89	4.4%	789
NB	0.84	0.0%	77
SB	0.58	6.7%	30
Intersection	0.87	4.3%	1,124

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



Ramsay/2nd & Smith St

Thursday, June 11, 2009
7:00 AM to 9:00 AM

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
7:00 AM	4	13	9	1	0	1	2	0	17	50	0	9	1	136	16	6	249
7:15 AM	7	17	3	0	6	3	3	1	9	32	0	4	4	185	7	10	276
7:30 AM	0	9	4	0	2	2	2	0	11	44	1	1	2	194	13	10	284
7:45 AM	2	19	2	0	3	5	5	0	8	36	3	3	6	176	7	9	272
8:00 AM	5	10	6	0	0	1	1	0	7	44	1	4	7	150	13	7	245
8:15 AM	6	6	8	0	3	5	1	2	7	64	2	3	12	196	13	9	323
8:30 AM	2	3	5	0	1	3	4	0	5	65	4	4	1	177	10	11	280
8:45 AM	4	2	6	0	5	4	1	1	1	75	1	1	17	139	15	6	270
Total Survey	30	79	43	1	20	24	19	4	65	410	12	29	50	1,353	94	68	2,199

Peak Hour Summary 7:30 AM to 8:30 AM

By Approach	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	77	47	124	0	30	123	153	2	228	738	966	11	789	216	1,005	35	1,124
%HV	0.0%				6.7%				4.8%				4.4%				4.3%
PHF	0.84				0.58				0.78				0.89				0.87

By Movement	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	13	44	20	77	8	13	9	30	33	188	7	228	27	716	46	789	1,124
PHF	0.54	0.58	0.63	0.84	0.67	0.65	0.45	0.58	0.75	0.73	0.58	0.78	0.56	0.91	0.88	0.89	0.87

Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
7:00 AM	13	58	18	1	11	11	12	1	45	162	4	17	13	691	43	35	1,081
7:15 AM	14	55	15	0	11	11	11	1	35	156	5	12	19	705	40	36	1,077
7:30 AM	13	44	20	0	8	13	9	2	33	188	7	11	27	716	46	35	1,124
7:45 AM	15	38	21	0	7	14	11	2	27	209	10	14	26	699	43	36	1,120
8:00 AM	17	21	25	0	9	13	7	3	20	248	8	12	37	662	51	33	1,118

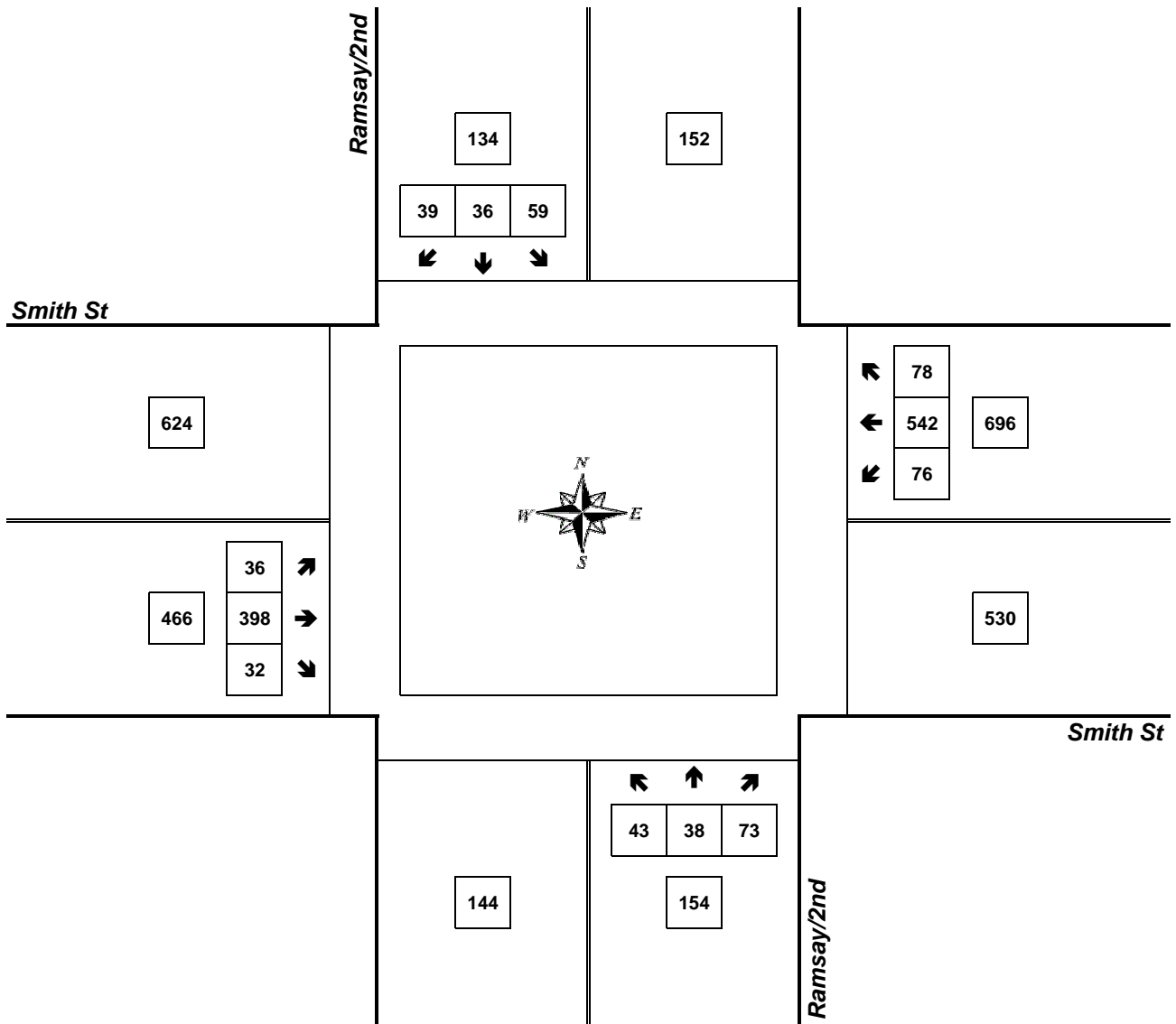
Peak Hour Summary



Mark Skaggs
(206) 251-0300

Ramsay/2nd & Smith St

12:30 PM to 1:30 PM
Thursday, June 11, 2009



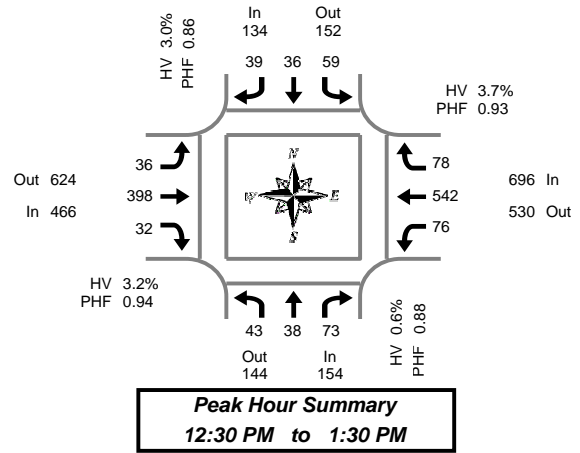
Approach	PHF	HV%	Volume
EB	0.94	3.2%	466
WB	0.93	3.7%	696
NB	0.88	0.6%	154
SB	0.86	3.0%	134
Intersection	0.92	3.2%	1,450

Count Period: 12:00 PM to 2:00 PM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



Ramsay/2nd & Smith St

Thursday, June 11, 2009
12:00 PM to 2:00 PM

15-Minute Interval Summary 12:00 PM to 2:00 PM

Interval Start Time	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
12:00 PM	11	12	24	0	13	10	9	1	10	96	9	4	20	109	18	5	341
12:15 PM	12	6	18	0	13	10	7	0	4	104	9	6	14	128	21	13	346
12:30 PM	14	13	17	0	14	8	8	2	11	88	7	4	16	147	14	4	357
12:45 PM	13	5	25	0	16	10	13	1	9	108	7	5	25	139	24	12	394
1:00 PM	7	7	15	1	15	11	10	1	9	106	8	4	14	123	21	3	346
1:15 PM	9	13	16	0	14	7	8	0	7	96	10	2	21	133	19	7	353
1:30 PM	12	7	18	2	18	5	13	1	3	84	8	1	21	118	9	8	316
1:45 PM	11	7	15	1	16	7	6	1	7	111	8	3	16	140	11	8	355
Total Survey	89	70	148	4	119	68	74	7	60	793	66	29	147	1,037	137	60	2,808

Peak Hour Summary 12:30 PM to 1:30 PM

By Approach	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	154	144	298	1	134	152	286	4	466	624	1,090	15	696	530	1,226	26	1,450
%HV	0.6%				3.0%				3.2%				3.7%				3.2%
PHF	0.88				0.86				0.94				0.93				0.92

By Movement	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	43	38	73	154	59	36	39	134	36	398	32	466	76	542	78	696	1,450
PHF	0.77	0.73	0.73	0.88	0.92	0.82	0.75	0.86	0.82	0.92	0.80	0.94	0.76	0.92	0.81	0.93	0.92

Rolling Hour Summary 12:00 PM to 2:00 PM

Interval Start Time	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
12:00 PM	50	36	84	0	56	38	37	4	34	396	32	19	75	523	77	34	1,438
12:15 PM	46	31	75	1	58	39	38	4	33	406	31	19	69	537	80	32	1,443
12:30 PM	43	38	73	1	59	36	39	4	36	398	32	15	76	542	78	26	1,450
12:45 PM	41	32	74	3	63	33	44	3	28	394	33	12	81	513	73	30	1,409
1:00 PM	39	34	64	4	63	30	37	3	26	397	34	10	72	514	60	26	1,370

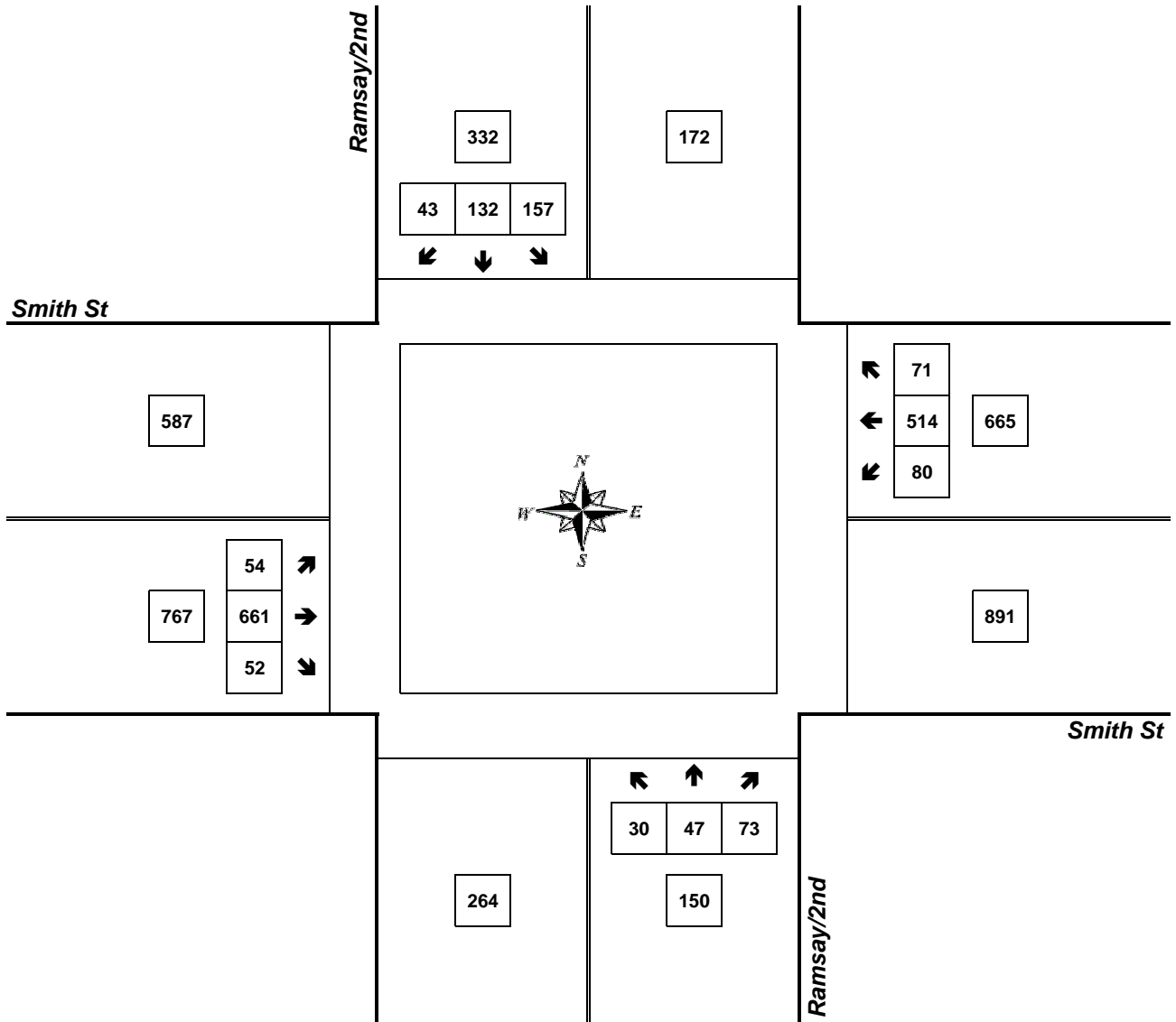
Peak Hour Summary



Mark Skaggs
(206) 251-0300

Ramsay/2nd & Smith St

4:45 PM to 5:45 PM
Thursday, June 11, 2009



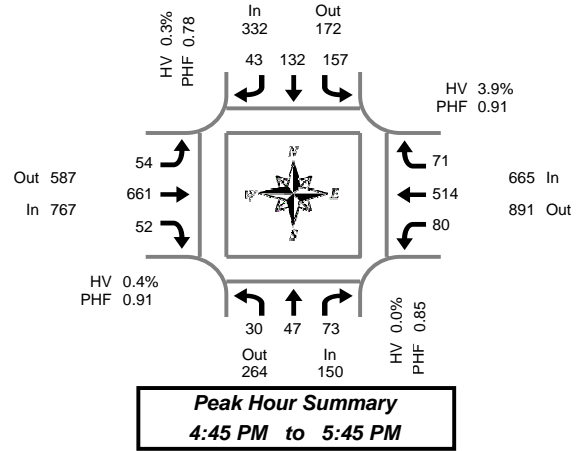
Approach	PHF	HV%	Volume
EB	0.91	0.4%	767
WB	0.91	3.9%	665
NB	0.85	0.0%	150
SB	0.78	0.3%	332
Intersection	0.96	1.6%	1,914

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



Ramsay/2nd & Smith St

Thursday, June 11, 2009
4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	16	16	33	0	33	13	14	1	9	136	13	2	24	105	14	6	426
4:15 PM	11	9	19	0	27	25	16	1	5	153	14	4	13	136	12	9	440
4:30 PM	11	6	25	0	36	31	14	0	10	150	9	1	16	124	11	8	443
4:45 PM	8	17	18	0	39	23	11	0	14	180	16	3	16	121	17	11	480
5:00 PM	3	13	20	0	47	50	9	1	15	152	10	0	20	124	15	5	478
5:15 PM	9	7	11	0	33	13	10	0	7	183	12	0	21	134	15	5	455
5:30 PM	10	10	24	0	38	46	13	0	18	146	14	0	23	135	24	5	501
5:45 PM	11	8	17	0	44	21	14	1	14	122	2	0	18	127	26	6	424
Total Survey	79	86	167	0	297	222	101	4	92	1,222	90	10	151	1,006	134	55	3,647

Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	150	264	414	0	332	172	504	1	767	587	1,354	3	665	891	1,556	26	1,914
%HV	0.0%				0.3%				0.4%				3.9%				1.6%
PHF	0.85				0.78				0.91				0.91				0.96

By Movement	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	30	47	73	150	157	132	43	332	54	661	52	767	80	514	71	665	1,914
PHF	0.75	0.69	0.76	0.85	0.84	0.66	0.83	0.78	0.75	0.90	0.81	0.91	0.87	0.95	0.74	0.91	0.96

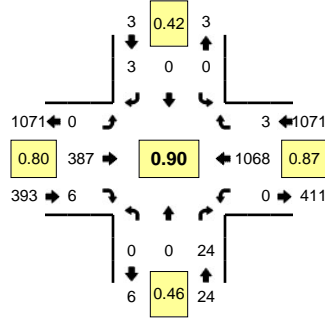
Rolling Hour Summary

4:00 PM to 6:00 PM

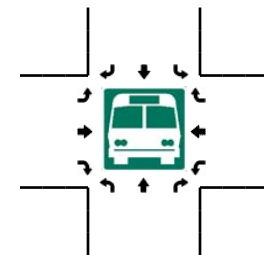
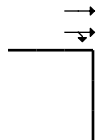
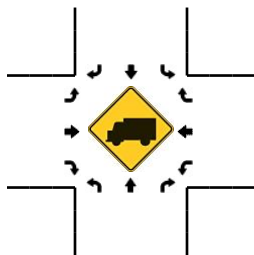
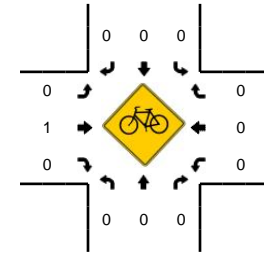
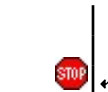
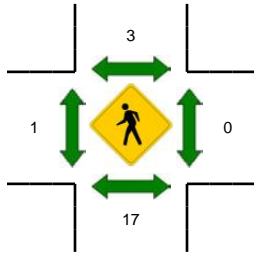
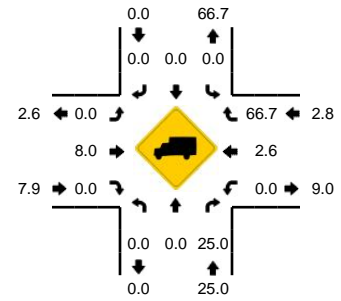
Interval Start Time	Northbound Ramsay/2nd				Southbound Ramsay/2nd				Eastbound Smith St				Westbound Smith St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	46	48	95	0	135	92	55	2	38	619	52	10	69	486	54	34	1,789
4:15 PM	33	45	82	0	149	129	50	2	44	635	49	8	65	505	55	33	1,841
4:30 PM	31	43	74	0	155	117	44	1	46	665	47	4	73	503	58	29	1,856
4:45 PM	30	47	73	0	157	132	43	1	54	661	52	3	80	514	71	26	1,914
5:00 PM	33	38	72	0	162	130	46	2	54	603	38	0	82	520	80	21	1,858

LOCATION: 1st Ave N -- W James St
CITY/STATE: Kent, WA

QC JOB #: 10553201
DATE: 11/3/2010



Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



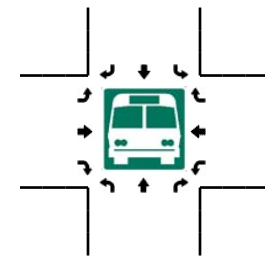
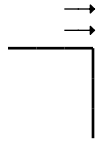
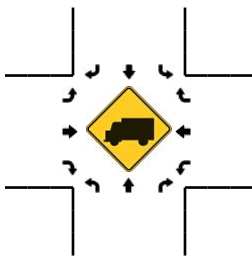
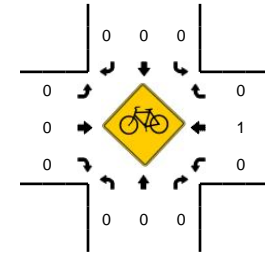
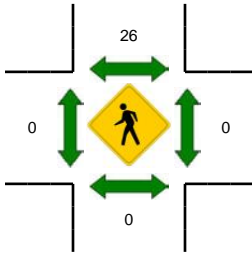
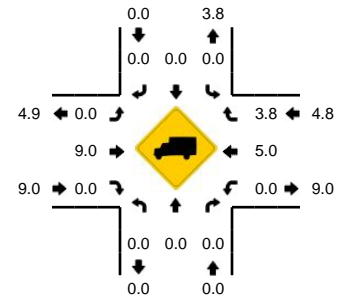
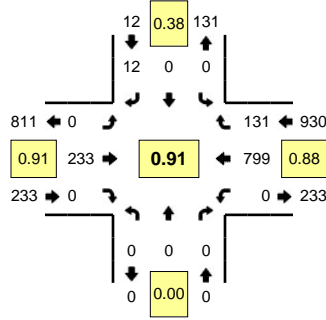
5-Min Count Period Beginning At	1st Ave N (Northbound)				1st Ave N (Southbound)				W James St (Eastbound)				W James St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	0	5	0	0	0	0	0	0	18	0	0	0	54	0	0	77		
6:35 AM	0	0	1	0	0	0	0	0	0	21	0	0	0	79	1	0	102		
6:40 AM	0	0	4	0	0	0	0	0	0	26	2	0	0	87	0	0	119		
6:45 AM	0	0	0	0	0	0	0	0	0	23	1	0	0	91	0	0	115		
6:50 AM	0	0	1	0	0	0	0	0	0	22	2	0	0	89	1	0	115		
6:55 AM	0	0	1	0	0	0	0	0	0	26	2	0	0	63	1	0	93		
7:00 AM	0	0	2	0	0	0	0	0	0	18	1	0	0	64	1	0	86		
7:05 AM	0	0	3	0	0	0	0	0	0	25	2	0	0	71	0	0	101		
7:10 AM	0	0	4	0	0	0	0	0	0	21	1	0	0	112	0	0	138		
7:15 AM	0	0	0	0	0	0	1	0	0	17	1	0	0	83	0	0	102		
7:20 AM	0	0	0	0	0	0	1	0	0	8	2	0	0	64	1	0	76		
7:25 AM	0	0	0	0	0	0	1	0	0	48	0	0	0	97	0	0	146	1270	
7:30 AM	0	0	4	0	0	0	1	0	0	21	0	0	0	104	0	0	130	1323	
7:35 AM	0	0	0	0	0	0	1	0	0	25	0	0	0	100	0	0	126	1347	
7:40 AM	0	0	2	0	0	0	0	0	0	29	0	0	0	101	1	0	133	1361	
7:45 AM	0	0	0	0	0	0	0	0	0	37	2	0	0	113	1	0	153	1399	
7:50 AM	0	0	3	0	0	0	0	0	0	16	0	0	0	106	0	0	125	1409	
7:55 AM	0	0	1	0	0	0	0	0	0	28	1	0	0	96	0	0	126	1442	
8:00 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	51	0	0	81	1437	
8:05 AM	0	0	1	0	0	0	0	0	0	46	2	0	0	95	0	0	144	1480	
8:10 AM	0	0	8	0	0	0	0	0	0	33	0	0	0	93	0	0	134	1476	
8:15 AM	0	0	4	0	0	0	0	0	0	42	0	0	0	63	1	0	110	1484	
8:20 AM	0	0	1	0	0	0	0	0	0	32	1	0	0	49	0	0	83	1491	
8:25 AM	0	0	0	0	0	0	0	0	0	38	1	0	0	51	0	0	90	1435	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	8	0	0	0	4	0	0	364	8	0	0	1256	8	0	1648		
Heavy Trucks	0	0	4	0	0	0	0	0	0	36	0	0	0	28	4	0	72		
Pedestrians		4				0				0				0			4		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

Comments:

LOCATION: 1st Ave N -- W Smith St
CITY/STATE: Kent, WA

QC JOB #: 10553202
DATE: 11/3/2010

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

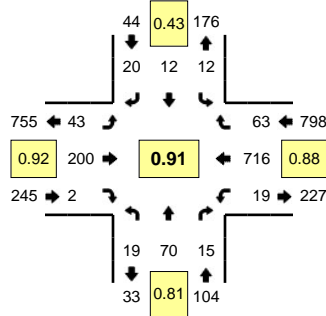


5-Min Count Period Beginning At	1st Ave N (Northbound)				1st Ave N (Southbound)				W Smith St (Eastbound)				W Smith St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	31	6	0	50	
6:35 AM	0	0	0	0	0	0	1	0	0	9	0	0	0	59	9	0	78	
6:40 AM	0	0	0	0	0	0	1	0	0	8	0	0	0	57	24	0	90	
6:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	67	32	0	104	
6:50 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	70	33	0	115	
6:55 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	49	17	0	70	
7:00 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	46	9	0	67	
7:05 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	70	14	0	97	
7:10 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	50	32	0	104	
7:15 AM	0	0	0	0	0	0	2	0	0	18	0	0	0	74	26	0	120	
7:20 AM	0	0	0	0	0	0	1	0	0	26	0	0	0	48	4	0	79	
7:25 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	85	6	0	105	1079
7:30 AM	0	0	0	0	0	0	1	0	0	24	0	0	0	59	7	0	91	1120
7:35 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	72	13	0	100	1142
7:40 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	56	25	0	95	1147
7:45 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	88	22	0	127	1170
7:50 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	60	11	0	92	1147
7:55 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	59	7	0	90	1167
8:00 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	46	2	0	60	1160
8:05 AM	0	0	0	0	0	0	1	0	0	24	0	0	0	77	3	0	105	1168
8:10 AM	0	0	0	0	0	0	5	0	0	26	0	0	0	75	5	0	111	1175
8:15 AM	0	0	0	0	0	0	1	0	0	18	0	0	0	54	9	0	82	1137
8:20 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	49	10	0	74	1132
8:25 AM	0	0	0	0	0	0	1	0	0	13	0	0	0	55	4	0	73	1100
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	0	0	0	0	0	184	0	0	0	864	240	0	1288	
Heavy Trucks	0	0	0	0	0	0	0	0	0	20	0	0	0	32	4	0	56	
Pedestrians					12				0				0				12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																	0	

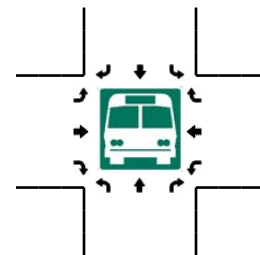
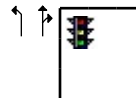
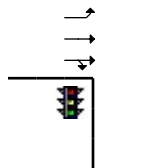
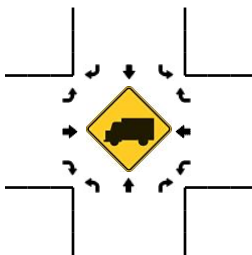
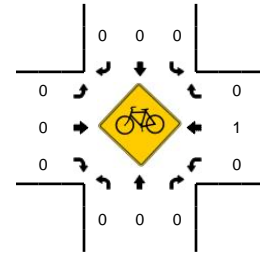
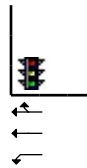
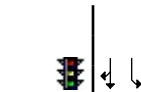
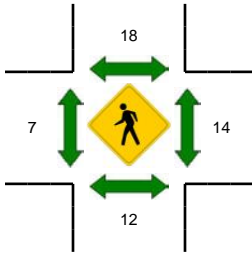
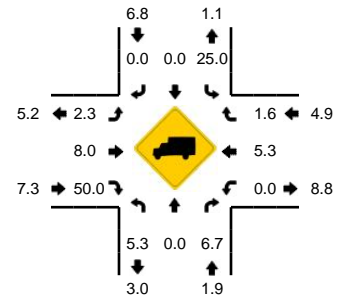
Comments:

LOCATION: 2nd Ave N -- W Smith St
CITY/STATE: Kent, WA

QC JOB #: 10553203
DATE: 11/3/2010



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

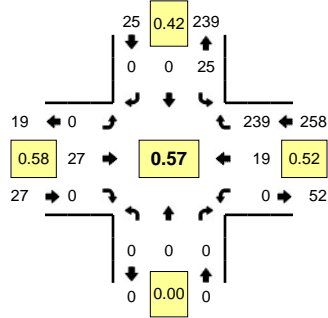


5-Min Count Period Beginning At	2nd Ave N (Northbound)				2nd Ave N (Southbound)				W Smith St (Eastbound)				W Smith St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	4	0	0	0	0	1	0	1	11	0	0	1	31	0	0	49		
6:35 AM	0	1	0	0	0	1	0	0	6	11	0	0	0	60	4	0	83		
6:40 AM	0	8	1	0	0	0	0	0	4	4	0	0	1	61	4	0	83		
6:45 AM	0	8	0	0	1	1	1	0	6	5	1	0	2	52	2	0	79		
6:50 AM	1	4	1	0	0	0	2	0	4	13	0	0	0	66	8	0	99		
6:55 AM	1	5	1	0	0	0	1	0	4	3	0	0	0	45	2	0	62		
7:00 AM	2	7	1	0	0	1	0	0	2	13	0	0	3	60	2	0	91		
7:05 AM	2	7	0	0	2	2	0	0	7	10	0	0	1	46	3	0	80		
7:10 AM	1	6	1	0	0	1	2	0	7	19	0	0	0	59	3	0	99		
7:15 AM	0	7	1	0	1	0	1	0	3	11	0	0	3	65	6	0	98		
7:20 AM	4	2	1	0	0	2	0	0	0	25	0	0	3	36	3	0	76		
7:25 AM	2	3	0	0	0	0	2	0	2	17	0	0	1	81	5	0	113	1012	
7:30 AM	2	4	4	0	0	0	1	0	7	16	0	0	2	53	3	0	92	1055	
7:35 AM	0	5	2	0	0	1	2	0	4	13	1	0	0	77	4	0	109	1081	
7:40 AM	0	9	0	0	1	0	0	0	5	15	0	0	0	44	4	0	78	1076	
7:45 AM	0	10	1	0	1	2	2	0	6	15	0	0	2	81	13	0	133	1130	
7:50 AM	3	8	2	0	1	1	1	0	5	18	0	0	0	44	4	0	87	1118	
7:55 AM	2	6	1	0	1	0	2	0	2	23	0	0	2	65	3	0	107	1163	
8:00 AM	2	8	1	0	0	0	2	0	5	7	0	0	1	32	4	0	62	1134	
8:05 AM	0	4	1	0	0	1	0	0	2	26	0	0	1	72	9	0	116	1170	
8:10 AM	4	4	1	0	7	5	7	0	2	14	1	0	4	66	5	0	120	1191	
8:15 AM	0	2	3	0	5	0	5	0	5	10	1	0	3	48	5	0	87	1180	
8:20 AM	0	4	1	0	1	0	0	0	2	16	1	0	1	40	5	0	71	1175	
8:25 AM	0	0	0	0	1	0	0	0	1	20	0	0	6	55	3	0	86	1148	
Peak 15-Min	Northbound				Southbound				Eastbound				Westbound				Total		
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	20	96	16	0	12	12	20	0	52	224	0	0	16	760	80	0	1308		
Heavy Trucks	0	0	0		0	0	0		4	16	0		0	32	0		52		
Pedestrians		20				8				12				12			52		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

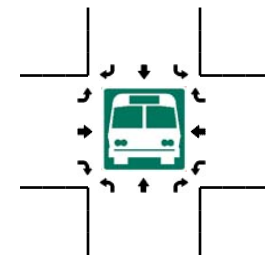
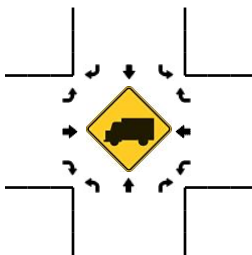
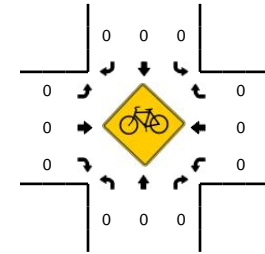
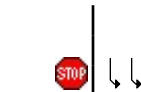
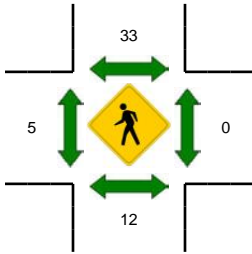
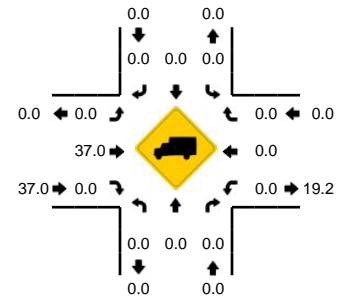
Comments:

LOCATION: Parking Garage Dwy -- 2nd St NW
CITY/STATE: Auburn, WA

QC JOB #: 10553204
DATE: 11/2/2010



Peak-Hour: 6:30 AM -- 7:30 AM
Peak 15-Min: 6:35 AM -- 6:50 AM

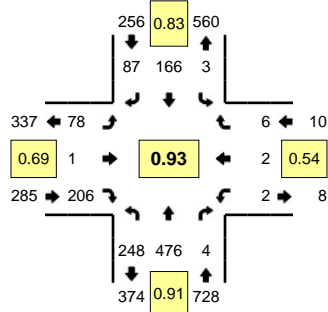


5-Min Count Period Beginning At	Parking Garage Dwy (Northbound)				Parking Garage Dwy (Southbound)				2nd St NW (Eastbound)				2nd St NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	19	0	20	
6:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	30	0	32	
6:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	58	0	66	
6:45 AM	0	0	0	0	1	0	0	0	0	4	0	0	0	3	30	0	38	
6:50 AM	0	0	0	0	2	0	0	0	0	3	0	0	0	2	5	0	12	
6:55 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	11	0	13	
7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	25	0	29	
7:05 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	30	0	35	
7:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	26	0	29	
7:15 AM	0	0	0	0	17	0	0	0	0	3	0	0	0	4	2	0	26	
7:20 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
7:25 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	3	0	8	310
7:30 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	3	0	7	297
7:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	269
7:40 AM	0	0	0	0	1	0	1	0	0	4	0	0	0	1	5	0	12	215
7:45 AM	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	5	182
7:50 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	172
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	131
8:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	4	100
8:10 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	2	0	7	78
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	56
8:20 AM	0	0	0	0	2	0	0	0	0	3	0	0	0	2	3	0	10	64
8:25 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	0	4	60
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	8	0	0	0	0	36	0	0	0	28	472	0	544	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	
Pedestrians		8			64				4				0				76	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

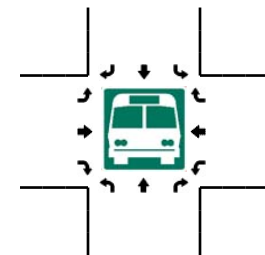
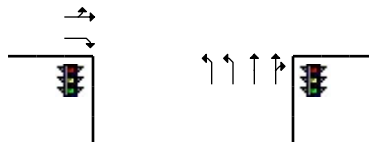
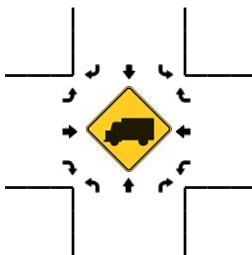
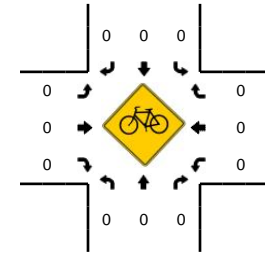
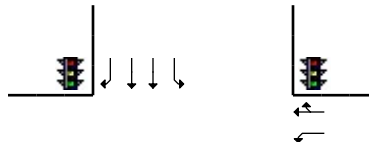
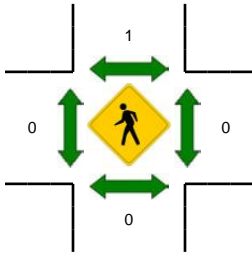
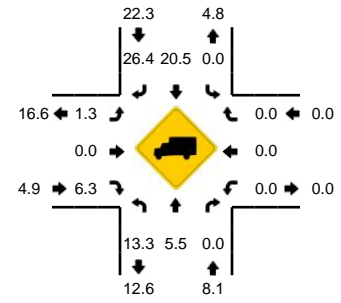
Comments:

LOCATION: C St NW -- South Dwy
CITY/STATE: Auburn, WA

QC JOB #: 10553205
DATE: 11/2/2010



Peak-Hour: 6:55 AM -- 7:55 AM
Peak 15-Min: 6:55 AM -- 7:10 AM

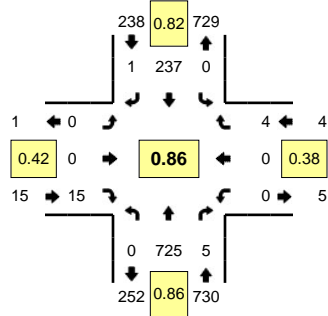


5-Min Count Period Beginning At	C St NW (Northbound)				C St NW (Southbound)				South Dwy (Eastbound)				South Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	26	23	2	0	0	11	5	0	6	0	11	0	1	1	0	0	86	
6:35 AM	21	31	1	0	0	10	6	0	5	2	16	0	1	1	0	0	94	
6:40 AM	23	42	0	0	0	6	6	0	5	1	25	0	1	0	0	0	109	
6:45 AM	23	34	0	0	0	13	6	0	8	1	24	0	0	0	1	0	110	
6:50 AM	17	36	0	0	0	14	9	0	12	1	20	0	0	0	0	0	109	
6:55 AM	24	28	0	0	0	16	8	0	10	0	40	0	0	0	0	0	126	
7:00 AM	23	37	0	0	0	21	9	0	4	0	18	0	0	0	0	0	112	
7:05 AM	14	46	1	0	1	13	9	0	8	1	14	0	0	0	0	0	107	
7:10 AM	24	30	2	0	0	11	8	0	9	0	15	0	0	0	2	0	101	
7:15 AM	15	37	1	0	0	14	5	0	10	0	12	0	2	0	1	0	97	
7:20 AM	26	48	0	0	0	7	14	0	3	0	20	0	0	1	0	0	119	
7:25 AM	22	42	0	0	0	10	4	0	5	0	16	0	0	0	1	0	100	1270
7:30 AM	21	26	0	0	1	0	5	0	5	0	10	0	0	0	0	0	68	1252
7:35 AM	24	46	0	0	1	17	6	0	3	0	13	0	0	0	1	0	111	1269
7:40 AM	21	41	0	0	0	15	7	0	6	0	14	0	0	1	1	0	106	1266
7:45 AM	17	51	0	0	0	23	5	0	5	0	13	0	0	0	0	0	114	1270
7:50 AM	17	44	0	0	0	19	7	0	10	0	21	0	0	0	0	0	118	1279
7:55 AM	10	44	0	0	0	10	8	0	7	0	21	0	0	0	0	0	100	1253
8:00 AM	17	38	0	0	0	14	4	0	6	0	14	0	0	0	0	0	93	1234
8:05 AM	14	37	1	0	0	14	7	0	3	0	13	0	1	0	0	0	90	1217
8:10 AM	14	22	1	0	0	7	8	0	2	0	17	0	0	0	0	0	71	1187
8:15 AM	10	21	0	0	0	12	7	0	1	0	11	0	1	0	0	0	63	1153
8:20 AM	18	28	1	0	0	10	10	0	0	1	9	0	1	0	0	0	78	1112
8:25 AM	14	25	0	0	1	13	5	0	6	0	7	0	0	0	0	0	71	1083
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	244	444	4	0	4	200	104	0	88	4	288	0	0	0	0	0	1380	
Heavy Trucks	20	32	0	0	0	56	40	0	0	0	8	0	0	0	0	0	156	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

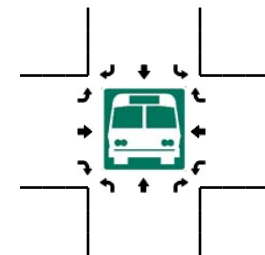
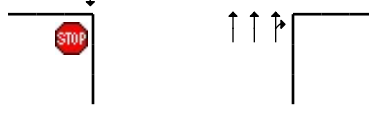
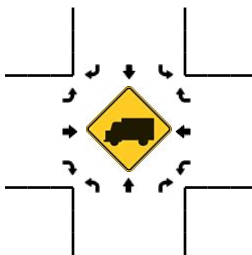
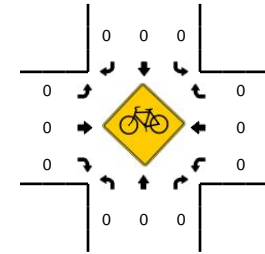
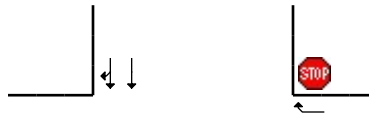
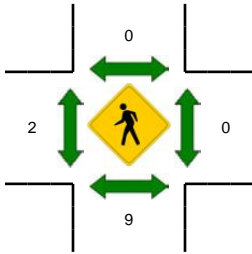
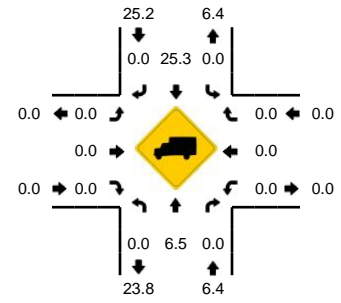
Comments: Optional 1

LOCATION: C St NW -- 1st St SW/North Dwy
CITY/STATE: Auburn, WA

QC JOB #: 10553206
DATE: 11/2/2010



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



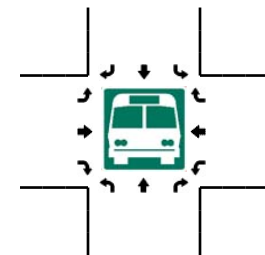
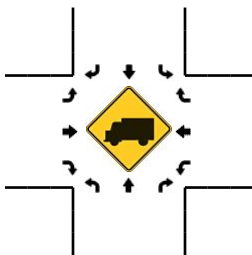
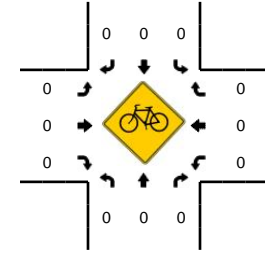
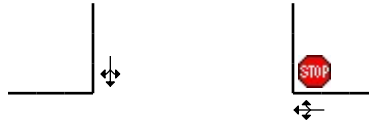
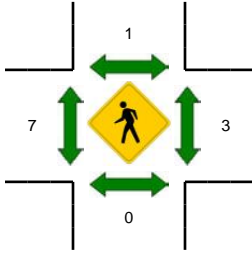
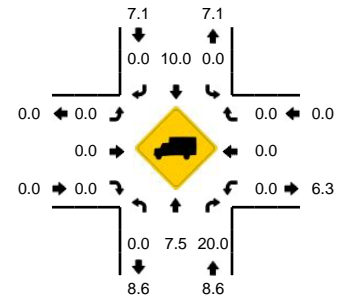
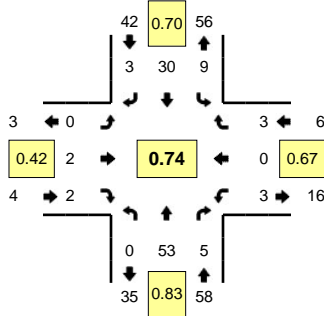
5-Min Count Period Beginning At	C St NW (Northbound)				C St NW (Southbound)				1st St SW/North Dwy (Eastbound)				1st St SW/North Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	37	0	0	0	16	0	0	0	0	1	0	0	0	0	0	54	
6:35 AM	0	51	0	0	0	16	0	0	0	0	2	0	0	0	0	0	69	
6:40 AM	0	54	0	0	0	9	0	0	0	0	2	0	0	0	0	0	65	
6:45 AM	0	56	0	0	0	18	0	0	0	0	3	0	0	0	1	0	78	
6:50 AM	0	59	0	0	0	19	0	0	0	0	4	0	0	0	1	0	83	
6:55 AM	0	55	0	0	0	23	0	0	0	0	0	0	0	0	0	0	78	
7:00 AM	0	54	0	0	0	29	0	0	0	0	1	0	0	0	0	0	84	
7:05 AM	0	65	0	0	0	24	0	0	0	0	0	0	0	0	1	0	90	
7:10 AM	0	51	1	0	0	18	0	0	0	0	1	0	0	0	1	0	72	
7:15 AM	0	59	1	0	0	23	0	0	0	0	1	0	0	0	1	0	85	
7:20 AM	0	64	0	0	0	15	0	0	0	0	0	0	0	0	0	0	79	
7:25 AM	0	60	1	0	0	12	0	0	0	0	2	0	0	0	0	0	75	912
7:30 AM	0	44	0	0	0	13	0	0	0	0	0	0	0	0	0	0	57	915
7:35 AM	0	57	1	0	0	14	1	0	0	0	3	0	0	0	0	0	76	922
7:40 AM	0	56	1	0	0	24	0	0	0	0	0	0	0	0	0	0	81	938
7:45 AM	0	76	0	0	0	25	0	0	0	0	2	0	0	0	1	0	104	964
7:50 AM	0	70	0	0	0	27	0	0	0	0	3	0	0	0	0	0	100	981
7:55 AM	0	69	0	0	0	13	0	0	0	0	2	0	0	0	0	0	84	987
8:00 AM	0	61	0	0	0	6	0	0	0	0	10	0	0	0	0	0	77	980
8:05 AM	0	49	0	0	0	20	1	0	0	0	1	0	0	0	0	0	71	961
8:10 AM	0	38	0	0	0	14	0	0	0	0	1	0	0	0	1	0	54	943
8:15 AM	0	26	1	0	0	17	0	0	0	0	1	0	0	0	1	0	46	904
8:20 AM	0	33	0	0	0	19	0	0	0	0	0	0	0	0	1	0	53	878
8:25 AM	0	41	0	0	0	19	0	0	0	0	1	0	0	0	2	0	63	866
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	860	0	0	0	260	0	0	0	0	28	0	0	0	4	0	1152	
Heavy Trucks	0	60	0	0	0	68	0	0	0	0	0	0	0	0	0	0	128	
Pedestrians		4				0					0				0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments: Optional 2

LOCATION: Narrow St -- Harrison St
CITY/STATE: Sumner, WA

QC JOB #: 10553207
DATE: 11/3/2010

Peak-Hour: 6:40 AM -- 7:40 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

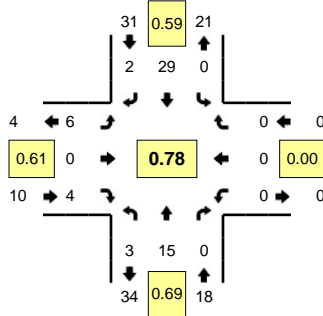


5-Min Count Period Beginning At	Narrow St (Northbound)				Narrow St (Southbound)				Harrison St (Eastbound)				Harrison St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	2	0	8	
6:35 AM	0	6	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	11	
6:40 AM	0	3	0	0	2	1	1	0	0	0	0	0	0	0	0	1	0	8	
6:45 AM	0	5	1	0	2	2	0	0	0	0	0	0	0	1	0	0	0	11	
6:50 AM	0	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	6	
6:55 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	
7:00 AM	0	9	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	13	
7:05 AM	0	3	0	0	0	8	1	0	0	0	1	1	0	0	0	0	0	14	
7:10 AM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	10	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:20 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
7:25 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	8	105
7:30 AM	0	6	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	11	108
7:35 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	13	110
7:40 AM	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	108
7:45 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	103
7:50 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	101
7:55 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	97
8:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	2	0	6	90
8:05 AM	0	1	1	0	0	5	0	0	0	0	0	1	0	0	1	0	0	9	85
8:10 AM	0	2	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	9	84
8:15 AM	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	5	88
8:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	83
8:25 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	78
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	0	64	4	0	4	52	4	0	0	4	8	0	0	0	8	0	148		
Heavy Trucks	0	12	0		0	8	0		0	0	0		0	0	0		20		
Pedestrians		0				4				16				8			28		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

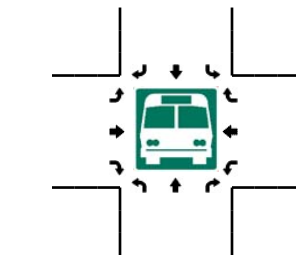
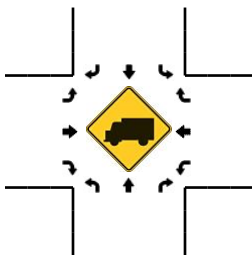
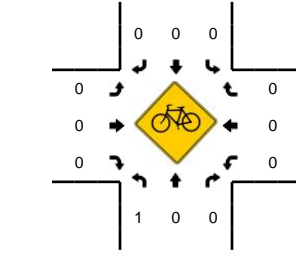
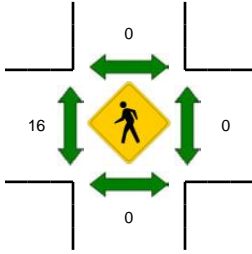
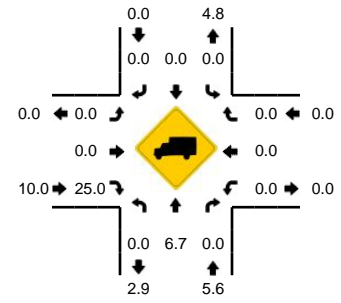
Comments:

LOCATION: Cherry Ave -- Harrison St
CITY/STATE: Sumner, WA

QC JOB #: 10553208
DATE: 11/3/2010



Peak-Hour: 6:55 AM -- 7:55 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

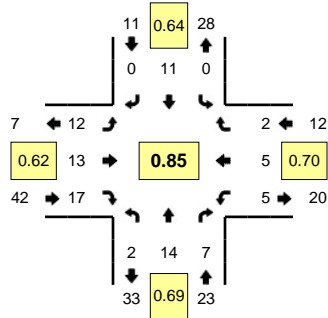


5-Min Count Period Beginning At	Cherry Ave (Northbound)				Cherry Ave (Southbound)				Harrison St (Eastbound)				Harrison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	2	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	
6:35 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	
6:40 AM	2	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	6	
6:45 AM	1	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	
6:50 AM	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	
6:55 AM	1	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	6	
7:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	
7:05 AM	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	
7:10 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
7:20 AM	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	5	
7:25 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	54
7:30 AM	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	6	53
7:35 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	55
7:40 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	53
7:45 AM	1	3	0	0	0	1	1	0	0	1	0	1	0	0	0	0	8	56
7:50 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7	59
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	54
8:00 AM	1	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	5	56
8:05 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	54
8:10 AM	0	2	0	0	0	1	0	0	0	1	0	1	0	0	0	0	5	56
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	56
8:20 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	54
8:25 AM	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	5	54
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	4	20	0	0	0	36	4	0	8	0	4	0	0	0	0	0	76	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

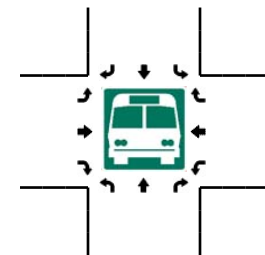
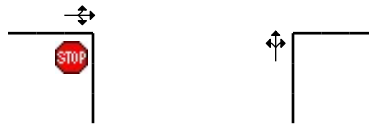
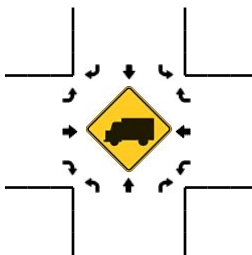
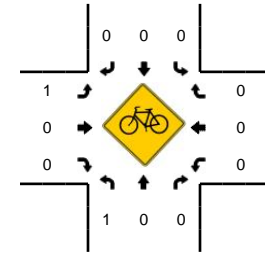
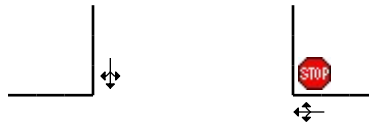
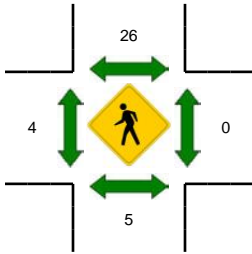
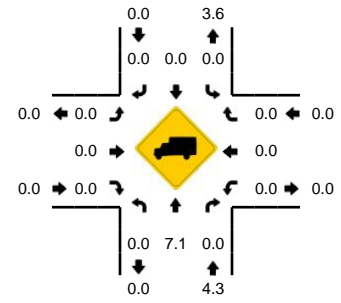
Comments:

LOCATION: Cherry Ave -- Academy St
CITY/STATE: Sumner, WA

QC JOB #: 10553209
DATE: 11/3/2010



Peak-Hour: 6:55 AM -- 7:55 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

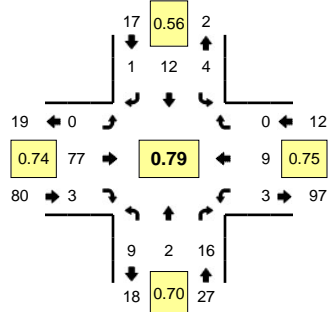


5-Min Count Period Beginning At	Cherry Ave (Northbound)				Cherry Ave (Southbound)				Academy St (Eastbound)				Academy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	2	0	2	0	0	0	0	0	1	3	0	0	1	2	0	0	11	
6:35 AM	0	0	0	0	0	2	0	0	2	5	0	0	0	1	0	0	10	
6:40 AM	0	2	0	0	0	1	0	0	1	1	0	0	0	0	0	0	5	
6:45 AM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
6:50 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	
6:55 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
7:00 AM	1	0	2	0	0	0	0	0	1	2	1	0	0	2	0	0	9	
7:05 AM	0	1	1	0	0	1	0	0	2	2	2	0	0	0	0	0	9	
7:10 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
7:15 AM	0	1	1	0	0	1	0	0	2	1	0	0	0	0	2	0	8	
7:20 AM	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	5	
7:25 AM	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	0	7	77
7:30 AM	0	2	1	0	0	1	0	0	1	2	2	0	2	0	0	0	11	77
7:35 AM	0	0	0	0	0	1	0	0	0	1	5	0	0	1	0	0	8	75
7:40 AM	0	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	6	76
7:45 AM	0	4	0	0	0	2	0	0	2	1	0	0	1	1	0	0	11	84
7:50 AM	1	1	0	0	0	5	0	0	1	0	1	0	0	0	0	0	9	88
7:55 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	87
8:00 AM	0	2	0	0	0	2	0	0	0	1	0	0	1	1	0	0	7	85
8:05 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	4	80
8:10 AM	0	3	0	0	0	0	0	0	1	0	1	0	0	1	0	0	6	84
8:15 AM	0	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	5	81
8:20 AM	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	80
8:25 AM	1	1	1	0	0	2	1	0	2	0	0	0	0	0	0	0	8	81
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	8	4	0	0	8	0	0	12	16	40	0	12	4	0	0	104	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians					36				0				0				36	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																	0	

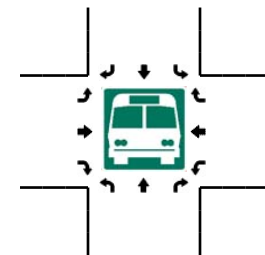
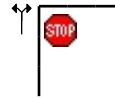
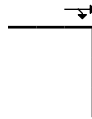
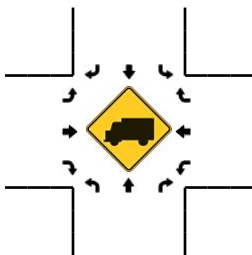
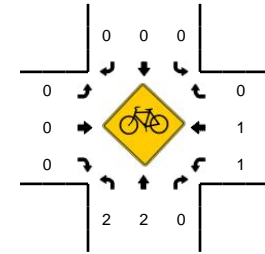
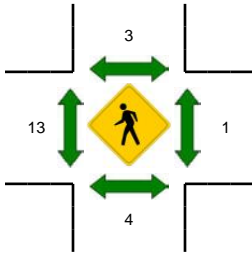
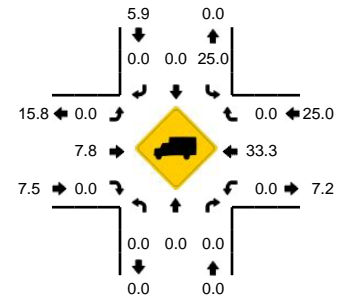
Comments:

LOCATION: Cherry Ave -- Maple St
CITY/STATE: Sumner, WA

QC JOB #: 10553210
DATE: 11/3/2010



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

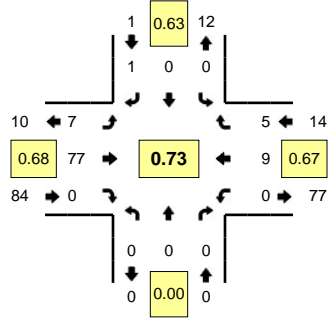


5-Min Count Period Beginning At	Cherry Ave (Northbound)				Cherry Ave (Southbound)				Maple St (Eastbound)				Maple St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	1	0	1	0	1	1	0	0	0	9	2	0	0	1	0	0	0	16	
6:35 AM	2	0	2	0	0	0	0	0	0	5	1	0	0	0	0	0	0	10	
6:40 AM	0	0	2	0	1	0	0	0	1	6	0	0	0	0	0	0	0	10	
6:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	
6:50 AM	1	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	7	
6:55 AM	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	
7:00 AM	0	0	3	0	0	1	0	0	0	4	0	0	0	0	2	0	0	10	
7:05 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	
7:10 AM	2	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	9	
7:15 AM	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	
7:20 AM	1	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	6	
7:25 AM	0	0	3	0	1	0	1	0	0	0	1	0	0	0	1	0	0	7	95
7:30 AM	0	0	0	0	0	1	0	0	0	7	0	0	0	0	1	0	0	9	88
7:35 AM	0	0	2	0	1	0	0	0	0	8	0	0	0	0	0	0	0	11	89
7:40 AM	3	0	2	0	0	2	1	0	0	2	0	0	0	0	0	0	0	10	89
7:45 AM	1	0	2	0	1	3	0	0	0	3	1	0	0	1	1	0	0	13	98
7:50 AM	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	10	101
7:55 AM	1	0	1	0	0	2	0	0	0	8	0	0	0	0	2	0	0	14	111
8:00 AM	0	0	0	0	1	0	0	0	0	5	2	0	0	0	0	0	0	8	109
8:05 AM	0	0	3	0	0	0	0	0	0	5	0	0	0	1	1	0	0	10	113
8:10 AM	0	0	2	0	0	1	0	0	0	3	0	0	0	0	2	0	0	8	112
8:15 AM	2	1	1	0	1	1	0	0	0	8	0	0	0	0	0	0	0	14	120
8:20 AM	1	1	1	0	0	1	0	0	0	12	0	0	0	1	1	0	0	18	132
8:25 AM	0	0	2	0	0	1	0	0	0	7	0	0	0	0	1	0	0	11	136
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	12	8	16	0	4	12	0	0	0	108	0	0	4	8	0	0	172		
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	0		12		
Pedestrians		4				4				12				0			20		
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2		
Railroad																			
Stopped Buses																			

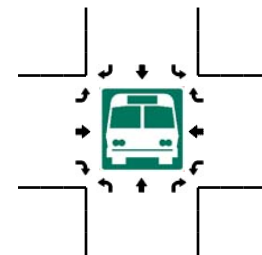
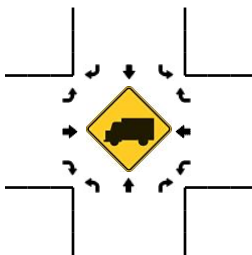
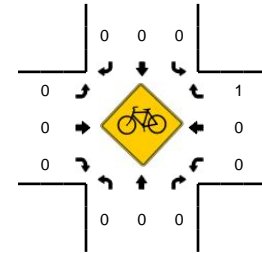
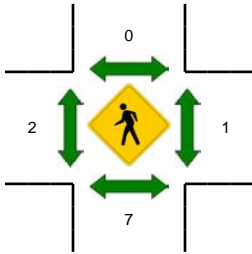
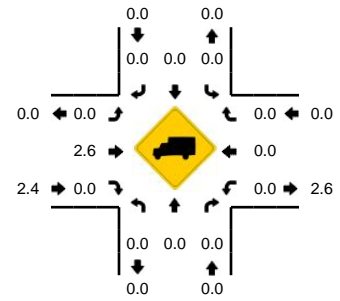
Comments:

LOCATION: North Lot Dwy -- Maple St
CITY/STATE: Sumner, WA

QC JOB #: 10553211
DATE: 11/3/2010



Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

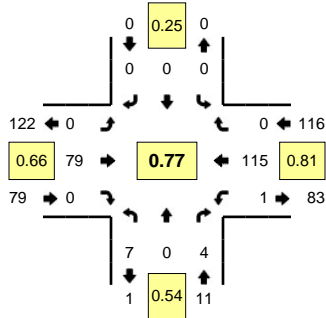


5-Min Count Period Beginning At	North Lot Dwy (Northbound)				North Lot Dwy (Southbound)				Maple St (Eastbound)				Maple St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	5		
6:35 AM	0	0	0	0	2	0	0	0	0	14	0	0	0	2	0	0	18		
6:40 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3		
6:45 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	1	0	0	8		
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		
6:55 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	2	0	0	10		
7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4		
7:05 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4		
7:10 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	7		
7:15 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	2	0	0	7		
7:20 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	7		
7:25 AM	0	0	0	0	0	0	1	0	1	7	0	0	0	3	0	0	12	88	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	84	
7:35 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6	72	
7:40 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6	75	
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	6	73	
7:50 AM	0	0	0	0	0	0	0	0	2	4	0	0	0	0	1	0	7	77	
7:55 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	80	
8:00 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	2	1	0	13	89	
8:05 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	93	
8:10 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	93	
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	89	
8:20 AM	0	0	0	0	0	0	0	0	1	14	0	0	0	2	0	0	17	99	
8:25 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	3	0	0	12	99	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	0	0	0	0	4	120	0	0	0	8	4	0	136		
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4		
Pedestrians		4				0				0				0			4		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

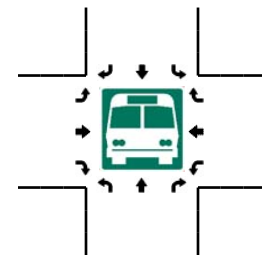
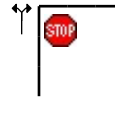
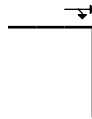
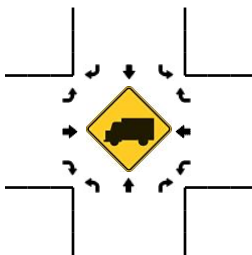
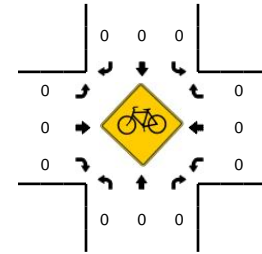
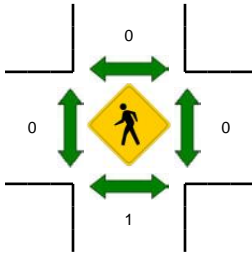
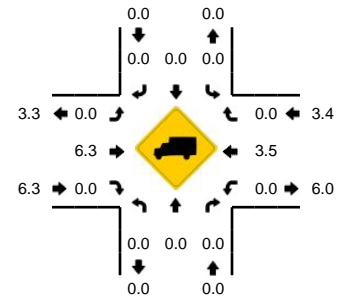
Comments: Optional 3

LOCATION: Main St -- North Lot Dwy
CITY/STATE: Sumner, WA

QC JOB #: 10553212
DATE: 11/11/2010



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM



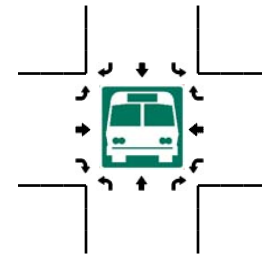
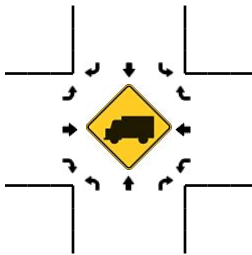
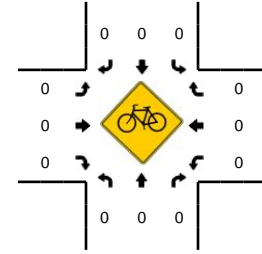
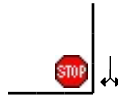
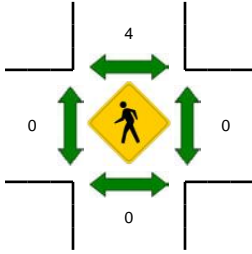
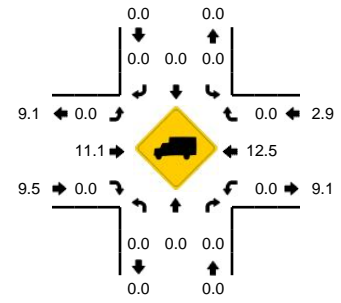
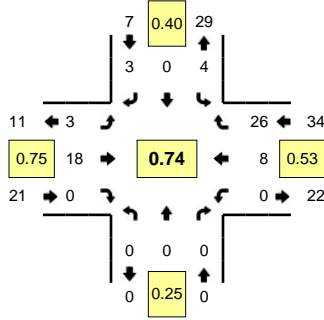
5-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				North Lot Dwy (Eastbound)				North Lot Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	
6:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	11	0	0	13	
6:40 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	11	0	0	17	
6:45 AM	2	0	0	0	0	0	0	0	0	2	0	0	0	10	0	0	14	
6:50 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15	
6:55 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	13	
7:00 AM	0	0	0	0	0	1	0	0	0	5	0	0	0	11	0	0	18	
7:05 AM	1	0	1	0	0	0	0	0	0	2	0	0	0	6	0	0	10	
7:10 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	14	
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	9	
7:20 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	15	
7:25 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	8	153
7:30 AM	2	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	16	162
7:35 AM	1	0	2	0	0	0	0	0	0	6	0	0	0	7	0	0	17	166
7:40 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	11	0	0	17	166
7:45 AM	1	0	0	0	0	0	0	0	0	9	0	0	0	10	0	0	20	172
7:50 AM	1	0	1	0	0	0	0	0	0	5	0	0	0	15	0	0	22	179
7:55 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	9	0	0	21	187
8:00 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	0	24	193
8:05 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10	193
8:10 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	15	194
8:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14	199
8:20 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	195
8:25 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	16	0	0	19	206
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	4	0	8	0	0	0	0	0	0	120	0	0	0	136	0	0	268	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments: Optional 4

LOCATION: Off Site Dwy -- State St
CITY/STATE: Sumner, WA

QC JOB #: 10553213
DATE: 11/3/2010

Peak-Hour: 6:30 AM -- 7:30 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

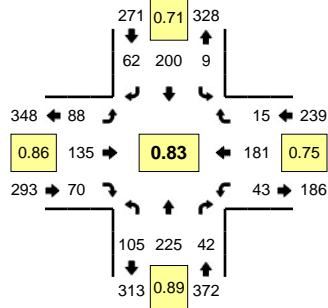


5-Min Count Period Beginning At	Off Site Dwy (Northbound)				Off Site Dwy (Southbound)				State St (Eastbound)				State St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	5	
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	
6:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	4	
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	
6:55 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	6	12	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:05 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	1	5	
7:10 AM	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	0	6	
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	
7:20 AM	0	0	0	0	2	0	1	0	0	3	0	0	0	0	3	0	9	
7:25 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	1	1	6	62
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	5	62
7:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	62
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	58
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	54
7:55 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	44
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	45
8:05 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	5	45
8:10 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	41
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
8:20 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6	35
8:25 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	0	0	0	0	4	12	0	0	0	12	56	0	84	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

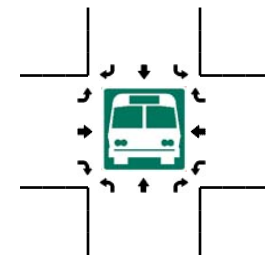
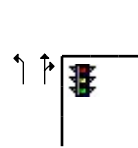
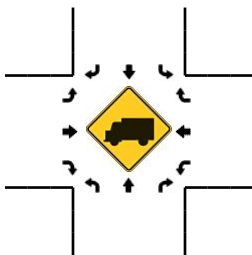
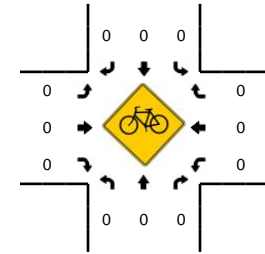
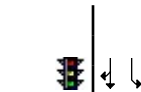
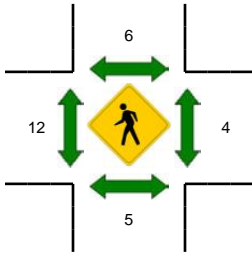
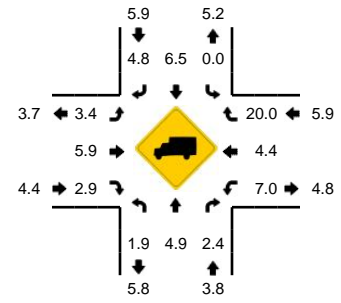
Comments: Optional 5

LOCATION: 4th St NW/5th St NW -- W Stewart Ave
CITY/STATE: Puyallup, WA

QC JOB #: 10553214
DATE: 11/2/2010



Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

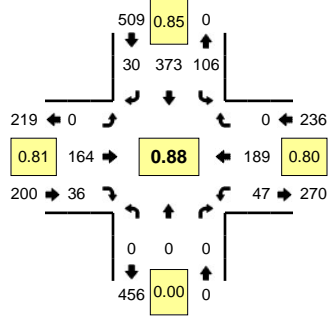


5-Min Count Period Beginning At	4th St NW/5th St NW (Northbound)				4th St NW/5th St NW (Southbound)				W Stewart Ave (Eastbound)				W Stewart Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	5	17	2	0	1	10	0	0	3	10	7	0	0	0	0	0	55	
6:35 AM	4	23	4	0	0	10	0	0	3	5	3	0	2	4	0	0	58	
6:40 AM	3	24	4	0	0	4	1	0	3	7	5	0	1	6	0	0	58	
6:45 AM	6	25	3	0	2	8	2	0	3	12	8	0	1	7	0	0	77	
6:50 AM	6	16	2	0	0	10	1	0	4	11	2	0	1	6	0	0	59	
6:55 AM	11	13	2	0	0	11	2	0	3	7	5	0	2	6	1	0	63	
7:00 AM	3	22	1	0	0	4	1	0	5	2	3	0	0	7	0	0	48	
7:05 AM	6	16	1	0	1	7	6	0	2	3	3	0	2	6	2	0	55	
7:10 AM	7	17	3	0	0	10	2	0	5	12	7	0	1	10	3	0	77	
7:15 AM	9	16	2	0	0	11	6	0	5	5	5	0	7	17	0	0	83	
7:20 AM	4	22	2	0	0	12	9	0	14	10	7	0	7	22	0	0	109	
7:25 AM	9	20	2	0	0	25	13	0	6	7	5	0	3	10	0	0	100	842
7:30 AM	6	23	2	0	0	22	7	0	6	16	4	0	5	17	5	0	113	900
7:35 AM	6	23	3	0	0	25	5	0	10	12	8	0	8	26	1	0	127	969
7:40 AM	12	21	3	0	0	23	3	0	12	15	6	0	4	14	0	0	113	1024
7:45 AM	16	16	7	0	0	16	5	0	6	10	7	0	1	18	2	0	104	1051
7:50 AM	9	15	4	0	4	19	3	0	8	12	5	0	2	12	2	0	95	1087
7:55 AM	9	21	5	0	0	12	3	0	8	16	5	0	2	14	1	0	96	1120
8:00 AM	6	16	5	0	2	12	4	0	3	11	5	0	2	11	0	0	77	1149
8:05 AM	12	15	4	0	3	13	2	0	5	9	6	0	1	10	1	0	81	1175
8:10 AM	6	25	2	0	1	12	2	0	7	8	5	0	0	4	0	0	72	1170
8:15 AM	7	18	3	0	3	11	1	0	11	16	5	0	3	8	2	0	88	1175
8:20 AM	7	11	7	0	0	8	1	0	2	13	6	0	2	12	2	0	71	1137
8:25 AM	7	17	4	0	1	23	1	0	4	11	7	0	1	8	3	0	87	1124
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	96	268	32	0	0	280	60	0	112	172	72	0	68	228	24	0	1412	
Heavy Trucks	0	4	0	0	0	24	0	0	8	8	4	0	12	8	0	0	68	
Pedestrians		0				16				16				4			36	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

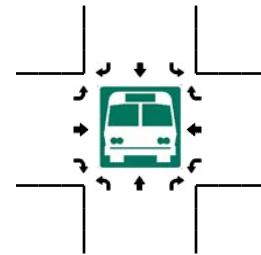
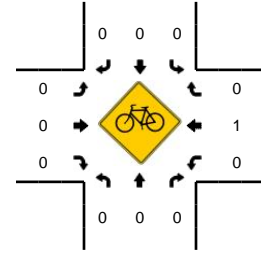
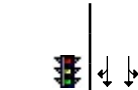
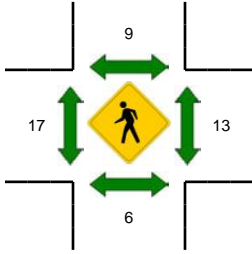
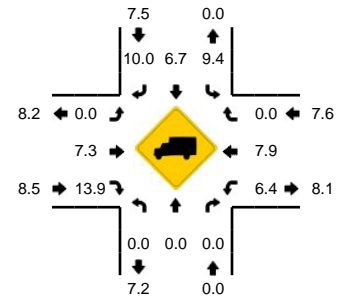
Comments:

LOCATION: N Meridian St -- W Stewart Ave
CITY/STATE: Puyallup, WA

QC JOB #: 10553215
DATE: 11/2/2010



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

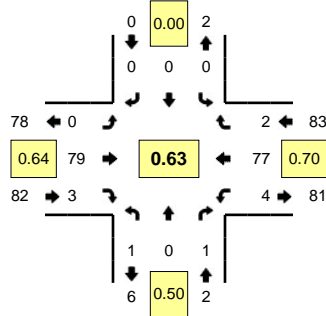


5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				W Stewart Ave (Eastbound)				W Stewart Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	0	0	0	4	20	0	0	0	10	1	0	2	1	0	0	38		
6:35 AM	0	0	0	0	4	19	1	0	0	6	1	0	2	7	0	0	40		
6:40 AM	0	0	0	0	8	13	2	0	0	7	2	0	3	7	0	0	42		
6:45 AM	0	0	0	0	4	21	1	0	0	14	1	0	4	9	0	0	54		
6:50 AM	0	0	0	0	5	17	0	0	0	13	2	0	1	10	0	0	48		
6:55 AM	0	0	0	0	7	19	2	0	0	9	2	0	4	12	0	0	55		
7:00 AM	0	0	0	0	1	19	0	0	0	2	0	0	2	7	0	0	31		
7:05 AM	0	0	0	0	9	25	0	0	0	6	0	0	2	9	0	0	51		
7:10 AM	0	0	0	0	3	16	1	0	0	10	0	0	3	11	0	0	44		
7:15 AM	0	0	0	0	9	21	4	0	0	7	0	0	5	22	0	0	68		
7:20 AM	0	0	0	0	6	21	3	0	0	8	2	0	5	29	0	0	74		
7:25 AM	0	0	0	0	5	26	3	0	0	6	4	0	1	23	0	0	68	613	
7:30 AM	0	0	0	0	6	24	4	0	0	15	1	0	2	17	0	0	69	644	
7:35 AM	0	0	0	0	6	28	2	0	0	12	3	0	7	30	0	0	88	692	
7:40 AM	0	0	0	0	10	35	0	0	0	16	2	0	1	15	0	0	79	729	
7:45 AM	0	0	0	0	6	37	4	0	0	12	3	0	1	24	0	0	87	762	
7:50 AM	0	0	0	0	5	40	3	0	0	14	3	0	11	13	0	0	89	803	
7:55 AM	0	0	0	0	13	35	5	0	0	17	1	0	3	19	0	0	93	841	
8:00 AM	0	0	0	0	17	28	3	0	0	10	3	0	2	16	0	0	79	889	
8:05 AM	0	0	0	0	7	34	0	0	0	9	5	0	3	9	0	0	67	905	
8:10 AM	0	0	0	0	7	29	0	0	0	10	2	0	3	7	0	0	58	919	
8:15 AM	0	0	0	0	10	27	3	0	0	17	3	0	8	10	0	0	78	929	
8:20 AM	0	0	0	0	9	27	2	0	0	18	5	0	3	16	0	0	80	935	
8:25 AM	0	0	0	0	10	29	4	0	0	14	5	0	3	13	0	0	78	945	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	96	448	48	0	0	172	28	0	60	224	0	0	1076		
Heavy Trucks	0	0	0	0	8	32	4	0	0	0	8	0	8	20	0	0	80		
Pedestrians						4				4				16			32		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																			
Stopped Buses																			

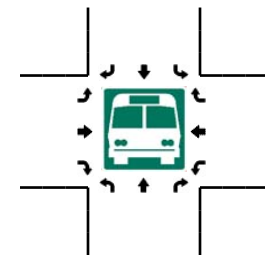
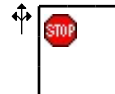
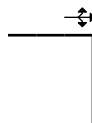
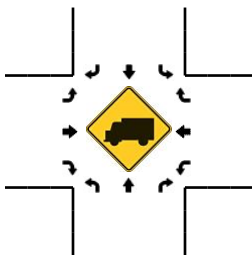
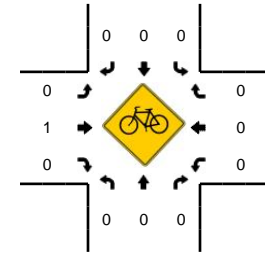
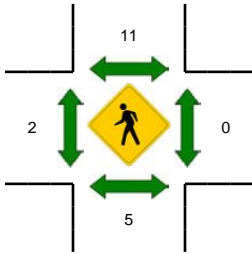
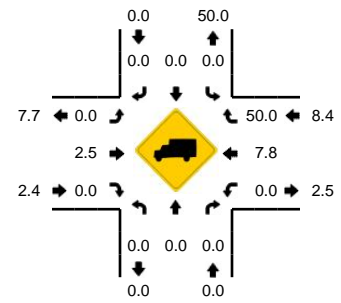
Comments:

LOCATION: 4th St SW -- W Main Ave
CITY/STATE: Puyallup, WA

QC JOB #: 10553216
DATE: 11/2/2010



Peak-Hour: 6:55 AM -- 7:55 AM
Peak 15-Min: 7:20 AM -- 7:35 AM

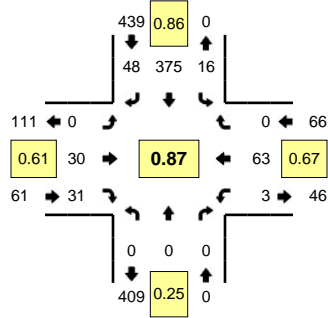


5-Min Count Period Beginning At	4th St SW (Northbound)				4th St SW (Southbound)				W Main Ave (Eastbound)				W Main Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	0	0	0	0	0	0	0	0	6	1	0	1	4	0	0	12		
6:35 AM	1	0	0	0	0	0	0	0	0	2	0	0	1	9	0	0	13		
6:40 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	5	0	0	8		
6:45 AM	0	1	0	0	0	0	0	0	1	2	0	0	0	5	0	0	9		
6:50 AM	0	1	0	0	0	0	0	0	1	6	1	0	0	4	0	0	13		
6:55 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	7	1	0	17		
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	11	0	0	14		
7:05 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	5		
7:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	6		
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5		
7:20 AM	1	0	0	0	0	0	0	0	0	7	0	0	1	7	0	1	17		
7:25 AM	0	0	0	0	0	0	0	0	0	13	0	0	1	9	0	0	23	142	
7:30 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	11	0	0	26	156	
7:35 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	151	
7:40 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	6	0	0	18	161	
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13	165	
7:50 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	7	1	0	15	167	
7:55 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	155	
8:00 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	0	7	148	
8:05 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	12	155	
8:10 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	5	0	0	12	161	
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	160	
8:20 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	153	
8:25 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	136	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	4	0	0	0	0	0	0	0	0	136	4	0	8	108	0	4	264		
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	16	0	0	20		
Pedestrians		12				20				8				0			40		
Bicycles	0	0	0		0	0	0			0	0	0		0	0	0	0		
Railroad																			
Stopped Buses																			

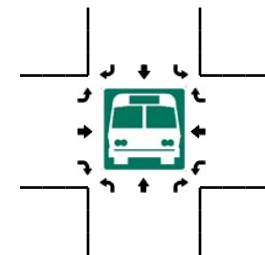
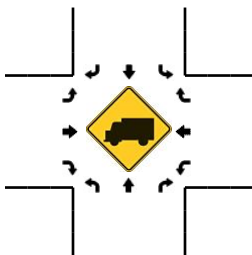
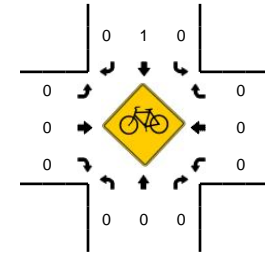
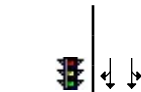
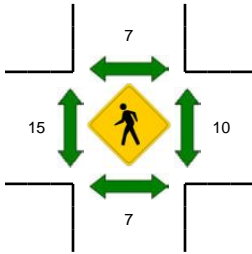
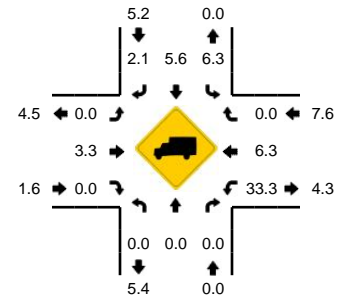
Comments:

LOCATION: N Meridian -- W Main Ave
CITY/STATE: Puyallup, WA

QC JOB #: 10553217
DATE: 11/2/2010



Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

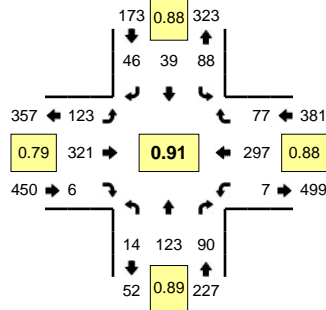


5-Min Count Period Beginning At	N Meridian (Northbound)				N Meridian (Southbound)				W Main Ave (Eastbound)				W Main Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	0	0	0	2	21	0	0	0	3	1	0	0	0	7	0	0	34	
6:35 AM	0	0	0	0	0	9	1	0	0	1	8	0	0	0	4	0	0	23	
6:40 AM	0	0	0	0	1	26	4	0	0	2	1	0	0	0	3	0	0	37	
6:45 AM	0	0	0	0	1	19	4	0	0	2	1	0	0	0	2	0	0	29	
6:50 AM	0	0	0	0	1	17	1	0	0	4	1	0	1	2	0	0	27		
6:55 AM	0	0	0	0	1	23	1	0	0	2	6	0	0	9	0	0	42		
7:00 AM	0	0	0	0	0	12	0	0	0	1	5	0	0	3	0	0	21		
7:05 AM	0	0	0	0	0	36	1	0	0	0	3	0	0	0	0	0	40		
7:10 AM	0	0	1	0	0	13	5	0	0	2	0	0	0	2	0	0	23		
7:15 AM	0	0	0	0	0	25	2	0	0	1	0	0	0	5	0	0	33		
7:20 AM	0	0	0	0	0	25	3	0	0	3	1	0	0	8	0	0	40		
7:25 AM	0	0	0	0	2	27	2	0	0	2	1	0	1	10	0	0	45	394	
7:30 AM	0	0	0	0	0	16	2	0	0	5	8	0	0	7	0	0	38	398	
7:35 AM	0	0	0	0	2	39	8	0	0	2	2	0	1	2	0	0	56	431	
7:40 AM	0	0	0	0	0	33	5	0	0	6	4	0	0	4	0	0	52	446	
7:45 AM	0	0	0	0	1	35	4	0	0	4	3	0	0	6	0	0	53	470	
7:50 AM	0	0	0	0	3	43	4	0	0	1	0	0	0	7	0	0	58	501	
7:55 AM	0	0	0	0	1	35	6	0	0	1	0	0	1	8	0	0	52	511	
8:00 AM	0	0	0	0	1	28	2	0	0	3	3	0	0	4	0	0	41	531	
8:05 AM	0	0	0	0	2	39	1	0	0	1	5	0	0	4	0	0	52	543	
8:10 AM	0	0	0	0	1	22	5	0	0	0	2	0	0	1	0	0	31	551	
8:15 AM	0	0	0	0	3	33	6	0	0	2	2	0	0	2	0	0	48	566	
8:20 AM	0	0	0	0	0	25	8	0	0	1	2	0	0	1	0	0	37	563	
8:25 AM	0	0	0	0	0	34	6	0	0	2	2	0	1	1	0	0	46	564	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	16	444	52	0	0	44	28	0	0	68	0	0	652		
Heavy Trucks	0	0	0	0	0	24	4	0	0	0	0	0	0	4	0	0	32		
Pedestrians						8				16				4			36		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																			
Stopped Buses																			

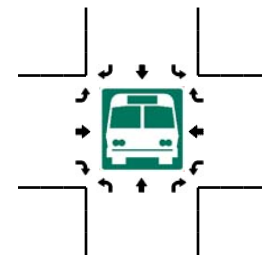
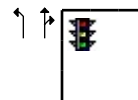
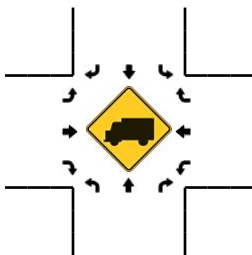
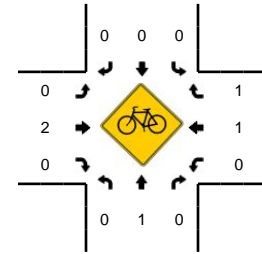
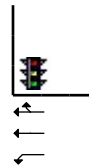
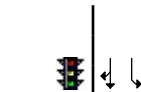
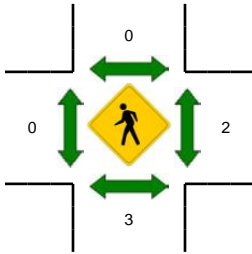
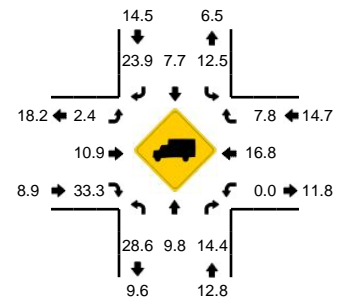
Comments:

LOCATION: E D St -- Puyallup Ave
CITY/STATE: Tacoma, WA

QC JOB #: 10553218
DATE: 11/4/2010



Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:50 AM -- 8:05 AM



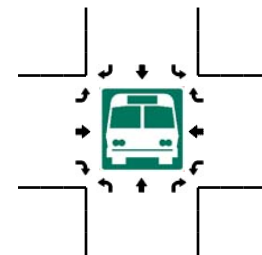
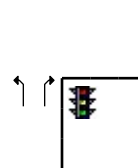
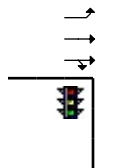
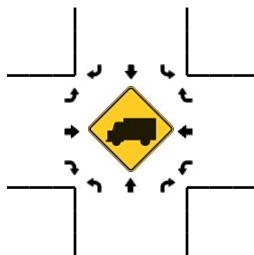
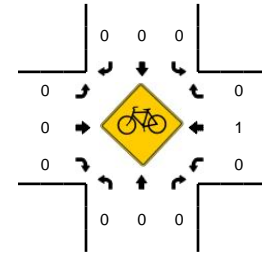
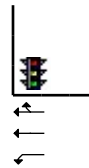
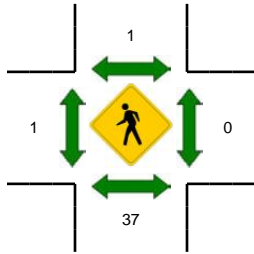
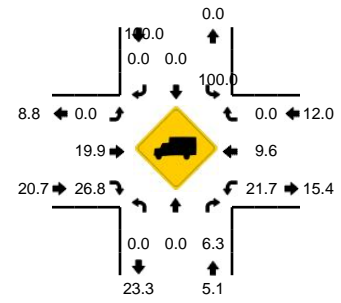
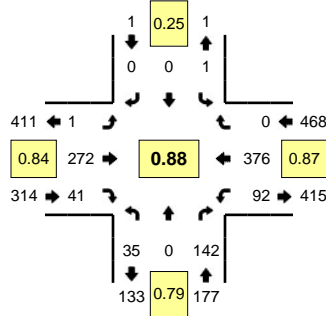
5-Min Count Period Beginning At	E D St (Northbound)				E D St (Southbound)				Puyallup Ave (Eastbound)				Puyallup Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	7	7	0	4	2	2	0	15	28	0	0	0	14	8	0	87	
6:35 AM	1	6	9	0	11	0	4	0	12	27	1	0	0	14	10	0	95	
6:40 AM	0	11	10	0	9	0	1	0	18	36	3	0	1	10	11	0	110	
6:45 AM	0	18	7	0	7	2	3	0	18	25	1	0	0	10	14	0	105	
6:50 AM	0	11	3	0	8	1	4	0	17	33	0	0	1	17	13	0	108	
6:55 AM	0	16	8	0	8	3	2	0	12	33	2	0	1	10	6	0	101	
7:00 AM	3	9	11	0	9	2	1	0	8	23	1	0	2	15	9	0	93	
7:05 AM	1	8	6	0	10	4	5	0	7	17	1	0	0	14	4	0	77	
7:10 AM	0	8	7	0	9	4	4	0	9	37	0	0	0	13	2	0	93	
7:15 AM	1	10	10	0	6	0	3	0	2	20	0	0	0	21	5	0	78	
7:20 AM	1	9	7	0	7	4	8	0	10	26	1	0	1	21	7	0	102	
7:25 AM	1	13	7	0	7	2	4	0	15	21	0	0	1	20	4	0	95	1144
7:30 AM	2	16	7	0	8	4	4	0	8	29	1	0	0	28	6	0	113	1170
7:35 AM	0	9	4	0	9	3	3	0	7	30	0	0	2	34	10	0	111	1186
7:40 AM	5	16	9	0	8	2	0	0	6	23	0	0	0	21	6	0	96	1172
7:45 AM	0	8	8	0	3	1	1	0	11	28	1	0	0	30	6	0	97	1164
7:50 AM	0	12	6	0	6	7	6	0	11	32	2	0	1	32	6	0	121	1177
7:55 AM	1	6	12	0	6	7	2	0	16	26	0	0	0	30	10	0	116	1192
8:00 AM	2	9	12	0	7	4	5	0	13	20	1	0	2	19	9	0	103	1202
8:05 AM	1	7	1	0	12	1	6	0	15	29	0	0	0	28	6	0	106	1231
8:10 AM	3	6	0	0	6	2	5	0	5	23	0	0	0	24	8	0	82	1220
8:15 AM	0	7	5	0	5	6	4	0	2	19	0	0	0	21	5	0	74	1216
8:20 AM	1	6	3	0	7	2	3	0	14	10	1	0	1	23	7	0	78	1192
8:25 AM	2	6	4	0	5	1	4	0	6	12	2	0	2	19	8	0	71	1168
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	108	120	0	76	72	52	0	160	312	12	0	12	324	100	0	1360	
Heavy Trucks	0	8	16		16	4	16		0	32	4		0	28	0		124	
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: E G St -- Puyallup Ave
CITY/STATE: Tacoma, WA

QC JOB #: 10553219
DATE: 11/4/2010

Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



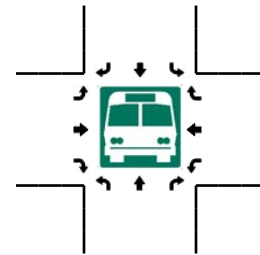
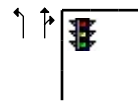
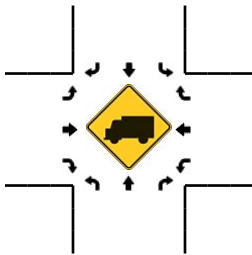
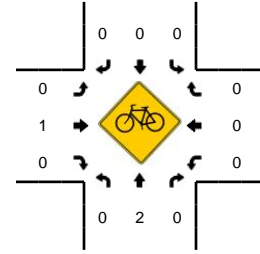
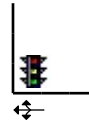
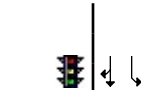
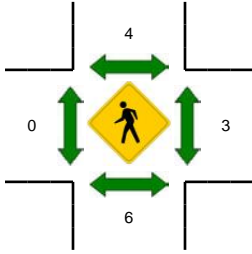
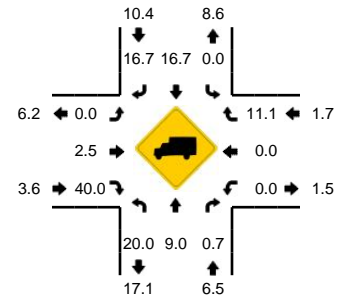
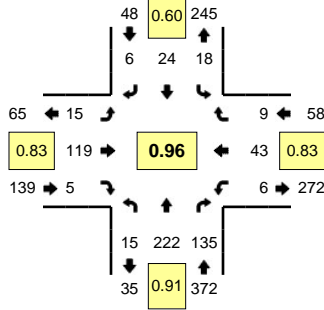
5-Min Count Period Beginning At	E G St (Northbound)				E G St (Southbound)				Puyallup Ave (Eastbound)				Puyallup Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	3	0	7	0	0	0	0	0	0	19	5	0	5	19	0	0	58	
6:35 AM	2	0	7	0	0	0	0	0	0	13	6	0	11	15	0	0	54	
6:40 AM	4	0	11	0	0	0	0	0	0	15	5	0	8	20	0	0	63	
6:45 AM	4	0	11	0	0	0	0	0	0	16	5	0	9	29	0	0	74	
6:50 AM	3	0	8	0	0	0	0	0	0	19	7	0	6	20	0	0	63	
6:55 AM	1	0	9	0	0	0	0	0	0	19	9	0	10	21	0	0	69	
7:00 AM	1	0	7	0	0	0	0	0	0	12	5	0	12	25	0	0	62	
7:05 AM	6	0	5	0	0	0	0	0	0	15	3	0	13	16	0	0	58	
7:10 AM	2	0	10	0	0	0	0	0	0	18	5	0	5	16	0	0	56	
7:15 AM	2	0	6	0	0	0	0	0	0	15	4	0	5	27	0	0	59	
7:20 AM	3	0	12	0	0	0	0	0	0	22	3	0	9	32	0	0	81	
7:25 AM	6	0	11	0	0	0	0	0	0	14	4	0	5	22	0	0	62	759
7:30 AM	1	0	7	0	0	0	0	0	0	23	3	0	4	35	0	0	73	774
7:35 AM	3	0	14	0	0	0	0	0	0	22	2	0	10	38	0	0	89	809
7:40 AM	0	0	26	0	0	0	0	0	1	25	5	0	9	26	0	0	92	838
7:45 AM	2	0	12	0	0	0	0	0	0	20	6	0	12	39	0	0	91	855
7:50 AM	3	0	13	0	1	0	0	0	0	25	3	0	6	35	0	0	86	878
7:55 AM	8	0	9	0	0	0	0	0	0	27	5	0	3	34	0	0	86	895
8:00 AM	2	0	10	0	0	0	0	0	0	27	4	0	8	27	0	0	78	911
8:05 AM	4	0	14	0	0	0	0	0	0	29	1	0	8	28	0	0	84	937
8:10 AM	1	0	10	0	0	0	0	0	0	20	2	0	8	36	0	0	77	958
8:15 AM	2	0	4	0	0	0	0	0	0	18	3	0	10	24	0	0	61	960
8:20 AM	2	0	7	0	0	0	0	0	0	21	3	0	3	28	0	0	64	943
8:25 AM	2	0	6	0	0	0	0	0	0	13	1	0	6	25	0	0	53	934
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	0	208	0	0	0	0	0	4	268	52	0	124	412	0	0	1088	
Heavy Trucks	0	0	8	0	0	0	0	0	0	60	16	0	24	56	0	0	164	
Pedestrians			24				4				4			0			32	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: E D St -- E 25th St
CITY/STATE: Tacoma, WA

QC JOB #: 10553220
DATE: 11/4/2010

Peak-Hour: 6:35 AM -- 7:35 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

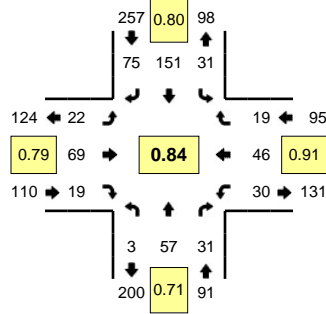


5-Min Count Period Beginning At	E D St (Northbound)				E D St (Southbound)				E 25th St (Eastbound)				E 25th St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 AM	0	15	14	0	3	1	0	0	0	5	2	0	0	1	0	0	0	41	
6:35 AM	0	17	20	0	1	1	0	0	1	8	0	1	0	2	0	0	0	51	
6:40 AM	1	18	17	0	3	1	0	0	1	5	1	0	0	2	1	0	0	50	
6:45 AM	2	21	6	0	0	3	0	0	3	11	0	0	0	4	3	0	0	53	
6:50 AM	3	13	17	0	2	0	0	0	0	6	1	0	0	2	0	0	0	44	
6:55 AM	1	23	11	0	4	2	0	0	2	13	0	0	0	5	1	0	0	64	
7:00 AM	0	20	4	0	1	2	2	0	2	9	0	0	0	3	1	0	0	44	
7:05 AM	0	15	11	0	1	3	1	0	1	10	3	0	0	3	0	0	0	49	
7:10 AM	4	14	10	0	1	3	0	0	1	10	0	0	0	2	1	0	0	47	
7:15 AM	1	21	10	0	0	0	2	0	1	16	0	0	0	6	1	0	0	59	
7:20 AM	0	20	8	0	2	4	1	0	0	10	0	0	0	4	0	0	0	49	
7:25 AM	1	17	10	0	0	2	0	0	1	11	0	0	0	7	0	0	0	50	601
7:30 AM	2	23	11	0	3	3	0	0	1	10	0	0	0	3	1	0	0	57	617
7:35 AM	0	14	7	0	2	1	0	0	1	8	0	0	0	5	0	0	0	38	604
7:40 AM	2	30	5	0	0	2	1	0	0	8	1	0	0	7	0	0	0	56	610
7:45 AM	3	14	10	0	0	2	0	0	2	11	0	0	0	4	0	0	0	47	604
7:50 AM	3	16	10	0	2	5	2	0	3	5	0	0	0	5	0	0	0	51	611
7:55 AM	3	23	7	0	1	7	0	0	1	9	1	0	0	5	0	0	0	57	604
8:00 AM	0	21	5	0	0	5	2	0	1	4	0	0	0	3	0	0	0	41	601
8:05 AM	0	5	4	0	0	1	1	0	0	7	2	0	0	2	1	0	0	23	575
8:10 AM	1	9	4	0	1	1	0	0	1	4	0	0	0	4	0	0	0	25	553
8:15 AM	0	11	3	0	0	5	0	0	1	8	1	0	0	3	0	0	0	32	526
8:20 AM	3	8	4	0	0	5	0	0	1	13	1	0	0	5	1	0	0	41	518
8:25 AM	0	13	1	0	1	1	3	0	1	7	0	0	0	6	0	0	0	34	502
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	24	228	136	0	24	20	0	0	20	120	4	0	8	44	16	0	644		
Heavy Trucks	4	16	4		0	4	0		0	0	0		0	0	0		28		
Pedestrians		8				4				0				4			16		
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1		
Railroad																			
Stopped Buses																			

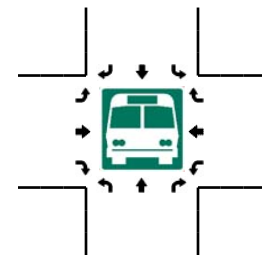
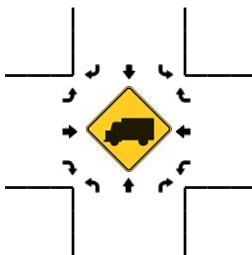
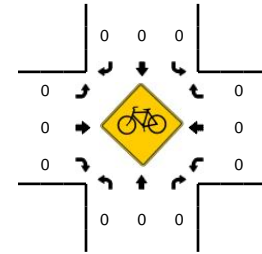
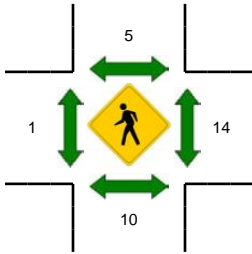
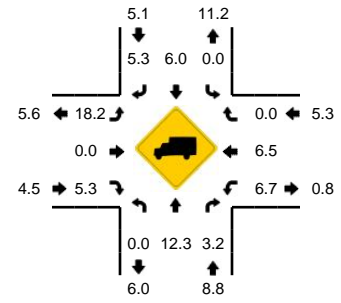
Comments:

LOCATION: E G St -- E 25th St
CITY/STATE: Tacoma, WA

QC JOB #: 10553221
DATE: 11/3/2010



Peak-Hour: 6:55 AM -- 7:55 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

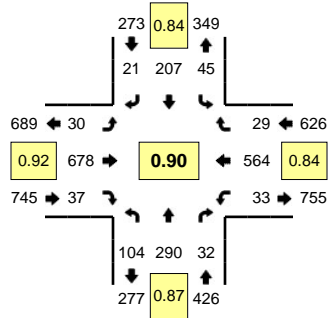


5-Min Count Period Beginning At	E G St (Northbound)				E G St (Southbound)				E 25th St (Eastbound)				E 25th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	2	4	0	5	8	2	0	1	1	1	0	1	3	1	0	29	
6:35 AM	0	4	2	0	2	16	5	0	3	2	1	0	4	2	3	0	44	
6:40 AM	0	10	3	0	1	9	4	0	1	2	2	0	2	4	2	0	40	
6:45 AM	0	3	3	0	2	14	11	0	3	3	4	0	3	1	3	0	50	
6:50 AM	0	6	2	0	4	18	7	0	0	3	1	0	2	3	0	0	46	
6:55 AM	0	7	4	0	3	10	3	0	3	6	1	0	1	4	1	0	43	
7:00 AM	0	9	5	0	0	9	7	0	2	4	0	0	2	5	2	0	45	
7:05 AM	0	6	3	0	6	6	2	0	1	6	1	0	3	5	2	0	41	
7:10 AM	0	2	3	0	1	13	6	0	1	5	0	0	2	3	1	0	37	
7:15 AM	0	0	5	0	2	6	4	0	2	6	3	0	5	4	2	0	39	
7:20 AM	1	3	3	0	1	14	9	0	5	4	2	0	1	3	1	0	47	
7:25 AM	1	4	2	0	3	14	8	0	2	6	5	0	5	2	1	0	53	514
7:30 AM	0	2	1	0	2	9	7	0	0	5	1	0	3	10	1	0	41	526
7:35 AM	0	6	2	0	3	17	5	0	1	3	1	0	0	3	2	0	43	525
7:40 AM	0	1	0	0	5	24	5	0	3	8	0	0	3	3	0	0	52	537
7:45 AM	0	9	3	0	1	16	9	0	1	9	3	0	3	2	4	0	60	547
7:50 AM	1	8	0	0	4	13	10	0	1	7	2	0	2	2	2	0	52	553
7:55 AM	1	4	0	0	2	13	10	0	3	5	0	0	2	1	1	0	42	552
8:00 AM	1	5	0	0	0	9	9	0	1	5	3	0	3	2	0	0	38	545
8:05 AM	1	7	2	0	1	17	7	0	1	1	3	0	0	6	0	0	46	550
8:10 AM	1	2	1	0	1	13	7	0	3	3	2	0	1	3	0	0	37	550
8:15 AM	0	8	0	0	0	7	3	0	2	5	1	0	2	2	0	0	30	541
8:20 AM	0	3	4	0	0	11	4	0	3	4	1	0	3	5	0	0	38	532
8:25 AM	0	2	0	0	1	4	2	0	3	5	3	0	1	1	1	0	23	502
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	72	12	0	40	212	96	0	20	96	20	0	32	28	24	0	656	
Heavy Trucks	0	4	0	0	0	20	12	0	4	0	0	0	4	0	0	0	44	
Pedestrians		16				8				4				28			56	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

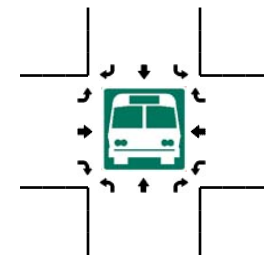
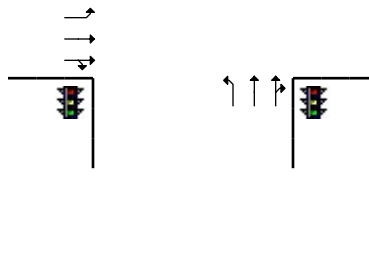
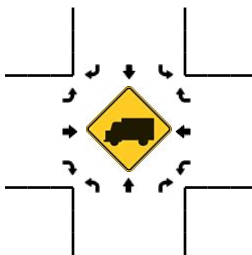
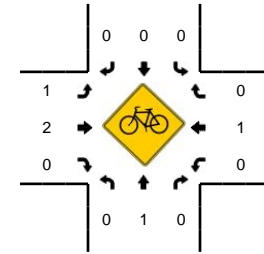
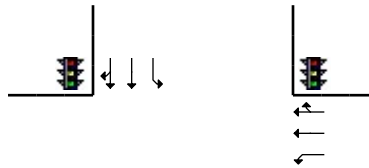
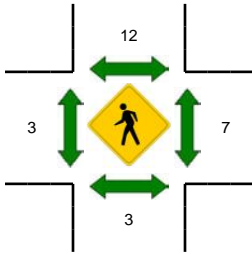
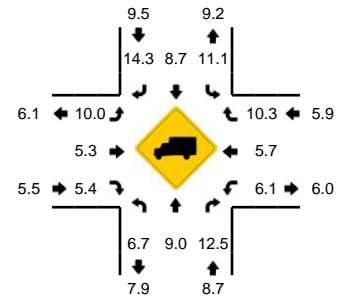
Comments:

LOCATION: S Tacoma Way -- S 56th St
CITY/STATE: Tacoma, WA

QC JOB #: 10553222
DATE: 11/4/2010



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



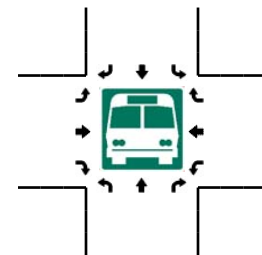
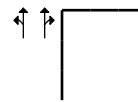
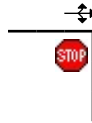
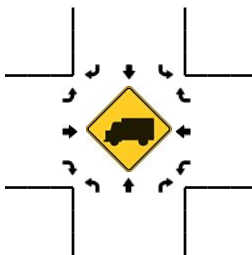
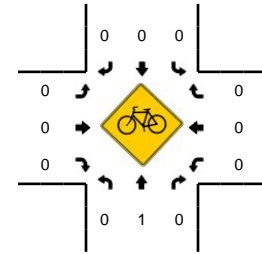
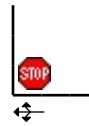
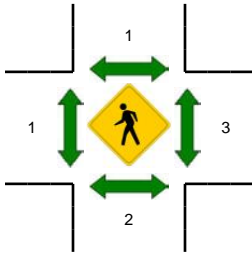
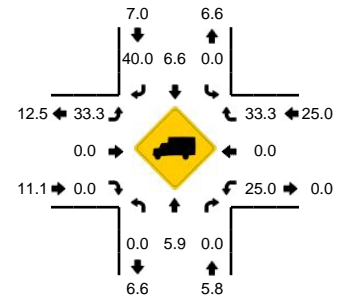
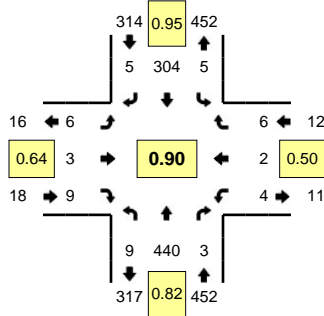
5-Min Count Period Beginning At	S Tacoma Way (Northbound)				S Tacoma Way (Southbound)				S 56th St (Eastbound)				S 56th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	1	17	1	0	0	4	0	0	3	33	1	0	0	23	3	0	86	
6:35 AM	6	14	4	0	1	5	0	0	0	51	2	0	1	30	0	0	114	
6:40 AM	6	15	0	0	2	11	0	0	0	41	0	0	4	29	1	0	109	
6:45 AM	10	11	2	0	4	8	1	0	1	41	3	0	1	28	1	0	111	
6:50 AM	5	7	1	0	1	7	0	0	1	47	0	0	1	36	1	0	107	
6:55 AM	5	25	0	0	3	8	0	0	2	31	3	0	3	42	1	0	123	
7:00 AM	8	12	3	0	0	12	1	0	0	40	0	0	2	33	0	0	111	
7:05 AM	2	11	2	0	1	6	0	0	2	39	2	0	3	34	1	0	103	
7:10 AM	6	14	5	0	0	8	0	0	2	62	6	0	2	32	0	0	137	
7:15 AM	8	21	2	0	3	10	0	0	0	52	2	0	1	23	0	0	122	
7:20 AM	3	17	2	0	0	4	0	0	0	49	4	0	4	43	0	0	126	
7:25 AM	14	25	4	0	0	12	1	0	1	57	3	0	3	48	3	0	171	1420
7:30 AM	7	25	7	0	8	17	1	0	2	41	0	0	4	25	3	0	140	1474
7:35 AM	9	25	0	0	3	11	0	0	5	60	2	0	6	40	4	0	165	1525
7:40 AM	4	33	3	0	1	19	1	0	4	54	3	0	4	63	3	0	192	1608
7:45 AM	6	42	3	0	2	20	0	0	0	65	3	0	2	47	1	0	191	1688
7:50 AM	6	23	6	0	8	16	1	0	1	58	1	0	4	57	3	0	184	1765
7:55 AM	5	23	0	0	4	15	5	0	0	73	1	0	3	69	1	0	199	1841
8:00 AM	21	23	2	0	7	22	3	0	4	53	4	0	1	40	0	0	180	1910
8:05 AM	8	18	2	0	1	19	1	0	4	50	3	0	2	50	1	0	159	1966
8:10 AM	6	15	1	0	3	15	1	0	3	56	4	0	2	50	2	0	158	1987
8:15 AM	10	23	2	0	5	18	1	0	2	54	8	0	1	38	2	0	164	2029
8:20 AM	11	25	3	0	3	16	6	0	0	38	3	0	1	44	2	0	152	2055
8:25 AM	11	15	3	0	0	19	1	0	5	76	5	0	3	41	7	0	186	2070
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	68	352	36	0	56	204	24	0	4	784	20	0	36	692	20	0	2296	
Heavy Trucks	0	24	4		8	28	4		0	32	4		0	40	4		148	
Pedestrians		0				8				0				8			16	
Bicycles	0	1	0		0	0	0		0	2	0		0	0	0		3	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: S Tacoma Way -- S 60th St
CITY/STATE: Tacoma, WA

QC JOB #: 10553223
DATE: 11/4/2010

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

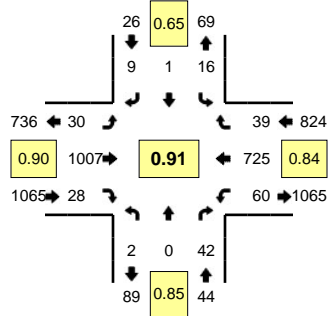


5-Min Count Period Beginning At	S Tacoma Way (Northbound)				S Tacoma Way (Southbound)				S 60th St (Eastbound)				S 60th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	15	0	0	0	6	0	0	0	0	0	0	1	0	0	0	22	
6:35 AM	0	33	0	0	1	8	0	0	0	1	0	0	0	0	0	0	43	
6:40 AM	0	25	1	0	0	17	0	0	0	0	0	0	0	0	0	0	43	
6:45 AM	0	21	1	0	0	14	0	0	0	0	0	0	0	0	0	0	36	
6:50 AM	1	21	0	0	0	14	0	0	0	0	0	0	1	0	0	0	37	
6:55 AM	1	26	0	0	0	13	0	0	1	0	0	0	0	0	0	0	41	
7:00 AM	0	24	0	0	0	14	0	0	0	0	0	0	0	0	0	0	38	
7:05 AM	0	21	0	0	0	12	1	0	0	0	0	0	1	0	0	0	35	
7:10 AM	3	21	0	0	0	13	1	0	1	0	0	0	2	0	0	0	41	
7:15 AM	1	26	0	0	0	14	1	0	0	0	0	0	1	0	0	0	43	
7:20 AM	1	33	0	0	0	13	0	0	0	1	0	0	0	0	1	0	49	
7:25 AM	0	45	0	0	0	9	1	0	0	0	0	0	0	0	0	0	55	483
7:30 AM	0	30	0	0	0	30	0	0	1	0	0	0	0	0	0	0	61	522
7:35 AM	0	37	0	0	1	24	0	0	0	0	0	0	0	0	0	0	62	541
7:40 AM	2	41	0	0	1	19	1	0	1	0	0	0	1	0	0	0	66	564
7:45 AM	2	53	1	0	1	30	0	0	1	0	3	0	0	0	0	0	91	619
7:50 AM	1	39	0	0	0	22	0	0	1	0	0	0	1	0	0	0	64	646
7:55 AM	0	25	0	0	1	22	0	0	1	0	1	0	0	0	1	0	51	656
8:00 AM	2	41	1	0	0	29	0	0	1	0	0	0	0	0	1	0	75	693
8:05 AM	0	33	0	0	1	29	1	0	0	0	0	0	0	0	0	0	64	722
8:10 AM	0	36	1	0	0	22	0	0	0	1	3	0	1	0	1	0	65	746
8:15 AM	0	21	0	0	0	29	0	0	0	1	1	0	0	1	0	0	53	756
8:20 AM	1	44	0	0	0	23	2	0	0	0	0	0	0	1	2	0	73	780
8:25 AM	1	40	0	0	0	25	1	0	0	1	1	0	1	0	1	0	71	796
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	532	4	0	8	284	4	0	12	0	12	0	8	0	0	0	884	
Heavy Trucks	0	12	0		0	20	4		4	0	0		4	0	0		44	
Pedestrians		0				0				0				4			4	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

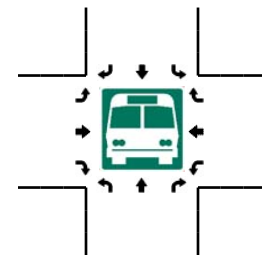
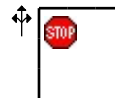
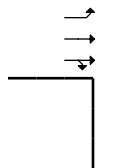
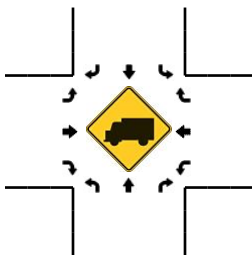
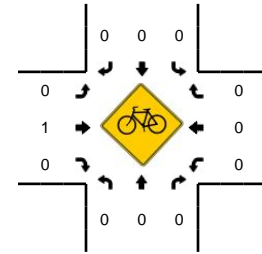
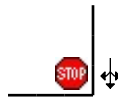
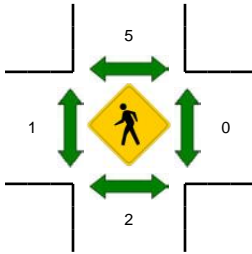
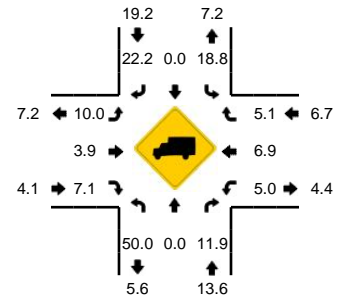
Comments:

LOCATION: S Adams St -- S 56th St
CITY/STATE: Tacoma, WA

QC JOB #: 10553224
DATE: 11/4/2010



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



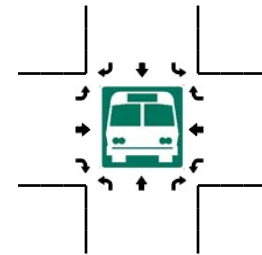
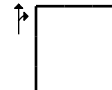
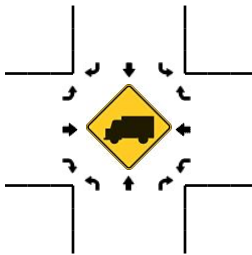
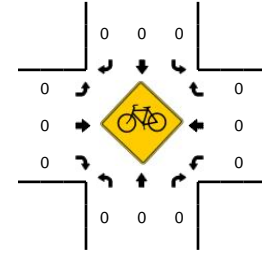
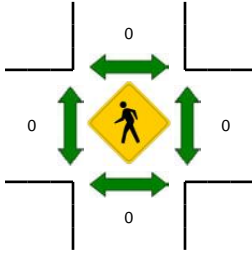
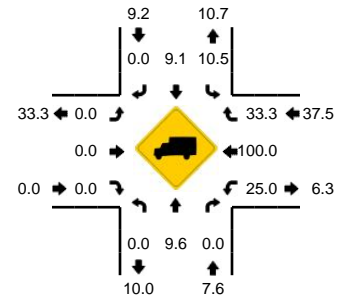
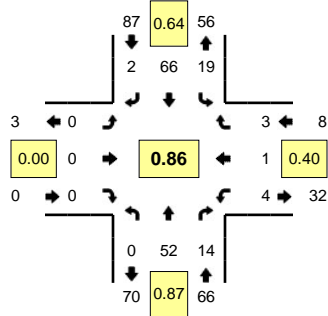
5-Min Count Period Beginning At	S Adams St (Northbound)				S Adams St (Southbound)				S 56th St (Eastbound)				S 56th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	1	0	1	0	0	0	0	62	0	0	4	26	0	0	94	
6:35 AM	0	0	4	0	0	0	0	0	0	63	0	0	7	28	1	0	103	
6:40 AM	1	0	5	0	0	0	3	0	1	65	1	0	5	22	1	0	104	
6:45 AM	1	0	1	0	0	0	0	0	2	60	2	0	4	44	2	0	116	
6:50 AM	0	0	2	0	0	0	0	0	4	63	3	0	4	37	2	0	115	
6:55 AM	1	1	4	0	0	0	0	0	3	46	5	0	7	40	6	0	113	
7:00 AM	0	0	7	0	0	0	1	0	2	51	0	0	4	39	2	0	106	
7:05 AM	0	0	2	0	0	0	2	0	2	66	1	0	5	46	4	0	128	
7:10 AM	0	0	3	0	1	0	1	0	1	69	0	0	3	39	0	0	117	
7:15 AM	0	0	5	0	1	0	0	0	1	83	1	0	2	32	5	0	130	
7:20 AM	0	0	6	0	0	0	1	0	3	80	4	0	3	41	2	0	140	
7:25 AM	0	0	4	0	1	0	1	0	1	67	1	0	2	58	4	0	139	1405
7:30 AM	1	0	2	0	1	0	0	0	4	84	3	0	3	50	3	0	151	1462
7:35 AM	0	0	3	0	0	0	2	0	1	80	1	0	3	44	5	0	139	1498
7:40 AM	0	0	7	0	2	0	0	0	5	72	0	0	3	57	6	0	152	1546
7:45 AM	0	0	3	0	2	0	0	0	2	110	6	0	9	59	3	0	194	1624
7:50 AM	0	0	1	0	0	0	1	0	1	95	2	0	1	68	7	0	176	1685
7:55 AM	0	0	2	0	0	0	1	0	4	69	6	0	6	79	2	0	169	1741
8:00 AM	0	0	5	0	1	0	1	0	4	101	1	0	6	63	4	0	186	1821
8:05 AM	1	0	4	0	1	0	1	0	5	73	4	0	3	78	3	0	173	1866
8:10 AM	0	0	4	0	4	1	0	0	2	79	1	0	4	53	4	0	152	1901
8:15 AM	0	0	0	0	0	0	2	0	0	94	2	0	4	52	0	0	154	1925
8:20 AM	0	0	7	0	2	0	1	0	0	58	2	0	10	66	0	0	146	1931
8:25 AM	0	0	4	0	3	0	0	0	2	92	0	0	8	56	2	0	167	1959
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	24	0	8	0	8	0	28	1096	56	0	64	824	48	0	2156	
Heavy Trucks	0	0	12		4	0	0		8	24	8		4	56	0		116	
Pedestrians			0			8				4				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: S Adams St -- S 60th St
CITY/STATE: Tacoma, WA

QC JOB #: 10553225
DATE: 11/4/2010

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

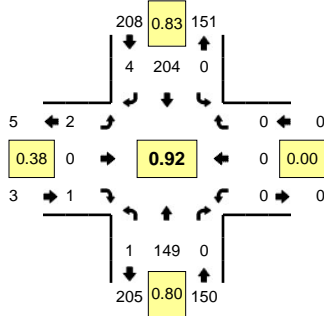


5-Min Count Period Beginning At	S Adams St (Northbound)				S Adams St (Southbound)				S 60th St (Eastbound)				S 60th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	
6:35 AM	0	7	1	0	0	5	0	0	0	0	0	0	0	0	0	0	13	
6:40 AM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	
6:45 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	
6:50 AM	0	2	1	0	1	5	0	0	0	0	0	0	1	0	3	0	13	
6:55 AM	0	6	1	0	1	6	0	0	0	0	0	0	1	0	0	0	15	
7:00 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10	
7:05 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10	
7:10 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	11	1	0	0	2	0	0	0	0	0	0	0	0	0	0	14	
7:20 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	
7:25 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	114
7:30 AM	0	2	1	0	1	5	0	0	0	0	0	0	1	0	1	0	11	119
7:35 AM	0	4	2	0	0	3	0	0	0	0	0	0	0	0	0	0	9	115
7:40 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	1	0	0	10	116
7:45 AM	0	2	2	0	5	10	0	0	0	0	0	0	0	0	0	0	19	127
7:50 AM	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0	0	10	124
7:55 AM	0	4	1	0	4	8	0	0	0	0	0	0	0	0	0	0	17	126
8:00 AM	0	6	1	0	0	6	1	0	0	0	0	0	0	0	1	0	15	131
8:05 AM	0	5	1	0	2	4	1	1	0	0	0	0	1	0	0	0	15	136
8:10 AM	0	3	2	0	3	1	0	0	0	0	0	0	1	0	0	0	10	143
8:15 AM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	1	0	9	138
8:20 AM	0	4	1	0	2	11	0	0	0	0	0	0	1	0	0	0	19	149
8:25 AM	0	9	1	0	0	7	0	0	0	0	0	0	0	0	0	0	17	161
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	60	12	0	24	72	8	4	0	0	0	0	4	0	4	0	188	
Heavy Trucks	0	4	0	0	4	0	0	0	0	0	0	0	4	0	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

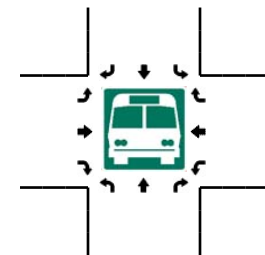
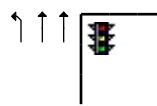
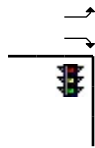
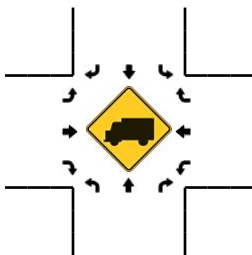
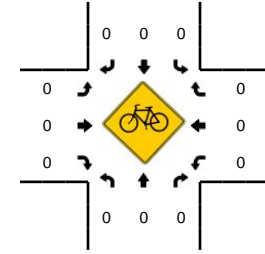
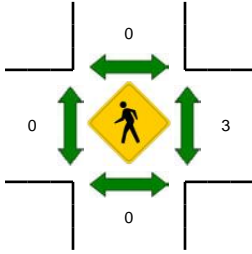
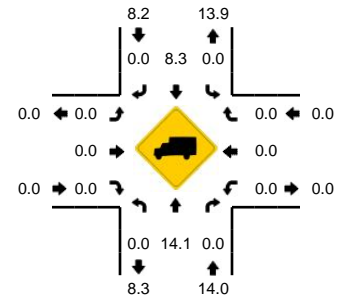
Comments:

LOCATION: Pacific Hwy -- Parking Lot Dwy
CITY/STATE: Lakewood, WA

QC JOB #: 10553226
DATE: 11/10/2010



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



5-Min Count Period Beginning At	Pacific Hwy (Northbound)				Pacific Hwy (Southbound)				Parking Lot Dwy (Eastbound)				Parking Lot Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	3	0	0	0	12	0	0	1	0	0	0	0	0	0	0	16	
6:35 AM	0	9	0	0	0	18	2	0	0	0	0	0	0	0	0	0	29	
6:40 AM	0	12	0	0	0	13	1	0	0	0	0	0	0	0	0	0	26	
6:45 AM	3	11	0	0	0	10	3	0	0	0	2	0	0	0	0	0	29	
6:50 AM	0	8	0	0	0	19	0	0	0	0	0	0	0	0	0	0	27	
6:55 AM	0	5	0	0	0	13	2	0	0	0	0	0	0	0	0	0	20	
7:00 AM	0	10	0	0	0	13	1	0	0	0	0	0	0	0	0	0	24	
7:05 AM	0	8	0	0	0	13	1	0	0	0	0	0	0	0	0	0	22	
7:10 AM	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	26	
7:15 AM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	28	
7:20 AM	1	11	0	0	0	15	0	0	0	0	0	0	0	0	0	0	27	
7:25 AM	3	8	0	0	0	19	0	0	0	0	0	0	0	0	0	0	30	304
7:30 AM	0	16	0	0	0	11	1	0	1	0	0	0	0	0	0	0	29	317
7:35 AM	0	20	0	0	0	15	0	0	0	0	0	0	0	0	0	0	35	323
7:40 AM	0	7	0	0	0	9	1	0	0	0	0	0	0	0	0	0	17	314
7:45 AM	0	17	0	0	0	21	0	0	0	0	0	0	0	0	0	0	38	323
7:50 AM	1	11	0	0	0	23	0	0	0	0	0	0	0	0	0	0	35	331
7:55 AM	0	9	0	0	0	16	0	0	0	0	0	0	0	0	0	0	25	336
8:00 AM	0	10	0	0	0	22	0	0	0	0	0	0	0	0	0	0	32	344
8:05 AM	0	11	0	0	0	23	0	0	0	0	0	0	0	0	0	0	34	356
8:10 AM	0	8	0	0	0	18	0	0	1	0	1	0	0	0	0	0	28	358
8:15 AM	0	10	0	0	0	10	1	0	0	0	0	0	0	0	0	0	21	351
8:20 AM	0	12	0	0	0	11	1	0	0	0	0	0	0	0	0	0	24	348
8:25 AM	0	18	0	0	0	25	0	0	0	0	0	0	0	0	0	0	43	361
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	4	148	0	0	0	240	0	0	0	0	0	0	0	0	0	0	392	
Heavy Trucks	0	28	0	0	0	8	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians		0				0				0				12			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

Appendix E
Sound Transit Access Tool

The Sound Transit Access Tool

The URS Team developed the Sound Transit Access Tool (ST Tool) for Sound Transit, basing it on the spreadsheet tool developed for *TCRP B-38: Guidelines for Providing Access to Public Transportation Stations*¹.

Primary Data Input

The ST Tool requires input such as population, employment, workers, income, 0-car households, cars per worker, and percent of commute trips by bicycle. This information is readily available through traditional planning sources. The socio-economic data is supplemented with station characteristics, such as number of parking spaces, parking fees, number of feeder transit routes, bicycle lockers and racks, commuter rail fares, and transfer fees/fares. Finally, contextual data is included, selecting from drop-down menus that cover station typology, climate, topography, and number of census blocks within a ½-mile radius of the station (a proxy for pedestrian connectivity).

Output Analysis

The ST Tool provides two levels of analysis:

Phase 3 Access Demand Analysis: This is an examination of current access mode split and anticipated mode split under the no build scenario, including:

- Phase 3A, an estimate of the ridership by mode of access for 2010 and 2030
- Phase 3B, the capacity constraints for the various access modes
- Phase 3C, an analysis of the gaps between demand and capacity

Phase 5 Alternatives Analysis: This provides a means of evaluating the impacts of potential changes to the operating and built environment

The Phase 3 initial analysis is a straightforward current year comparison of actual versus estimated mode split. The estimated mode split is based on what would be expected, given the national-level industry data used to create the ST Tool. For example, Auburn has 3% pedestrian access and 1% bicycle access, while the model estimates it should have 7% pedestrian access and 6% bicycle access. Meanwhile, auto access is higher than estimated. This provides the analyst with a starting point to determine where access improvements might be most effective. When the anticipated future conditions are added (including planned improvements), the change in the number of passengers boarding the train by access mode can be identified,

¹ The TCRP B-38 spreadsheet tool is in development, funded by the Transportation Research Board (TRB). The formulas were developed based on data collected on over 500 transit stations nationwide, covering all access modes (auto, transit, bicycle, pedestrian, and transit oriented development) and all forms of high-capacity transit (commuter rail, heavy rail, light rail, bus rapid transit, and ferries). Station typologies were developed to account for the influence of the operating environment, such as a regional transportation hub, satellite city, urban neighborhood, and suburban retail center. The tool provides a method for estimating the mode of access by station, ridership, and the impacts of changes to operations and infrastructure to the station (e.g., amount of parking, feeder bus service). Impacts are shown in terms of changes in ridership and mode of access, and financial impacts of capital and operating costs and revenues.

including the demand for parking spaces, bicycle racks/lockers, parking, etc. It is important to understand that at this point in the analysis, parking and other modes are not constrained. The ST Tool shows what the true demand is, regardless of whether or not, for example, adequate parking is provided.

The Phase 5 analysis provided by the ST Tool will tell us how changes to the operating and built environment will affect the mode of access. Options include adding/subtracting parking; removing parking to provide transit-oriented development; changes to parking fees and transfers to other transit service providers; increasing the level of feeder bus service; and other changes. In addition, changes not included as specific inputs in the ST Tool can be tested through changes in the socio-economic data. For example, if additional housing and pedestrian paths are proposed, connectivity modeling could be used to determine a new level of population and employment within 15 minutes of the station.

Role of the User

As is the case with any estimation tool, the results of the ST Tool are not to be taken in isolation and should always be applied with good judgment and local knowledge. Using the Auburn example, the low level of pedestrian access may not be related to the built environment but instead be due to low income levels near the station and low numbers of workers, and because Sounder is a higher-cost service that primarily serves higher-income jobs in downtown Seattle. In this scenario, changes to improve the pedestrian environment may increase the ST Tool's pedestrian access mode, but not result in realization of appreciable increases in actual pedestrian access.

Adaptations of the TCRP B-38 Tool for Sound Transit

The URS Team adapted the TCRP B-38 Tool to the specific needs of Sound Transit, and to the stations being evaluated in this study:

The TCRP B-38 Tool uses a simple catchment area of ½-mile radius around the station for population, employment and other socio-economic data. To better reflect the true population with access to the station, the team conducted a detailed analysis using connectivity modeling to determine the population within a 15-minute walk and 15-minute bicycle ride of the station. These refined numbers were incorporated into the ST Tool and used to adjust the estimates to allow the ST Tool to account for the effects of connectivity improvements over time.

The Sounder Access project calls for estimating mode of access through 2030. To evaluate changes over time, the team added a future year estimate input/output section. This provides a comparison between current year and future year estimates.

The ST Tool uses existing ridership and mode split. The 2030 estimated mode split function uses the access model built into the tool. Thus, actual (current) access mode splits are compared to an estimated mode split in 2030, and it is possible that any changes in mode of access are due to estimating process rather than actual changes in operating conditions. To remove this bias, the current year model ridership estimate was calibrated to the actual

ridership. This provides an apples-to-apples comparison using the estimate mode split from the ST Tool for 2010 and 2030.

Appendix F
Sound Transit Station Connectivity Tool

Station Area Pedestrian and Bicycle Connectivity Assessment

The primary metric used in the evaluation of station connectivity is the route directness index (RDI), which is the ratio between Euclidean (straight-line) distance and the actual route distance. An RDI value of 1.0 represents a route that is the most direct; whereas a low RDI score (0.5 or lower) represents an indirect, circuitous path. The minimum RDI observable in a perfect grid network is 0.71. For transit station access, the practical meaning of low RDI scores is that pedestrian and bicycle access to the station is difficult due to poor connectivity, which ultimately limits potential transit ridership. The barriers associated with a low RDI take the form of either an inadequate network (lack of optional routes) or a poorly connected street network. In particular, rail lines and freeways often pose significant barriers to network connectivity. Land use and neighborhood street design patterns also can form barriers to pedestrian and bicycle travel. For example, cul-de-sacs and long blocks require pedestrians and cyclists to travel significantly out-of-direction to reach local destinations.

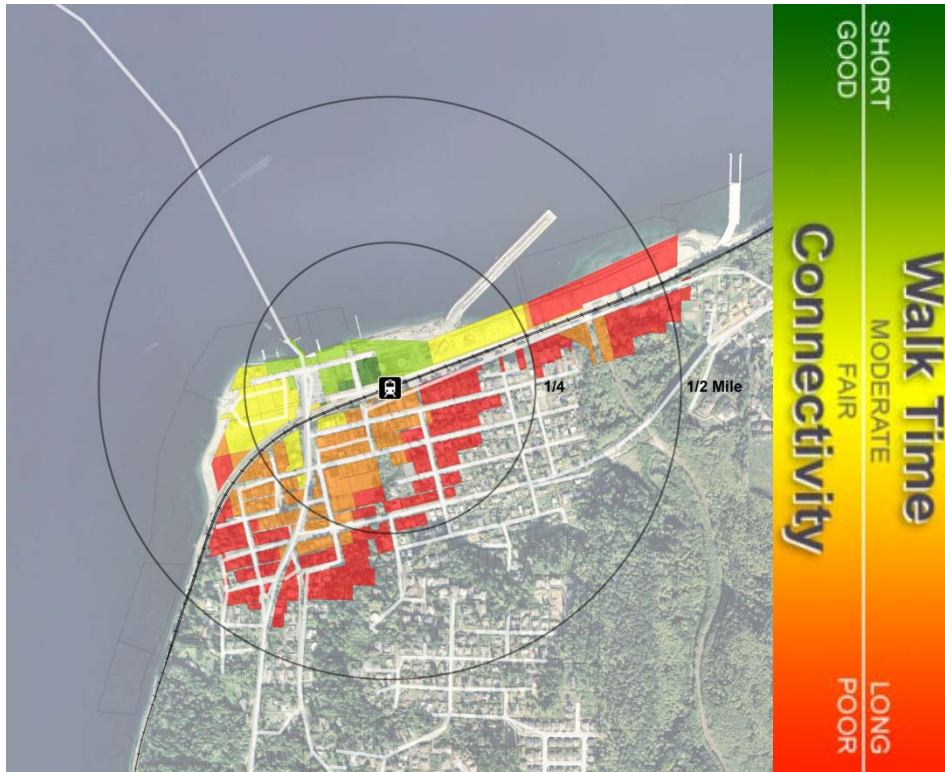
Separate connectivity calculations were made for pedestrian and bicycle access, using both RDI and the pedestrian and bicycle travel times between area land parcels and each Sounder station in the study. A 15-minute buffer was used to define the travel shed surrounding each station, based on an average travel speed of four feet per second (2.7 mph) (roughly ½ mile) for pedestrians, and an average travel speed of 10 mph (roughly two miles) for bicycles.

A normalized and composite score of RDI and travel time was calculated and mapped for each station. The composite score combines the benefit of both the RDI and the travel time metrics. For example, a parcel with a high RDI score and a very direct connection might still be located too far from the transit station and thus not be as likely to generate rail transit trips. Barriers are easier and more intuitive to pinpoint with RDI metrics than with travel time metrics alone. The composite score provides useful study area average statistics that are more meaningful when combined than applied separately.

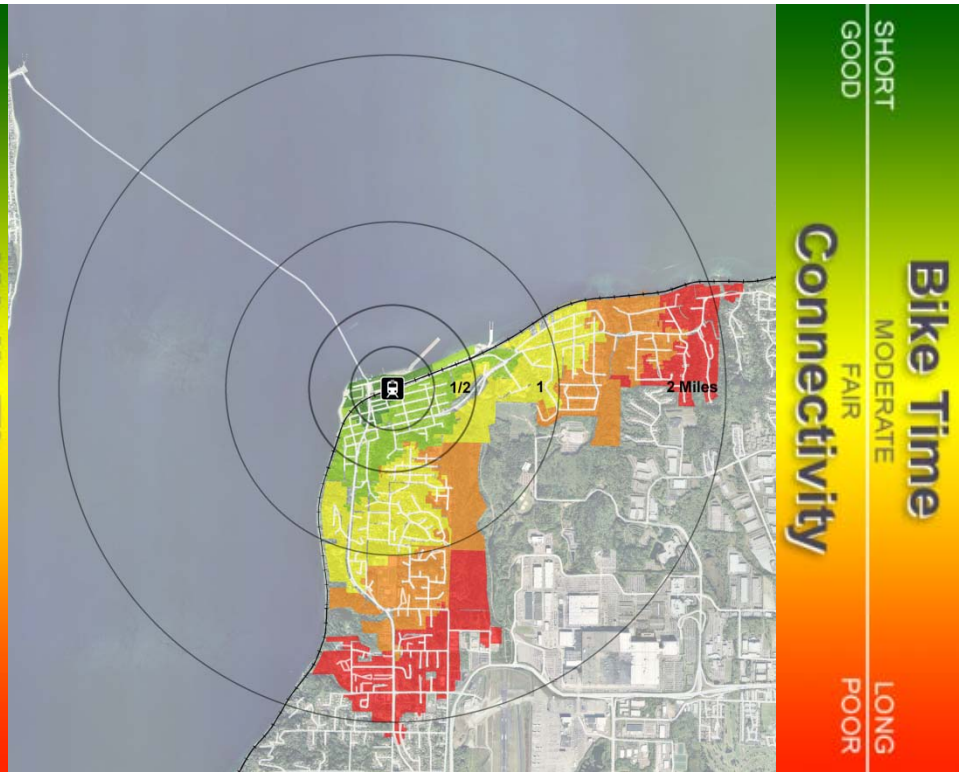
The number of current (2008) employed residents is tabulated for both the pedestrian and bicycle travel sheds. A summary of the commuter rail ridership survey data is also tabulated, indicating the trip origins by mode-share as they relate to the pedestrian and bicycle connectivity maps on the pages following.

Exhibit A: Mukilteo Station

Walk



Bike



Employed Residents (PSRC 2008) | **Passenger Survey** Rider Access by Mode

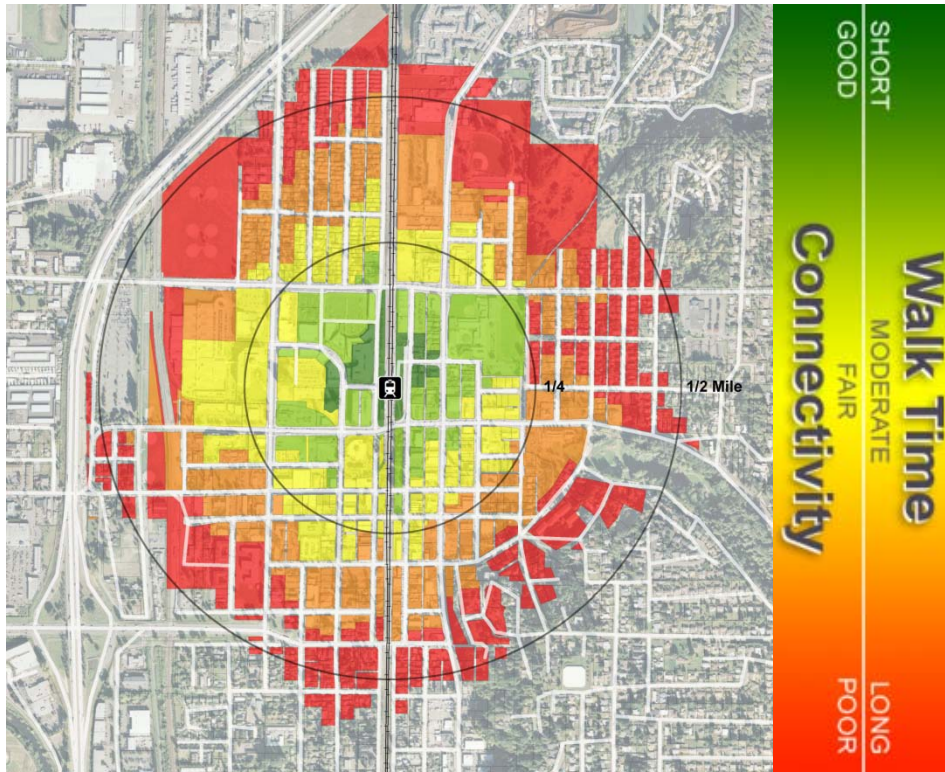
Minutes	Employed Residents (PSRC 2008)	Walk	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	0						
3-6	0						
6-9	0						
9-12	66						
12-15	94						
Sum	160	0	0	0	0	0	0

Employed Residents (PSRC 2008) | **Passenger Survey** Rider Access by Mode

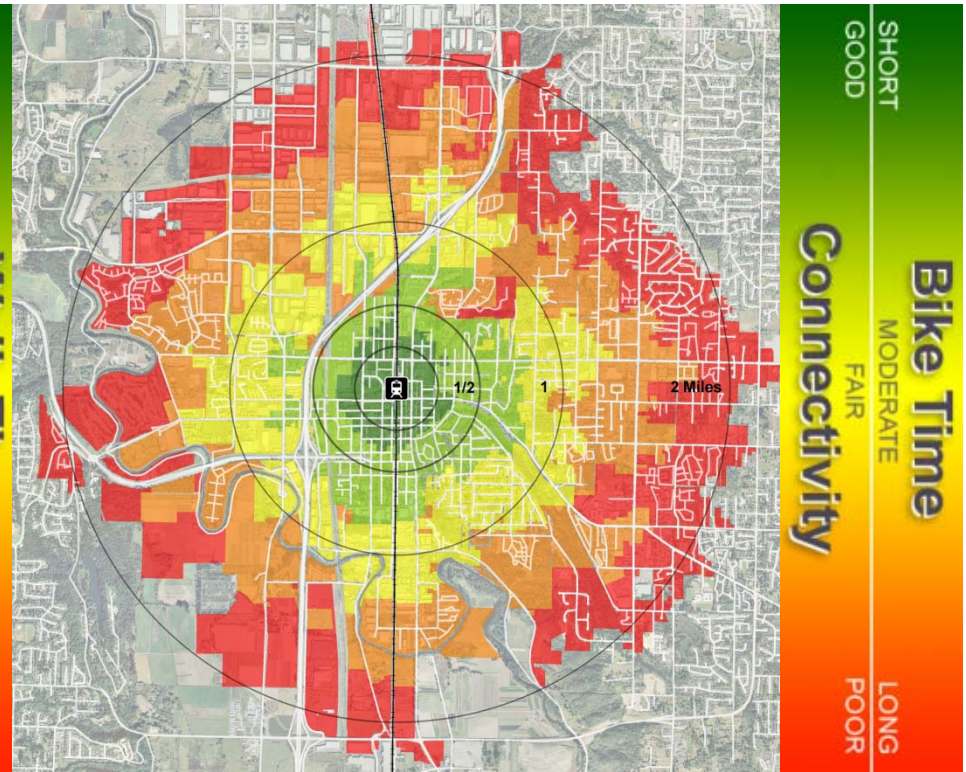
Minutes	Employed Residents (PSRC 2008)	Bike	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	47						
3-6	284				1		
6-9	974				1		
9-12	1,545				1		
12-15	846				2		
Sum	3,696	0	0	0	5	0	0

Exhibit B: Kent Station

Walk



Bike



Employed Residents (PSRC 2008) | **Passenger Survey**
Rider Access by Mode

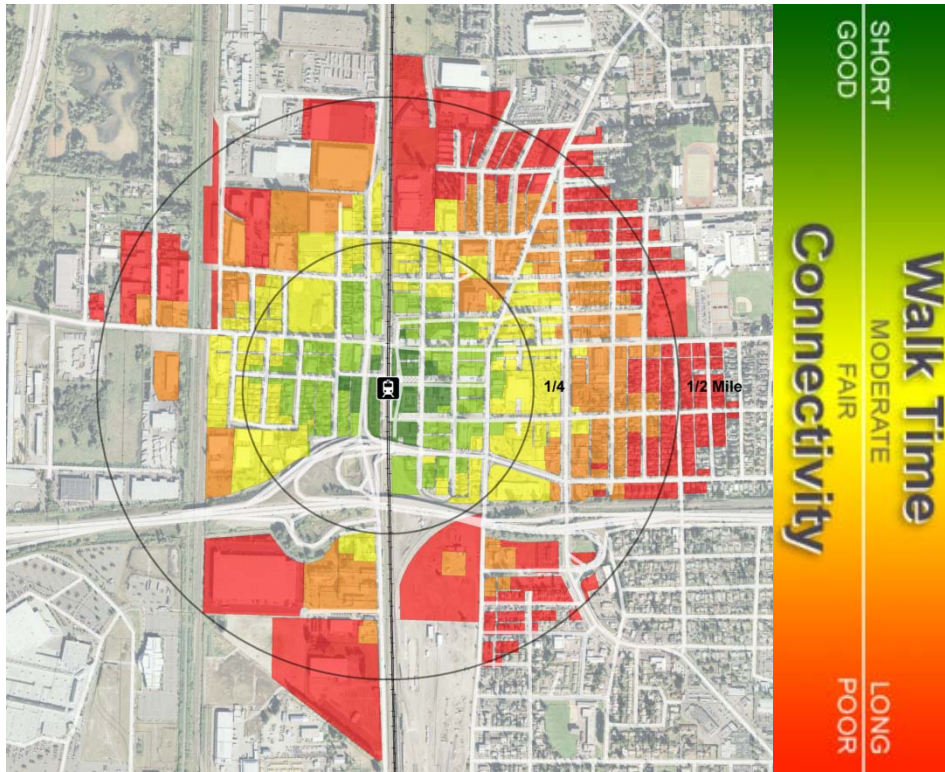
Minutes		Walk	Bus	Kiss & P&R			Carpool
				Ride	Lot	Street	
0-3	0						
3-6	17						
6-9	330						
9-12	205	1		1			
12-15	565	1					
Sum	1,117	2	0	1	0	0	0

Employed Residents (PSRC 2008) | **Passenger Survey**
Rider Access by Mode

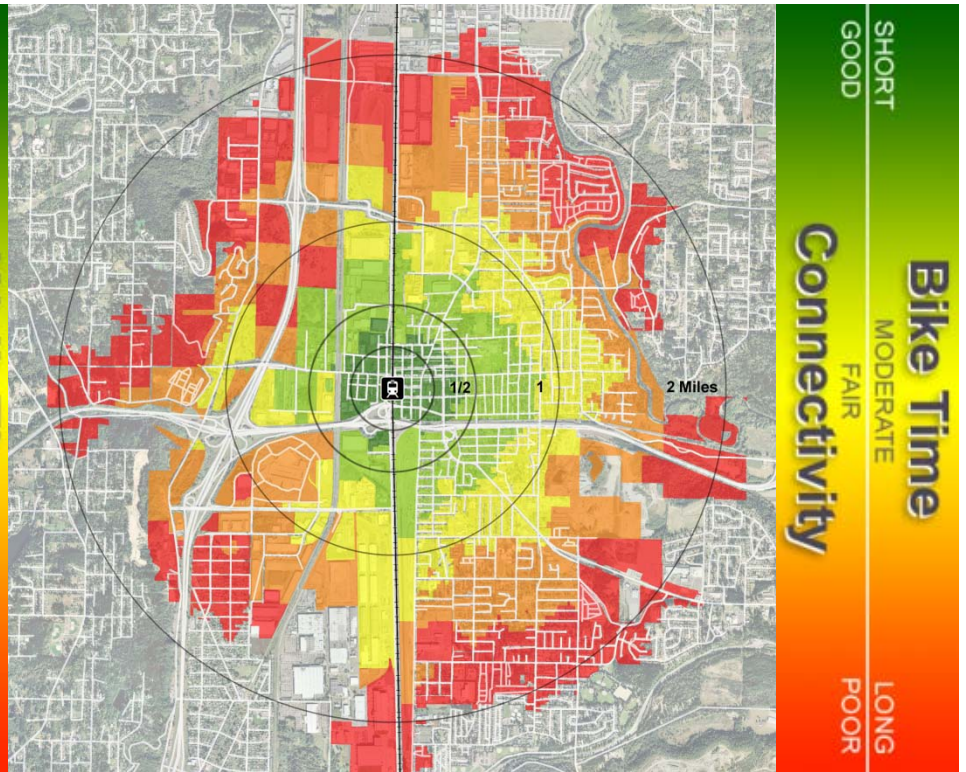
Minutes		Bike	Bus	Kiss & P&R			Carpool
				Ride	Lot	Street	
0-3	492			1			
3-6	1,962						
6-9	4,805				1		
9-12	6,505		1		2		
12-15	6,137				5		
Sum	19,901	0	1	1	8	0	0

Exhibit C: Auburn Station

Walk



Bike



Employed Residents
(PSRC 2008)

Passenger Survey
Rider Access by Mode

Minutes		Walk	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	27						
3-6	101	2	1		1		
6-9	179						
9-12	185						
12-15	527	1					
Sum	1,019	3	1	0	1	0	0

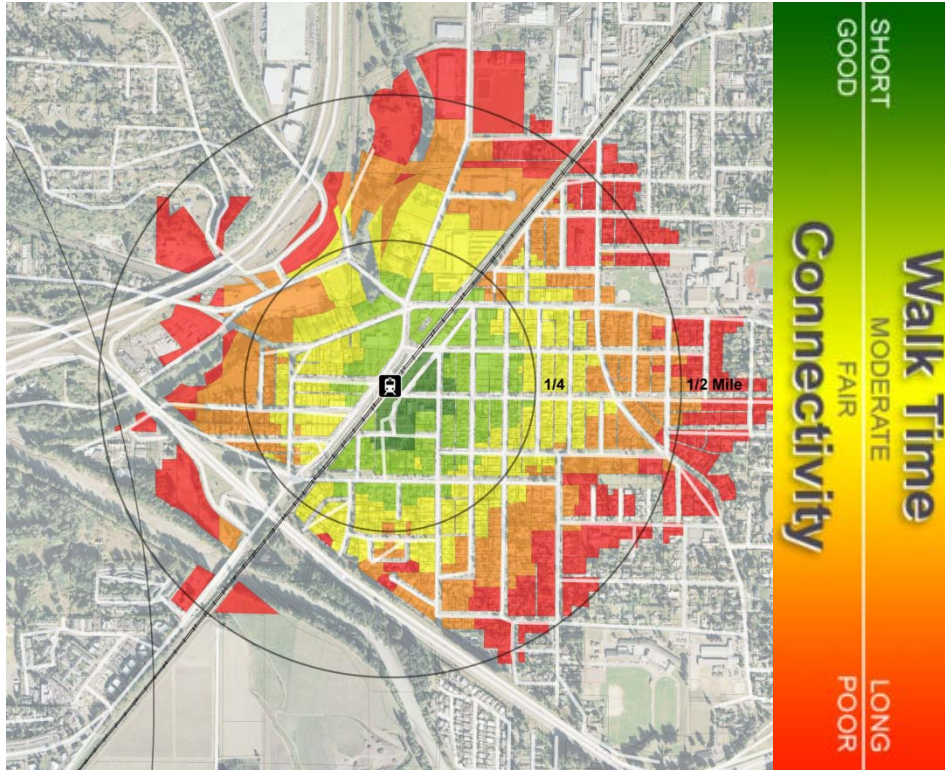
Employed Residents
(PSRC 2008)

Passenger Survey
Rider Access by Mode

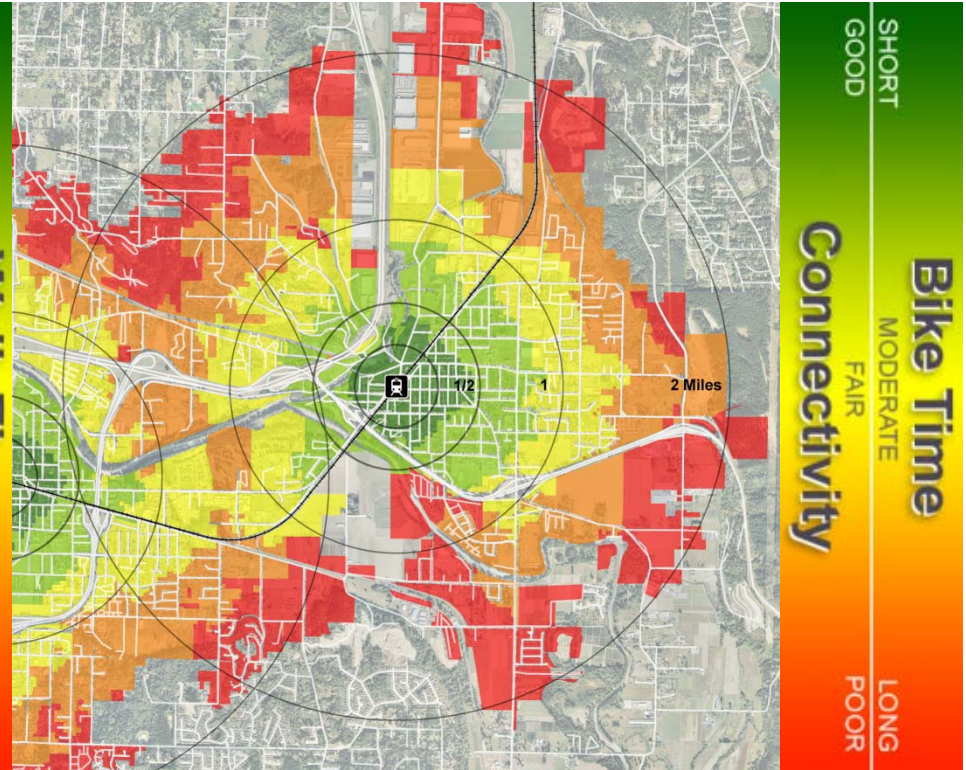
Minutes		Bike	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	378		1		1		
3-6	1,675		2	1	3		
6-9	3,009	1		3	4		1
9-12	3,426			1	5		
12-15	4,265	1	3	1	2		
Sum	12,753	2	6	6	15	0	1

Exhibit D: Sumner Station

Walk



Bike



Employed Residents
(PSRC 2008)

Passenger Survey
Rider Access by Mode

Minutes		Walk	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	25						
3-6	105	3		2			
6-9	333	4		1	1	1	
9-12	300					1	
12-15	256	1			1		
Sum	1,019	8	0	3	2	2	0

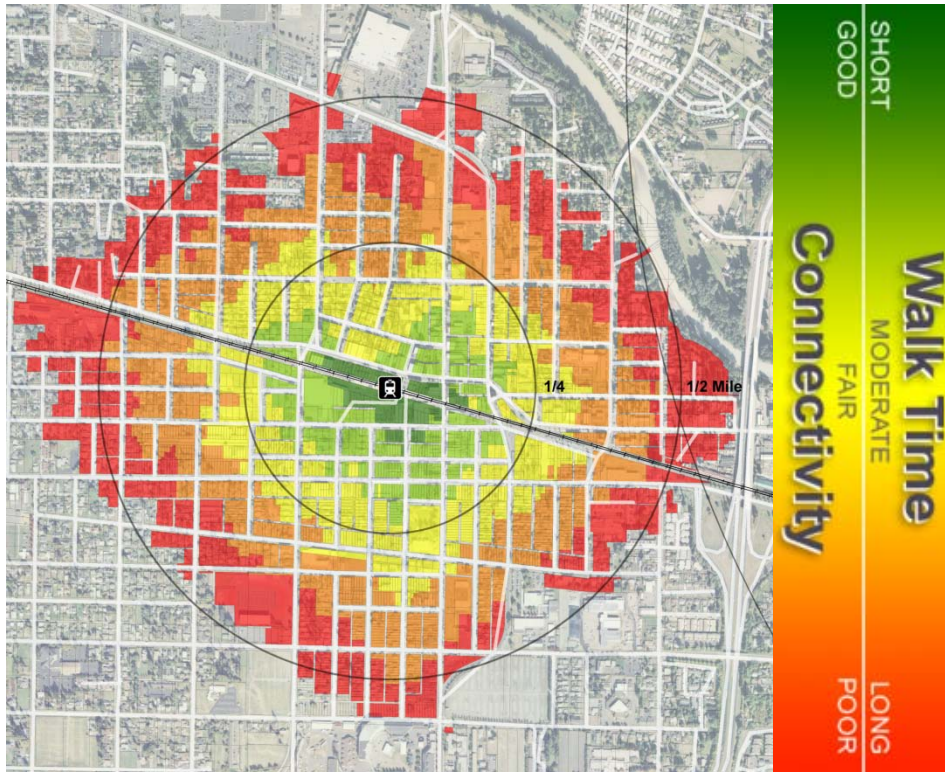
Employed Residents
(PSRC 2008)

Passenger Survey
Rider Access by Mode

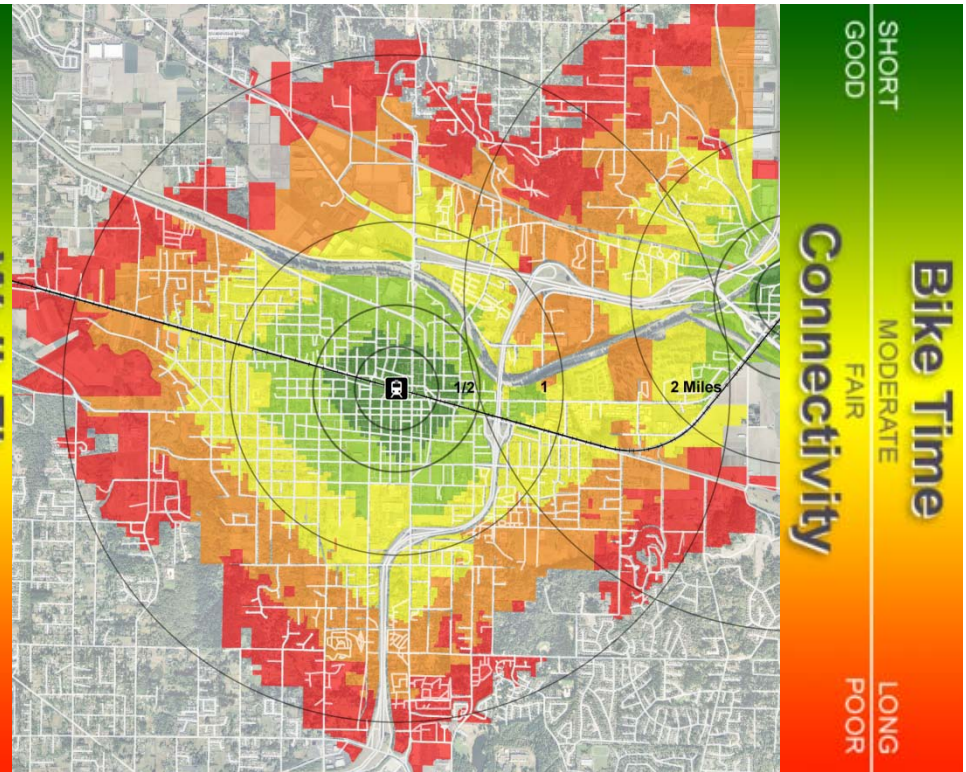
Minutes		Bike	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	630			3	1	2	
3-6	1,137	3			3	2	
6-9	1,993			1	3	2	
9-12	1,715			2	1		
12-15	763				2	1	
Sum	6,238	3	0	6	10	7	0

Exhibit E: Puyallup Station

Walk



Bike



Employed Residents
(PSRC 2008)

Passenger Survey
Rider Access by Mode

Minutes	Employed Residents (PSRC 2008)	Walk	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	0						
3-6	62	3		1	2		
6-9	413	1					
9-12	529	2		1	1		1
12-15	747		2		3		1
Sum	1,751	6	2	2	6	0	2

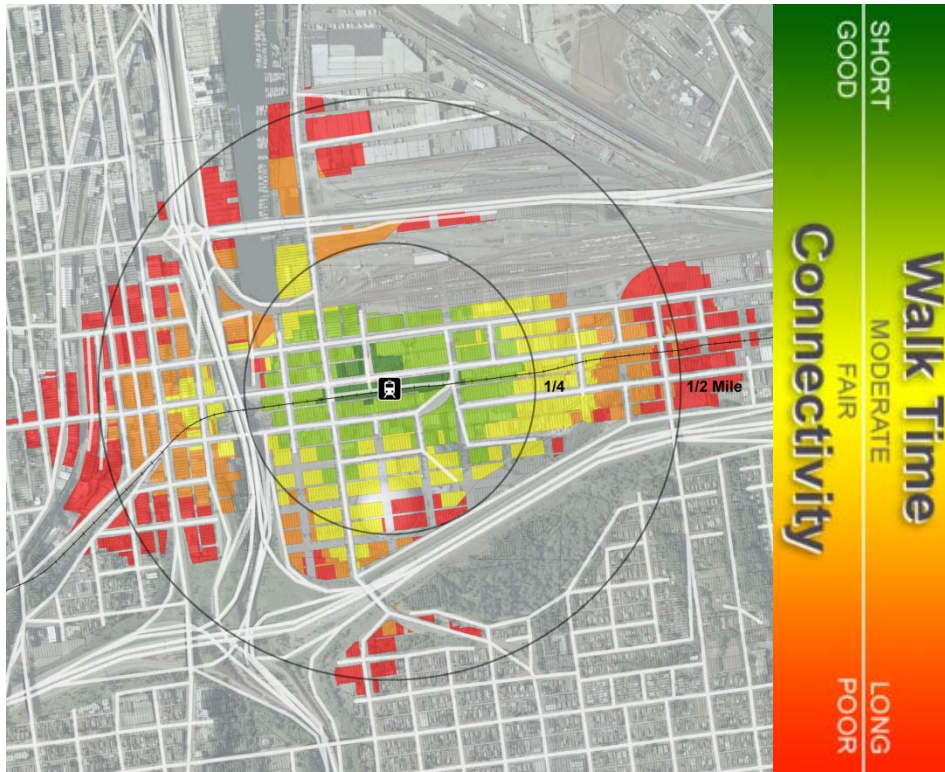
Employed Residents
(PSRC 2008)

Passenger Survey
Rider Access by Mode

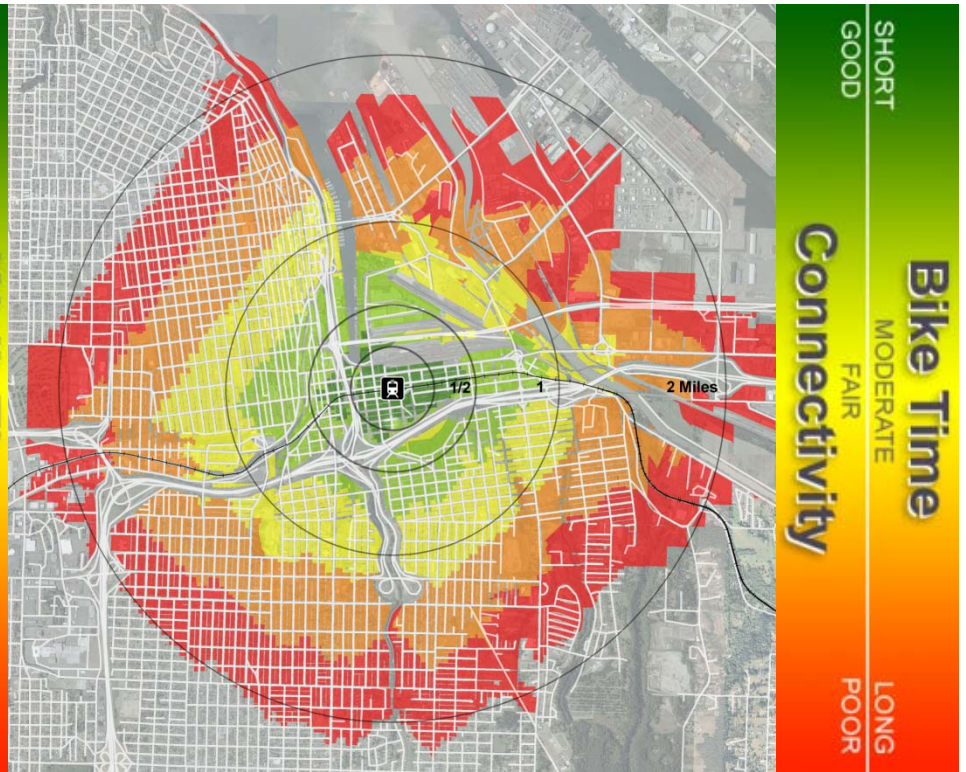
Minutes	Employed Residents (PSRC 2008)	Bike	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	776		1	2	4		1
3-6	2,420			1	3	3	1
6-9	3,798		1	2		2	
9-12	3,087		1	1	1		
12-15	1,951			1	4		
Sum	12,032	0	3	7	12	5	2

Exhibit F: Tacoma Dome Station

Walk



Bike



Employed Residents (PSRC 2008) | **Passenger Survey Rider Access by Mode**

Minutes	Employed Residents (PSRC 2008)	Walk	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	0						
3-6	0						
6-9	32						
9-12	21				1	1	
12-15	64						
Sum	117	0	0	0	1	1	0

Employed Residents (PSRC 2008) | **Passenger Survey Rider Access by Mode**

Minutes	Employed Residents (PSRC 2008)	Bike	Bus	Kiss & Ride	P&R Lot	P&R Street	Carpool
0-3	53				1	1	
3-6	1,118				1		
6-9	3,628	1		1	3		
9-12	6,395				3		
12-15	6,900		1	2	3		
Sum	18,094	1	1	3	11	1	0

Appendix G
Fall 2011 and Winter 2012 Open House Summary

Fall 2011 and Winter 2012 Open House Summary

This appendix summarizes responses to a survey provided via postcards and an online survey found on the Sound Transit website. In September/October 2011 and February 2012, Sound Transit held the following seven open houses for the Sounder Access Study:

- September 22 – Tacoma Dome/South Tacoma Stations
- September 27 – Kent Station
- October 11 – Auburn Station
- October 12 – Sumner Station
- October 13 – Puyallup Station
- October 18 – Lakewood Station
- February 22 – Mukilteo Station

Attachment 1 includes the presentation boards displayed on the station platforms at each of the public open houses and postcards distributed at each station. The postcards were distributed to passengers during the morning commute for the station where an open house was conducted during the afternoon commute on the same day.

Mukilteo Station

Approximately 100 postcards were distributed at Mukilteo Station during the morning commute on February 22, 2012. Approximately 6 postcards were returned at the open house and another 12 postcards via mail. Approximately 40 passengers using the Mukilteo Station completed the online survey. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Mukilteo Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	4	7	14	9	15
Bus Facilities	2	16	13	12	5
Drop-off/Short-term Access	1	10	5	15	12
Parking Facilities	16	6	8	7	11
Pedestrian Connections	27	8	8	4	4

The following comments were noted on the surveys:

- Have a covered waiting area (8x)
- More parking (6x)
- More routes/times throughout the day (2x)
- Add a mid-morning (10:00 am) train (even if only on 1 weekday) (2x)
- Add a northbound train leaving downtown at an earlier time, 3:00 - 3:15 pm
- Add one later train in the morning (8:00/8:30 am) and evening (6:00/6:30 pm) (2x)

- Add weekend service
- Improve pedestrian access to reduce conflicts with ferry loading (e.g. pedestrian bridge) (12x)
- Better pedestrian access between Mukilteo Station and Old Town to the south (3x)
- A raised sidewalk from Mukilteo Station to Mukilteo Speedway on the south side of 92nd Street
- Improve timing of trains and ferries (3x)
- Build a barrier wall to prevent mud slides between Mukilteo and Seattle (2x)
- More Community Transit connections (especially on snow days) (2x)
- Serve Mukilteo residents as well as ferry commuters
- Provide bike lockers
- Improve the WiFi on the train
- I love Sounder!

Kent Station

Approximately 350 postcards were distributed at Kent Station during the morning commute and another 115 postcards in the afternoon on September 27, 2011. Approximately 34 postcards were returned at the open house and another 6 postcards via mail. Approximately 60 passengers using the Kent Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Kent Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	11	5	9	15	45
Bus Facilities	16	20	28	16	2
Drop-off/Short-term Access	3	18	19	24	18
Parking Facilities	52	15	6	7	12
Pedestrian Connections	20	29	17	16	5

The following comments were noted on the surveys:

- More parking (8x)
- Parking garage on the east side of tracks (2x)
- Designate parking for motorcycles and scooters
- Keep parking free
- Signs to direct to overflow parking
- Can parking in the garage be head-in only?
- Wish it was faster to get out of the garage (4x)
- Improve parking security (3x)
- Put up signage in garage, e.g.: transit commuters only before 9:00 am
- Weekend trains (2x)

- More train service (7x)
- More reverse train routes (2x)
- Midday train or express bus service (2x)
- Add earlier trips from Downtown Seattle in the afternoon
- More TVM at more locations would be awesome
- I cannot think of anything to improve your awesome facility
- Put in an Orca Card reader closer to Meridian on both sides of the track, but on the south side especially (Puyallup Station)
- More shelters on the southbound platform for the reverse commuters
- More shelters (4x)
- Improved shelters; wet and cold at 7:00 am
- Bicycle lanes from/to Covington
- Express bus service or train from/to Covington (2x)
- Coincide KC Metro Route 913 with Sounder service at Kent in the evenings
- Move platform to the north so the train doesn't block Smith (especially for emergency vehicles) (2x)
- More Orca Card readers (4x)—one at far north end of Platform #1 especially
- A car bridge over the tracks. It takes longer to get out of the garage and across Central Ave than the trip from Seattle to Kent Station.
- Traffic issue around Kent—now Green River College adds to the congestion
- Traffic signal for pedestrians crossing E. Smith Street at Railroad Avenue N. (2x)
- Crosswalks at Smith and Railroad are dangerous
- Need crosswalk striping on surface street between west platform and garage under pedestrian bridge
- Improve/replace bike straps on the train (Velcro worn out and many riders use their own bungee cords) (Las Vegas has clips on their buses that might work)
- Designated motorcycle parking; both in the covered garage and side lots
- Buses do not connect with the train in downtown Seattle in the afternoon
- Better signage—no public parking signs before 9:00 am
- Coordinate with Microsoft Connector bus
- Finish Tukwila Station
- Vendors like coffee stands at the station or a Starbucks (2x)
- Reader board displaying location of train and estimated time of arrival
- Love Kent Station

Auburn Station

Approximately 300 postcards were distributed at Auburn Station during the morning commute and another 100 postcards in the afternoon on October 11, 2011. Approximately 76 postcards were returned at the open house and another 14 postcards via mail. Approximately 51 passengers using the Auburn Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Auburn Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	4	8	15	17	59
Bus Facilities	14	39	33	19	5
Drop-off/Short-term Access	13	22	28	26	14
Parking Facilities	88	8	5	9	14
Pedestrian Connections	18	27	26	28	12

The following comments were noted on the surveys:

- More parking (32x)
- There are garage parking spaces that go on unused. Convert to Sounder riders use. (4x)
- Difficult to get out of the garage in the evening (2x)
- Disabled parking (2x)
- Charge for parking; up to \$2.00/day
- No new riders due to lack of parking
- We have voted twice now to pay for the new Auburn parking garage, yet nothing built yet.
- Sounder is the best! (3x)
- The Mayor hates you
- Synchronize traffic lights to and from the garage (2x); getting to Auburn Way
- Trains are also crowded; add another car (2x)
- Better access to Orca readers; bad placement currently; one at north end of Track 2
- More Orca readers (4x)
- Need buses more in sync with trains (2x)
- Train-bus connections in Seattle are rough (2x); Route 186
- More frequent KC Metro 164 and 181 service from Kent/Auburn to Green River (3x)
- Bring back the 6:00 pm 566 bus
- The Route 566 in the a.m. from Auburn to Bellevue is always behind; long transfer time
- Great to have the Route 566 (2x)
- Change the departure time of train #1513 by 3 minutes to leave at 5:15; why do you want to make everyone north of Yesler run to catch the train?
- More Lakeland Hills connector buses (2x)
- Shuttle from East Hill
- More shuttles to Park-n-Ride
- Better coordination between Sound Transit and KC Metro for train and bus schedules to meet one another
- Fund more local bus service; reduce advertising to pay for part of it
- More train service later in the a.m. and p.m. (11x)
- More reverse train routes (2x)
- Weekend trains (4x)
- Midday train (2x); even just one

- Better on-time record (2x)
- Finish Tukwila Station
- Hard for some of us to get on/off the buses because there is no curb
- Why do we have to stand in the rain on the platforms? (2x)
- Missed train due to light on Fourth Avenue
- A little crowded where buses come in
- Please open restrooms at 4:00 am
- Guard on Tuesday and Wednesday a.m. does not open the restrooms
- ½ car lower-level for bikes only
- More room for bikes (2x)
- Elevators are slow
- Bike hooks on lower level of garage
- Lights in the lot
- Lights in the garage would enhance safety
- Post sign over toilets “This is a moving target. Everyone please sit.”
- “No cursing” signs
- “Keep feet off seats” signs
- Turn off most lights during the day
- Post bus routes and times within the train
- Please fix the clock
- Explain to me why I can’t do the paperwork for a senior discount the day before I turn 65
- Please bring back the quiet car
- Sondra - Employee of the Year (2x)

Sumner Station

Approximately 300 postcards were distributed during the morning commute and another 210 were distributed to passengers disembarking in the afternoon on October 12, 2011. Approximately 132 postcards were returned at the open house the same afternoon and another 21 postcards via mail. Approximately 75 passengers using the Sumner Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Sumner Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	8	12	13	26	97
Bus Facilities	24	61	39	25	14
Drop-off/Short-term Access	5	23	41	61	20
Parking Facilities	191	24	2	3	6
Pedestrian Connections	15	50	59	28	16

The following comments were noted on the surveys:

- More parking (94x)
- Prevent carpoolers from using parking lot [some specifically 'construction workers'] (18x)
- I go to Kent Station because Sumner parking is full (3x)
- Get Cornforth lot back
- Open up more neighborhood streets for daytime parking (2x)
- I wish the city had not imposed such widespread RPZ's in the neighborhoods
- Build a garage or abandon the station (2x) [and build a new one just south of the city by the new Shaw Road overpass]
- Valet parking
- Paid parking (monthly?)
- Re-line the Red Apple lot (2x)
- Build a pedestrian bridge over the tracks (19x) [south end]
- Keep bus connection from Bonney Lake park-and-ride (26x)
- Don't cancel bus route 496 (25x)
- Don't cancel bus route 586 from Bonney Lake
- Bus to Orting, South Prairie (3x)
- Shuttle from Edgewood water tank area
- Really appreciate the route 578 for off train times access from Seattle (2x)
- Improve efficiency of KC Metro Route 110 at Tukwila
- More train service (2x)
- More train service earlier in the a.m.
- More train service later in the p.m. (2x)
- Run trains (smaller) during the rest of the day and weekends (2x)
- Weekend trains (3x)
- Bulletin board or website to set up carpools/rideshare (2x)
- Appreciate the amount of traffic in Sumner if ST adds more trains/parking
- Warm shelters
- More roof/shelter cover for rain (10x)
- Finish Tukwila Station (8x)
- Station agent who notifies passengers on platform of delays
- Get rid of station agent; he is a clown
- Security guards and ticket checkers on train need training; they don't know fare system or Orca cards
- Improve the intersection of SR 410 and Bonney Lake Park-and-Ride to get out of the lot after getting off the bus (2-3 light cycles)
- Extend apron at the south end of platform to cross tracks if train changes tracks
- Coffee shop on platform
- Charging station
- Sidewalks are horrible (2x) [on city streets]
- No idle zones next to lines of passengers waiting for train
- More Orca readers
- Orca reader on train

- Better Wi-Fi (2x) [stronger connection]
- More bike lockers
- Improve pedestrian crossing near Academy Street (paint, detectable texture)
- Repaint the yellow line near truncated domes on the edge of the platform
- A Jersey barrier between the pedestrian walking area and Maple Street
- Add barrier between the ramps and top of platform
- Add truncated domes to the edge of the platform where there are none
- Re-install Braille signage at all bus bays that need it
- Additional lighting so pedestrians are more visible
- Cover ramp on platform so passengers do not get soaked
- Notice that metal plates surrounding tree trunks are too small in a couple of locations and are actually being bent up in the walkway; a hazard (when walking from the 496 bus around to the lot to my boarding location)
- I appreciate being able to give you my feedback

Puyallup Station

Approximately 500 postcards were distributed during the morning commute and another 185 were distributed to passengers disembarking in the afternoon on October 13, 2011.

Approximately 92 postcards were returned at the open house the same afternoon and another 21 postcards via mail. Approximately 108 passengers using the Puyallup Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Puyallup Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	13	12	22	36	94
Bus Facilities	15	61	60	36	9
Drop-off/Short-term Access	7	21	28	74	50
Parking Facilities	169	20	7	7	13
Pedestrian Connections	20	72	59	21	19

The following comments were noted on the surveys:

- More parking (81x) [closer to station; like Kent; like Auburn]
- More handicapped parking (2x)
- Build a pedestrian bridge over the tracks (26x) [or some way of crossing]
- Upset about Puyallup removing parking options (28x)
- Combine Sumner and Puyallup stations and move to a location in between (10x)

- Animosity of Puyallup downtown businesses towards train rides is absurd and frustrating; we do purchase goods nearby (e.g. Dels, Sumner Animal Grub, Nicholson's, McClendon's) (4x)
- Puyallup should look at Kent or Auburn to see how a train station can be done right and to the benefit of the city
- No paid parking; already pay for train
- Charge for parking
- How about DSHS lot? (2x)
- Can you purchase additional lot next to 605 3rd Ave NW lot?
- Buy Fuel Depot for parking (3x)
- Tell City of Puyallup that the "downtown core" won't be visited by Sounder riders
- Crosswalk to overflow at the Eagles (3x)
- No crosswalk to overflow lot—dangerous crossing 5th Street on foot or bike (2x)
- Red Lot is not the answer (6x) [and I may stop riding because of it]
- Need off-peak bus trips to Red Lot
- More frequent connections from Red Lot to station; buses are full (17x) [or they are late]
- Designated shuttle-only bus from Red Lot to station (2x)
- Bus service from Gem[?] Heights, Puyallup
- Post all bus schedules at the station for routes and times to Downtown Seattle (to serve as a backup in the morning commute)
- Better coordination of bus and train times in Seattle
- Why is Red Lot closed during fair; didn't ST pay to have it paved?
- Dark bus stop at the Red Lot
- Turn lights on in the Red Lot (3x)
- Additional lighting
- More train service
- At least one late night train from Seattle to Puyallup
- One more later train in the evening [7:00 pm] (2x)
- More trains for Sounder and Mariners games
- Add midday and evening service (4x)
- Run the train faster, especially to catch buses
- Be on time
- A ST Express bus from Puyallup to Seattle (2x)
- Stay on consistent track (2x) [and communicate with Bus 495 which side to pick-up]
- More shelters from weather/rain (6x)
- Bistro car
- Restrooms at station (4x)
- Remove the restrooms in the train for more bicycle space
- Orca readers are few and poorly placed for departing passengers (10x) [at end of platform]
- Orca reader placed at north (Meridian) end of platform (2x)
- Finish Tukwila Station (2x)
- Tukwila Station needs weekend parking
- Quiet car (2x)

- Bike-only car
- Move the station, its killing the town (3x)
- Clean up underground toxins
- Commuters do not honor stop signs
- Puyallup High School kids in parking lot by high school
- Clean the station; grossest on the route besides Tukwila
- Repaint parking spaces and crosswalks (2x)
- Quicken connection to South Hill park-and-ride (3x)
- Route 402 run more often [every hour] (2x)
- Route 409 not running to Sumner on Sunday
- Parking plan during Puyallup Fair
- Work with City of Puyallup to develop additional parking for commuters
- Prevent vehicles idling near platforms (2x)
- Wi-Fi on trains
- Facilitated coffee vendor access
- Ask people to turn down radios, keep bags and feet off seats

Tacoma Dome Station

Approximately 200 postcards were distributed during the morning commute and another 50 were distributed to passengers disembarking in the afternoon on September 22, 2011. Approximately 77 postcards were returned at the open house the same afternoon (67 regarding the Tacoma Dome Station and 10 regarding the South Tacoma Station) and one postcard via mail. Approximately 33 passengers using the Tacoma Dome Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Tacoma Dome Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	13	9	11	16	41
Bus Facilities	24	16	28	17	6
Drop-off/Short-term Access	4	20	17	23	22
Parking Facilities	38	14	9	12	18
Pedestrian Connections	19	28	23	19	5

The following comments were noted on the surveys:

- Ensure a safe place for bikes and lighting for pedestrian access
- I think Sound Transit is great! (2x); I use the Sounder Train and Sound Transit bus to SeaTac and Seattle. The Tacoma Dome station agent is efficient and friendly. The Sounder conductors are polite and helpful. I have been riding the train for seven years.
- Direct bus from the Park-and-Rides to Tacoma Dome station
- Patrol for handicapped spots being used by folks who are not handicapped
- Install VMS messaging signage for riders exiting the parking garage on the way to the Sounder platform
- More Orca card readers on the platforms (2x)
- Fix on-board Wi-Fi (2x)
- Route 593 should go to the Tacoma Mall
- Route 586 is full; always people standing (2x)
- Finish Tukwila Station
- Would like to commute from a DuPont train station or an express train from Olympia to Seattle
- Weekend service
- Would like more socially comfortable seating on trains (spaced further apart)
- Please share with me the following costs used to produce your 2030 prediction of modality splits: gasoline – Autos, electricity – electric autos. Also, please incorporate bike infrastructure developments that will be complete by 12/2012.
- Need a Tacoma Link LRT station at Pacific Avenue/S 34th Street
- More services in/near Freighthouse Square (2x)
- Pigeons are taking over the parking structure
- Once the track extension is complete, I plan to move to the South Tacoma station

South Tacoma Station

Approximately 50 postcards were distributed at the South Tacoma Station (park-and-ride) during the morning commute on September 22, 2011. Approximately 10 passengers returned their postcard during the open house at the Tacoma Dome Station that afternoon and 4 passengers using the South Tacoma Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly.

Summary of South Tacoma Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	2	1	2	2	6
Bus Facilities	4	3	3	2	2
Drop-off/Short-term Access	2	3	4	4	1
Parking Facilities	4	4	1	2	2
Pedestrian Connections	1	4	3	3	2

The following comments were noted on the surveys:

- Keep the noise level quiet near the station
- More trips to and from Tacoma-Seattle via light rail and not buses
- Nice if a PT bus stopped at and not nearby the station
- I can't wait for the tracks to finally be connected to the rest of the railroad network

Lakewood Station

Approximately 70 postcards were distributed at Lakewood Station (park-and-ride) during the morning commute and another 140 distributed to passengers disembarking in the afternoon on October 18, 2011. Approximately 21 passengers returned their postcard during the open house that afternoon and 11 passengers using the Lakewood Station completed the online survey. Passengers were asked to rank access mode options. Not all passengers ranked all of the modes, therefore the total numbers are not the same for each mode. The number shown/tallied in each category indicates the number of passengers that ranked that access mode accordingly. The **bold** number indicates the ranking most often chosen for each access mode.

Summary of Lakewood Station Postcard Rankings

Access Mode	Ranking				
	1st	2nd	3rd	4th	5th
Bicycle	3	4	5	6	8
Bus Facilities	8	9	3	5	1
Drop-off/Short-term Access	2	4	10	5	6
Parking Facilities	13	8	1	3	4
Pedestrian Connections	3	1	9	7	7

The following comments were noted on the surveys:

- Route 574 is very important
- More PT buses stopping here (e.g. 212 or 214)
- Connect with Lakewood Town Center and 512 Park-and-Ride
- If 592 bypasses SODO, need to make first stop at Cherry, not Seneca
- Would like more information connecting to Olympia; I currently drive
- More local connections at station once Sounder service is running
- Purchase land across the street for future parking (2x)
- Restroom access for passengers (5x)
- Great bicycle storage, thanks!
- Coffee stand
- Get rid of passenger drop-off parking spots, no one uses them
- Open! (2x)

Appendix H
Evaluation Criteria Table

Mukilteo Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Bike lockers (Not Shown on Map)	4 lockers for long term storage, 12 racks (at station)	●	●	●	●	◐	●	(see cost estimates and Tool results)	(see Tool results)	Provides end of trip facility. Capacity below desirable policy level. Reduces on-board bike demand.	Increased ease and availability of bike storage for bicyclists.	Could partner with other users of the station (Everett Transit, Community Transit).	Encourages bike users to access the station.
Waterfront Pedestrian Bridge (1)	Connect 2nd St to the Waterfront Promenade with a pedestrian bridge over the rail tracks (at station, 2009 BTP Plan)	●	●	◐	●	●	●	“	“	Improves access to sounder station over existing conditions but improvement is not dramatic due to existing SR-525 crossing.	Shorter, reliable access for residents south of the station.	Partner with City on improvements.	Would facilitate walking to the station.
Parking Garage and Pedestrian Bridge (Not Shown on Map)	100-stall garage and pedestrian bridge connecting Mukilteo and terminal between Park Ave and Mt. Baker crossing (at station)	○	●	○	●	◐	○	“	“	Reduces the effectiveness of existing non-SOV station access improvements.	Would offer additional parking, easier to find a space.	Coordinate on parking plan for area.	Low benefit; garage likely to increase SOVs.
Waterfront Promenade (2)	Re-development of the Waterfront Promenade with a multipurpose trail (0.4 miles) from Lighthouse Park to Tank Farms (0.06-0.19 miles from station, 2009 BTP Plan)	○	◐	○	●	●	●	“	“	Provides limited mobility improvement over existing and planned connections	Would provide easy pedestrian access to the station for residents to the south.	Partner with City on improvements.	Would facilitate walking and biking to the station.
Japanese Gulch Trail (3)	Improve 2.5 miles of neighborhood trails and sidewalks connecting 44th Ave W and Mukilteo Blvd (0.17-1.4 miles from station, 2009 BTP Plan)	○	◐	●	●	●	◐	“	“	This segment would connect existing neighborhood trails in central Mukilteo to the station.	Makes a complete trail near the station with easy access for trail users.	“	Would facilitate multi-modal access to the station. May be constructed in an undisturbed environment.
Shoreline Trail (4)	Construction of an 8 mile walking and biking trail with signage along the Puget Sound (0.19-8.19 Miles from station, 2009 BTP Plan)	○	◐	○	◐	●	◐	“	“	Does not connect to existing non-motorized facilities and has limited connections to local street network	Length may prove a deterrent for trips originating from southern Mukilteo.	“	“

Project Name <i>(Map ID)</i>	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Pedestrian Wayfinding <i>(Not Shown on Map)</i>	Construct wayfinding signage between the WSF terminal, downtown, key waterfront locations, transit center and the Mukilteo Station. Estimate of (5*8=40) wayfinding arrow sides and 8 poles (at station)	N/A	○	◐	◐	●	●	N/A	Would not increase ridership.	Improves circulation/usability of station and WSF terminal, especially if terminal design is hard to navigate.	Likely quicker travel time for pedestrians to the station.	“	Encourages more people to arrive at the station by walking.
Parking Pricing <i>(Not Shown on Map)</i>	Implementation of parking pricing (at station)	N/A	○	◐	◐	●	◐	“	“	Improves ability to manage demand and encourages alternative access modes, however ability to shift demand to other stations is limited in the north corridor.	May discourage some users allowing more available space.	Coordinate on parking plan for area.	May encourage more people to car/vanpool.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
5th St Improvements	Upgrade 5th Street sidewalks, curbs, and gutters (2009 Trans. Plan)						Has no direct impact on Sounder riders; would not connect pedestrians to the station.						
3rd St Downtown Gateway Sign	(2009 Trans. Plan)						Has no impact on Sounder riders.						

Kent Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Bike Lockers (Not Shown on Map)	8 lockers for long term storage (at station)	●	◐	●	●	◐	●	(see cost estimates and Tool results)	(see Tool results)	Provides end of trip facilities for trips encouraged by existing non-motorized facility investments. Existing bike parking capacity not sufficient to meet forecasted demand.	Increased ease and availability of bike storage for bicyclists.	Could partner with other users of the station (King County Metro).	Encourages bike users to access the station.
Mill Creek Pedestrian Bridge (1)	Enhance or replace the existing pedestrian bridge from Kennebeck Ave N to E Temperance St (0.21 miles from station, 2011-2016 TIP)	●	●	●	○	○	○	“	“	Maintains and improves access already provided by existing temporary structure.	No significant change beyond existing conditions.	Could partner with City on improvements, but little overall benefit to station.	“
Reiten Rd Sidewalks (2)	Complete sidewalks along one side of Reiten Rd from Titus St to Gulberson St (0.31-0.77 miles from station)	●	●	◐	●	●	●	“	“	Coupled with other projects, this would provide pedestrian access to the station for numerous residents living southeast of the station.	Increased ease for pedestrians.	Partner with City on improvements.	“
2nd Ave Bike Lane/Sharrows (3)	Addition of bike lane or sharrows, including necessary signage on 2nd Ave from Gowe St to James St (0-0.17 miles from station)	◐	●	●	●	●	●	“	“	Connects to East/West bike lane on James St. Fills a gap in the existing bicycle system network for access to the station.	“	“	“
Expand Drop-Off Capacity (Not Shown on Map)	Expand the drop-off capacity along Railroad Ave for up to 10 spaces. Lot (30 stalls) at Smith and Railroad made available for parking. City to do project if ST provided materials (at station)	—	●	●	○	●	○	“	“	Increases ridership potential with limited public investment and ensure that Kiss and Ride vehicles do not negatively impact transit operations.	No significant change.	Partner with City on improvements.	No significant change.
Shared Facility Project along James St (4)	Participate in a “bike-by-bus” program with the City of Kent and King County Metro; includes adding signage or other information to bike riders along James Street to S 240th St (0.1-1.19 miles from station)	◐	◐	◐	◐	●	●	“	“	Links two unconnected East/West bike lane segments on James St via bus due to steep grades. Fills a gap in the existing bicycle system network for access to the station. High vehicle volumes and speeds on James St moderate benefits.	“	Partner with City and King County Metro on improvements.	Facilitates biking to the station.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Reiten Rd Sharrows (5)	Addition of sharrows including necessary signage on Reiten Rd from E Titus St to E Maple St (0.31-1.05 miles from station)							"	"	Provides limited improvement over existing conditions due to steep slope and narrow travel lanes.	Does not provide for direct access to the station for bikers.	Partner with City on Improvements	"
Gowe St/Titus St Bike Lane/Sharrows (6)	Addition of bike lane or sharrows, including necessary signage on Gowe St and Titus St from E Meeker St to E Smith St (0.24-0.32 miles from station)							"	"	Connects to East/West bike lane on Smith/Canyon Dr. Fills a gap in the existing bicycle system network for access to the station.	Quicker travel time for bikes to the station.	"	"
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	N/A						N/A	Would not increase ridership.	Improves the ability to shift demand to underutilized stations and encourages non-SOV access modes.	May discourage some users allowing more available space.	Coordinate on parking plan for area.	May encourage more people to car/vanpool.
Real-time Parking Availability Signage (Not Shown on Map)	Install real-time parking availability information signage on major access route and parking guidance at garage. See "PARIS" from Puget Sound P&R System Update 2001 (at station)	N/A						"	"	Improves utilization and balance of existing parking capacity at a systems level. Generally provides more benefits to existing riders than increases ridership.	Consistent way for users to know parking availability and change behavior accordingly.	Could partner with other transit providers.	No significant change.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
E Smith St Sidewalks	Construct and repair sidewalks on E Smith St from Railroad Ave to Kennebeck Ave							Sidewalks already exist on this portion of E Smith St.					
Titus St Sidewalk	Construct and repair sidewalks on E Titus St from Gowe St to Reiten Road							Sidewalks already existing; no need for repair.					
W Meeker St Widening	Widen W Meeker St to 5 lanes including bike lanes, and sidewalks (2011-2016 TIP)							Pedestrian and bicycle facilities already exist.					
James St/S 240th Sharrows and Bike Lane	Addition of sharrows/bike lane including necessary signage on James St and S 240th St from BNSF Railroad Tracks to 100th Ave SE							James St is considered to be too steep for sharrows/bike lanes to be feasible.					
James St Pedestrian Path	Construct a pedestrian path along James St							James St already has sidewalks from Lakeside Blvd E to the Green River Trail.					
Mill Creek Trail	Construct a trail along Mill Creek connecting Mill Creek Park and Kent Memorial Park							Not along a primary access routes. Seen as redundant to 'James St Pedestrian Path.'					
S 212th St Bridges	Construct a bridge with sidewalks and bike lanes over the railroad (2011-2016 TIP)							Project location is 2 miles from the station and as such is considered to have poor connectivity and a long bike time regardless of improvements proposed.					
SR-516/Willis St Bridges	Construct a bridge with sidewalks and optional bike lanes over the railroad (2011-2016 TIP)							No existing pedestrian or bicycle facilities along SR-516/Willis St that would connect to this short, isolated segment.					

Auburn Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
A St NE Bike Wayfinding and Bike Boulevard (1)	Add wayfinding to non-motorized trail connection on A St NE between 10th St NE and 7th St NE. Construct sidewalk between 7th St NE and 3rd St NE and calm traffic. Work to improve circulation on Fred Meyer's property. (0.25-0.67 miles from station)	●	●	●	●	●	●	(see cost estimates and Tool results)	(see Tool results)	Improves quality and visibility of existing non-motorized facility.	Shortcut for cyclists/walkers to the station; one of the only ways to get north of 7th St without taking Auburn Way (low quality sidewalks, no bike facilities)	Partner with City on improvements.	"
C St SW Trail (2)	Construct a trail along the west side of C St SW from the SR-18 & C St SW interchange to 15th St SW (0.17-0.64 miles from station)	◐	◐	●	●	●	●	"	"	Closes a gap in non-motorized access to the station by connecting with existing bike lanes on 15th St SW and the Interurban Trail.	Makes a complete trail near the station, easier access for trail users.	"	"
A St SW Sharrows (3)	Addition of sharrows including necessary signage along A St SW from Main St to 3rd St SW (0-0.15 miles from station)	◐	◐	●	●	●	●	"	"	Connects to East/West sharrows on Main St. Fills a gap in the existing bicycle system network for access to the station.	Quicker travel time for bikes to the station.	"	Facilitates biking to the station.
W Main St Bike Lanes (4)	Addition of bike lanes and signage on W Main St from Railroad crossing to R St NE/SE (0-1.11 miles from station)	◐	◐	●	●	●	●	"	"	This long segment of East/West bike lanes would connect to proposed North/South bike lanes on R St NE/SE and other bike lanes in the vicinity of the station, closing a gap in non-motorized access to the station.	"	"	"
2nd St SW Sharrows (5)	Addition of sharrows and signage on 2nd St SW from A St SW to F St SE (0-0.44 miles from station)	◐	◐	●	●	●	●	"	"	When coupled with the previous project, would fill a gap in the existing bicycle system network for access to the station.	"	"	"
Expand Drop-Off Capacity (Not Shown on Map)	Expand the drop-off capacity for up to 10 spaces (at station)	—	◐	●	○	●	○	"	"	Increases ridership potential with limited public investment.	No significant change.	Partner with City on improvements.	No significant change.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Bike Lockers (Not Shown on Map)	20 lockers for long term storage and 6 racks (at station)	●	◐	●	●	◐	●	“	“	Provides end of trip facilities for trips encouraged by existing non-motorized facility investments. Existing bike parking capacity not sufficient to meet forecasted demand.	Increased ease and availability of bike storage for bicyclists.	Could partner with other users of the station (King County Metro).	Encourages bike users to access the station.
A St NE Sidewalk and Ramp Improvements (Not Shown on Map)	Enhance sidewalks and access ramps between downtown Auburn and 8th St NE business district on A St NE (distance to station unknown)	—	●	◐	●	●	◐	“	“	This would improve access to the station from an area that has limited access.	Enhances connection to downtown and station.	Partner with City on improvements.	Facilitates multi-modal access to the station.
R St NE Bike Lanes (6)	Addition of bike lanes and signage on R St NE from E Main St to 8th St NE (1.1-1.25 miles from station)	○	○	●	●	●	●	“	“	When coupled with the previous projects, would fill a gap in the existing bicycle system network for access to the station.	Quicker travel time for bikes to the station.	Partner with City on improvements.	Facilitates biking to the station.
Parking Garage (7)	Construct a 300 stall parking garage (at station)	○	○	○	●	◐	○	“	“	Reduces the effectiveness of existing non-SOV station access improvements and possibly requires the removal of existing surface parking built by Sound Transit.	Would offer additional parking spaces, easier to find a space.	Coordinate on parking plan for area.	Low benefit; likely to increase SOVs.
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	N/A	○	●	◐	●	◐	N/A	Would not increase ridership.	Improves the ability to shift demand to underutilized stations and encourages non-SOV access modes.	May discourage some users allowing more available space.	“	May encourage more people to car/vanpool.
Real-time Parking Availability Signage (Not Shown on Map)	Install real-time parking availability information signage on major access route and parking guidance at garage. See “PARIS” from Puget Sound P&R System Update 2001 (at station)	N/A	○	●	●	◐	○	“	“	Improves utilization and balance of existing parking capacity at a systems level.	Consistent way for users to know parking availability and change behavior accordingly	Could partner with other transit providers.	No significant change.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
Environmental Park Study								Not a capitol project					
Downtown to Les Gove Study								Not a capitol project					
Auburn Way Corridor Improvements	Improve pedestrian accessibility, appearance between 4th St NE and 4th St SE (2011-2016 TIP)							Not along primary access routes to the station; 2nd and 3rd Streets NE are the only streets without E/W signalized crossing.					

Project Name <i>(Map ID)</i>	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected				
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies
A St NW, Phase 2	Construct a multi-lane arterial from W Main St to 3rd St NW (1/5 mile)							Doesn't provide new non-motorized connections. See project below.				
A St NW Bike Lanes	Addition of bike lanes and signage on A St NW east of Sounder tracks to 15th St NW, then west along 15th to 10th St NE							Portions of A St NW do not currently exist; as such this project is in the preliminary stage and could change in the future.				
C St SW Bike Lanes	Addition of bike lanes and signage on C St SW to 3rd St SW							North/south circulation likely happens within station/platform area and along railroad track path				
Interurban Trail Connection	Construct a pedestrian and bicycle path from the Interurban Trail to Environmental Park							Not along primary access route to Sounder station				

Sumner Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Linden Dr/ SR 410 Crossing Improvements (1)	Construct sidewalks north and south of bridge structure, widen sidewalk along SW side of bridge structure (0.14-0.25 miles from station)	●	◐	●	◐	●	●	(see cost estimates and Tool results)	(see Tool results)	Closes a gap in non-motorized access to the station. It would connect the River Walk Trail and high quality non-motorized facilities along E Main Ave. with downtown Sumner.	Increased ease for pedestrians; can make for shorter trips.	Partner with City of Puyallup and WSDOT.	Facilitates walking to the station.
Academy St Bike Boulevard (2)	Bicycle boulevard from Sumner Station to Valley Ave, including signage, traffic calming and intersection improvements at Wood Ave and Valley Ave E (0-0.71 miles from station, Identified in Sumner Trail Master Plan)	●	●	●	●	●	●	"	"	Connects to North/South bike lane on Valley. Closes a gap in the existing bicycle system network for access to the station, and improves pedestrian access through traffic calming.	Likely quicker travel time for bikes to the station.	Partner with City on improvements.	Facilitates biking to the station.
Riverwalk Trail Access Point (3)	Connection 134th Ave E with Riverwalk Trail on south side of Puyallup River with a paved connection and barriers removed (0.35-0.40 miles from station)	●	○	●	●	●	●	"	"	This short connection provides a paved outlet for the existing River Walk Trail underpass under E Mail St. and railroad tracks.	"	"	Facilitates walking and biking to the station.
Puyallup River Trail Extension (4)	Extends existing trail along north side of the Puyallup River from 72nd St E to Traffic St (0.26-0.59 miles from station, Trail Plan)	●	◐	●	●	●	◐	"	"	Closes a gap in the trail along the north side of the Puyallup River. A completed trail would provide access to the station for housing south of SR-410.	Makes a complete trail near the station, easier access for trail users.	Partner with City on improvements.	Facilitates multimodal access to the station; construction may occur in undisturbed environment.
Bike Lockers (Not Shown on Map)	Install 20 lockers for long term bike storage and 9 racks (at station)	●	○	◐	●	◐	●	"	"	Expands upon existing bike storage but does not leverage those investments. Supports additional ridership created through investment in bicycle facility network improvements.	Increased ease and availability of bike storage.	Could partner with other users of the station (Pierce Transit).	Encourages more people to arrive at the station by bike.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
White River Trail Extension (5)	Extends existing trail running along east side of White River from State St to Stewart Rd. Links existing trail segments. (0.32-3.26 miles from station, suggested by City)	●	○	○	○	●	◐	"	"	This connection does little to improve access to the station, since the existing trail segment does not provide direct access to the station for housing or employment land uses.	No significant change.	Partner with City on improvements.	Facilitates multimodal access to the station; construction may occur in undisturbed environment.
Parking Garage – Large (Not Shown on Map)	Construct a 450 stall garage (at station)	○	●	○	●	◐	○	"	"	Reduces the effectiveness of existing non-SOV station access improvements and possibly requires the removal of existing surface parking built by Sound Transit.	Would offer most parking, easier to find a space.	Coordinate on parking plan for area.	Low benefit; may increase SOVs.
Parking Garage – Small (Not Shown on Map)	Construct a 150 stall parking garage (at station)	○	●	○	◐	◐	○	"	"	Reduces the effectiveness of existing non-SOV station access improvements and possibly requires the removal of existing surface parking built by Sound Transit.	Would offer additional parking spaces, less than large option.	"	"
Station Pedestrian Bridge (6)	Construct a pedestrian bridge over railroad tracks roughly in line with Elizabeth St connecting the east and west side of station (at station)	○	◐	○	●	◐	○	"	"	Improves station circulation but does not especially leverage existing investment besides the Sounder station itself.	Shorter travel time for passengers; reliable way to cross tracks.	Coordinate on land use plans for area.	No significant change.
SR 410 Non-Motorized Bridge (Not Shown on Map)	Construct a new bridge for non-motorized users over SR 410 connecting Sumner Ave and 143rd Ave E. (0.54-0.63 miles from station)	○	◐	●	●	●	◐	"	"	Closes a gap in non-motorized access to the station. It would connect neighborhoods south of SR-410 to existing non-motorized facilities southeast of the station.	Shorter travel time for residents south of SR-410.	Partner with City and WSDOT.	Facilitates multimodal access to the station; construction may occur in undisturbed environment.
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	N/A	○	●	●	◐	◐	N/A	Would not increase ridership.	Improves the ability to shift demand to underutilized stations and encourages non-SOV access modes.	May discourage some users allowing more available space.	Coordinate on parking plan for area.	May encourage more people to car/vanpool.
Expand Drop-Off Capacity (Not Shown on Map)	Expand the drop-off capacity for up to 14 spaces (at station)	N/A	◐	●	○	●	○	"	"	Increases ridership potential with limited public investment	No significant change.	Partner with City on improvements.	No significant change.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
Urban Sidewalk Program	Construct sidewalks and road improvements on Parker Road between Main St and 50th St.							Project is largely completed.					

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected				
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies
Elm St Improvements	Improve Elm Street with curb, gutter and sidewalks on each side between E. Valley Highway and 160th Ave E.							Too far from station to affect pedestrian ridership.				
Valley Ave E Improvements	Widen roadway along Valley Ave (from Main St to Elm St) to three lanes and improve to minor urban arterial standards with curb, gutter, sidewalks, and bike lanes.							Project is complete.				
Main St E and 160th Ave E Improvements	Improve and square off intersection at Main St and 160th and improve and widen streets to minor arterial standards with bike paths and sidewalks.							Project is complete.				
Valley Ave E and W Valley Highway Improvements	Construct intersection improvements and install traffic signals at Pacific Ave and West Valley Highway. Widen roadway to three lanes and reconstruct to minor urban arterial standards with curb, gutter, sidewalks, and drainage utilities.							Not a direct connection to ridership.				
W Valley Highway Improvements	Widen roadway (from Pacific Ave to 30th St) to provide left turn lanes, as needed and improve to minor urban arterial standards with curb, gutter, and sidewalks on one side.							Project is largely completed.				
Zehnder St Improvements	Reconstruction of the existing 18 foot-wide concrete street to collector street standards with curbs, gutters, sidewalks, and drainage facilities.							Project is complete.				
Bridge St bridge replacement	Replace the Bridge St bridge to accommodate both bicycle and vehicular access to areas west of the White River.							Bridge includes sidewalk-areas for bicycle traffic. Currently WSDOT has no plans to replace this aging bridge.				
W Valley Highway E Bike Lane Extension	Extension of existing bike lanes along W. Valley Highway E. from 42nd St E. north to Jovita Boulevard E.							Unlikely to affect ridership due to distance from the station and lack of direct access for bicyclists from surrounding neighborhoods to W Valley Highway E.				
Fryar Ave Bike Lanes	Proposed bike lanes along Fryar Ave from Main St north to the White River crossing.							Project is complete.				
Valley Ave Bike Lane Extension	Extension of existing bike lanes along Valley Ave from Washington St north to Elm St.							Project is complete.				
Puyallup River Overpass	Proposed pedestrian/bike overpass crossing Puyallup River along Rivergrove Dr.							Currently not funded and per City public meeting notes unlikely to be built.				
Puyallup River Trail	Construct a Class I trail along the southern side of the Puyallup River.							Lack of access across the Puyallup River to the south (excepting bridge at Inter Ave E).				
Trail Connection to Station	Connect the station to the trail along the Puyallup River.							Connections via State/Traffic Streets.				
E Main St Overpass Widening	Widen E. Main St overpass over SR 410 to connect to the Puyallup and Foothills trails.							No such overpass.				
Priority Transit Lanes	Add priority lanes for transit to alleviate access issues, specifically for Route 496, connector service from the Bonney Lake park-and-ride.							Question of routes and projects supported by Pierce Transit.				
Improved Transit Access	Improve transit access opportunities by removing a visual obstruction from the rail control box that currently prohibits buses travelling northbound from making the left turn onto Maple Street to cross the railroad tracks.							Question of routes and projects supported by Pierce Transit.				

Puyallup Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
2nd St SW Sharrow/ Bicycle Boulevard (1)	Bicycle boulevard, including signage, on 2nd St SW starting at E Main ending at 9th Ave SW (0.05-.55 miles from station)	●	◐	◐	●	●	●	(see cost estimates and Tool results)	(see Tool results)	This connection would provide direct access to the station for employment land uses to the south (there is little existing residential in this area).	Quicker travel time for bikes to and from the station.	Partner with City on improvements.	Would facilitate biking to and from the station.
Station Area Crosswalk Improvements (2)	Improve crosswalks to meet ADA standards: - 2nd St SW from W Main Ave to 4th Ave SW - 3rd St SW from W Main Ave to 4th Ave SW - W Stewart Ave at 3rd St NW and 2nd St NW - 5th St SW at 2nd/3rd Ave NW (all less than 0.25 miles from station)	●	●	●	◐	●	○	"	"	Improves existing sidewalk infrastructure to ADA standards which is otherwise in acceptable condition and continuous.	Enhances safety and facilitates crossing for these users.	"	No significant change.
Railroad Crossing Improvements (3)	Improve railroad crossings at S Meridian and 5th St SW to meet ADA standards: - Crosswalks and ramps along 2nd St SW, 3rd St SW and 5th St SW - Crossing enhancement at 3rd St SE/tracks - Visually impaired assistance at Meridian and 3rd St SE RR crossings (0.04-0.08 miles from station)	●	●	○	◐	●	○	"	"	Improves station circulation but does not especially leverage existing investment besides the Sounder station itself.	"	"	"
4th St NW Bike Lane (4)	Addition of bike lane including signage on 4th from trail to W Stewart Ave (0.08-0.64 miles from station)	◐	○	●	●	●	●	"	"	This North/South connection would link the station to the existing trail south of the Puyallup River.	Quicker travel time for bikes to and from the station.	"	Would facilitate biking to and from the station.
W Main Ave Sharrows and Bike Lanes (5)	Addition of sharrows and bike lanes including signage on 7th St NW to 5th St SE. (0-0.29 miles from station)	○	○	●	●	●	●	"	"	Connects to proposed North/South bike lanes along 7th St SW. Fills a gap in the existing bicycle system network for access to the station.	"	"	"

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
7th Ave Bike Lanes and Sharrows (6)	Addition of bike lanes and sharrows including signage on 7th Ave from 18th St SW to 21st St SE (0.38-1.44 miles from station)	○	○	●	●	●	●	"	"	This long East/West connection would link neighborhoods southwest and southeast of the station to proposed North/South bicycle facilities, making a complete bicycle system network to access the station.	"	"	"
Parking Garage – Large (Not Shown on Map)	Construct a 490 stall garage at existing Sounder lot south of tracks (at station)	○	○	○	●	◐	○	"	"	"	Would offer maximum additional parking spaces.	Coordinate on parking plan for area.	Low benefit; maximum increase of SOVs possible.
Parking Garage – Medium (Not Shown on Map)	Construct a 400 stall garage at existing surface lot near library (at station)	○	○	○	◐	◐	○	"	"	Reduces the effectiveness of existing non-SOV station access improvements and requires the removal of existing surface parking built by Sound Transit.	Would offer moderate number of additional parking spaces.	"	Low benefit; may increase SOVs.
7th St SW Bicycle Boulevard (7)	Bicycle boulevard, including signage, from 7th St SW from Fairview Dr to W Main Ave. (0.26-0.78 miles from station)	○	○	●	●	●	●	"	"	This North/South connection would provide direct access to the station for housing and employment land uses along this segment.	Quicker travel time for bikes to and from the station.	Partner with City on improvements.	Would facilitate biking to and from the station.
Station Pedestrian Bridge (8)	Construct a bridge over the railroad tracks half way between 2nd St NW on the north and 3rd St SW on the south (at station)	○	●	○	●	◐	○	"	"	Improves station circulation but does not especially leverage existing investment besides the Sounder station itself	Shorter travel time for passengers; reliable way to cross tracks.	Coordinate on land use plans for area.	No significant change.
Parking Garage – Small (Not Shown on Map)	Construct a 255 stall garage at W Stewart N Meridian (at station)	○	○	○	◐	◐	◐	"	"	Reduces the effectiveness of existing non-SOV station access improvements and possibly requires the removal of existing surface parking built by Sound Transit.	Would offer additional parking spaces, less than medium or large options.	Coordinate on parking plan for area.	Low benefit; may increase SOVs but not as much as medium or large options.
21st Ave NW to 4th St NW Bike Boulevard (9)	Bicycle boulevard, including signage, starting at 21st Ave NW heading east on 10TH Ave NW, then heading south on 13th St NW, then heading east on 7th Ave NW ending at 4th St NW (0.25-1.25 miles from station)	○	○	●	●	●	●	"	"	This long East/West connection would link neighborhoods northwest of the station to proposed North/South bicycle facilities, making a complete bicycle system network to access the station.	Quicker travel time for bikes to and from the station.	Partner with City on improvements.	Would facilitate biking to and from the station.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Turning Radius Improvements (10)	Reconstruct the corner of 5th St and W Pioneer Ave to accommodate bus traffic. Improve the right hand turn from SB 5th St SW on to WB W Pioneer Ave (0.16 miles from station)	—	◐	●	●	●	○	”	“	Improves operations of transit service	Increased ease of use for bus drivers accessing and leaving the station area.	Partner with City and Pierce Transit on improvements.	No significant change.
Real-time Arrival Signs (Not Shown on Map)	Install real-time signage posting train information (at station)	N/A	○	○	●	◐	○	N/A	Would not increase ridership.	No previous ITS components at station to leverage.	Consistent way for users to know where their train stops.	Could partner with other users of the station (Pierce Transit).	”
Drop-Off Capacity Improvements (Not Shown on Map)	Increase the drop-off capacity by 10 spaces (at station)	N/A	◐	●	○	●	○	”	“	Expands upon existing kiss-and-ride capacity and ensures buses in mixed traffic are not impacted. Supports additional ridership created through expansion of kiss-and-ride capacity.	No significant change.	Partner with City on improvements.	”
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	●	○	●	●	◐	◐	”	”	Improves the ability to shift demand to underutilized stations and encourages non-SOV access modes.	May discourage some users allowing more available space.	Coordinate on parking plan for area.	May encourage more people to car/vanpool.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
Meridian St Awnings	Construct awnings at various locations on Meridian St.							Doesn't provide new non-motorized connections.					
East Foothills Trail Bike Path	Shared use path on the East Foothills Trail 134th Ave E to the Puyallup Riverfront Trail at the easterly city limits							Unlikely to affect ridership due to distance from the station.					
Puyallup River Bike Path	Shared use bike path on the Puyallup Riverfront Trail from western terminus of the existing trail to the Puyallup city limits. Shared use bike path on the Puyallup Riverfront Trail from the eastern terminus of the existing trail to the Sumner city limits at the Puyallup River							Project is complete.					
Bicycle Facility Study	Conduct a detailed near-term bicycle facility study for the greater vicinity of the station, to include identifying potential upgrades for bike routes serving the station, connections to existing routes/trails, and related bicycle-serving improvements							Not a capitol project.					
BRT and Transit Priority Infrastructure	Construct infrastructure to support BRT and Transit from 176th to downtown Puyallup via SR 161							Question of routes and projects supported by Pierce Transit.					
Restroom Construction	Construct adequate restroom facilities at the station							Not a direct connection to ridership.					

Tacoma Dome Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
E K St/E Wright Ave Bike Boulevard (1)	Bicycle boulevard, including signage, along E K St and E Wright Ave from McKinley Park to Pipeline Trail (0.58-1.41 miles from station)	●	◐	●	●	●	●	(see cost estimates and Tool results)	(see Tool results)	This connects to the proposed Pipeline Trail and other North/South bicycle facilities.	Quicker travel time for bikes to the station.	Partner with City on improvements.	Facilitates biking to the station for neighborhoods to the south.
Puyallup Ave Crossing Improvement (2)	Construct crosswalks and add lighting for Puyallup Ave at E C St or E 22nd St. (0.19 miles from station)	●	◐	○	●	●	○	"	"	Duplicates existing crossings which provide similar access route directness to station.	Increased ease and safety for pedestrians.	"	No significant change.
E L St Climbing Bike Lane/ Sharrow Combination & Bike Boulevard (3)	Addition of a climbing lane and sharrow combination from Puyallup Ave to E 29th St. Bike Boulevard and signage along E Upper Park Rd from E 29th St to E McKinley Ave. (0.38-0.46 miles from station)	●	◐	◐	●	●	●	"	"	This would provide a connection over Interstate 5 for bicycles, connecting the station to proposed bike lanes serving neighborhoods south of the station. Partly duplicates other facilities.	Quicker travel time for bikes to the station.	"	Facilitates biking to the station for neighborhoods to the south.
Bike lockers (Not Shown on Map)	Install 20 lockers (at station)	●	○	◐	●	◐	●	"	"	Provides end of trip facilities for trips encouraged by existing non-motorized facility investments.	Increased ease and availability of bike storage.	Could partner with other users of the station (Pierce Transit).	Encourages more people to arrive at the station by bike.
Puyallup Ave Bike Lanes (4)	Addition of bike lanes and signage along Puyallup Ave from S C St to Milwaukee Way (0-1.14 miles from station, 2010 Mobility Master Plan)	◐	○	●	●	●	●	"	"	This long connection would link the station area to existing East/West bike lanes on Eells St/Pacific Highway E, closing a gap in bicycle access to the station for east Tacoma.	Quicker travel time for bikes to the station.	Partner with City on improvements.	Facilitates biking for employees and residents east of the station.
Portland Ave Bike Lanes (5)	Addition of bike lanes and signage along Portland Ave from Puyallup Ave to E to E 56th St (0.66-2.47 miles from station)	◐	○	●	●	●	●	"	"	This long connection would allow bicyclists traveling from southern Tacoma to cross Interstate 5 and connect to proposed routes to the station. It would intersect with existing East/West bike lanes along E 48th St.	"	"	Facilitates biking to the station for neighborhoods to the south.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Pipeline Trail (6)	Construct a shared use path along Pipeline Rd from the E 40th St to Waller Rd (1.7-3.78 miles from station)							"	"	This long connection would connect southern Tacoma with the station via additional proposed bike lanes/trails. Would have little effect on pedestrians, as it would be more about 2 miles from the station.	"	"	"
Contribute to Parking Garage (Not Shown on Map)	400 stalls (of proposed 3,000 stall garage) (at station; 2010-2015 CTP)							"	"	Reduces the effectiveness of existing non-SOV station access improvements and possible requires the removal of existing parking areas built (in part) by Sound Transit.	Would offer additional parking spaces, making it easier to find a space.	Coordinate on parking plan for area.	No benefit; may increase SOVs.
Prairie Line Trail – Phase 2 (Water Ditch Trail Ext.) (7)	Construct a non-motorized vehicle trail along the Prairie Line Rail ROW from S 21ST to S Pine St (0.46-2.18 miles from station, Trans. 2040)							"	"	This rails-to-trails project would connect to Phase I of the trail, which goes north along Hood St through downtown Tacoma and connects to the Thea Foss Waterway trail. There are no intersecting North/South ped/bike facilities to feed into this trail.	Safer, quicker travel time for bikes; unknown demand.	Partner with PSRC and City on improvements.	May facilitate additional riders by ped/bike.
Station Pedestrian Bridge (8)	Construct a pedestrian bridge over the tracks in line with East E St from Freighthouse Square to E 26th St (at station)							"	"	This is an important component of the pedestrian corridor and overall Tacoma Dome District Development strategy.	Shorter travel time for passengers; reliable way to cross tracks.	Coordinate on land use plans for area.	No significant change.
Station Area Pedestrian Lighting (9)	Construct lighting between garages and Freighthouse Square. Focus on E 25th St crossing (at station)	N/A						N/A	Would not increase ridership.	Enhances existing pedestrian facilities; but amenities are unlikely to result in new riders.	Increased ease and safety for pedestrians.	Partner with City on improvements.	"
Real-time Parking Availability Signage (Not Shown on Map)	Install real-time parking availability information signage on major access route and parking guidance at garage. See "PARIS" from Puget Sound P&R System Update 2001 (at station)	N/A						"	"	Improves utilization and balance of existing parking capacity at a systems level.	Consistent way for users to know parking availability and change behavior accordingly	Could partner with other transit providers.	"
E G St Boarding Area and Layover Zone Improvements (10)	Expand the transit bus bay on G St adjacent to the station to increase passenger boarding areas and bus layover zones (Pierce Transit 2011)							"	"	Improves upon existing feeder transit service.	Quicker transfer times for transit users.	"	May generate additional feeder transit riders (as opposed to SOVs).

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
E McKinley Way Bike Lanes (11)	Addition of bike lanes and signage along E McKinley Way from E D St to E 56th St. (0.4-2.3 miles from station)	N/A	○	●	●	●	●	"	"	This short connection would link existing bike lanes on E D St with proposed North/South bike lanes along E McKinley Ave.	Quicker travel time for bikes to the station.	Partner with City on improvements.	Facilitates biking to the station for neighborhoods to the south.
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	N/A	○	◐	◐	●	◐	"	"	Provides end of trip facilities for trips encouraged by existing non-motorized facility investments.	May discourage some users, allowing more available space.	Coordinate on parking plan for area.	May encourage more people to car/vanpool.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
Fawcett Ave S Bike Boulevard	Bike boulevard from S 4th St to S 25th St. (0.5 miles from station)							Does not intersect with or provide a direct connection to the station.					
Puyallup Ave Pedestrian Improvements	Construct crossings between D St and I-705 (2008 Dome District Dev. Strategy). Pedestrian safe connections (crosswalk, lighting, etc.) for Puyallup Ave, East D & Puyallup Ave at Tacoma Dome Station							Viewed as potentially redundant to projects 1 and 5 above (that had more detail)					
Station Area Traffic Calming	Construct controlled crossings between Dome District and Thea Foss Waterway							Viewed as potentially redundant to projects 1 and 5 above (that had more detail)					
Cross County Commuter Connector Trail	Construct non-motorized trail from the station to the Foothills Trail in Orting (Trans. 2040)							Not a direct connection to ridership					
Water Ditch Trail TAC-40	Construct non-motorized trail along the Water Flume Line from A St to S 38 th St							Not a direct connection to ridership					
I-5 Trail Corridor	Construct a non-motorized trail along I-5 (Trans. 2040)							Not a direct connection to ridership					
Trail to the Mountain Trail	Construct a share use path from downtown Tacoma to Elbe (Trans. 2040)							Not a direct connection to ridership					
Foss East Waterfront Park Connection								Viewed as potentially redundant to projects 1 and 5 above (that had more detail)					
Local Improvement District (LID)	Potential LID with the LeMay – America’s Car Museum – participate with property owners to finance the extension of the streetlighting system along the frontage road							Not a direct connection to ridership					
E 25th St and Fawcett Improvements	Construct bike lanes along E 25th St from C St to Portland Ave; bicycle boulevard along Fawcett (2010 Mobility Master Plan)							Scheduled to be completed by the end of 2012; already funded.					
Prairie Line Trail Phase 1	Prairie Line Trail (Water Ditch Trail Extension) – non-motorized trail along the Prairie Line Rail ROW from S. Tacoma Way to the Thea Foss Waterway (Transportation 2040)							Project is complete					
Historic Water Ditch Trail	Historic Water Ditch Trail TAC-40 – non-motorized trail along the Water Flume Line from A St to S. 80th at S. Tacoma Way (Transportation 2040).							Project is complete					
E 23rd Bike Connection	Bicycle connection for E. 23rd to existing north/south Tacoma Dome Station bike lane (Tacoma Public Open House comment)							Scheduled to be completed by the end of 2012; already funded.					
D and L St Bike Lanes	Bike lanes on D St. should extend beyond I-5 bridge south, up McKinley to S. 38th. Likewise, bike lanes on L Street over I-5 to S. 38th (Tacoma Public Open House comment)							Addressed by projects 6, 7, and 10 above.					

Project Name <i>(Map ID)</i>	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected				
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies
Bus Zone Improvements	Bus zone and queue jump improvements to benefit transit speed and reliability for services providing connections to the Tacoma Dome Station, especially at Pacific Ave/SR 7 at 112th (Pierce Transit 2011)							Not a direct connection to ridership				
Bus Bay Expansion	Expand the transit bus bay on G Street adjacent to the Tacoma Dome Station facility to increase passenger boarding areas and bus layover zones (Pierce Transit 2011)							Not a direct connection to ridership				

South Tacoma Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Sidewalks Improvements near Station (1)	- Construct a sidewalk on north side of S 60th St between RR tracks and tie into the sidewalk along S Tacoma Way - Construct sidewalks on both the north and south sides of S 58th St from S Washington St that tie into the sidewalk along to Tacoma Way - Improve the sidewalk on south side of S 56th St between S Adams St and S Tyler St to meet ADA standards. (0-0.36 miles from station)	●	●	●	◐	●	○	(see cost estimates and Tool results)	(see Tool results)	Improves walking access to major destinations already improved by ST during station construction.	Enhances safety and facilitates crossing for these users.	Partner with City on improvements.	No significant change.
S 60th St Trail (2)	Construct trail from S Adams St to S Tyler St through Metro Parks Baseball Fields and along north edge of Grays Middle School. (0-0.29 miles from station)	●	●	●	●	●	●	“	“	This short East/West connection will provide pedestrian and bike access directly to the station from existing North/South sidewalks and bike lanes on S Tyler St.	Quicker, more direct travel time for both bikers and pedestrians.	“	Facilitates multi-modal access to the station.
S 58th St Non-Motorized Connection (3)	Construct a high quality walking and biking connection (part or cycle track) along S 58th St between S Washington St and S Fife St. (0-0.68 miles from station)	●	●	●	●	●	●	“	“	This East/West connection will provide needed pedestrian access for residents east of the station (current maps show poor connectivity in this area).	“	“	“
Bike lockers (Not Shown on Map)	8 lockers for long term storage and 4 racks (at station)	●	◐	●	●	◐	●	“	“	Provides end of trip facility. Existing bike parking capacity not sufficient to meet forecasted demand.	Increased ease and availability of bike storage.	Could partner with other users of the station (Pierce Transit).	Encourages more people to arrive at the station by bike.
S Tacoma Way Crossing Improvements (4)	- Improve signalized crossings at S 56th St to full ADA standards including premium place making elements such as textured pavement cross walks - Improve S 58th St to full ADA standards	◐	◐	●	◐	●	○	“	“	Improves walking access to station and closes gap created by S Tacoma Way for non-motorized travel by building off investments the city and ST are making or have made on east side of roadway.	Enhances safety and facilitates crossing for these users.	Partner with City on improvements.	No significant change.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
	- Improve S 60th St crossing to full ADA standards with median refuge, lighting, and any other necessary ADA elements. (all less than 0.25 miles from station)												
S 56th St Crossing Improvements (5)	Improve the crosswalks at the intersection of S 56th St and S Washington St to meet ADA standards (0.03 miles from station)							“	“	Improves crossing for non-motorized access immediately adjacent to the station. Leverages other non-motorized investments.	“	“	“
S 54th St/S Railroad St Bike Boulevard (6)	Addition of bicycle boulevard and signage from S Washington St to Tacoma Mall Blvd (0.14-1.01 miles from station)							“	“	This connection, coupled with the freeway crossing improvements (below) would connect areas east of I-5 with the station.	Quicker travel time for bikers.	“	Facilitates biking to the station.
S Washington Way Bike Lanes (7)	Addition of bike lanes along S Washington Way from S 47th St to S 58th St (0-0.73 miles from station)							“	“	This North/South connection will provide access to the station for employees north of the station, and will also connect to bike lanes on S Tacoma Way.	Easier and safer travel for riders employed by the nearby business district.	Partner with City and possibly local business owners on improvements.	“
Water Ditch Trail TAC-40 (8)	Construct a non-motorized trail along the Water Flume Line from S 56th St to S 60th St (0.39-0.99 miles from station)							“	“	This long North/South trail will provide greater access to the station area for residents living southwest of the station. Portions of this trail have already been constructed.	Quicker travel time for bikers.	Partner with City on improvements.	“
Oaks St Bike Lane (9)	Addition of bike lanes and signage along Oaks St from S 66th St to S 47th St (0.72-0.85 miles from station)							“	“	This long North/South connection would provide access to the station via intersections with proposed facilities along S 66th St, S 58th St, and S 54th St.	More round-about way to the station; likely quicker routes available.	“	Facilitates biking to the station indirectly.
Station Area Access Improvements (10)	Construct and install street lighting, sidewalks and curb ramps between the South Tacoma Station and the business district near S 56th St (less than 0.25 miles from station; 2010-2015 CTP)							“	“	Closes a gap in non-motorized access to the station. It would connect the station to the business district near S 56th St.	Easier and safer travel for riders employed by the nearby business district.	Partner with City and possibly local business owners on improvements.	No significant change.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
S 66th St Bike Boulevard (11)	Addition of bicycle boulevard and signage along S 66th St from S Tacoma Way to S Wapato St (0.38-0.96 miles from station)							"	"	This East/West segment would connect to various existing and proposed North/South bike facilities, including the Water Ditch Trail and bike lanes along S Puget Sound Ave.	Quicker travel time for bikers.	Partner with City on improvements.	Facilitates biking to the station.
S 56th St Bike Lanes (12)	Addition of bike lanes along S 56th St from S Washington St to S Tyler St (0-0.35 miles from station)							"	"	Connects S Tyler St bike lanes to station. Lower performance if S 60 th St Trail is constructed.	"	"	"
S 66th St Sharrows (13)	Addition of sharrows on S 66th St from Lakewood Dr W to S Tyler St (0.51-1.15 miles from station)							"	"	Connects to North/South bike lanes on S Tyler St. Fills a gap in the existing bicycle system network for access to the station, especially for areas southwest of the station.	"	"	"
S 56th St and I-5 Interchange Crossings (14)	- Improve the freeway ramp crosswalks to full ADA standards - Increase visibility of crosswalk locations - Improve connection between the sidewalks on the north side of 56th St and S Railroad St Bike Boulevard (1.13 miles from station)							"	"	These improvements are targeted at bicyclists using the sidewalk, since 56th St is high volume/high speed and few cyclists would likely ride in traffic. Too far from the station to affect pedestrian ridership.	"	"	"
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	N/A						N/A	Would not increase ridership.	Improves the ability to shift demand to underutilized stations and encourages non-SOV access modes.	May discourage some users, allowing more available space.	Coordinate on parking plan for the area.	May encourage more people to car/vanpool.
The following projects have been removed from further consideration and are not shown on the map in Chapter 5													
Water Ditch Trail Phase III	Construct trail segments from the trail at Pine St to the planned Prairie Line trail near S C St and to the planned A St pedestrian tunnel at E 26th St							Closer to Tacoma Dome station					
I-5 Trail Corridor	Construction of a non-motorized trail along I-5 (Trans. 2040)							Not a direct connection to ridership					
Trail to the Mountain Trail	Construct a shared use path from downtown Tacoma to Elbe (Trans. 2040)							Not a direct connection to ridership					
Bike Connection to University Place	Addition of bike lanes from the Station to University Place							We understand that from University Place to 56th Street is okay and then difficult to get to station. Riders should look to S Tyler St for bike lanes and proposed connection to station via 56th St.					
Intersection Improvements	Install pavement cross-hatching and ADA ramps at all intersections on S Tacoma Way between S 47th and S 66th and at S 56th St intersections from S Orchard to Pine St (Tacoma Public Open House comment)							See projects 1-4 above for more detail					
Water Ditch Trail Extension	Historic Water Ditch Trail TAC-40 – non-motorized trail along the Water Flume Line from A St to S 80th St at S Tacoma Way (Transportation 2040)							Project is complete					

Project Name <i>(Map ID)</i>	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected				
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies
Wayfinding Signs	Connect Water Ditch Trail to Sounder Link with wayfinding signs (Tacoma Public Open House comment)							Not a capitol project				
Improved Bus Stop Zones	Install improved bus stop zones at the two bus stops on S 56th St adjacent to the station with shelters and pedestrian amenities (Pierce Transit 2011)							Not a direct connection to ridership				
Transit Improvements	Identify, design, and implement transit signal priority and/or lane improvements that would benefit connections from the new University Place Town Center park-and-ride facility to the station (Pierce Transit 2011)							Not a capitol project				

Lakewood Station

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
47th Ave SW Sidewalk (1)	Addition of a sidewalk along the east side of 47th Ave SW from 108th St SW to 111th St SW (0.2-0.41 miles from station)	●	◐	●	●	●	●	(see cost estimates and Tool results)	(see Tool results)	When coupled with other pedestrian-oriented projects, would provide safe access to the station for pedestrians. A future project related to this proposal is a connection to the nearby Lakeview Elementary School.	Quicker, easier, safer travel for pedestrians to the station.	Partner with City on improvements.	Facilitates walking to the station.
Lakeview Ave SW Sidewalk (2)	Expand the sidewalk at the corner of 108th St SW and Lakeview along the west side of Lakeview Ave SW from 108th St SW to 112th St SW (0.18-0.38 miles from station)	●	◐	◐	●	●	●	"	"	Connects to existing sidewalks on 108th St SW with planned non-motorized bridge station.	"	"	"
47th Ave SW Bike Boulevard (3)	Addition of a bicycle boulevard, including signage, from McChord Dr SW to Pacific Hwy SW with a new non-motorized link between 124th St Ct SW and 127th St Ct SW (0-0.88 miles from station)	●	●	●	●	●	●	"	"	This road has no outlet and likely has very low volumes. Sidewalks appear unnecessary with the roadway acting like a shared space. A non-motorized connection through the currently wooded area would make this an idea bike shared use/bike boulevard road.	Quicker, easier travel time for bikers.	"	Facilitates biking to the station.
111th/112th St SW Sidewalk (4)	Expand the sidewalk on the south side of 112th to meet with 111th to form a continuous sidewalk from Bridgeport Way SW to Lakeview Ave SW (0.2-0.32 miles from station)	●	◐	●	●	●	●	"	"	Closes a gap in pedestrian access to the station, particularly for residents northeast of the station. This is a primary access route to planned non-motorized bridge at the station.	Quicker, easier travel for pedestrians to the station.	"	Facilitates walking to the station.
111th St SW/ Lakeview Ave SW Sharrows (5)	Addition of sharrows where 111th St SW and Lakeview Ave SW converge. On Lakeview Ave SW, from 108th St SW to 111th St SW. On 111th St SW, from 112th St SW to Lakeview Ave SW. (0.2-0.38 miles from station)	◐	○	◐	●	●	●	"	"	Would connect to existing bike lanes on 108th St SW with planned pedestrian bridge at station.	Quicker travel time for bikes to the station.	"	Facilitates biking to the station.

Project Name (Map ID)	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Bike lockers (Not Shown on Map)	4 lockers for long term storage and 4 racks (at station)							"	"	Provides end of trip facility. Existing bike parking capacity not sufficient to meet forecasted demand.	Increased ease and availability of bike storage.	Could partner with other users of the station (Pierce Transit).	Encourages more people to arrive at the station by bike.
Bridgeport Way SW Sidewalk (6)	Addition of a sidewalk on the east side of Bridgeport Way SW from SB Interstate 5 Exit to McChord Dr SW (0.42-0.91 miles from station)							"	"	Extends newly constructed sidewalk across I-5 into the Springbrook neighborhood.	Provides safer pedestrian and bicyclist access to station area on this busy, high speed road.	Partner with City on improvements.	Facilitates multi-modal access to the station.
112th St SW Bike Lanes (7)	Addition of bike lanes including signage and re-striping of 112th St SW from Gravelly Lake Drive SW to 111th St SW (0.24-1.05 miles from station, 2009 N-M. Trans. Plan)							"	"	This long East/West connection would link to proposed sharrows on Gravelly Lake Dr SW and Bridgeport Way SW. Primary access route to planned non-motorized bridge from east and central Lakewood.	Quicker travel time for bikes to the station from the northwest; dependent upon access to Pacific Highway SW.	"	Facilitates biking to the station.
Main St Sharrows (8)	Addition of sharrows on Main St from Gravelly Lake Dr SW to 112th St SW (0.69-1.17 miles from station)							"	"	When coupled with other proposed bicycle facilities, would provide access to the station for the nearby commercial area.	Quicker travel time for bikers using commercial area.	Partner with City on improvements.	Facilitates biking to the station.
Bridgeport Way SW Sharrows (9)	Addition of sharrows on Bridgeport Way SW from McChord Dr SW to Gravelly Lake Drive SW (0.22-1.58 miles from station)							"	"	Limited leveraging of previous investments and quality of connection is low due to vehicle volumes and speed.	"	"	"
Real-time Parking Availability Signage (Not Shown on Map)	Install real time parking availability information signage on major access route and parking guidance at garage. See "PARIS" from Puget Sound P&R System Update 2001 (at station)	N/A						N/A	Would not increase ridership.	Improves utilization and balance of existing parking capacity at a systems level.	Consistent way for users to know parking availability and change behavior accordingly.	Could partner with other transit providers.	No significant change.
Parking Pricing (Not Shown on Map)	Implementation of parking pricing (at station)	N/A						"	"	Improves the ability to shift demand to underutilized stations and encourages non-SOV access modes. Parking demand forecast is roughly in line with capacity, thus demand management may not be necessary.	May discourage some users, allowing more available space.	Coordinate on parking plan for the area.	May encourage more people to car/vanpool.

Project Name <i>(Map ID)</i>	Project Description	Rating: (Low/Medium/High)						Rational: Summary of why rating was selected					
		Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits	Cost Effectiveness (cost/new rider)	Increases Ridership	Leverages Previous Investments	Decreases Travel Time, Increases Reliability	Partnership Potential with other agencies	Environmental Benefits
Expand Drop-Off Capacity <i>(Not Shown on Map)</i>	Increase the drop-off capacity by 11 spaces (at station)	N/A	○	●	○	●	○	“	“	Increases ridership potential with limited public investment	No significant change.	Partner with City on improvements.	No significant change.
<i>The following projects have been removed from further consideration and are not shown on the map in Chapter 5</i>													
Gravelly Lake Dr SW Sharrows	Addition of sharrows on Gravelly Lake Dr SW from Bridgeport Way SW to 112th St SW							Project has been completed					
Interlaken Drive SW Sharrows	Addition of sharrows on Interlaken Dr SW from 104th St SW to Gravelly Lake via Mt Tacoma Dr SW / Motor Ave to 104th St SW.							Too far from the station					
Gravelly Lake Trail	Construct a pedestrian and bike trail around Gravelly Lake on Gravelly Lake Drive and Nyanza Drive (2011-2016 CTP)							Likely too far from the station to affect ridership; transportation benefit of this project is mixed.					
Pacific Highway SW Sidewalk	Addition of a sidewalk along Pacific Highway SW from McChord Drive SW to Bridgeport Way SW (2009 N-M. Trans. Plan)							Too far from the station					
McChord Drive SW Sidewalk	Addition of a sidewalk along McChord Drive SW from Pacific Highway SW to Bridgeport Way SW (2009 N-M. Trans. Plan)							Too far from the station					
Pacific Highway SW Bike Lanes	Addition of bike lanes and signage from Bridgeport Way SW to Gravelly Lake Drive SW (2009 N-M. Trans. Plan)							Project has been completed					
108th St SW Bike Lanes	Addition of bike lanes and sign age and restriping from Bridgeport Way SW to Lakeview Ave SW (2009 N-M. Trans. Plan)							Project has been completed					
City Water Ditch Trail	Construct a trail from Tacoma City limits to 84th St S (Trans. 2040)							This project will not provide adequate service to the station for the majority of the user group. The project is too detached from the station location.					

Appendix I
Preliminary Cost Estimates for Potential Improvement Projects

29-May-12

SOUNDER STATION COST ESTIMATES - DRAFT

	MUKILTEO STATION	Unit	Unit Cost	Total	Comment
-	Bike Lockers	4	\$3,000	\$12,000	
1	Waterfront Pedestrian Bridge				
2	Shoreline Trail	8 miles	\$27,000	\$216,000	2009 Bicycle, Ped & Trails Plan
-	Parking Garage and Pedestrian Bridge	100 stalls 80 lf	\$36k - 44k \$43,750- 62,500	\$3.6-4.4 million \$3.5-5 million	
3	Waterfront Promenade	0.4 miles	Est.cost	\$4.75 million	"
4	Japanese Gulch Trail	2.5 miles	Est.cost	\$2.4 million	"
-	Pedestrian Wayfinding	8 each	\$5,000	\$40,000	
-	Parking Pricing				

	KENT STATION	Unit	Unit Cost	Total	Comment
1	Gowe St. Sidewalks	1,200 lf	\$20	\$24,000	
-	Bike Lockers	5	\$3,000	\$15,000	
2	Mill Creek Pedestrian Bridge	250 sq ft	\$80-150	\$20k-37,500	
3	Reiten Road Sidewalks	2,000 lf	\$20	\$40,000	
4	1st Ave Bike Lane/Sharrows	5,000 lf	\$5	\$25,000	
5	James St/S 240th Sharrows	12,000 lf	\$5	\$60,000	
6	Reiten Rd Sharrows	9,000 lf	\$5	\$45,000	
7	Gowe St/Titus St Bike Lane/Sharrows	9,000 lf	\$5	\$45,000	
8	Smith St/Lincoln Ave Intersection Improvement	LS	\$300,000	\$300,000	
-	Real-time Arrival Signs				
-	Expand Drop-Off Capacity	10 ea	\$10,000	\$100,000	

	AUBURN STATION	Unit	Unit Cost	Total	Comment
1	A St SE Trail	8,000 lf	\$5	\$40,000	
2	A St NE Bike Wayfinding and Bike Boulevard	3,000 lf	\$25	\$75,000	
3	C St SW Trail	2,500 lf	\$20	\$50,000	
4	A St SW Bike Lanes	3,000 lf	\$5	\$15,000	
5	W Main St Bike Lanes	10,000 lf	\$5	\$50,000	
6	2nd St SW Bike Lanes	5,000 lf	\$5	\$25,000	
7	R St NE Bike Lanes	5,000 lf	\$5	\$25,000	
-	Parking Garage	300 stalls	\$20k-25,333	\$6-7.6 million	Assumes 3 levels
-	Bike Lockers	20 ea	\$3,000	\$60,000	

	SUMNER STATION	Unit	Unit Cost	Total	Comment
1	Linden Drive/SR 410 Crossing Impr.	520 lf	\$100	\$53,000	
2	Academy St Bike Boulevard	2,700 lf	\$50	\$113,500	
3	Puyallup River Trail Extension	2,500 lf	\$50	\$125,000	
-	Bike lockers	20 ea	\$3,000	\$60,000	
4	Riverwalk Trail Access Point	250 lf	\$50	\$12,500	
5	White River Trail Extension	2,500 lf	\$50	\$125,000	
6	Station Pedestrian Bridge	1	\$3-4 million		
-	Parking Garage - Large	450 stalls	\$16,667-22,222	\$7.5-10 million	2-bay=3 levels 3-bay=2 levels
-	Parking Garage - Small	150 stalls	\$20k-26,667	\$3-4 million	4 levels
-	SR-410 Non-Motorized Bridge	180 lf	\$36,111-55k	\$6.5-9.9 million	

	PUYALLUP STATION	Unit	Unit Cost	Total	Comment
1	2nd St SW Sharrow / Bike Blvd	<i>2,700 lf</i>	\$10	\$27,000	
2	Station Area Crosswalk Improvements	ls	\$150,000	\$150,000	3 crosswalks
3	Railroad Crossing Improvements	ls	\$200,000	\$200,000	
4	4th St NW Bike Lane	<i>3,200 lf</i>	\$5	\$16,000	
5	W Main Ave Sharrows and Bike Lane	<i>3,700 lf</i>	\$5	\$18,500	
6	7th Ave Bike Lanes and Sharrow	13,200 lf	\$5	\$66,000	
-	Parking Garage - Large	490 stalls	\$16,735-21,633	\$8.2-10.6 million	
-	Parking Garage - Medium	400 stalls	\$18k-23k	\$7.2-9.2 million	
7	7th St SW Bicycle Boulevard	<i>3,700 lf</i>	\$10	\$37,000	
8	Station Pedestrian Bridge	1,560 sq ft	\$1,410-2,115	\$2.2-3.3 million	
-	Parking Garage - Small	225 stalls	\$33,333-41,778	\$7.5-9.4 million	
9	21st Ave NW to 4th St NW Bike Blvd	<i>7,500 lf</i>	\$10	\$75,000	
-	Real-time Arrival Signs				
-	Turning Radius Improvements				

	TACOMA DOME STATION	Unit	Unit Cost	Total	Comment
1	E K St/Wright Ave Bike Boulevard	6,000 lf	\$10	\$60,000	
2	Puyallup Ave Crossing Improvement	ls	\$100,000	\$100,000	
3	E L St Climbing Bike Lane/Sharrows Combo & Bike Blvd	8,000 lf	\$10	\$80,000	
3a	Bike Lockers	20 ea	\$3,000	\$60,000	
4	Puyallup Ave Bike Lanes	20,000 lf	\$5	\$100,000	strip
5	Portland Ave Bike Lanes	16000	\$5	\$80,000	strip
6	Pipeline Trail	1000 lf	\$50	\$50,000	
6a	Contribute to Parking Garage	400 stalls	\$11,750-16,250	\$4.7-6.5 million	
7	Prairie Line Trail - Phase 2	12,000 lf	\$50	\$600,000	
8	Station Pedestrian Bridge	Short Span	600 sq ft	\$2,500-4,667	\$1.5-2.8 million
		Long Span	1260 sq ft	\$2,460-4,603	\$3.1-5.8 million
9	Station Area Pedestrian Lighting	ls	\$50,000	\$50,000	
9a	Real-time Parking Availability Signs				
10	E G St Boarding Area and Layover Zone Improvements				
11	E McKinley Way Bike Lanes	10,000 lf	\$5	\$50,000	strip

	SOUTH TACOMA STATION	Unit	Unit Cost	Total	Comment
1	Sidewalk Improvements near Station	1,400 sy	\$35	\$49,000	5' wide
2	S 60th St Trail	2,000 lf	\$50	\$100,000	
3	S 58th St Non-Motorized Connection	4,000 lf	\$50	\$200,000	
-	Bike Lockers	8 ea	\$3,000	\$24,000	
4	S Tacoma Way Crossing Impr.	ls	\$100,000	\$100,000	
5	S 56th St Crossing Improvements	ls	\$100,000	\$100,000	
6	S 54th St/S Railroad St Bike Blvd	5,000 lf	\$10	\$50,000	
7	S Washington Way Bike Lanes	8,000 lf	\$5	\$40,000	
8	Water Ditch Trail TAC-40	8,000 lf	\$50	\$400,000	5' wide gravel
9	Oaks St Bike Lane	120,000 lf	\$5	\$60,000	strip
10	Station Area Access Improvements	ls	\$200,000	\$200,000	
11	S 66th St Bike Boulevard	4,000 lf	\$10	\$40,000	signed
12	S 56th St Bike Lanes	4,000 lf	\$50	\$200,000	
13	S 66th St Sharrows	8,000 lf	\$5	\$40,000	
14	S 56th St and I-5 Interchange Crossings				

	LAKWOOD STATION	Unit	Unit Cost	Total	Comment
1	47th Ave SW Sidewalk	300 sy	\$35	\$10,500	5' wide
2	Lakeview Ave SW Sidewalk	500 sy	\$35	\$18,500	5' wide
3	47th Ave SW Bike Boulevard	5,000 lf	\$10	\$50,000	
4	111th/112th St SW Sidewalk	1,200 sy	\$35	\$42,000	5' wide
5	111th St SW Lakeview Ave SW Shar	2,000 lf	\$5	\$10,000	sharrow
-	Bike Lockers	4 ea	\$3,000	\$12,000	
6	Bridgeport Way SW Sidewalk	2,200 sy	\$35	\$77,000	5' wide
7	112th St SW Bike Lanes	10,000 lf	\$5	\$50,000	stripping
8	Main St Sharrows	4,000 lf	\$5	\$20,000	sharrow
9	Bridgeport Way SW Sharrows	10,000 lf	\$5	\$50,000	sharrow
-	Real-time Parking Arrival Signs				

Appendix J
Caltrain and Metrolink Technical Memorandum

Technical Memorandum – Caltrain and Metrolink Information

Comparisons between Sounder service and other commuter rail systems in the U.S. are needed to analyze access, future station area population growth, and employment forecasts are needed to determine future demand.

Commuter Rail Operations

When comparing future scenarios for station access demand and employing the Sound Transit Access Tool, local commuter rail operations and station area demographic and mode-of-access characteristics are compared to other commuter rail systems in the U.S. The context of this comparison is important:

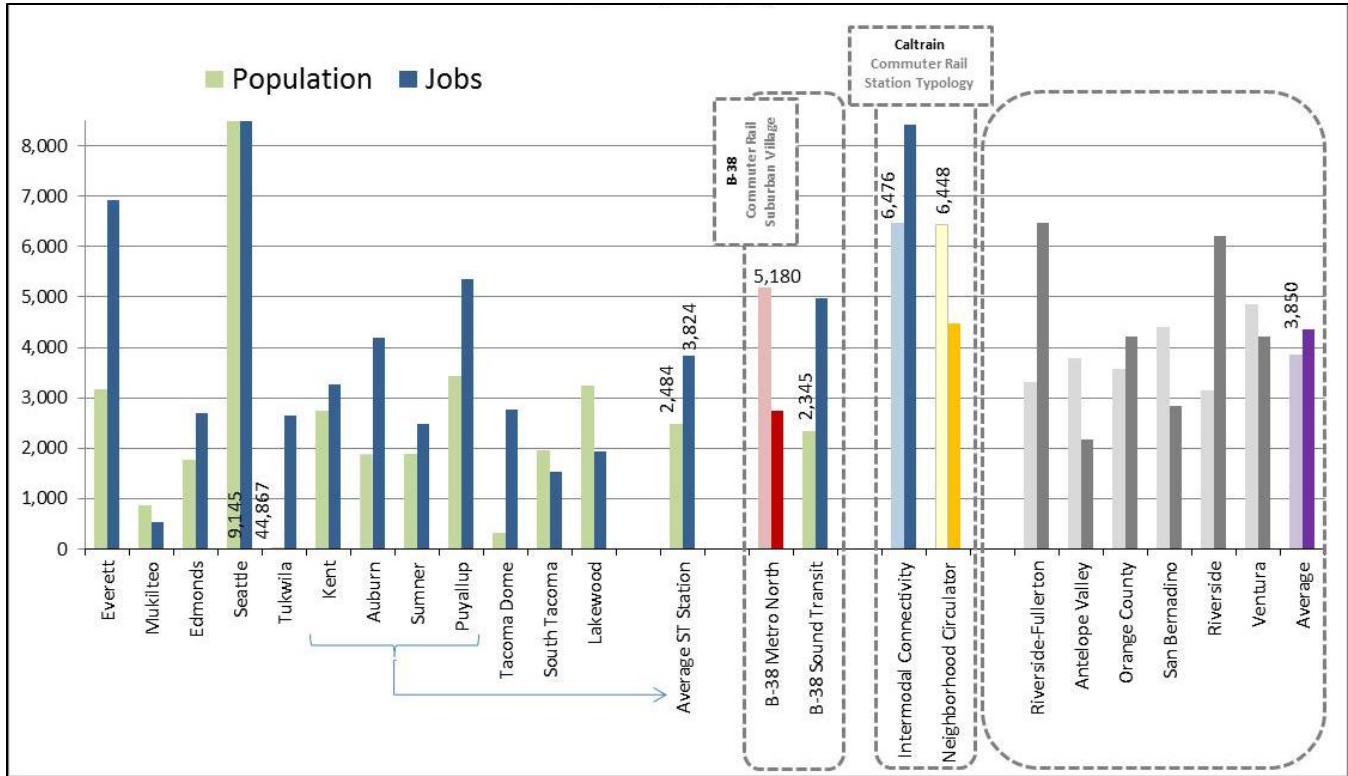
- Sounder commuter service is relatively young but productive, having only begun service in the last decade.
- Sound Transit commuter rail route mileage is similar to San Francisco (Caltrain). While its weekday ridership is roughly 25% of Caltrain's, its ridership per operational mile exceeds that of Los Angeles (Metrolink) and other large U.S. city services.
- Sound Transit service is largely oriented to downtown Seattle.
- There is no mid-day service.
- Caltrain and Metrolink (as well as other U.S. commuter rail systems) provide bi-directional and mid-day service, with multiple commuter destinations.
- U.S. commuter rail station area characteristics, as input to the Sound Transit Access Tool (Suburban Village and Suburban TOD typologies), are derived from New York and Sound Transit samples (supplemented with additional Los Angeles and San Francisco data).
- Caltrain charges for parking at its stations north of San Jose Diridon Station.

Station Area Population and Employment

In addition to service hours and orientation, station area population and employment/housing mix are among key determinants in station area passenger demand.

- Sounder stations (Figure 1) currently have lower population densities within ½ mile of the station (2,484—an average of the station areas for Kent, Auburn, Sumner and Puyallup) than similar station types in the Caltrain and Metrolink systems.
- Sampling input to the Sound Transit Access Tool is based on U.S. stations with a significantly higher population density within ½ mile of the commuter rail station (Suburban Village – 5,180; Suburban TOD – 5,065).
- Kent, Auburn, Sumner and Puyallup Stations have a larger number of jobs in the station-area rather than residences.
- Figure 1 data are based on 2000 and 2008 U.S. Census data.

Figure 1: Commuter Station Population and Employment Density



Average ridership statistics from commuter rail stations within the Caltrain (San Francisco area) and Metrolink (LA area) were applied to Sound Transit's future 2030 passenger demand estimate of each station. Figures showing these estimates are provided for each station in the Station-by-Station Access Summary section. There are several system characteristics and land use density/mix conditions that explain the significantly higher non-auto mode access to commuter rail in the Caltrain projections when compared to the Sound Transit projections for 2030. The 2030 population/employment projections used for each commuter rail station system type are listed below:

1. **2030 Caltrain Interconnectors:** population of 6,475; employment of 8,425.
2. **2030 Caltrain Neighborhood Circulator:** population of 6,450; employment of 4,475.
3. **2030 Metrolink (non-city center):** population of 3,850; employment of 4,350.

The following station-by-station scenarios were modeled to further verify 2030 estimates of Sounder ridership using the Access Tool and the ST Fare Model under current land use plans and potential TOD land use patterns.

Station-by-Station Access Summary

Mukilteo Station

Figures 2 to 4 present future scenarios for Mukilteo Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 2: 2030 Caltrain Interconnectors

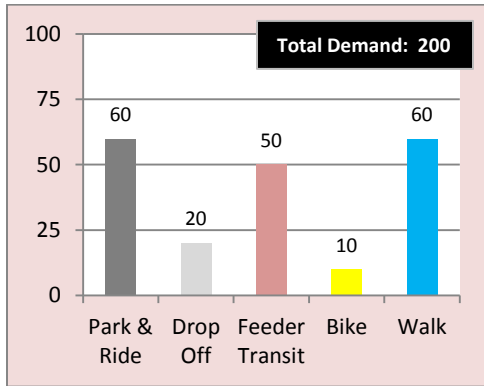


Figure 3: 2030 Caltrain Neighborhood Circulator

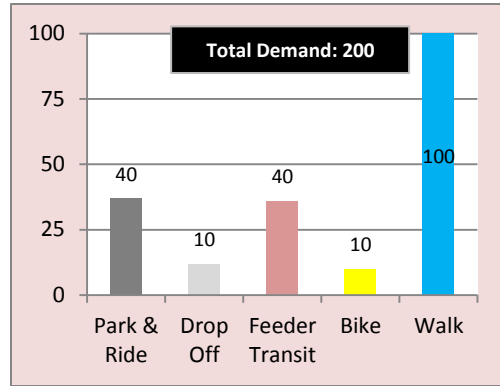
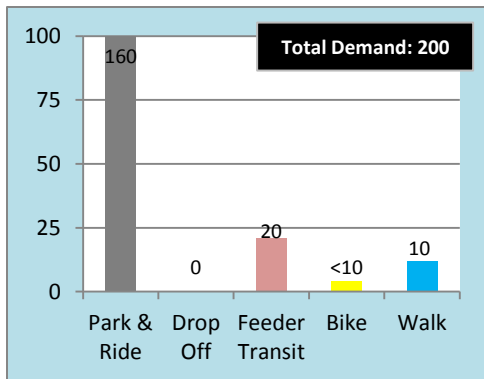


Figure 4: 2030 Metrolink



Kent Station

Figures 5 to 7 present future scenarios for Kent Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 5: 2030 Caltrain Interconnectors

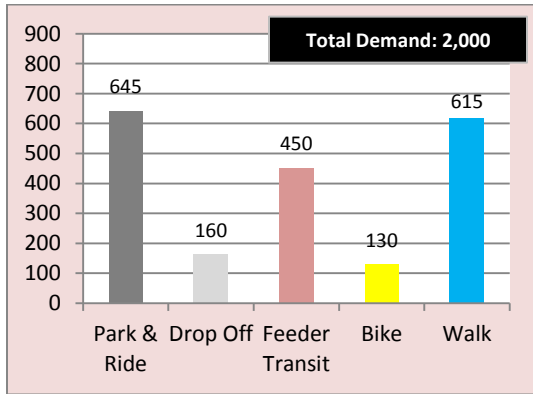


Figure 6: 2030 Caltrain Neighborhood Circulator

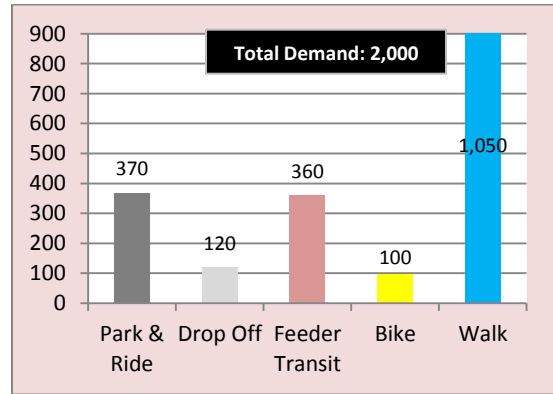
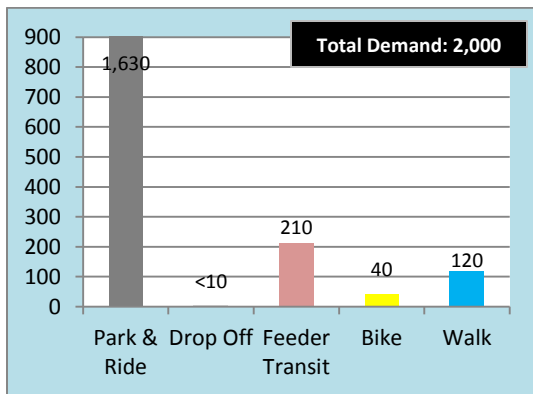


Figure 7: 2030 Metrolink



Auburn Station

Figures 8 to 10 present future scenarios for Auburn Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 8: 2030 Caltrain Interconnectors

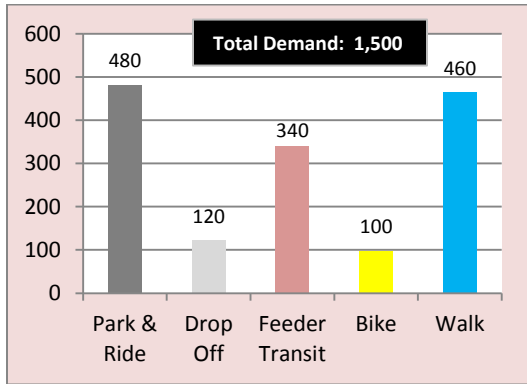


Figure 9: 2030 Caltrain Neighborhood Circulator

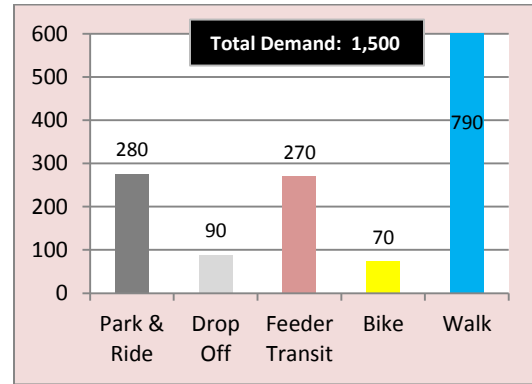
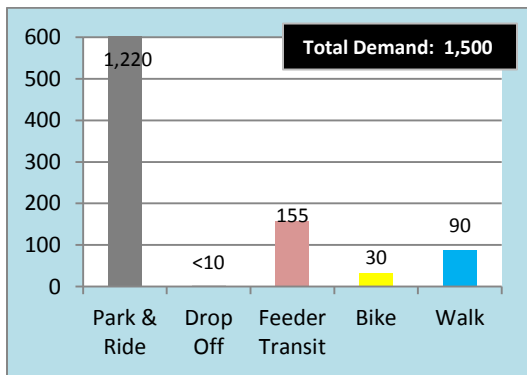


Figure 10: 2030 Metrolink



Sumner Station

Figures 11 to 13 present future scenarios for Sumner Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 11: 2030 Caltrain Interconnectors

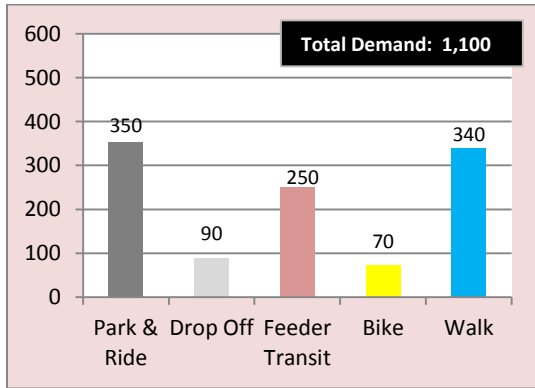


Figure 12: 2030 Caltrain Neighborhood Circulator

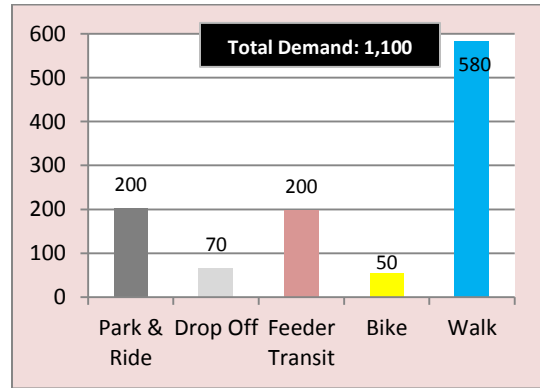
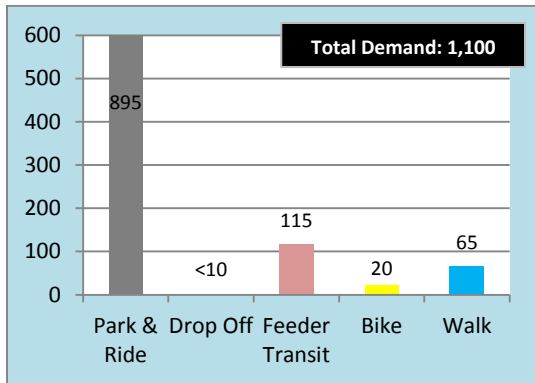


Figure 13: 2030 Metrolink



Puyallup Station

Figures 14 to 16 present future scenarios for Puyallup Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 14: 2030 Caltrain Interconnectors

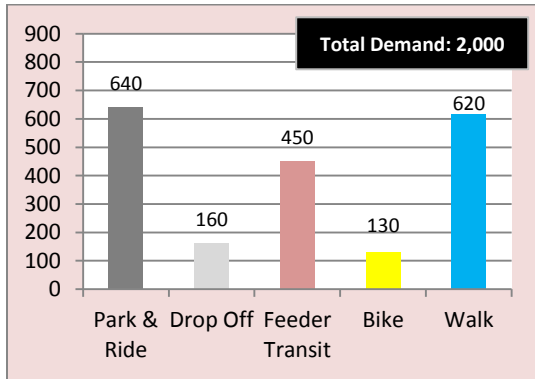


Figure 15: 2030 Caltrain Neighborhood Circulator

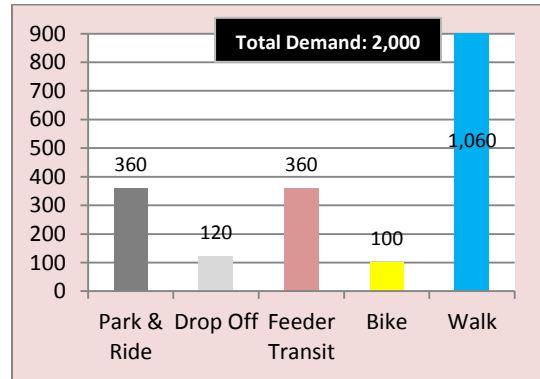
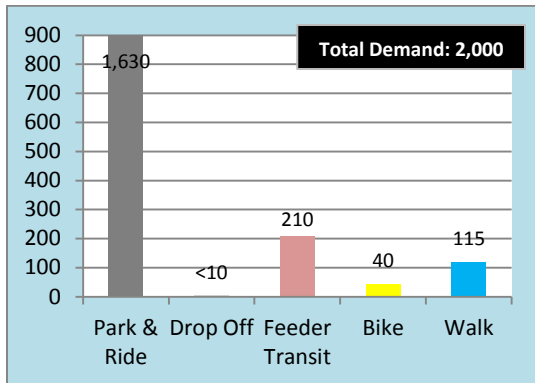


Figure 16: 2030 Metrolink



Tacoma Dome Station

Figures 17 to 19 present future scenarios for the Tacoma Dome Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 17: 2030 Caltrain Interconnectors

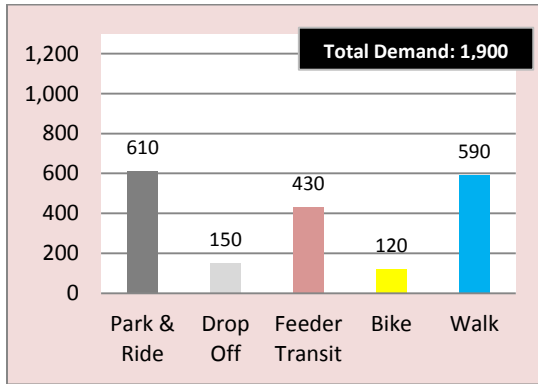


Figure 18: 2030 Caltrain Neighborhood Circulator

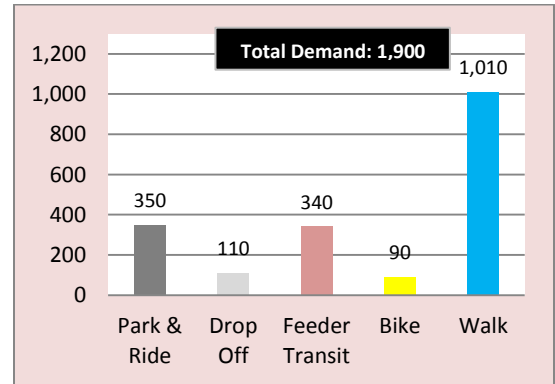
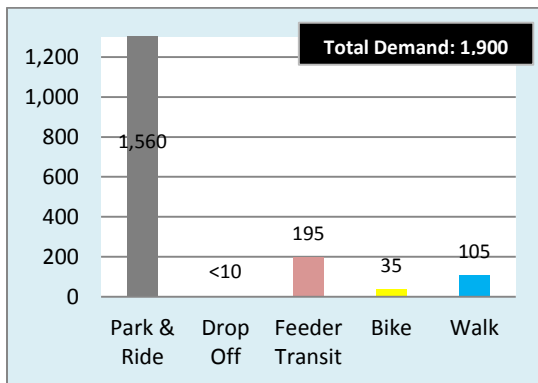


Figure 19: 2030 Metrolink



South Tacoma Station

Figures 20 to 22 present future scenarios for the South Tacoma Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 20: 2030 Caltrain Interconnectors

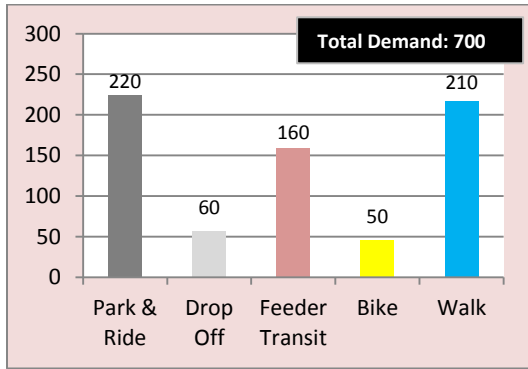


Figure 21: 2030 Caltrain Neighborhood Circulator

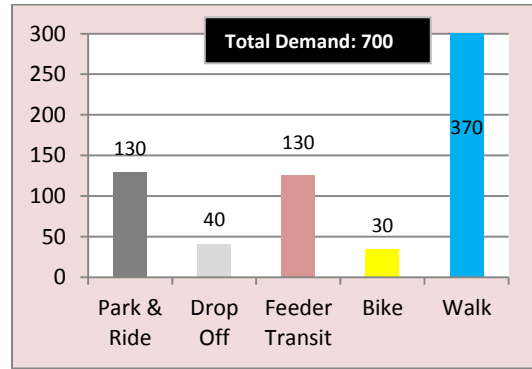
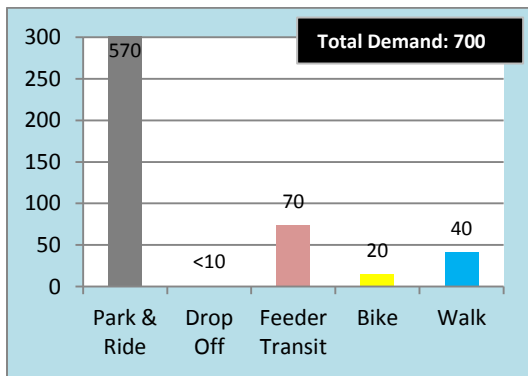


Figure 22: 2030 Metrolink



Lakewood Station

Figures 23 to 25 present future scenarios for Lakewood Station based on the modeling when compared to the Caltrain and Metrolink commuter rail systems.

Figure 23: 2030 Caltrain Interconnectors

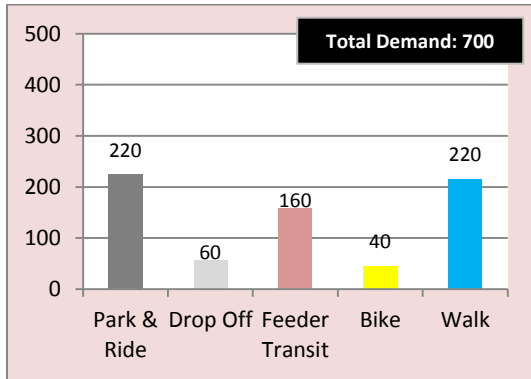


Figure 24: 2030 Caltrain Neighborhood Circulator

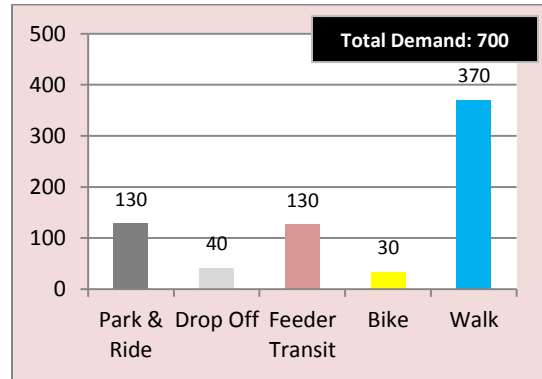
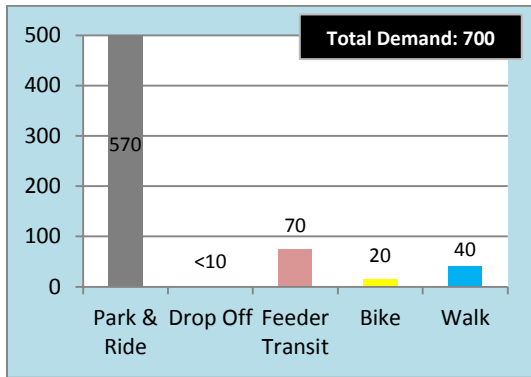


Figure 25: 2030 Metrolink



Appendix K References

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