

Express Bus: Surface Parking Expansion at Tacoma Dome Station

Project Number	S16
Subarea	Pierce
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	2.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Construct a new surface parking lot at Tacoma Dome Station with up to 300 stalls.

Project Purpose:

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

Cost and Schedule

Cost (in Millions of 2007\$)

Schedule

	Low	High
Agency Admin	\$0.6	\$0.7
Environmental Clearance and PE	\$0.7	\$0.9
Final Design, Specs, Permitting	\$0.7	\$0.9
ROW Acquisition	\$2.0	\$2.3
Construction	\$6.2	\$7.2
Vehicles	\$0.0	\$0.0
Contingency	\$1.0	\$1.1
Total	\$11.3	\$13.0

Proposed Schedule Not Yet Developed

Design Basis Conceptual

Environmental Documentation Required

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

Relationships to Other Projects

<i>Relationship</i>	<i>Project</i>
Dependent on	Future demand for parking depends on other potential ST2 projects for Sounder expansion and Link extensions (see Projects S6, S7, S2, S24, and S26)

Project Partners

City of Tacoma, Tacoma Rail	
Pierce Transit	
BNSF	

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Long Description

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

Description:

Construct a new surface parking lot with up to 300 stalls at Tacoma Dome station to increase net parking capacity by up to 300 stalls.

Project Elements Included:

- Up to 300 new parking stalls in a new surface parking lot
- Sidewalks, curb & gutter along property frontages
- At-grade pedestrian improvements
- Assume one new traffic signal
- Signage, lighting, and CCTV cameras
- Landscaping
- Assume poor soil conditions and hazardous soils remediation
- Construction phasing to maintain operation of the station, including alternate routing of PT and ST buses
- 1 percent for art per ST policy

Utilities:

- Undergrounding of overhead utilities and relocation of underground utilities (where needed to complete the facility)

Right-of-Way and Property Acquisition:

- Sufficient real property to permit construction of up to 300 surface parking stalls
- Alley vacation

Mitigation:

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

Exclusions:

- Public restrooms
- Additional pedestrian bridges
- Additional canopies, shelters, leaning rails or benches
- Additional bus bays or layover space
- Non-structural architectural and aesthetic elements in excess of ST art program
- Track/crossing improvements.
- Local street reconstruction
- Facilities that would support Amtrak operations.

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

Agreements Required: City of Tacoma, Pierce Transit, BNSF

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Flexible Access to ST Facilities:

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

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

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

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

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$11.3 - \$13.0	in Millions of 2007\$
Annual Operating Cost	\$0.1	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	# transit routes: 7 ST (including Sounder), 7 PT, 1 Intercity Transit
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	High	

Key Issues and Benefits

Issues:

- Potential parcels for parking facility are limited and may have existing uses that are difficult to site.

Benefits:

- Provides additional parking for Sounder, Tacoma Link and ST Express bus service to accommodate long-term demand.
- Acquisition of property for surface parking allows for future parking structure, if needed.
- Design of project could change depending on implementation of other potential ST2 projects (e.g. Link extensions and Sounder expansion.)