



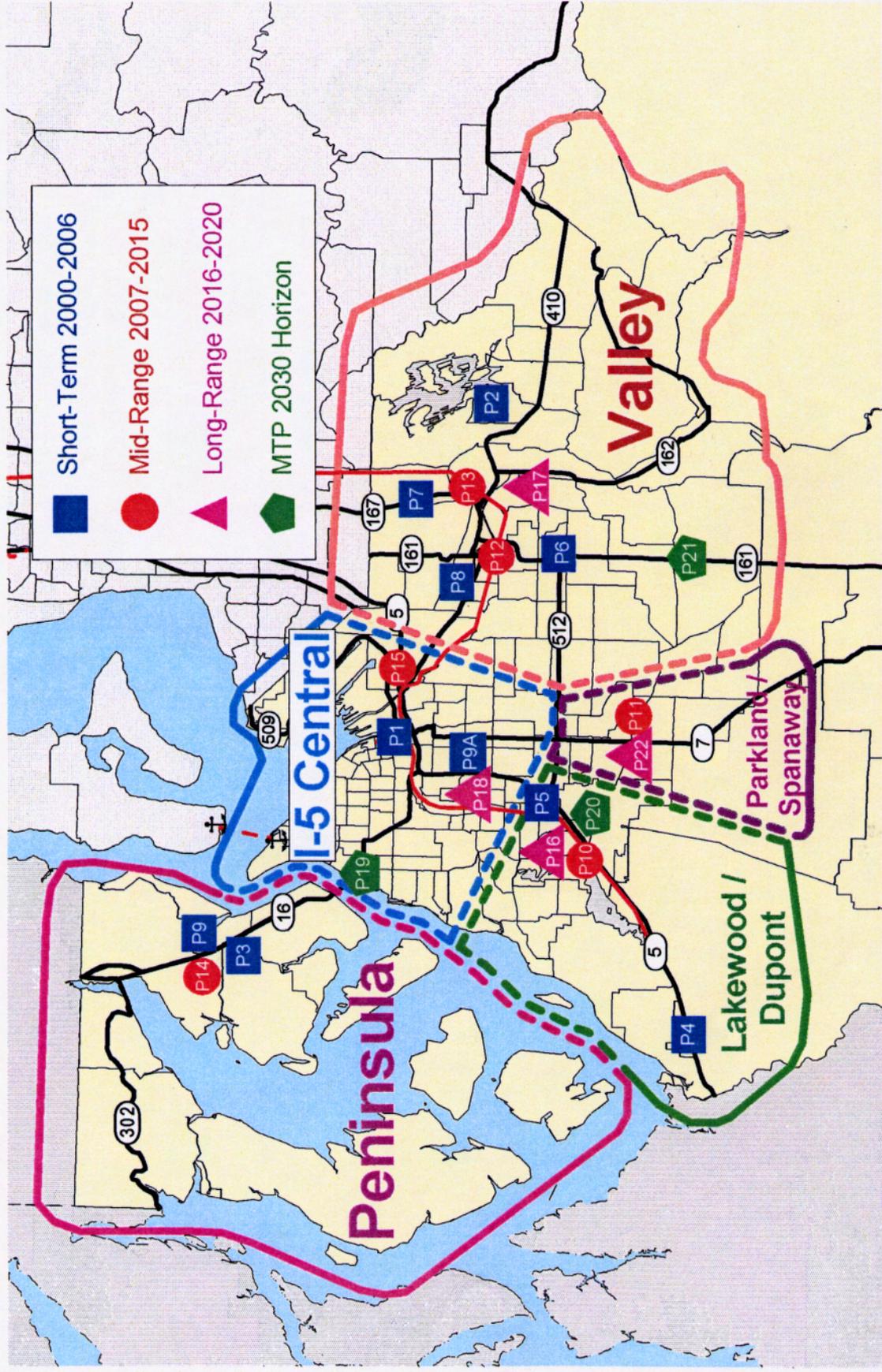
Existing Ferry Terminal

Existing Ferry Route

Proposed Light Rail Route

Proposed Commuter Rail Route

■ Short-Term 2000-2006  
● Mid-Range 2007-2015  
▲ Long-Range 2016-2020  
◆ MTP 2030 Horizon



## METHODOLOGICAL ASSUMPTIONS SPECIFIC TO PIERCE COUNTY

The methodology utilized for the Pierce County analysis closely followed the methodology outlined in Section III of this report. Adjustments in methodology which pertain only to this county are presented below.

### Coverage Areas

An initial step in the demand estimation involves the identification of ideal coverage areas for each corridor. Coverage areas for individual park-and-ride facilities within each transit corridor are shown in Figures 7.8 through 7.12. Proxy lots and combined existing lots shown in these figures were located for analysis purposes, and do not suggest finalized recommendations.

### Transit Assumptions

The PRD model requires the input of transit assumptions. In order to estimate “unconstrained” park-and-ride demand, reasonably aggressive existing and future transit service levels were assumed. These assumptions included:

- Service to the Lakewood and Dupont proxy lots was assumed to be similar to the SR 512 facility.
- Service to the N 167/Sumner Station and the Puyallup Station proxy lots was assumed to be similar to the Tacoma Dome Station.
- All lots were assumed to have service to either the Tacoma or Seattle CBD.



Existing P&R Lot



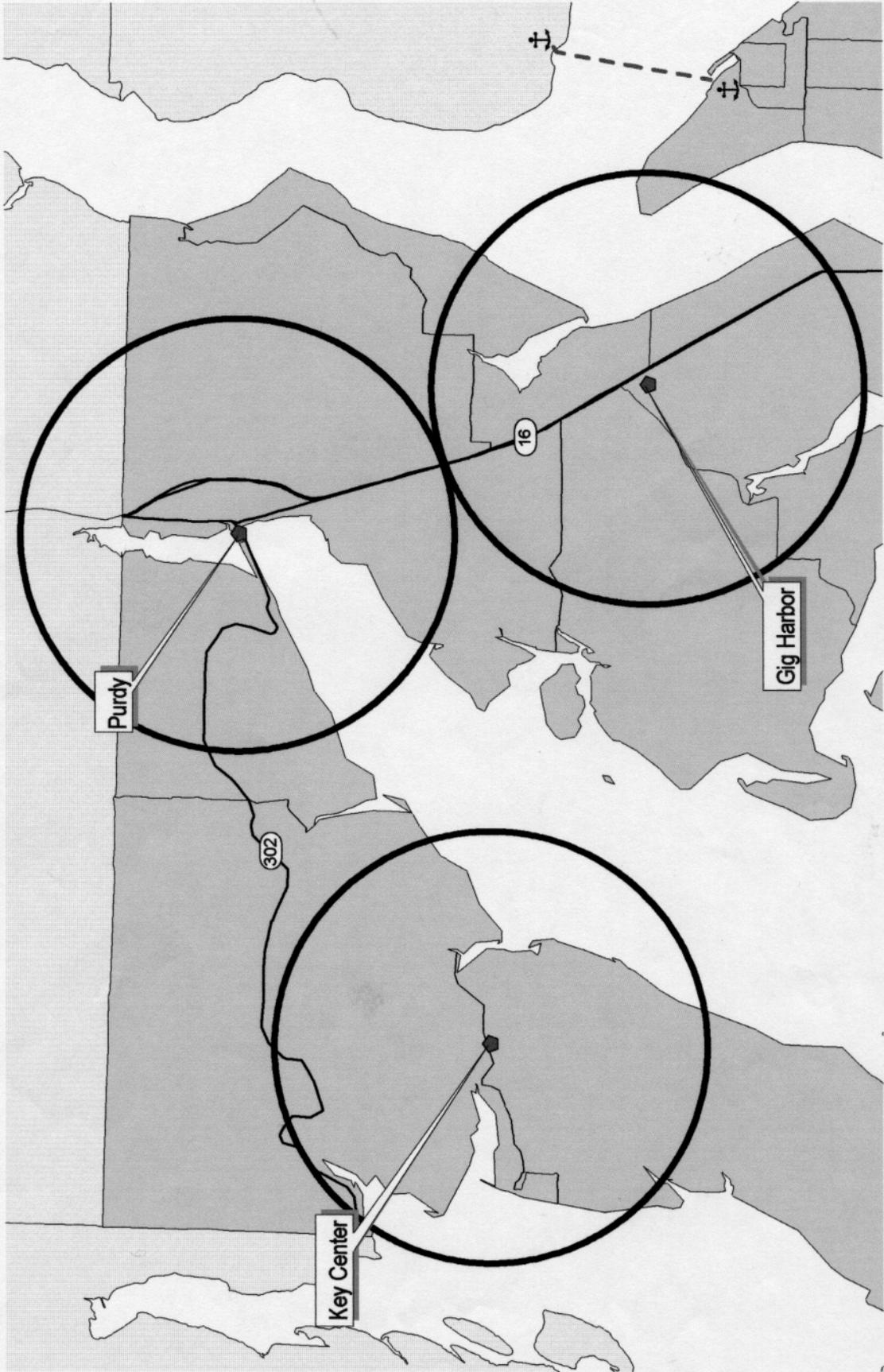
Existing Lot Coverage Area



Existing Ferry Terminal



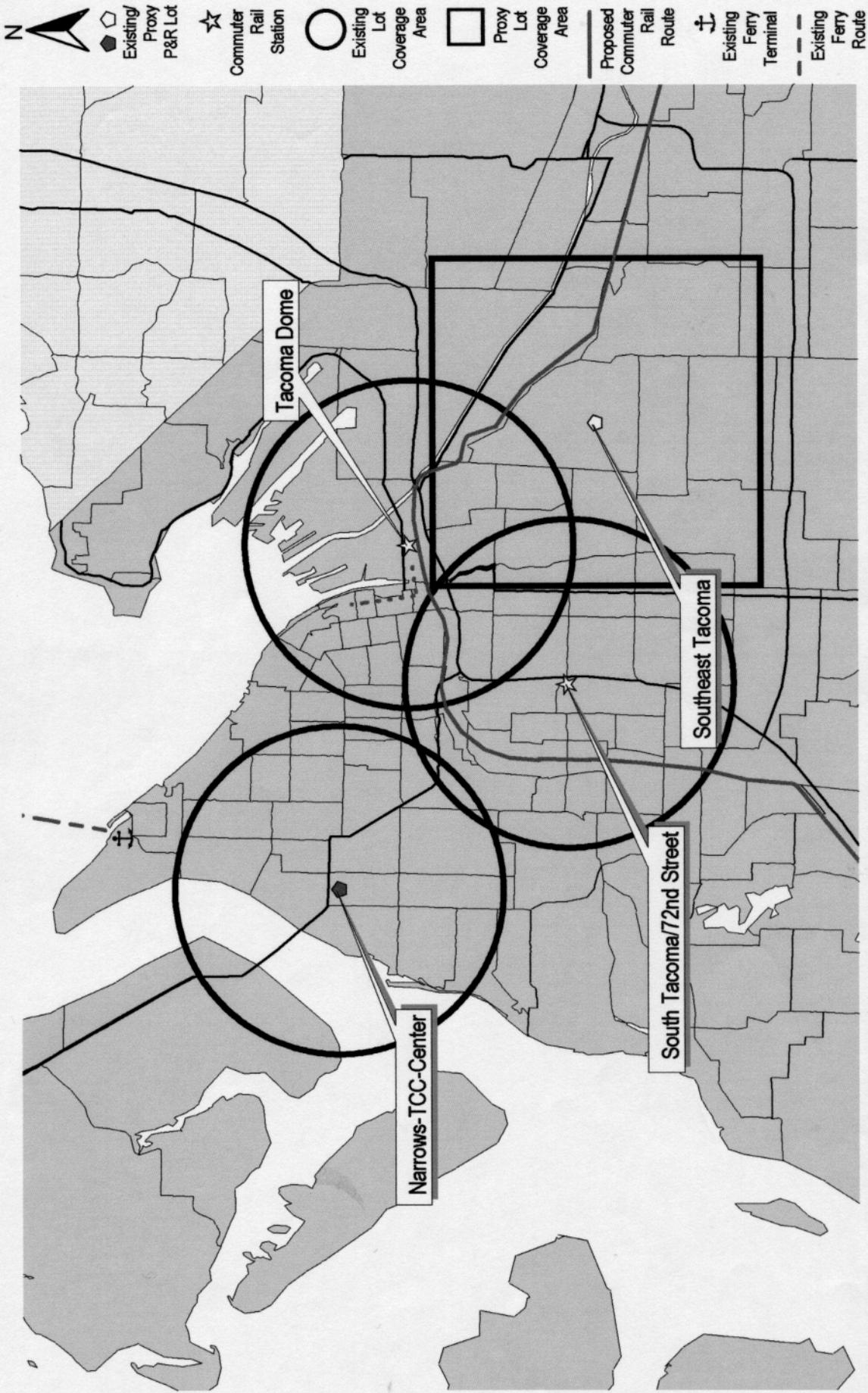
Existing Ferry Route



Coverage Areas for the Peninsula Corridor

Puget Sound Park-and-Ride System Update  
FIGURE 7.8



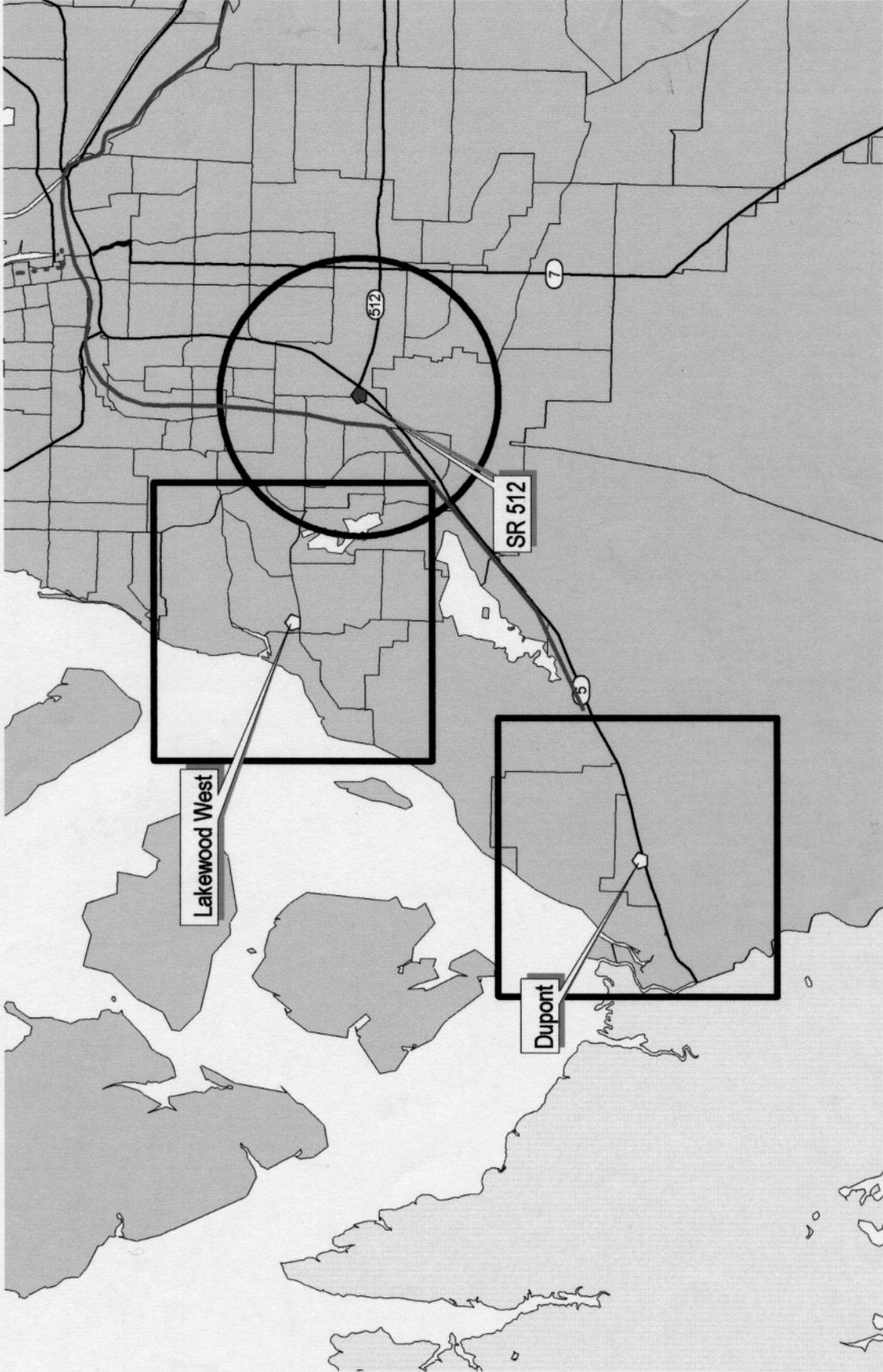


Coverage Areas for the Central Tacoma Sub-Area





- Existing P&R Lot
- Proxy P&R Lot
- Existing Lot Coverage Area
- Proxy Lot Coverage Area
- Proposed Commuter Rail Route

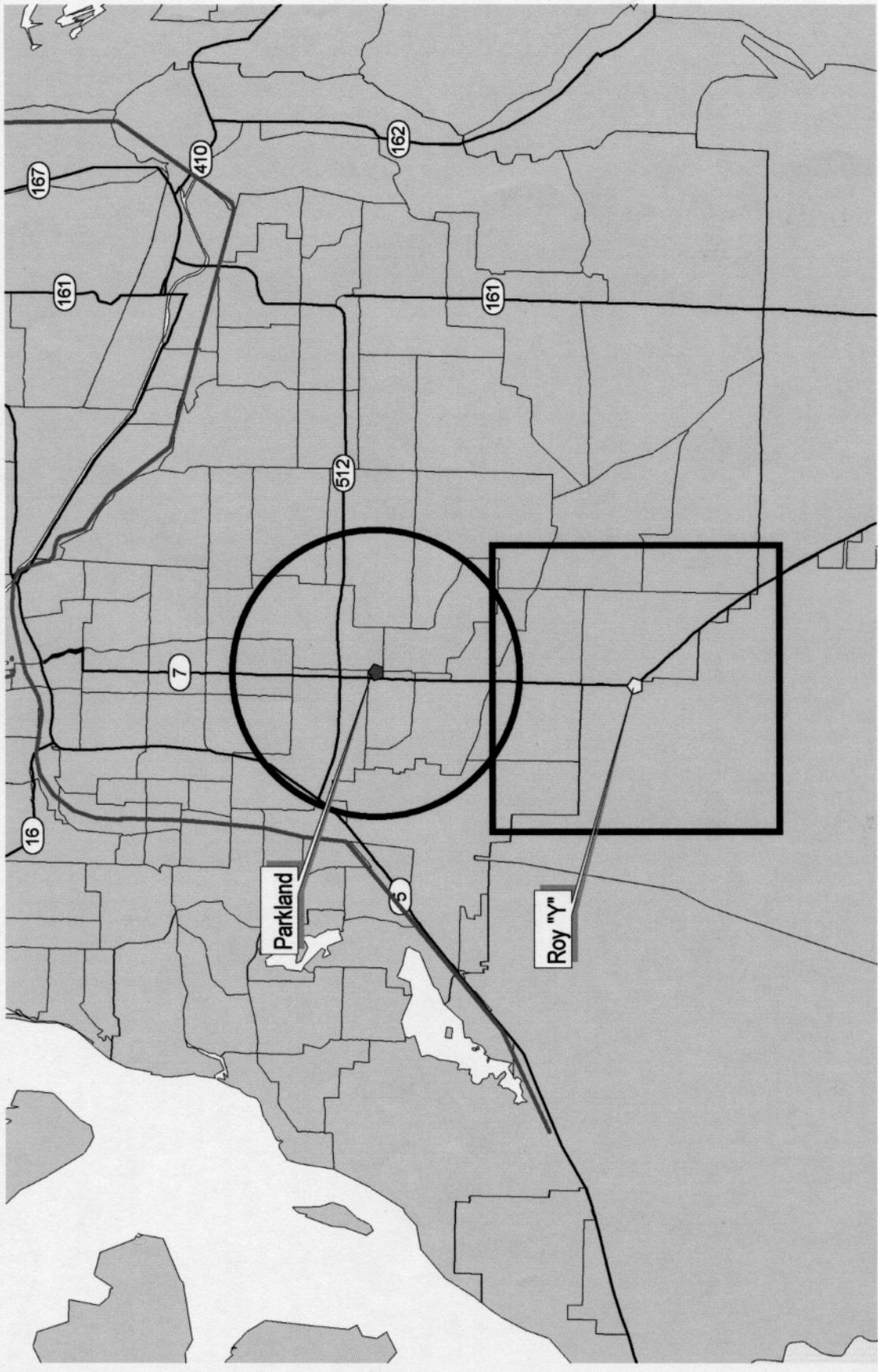


Coverage Areas for the Lakewood/Dupont Sub-Area





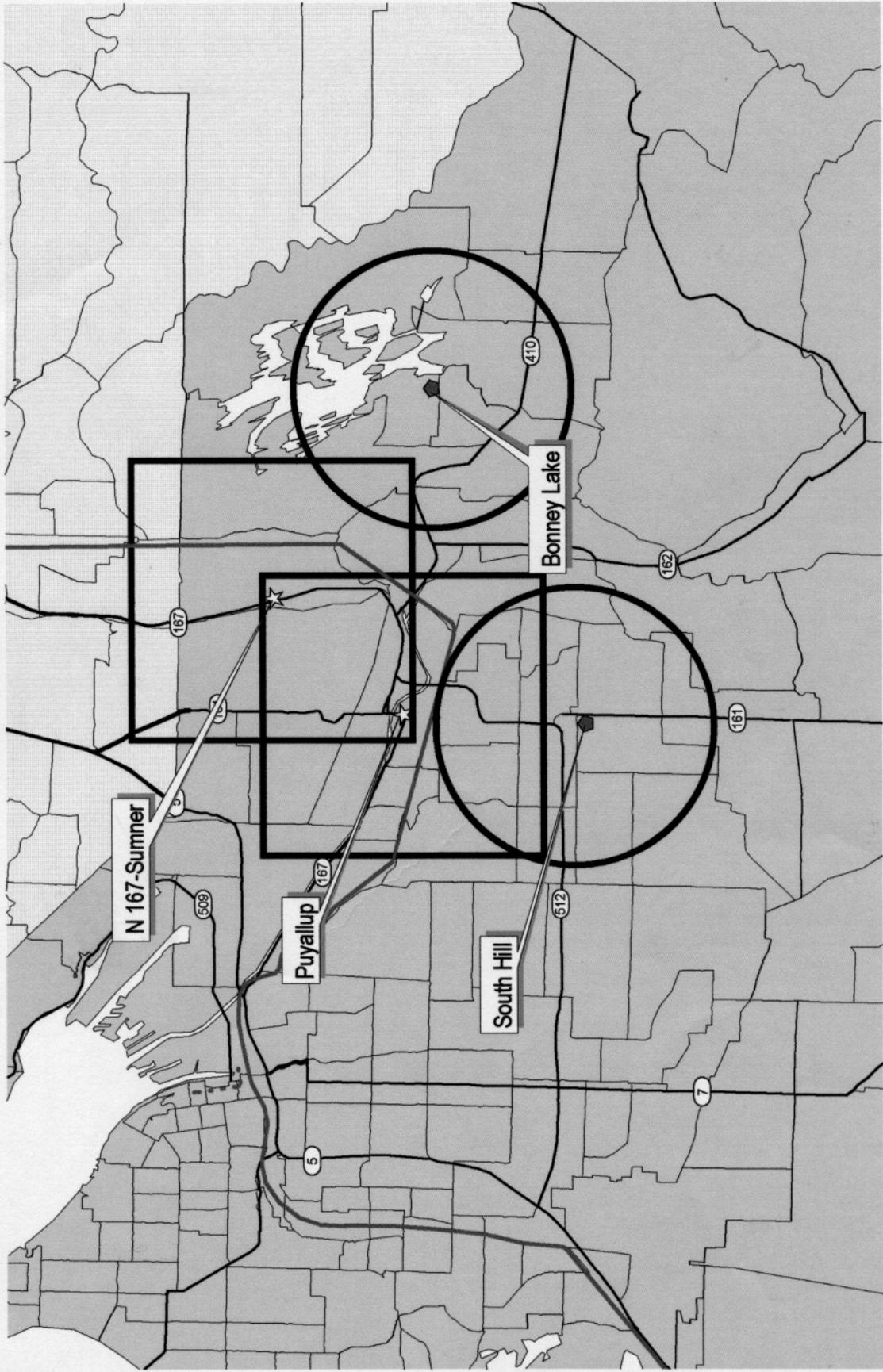
- Existing P&R Lot
- Proxy P&R Lot
- Existing Lot Coverage Area
- Proxy Lot Coverage Area
- Proposed Commuter Rail Route



Coverage Areas for the Parkland/Spanaway Sub-Area



-  N
-  Existing P&R Lot
-  Commuter Rail Station
-  Existing Lot Coverage Area
-  Proxy Lot Coverage Area
-  Proposed Commuter Rail Route
-  Proposed Light Rail Route



Coverage Areas for the Valley Corridor



## Local Methodological Adjustments

A uniform methodology was applied throughout the study in order to assure consistency of findings. The three step approach outlined in the Methodology chapter (Section III) of the report allowed for minor modifications to be made for each county.

Because the PRD model was primarily developed in King County, adjustments were required to validate the model for use in Kitsap, Pierce, and Snohomish counties. These adjustments were made on a trial-and-error basis using existing observed demand to obtain reasonable results. The following methodological adjustments were made for the Pierce County analysis:

- The Tacoma CBD was substituted for the University of Washington (Seattle campus) destination in the PRD model.
- The University of Washington campus in Tacoma was treated the same as the Tacoma CBD destination.
- No direct service was provided to the Renton and Everett Boeing or Bellevue CBD destinations.
- An additional \$4.00 cost for a toll bridge across the Tacoma Narrows was added in to the weighted auto operational costs in the PRD model for 2010, and an additional \$6.00 for 2020, for the lots in the Peninsula Corridor. Long-range forecasts could be expected to be slightly lower in the event that a toll bridge is not constructed.
- Four sets of growth rates were estimated for King County. These growth rates were taken from the Sound Transit and PSRC models, and applied to the lots by transit corridor and sub-area as follows:

<b>Growth Rate Area</b>	<b>Growth Rate</b>		<b>Lots</b>
	<b>Transit</b>	<b>Population</b>	
Lakewood/Dupont & Parkland/Spanaway Sub-Areas	1.045	1.013	Roy "Y" SR 512 Lakewood West Dupont Parkland
Central Tacoma Sub-Area	1.016	1.015	Tacoma Dome Station S. Tacoma Station Narrows/TCC/Center Southeast Tacoma
Valley Corridor	1.035	1.014	N167/Sumner Station Bonney Lake Puyallup Station South Hill
Peninsula Corridor	1.035	1.018	Purdy Gig Harbor Key Center