



Links to Opportunity Project

**City of Tacoma
Planning and Development Services
Public Works**



City of Tacoma Transportation Commission Meeting
October 18, 2017



Presentation Overview

- Project Overview
- Funding
- Project Map
- Coordination
- Community Outreach
- Design Process and Next Steps
- Comments and feedback



Project Overview



A partnership between the City of Tacoma and Sound Transit to

- Align with the Hilltop Subarea Plan and Transportation Master Plan
- Develop and design streetscape improvements along the Link Extension route, including sidewalks, lighting, benches, trees, and landscaping
- Connect Hilltop residents with workforce development opportunities provided by the Link Extension and other upcoming construction projects
- Actively engage the community in both of these efforts

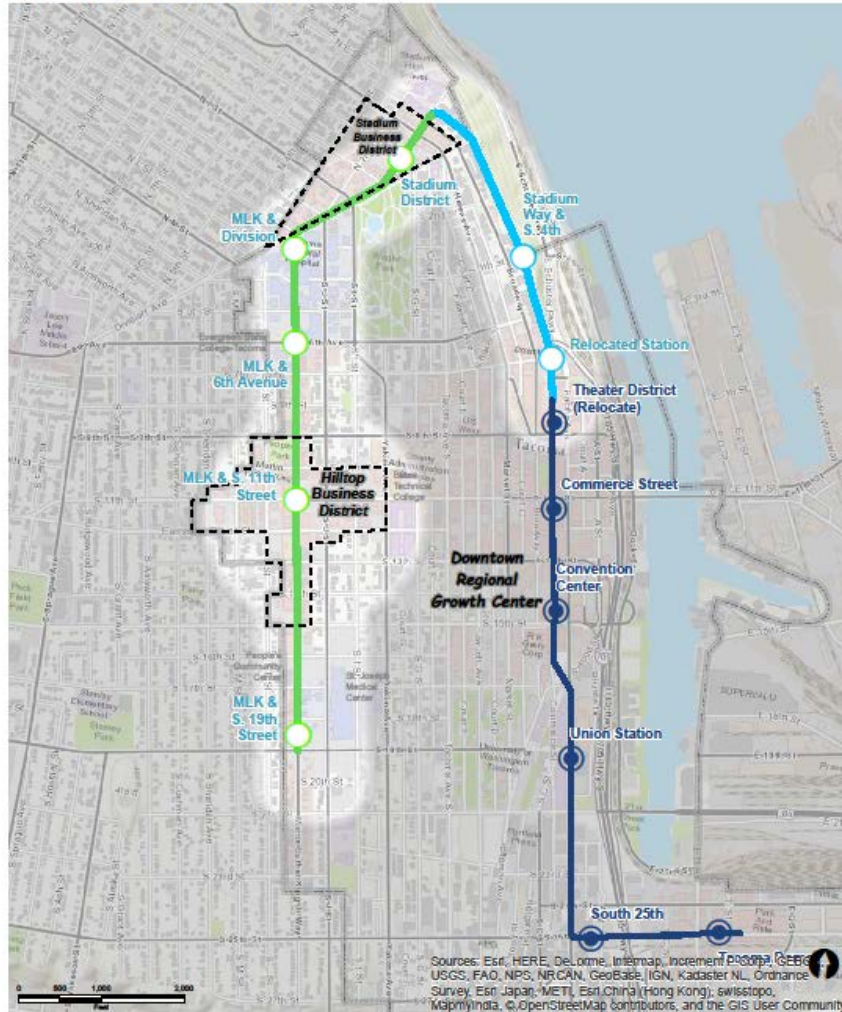


Funding

- \$2 million, two year (2016-2018), grant from the Federal Transit Administration's (FTA) Transit Oriented Development Planning Program. The City contributed \$500,000 match.
- The FTA grant was awarded to Sound Transit and the City of Tacoma is the sub-recipient of the funds.
- The Links to Opportunity Project is one of 21 projects from across the country selected to receive this funding.



Streetscape Planning Area Links to Opportunity



Existing Tacoma Link
 Proposed link extension w/design of amenities such as way-finding signs and corridor connections
 Streetscape design alignment to follow Tacoma Link Expansion

Note: The lighter area around the link may be considered for complete streets elements (including but not limited to bicycle and pedestrian accommodations, amenities and way-finding signs).

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 Community & Economic Development Department
 GIS Analysis & Data Service
 4/28/2017



Coordination with Sound Transit



- Sound Transit is leading the Extension of the current Tacoma Link Light Rail system, connecting Hilltop and Stadium neighborhoods to Downtown.
- The streetscape design and planning efforts are to consider enhancements along the Link Extension route.



Community Outreach

- Contracted grassroots engagement
- Door to Door Outreach
- Design workshops
- Next phase focused on gathering feedback on conceptual design elements





Hilltop Engagement Committee



- 15 member appointed committee
- Activate Tacoma 2025 and Equity and Empowerment goals
- Two way learning and information sharing model
- Meaningful impact on final product





Community Storefront

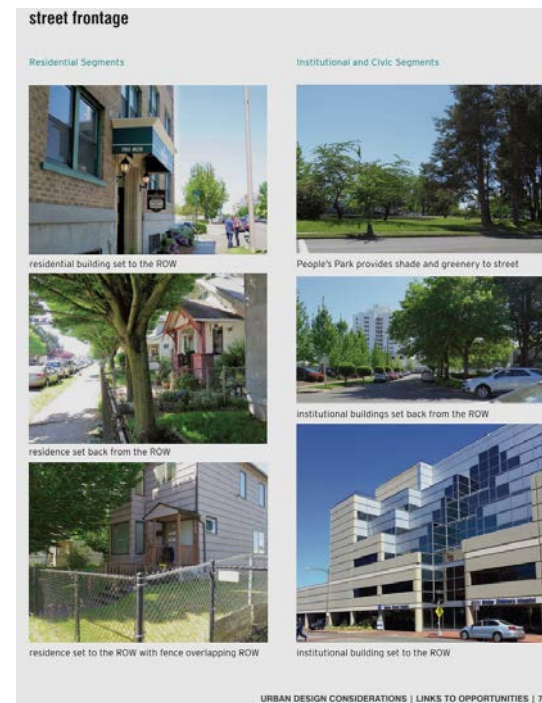
- 1120 South 11th Street
- Grand Opening During Hilltop Street Fair (August 2017)
- City presence on Hilltop as we prepare for construction
- Expanded hours coming soon
 - City Staff
 - Consultant Staff
 - Sound Transit Staff





Design Progress

- 10% Design Plans completed by AHBL





Design Next Steps



- Bike/Pedestrian Facilities
- Future funding and grant applications for this project and other projects relating to pedestrian
- Festival Streets
- 30%, 75% & 95% Final Design
- Construction funding (2018 PSRC regional competition)



Design Next Steps



Bicycle Priority Network,
Transportation Master
Plan, p. 77 (2015)



Design Milestones



- LTO schedule working in conjunction with Sound Transit schedule
- 10% Design-September 8, 2017
- -Sound Transit 90% Review Plans submitted to City for review September 2017
- 30% Design-December 15, 2017
 - Sound Transit Ad Ready
- 75% Design-March 2018
 - Sound Transit Bid and Award
- 95% Design June 2018
 - Sound Transit Construction



Links to Opportunity Project

City of Tacoma
Planning and Development Services
Public Works
Hilltop Engagement Committee
cityoftacoma/links.org



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Pacific Avenue || SR 7 Corridor

HIGH CAPACITY TRANSIT

FEASIBILITY STUDY

Tacoma Transportation Commission

Darin L. Stavish, Project Manager

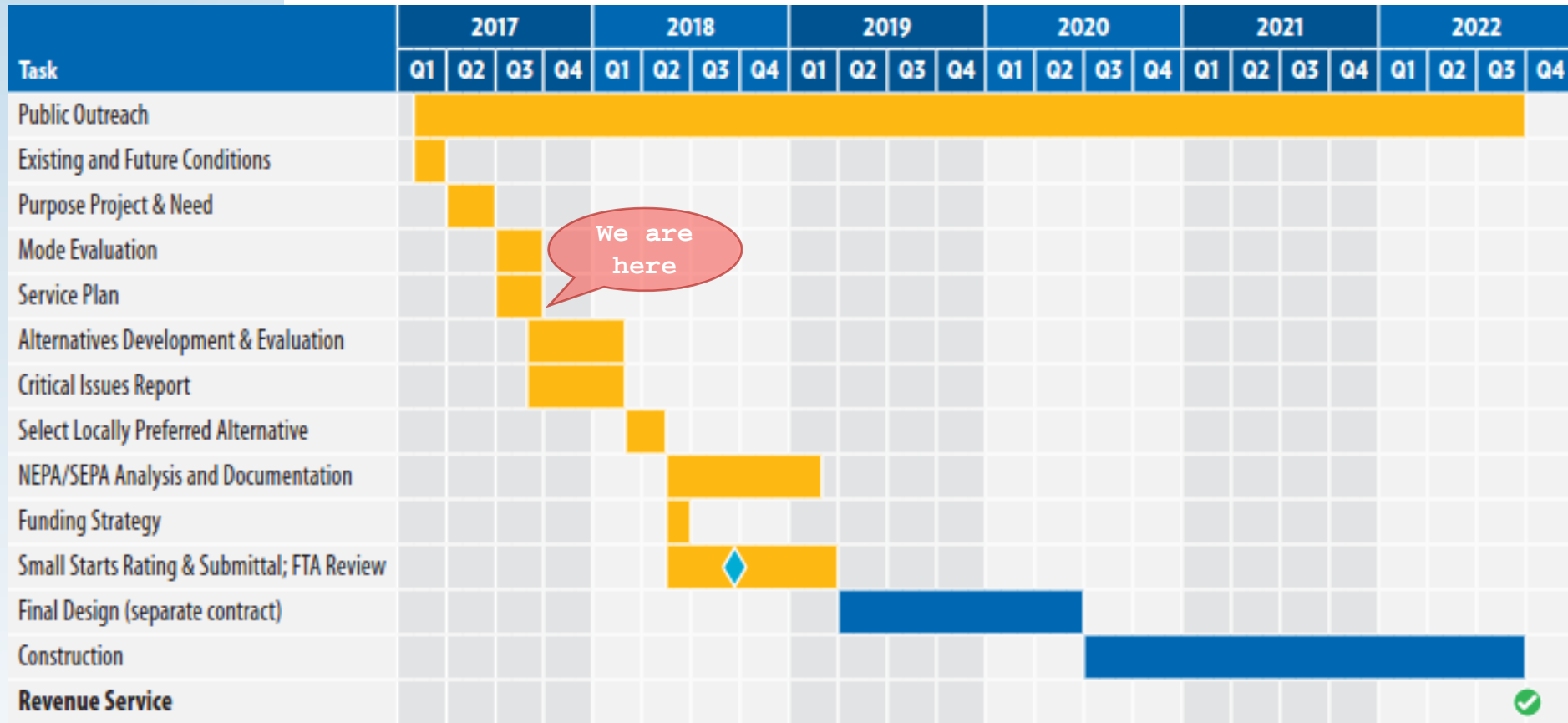


October 18, 2017

Project Schedule and Milestones

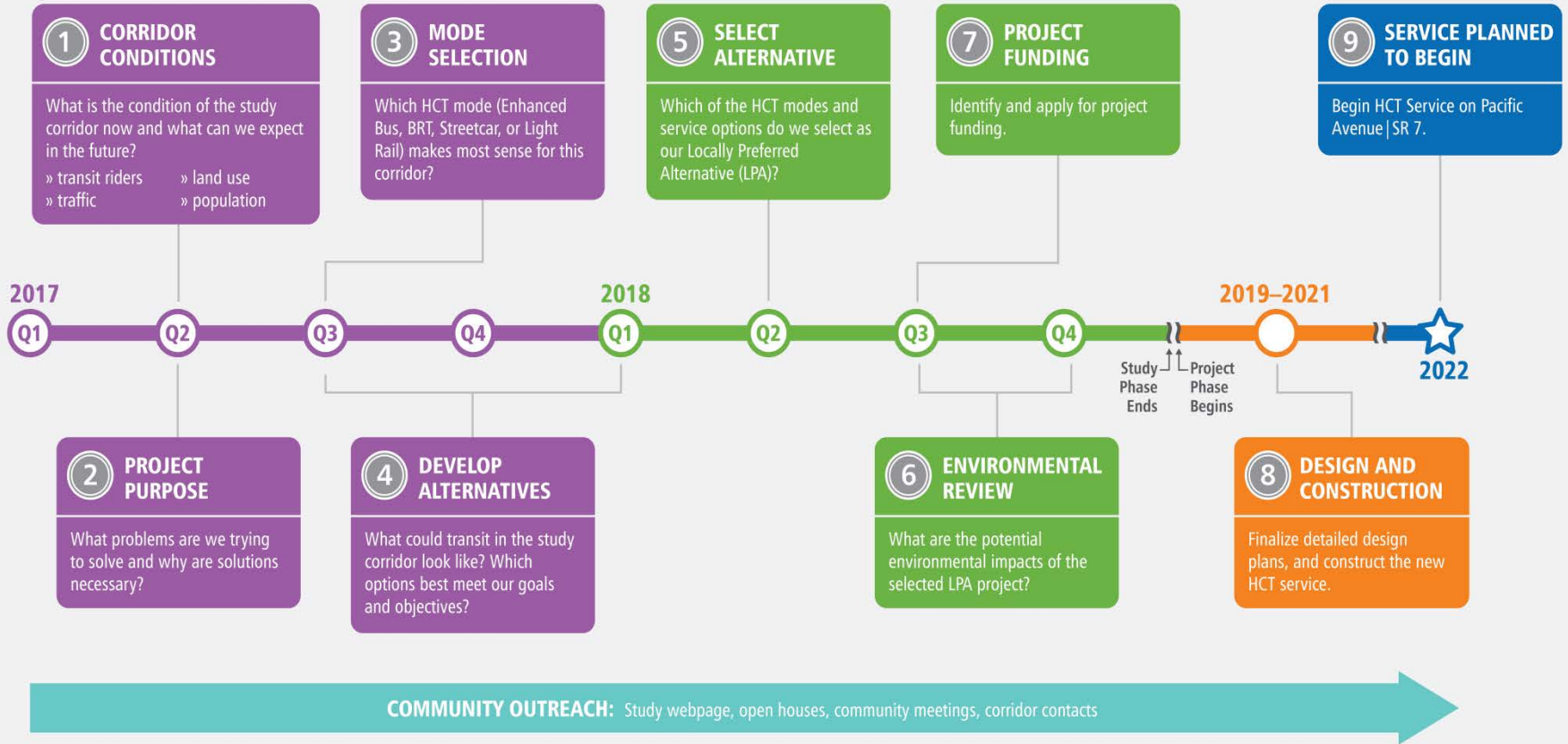


Project Schedule: 2017 - 2022





What is the Corridor Study Process?



Recent Activity: February - September 2017

- Purpose & Need Finalized
- Website available, including "Virtual Open House" and comment form
- First Open Houses held in September
- Draft Mode Selection Report Completed
- Draft Service Plan Report Completed

Upcoming Activities through 2017

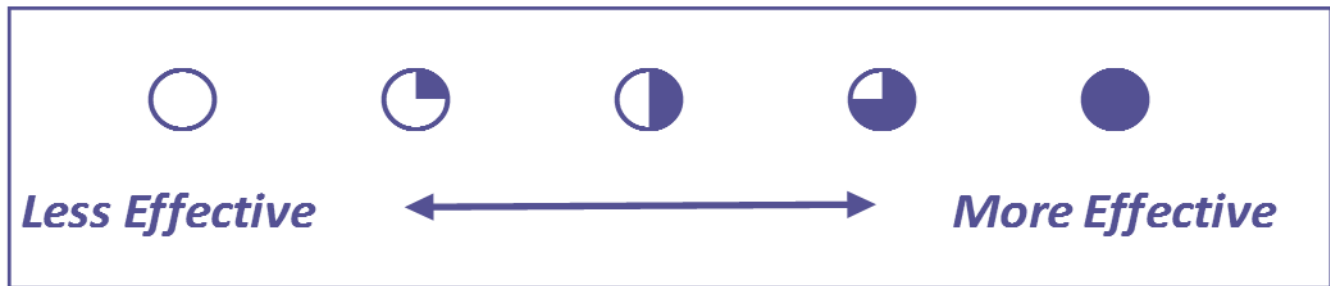
- Finalize Mode Selection
- Finalize Service Plan
- Hold Second Round of Open Houses November 14, 15 (two), and 16
- Begin Development of Design Concepts
- Model western section of Route 1 (TCC to downtown) for potential HCT ridership too

Mode Selection



HCT Modes Being Considered

- Retain fixed Route 1 as currently operating (to be carried forward)/No Build
- Enhanced Bus (“BRT Lite”)
- Bus Rapid Transit
- Streetcar
- Light Rail



Summary of Mode Evaluation Results

Purpose and Need Goals		No Build (Current Service)	Enhance d Bus	Bus Rapid Transit	Streetcar	Light Rail Transit
1	The project will increase transit ridership by reducing transit travel time, improving trip reliability, increasing service frequency, and enhancing transit's comfort, convenience and image.	1	3	4	4	5
2	The project will provide cost-effective transit service in the Study Corridor.	4	4	4	2	1
3	The project will increase transit capacity to meet current and projected transit travel demand.	1	3	4	4	5
4	The transit service will be accessible to all populations, including minorities, people with low income levels, and those that are transit dependent.	5	5	4	4	3
5	The project will promote environmental stewardship and sustainability by reducing greenhouse gas emissions and supporting smart growth.	2	3	4	5	5
6	The project will improve access to the Study Corridor transit service for pedestrians and bicyclists.	1	3	4	4	3
7	The project will provide improved connections with other local or regional travel modes.	1	3	5	5	4
8	The project will have a high likelihood of funding through identified grant programs and new funding sources.	1	2	4	3	2
9	Enhance safety and security for transit patrons and public health overall.	1	3	4	4	4
10	The project will support planned local and regional growth and corridor revitalization efforts	2	3	4	4	5
11	The project will be consistent with adopted local and regional transportation plans.	1	4	5	1	1
12	The project will minimize adverse impacts to other travel modes and adjacent property.	5	5	3	2	2
Total Score:		24	41	49	42	40
Average Score by Goal:		2.1	3.4	4.1	3.5	3.3

HCT Mode Recommendation

- Recommend that Bus Rapid Transit (BRT) be advanced as the preferred High Capacity Transit mode.
- Current Route 1 service to be carried forward as the “No Build” alternative.

Service Alternatives Evaluation (Service Plan)



Service Plan: Options Analyzed

Option 1: HCT Overlay Service

- Local Route 1 service continues to operate with 30-minute weekday headways
- Station spacing of $\frac{1}{2}$ to 1 mile
 - **Option 1a) HCT with 15-minute frequency**
 - Option 1b) HCT with 10-minute peak / 20-minute off-peak frequency

Service Plan: Options Analyzed

Option 2: HCT Replacement Service

- HCT Service replaces local Route 1 service
- Station spacing of about 1/3 mile
 - Option 2a) HCT with 15 minute frequency
 - Option 2b) HCT with 10-minute peak / 20-minute off-peak frequency

Service Plan: Evaluation Criteria

1. Ridership
2. Operating Costs
3. Access (Number of new, stations, spacing between them, and enhanced connections for bicycles and pedestrians)
4. Service Complexity (for both transit operators and transit passengers)
5. Capital Costs
6. Cost Effectiveness (Operating cost per boarding)
7. Support for Redevelopment

Used ratings of 1 (worst) to 5 (best) as shown previously.

Service Plan Recommendation

Advance

- Option 1a: Overlay HCT service (15-minute frequency) with underlying local service (30-minute frequency)
- Option 1b: Replacement HCT service with 10-minute peak and 20-minute off-peak service

Note: Pierce Transit may not be able to afford either overlay option due to increased operating costs. Our current finance plan shows no increase in service for the next five years.

Public Involvement November Open Houses



Next Four Open Houses to focus on:

- > What we heard from you in September (Word Cloud Diagram)
- > How do the HCT modes meet our goals?
- > BRT Vehicles Technology
- > What makes a system BRT (i.e., what's required under Small Starts)?
- > Initial Transitway Design Concepts
- > Planning & Environmental Linkages - NEPA & SEPA Processes

- **Tue. 11/14 (4-7 pm) UW-Tacoma - Philip Hall - James A. Milgard Family Assembly Room - Room WPH 101 - 1918 Pacific Avenue**
- Wed. 11/15 (1-4 pm) PLU - Anderson University Center - Room 201
- Wed. 11/15 (5-8 pm) Stewart Middle School - Commons Area
- Thu. 11/16 (4-7 pm) Spanaway Elementary School - Library

