

Puget Sound Gateway Program

SR 167 Completion Project

Tacoma Transportation Commission
April 18, 2018

THOMAS SLIMAK, PE

SR 167 ASSISTANT PROJECT MANAGER

Agenda

- Puget Sound Gateway Program Overview
- Program Funding
- SR 167 Completion Project Overview
- Next Steps

Puget Sound Gateway Program - SR 509 & SR 167



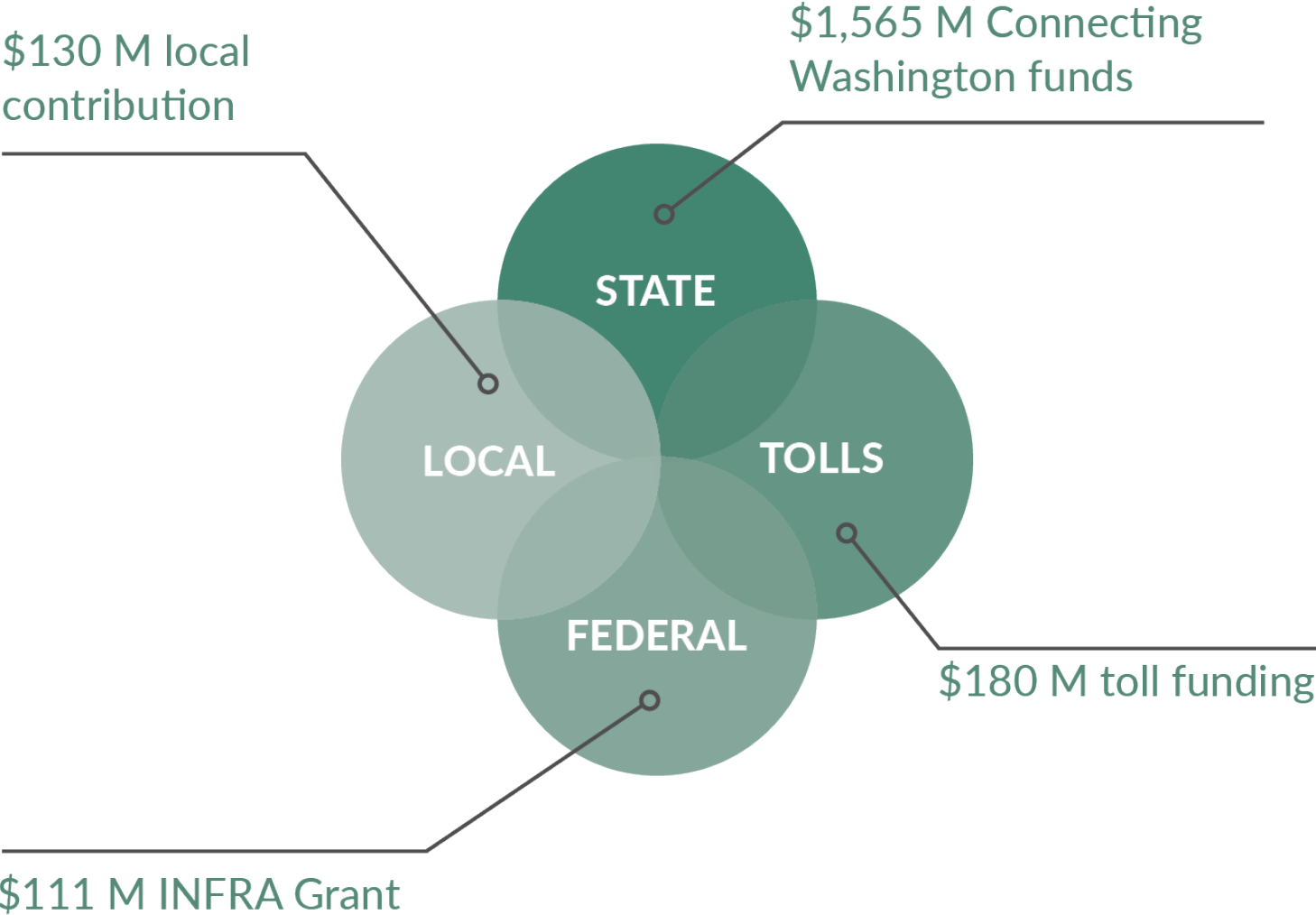
- Total funding of \$1.9 billion; including \$310 million from tolls and local contributions
- Provides direct freight links from the state's largest ports to key distribution centers in the region, to Eastern Washington, and to northern tier states
- Connects to Sea-Tac International Airport for a new south access expressway for both passenger and air cargo
- Working directly with an Executive Committee of elected officials and executives representing 25 cities, counties, ports, transit and federal agencies in King and Pierce counties, and a Steering Committee that brings in chambers and trucking interests

SR 167 Overview

- Completing State Route 167 provides a more direct link from the Port of Tacoma to the distribution centers in the region and to Eastern Washington, thus improving economic vitality
- Relieves congestion on local streets & improves safety
- Supports local & regional comprehensive planning
- Improves system continuity & regional mobility

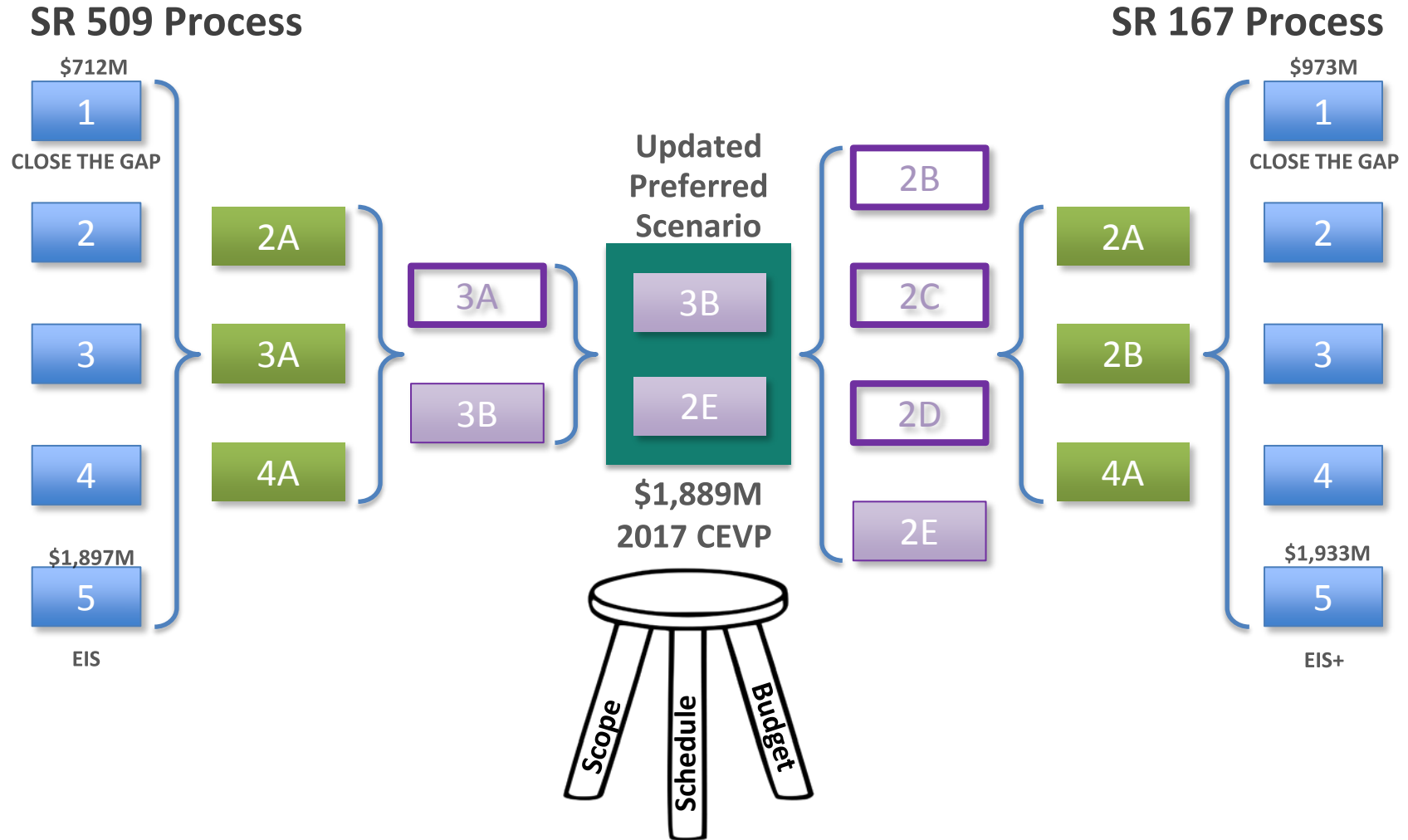


Gateway Funding Spheres



Practical Design – 2018 Update

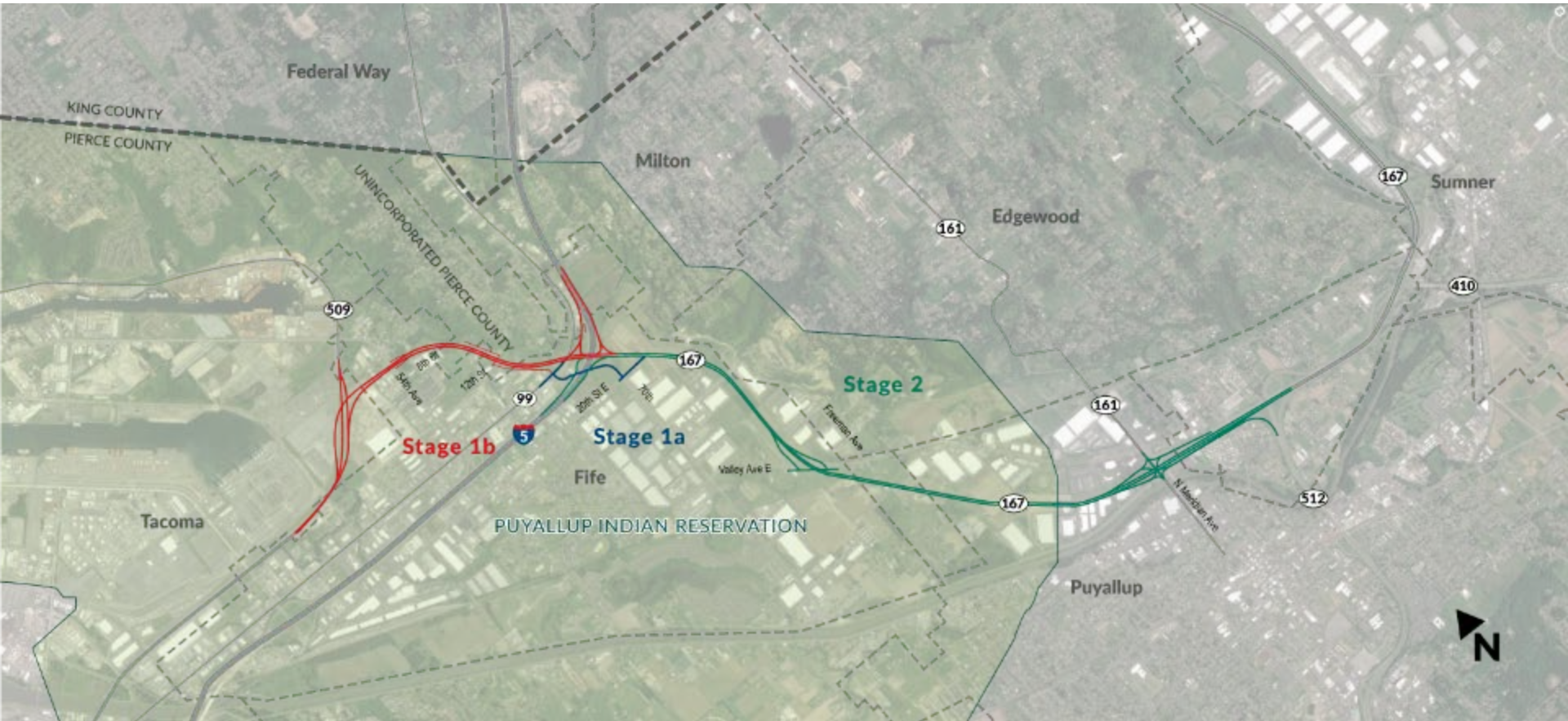
Scenario Refinement Process



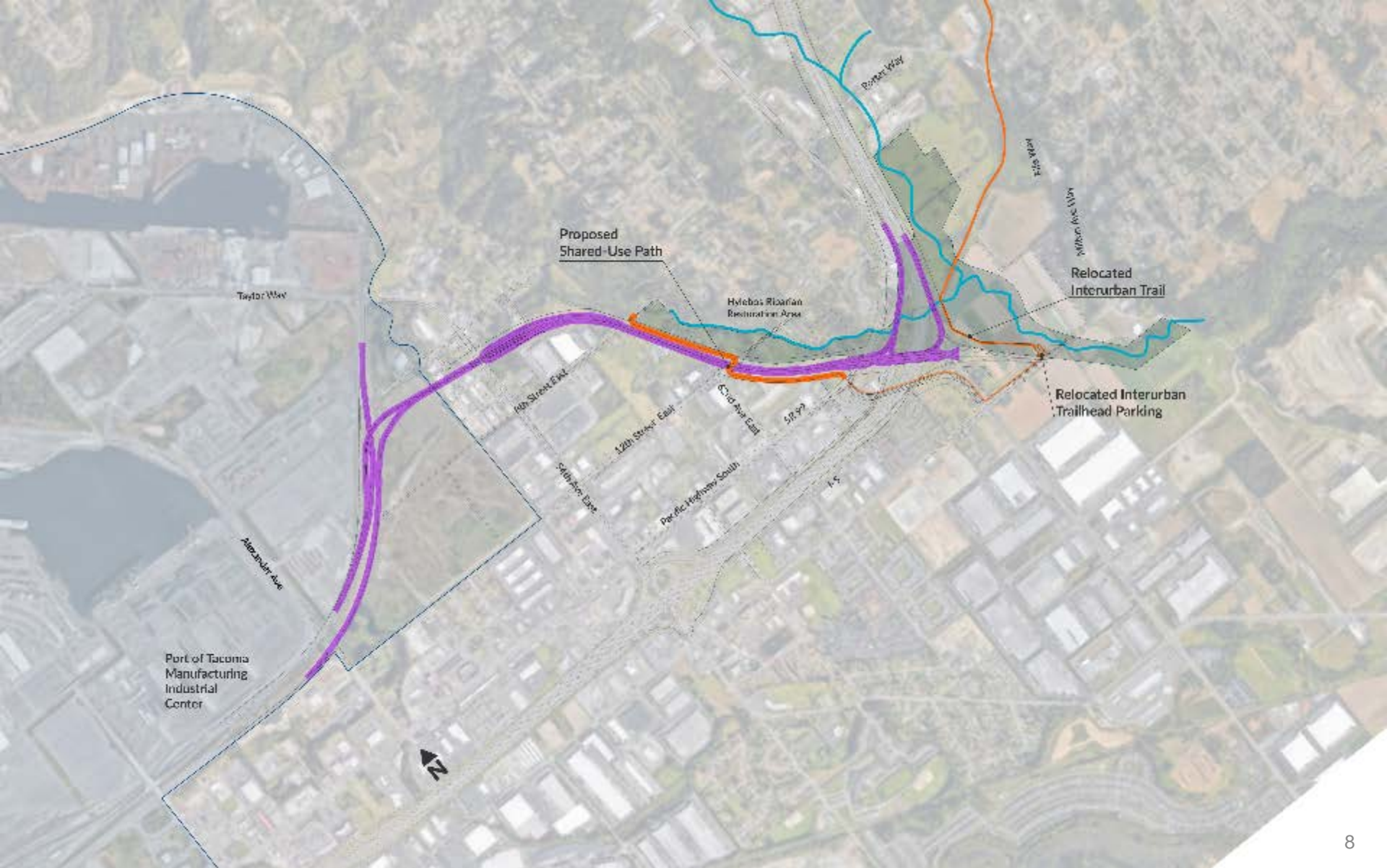
SR 167: Updated Preferred Scenario 2E



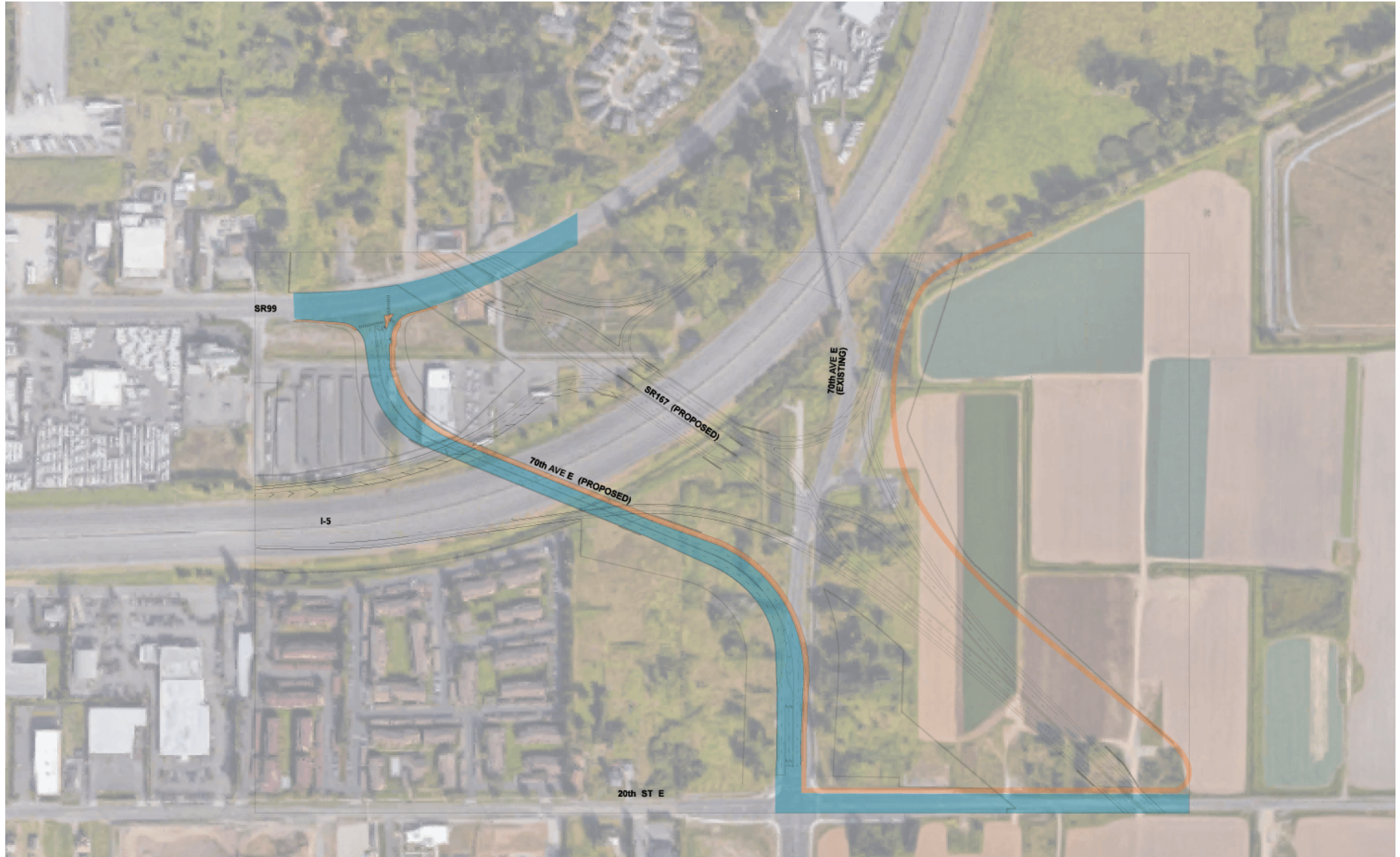
SR 167 Construction Stages



Port of Tacoma Spur Project



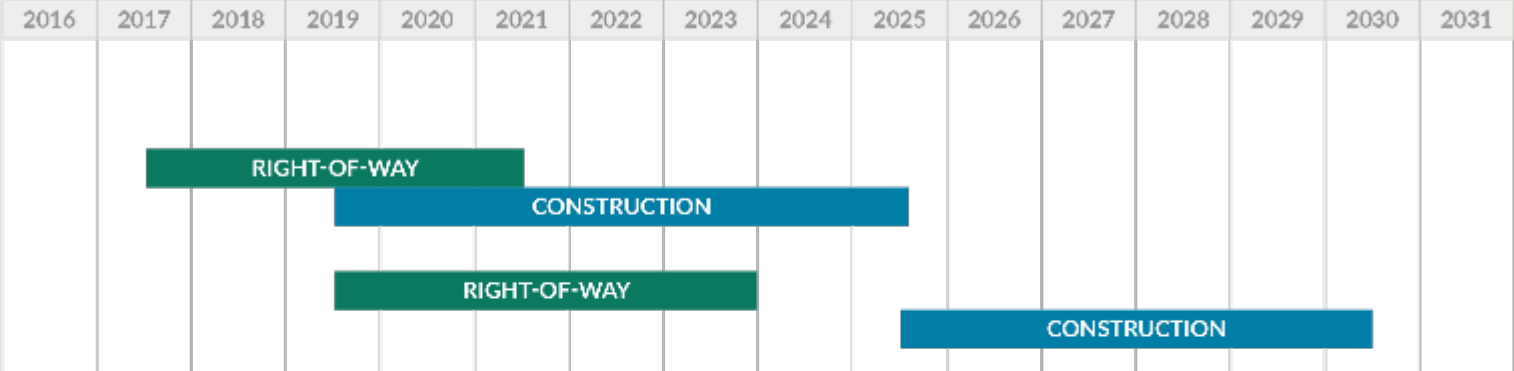
70th Avenue E Project



SR 167 Pedestrian and Bicycle Routes

Program Schedule

SR 167
Stage 1
 70th & I-5,
 SR 509 Spur
Stage 2
 SR 167



SR 167 Next Steps

- Continue right of way acquisition process
- Complete NEPA Re-Evaluation
- Participate in summer outreach activities
- Continue coordination with Fife regarding the Interurban Trail design and construction
- Increase coordination with Sound Transit regarding Tacoma Dome Link Extension
- Develop 30% design and design approval late 2018
- Beginning Urban Design Criteria process at each interchange location
- Accepting clean fill dirt

Gateway Program Next Steps

- Submit grant applications for local nexus projects
 - 70th Avenue FMSIB: Submitted March 30
 - Port of Tacoma Spur PSRC: Due April 19
- Complete:
 - Local Funding MOU
 - Construction and Implementation Plan
 - Schedule Acceleration Report
 - Tolling traffic and revenue

More information:

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SR 167 Assistant Project Manager

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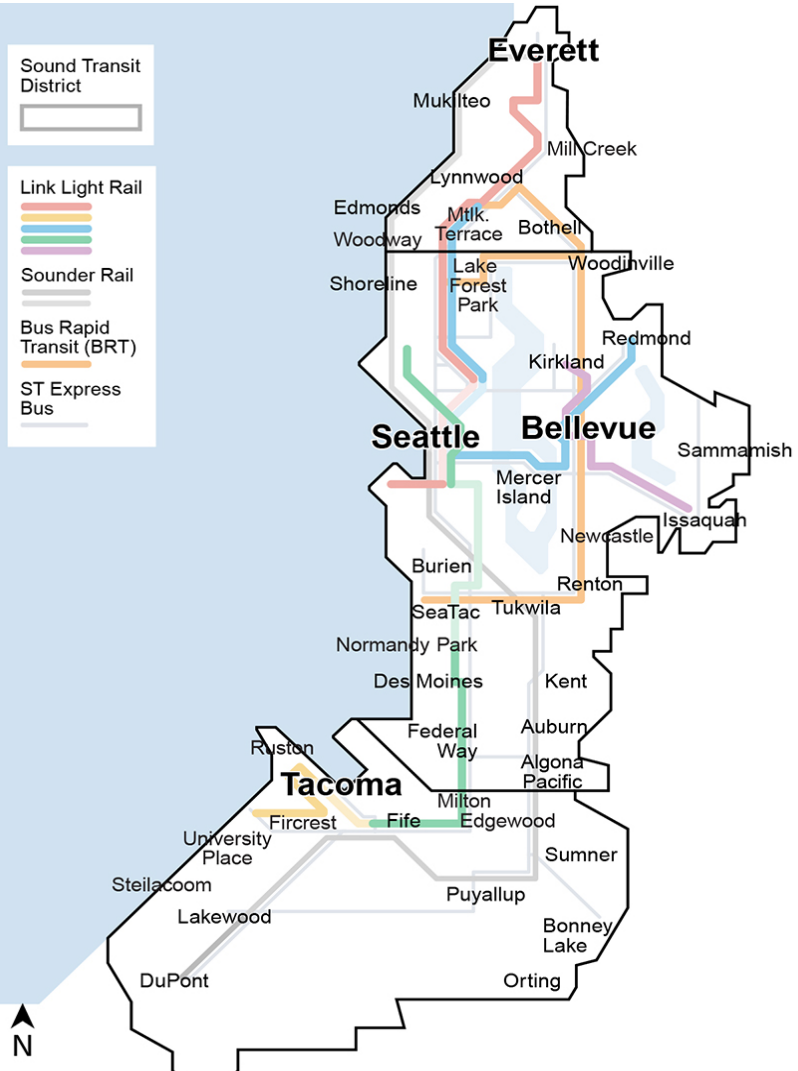


Tacoma Dome Link Extension

Tacoma Transportation Commission | April 18, 2018

Sound Transit District

- Link Light Rail
 - Orange
 - Blue
 - Green
 - Purple
- Sounder Rail
 - Grey
- Bus Rapid Transit (BRT)
 - Orange
- ST Express Bus
 - Grey



Sound Transit District



40% of the state's population





System Expansion

Link Light Rail

- 116-mile regional system
- 49 new stations
- Connecting Tacoma, Everett, Bellevue, Redmond, Issaquah, Ballard and West Seattle

Tacoma Link extensions to Hilltop and TCC

- 12 new stations

Sounder south commuter rail

- Parking and access improvements
- Platform extensions
- Expansion of service, 40% capacity increase

Bus

- Bus Rapid Transit serving 12 cities, in the I-405, SR 522 and SR 518 corridors
- Bus-on-Shoulder opportunities: I-5, I-405, SR 518, SR 167
- Contribution to Pierce Transit's BRT on Pacific Ave./SR 7

A photograph of a modern light rail train at a station platform. The train is white with blue and green wavy graphics along its side. A man in a dark shirt and grey pants is boarding the train. Several other people are walking on the platform. In the background, there are buildings, trees, and a blue sign with a white train icon. The text "Tacoma Dome Link Extension" is overlaid in the center in a large, white, italicized font.

Tacoma Dome Link Extension

Link Light Rail

Tacoma Dome extension

- Elevated
- Surface

Current/future service

- Federal Way extension (2024)
- Tacoma Link

- New station area
- Parking
- Transfer hub
- Existing station

Note: map not to scale

Tacoma Dome Link Extension



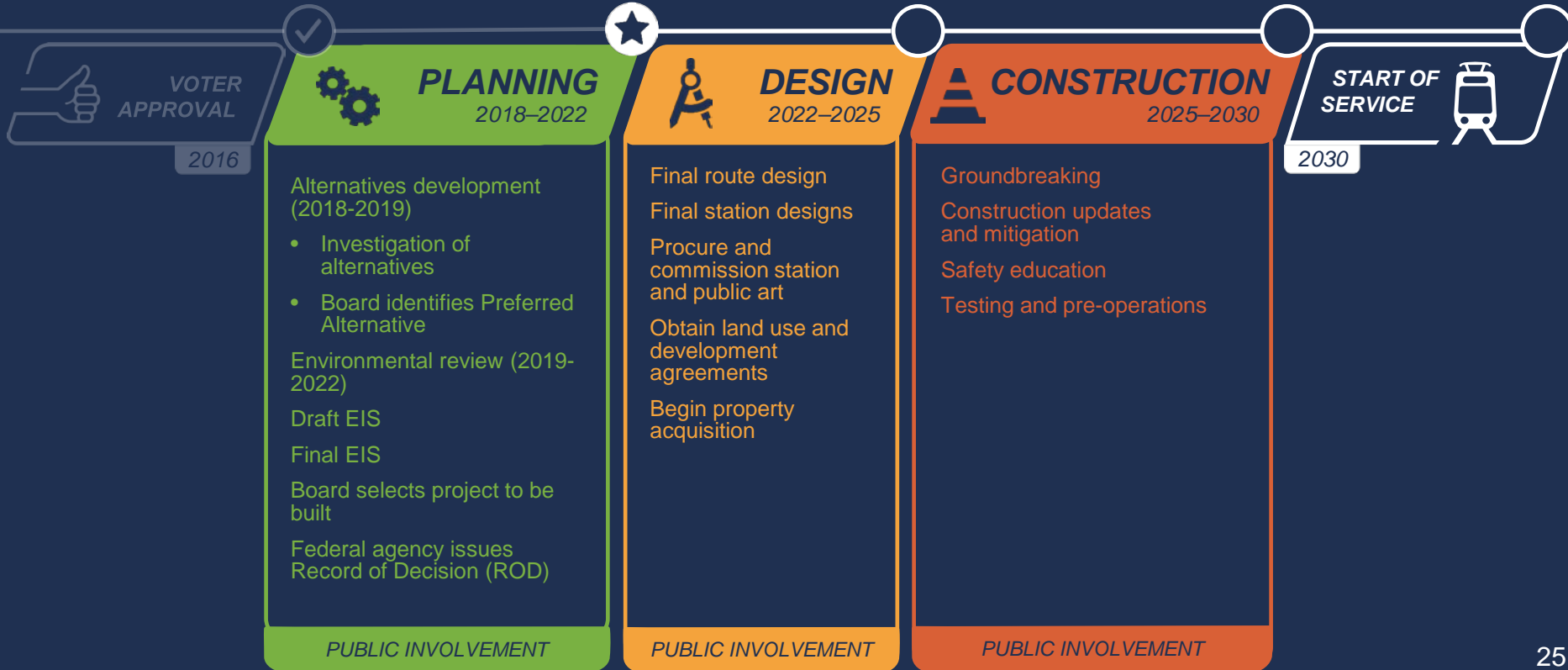
Tacoma Dome Link Extension

Federal Way Transit Center to Tacoma Dome

- **Length:** 9.7 miles
- **Stations:** 4 (2 parking garages)
- **Daily Project Riders:** 27,000-37,000 (2040)

Operations and Maintenance Facility – along South corridor

TDLE project timeline



New approach to project development

- Enhance commitment to partnership, community engagement, collaboration, transparency and accountability
- Apply innovative ideas and lessons learned to streamline project delivery



A photograph of three men in a community engagement meeting. The man on the left is wearing a checkered shirt and glasses, looking towards the other two. The man in the middle is wearing a white t-shirt, a cap, and a shoulder bag, smiling. The man on the right is wearing a white shirt, glasses, and a blue backpack, gesturing with his hands while speaking. The background shows a room with posters and other people.

Community engagement

Community Engagement



Community Updates



Stakeholder Group



Station and Operations & Maintenance Facility Area Workshops



Interagency Group



Elected Leadership Group



Tribe and City Council Coordination



Sound Transit Board

Early scoping

› Early scoping is an opportunity to:

- Learn about the **project background**, **timeline** and **how to stay informed and involved**
- Provide input on the **route**, **stations**, **potential alternatives**, **benefits and impacts**
- Provide input on the potential location of the **Operations and Maintenance Facility** in the south corridor

Process and schedule

- › Early scoping **comment period**: April 2 to May 3
- › Ways to submit early scoping comments:
 - Fill out a comment card at an open house
 - Tacoma - Tuesday, April 17
 - **Federal Way** - Wednesday, April 18
 - **Fife** - Tuesday, April 24
 - Visit: **tdlink.participate.online** (*active April 2*)
 - Email: **tdlink@soundtransit.org**
 - Call: 206-903-7118 (*active April 2*)
 - Mail to: Tacoma Dome Link Extension
c/o Steven Kennedy, 401 S. Jackson St. Seattle, WA 98104



Notifications

- Postcard
- Posters
- Website
- Email listserv
- Station advertising
- Social media
- Press releases
- Print and online ads
- Notice to SEPA officials



Tacoma Dome Link Extension and Operations & Maintenance Facility

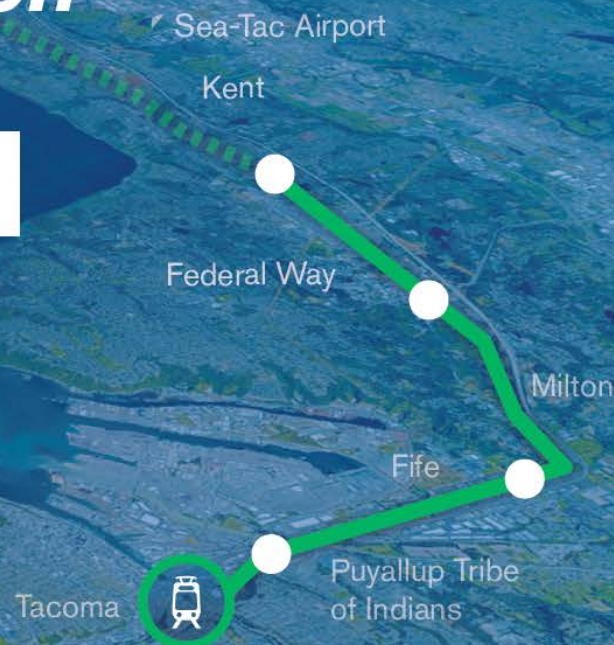
Connecting light rail to the South Sound

Help shape the future of your regional light rail.
Attend one of the following community open houses:

Tacoma // Tuesday, April 17, 6-8 p.m.
Best Western Plus Tacoma Dome Hotel // 2611 E. E Street

Federal Way // Wednesday, April 18, 6-8 p.m.
Todd Beamer High School // 35999 16th Ave. S.

Fife // Tuesday, April 24, 6-8 p.m.
Fife Community Center // 2111 54th Ave. E.





Questions?

soundtransit.org/tdlink 





Pacific Avenue || SR 7 Corridor

HIGH CAPACITY TRANSIT

FEASIBILITY STUDY
Tacoma Transportation
Commission

Darin L. Stavish, Principal Planner
& Project Manager

Ryan Wheaton, Executive Director of
Planning & Community Development

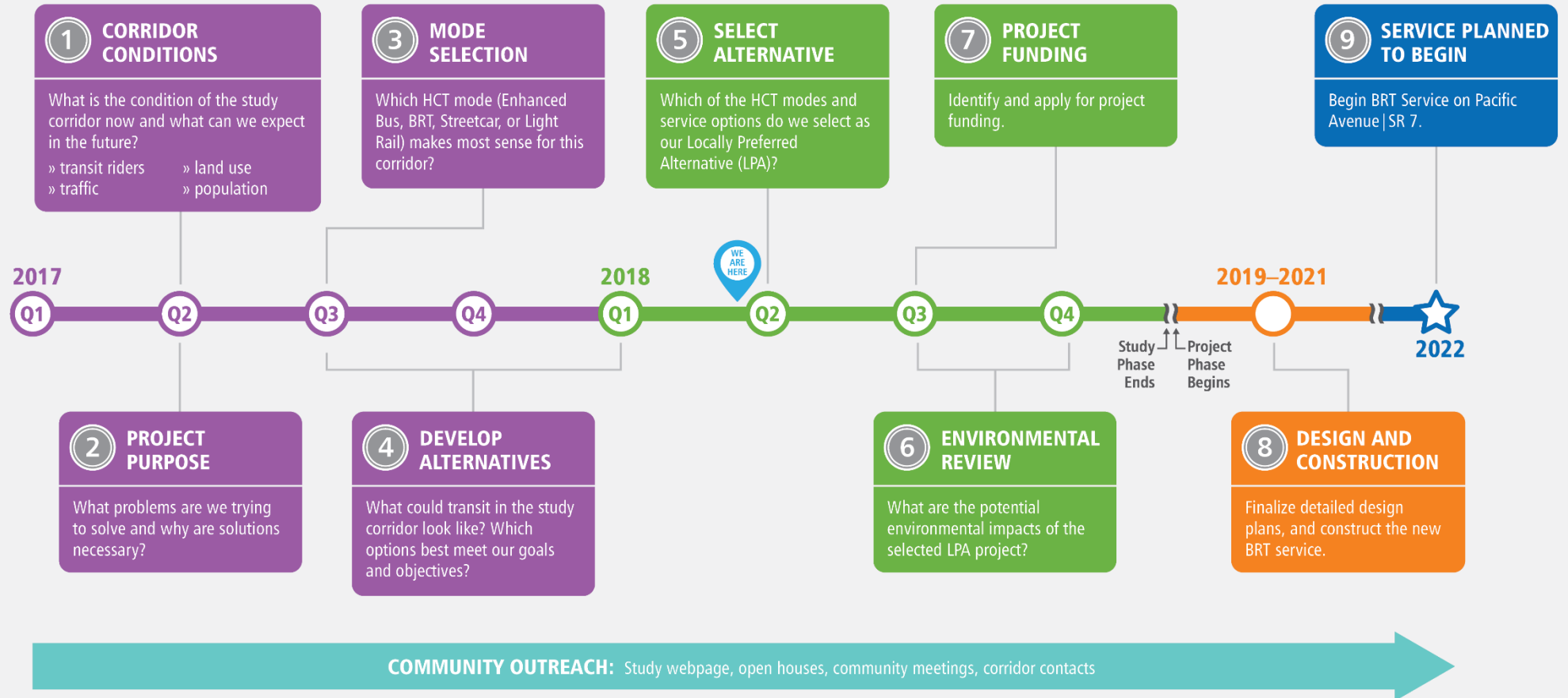
April 18, 2018

PIERCE
TRANSIT

wsp

Introducing...Ryan Wheaton
253.983.3304
rwheaton@piercetransit.org





Partners:

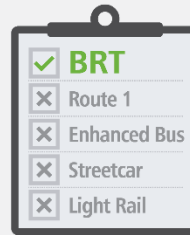


Puget Sound Regional Council



Key Decisions

What key decisions have been made so far?



Mode Evaluation

BRT best meets all study goals, scoring higher than existing Route 1 service, enhanced bus, streetcar and light rail transit options.



Alternatives Analysis

Curbside and median design alternatives are being assessed because they are flexible, provide the best service benefit while being the most cost-effective and having the least impacts to property and better opportunities for economic development for the corridor.

What key decisions are yet to be made?

- 1. Select the Preferred Alternative:** Choose among the No Build, Curbside Alternative, or Median Alternative.
- 2. Determine a funding plan:** Local funding is in place. Need to secure federal funding.
- 3. Secure environmental clearance:** To be eligible for federal funds, the project will need to comply with the National Environmental Policy Act (NEPA).

Minimum Requirements for BRT



DEFINED STATIONS

The route must have defined stations that comply with DOT standards for buildings and facilities under the Americans with Disabilities Act, offer shelter from the weather, and provide information on schedules and routes.



TRANSIT SIGNAL PRIORITY

The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway if it exists, and either queue-jump lanes or active signal priority in non-separated guideway.



BRANDING

The system must have a separate and consistent brand identity. Branding should apply to the buses, the stops/stations, and to passenger information materials.



FREQUENT SERVICE

The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays. BRT service should have minimum 15-minute service frequency throughout a weekday or a combination of 10-minute peak service and 20-minute off-peak service frequencies.

Additional Key BRT Features

- » Level Boarding Platforms
- » Real Time Bus Arrival Time Information
- » Off-board Fare Payment (Ticket Vending Machines, ORCA Readers)

Source:



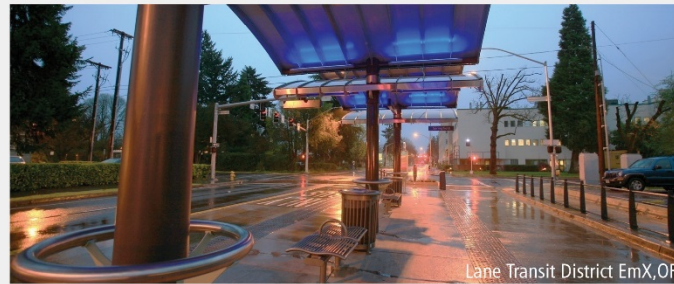
Unique Vehicle Features

- » 60-foot articulated bus
- » Low emissions vehicle
- » Electric vehicle available
- » Passenger doors on left and right sides available
- » Low floor/level boarding
- » Easier wheelchair access
- » Open and spacious interior
- » Increased standing room
- » Room for bicycles on board

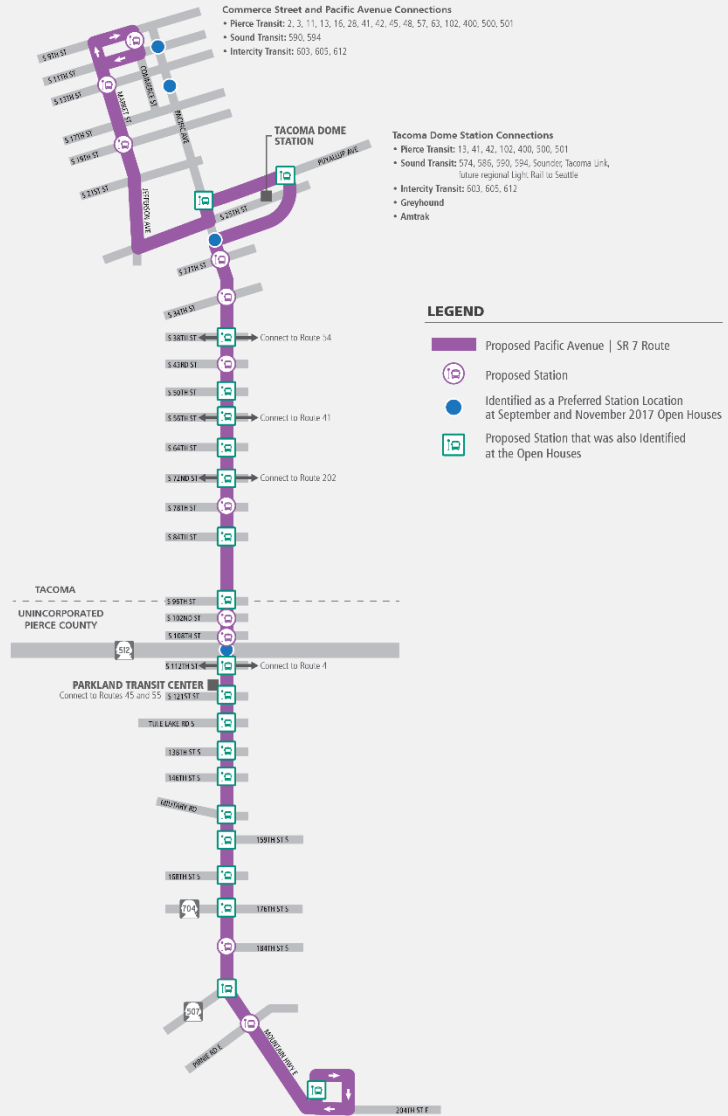


BRT Station Features

- » Off-board fare payment
- » Attractive and safe
- » Accessible to pedestrians, bicyclists, and persons using wheelchairs
- » Level boarding platforms
- » Passenger information
- » Real-time bus arrival information
- » Unique brand identity



Proposed Station Locations



N
 NOT TO SCALE

The Curbside Alternative includes BRT in mixed traffic in less congested parts of the corridor and business access transit (BAT) lanes in congested segments, such as the SR 512 interchange area.

FEATURES AND TRADEOFFS

All Segments

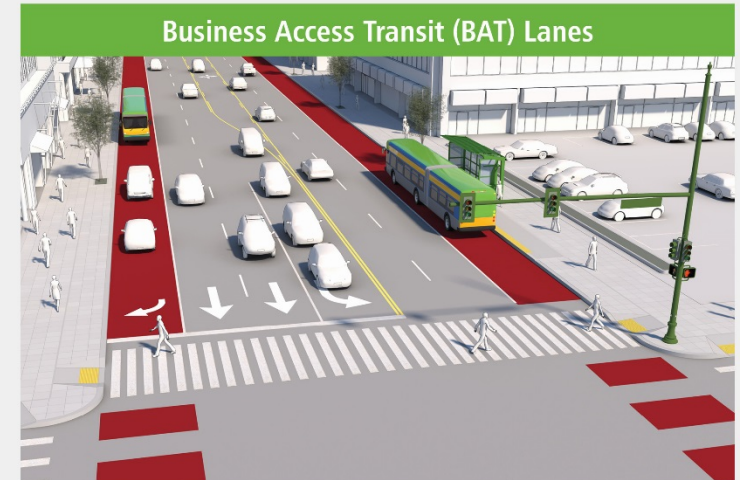
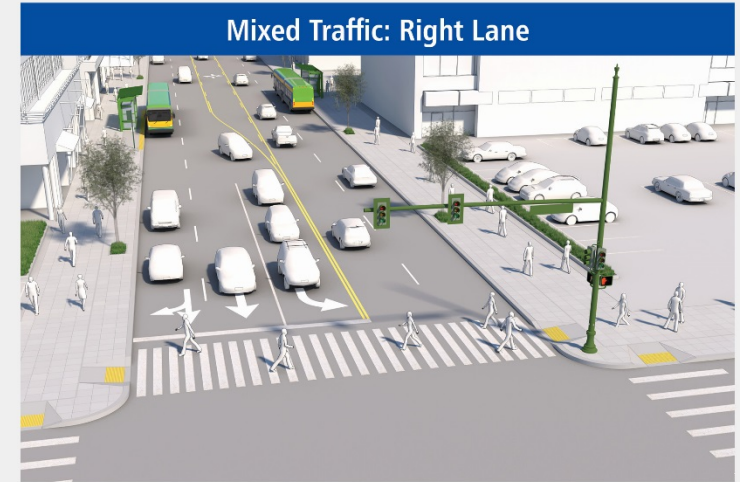
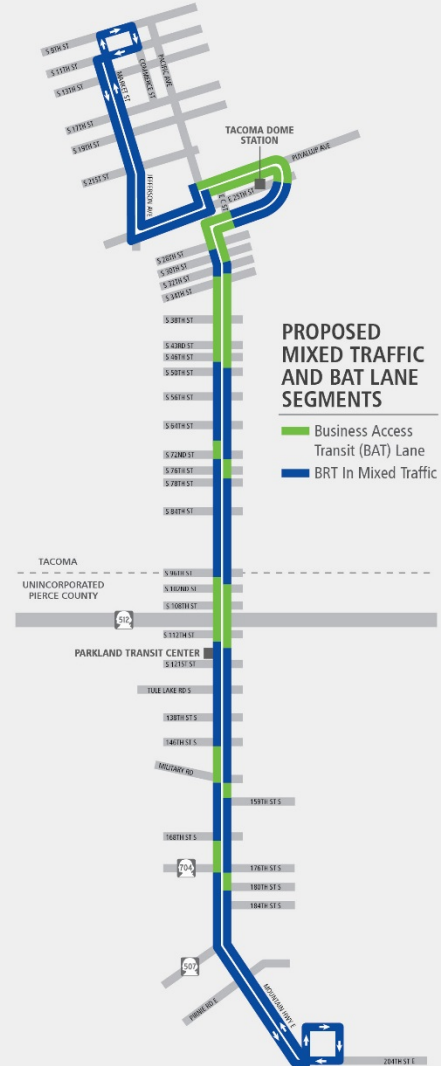
- » Enhanced curbside stations with unique brand identity
- » Traffic signals will provide priority to BRT vehicles
- » No change to center two-way left-turn lane

Mixed Traffic Segments

- » Quicker to build and begin operation
- » Minimizes impacts to property and existing roadway
- » Least economic development potential
- » Least expensive to construct

BAT Lane Segments

- » Faster travel time
- » Higher potential for property impacts
- » Increases distance to cross the street
- » BAT lane provides “buffer” between sidewalks and traffic lanes
- » Better economic development potential than mixed traffic option
- » Most expensive to construct



The Median Alternative includes BRT in the median center lanes with mixed traffic in less congested parts of the corridor and in exclusive transit lanes in congested segments, such as the SR 512 interchange area.

FEATURES AND TRADEOFFS

All Segments

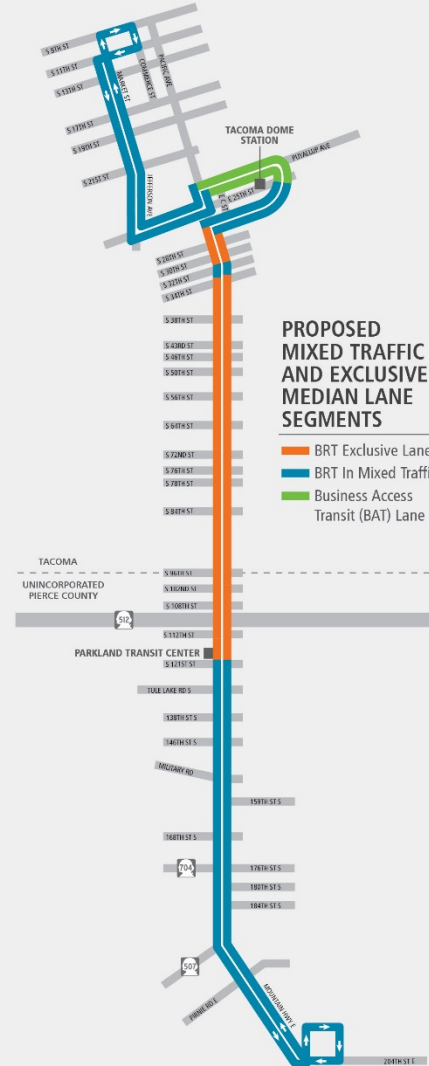
- » Enhanced median stations with unique brand identity and a separate lane for buses to safely stop
- » Provides a center refuge for pedestrians crossing Pacific Avenue
- » Pedestrians crossing to a median bus station instead of curbside station
- » Traffic signals will provide priority to BRT vehicles
- » Eliminates center two-way left-turn lane

Mixed Traffic Segments

- » Exclusive bus lanes around median stations provide travel time benefit
- » Property impacts at station locations
- » Limited economic development potential
- » Least expensive to construct

Exclusive Median Lane Segments

- » Most travel time benefit
- » Fewer property impacts than BAT lane option
- » Maximizes economic development potential
- » More expensive than mixed traffic options, and less expensive than BAT lane option





Evaluation Criteria	No Build (Current Service)	Curbside Alternative	Median Alternative
Weekday Transit Boardings	●	●	●
Reduces Peak Period Transit Travel Time (Spanaway to Tacoma Dome Station)	○	●	●
Reduces Peak Period Transit Travel Time (Spanaway to Downtown Tacoma)	○	○	●
Reduces Peak Period Auto Travel Time (Spanaway to Downtown)	●	●	●
Minimize Impacts to General Traffic Access and Circulation	●	●	●
Operating Cost per Passenger	●	●	●
Improves Transit Travel Time Reliability	○	●	●
Population within 1/2 Mile Walk Shed	●	●	●
Improves Pedestrian Access and Safety	●	●	●
Facilitates Connections to Other Transit Services	●	●	●
Supports Corridor Revitalization	○	●	●
Minimize Impacts to Private Property	●	●	●



Partners:



What is TOD?

TOD is the creation of compact, walkable, mixed-use communities that are centered around high quality transit systems.

TOD Features*

- » High density, walkable districts
- » Walkable design with pedestrian amenities
- » Mixture of uses in close proximity (office, residential, retail and civic)
- » Connection to other transit systems (streetcar, trains, buses)
- » Bicycle and pedestrian network connections
- » Reduced and managed parking near stations

* Source: Transit Oriented Development Institute (<http://www.tod.org>)

Advancing the Project Purpose

Pierce Transit is working with agency partners to identify opportunities for TOD that would advance the purpose of the HCT project, including:

- » Better places to live, work and play
- » Greater mobility and easier to move around
- » Increased transit ridership due to higher density and mixed use zoning
- » Reduced traffic congestion, car accidents and injuries
- » Reduced household spending on transportation, resulting in more affordable housing
- » Higher, more stable property values
- » Increased foot traffic for businesses
- » Economic competitiveness



Community Outreach Activities

- Open Houses: September & November 2017; March 2018
- Website with *Virtual Open House* option
 - Direct link: www.ridebrt.com
- Meeting with Organizations and Neighborhood Groups
- Direct contacts using *GovDelivery*
- Fact Sheets (English and Spanish)
- Comment Forms
- Bus Rack Cards
- Newspaper (Print) Advertising
- Social Media (Facebook and Twitter)