



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

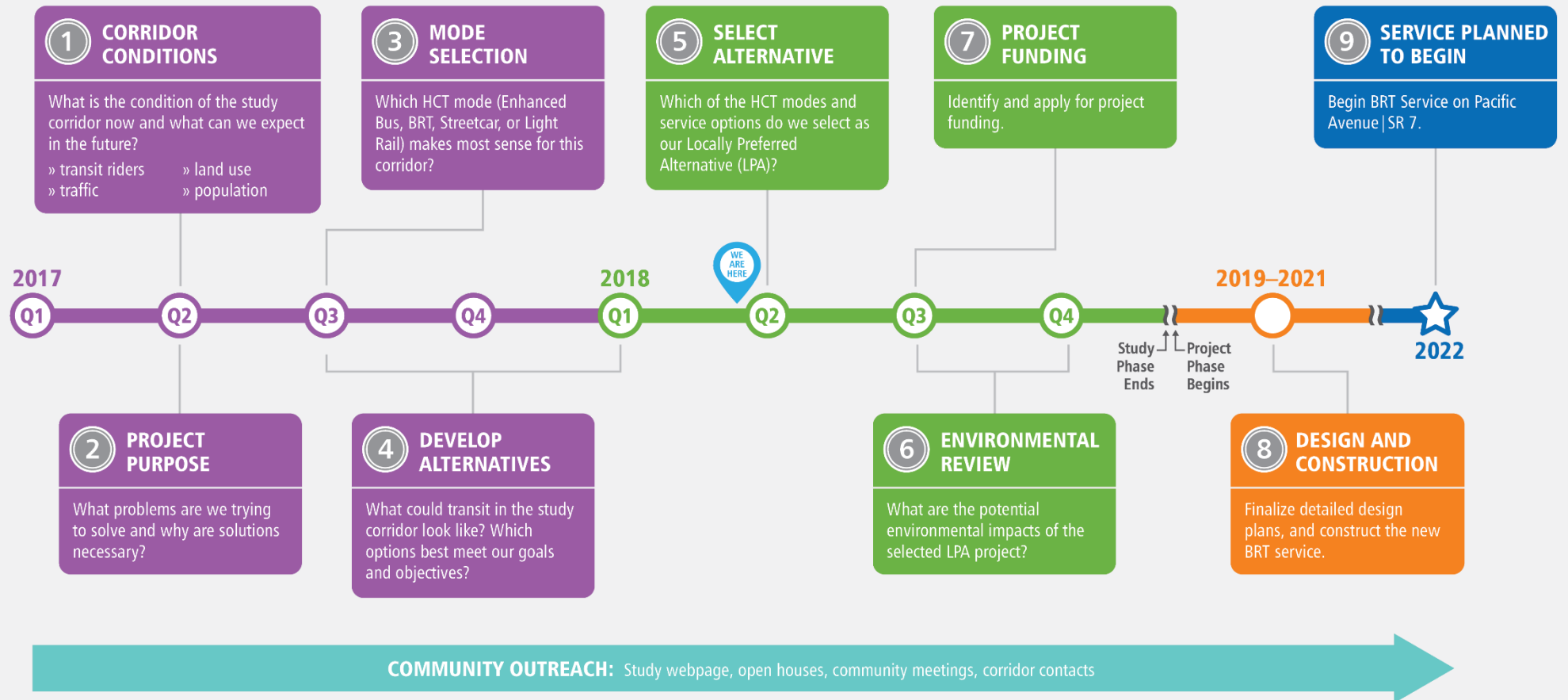
*April 18, 2018*



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

PIERCE  
TRANSIT

wsp

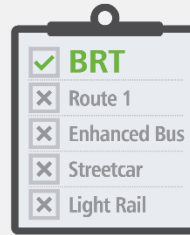


Partners:



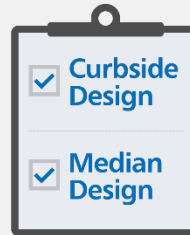
# Key Decisions

## 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

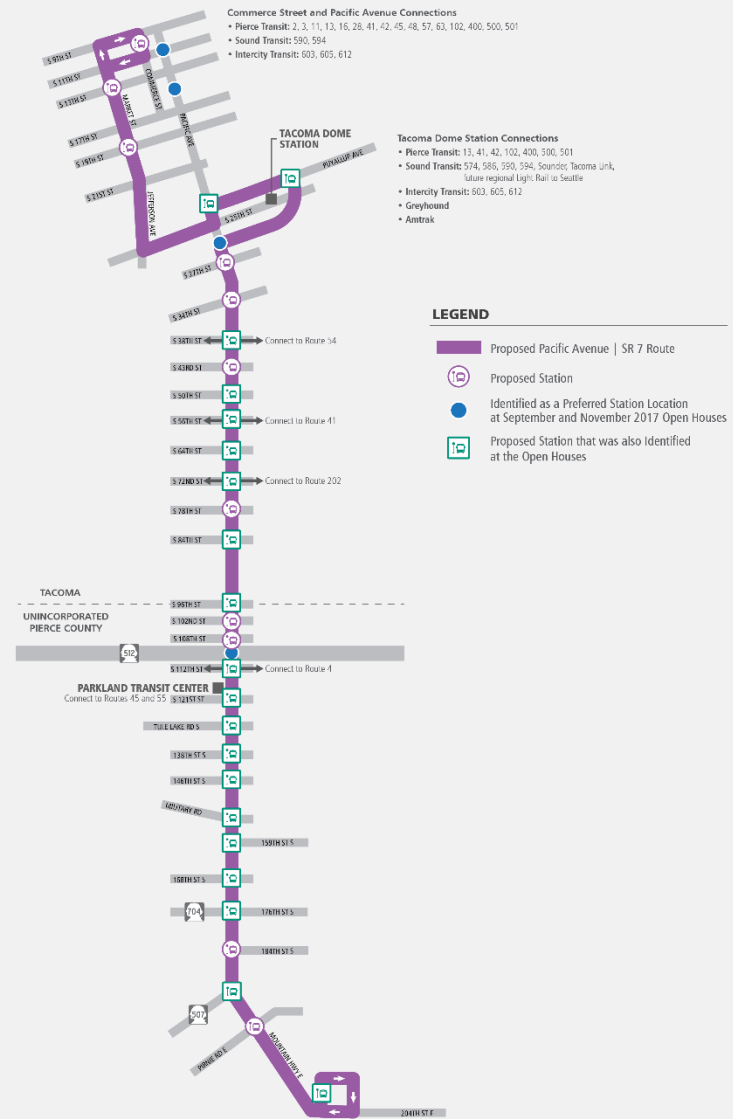


## BRT Station Features

- » 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





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

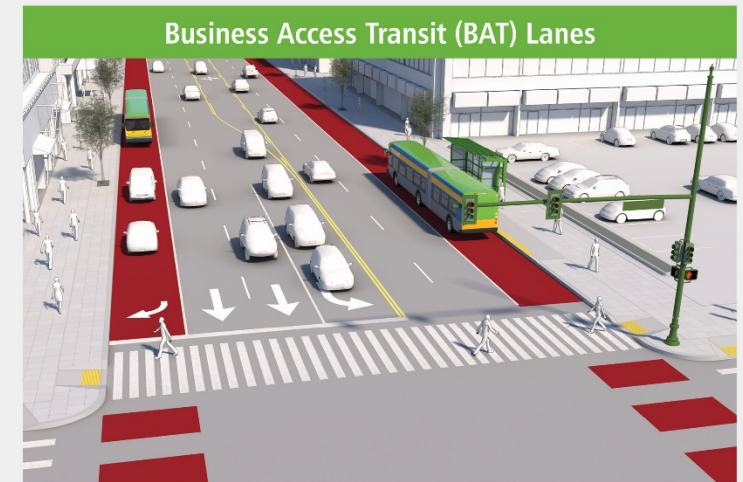
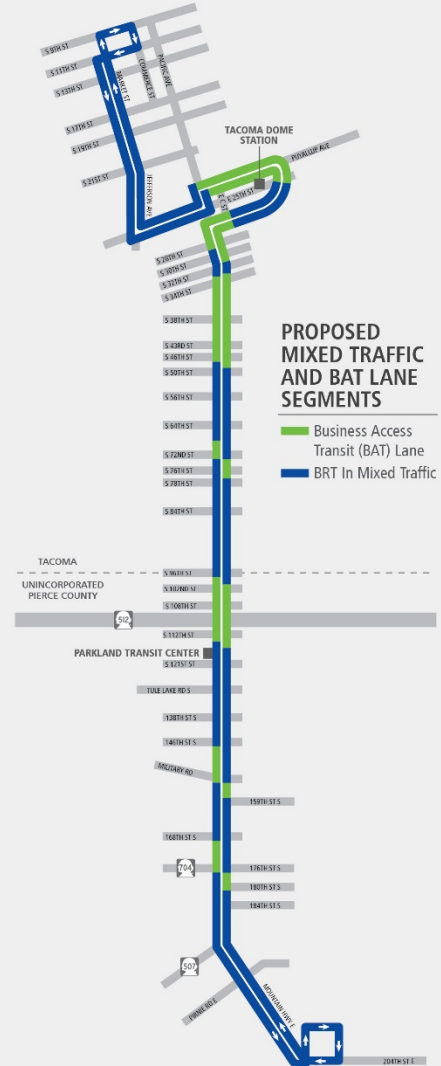
- » Enhanced curbside stations with unique brand identity
- » Traffic signals will provide priority to BRT vehicles
- » No change to center two-way left-turn lane

### 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

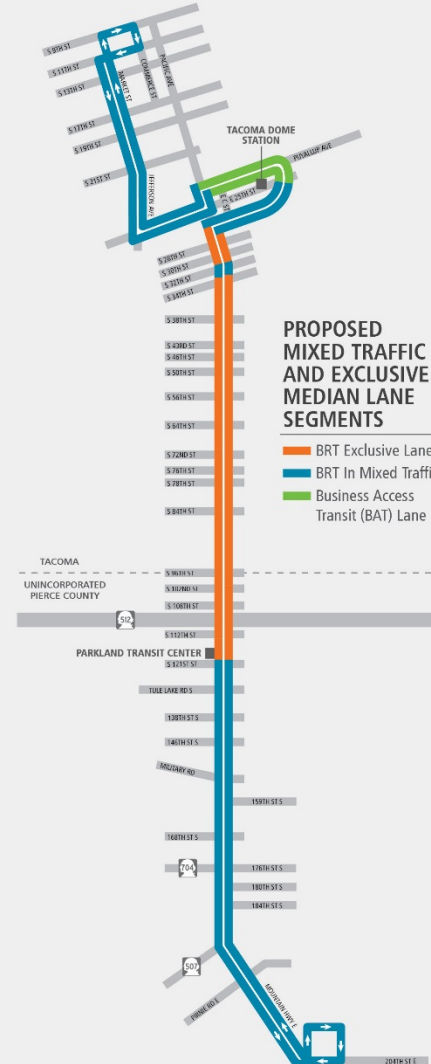
- » Enhanced median stations with unique brand identity and a separate lane for buses to safely stop
- » Provides a center refuge for pedestrians crossing Pacific Avenue
- » Pedestrians crossing to a median bus station instead of curbside station
- » Traffic signals will provide priority to BRT vehicles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



For constrained areas, a single bi-directional lane could be considered.



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
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- » Economic competitiveness



# Community Outreach Activities

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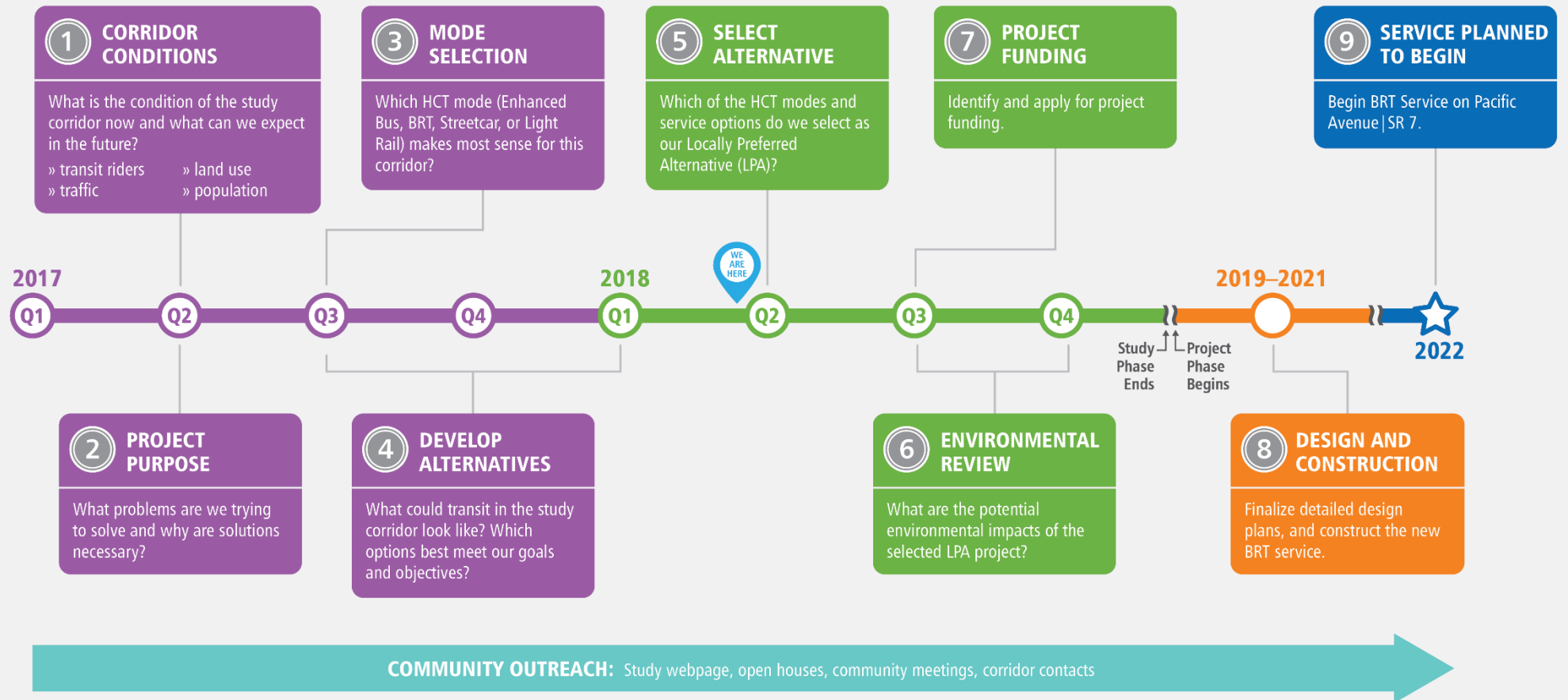


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PIERCE  
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wsp

# What is the Corridor Study Process?



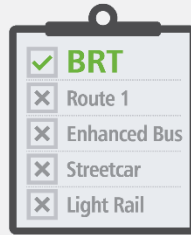
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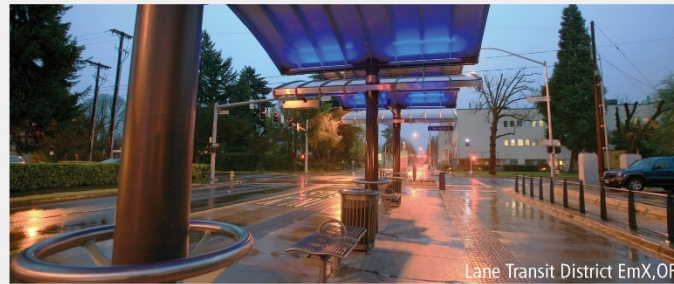
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## FEATURES AND TRADEOFFS

### All Segments

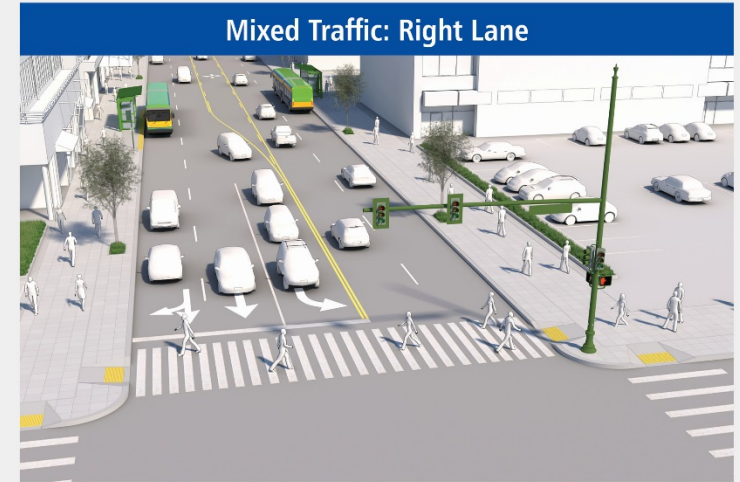
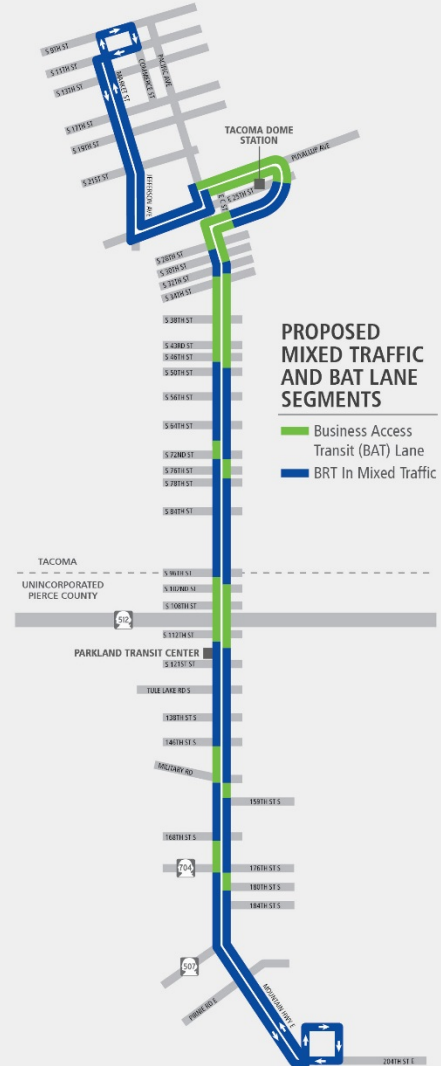
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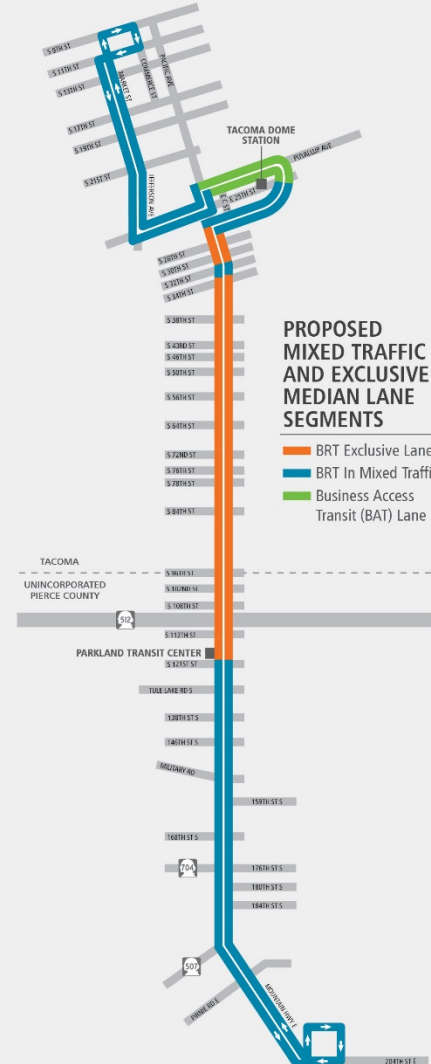
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Reduces Peak Period Auto Travel Time (Spanaway to Downtown)	●	●	●
Minimize Impacts to General Traffic Access and Circulation	●	●	●
Operating Cost per Passenger	●	●	●
Improves Transit Travel Time Reliability	○	●	●
Population within 1/2 Mile Walk Shed	●	●	●
Improves Pedestrian Access and Safety	●	●	●
Facilitates Connections to Other Transit Services	●	●	●
Supports Corridor Revitalization	○	●	●
Minimize Impacts to Private Property	●	●	●



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- Fact Sheets (English and Spanish)
- Comment Forms
- Bus Rack Cards
- Newspaper (Print) Advertising
- Social Media (Facebook and Twitter)



## Welcome to the Pacific Avenue | SR 7 Corridor High-Capacity Transit Study Open House 3. Your input and comments are much appreciated!

1. The following Evaluation Criteria are being used to select the transit alternative that best meets community needs. Please rate on a scale of 1 to 5 how important each of the Evaluation Criteria are to you (circle your rating for each criterion below).

Evaluation Criteria	←—————→				
	Least Important				Most Important
Increases Transit Ridership	1	2	3	4	5
Reduces Peak Period Transit Travel Time (Spanaway to Tacoma Dome Station)	1	2	3	4	5
Reduces Peak Period Transit Travel Time (Spanaway to Downtown Tacoma)	1	2	3	4	5
Reduces Peak Period Auto Travel Times (Spanaway to Downtown)	1	2	3	4	5
Minimize Impacts to General Traffic Access and Circulation	1	2	3	4	5
Reduces Operating Cost per Passenger	1	2	3	4	5
Improves Transit Travel Time Reliability	1	2	3	4	5
Population within ½ Mile Walk Shed	1	2	3	4	5
Improves Pedestrian Access and Safety	1	2	3	4	5
Facilitates Connections to Other Transit Services	1	2	3	4	5
Supports Corridor Revitalization	1	2	3	4	5
Minimize Impacts to Private Property	1	2	3	4	5

**Comments:**

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2. Tell us which of the design alternative you like the best? (Check only one box)

- No Build:** Leave the current bus system as it is
- Curbside Alternative:** Mixed Traffic + Business Access Transit (BAT) Lane
- Median Alternative:** Mixed Traffic + Median Lane

**Comments:**

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3. Looking at the proposed BRT stations on the map to the right,
- a) Are there any stations you think can be removed? If yes, please provide the closest intersection, e.g., Pacific Ave/184th St S.

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- b) Are there any stations you think should be added? If yes, please provide the closest intersection, e.g., Pacific Ave/184th St S.

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4. In your opinion, should Pierce Transit move forward with the development of a BRT system on Pacific Avenue | SR 7?

Yes       No       Unsure

**Why or why not?**

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5. Other thoughts or comments you would like to share?

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If you would like to be added to our contact list to receive study updates, please provide your name, email address and/or mailing address, or sign up for updates directly at [piercetransit.org](http://piercetransit.org)

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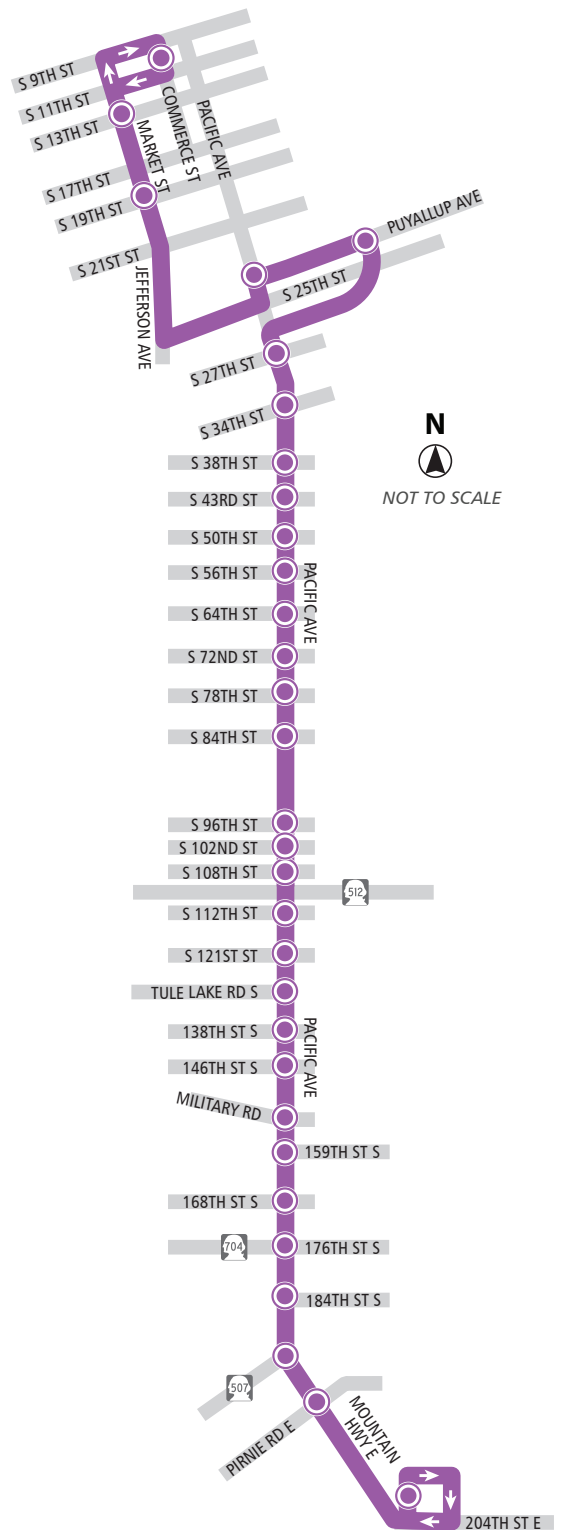
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Please leave your comment sheet at the sign-in table or mail it to:

Pierce Transit, Attn: Darin L. Stavish  
 PO Box 99070, Lakewood, WA 98496-0070

You may also provide your comments electronically via the study web page at: [piercetransit.org/hct-feasibility-study/](http://piercetransit.org/hct-feasibility-study/) or email comments to [hct@piercetransit.org](mailto:hct@piercetransit.org)

## PROPOSED BRT STATION LOCATIONS



### LEGEND

- Proposed Pacific Avenue | SR 7 Route
- Proposed Station



























### Partners:







## Summary of Open House 3 Comments; March 27-29, 2018

<b>Total attendees that signed in:</b>	90
<b>Total comment forms received:</b>	36

<b>Highest rated evaluation criteria (criteria most important to you?):</b>	<b>1 (Least)</b>	<b>2</b>	<b>3</b>	<b>4</b>
<i>Increases Transit Ridership</i>	 6%	 6%	 19%	 17%
<i>Reduces Peak Auto Travel Time (Spanaway to Downtown)</i>	 8%	 8%	 25%	 19%
<i>Minimize Impacts to General Traffic Access and Circulation</i>	 11%	 11%	 22%	 14%
<i>Improves Transit Travel Time Reliability</i>	 6%	 6%	 19%	 22%
<i>Facilitates Connections to Other Transit Services</i>	 6%	 6%	 11%	 22%

<b>Which alternative do you like best?</b>	<b>% Total</b>
<i>No Build</i>	 16%
<i>Curbside Alternative*</i>	 32%
<i>Median Alternative*</i>	 49%
<i>No vote</i>	 3%

<b>Support for project?</b>	<b>% Total</b>
<i>Yes</i>	 53%
<i>No</i>	 17%
<i>Unsure</i>	 17%
<i>No Vote</i>	 14%

<b>Comment Themes/Topics:</b>
<i>Concern about traffic impacts</i>
<i>Concern about property taxes</i>
<i>Service frequency, reliability is a priority</i>
<i>Improve pedestrian and rider safety</i>
<i>Make the service fast</i>
<i>Prioritize transit over auto</i>
<i>Not sure about costs and benefits- need more info</i>

5 (Most)
47%
42%
42%
47%
56%

1) The following Evaluation Criteria are being used to select the transit alternative that best meets community needs. Please rate on a scale of 1 to 5 how important each of the Evaluation Criteria are to you (circle your rating for each criterion below).

**TALLY**

Evaluation Criteria	No Vote	1 (Least)	2	3	4	5 (Most)
Increases Transit Ridership	2	2	2	7	6	17
Reduces Peak Period Transit Travel Time (Spanaway to Tacoma Dome Station)	1	3	2	9	8	13
Reduces Peak Period Transit Travel Time (Spanaway to Downtown Tacoma)	0	2	3	11	9	12
Reduces Peak Auto Travel Time (Spanaway to Downtown Tacoma)	0	3	3	9	7	15
Minimize Impacts to General Traffic Access and Circulation	0	4	4	8	5	15
Reduces Operating Cost per Passenger	2	1	3	12	6	12
Improves Transit Travel Time Reliability	1	2	2	7	8	17
Population within 1/2 mile Walk Shed	2	4	2	7	13	9
Improves Pedestrian Access and Safety	0	3	2	8	9	14
Facilitates Connections to Other Transit Services	2	2	2	4	8	20
Supports Corridor Revitalization	0	5	3	6	11	11
Minimize Impacts to Private Property	1	5	7	8	5	10
Total responses		36				

**PERCENT**

Evaluation Criteria	No Vote	1 (Least)	2	3	4	5 (Most)
Increases Transit Ridership	6%	6%	6%	19%	17%	47%
Reduces Peak Period Transit Travel Time (Spanaway to Tacoma Dome Station)	3%	8%	6%	25%	22%	36%
Reduces Peak Period Transit Travel Time (Spanaway to Downtown Tacoma)	0%	6%	8%	31%	25%	33%
Reduces Peak Auto Travel Time (Spanaway to Downtown Tacoma)	0%	8%	8%	25%	19%	42%
Minimize Impacts to General Traffic Access and Circulation	0%	11%	11%	22%	14%	42%
Reduces Operating Cost per Passenger	6%	3%	8%	33%	17%	33%
Improves Transit Travel Time Reliability	3%	6%	6%	19%	22%	47%
Population within 1/2 mile Walk Shed	6%	11%	6%	19%	36%	25%
Improves Pedestrian Access and Safety	0%	8%	6%	22%	25%	39%
Facilitates Connections to Other Transit Services	6%	6%	6%	11%	22%	56%
Supports Corridor Revitalization	0%	14%	8%	17%	31%	31%
Minimize Impacts to Private Property	3%	14%	19%	22%	14%	28%

Comments- Free Text Format	Theme	Specific
Accessibility to students is important, especially the UPASS being able to be used for it.	Accessibility is important	
Is there a tax increase to homeowners?	Concern about being taxed	
I hope taxes don't increase because homeowners are overtaxed. Pay taxes for services not used or available in their area.	Concern about being taxed	
This proposal disregards the need to have parking next to transit stations. Otherwise the increased transit patronage will be negligible.	Concern for no parking for transit riders	
Very pleased to see T-Dome back on the proposed route for connections with Sounder/ST Express.	Connect to other modes	
Concerns include cost (tax and fare) vs the benefits, impact on semi-rural communities, [increased] congestion.	Cost Concern Traffic impact Concern	
More service at later hours would help. I frequently have to leave Seattle earlier than I would to make the last #1.	Extend service hours	
Used in conjunction with more local service (#1) then keeping the # of stops to a minimum would allow the service to maximize efficiently.	Keeping local service	
Reliability is critical. Without reliability passengers will be more likely to use Uber or Lyft to be mobile without a car. If the project does not make the corridor more reliable, operations costs will increase to maintain the same level of service and the capital expenditure will not yield dividends.	Make it fast/reliable	
If you do this right then the [increase] in utilization will reduce per rider costs- this won't happen if its not a lot more RAPID than the #1.	Make it fast/reliable	
Don't make too many stops make it FAST! For Dome District use 26th for both ways.	Make it fast/reliable	For Dome District use 26th for both ways.
It's really too bad that you did away with the transfers cause those who have kids are on a fixed income can't afford to pay \$1.00 every time they get on a bus so they have no choice but to walk home late at night (sometimes 11:00pm at night)!!!	Other	
We need to have the buses run because I need to get to places I have to go to: Around the city and home again. For #1 and #41 buses as well as #2 buses. Thank You.	Other	
I commute from Seattle to Tacoma sometimes from Auburn to Tacoma.	Other	
The most important criteria for me is that this line reduces auto travel along this route and increases the reliability and ridership of transit, with the underlying goal of transit oriented development and sustainable living patterns.	Prioritize transit over auto	
This is about making transit a better option, not appeasing SUV drivers. Everything has been built for cars for so long that other modes are almost ignored. It's okay if general traffic gets impacted. They'll live, and they'll probably drive anyway.	Prioritize transit over auto	
It's better to build a robust HCT now then work it later. Ridership along the 1 is some of the highest because the neighborhoods are some of the poorest. Prioritize transit over single occupancy vehicles.	Prioritize transit over auto	
Private property in downtown Tacoma is a lot different from private property in Spanaway.	Property Impacts unclear	
I don't think the plan as proposed will really accomplish the stated goals as it does not provide for feeder systems from the growth area between Pacific and Meridian from roughly 160th South.	Provide better connection to route	
Traffic lights should be programmed to assume pedestrian present rather than wait for push button. In all of area- most traffic lights are not like this and can cause bike riders significant delays.	Provide safe pedestrian/bike crossing	
Block access to platforms for nonpaying transit riders for safety and ride comfort	Provide safe station design	
Route 1 not best place for this- Canyon Rd to Frederickson makes more sense.	Relocate alignment	


2) Tell us which of the design alternatives you like the best? (Check only one box)

**TALLY**

No Build	6
Curbside Alternative*	12
Median Alternative*	18
No vote	1
<b>Total Responses</b>	<b>37</b>

\*Someone checked both boxes

**PERCENTAGE**

No Build		16%
Curbside Alternative*		32%
Median Alternative*		49%
No vote		3%

Comments- Free form text	Theme
[Curbside] It leaves the center through lanes which reduces traffic in the neighborhoods on "A" and "C" Streets.	Curbside- fewer local traffic impacts
I can see merits of the median alternative too. Thank you for this forum!	Curbside- median is good too
From a bicyclist point of view think of traffic curbside would be...safer for pedestrians point of view.	Curbside- safer for pedestrian and bicyclist
Based on the comparison board (#11) this seemed best [Median]	Median- best meets criteria
It's well-established that median HCT (with pedestrian improvements) better serve the people and communities along the route.	Median- best serves community
It would make it nicer to have traveling on the bus faster than it is now. Keep fares the same as they are now for everybody.	Median- Faster service and keep fare cost same
[Median] less interference from traffic and easier to convert to rail	Median- less traffic interference for transit
Crossing fewer lanes to board	Median- pedestrian crossing easier
All depends on width of sidewalks or some other separation like plantings in less commercial areas. Curbside FAST bus is problem for [pedestrians] on sidewalks. Median is more expensive but moves buses away from sidewalk.	Median- safer than curbside for pedestrians; opportunity for good buffer
Separate, isolated, efficient or don't bother	Median- separate transit lane for best service
The median alternatives should be primarily BRT exclusive. Mixed traffic will reduce reliability	Median- separate transit lane for best service
I am disappointed that the median stations accessible from a 5-door coach were dropped in favor of split stations. The benefits to pedestrian safety and system legibility are lost when converting from center platform split stations and the level of placemaking seems like it would be more limited. The curbside alternative is disappointing- it's mostly mixed traffic: seems watered down.	Median- single center stations instead of split is preferred. Curbside- too much mixed traffic running way
Think the roads shouldn't be changed just through different lane allocation but having a very obvious public transportation "thing" in the middle of a busy street would make the public transportation more obvious to others. When they see the infrastructure and not just more/bigger buses, it might make the option more "real" or possible.	Median- support the permanence of infrastructure
I don't have a big preference either way (median vs curbside). My vote would be to make it as easy as possible for the riders, not SUV drivers.	No preference between alternatives- select option that best suits transit riders
Buses at TCC run too long in between on the weekends (1 hour apart) and they are ALWAYS LATE; FAILING TO CONNECT with all other buses ON TIME!!!!!!	Other
Buses don't run long enough on weekend. Not safe to be out late at night. Need to run sooner than a hour apart on weekends. Buses at TCC are always late to connect with other routes!!!	Other
Maybe direct route from Tacoma to Auburn or South Seattle	Other



3) Looking at the proposed BRT stations on the map to the right:

a) Are there any stations you think can be removed? If yes, please provide closest intersection.

<b>Responses (Free form text)</b>
102nd
159th
25th/Pacific
Buses should pick up passengers off of main road to merge back on as lights change
Do counts at rush hour to figure out if there are any to be removed or added.
I don't live in this region but I don't believe this number of stops is feasible to keep the BRT fast and efficient.
Puyallup Ave/G St
Reduce to minimum possible stops.
S 102nd St
S 122th St
S 43rd st
S 50th St
S 78th St
Unsure. However stations should be spaced to provide maximum transit time and reliability.

b) Are there any stations you think should be added? If yes, please provide closest intersection.





<b>Responses (Free form text)</b>
115th
125th
134th
23rd/Jefferson
30th
74th
76th at Fred Meyer
90th
As long as connection is good to get to the rest of the way up 9th, no. Otherwise 9th and Market to connect up the hill.
Don't know enough about the corridor but don't think it should be in Spanawa's most "rural" like area. I think in the middle of the densest population area.
I do not know the corridor well. I would only request that stations are not closer than 1/4 mile and preferably further apart (in general).
Need east connections to Canyon and Meridian
Pacific Ave/48th St
Puyallup Ave/D St
Smaller substations to connect to the major BRT (just a thought)
U of W closer

4) In your option, should Pierce Transit move forward with the development of a BRT system on Pacific Avenue/SR 7?

**TALLY**

Yes	19
No	6
Unsure	6
No Vote	5
<b>Total</b>	<b>36</b>

**PERCENTAGE**

Yes	 53%
No	 17%
Unsure	 17%
No Vote	 14%

*Why or Why not?*

<b>Comments (free form text)</b>	<b>Benefits/Impact Themes</b>
Increased population density practically requires one.	Addresses population growth
Transit improvements are important for growth in the area.	Addresses population growth
Anything that will move more people easily as the area grows is important. Make transit an appealing alternative to driving.	Addresses population growth
As the county grows a project like this is needed to help reduce auto traffic and encourage sustainable development.	Addresses population growth
Maybe this would increase safety issues for people who do ride buses.	Addresses safety
Do not feel that the time is right; concerned that the system may adversely impact current demographics.	Adverse impact to demographics
Good choice to start BRT with this route.	Best BRT alignment
More efficient	Better service
The sooner the better.	Better service
10-minute service, more reliability, more capacity, better pax facilities.	Better service
More reliable transport for more people.	Better service
Absolutely! This route serves a low-income and diverse community. To avoid displacement at Pierce County grows, we must invest in infrastructure like this.	Better service for transit dependent
Collaborate with community.	Community Collaboration needed
As long as it takes in to consideration of the growth of this community and provides more off-corridor transportation.	Consider connection to route
Yes but do it right. Dedicated lanes, center street light preference.	Do it right
Need to expand service area first	Expand service area
Waste of my time and money.	No benefit
Need additional information. Will taxes increase?	Not enough info
Need research cost vs. benefits	Not enough info
In time it would serve more people.	Serve more people
Traffic is bad enough. If this put in, all the roads in our area will be gridlocked.	Traffic impact
Pacific Highway (SR 7) is already packed and buses aren't full.	Traffic impact
Needs a better solution to creat less impact current traffic.	Traffic impact
At worst it's a gamble to learn/try out more accessible public transportation.	Worth a try

5) *Other thoughts or comments you would like to share?*

**Comment (free form text)**

Walk signal 72nd and Pacific not pedestrian friendly!!!

Please look into if it is feasible to put a DMU transit on Tacoma Rail from Tacoma through Midland to Frederickson.

Canyon Road area needs to be expanded because of all the growth in that area.

Needs a better solution to create less impact on current traffic.

Passenger pick up would have pull off instead of private lane.

If it moves forward, hope some of the services go toward the beautification of Pacific Avenue in Parkland/Spanaway.

Next time you make any route changes might suggest you ask 96-99% of riders. I know this will take awhile but...

Charge for parking at Tacoma Dome Station garages.

Next set of materials, please include bikeways/infrastructure for proximity reference.

Cheaper fare for youth who are from low-income families!!!

Reduce number of stops.

RAPID ride with local service from a retained #1.

Bring back center platforms and 5-door coaches. Route along C Street in the Brewery District versus S. 25th Street.

Make this as BRT-exclusive as possible, that will maximize reliability and contribute to TOD more effectively along the corridor.

BRT Station No.	Proposed BRT Station Location	Distance from Previous Station (Miles)	SB Avg Weekday Boardings (Route 1)	NB Avg Weekday Boardings (Route 1)	Current Connecting Pierce Transit Fixed Routes (Unless Otherwise Noted)
					2,3,11,13,16, 28, 41, 42, 45, 48, 57, 63, 102, 400, 500, 501; ST 590, 594, Tacoma Link; IT
1	S. 9th Street & Commerce Street	N/A	106	83	603, 605, 612
2	S. 13th Street & Market Street	0.3	53	145	None
3	S. 19th Street & Market Street	0.5	114	78	None
4	Puyallup Avenue & Pacific Avenue	0.7	199	71	None
					13, 41 42, 102, 400, 500, 501; ST 574, 586, 590, 594, Tacoma Link, Sounder; IT 603, 605, 612;
5	Puyallup Avenue & E. G Street (TDS)	0.5	N/A	N/A	Amtrak Rail; Greyhound Bus
6	S. 27th Street	0.7	23	16	None
7	S. 34th Street	0.5	17	26	None
8	S. 38th Street	0.5	66	82	54
9	S. 43rd Street	0.3	8	21	None
10	S. 50th Street	0.5	10	9	None
11	S. 56th Street	0.4	51	41	41
12	S. 64th Street	0.5	11	46	None
13	S. 72nd Street	0.5	81	144	202
14	S. 78th Street	0.4	3	8	None
15	S. 84th Street	0.3	19	56	None
16	S. 90th Street (Midblock; no street exists)	0.4	6	11	None
17	S. 96th Street	0.4	13	38	None
18	S. 102nd Street (Midblock; no street exists)	0.4	3	10	None
19	S. 108th Street	0.4	11	32	None
20	S. 112th Street	0.3	109	106	4
21	S. 121st Street	0.5	40	49	45, 55
22	Tule Lake Road S	0.6	10	28	None
23	138th Street S	0.5	18	54	None
24	146th Street S	0.5	3	18	None
25	Military Road	0.3	12	N/A	None
26	159th Street S	0.5	8	29	None
27	168th Street S	0.5	4	30	None
28	176th Street S/SR 704	0.5	3	35	None
29	184th Street S	0.5	1	2	None
30	SR 507	0.4	2	13	None
31	Pirnie Road E & Mountain Hwy E	0.4	0	8	None
32	Walmart Supercenter - 204th Street E (Spanaway)	0.5	5	256	None
	<b>Average Station Distance</b>	<b>0.45</b>			



City of Tacoma

Sustainable Tacoma Commission

April 26, 2018

Mayor Woodards and City Council-

We are submitting final comment on the Final Environmental Impact Statement for the Tacoma Mall Subarea Plan.

The Sustainable Tacoma Commission is a Tacoma City Council-appointed body staffed by the Office of Environmental Policy and Sustainability (OEPS), and is charged with monitoring the City of Tacoma's adherence to goals set forth by Council Resolution 39427, enacting the 2016 Environmental Action Plan.

An important part of these goals is to reduce greenhouse gas emissions to 80% below 1990 levels by 2050. This will be a substantial challenge, while factoring projected population and employment growth over that time period. A principal contributor to greenhouse gas emissions in Tacoma is the transportation sector, which accounts for roughly 71% of all community (non-government) emissions, or 741,820 metric tons of CO2 equivalent in the year 2016.

Adequate growth management is critical to preserving rural farmland and forest land, minimizing the impact to Puget Sound hydrology, and enabling scalable transportation options like high capacity transit, that expand mobility, while having a lower per capita environmental impact. For these reasons, the STC believes that it has a role to submit comment regarding the Tacoma Mall Subarea Plan.

The Sustainable Tacoma Commission is generally supportive of the process for the Tacoma Mall Subarea Plan and we encourage a similar robust discussion regarding the Tideflats Subarea Plan. However, we are concerned that the connectivity guideline changes implemented in the 11th hour are counterproductive to the goals outlined in the Environmental Action Plan, and we object to those changes.

As described in the Final EIS addendum filed on March 29 2018, the following elements were removed from the plan at the direction of the Infrastructure, Planning, and Sustainability Committee:

- *Subarea Plan Complete Streets guidance would be clarified to indicate that reduced pedestrian standards may be considered adjacent to the freeway.*
- *The proposed Site Approval process, which consists of a review of large block connectivity, would only be required with projects of 200 dwelling units or 60,000 square feet of new construction. In addition, flexibility to building design/street orientation standards could be proposed; the Future Street Network map would be removed from the Subarea Plan; Tier 2 connections could be either public or privately owned; and, review criteria would be clarified.*

- *Modifications to proposed Pedestrian/Bike Support Standards would clarify regulatory thresholds for alterations; increase through-block connections threshold to 60,000 square feet of new construction; reduce proposed through-block connections minimum width from 14 to 10 feet; allow flexibility to address site-specific topography and narrow access points; remove a requirement that private pedestrian facilities function “like public streets”; and, allow property owners to secure or gate pedestrian/bike access pathways.*

*These changes allow more substantial development to occur without a systematic assessment of the connectivity impacts. This may result in a continuation of the existing transportation pattern for a longer period, or require a larger proportion of proactive City investment to achieve connectivity goals. However, regulatory processes, including Traffic Impact Assessment requirements, are in place to ensure that project transportation impacts are adequately addressed.*

The City admits that current language in the plan maintains the status quo for longer at a time when Tacoma has retrogressed or failed to make appreciable progress on the following goals for reducing transportation-related greenhouse gas emissions described in the Environmental Action Plan Year One Progress Report from the City of Tacoma’s Office of Environmental Policy and Sustainability

[http://cms.cityoftacoma.org/Sustainability/Tacoma\\_EAP\\_Progress\\_Report\\_2016.pdf](http://cms.cityoftacoma.org/Sustainability/Tacoma_EAP_Progress_Report_2016.pdf):

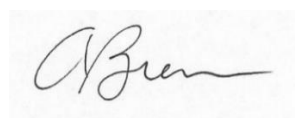
1. Decrease fossil fuel use by 15% of 2014 levels (Fossil fuel use increased between 2014 and 2016 from 1.96M gallons to 1.99M gallons)
2. Decrease single occupancy vehicle trips by 7% of 2015 levels (SOV vehicle trips increased from 77% in 2015 to 84% in 2016)
3. Increase pedestrian counts by 15% of 2015 counts (2015 bike/ped counts were 3,642 and 2016 counts were 2,510)

We recommend that the Tacoma Mall Subarea Plan sections regarding bicycle, pedestrian, and connectivity requirements that were implemented in the Final EIS be substantially restored to their prior language. We make this recommendation to accelerate, rather than slow down the transition away from an auto-centric urban form in the Tacoma Mall Area. The Plan as presently drafted lacks a long range connectivity map, which would guide future city actions. It also muddies the waters regarding public right of way and street connectivity, which will impact the capacity of the Tacoma Mall Subarea to meet its goal of producing a vibrant, healthy, walkable, bikeable, and transit-friendly neighborhood in Tacoma.

Further we highlight that the issue of parking requirements in new construction be recognized for their direct impact on the ability to finance and construct affordable housing in the Regional Growth Center. STC encourages a multimodal mobility strategy moving forward, and a reduction or elimination of parking requirements in new construction, to accelerate the transition to non-polluting forms of mobility.

We invite the Transportation Commission to concur.

Sincerely,



Lexi Brewer

Chair, Sustainable Tacoma Commission

Cc: Elizabeth Pauli, City Manager  
Peter Huffman, Planning and Development Services Director  
Justin Leighton, Transportation Commission  
Jane Moore, Transportation Commission