RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY

WHAT IS BRT

Bus Rapid Transit (BRT) systems are designed to carry larger numbers of riders with elements of light rail, and the flexibility and lower cost of bus transit. BRT features will improve your ride by making trips shorter and more convenient:

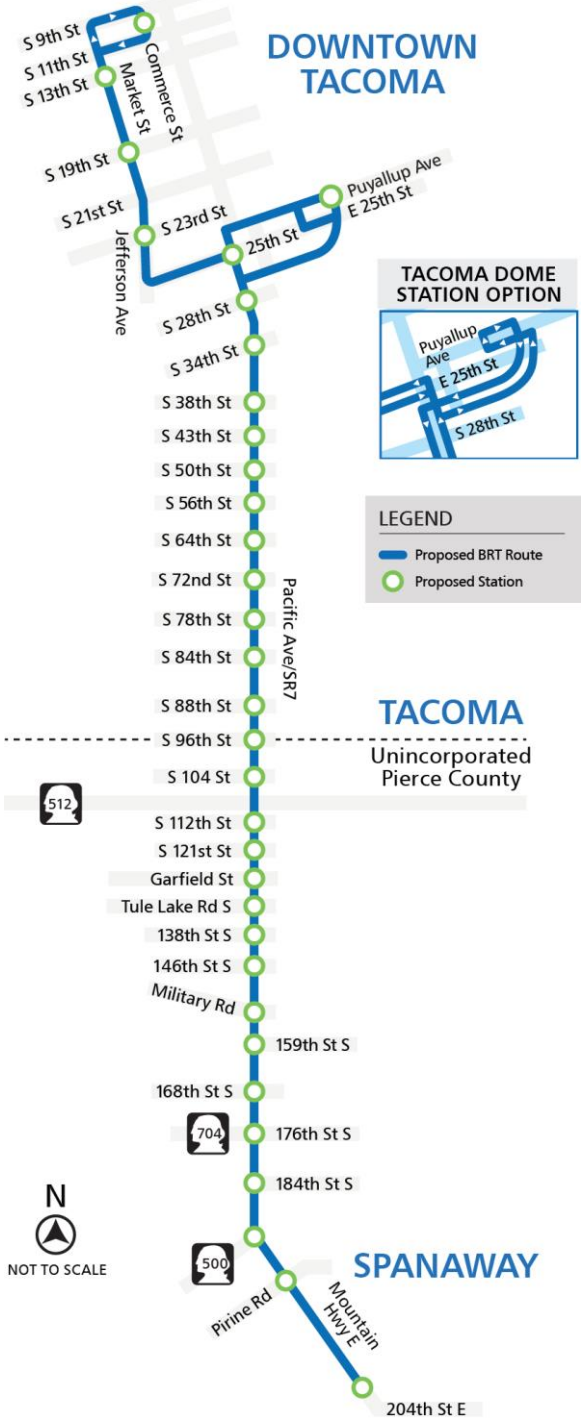
- Frequent and reliable trips every 10 minutes during peak commute times
- State-of-the-art buses that accommodate bicycles on board and are equipped with Wi-Fi
- Better opportunities for economic development along the corridor
- Level boarding allows for easy access of wheelchairs, bikes, and strollers
- Green light priority signaling keeps BRT vehicles moving
- New BRT stations will feature pre-payment options and real-time travel information

THE STUDY PROCESS: WHERE WE ARE NOW

- The study began in early 2017 by looking at the feasibility of **High Capacity Transit (HCT)** along this corridor
- After reviewing several HCT mode options and gathering public input, **BRT** rose to the top as the preferred option
- From 2017 – 2018, Pierce Transit held twelve **open houses** and solicited feedback from stakeholders
- The Pierce Transit Board adopted the Locally Preferred Alternative (LPA) in July 2018
  - Mode: Bus Rapid Transit
  - Alignment: Route 1 with modifications
  - Termini: Downtown Tacoma and Spanaway
- In September 2018, the project was successfully submitted to the Federal Transit Administration (FTA) under the Small Starts Capital Investment Grant Program

We need your input on:

- Station locations
- Lane treatments
- Access routing to the Tacoma Dome Station


DOWNTOWN TACOMA
S 9th St
S 11th St
S 13th St
Commerce St
Market St
S 19th St
S 21st St
Jefferson Ave
S 23rd St
Puyallup Ave
E 25th St
25th St
TACOMA DOME STATION OPTION
Puyallup Ave
E 25th St
S 28th St
S 28th St
S 34th St
S 38th St
S 43th St
S 50th St
S 56th St
S 64th St
S 72nd St
S 78th St
S 84th St
S 88th St
S 96th St
S 104 St
Pacific Ave/SR7
LEGEND
Proposed BRT Route
Proposed Station
TACOMA
Unincorporated Pierce County
512
S 112th St
S 121st St
Garfield St
Tule Lake Rd S
138th St S
146th St S
Military Rd
159th St S
168th St S
704
176th St S
184th St S
N
NOT TO SCALE
500
SPANAWAY
Pirine Rd
Mountain Hwy E
204th St E

WHY CONSIDER BRT FOR PACIFIC AVE/SR 7?

Funding is well underway; there is already **$90 million** secured toward this **$150 million** investment along the corridor

The Pacific Ave./SR 7 route makes up more than 12 percent of Pierce Transit's ridership, with over 1 million boardings per year along the BRT portion of the route

Approximately **55,000 residents** live within a half-mile of the corridor

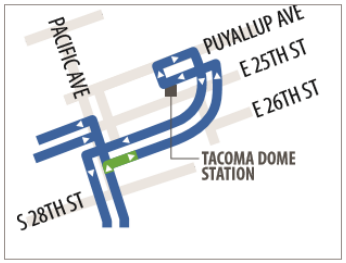
The current 31,500 jobs located along the corridor will increase to an estimated **59,000 by 2040**

Approximately **11% of the people** living along the corridor are dependent on transit for their travel needs

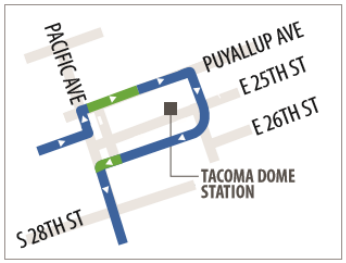
The route borders on six state-recognized **Opportunity Zones** designed to attract investment and spur economic growth

TACOMA DOME STATION ACCESS

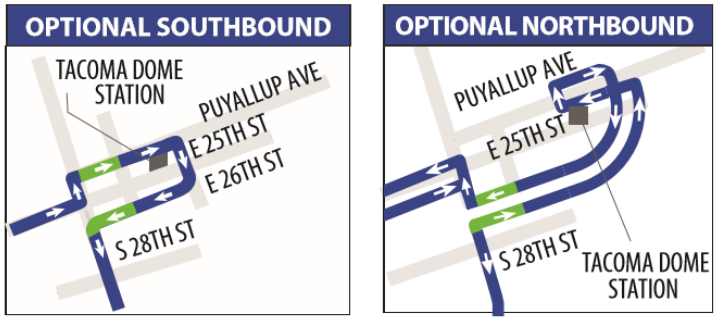
26th Street Turnaround Option



Clockwise Loop Option



Hybrid Option



Access Routing to the Tacoma Dome Station

Evaluation Measure	26th Street Turnaround	Clockwise Loop with BAT Lane	Clockwise Loop without BAT Lane	Hybrid Option (SB uses Puyallup/26th, NB uses 26th only)
Peak Period Transit Travel Time	◕	◑	○	●
General Purpose Traffic Access and Circulation Impacts	◑	◕	◔	◕
Tacoma Dome Special Event Traffic Impacts (i.e., when E. 26th Street is closed to vehicular traffic)	◔	◕	◕	◑
Freight Impacts	●	◑	◔	◕
Transit Travel Time Reliability	◑	●	◔	◕
Transit Operations & Geometrics	●	◑	◑	◕
Total Score	20	18	10	21
Average Score by Criterion	3.33	3.00	1.67	3.50

○ ◔ ◑ ◕ ●

Less Effective — More Effective

These additional measures were evaluated but did not show enough differentiation based on existing information:

- Pedestrian/Bicycle impacts
- Parking impacts
- Compatibility with future Link LRT station/construction costs

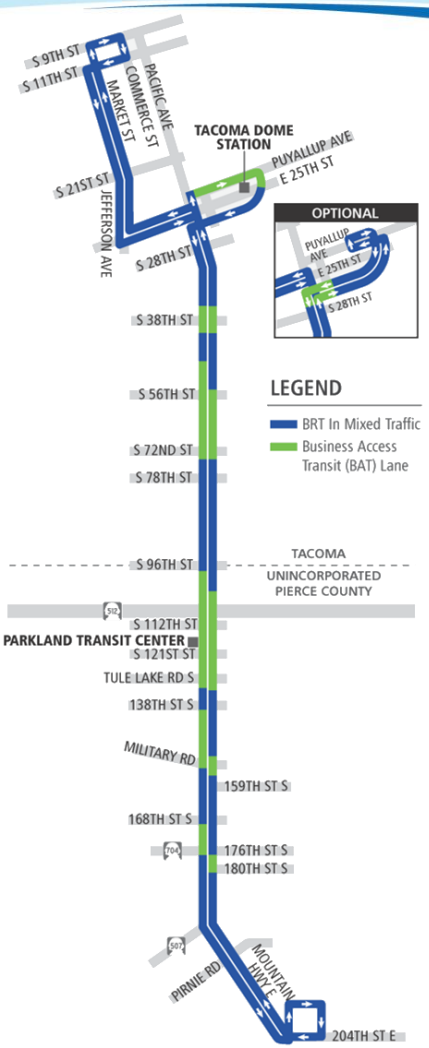
CURBSIDE ALTERNATIVE

BRT in Mixed Traffic

- 9.9 miles

BRT in BAT Lane

- 4.5 miles



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Pierce Transit

HYBRID ALTERNATIVE

BRT in Right Lane Mixed Traffic

- 7.3 miles

BRT in BAT Lane

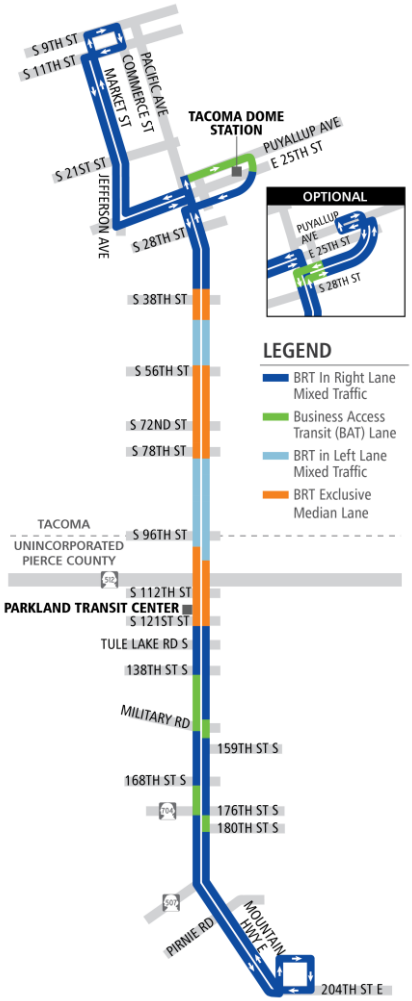
- 1.0 miles

BRT in Exclusive Lane

- 3.6 miles

BRT in Left Lane Mixed Traffic

- 2.5 miles



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Pierce Transit

BUS
BUS

CORRIDOR TRAFFIC ANALYSIS

Transit Travel Time

- Both alternatives decrease travel times compared to the no-build
- Curbside alternative provides lowest transit travel times in our modeling.
- PM peak hour

BAT = Business Access & Transit
(mm:ss) = Minutes : Seconds

	Future No-Build Conditions Mixed Traffic (mm:ss)	Hybrid Alternative BAT Lanes Mixed Traffic (mm:ss)	Curbside Alternative BAT Lanes Mixed Traffic (mm:ss)
NB Travel Time between 72nd and 46th	11:58	7:32	**6:54**
SB Travel Time between 72nd and 46th	14:53	12:11	**10:29**

CORRIDOR TRAFFIC ANALYSIS

Auto Travel Time

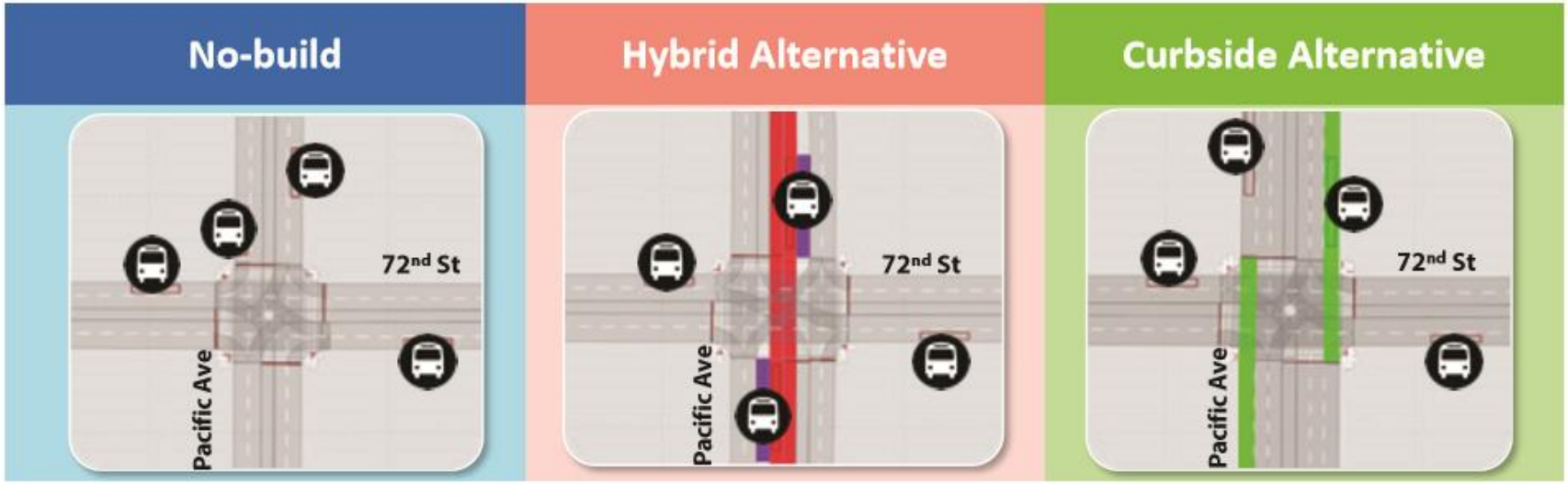
- **Curbside alternative** improves southbound auto travel times. Northbound travel times remain largely unchanged
  - Additional capacity in the form of right turn pockets (BAT lanes)
  - Median two-way left turn lane provides long left turn pockets
- **Hybrid alternative** increases auto travel times
  - Requires protected left turn phases at most signalized intersections in study area

Mode	Travel Direction	Segment	Peak Period	2045 PM No-Build (mm:ss)	2045 PM Build Hybrid Alternative (mm:ss)	2045 PM Build Curbside Alternative (mm:ss)	2045 PM Build Hybrid Alternative (% Difference)	2045 PM Build Curbside Alternative (% Difference)
GP	NB	S 72nd St to S 46th St	PM	3:53	4:45	3:52	22.3%	-0.4%
	SB	S 46th St to S 72nd St	PM	10:26	13:52	9:15	32.9%	-11.3%

CORRIDOR TRAFFIC ANALYSIS

Impact of bus stopping in the travel lane

- Travel lane stops increase auto delay in the No-build
- Hybrid alternative has the least impact on auto traffic from stops since stops are separated from auto traffic
- Curbside alternative stops impact right turning vehicles only for nearside stops



CORRIDOR TRAFFIC ANALYSIS

		No-Build Alternative Mixed Traffic	Curbside Alternative Business Access Transit (BAT) Lanes Mixed Traffic	Hybrid Alternative Median Lanes BAT Lanes Mixed Traffic
Transit Travel Time	Spanaway to TDS	○	●	●
	Spanaway to Downtown	○	◑	◑
Length of Transit Priority Treatment (Reliability)		○	◕	●
Operator Input & Safety Evaluation		◔	◕	◑
Average Weekday Transit Ridership		○	●	●
Vehicle Trips Along Corridor (non-BRT)		◕	◕	◑
Total Person Throughput		◑	●	◑
Economic Development Potential		○	◑	●
Cross street traffic impacts		◑	◕	◔
On-Street Parking Impacts		●	◑	◑
Driveway & Business Access Impacts		◕	●	◑
Safety Improvements - Vehicular		◔	◑	◕
Safety Improvements - Pedestrian		◔	◕	●
Bicycle & Pedestrian Access		◔	◕	◕
Ease of Siting Stations		●	◕	◑
Ease of Transfer to Other Modes		◔	◕	◑
Property Impacts		●	◑	○
Points Total		**44**	**67**	**60**

PROJECT SCHEDULE

In September 2018, Pierce Transit applied for federal funding for the remaining 40% of this $150 million investment.

Pierce Transit is coordinating with the Federal Transit Administration to determine the appropriate level of environmental review, which will likely be completed in late 2019.

If funding is secured, design will start in 2019, with construction to follow in 2020.

Service is scheduled to begin at the end of 2022 with full implementation of lane treatments and station locations.

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LET'S GET MOVING

Pierce Transit invites you to an Open House to learn more about BRT and the project plans for Pacific Avenue | SR 7.

WEDNESDAY, JANUARY 23
4:30pm -6:00pm
Pacific Lutheran University
Anderson University Center
Park Avenue S and 122nd Street S
Tacoma, WA 98447
Routes 1, 45, & 55

THURSDAY, JANUARY 24
4:30pm – 6:00pm
UW Tacoma – William W. Phillip Hall
Jane Thompson Russell Student Commons
Room WPH 101A
1918 Pacific Ave
Tacoma, WA 98402
Served by Routes 1, 2, 3, 41, 42, 63, 102, 400, 500, 501, & ST LInk Light Rail

TUESDAY, JANUARY 29
4:30pm -6:00pm
Moore Library
215 S 56th St
Tacoma, WA 98408
Served by Routes 1 & 41

WEDNESDAY, JANUARY 30
4:30pm -6:00pm
Fern Hill Library
765 S 84th St
Tacoma, WA 98444
Served by Route 45

THURSDAY, JANUARY 31
4:30pm -6:00pm
Sprinker Recreation Center
14824 C St
Tacoma, WA 98444
Served by Route 1

MONDAY, FEBRUARY 4
4:30pm -6:00pm
Parkland/Spanaway Library
13718 Pacific Ave S
Tacoma, WA 98444
Served by Route 1

PUBLIC HEARING – VOICE YOUR OPINION

Monday, February 11

4:00pm at Pierce Transit

BOARD MEETING – BOARD TAKES ACTION

Monday, March 11

4:00pm at Pierce Transit

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