



RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY

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

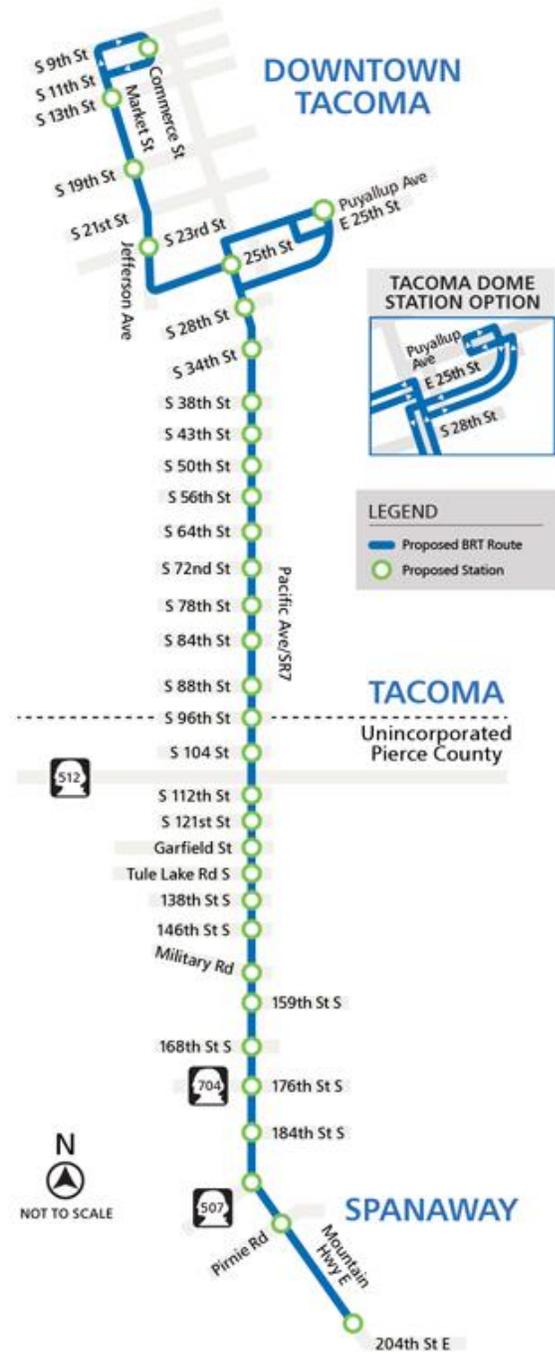
- In September 2018, the project was successfully submitted to the Federal Transit Administration (FTA) under the Small Starts Capital Investment Grant Program

We need your input on:

- Station locations
- Lane treatments
- Tacoma Dome Station Access



STATION LOCATIONS





CURBSIDE ALTERNATIVE

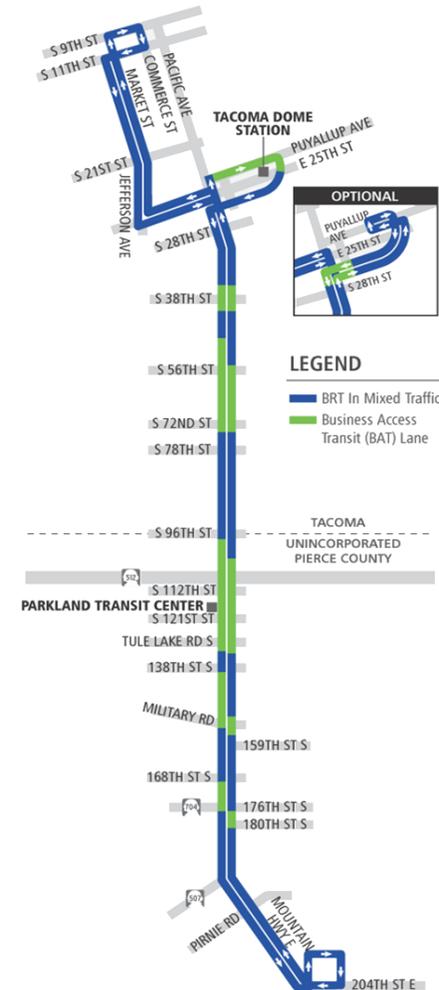


BRT in Mixed Traffic

- 9.9 miles

BRT in Curbside BAT Lane

- 4.5 miles





HYBRID ALTERNATIVE



BRT in Right Lane Mixed Traffic

- 7.3 miles

BRT in Curbside BAT Lane

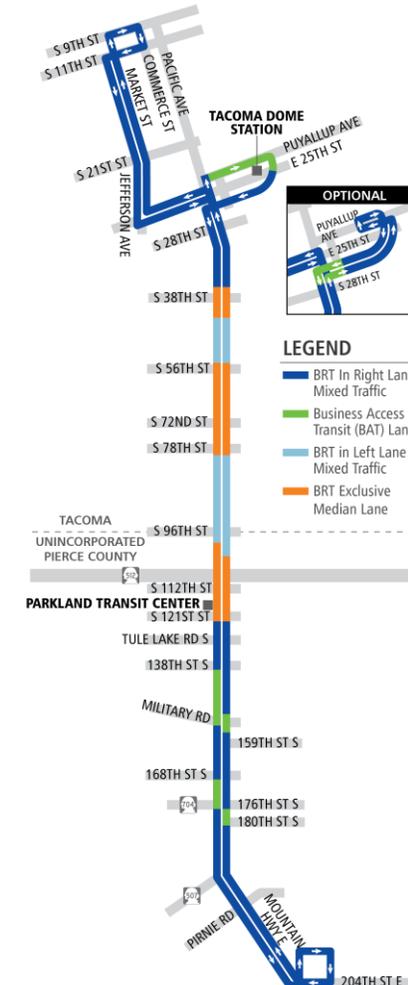
- 1.0 miles

BRT in Median Lane

- 3.6 miles

BRT in Left Lane Mixed Traffic

- 2.5 miles



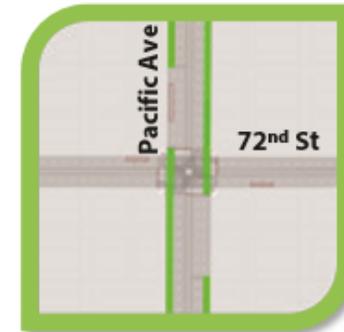
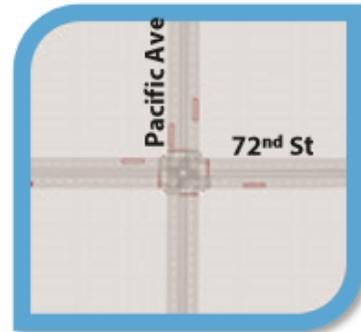
CORRIDOR TRAFFIC ANALYSIS



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

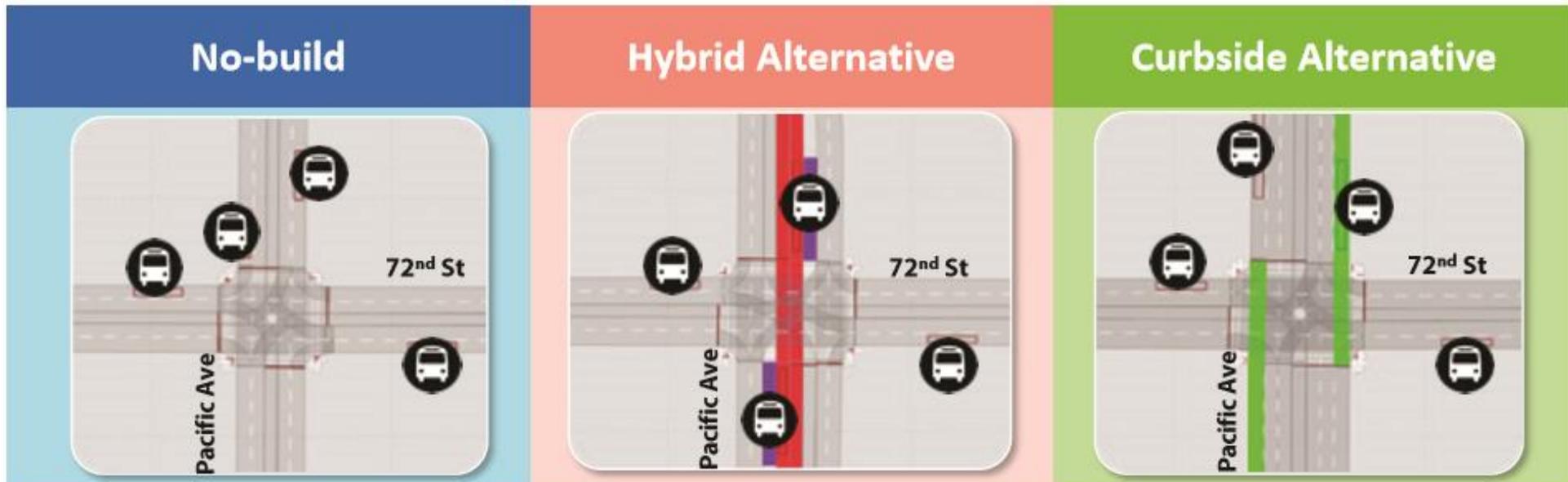
Mode	Travel Direction	Segment	Peak Period	2045 PM No-Build (mm:ss)	2045 PM Build Hybrid Alternative (mm:ss)	2045 PM Build Curbside Alternative (mm:ss)	2045 PM Build Hybrid Alternative (% Difference)	2045 PM Build Curbside Alternative (% Difference)
GP	NB	S 72nd St to S 46th St	PM	3:53	4:45	3:52	22.3%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

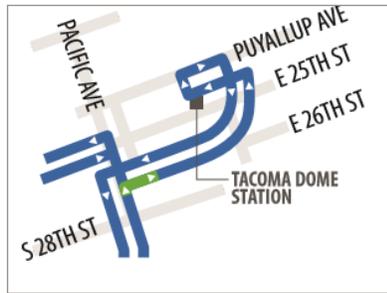


		No-Build Alternative Mixed Traffic	Curbside Alternative Business Access Transit (BAT) Lanes Mixed Traffic	Hybrid Alternative Median Lanes BAT Lanes Mixed Traffic
Transit Travel Time	Spanaway to TDS	○	●	●
	Spanaway to Downtown	○	◐	◐
Length of Transit Priority Treatment (Reliability)		○	◐	●
Operator Input & 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		●	◐	○

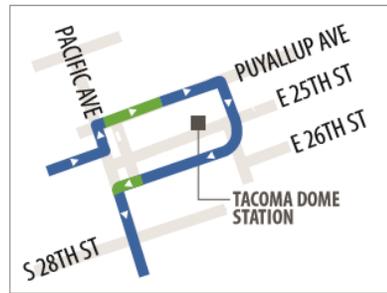
TACOMA DOME STATION ACCESS



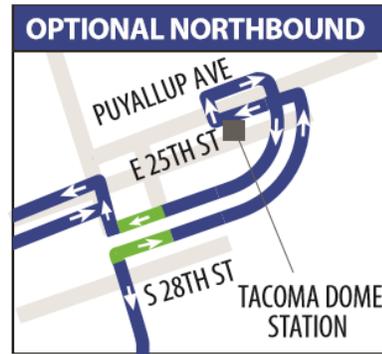
26th Street Turnaround Option



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	●	●	●	●



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

PUBLIC COMMENTS



Public Comments from Open Houses & BRT Input, summary to be added after final open house February 4, 2019

NEXT STEPS



Technical Advisory Committee (TAC) Recommendation	February 8
• Lane Treatment:	BAT Lane
• Station Locations:	Approved
• Tacoma Dome Station Access:	26 th St. Turnaround
Pierce Transit Public Hearing – Input on Recommendation	February 11
City of Tacoma Council Study Session	February 12
Pierce County Council Economic & Infrastructure Development Committee Update	February 12
City of Tacoma Council Recommendation	February 26
Pierce Transit Board of Commissioner Consideration	April 8



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