

AGENDA

- Project Update
- 26th Turnaround
- Traffic Analysis
- Bus Selection
- Stations and Branding
- Open Discussion



LOCALLY PREFERRED ALTERNATIVE REFINEMENT

- Median and curbside operation
- 3.6 miles median lanes
- 1.0 miles business access transit (BAT) lanes
- 9.8 miles mixed traffic operation (right or left lane)
- 26th turnaround to serve the Tacoma Dome Station



26th TURNAROUND CHALLENGES

- 26th Bridge is load rated for 48,000 pounds
- 60' bus can weigh up to 70,000 pounds
- Bridge retrofits as well as moving 26th turnaround to Puyallup Ave are being studied.



Traffic Analysis

- SR7 from 121st to 38th complete
- Concern about migration off corridor requires additional study
- Additional traffic analysis includes:
 - S Yakima Ave
 - E McKinley Ave



BUS SELECTION

- Battery Electric Buses (BEB) selected as preferred option for BRT 1 and following BRT 2-5
- Three Door, 60-foot articulated buses
- Top Off Chargers installed at Commerce Street
- Catenary or Inductive Wireless Charging
- Chargers installed by 2022

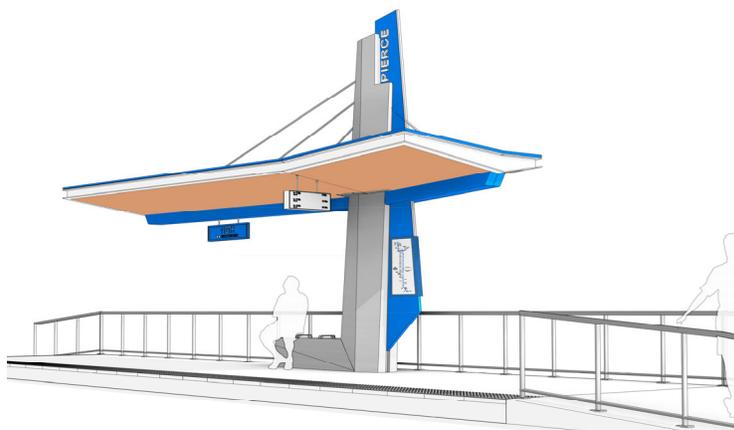


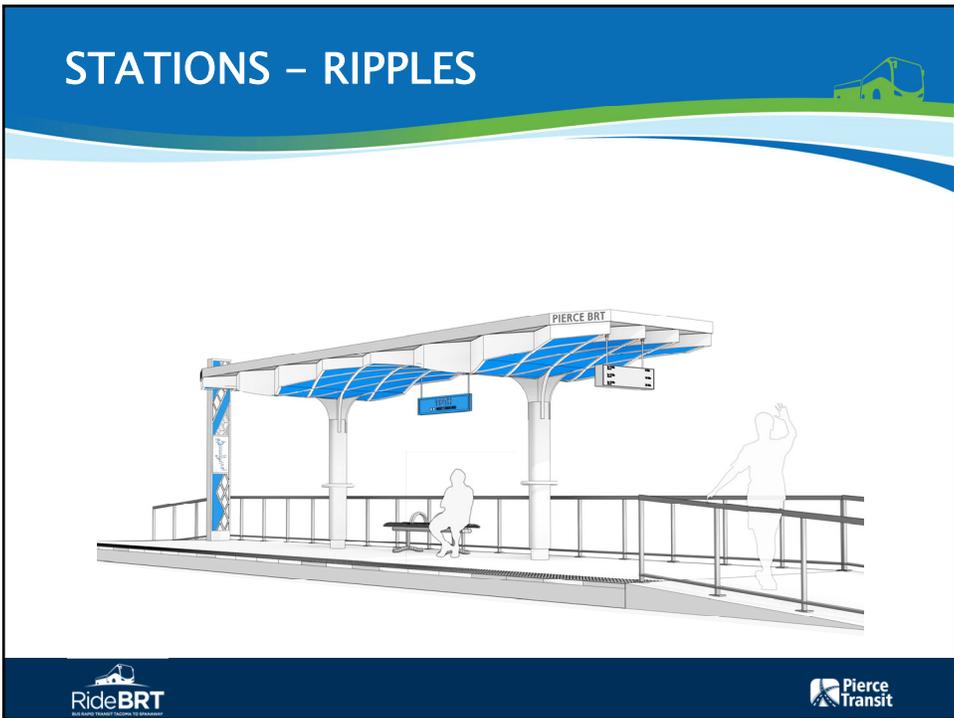
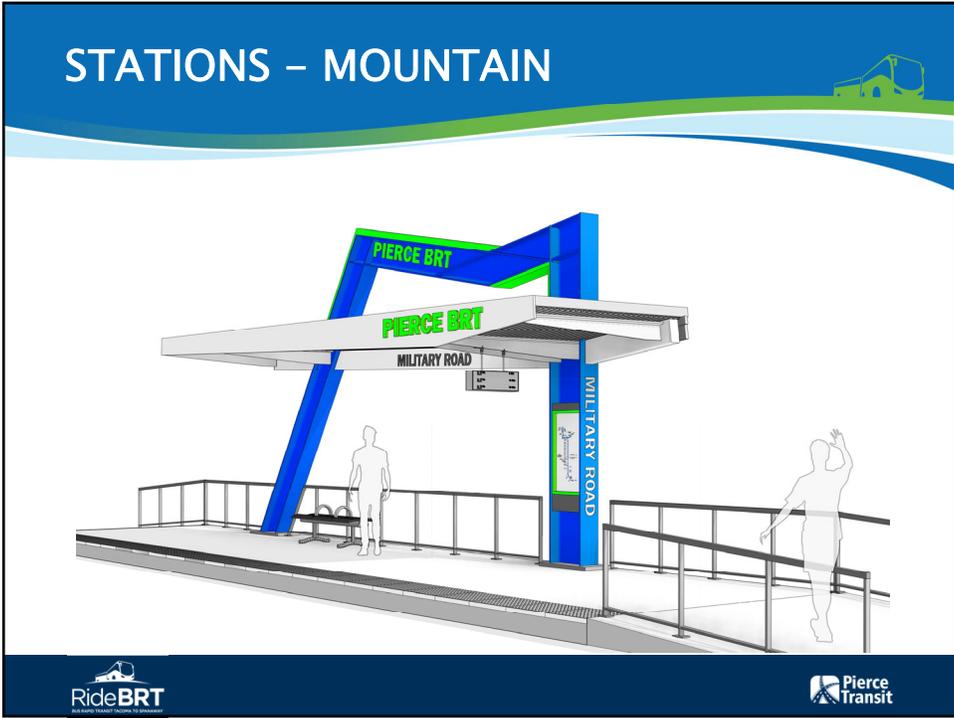
BRANDING AND STATIONS

- Naming work underway
- Station Design:
 - Suspension
 - Mountain
 - Ripples



STATIONS – SUSPENSION





Upcoming Outreach

➤ February – 15 Presentations, including:

- Infrastructure, Planning and Sustainability
- Tacoma Transportation Commission
- Tacoma Planning Commission
- Tacoma City Council Study Session
- Corridor Neighborhood Councils
- Corridor Business Districts
- BRT Community Committee
- Mailer to 20,000+ residents along the corridor notifying of upcoming soil testing and upcoming Open Houses

➤ April

- 5 Open Houses to get feedback on 30% Design + Virtual Open House
- Repeat of February circuit, topics to include Roundabout analysis



RideBRT.com

