



# 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

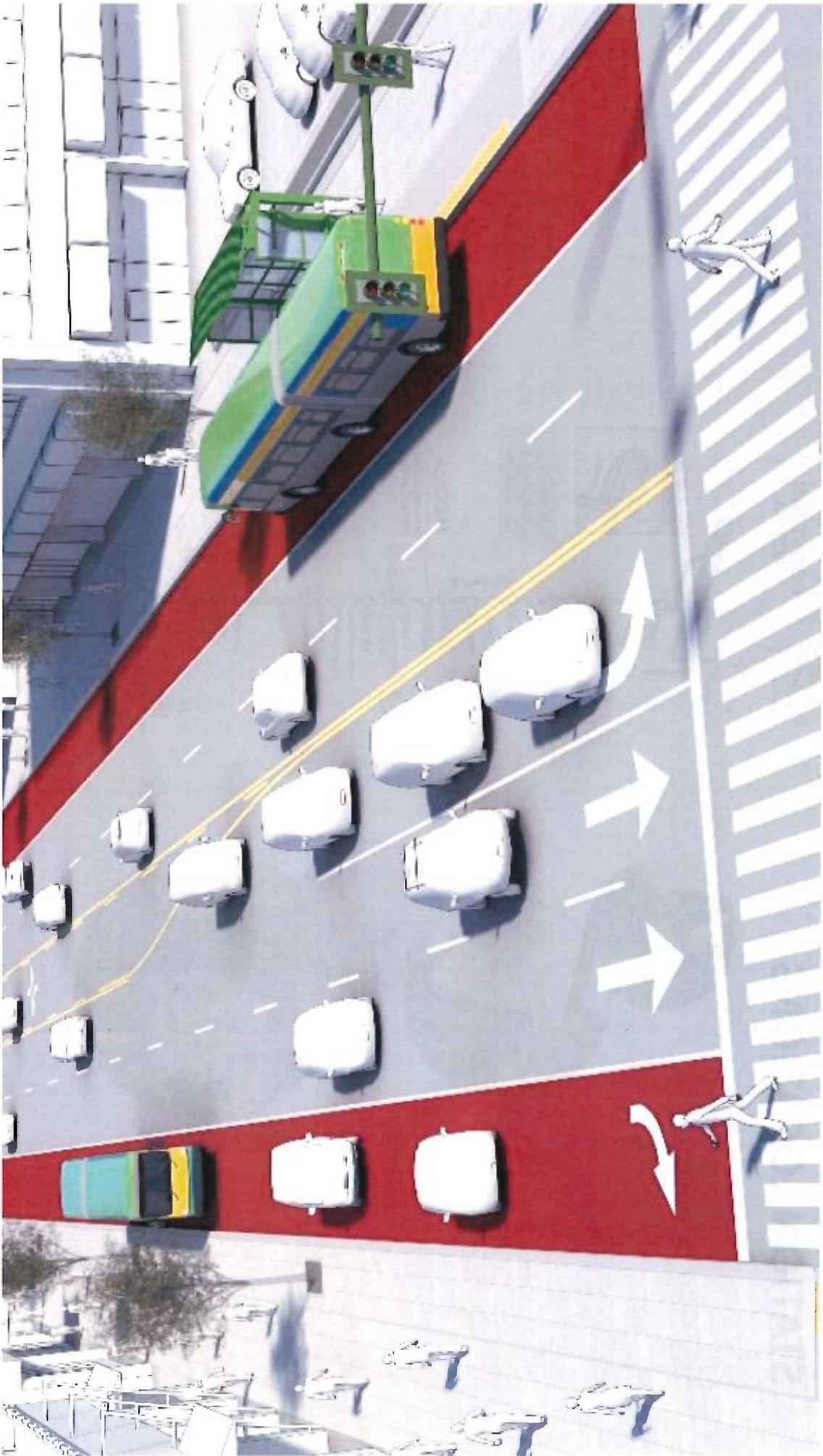
## We need your input on:

- Station locations
- Lane treatments
- Tacoma Dome Station Access



# STATION LOCATIONS





# CURBSIDE ALTERNATIVE

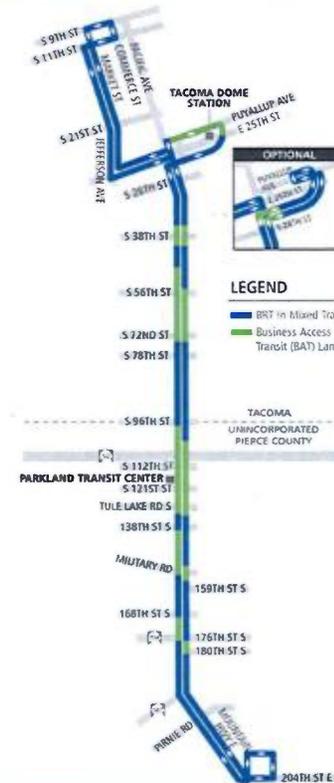


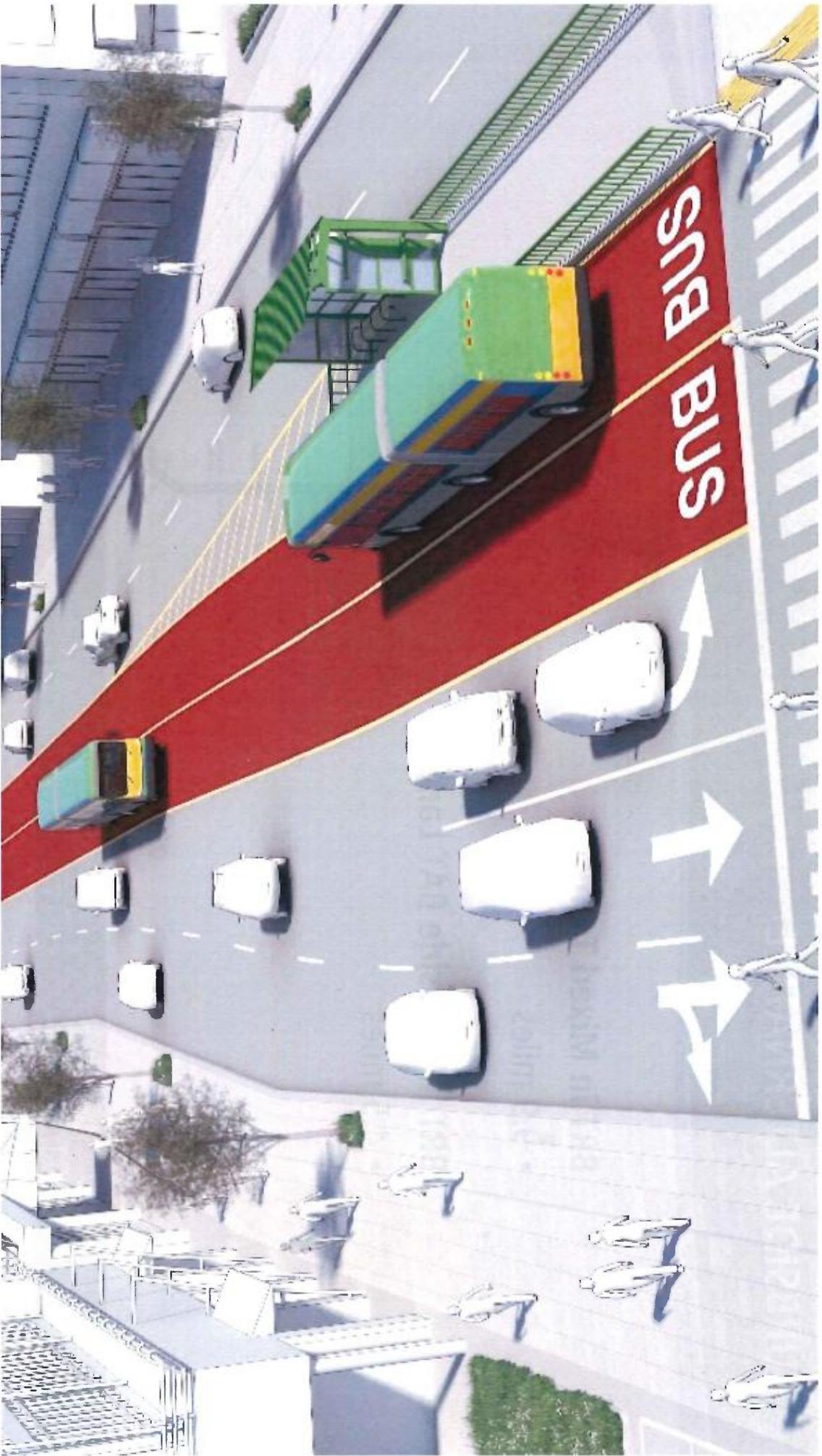
## BRT in Mixed Traffic

- 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

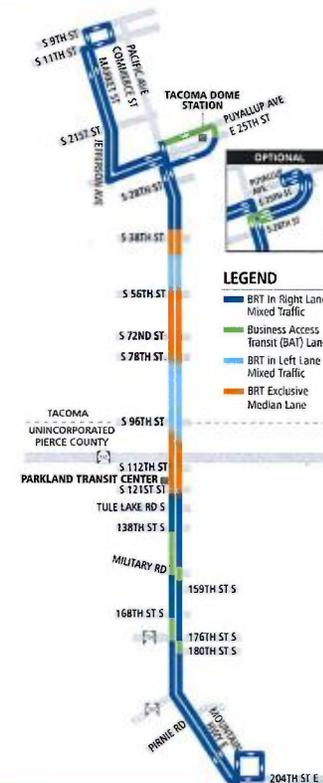
- 1.0 miles

## BRT in Median Lane

- 3.6 miles

## BRT in Left Lane Mixed Traffic

- 2.5 miles



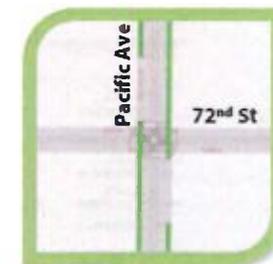
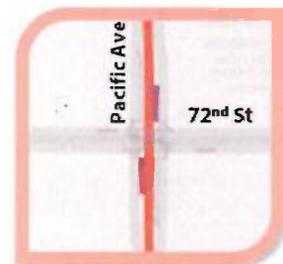
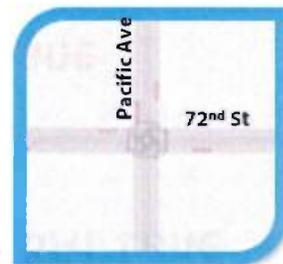
# CORRIDOR TRAFFIC ANALYSIS



## 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	<b>6:54</b>
SB Travel Time between 72nd and 46th	14:53	12:11	<b>10:29</b>

# 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

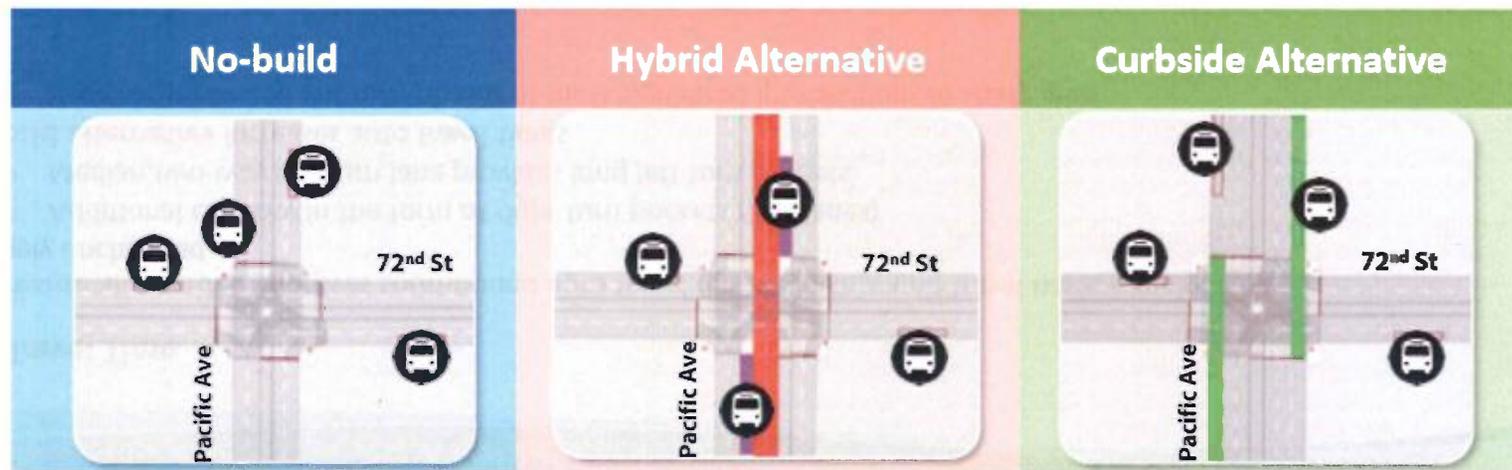
Mode	Travel Direction	Segment	Peak Period	2045 PM No-Build (mm:ss)	2045 PM Build Hybrid Alternative (mm:ss)	2045 PM Build Curbside Alternative (mm:ss)	2045 PM Build Hybrid Alternative (% Difference)	2045 PM Build Curbside Alternative (% Difference)
GP	NB	S 72nd St to S 46th St	PM	3:53	4:45	3:52	22.3%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

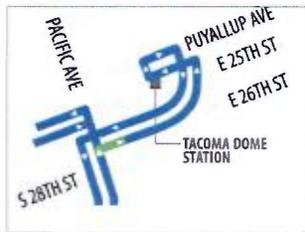


		No-Build Alternative Mixed Traffic	Curbside Alternative Business Access Transit (BAT) Lanes Mixed Traffic	Hybrid Alternative Median Lanes BAT Lanes Mixed Traffic
Transit Travel Time	Spanaway to TDS	○	●	●
	Spanaway to Downtown	○	◐	◐
Length of Transit Priority Treatment (Reliability)		○	◐	●
Operator Input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

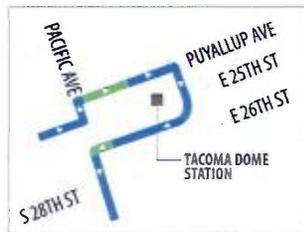
# TACOMA DOME STATION ACCESS



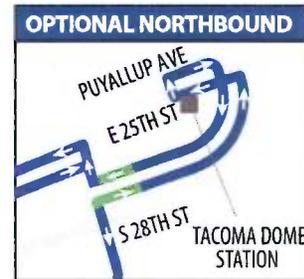
26th Street Turnaround Option



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 INVOLVEMENT UPDATE



TYPE	ATTENDEES/ UNIQUE PAGEVIEWS	COMMENTS
Open House	45	10
Virtual Open House	599	35
Bus Station Feedback Tool	573	85
<b>TOTAL</b>	<b>1,217</b>	<b>130</b>

### Open House Comments

- TCC to TDS
- More support for curbside

### Virtual Open House Comments

Favorable 62%  
 Non-favorable 20%  
 Comments 18%

### Bus Station Feedback Tool Comments

Positive Impacts 88%  
 Negative Impacts 12%

### Largest Supported Station Locations

1. Puyallup Ave & E G St (TDS)
2. Commerce St & S 9<sup>th</sup>
3. S 96<sup>th</sup> St & Pacific Ave
4. S 64<sup>th</sup> St & Pacific Ave

**Themes:** Excitement for TDS access, route from TCC to TDS, eliminating lanes, cost, stop spacing, parking, request for stop at 48th

# PUBLIC INVOLVEMENT UPDATE



## COMMUNITY OUTREACH

### ➤ Neighborhood Association/Business District Meetings since 1/9/2019

- Tacoma Dome Business District
- Mid-County Leadership Meeting
- Eastside Neighborhood Council
- Hillside Development Council
- Hilltop Action Coalition
- Fern Hill Historic Business Meeting

### ➤ Upcoming BRT Outreach

- Step-It-Up
- Lincoln South Safe Streets
- Pierce County Open House - Centers and Corridors Land Use Proposal
- WA Spring Fair
- South Sound Sustainability Expo

# NEXT STEPS



Technical Advisory Committee (TAC) Recommendation	February 8
• Lane Treatment: BAT Lane	
• Station Locations: Approved	
• Tacoma Dome Station Access: 26 <sup>th</sup> St. Turnaround	
Pierce Transit Public Hearing – Input on Recommendation	<del>February 11</del> TBD
City of Tacoma Council Study Session	February 12
Pierce County Council Economic & Infrastructure Development Committee Update	February <del>12</del> 26
City of Tacoma Council Recommendation	March 5
Pierce Transit Board of Commissioner Consideration	April 8



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