



Pierce Transit *Stream*

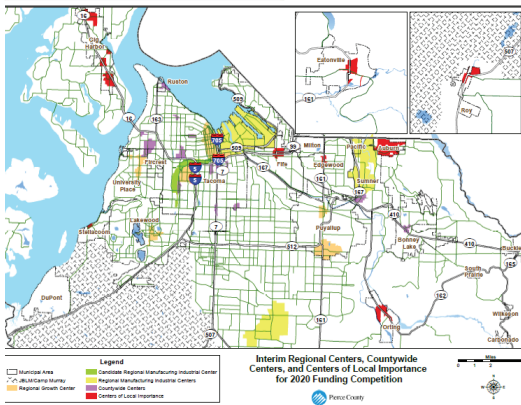
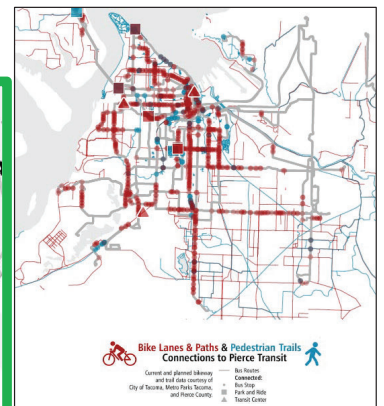
Briefing on BRT System Expansion Study
City of Tacoma - City Council Study Session

August 2, 2022

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OVERVIEW

Network of Stream Corridors

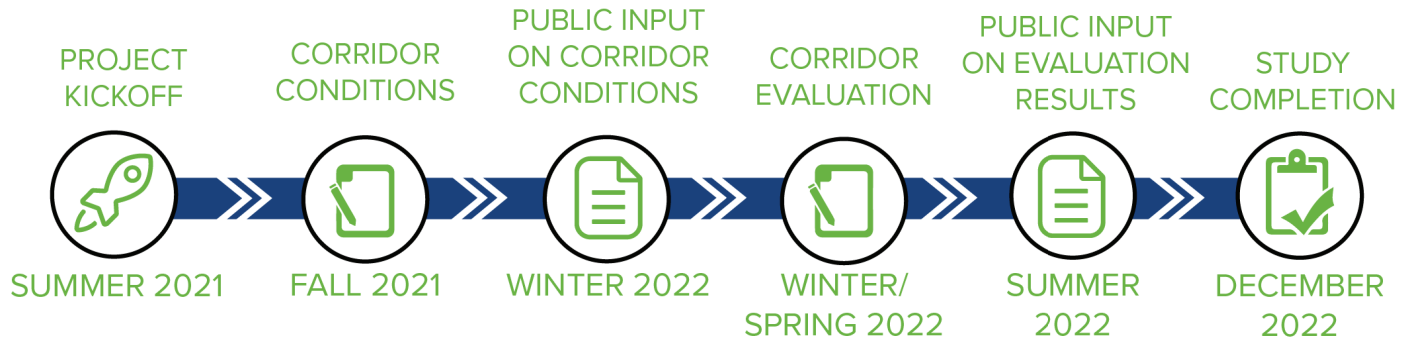


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OVERVIEW

Stream BRT System Expansion Study

- The Stream System Expansion Study (SSES) evaluated which of those four corridors is most competitive to become Pierce Transit's second Stream BRT corridor.



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OVERVIEW

Engagement and Oversight

Community Input



- Online Survey
- Open for five weeks (1/25 through 3/1)
- 418 unique respondents



- Virtual open house with live polling
- Held on 6/29

Technical Advisory Committee

- 6 meetings
- Reviewed methods and findings

TAC Roster

Municipalities/Jurisdictions:

- Edgewood
- Fircrest
- Lakewood
- Puyallup
- Tacoma
- University Place
- Pierce County

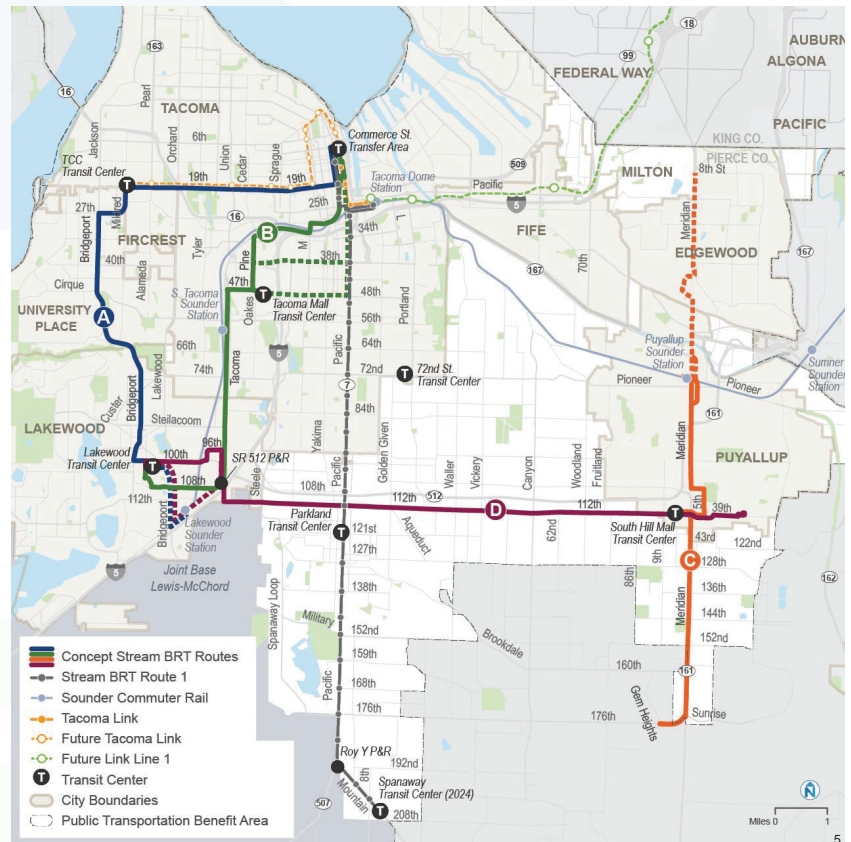
Agencies / Organizations:

- WSDOT
- Sound Transit
- Tacoma Community College
- Multi-Care Health System
- Downtown: On The Go!
- Economic Development Board for Tacoma-Pierce County
- Puyallup Tribe of Indians
- Tacoma Metro Parks
- Tacoma-Pierce County Health Department

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SSES Corridors

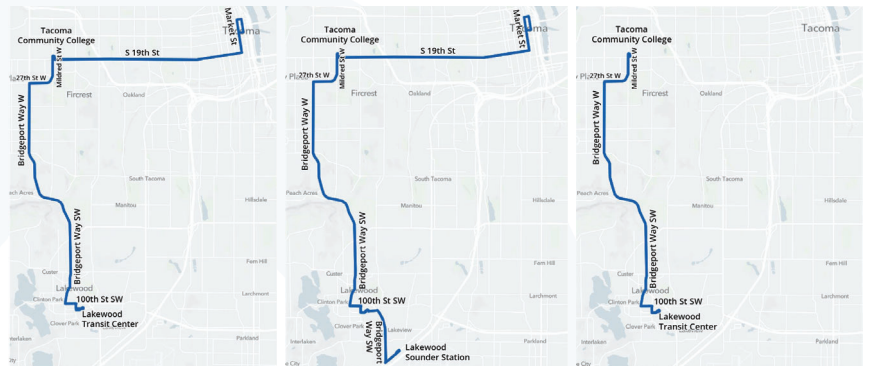
- The four corridors (A, B, C, D) align with existing routes 2, 3, 402, and 4
- Two in Tacoma (A and B)



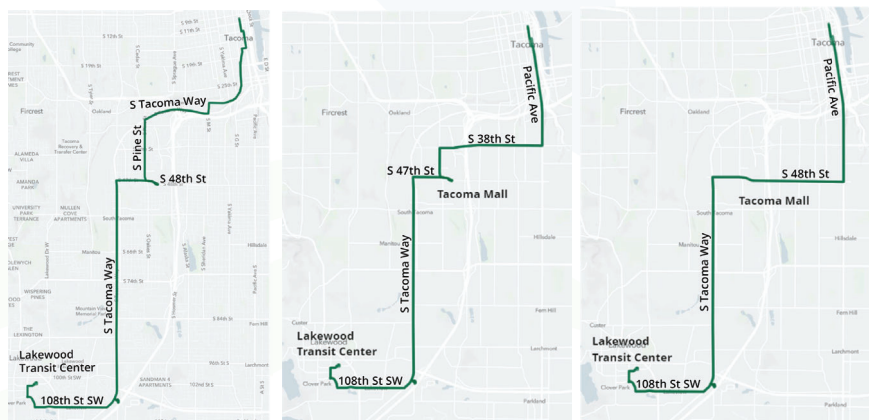
Study Corridors: Routes 2 and 3

- A: Downtown Tacoma to Lakewood
- A1: Extension to Sounder
- A2: Shorter route from TCC to Lakewood
- B: Downtown Tacoma to Lakewood
- B1: Via S. 38th Street
- B2: Via S. 48th Street

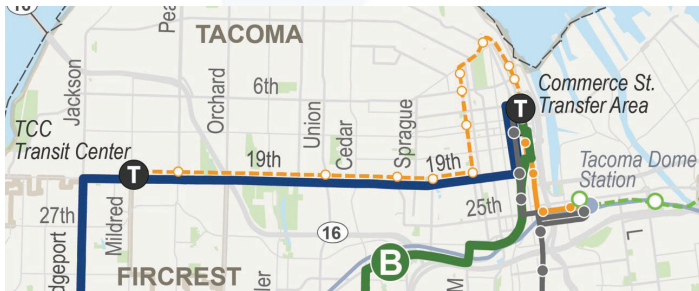
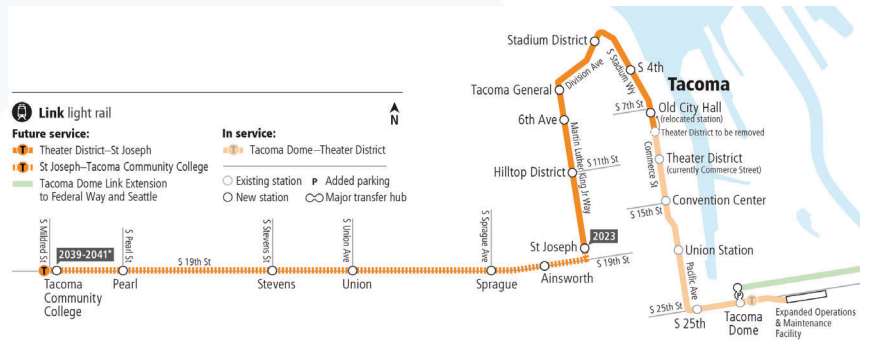
Corridor A



Corridor B



Sound Transit's T Line Extension and Corridor A



Equity Index

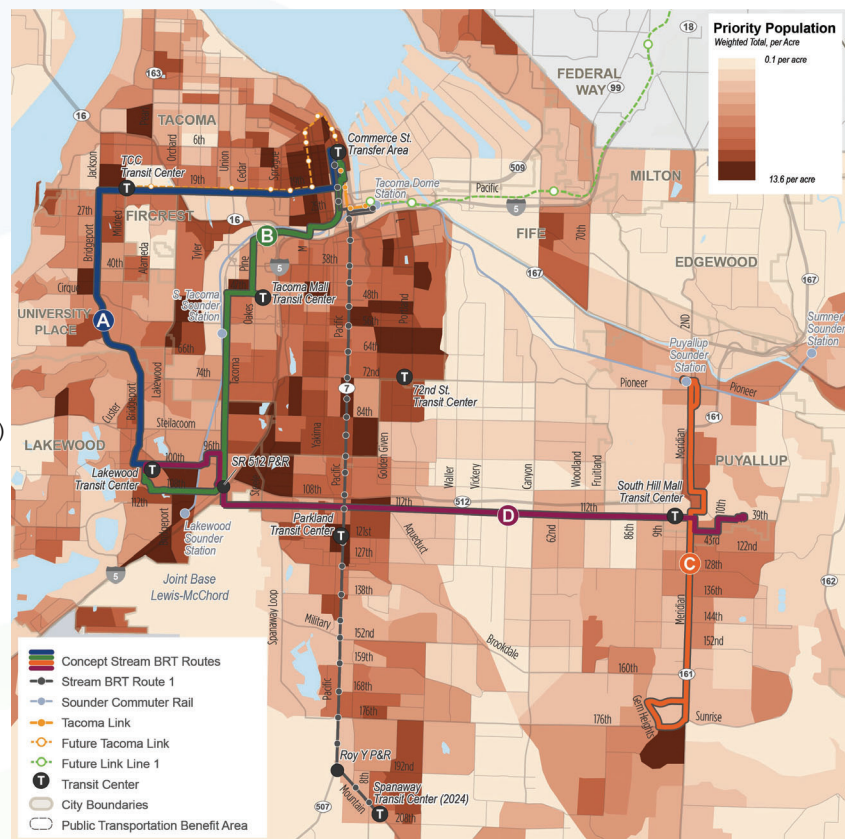
Equity Index Score, calculated based on the weighted sum of priority population:

- Non-white or Hispanic (40%)
- Low-income households (30%)
- Foreign born population (10%)
- Limited English-speaking households (10%)
- People with disabilities (10%)

Serving Priority Populations

Outcome

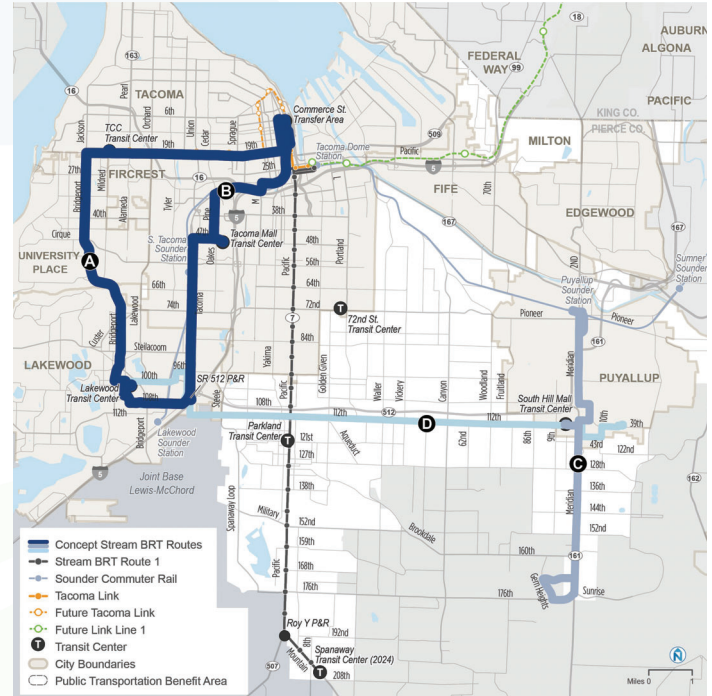
Corridor	Weighted Sum of Priority Pop. per Corridor Mile	Equity Index Score
A	1,037	10
B	1,016	9
C	482	1
D	625	3



EQUITY ANALYSIS RESULTS

- Corridors A and B received high scores across all criteria
- Corridor A would serve more households
- Corridor B would serve more jobs and activity locations
- Both Corridors A and B would serve higher concentrations of priority populations

Corridor	Population Score	Equity Index Score	Job Score	Activity Score
A	10	10	8	7
B	6	9	10	10
C	2	1	2	2
D	1	3	1	1



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SSES Evaluation Framework

- Five 'accounts'
- Accounts reflect goals and priorities of Pierce Transit and local community plans
- Each account is a group of related measures
- Equity-focused measures

ENHANCE

- Future additional ridership
- Ridership in equity locations

CONNECT

- Density of people and jobs
- Density of equity populations and low-income jobs
- Connections to regional transit services

GROW & PROSPER

- Density of households and jobs (future)
- Access to *Regional Growth Centers* and *Pierce Co. Centers of Local Importance*

SUSTAIN

- Reduction in emissions
- Mode share increase
- Walking / bicycling network

DELIVER

- Cost effectiveness
- Passenger Travel Times
- Readiness and partner support

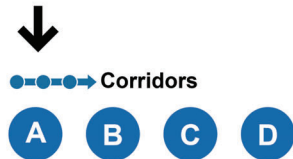
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Evaluation Process

STEP 1



Apply Corridor Prioritization



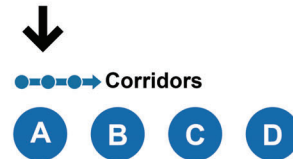
OUTCOME



STEP 2



Apply Readiness Criteria



OUTCOME



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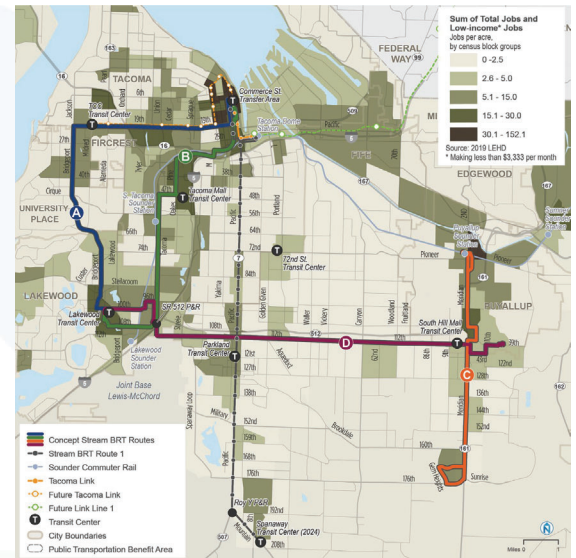
Scoring Snapshot

CONNECT

- One measure: Density of low-income jobs

From equity assessment

Corridor	Total Jobs + Low income jobs per corridor mile	Job Score
A	6,051	8
B	6,860	10
C	2,310	2
D	1,606	1



Lakewood - Tacoma (Bridgeport/19th)			Lakewood - Tacoma (S. Tacoma Way and/or 38th/48th)			South Hill - Puyallup and/or Edgewood (Meridian)		Lakewood - Puyallup (112th)		
A	A1	A2	B	B1	B2	C	C1	D	D1	D2
1,300	1,300	1,200	1,300	1,300	1,500	800	600	900	1,000	1,000
5,900	5,400	2,600	6,600	6,100	5,900	2,800	2,200	2,000	2,000	1,900

Density of current (2019) weighted equity populations per corridor mile

Density of current (2019) jobs + low-income jobs per corridor mile

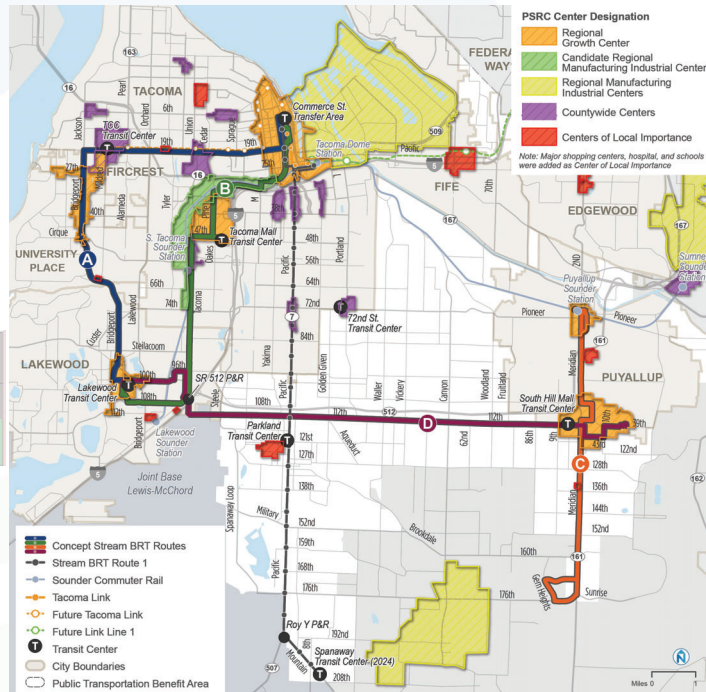
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Scoring Snapshot

GROW & PROSPER

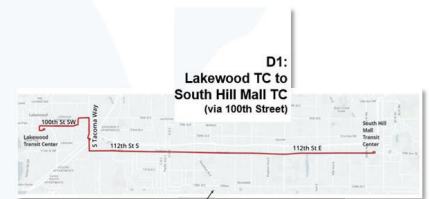
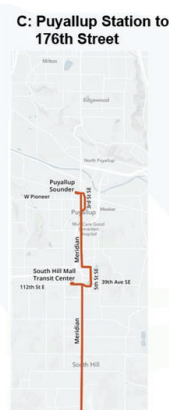
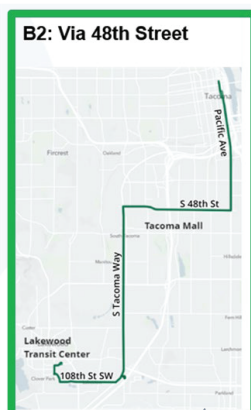
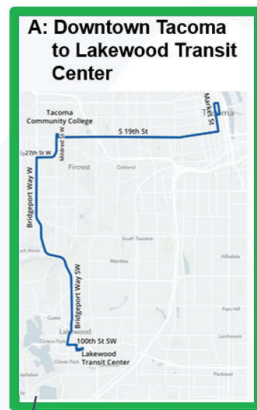
- One measure: Access to Regional Growth Centers and Centers of Local Importance

Lakewood - Tacoma (Bridgeport/19th)			Lakewood - Tacoma (S. Tacoma Way and/or 38th/48th)			South Hill - Puyallup and/or Edgewood (Meridian)		Lakewood - Puyallup (112th)		
A	A1	A2	B	B1	B2	C	C1	D	D1	D2
62	64	36	67	67	67	22	23	21	21	22



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Step 1 Results – Detailed View

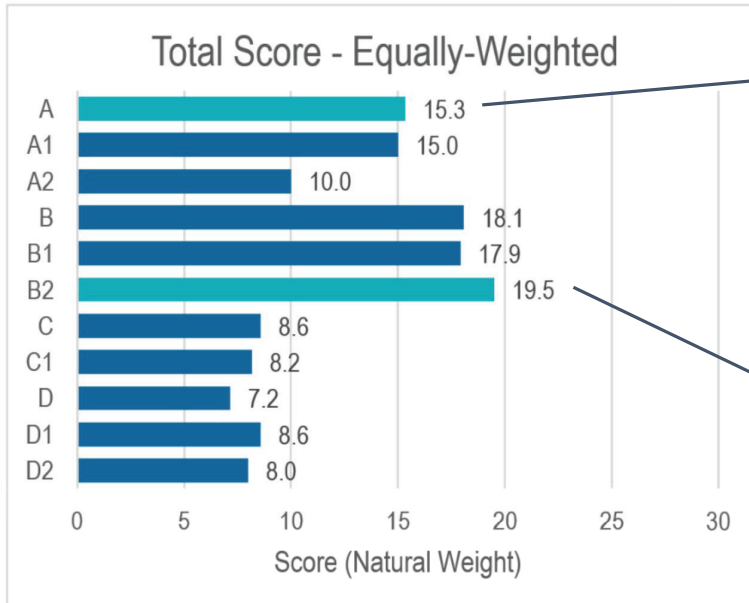


Equally-Weighted Criteria

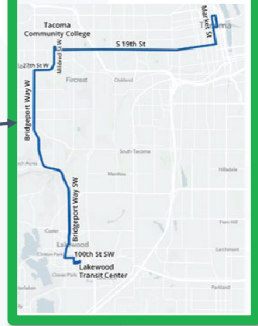
Account	A	A1	A2	B	B1	B2	C	C1	D	D1	D2
Enhance	3.3	3.3	2.3	4.0	4.0	4.7	1.3	1.3	2.7	2.7	2.3
Connect	3.2	3.8	2.2	4.2	4.0	4.3	2.8	2.3	1.3	1.3	2.5
Grow & Prosper	2.5	2.5	1.8	3.3	3.1	3.2	1.3	1.2	0.7	0.8	1.0
Sustain	3.7	3.3	2.3	4.0	4.3	5.0	1.7	2.0	1.0	1.0	1.0
Deliver	2.7	2.0	1.3	2.7	2.5	2.3	1.5	1.3	1.5	2.8	1.2
TOTAL	15.3	15.0	10.0	18.1	17.9	19.5	8.6	8.2	7.2	8.6	8.0
Rank - overall	4	5	6	2	3	1	7	9	11	7	10
Rank - by corridor	1	2	3	2	3	1	1	2	3	1	2

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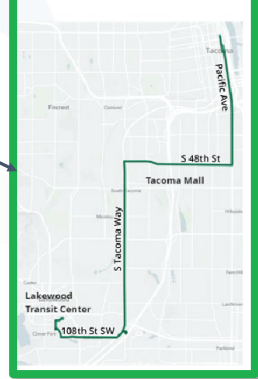
Do the Step 1 results make sense to you?



A: Downtown Tacoma to Lakewood Transit Center



B2: Via 48th Street



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Evaluation Step 2

STEP 2: Readiness Criteria

Local Commitments and Partnerships

- Documented local support from decision-makers (mayors, councils, engineers, etc.).
- Adopted transit-supportive population and employment growth aspirations.
- Partnerships with agencies and municipalities, including right-of-way owner.
- Analysis, policies and tools to mitigate displacement risks.

Supportive Land Use

- Supportive land use policies.
- Quality of walking/bicycling network.

“READY”



Selected Stream Corridor

“NOT READY”



Other Stream Corridors

STEP 3A: Refinement of Selected Corridor

- Refined alignment
- Refined termini

Corridor Design and Environmental Analysis

FTA Project Development

STEP 3B: Interim Service Improvements

- Operating, capital, and program recommendations

Future Stream Corridors

STEP 1



OUTCOME



STEP 2



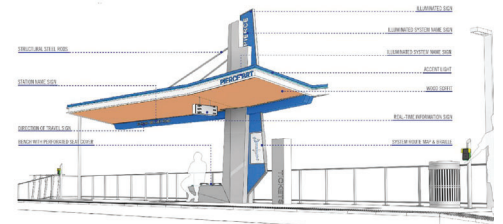
OUTCOME



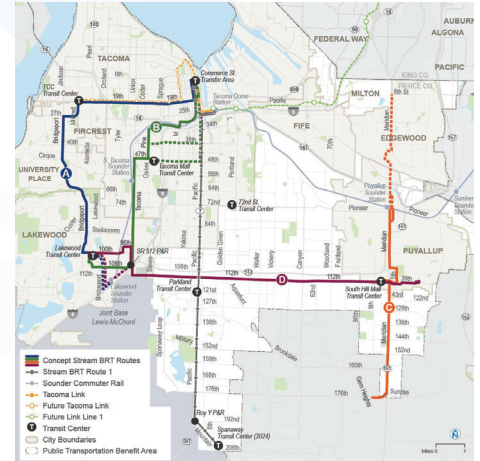
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Getting to Implementation

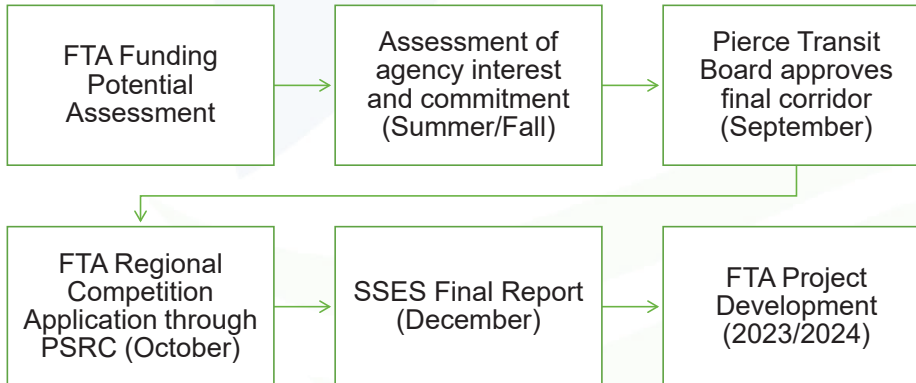
Stream 1 Pacific Ave/SR-7 construction to begin in 2024



Stream 2 enters project development 2023/2024



Next Steps



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City Commissions' Input



- Planning Commission
- Transportation Commission
- Transit-Oriented Development Advisory Group (TODAG)

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●●● PLANNING COMMISSION



Letter of Comments (June 8, 2022):

1. Focus on the rider experience;
2. Prioritize trees and green stormwater infrastructure in streetscape design throughout the system;
3. Give special consideration to BRT station design, location, and integration in downtown Tacoma; and
4. Prioritize BRT route alignments that link Mixed-Use Centers to each other, to downtown Tacoma, to other modes of transportation, and to significant destinations in neighboring communities.

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●●● TRANSPORTATION COMMISSION



Letter of Comments (July 13, 2022):

1. The Commission supports both BRT Route A and Route B, but prioritizes the implementation of Route A over Route B.
2. For Route A, the Commission advises the selection of the Commerce Street Transit Center over Tacoma Dome Station as the terminus, a reflection of Downtown Tacoma's enduring role as the economic, cultural, and transportation center of the South Sound.
3. To fully support Route B, the Commission recommends three key elements:
 - Continued direct service to the Commerce Street Transit Center
 - Travel along on a Market Street or Tacoma Avenue alignment
 - Directly serve the Lincoln District as a median point between Downtown Tacoma and the Tacoma Mall Transit Station.

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●●● TRANSIT-ORIENTED DEV. ADV. GROUP

TODAG's Preliminary Consideration (as of June 2022):

1. For BRT Route 2, prioritize Corridor B2 and consider Tacoma Dome Station as a potential northern terminus;
2. Study permutations of B2 that serve the Lincoln District, Lower Pacific Avenue and McKinley mixed-use centers, in order to maximize future development potential along the corridor.
3. Develop a subarea plan and EIS to enhance the neighborhoods and growth centers in the area of the proposed corridor
4. For future BRT corridors, develop a subarea plan prior to transit project development in order to:
 - Ensure the community has adequate buy-in for TOD land use and design;
 - Set the stage for successful grant applications; and
 - Make transit a catalytic and transformational public investment in livability, climate resiliency, equity, housing security, and economic development.

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Thank You!

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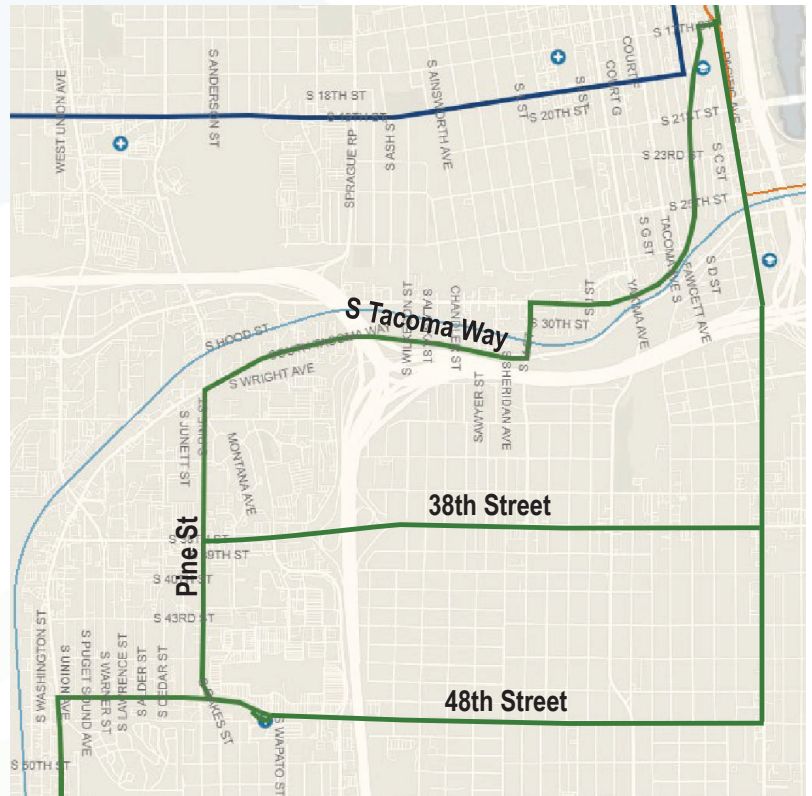
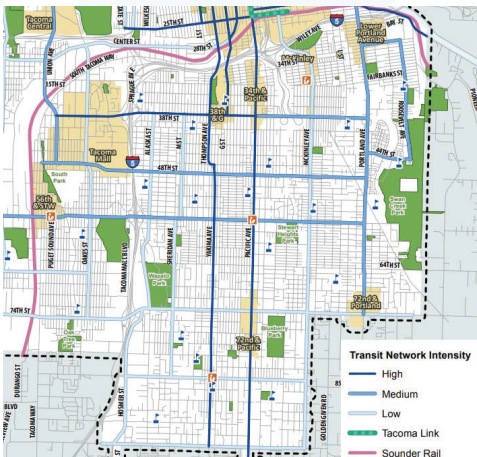


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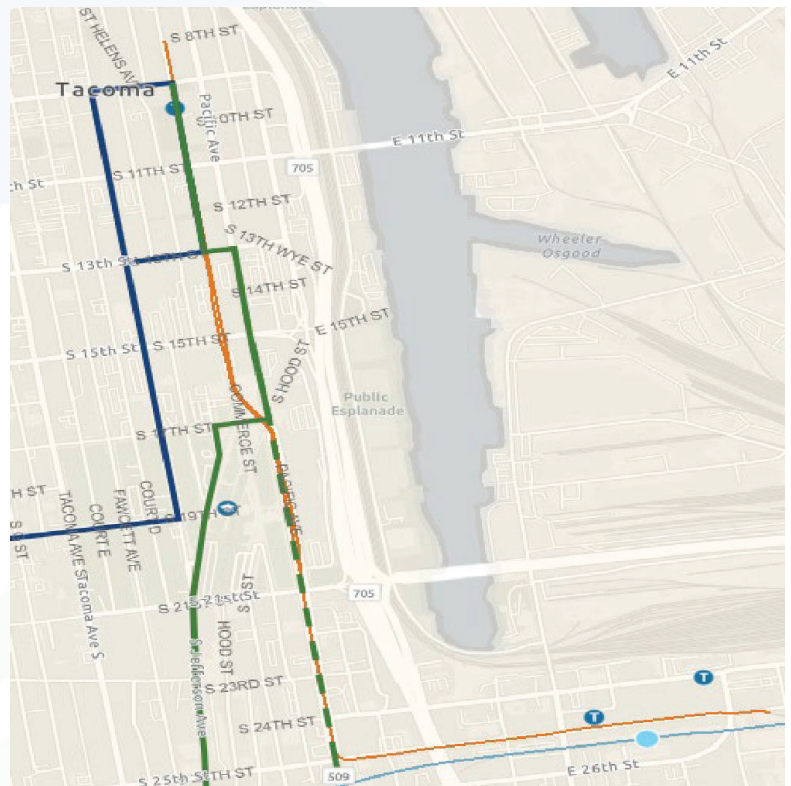


Corridor B Routing Options



Downtown Routing and Terminus Options

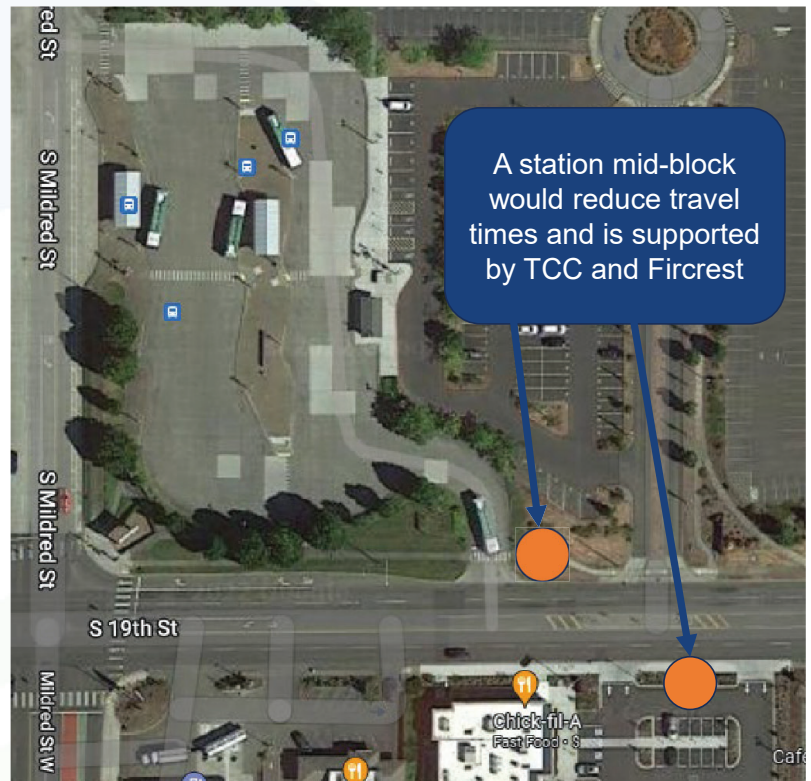
- Downtown routing to consider include Market/Street/Jefferson Avenue or Tacoma Avenue S
- Should Stream 2 serve Tacoma Dome Station (TDS) instead of downtown?
- Should Stream 2 extend further north?



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Station Locations

- Support for mid-block stops serving Tacoma Community College
- Consideration of Tacoma Mall Transit Center relocation with infill development project; faster travel times



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Next Generation of Stream?

