



PierceTransit

BUS RAPID TRANSIT LOCALLY PREFERRED ALTERNATIVE UPDATE

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WHAT IS A LOCALLY PREFERRED ALTERNATIVE (LPA)?

LPA Required Elements

- Mode – Bus Rapid Transit (BRT)
- Termini – Spanaway to Downtown Tacoma
- Alignment

Needed for Small Starts Rating

- Preliminary station locations
- Preliminary lane configurations



Federal Transit
Administration

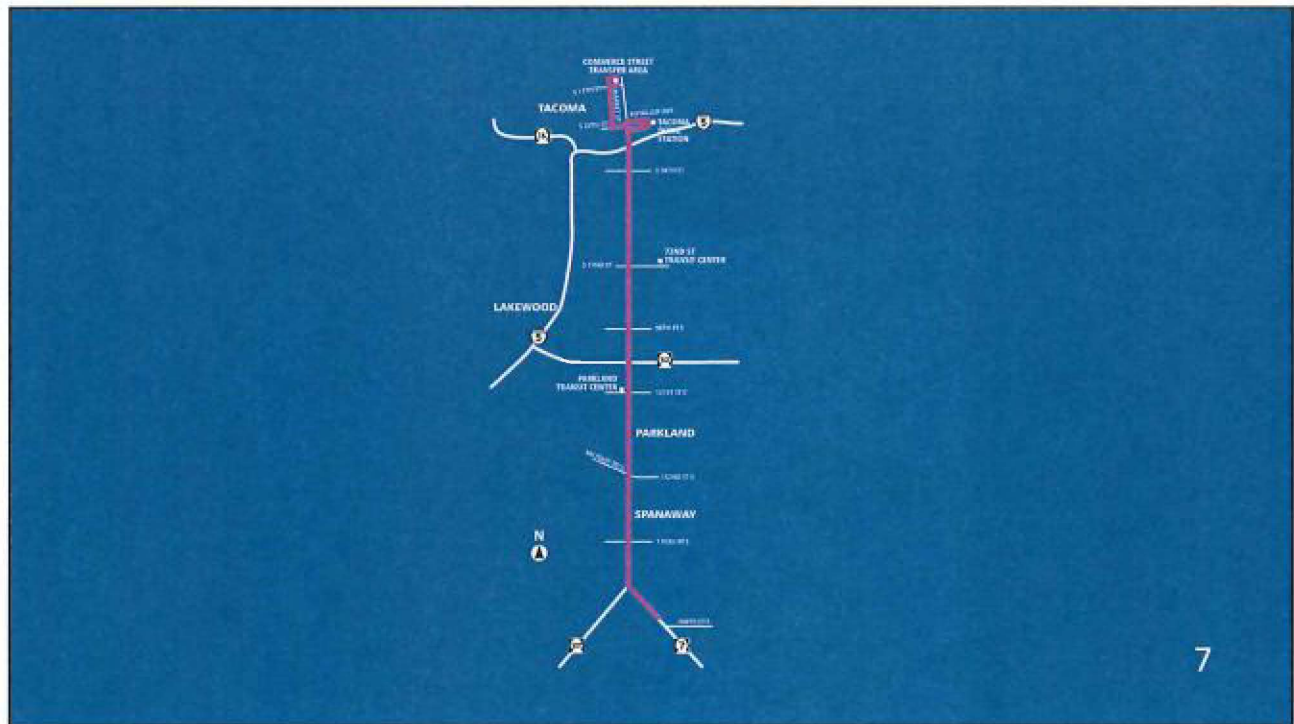
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MODE

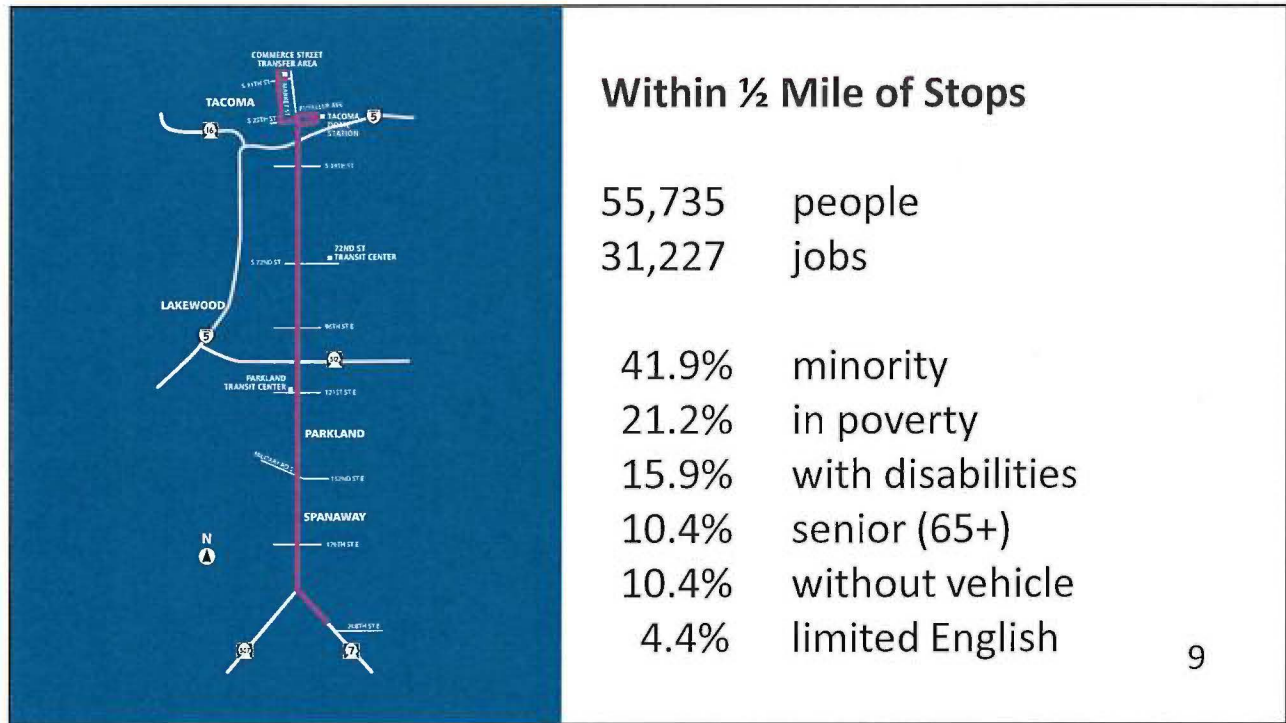
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ENHANCED BUS	BUS RAPID TRANSIT (BRT)	STREETCAR	LIGHT RAIL TRANSIT
			
TYPICAL STOP SPACING 3 - 4 Stops per mile	TYPICAL STOP SPACING 3 Stops per mile	TYPICAL STOP SPACING 2-4 Stops per mile	TYPICAL STOP SPACING 1 Stop per mile
AVERAGE COST PER MILE \$1 - \$3 million	AVERAGE COST PER MILE \$8 - \$10 million	AVERAGE COST PER MILE \$4M - \$5M million	AVERAGE COST PER MILE \$180 - \$220 million
TRAVEL TIME IMPROVEMENT 10% - 15%	TRAVEL TIME IMPROVEMENT 20% - 30%	TRAVEL TIME IMPROVEMENT 20% - 30%	TRAVEL TIME IMPROVEMENT 30% - 40%

TERMINI

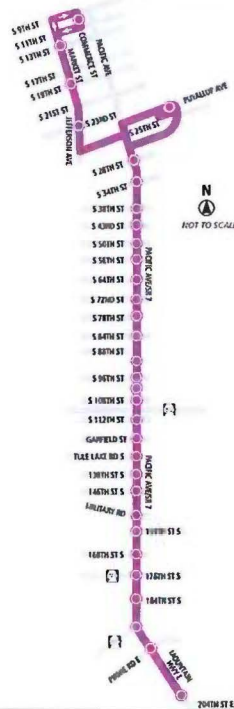


ALIGNMENT



PRELIMINARY STATIONS

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PRELIMINARY CONFIGURATION

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CURBSIDE ALTERNATIVE

BRT in Mixed Traffic

- 10.2 miles
- \$5.1M per mile

BRT in BAT Lane

- 4.2 miles
- \$14.0M per mile



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MEDIAN ALTERNATIVE

BRT in Mixed Traffic

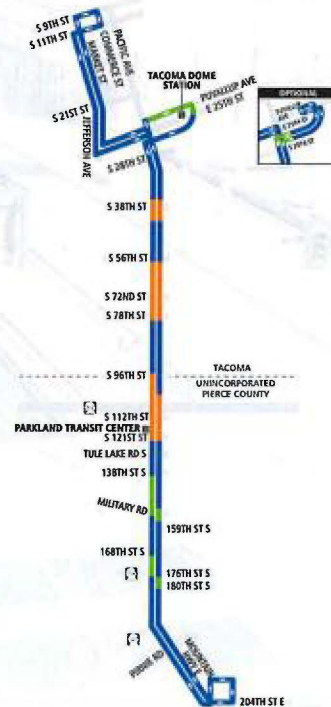
- 8.8 miles
- \$6.6M per mile

BRT in BAT Lane

- 1.6 miles
- \$14.0M per mile

BRT in Exclusive Lane

- 4.0 miles
- \$11.8M per mile



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EVALUATION

	No Build	Curbside	Median
Weekday Boardings	3	4	5
Transit Travel Time Improvement (Spanaway to Tacoma Dome Station)	1	4	5
Transit Travel Time Improvement (Spanaway to Downtown)	1	3	4
Auto Travel Time Improvement in Peak Period (Spanaway to Downtown)	3	4	3
Improve Transit Time Reliability	1	3	4
Minimize Impact to General Traffic Access and Circulation	3	4	3
Operating Cost per Passenger	5	3	4
Population within ½ Mile Walk Shed	5	5	5
Improve Pedestrian Access and Safety	2	4	5
Facilitate Connections to Other Transit Services	2	5	5
Support Corridor Revitalization	1	4	3
Minimize Impact to Private Property	5	4	3
Weekday Boardings per Service Hour	3	4	5
Consistency with Adopted Local and Regional Transportation Plans	2	5	5
Increase Corridor Person Throughput Potential	1	5	5
Average Score	2.5	4.1	4.3
Total Score	38.0	61.0	64.0

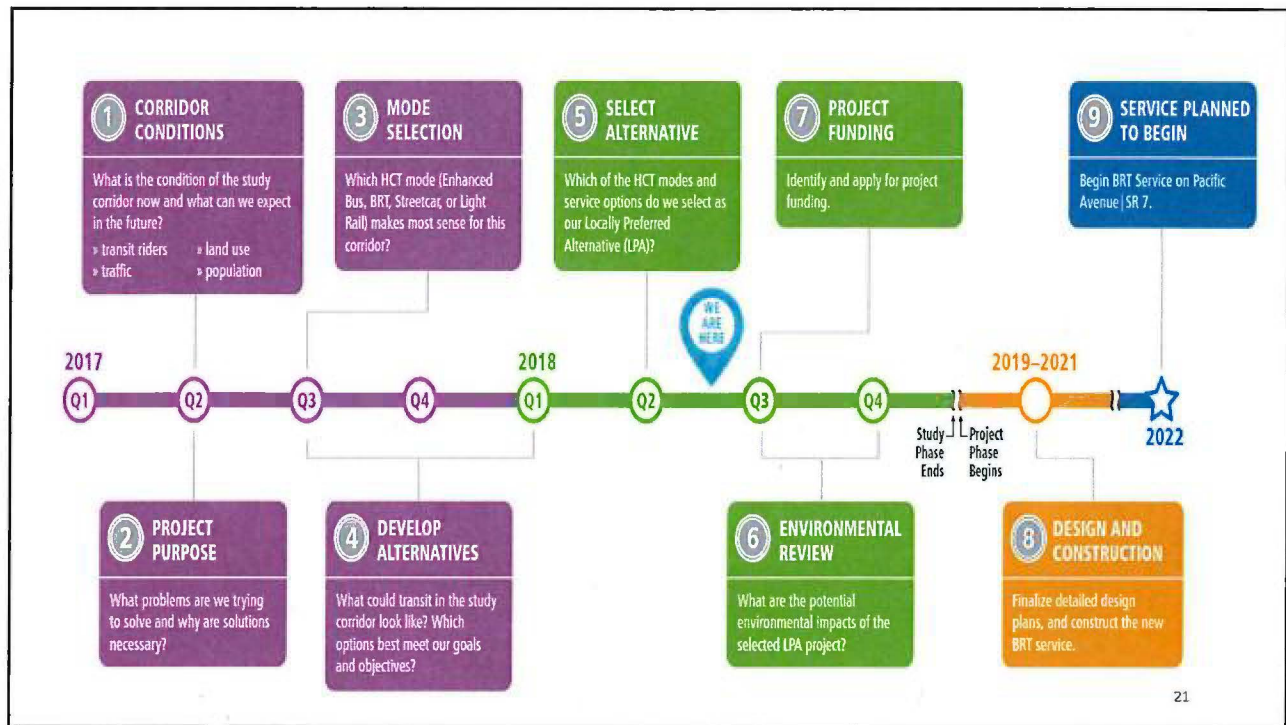
EVALUATION

	Current 2018	No Build 2040	Curbside 2040	Median 2040
Daily Ridership	3,500	4,400	6,500 (48%)	6,800 (55%)
Travel Time: Spanaway to TDS	63 min	63 min	43 min (32%)	39 min (38%)
Travel Time: Spanaway to Downtown	62 min	62 min	55 min (11%)	50 min (19%)
Number of Stops/Stations (Pairs)	65	65	32	32
Capital Cost	N/A	\$0M	\$134M	\$150M

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NEXT STEPS

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LOCALLY PREFERRED ALTERNATIVE (LPA)

May 30	Technical Advisory Committee Recommendation
May 30	Project Management Team Recommendation
May 31	Adopt into Regional Transportation Plan by PSRC
June 11	Pierce Transit Board Update
June 19	City of Tacoma Council Study Session
June 20	City of Tacoma Transportation Commission
June 25	Pierce County Council Study Session
June 26	City of Tacoma Council Action
July 3	Pierce County Council Action
July 9	Pierce Transit Board Action
Sep 15	Submit Small Starts Grant Application

