



MANAGING TAXPAYER DOLLARS

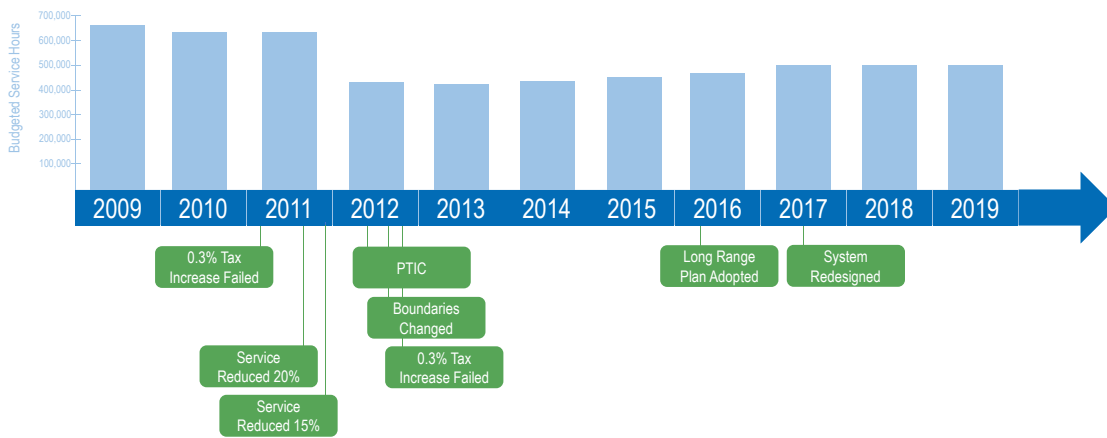
Pierce Transit collects 0.6% sales tax, and has a taxing authority up to 0.9%

- Voters rejected 0.3% increase in 2011 and 2012.

Washington transit agencies under the PTBA authority

- Community Transit 1.2%
- Intercity Transit 1.2%
- Kitsap Transit 1.1%
- Spokane Transit 0.8%
- Pierce Transit 0.6%

RECENT PIERCE TRANSIT HISTORY



MAKING TRANSIT WORK FOR YOU

Strategy	Description	Yes	No	Yes %
Provide more frequent service on weekdays	Routes operate more frequently than they do today. For example, a route that currently runs every 30 minutes would run every 15 minutes.	591	270	69%
Provide earlier and later service on weekdays	Routes run earlier and later than they do today. For example, a route that currently runs between 6am-8pm would run between 5am-10pm.	568	293	66%
Introduce service to new areas	Expand service to areas or destinations that are currently unserved.	445	416	52%
Provide more frequent service on weekends	Routes run more frequently on Saturdays and Sundays. For example, a route that currently runs every 60 minutes would run every 30 minutes.	422	439	49%
Provide earlier and later service on weekends	Routes run earlier and later than they do today. For example, a route that currently runs between 9am-7pm would run between 8am-9pm.	411	450	48%

Maintain

- Bus replacement
- Bus stop repair
- Capital investments

Increase

- More frequent bus trips for every route
- Busiest routes run every 15 minutes for commuters
- Routes run until 10:00pm

Expand

- New routes to serve Tacoma, Lakewood, U.P.
- New zones to serve Puyallup, Spanaway, Port, Midland
- New services for late shift workers



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Possible Enhancements

- ☐ Students ride free
- ☐ Seniors ride free
- ☐ Port of Tacoma service
- ☐ Additional zone service
- ☐ Improved paratransit access
- ☐ Greater east/west connections
- ☐ Bus Rapid Transit (BRT) system expansion
- ☐ Expanded service area (with voter approval)



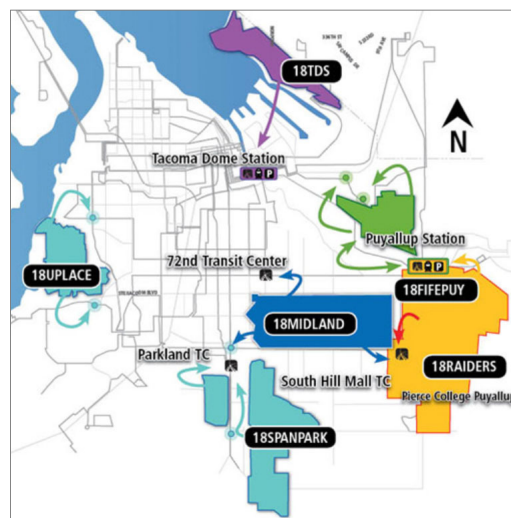
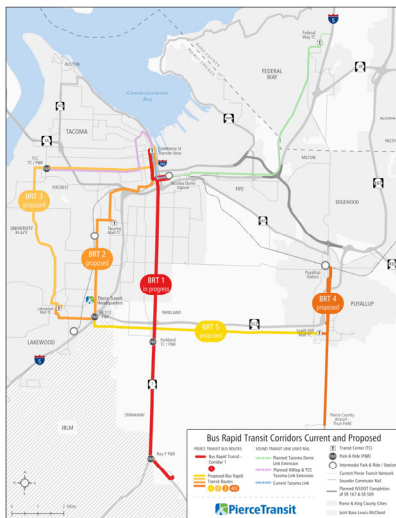
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BRT System Expansion

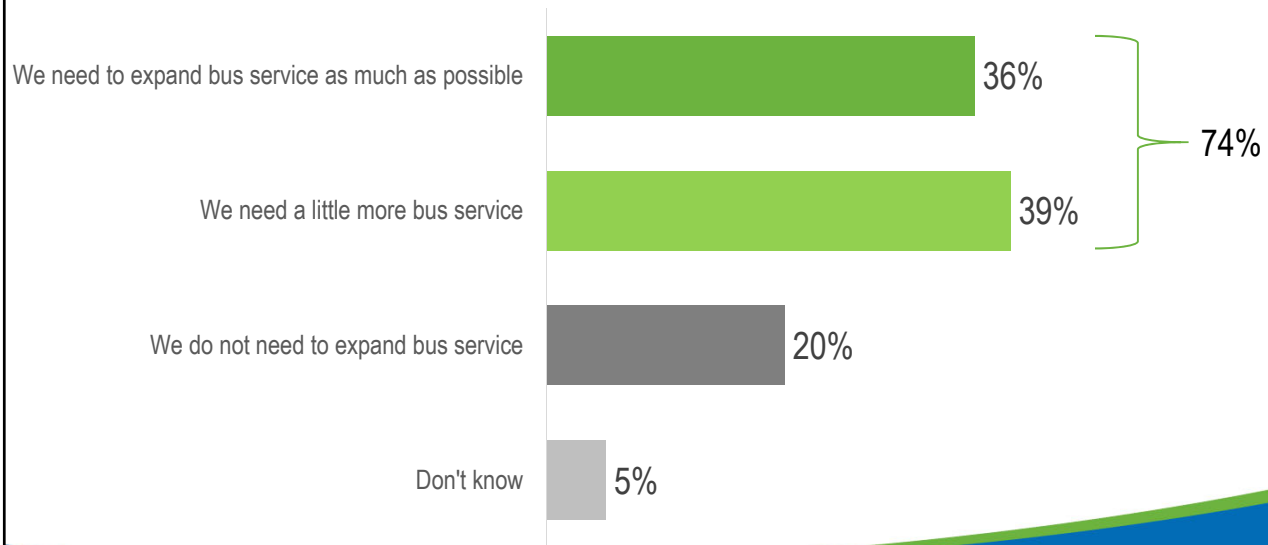
- Build Route 2 BRT
Lakewood, U.P., Fircrest, Tacoma
- Fund study of Route 3 BRT
Lakewood, Tacoma
- Fund study of Route 4 BRT
Puyallup, Midland, Lakewood
- Fund study of Route 402 BRT
Puyallup



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COMMUNITY INPUT



LONG RANGE PLAN UPDATE


A screenshot of a Facebook post from Pierce Transit. The post features a photo of a blue and white Pierce Transit bus with '3 DOWNTOWN TACOMA' on its destination sign. Two people are standing near the bus. The text of the post reads: 'We're committed to providing the best service possible to Pierce County residents. Click to tell us what we could do better: <http://bit.ly/2q05AJs>'. Below the photo, it says 'PIERCETRANSIT.ORG' and 'Tell Us What You Think Help Plan the Future of Pierce Transit'. There is a 'Learn More' button in the bottom right corner of the post area.

- 133,175 impressions
 - 90,930 Facebook and Instagram
 - 42,245 Twitter
- 1,534 clicks
 - 683 Facebook and Instagram
 - 851 Twitter
- 1,794 post engagements
 - 918 Facebook and Instagram
 - 876 Twitter
- 1,312 pageviews
 - 545 Facebook and Instagram
 - 203 GovDelivery text
 - 180 GovDelivery email
 - 131 Twitter



RideBRT
BUS RAPID TRANSIT TACOMA TO SPANAWAY

IPS COMMITTEE
DESIGN UPDATE
DECEMBER 18, 2019

The slide has a white background with a blue and green curved footer. The "RideBRT" logo features a green silhouette of a BRT vehicle above the text "RideBRT" in blue, with "BUS RAPID TRANSIT TACOMA TO SPANAWAY" in smaller green text below. The footer contains the text "IPS COMMITTEE", "DESIGN UPDATE", and "DECEMBER 18, 2019" in blue, followed by the Pierce Transit logo on the right.

PARTNER AGREEMENT

Partnering Agreement Status

- We are proposing a partnering agreement modeled after Sound Transits Link Extension Project.
- It's preferred that we finish this and sign the agreement in the next 3-6 months.
- It's unclear who at the City of Tacoma can assist with this.



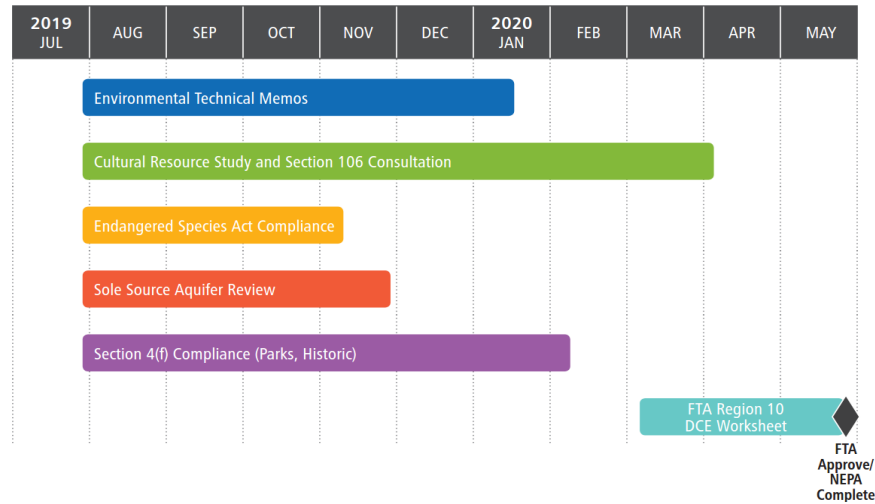
CORRIDOR SUB-AREA PLAN

Sub-Area Plan status

- Pierce Transit committed to contributing \$100,000 towards plan
- City of Tacoma has no staff dedicated to project
- City Staff have asked if WSP can complete this study
- This plan ideally would be completed before we design the BRT



NEPA SCHEDULE



TRANSIT SIGNAL PRIORITY

Transit Signal Priority Project Status

- Equipment Selected: GTT Opticom GPS-Based TSP
- Draft Concept of Operation Submitted
- 90% Design to be Submitted early December
- TSP equipment to be installed by WSDOT and Tacoma crews
- Working on Interlocal Agreements with Tacoma and WSDOT
- Implementation anticipated Summer 2020
- Waiting for Environmental Analysis for BRT to be complete

COMMUNICATION DESIGN

Communications system design status

- Planning estimate assumed use of existing City of Tacoma and WSDOT fiber cables and infrastructure pathways
- Field inventory identified copper interconnect in City of Tacoma downtown core and 1-12CT fiber along Pacific Ave within City and WSDOT Right-of-Way
- Bandwidth analysis resulted in need for +8 fiber strands minimum to support Pierce Transit network
- City and WSDOT prefer to not lease fiber due to limited strand availability
- Basis of Design now assumes new Pierce Transit fiber throughout project corridor installed in existing City of Tacoma and WSDOT infrastructure
- This will require pulling 64CT fiber through the existing conduit.



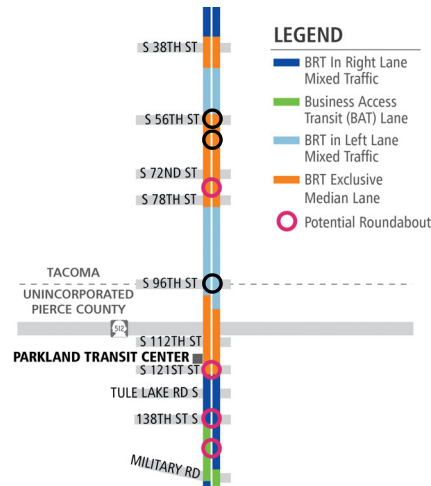
INTERSECTION CONTROL EVALUATION

Intersection Control Evaluation (ICE) completed

- Roundabouts to carry into design at 76th, 121st, 138th, and 146th
- ICE is a living document, roundabout may be eliminated as design refines if proven to be infeasible
- Local agency signoff, several comments from Tacoma
 - 56th, 60th, and 96th additional analysis – expectations?
 - 130' inscribed diameter minimum used for analysis, Tacoma suggests 125' might help some locations
 - Bike lane concerns
 - How can the design team respond?



STUDY LPA REFINEMENT



BRANDING AND STATIONS

Easier to connect with what you care about

Sounder, light rail, Amtrak, Sound Transit and more

Get to school, shopping, appointments, jobs, etc.

Connects the rural part of the county with the urban part for the benefits of both

All the amenities a commuter could want

Fast, frequent, like light rail
Reliable

Clean, modern, quiet, Wi-Fi

A solution to handle growth

Congestion mitigation
Helps people move out toward less expensive real estate

Good for our economy

Creates transportation development hubs

Employees have more choices of where to work

Improved transit linked to improved economy

BRANDING AND STATIONS



 **Pierce Transit**



