



RESOLUTION NO. 40287

1 A RESOLUTION expressing general support and preference for the Hybrid
2 Alternative Design for Pierce Transit's first Bus Rapid Transit line serving the
3 Tacoma Downtown Regional Center, Tacoma Dome Station, and Pacific
4 Avenue corridor from downtown to the Spanaway area.

4 WHEREAS the Pacific Avenue corridor is currently served by Pierce Transit's
5 Route 1, which runs between downtown Tacoma and Spanaway via Pacific Avenue
6 and has an estimated daily ridership of more than 3,500 passengers, and

7 WHEREAS, in 2017, Pierce Transit launched a feasibility study for a Bus
8 Rapid Transit ("BRT") system along Pierce Transit's current Route 1, and

9 WHEREAS the proposed BRT system encourages transit ridership and is
10 expected to increase opportunities for mixed-use development and greater density
11 along the corridor, improve job/workforce balance, and encourage more active
12 lifestyles through enhancements to infrastructure that supports first-last mile
13 connections, and

14 WHEREAS City staff is working with Pierce Transit to assist with BRT
15 system planning, and a Technical Advisory Committee, with representatives from
16 Pierce County, Sound Transit, the Washington State Department of Transportation,
17 and Puget Sound Regional Council, have met regularly to assist with the planning
18 and technical analysis of the proposed project, and

19 WHEREAS Pierce Transit has engaged the community with a
20 comprehensive outreach approach, including 12 open houses, online open houses,
21 mailers, social media, a dedicated project website, a station location mapping tool,
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1 and grassroots outreach to neighborhood groups and businesses along the
2 corridor, and

3 WHEREAS the next step for the BRT project is an environmental review
4 process, which will include additional analysis of potential impacts along the project
5 route, and

6 WHEREAS, while Pierce Transit is requesting City Council support of the
7 proposed project and preliminary design, further flexibility and design alternatives
8 may still be considered, and Pierce Transit pledges to work with the City, other
9 stakeholders, and the community to provide acceptable solutions through the
10 upcoming environmental review and design process, and

11 WHEREAS the City of Tacoma Transportation Commission has analyzed the
12 project and supports an alternative that does not add lanes for general purpose
13 traffic to Pacific Avenue; maximizes transit ridership and transit reliability;
14 pedestrian safety and consistency with the City's Transportation Master Plan; and
15 facilitating the City's growth vision of walkable, livable, and transit-oriented
16 development, and

17 WHEREAS the City of Tacoma Transportation Commission has expressed
18 support for the Hybrid Alternative Design which includes center island platform
19 stations, and

20 WHEREAS the City Council understands the importance of improving
21 pedestrian access and safety, given the disparate impacts to people of color and
22 low income people, as transit may be the only mobility option to get to work and
23 school, and the need to lessen the width of the crossing length is especially
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important for older people and people with disabilities to reduce the likelihood of injury or death, and Pierce Transit's Corridor Traffic Analysis shows the greatest pedestrian improvements, as well as vehicular safety improvements, are realized in the Hybrid Alternative, and

WHEREAS the City Council concurs with the analysis of the Transportation Commission and requests Pierce Transit revise the current alignment design to the Hybrid Alternative Design which includes center island platform stations, and prepare designs for BRT which will not result in the addition of general purpose lanes especially in areas of the project which overlap with the City's mixed-use centers and areas where urban scale development exists and is planned for, and

WHEREAS Pierce Transit further recognizes that Sound Transit and the City are currently evaluating potential options for the new Central Link Light Rail Station that will be located in the Tacoma Dome District and, therefore, the coordination between Central Link Light Rail and Bus Rapid Transit will be essential to maximize ridership and the customer experience, and

WHEREAS Pierce Transit has committed to partnering with the City on a comprehensive subarea/corridor plan along Pacific Avenue that will evaluate land use, urban design, streetscape, accessibility, connectivity, environmental, and capital needs along this corridor to facilitate the City's long-term growth vision, and

WHEREAS Pierce Transit provided updates on the proposed project to the City Council at three study sessions, in October 2017, June 2018, and February 2019, and



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WHEREAS the City Council desires to express its general support for the Pacific Avenue/SR 7 Bus Rapid Transit Corridor project, including the Pacific Avenue and East 26th Street alignment, with the understanding that Pierce Transit will include an additional analysis early in the next phases to ensure the project appropriately balances the shared goals of Pierce Transit, the City, and the community to improve transit access and service while promoting livability, walkability, and transit-oriented compact development along this urban corridor, ;

Now, Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

Section 1. That the City Council hereby expresses its general support for Pierce Transit’s first Bus Rapid Transit line serving the Tacoma Downtown Regional Center, the Tacoma Dome Station, and the Pacific Avenue corridor from downtown to the Spanaway area.

Section 2. That the City of Tacoma requests Pierce Transit revise the current alignment design to the Hybrid Alternative Design which includes center island platform stations and prepare designs for BRT which will not result in the



1 addition of general purpose lanes especially in areas of the project which overlap
2 with the City's mixed-use centers and areas where urban scale development exists
3 and where it is being planned.
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5 Adopted _____
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8 Mayor

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11 City Clerk

12 Approved as to form:
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15 Deputy City Attorney

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