

RESOLUTION NO. 18-025

A RESOLUTION of the Board of Commissioners Adopting the Locally Preferred Alternative for the Proposed Pacific Avenue / State Route 7 Corridor Bus Rapid Transit Project

WHEREAS, Pierce Transit (PT) working in partnership with the City of Tacoma, Pierce County, Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council (PSRC), and other agencies, is conducting a High Capacity Transit (HCT) Feasibility Study of an approximately 14.4-mile corridor along Pacific Avenue/SR 7 between downtown Tacoma and Spanaway; and

WHEREAS, this corridor is currently served by Route 1, one of Pierce Transit's four trunk routes and the highest ridership route in the system. The portion of the Route 1 which will be replaced with the potential BRT corridor currently has an estimated daily ridership of more than 3,500 passengers; and

WHEREAS, Pierce Transit's Destination 2040 Long Range Plan, Sound Transit's Regional Long Range Plan, ST3, and the PSRC's Transportation 2040 Long Range Plan all identify this corridor for potential HCT service; and

WHEREAS, the purpose of the project is to establish a north/south HCT link in the heart of Pierce County, while serving Pierce Transit's busiest transit corridor; and

WHEREAS, Pierce Transit has conducted numerous public involvement and outreach activities since project initiation in spring 2017, including three rounds of public open houses and one-on-one meetings with multiple community groups and local stakeholders, such as the Eastside Neighborhood Council and Spring Hill Safe Streets; and

WHEREAS, the selection of a Locally Preferred Alternative (LPA) is the first step required as the project moves forward into Project Development with the FTA, which will include the completion of activities required to obtain a project rating under the evaluation criteria for the Small Starts' Capital Investment Grants program; and

WHEREAS, the required elements of a Locally Preferred Alternative (LPA) include Mode, Termini, and Alignment; and

WHEREAS, as part of the HCT Feasibility study the transit mode, termini and alignment have been identified. The Technical Advisory Committee and the Project Management Team are recommending:

Mode: Bus Rapid Transit (BRT) was selected as the HCT mode that best serves the current and expected level of ridership, meets the existing land use and population distribution, and improves transit speeds, reliability and future investment in the corridor, as indicated in the project's Purpose and Need statement.

1 **Northern Terminus:** Commerce Street Transfer Center in Downtown Tacoma, Washington

2 **Southern Terminus:** 204th Street E in Spanaway, Pierce County, Washington

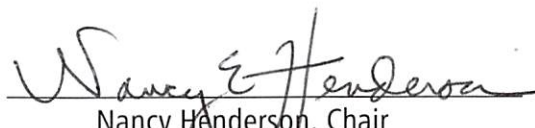
3 **Alignment:** A 14.4-mile segment of Pacific Avenue / SR-7 between Commerce Street Transfer Center in
4 Downtown Tacoma and 204th Street E in Spanaway, entirely within Pierce County, Washington. Within
5 Tacoma's Central Business District, the alignment includes operating from S. 25th Street to S. 9th Street via
6 Jefferson Avenue/Market Street In lieu of Pacific Avenue.

7 NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:

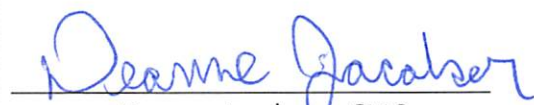
8 Section 1. The Board of Commissioners authorizes adoption of the mode, termini, and alignment
9 of the Locally Preferred Alternative for the Proposed Pacific Avenue / State Route 7 Corridor Bus Rapid Transit
10 Project as described above.

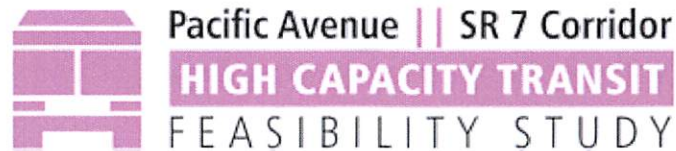
11 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
12 the 9th day of July 2018.

13 PIERCE TRANSIT

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15 
16 Nancy Henderson, Chair
17 Board of Commissioners
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20 ATTEST/AUTHENTICATED

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23 Deanne Jacobson, CMC
24 Clerk of the Board



Locally Preferred Alternative Description – June 26, 2018

The Locally Preferred Alternative for the Pacific Avenue /State Route 7 corridor is as follows:

- **Mode:** Bus Rapid Transit
- **Southern Terminus:** 204th Street E and SR 7 (Mountain Highway E) in Spanaway
- **Northern Terminus:** Commerce Street Transfer Center (S. 9th Street and Commerce Street) in downtown Tacoma
- **Alignment** (South to North):
 - Southern Terminus (turnaround)
 - E 204th Street to Mountain Highway E
 - Mountain Highway E from E 204th Street to Pacific Avenue
 - Pacific Avenue from Mountain Highway E to Puyallup Avenue.
 - Alternative route serving the Tacoma Dome Station (TBD):
 - Pacific Avenue from Mountain Highway E to E 26th Street
 - E 26th Street from Pacific Avenue to E G Street
 - E G Street from E 26th Street to Puyallup Avenue
 - Puyallup Avenue from E G Street to Tacoma Dome Station (turnaround in station)
 - Puyallup Avenue from Pacific Avenue to E G Street
 - E G Street from Puyallup Avenue to E 26th Street
 - E 26th Street from E G Street to Pacific Avenue
 - Pacific Avenue from E 26th Street to E 25th Street
 - E 25th Street from Pacific Avenue to S Jefferson Avenue
 - S Jefferson Avenue (become S Market Street) from E 25th Street to S 9th Street
 - S 9th Street from Market Avenue to Commerce Street
 - Northern Terminus (Commerce Transit Center)