

RESOLUTION NO. 2019-008A

1 A RESOLUTION of the Board of Commissioners of Pierce Transit Adopting the Locally Preferred Alternative
2 Running Way Option and Access to Tacoma Dome Station Option
3 for the Pacific Avenue/SR 7 Corridor Bus Rapid Transit (BRT) Project
4

5 WHEREAS, the Pierce Transit Board of Commissioners approved Resolution No. 17-001 on January 9,
6 2017 Amending the 2017 Capital Budget to Increase Funding for the High Capacity Transit Feasibility Study
7 project and Awarding a Contract to WSP-Parsons Brinckerhoff for the Pacific Avenue/SR 7 Corridor High
8 Capacity Transit Feasibility Study, as approved January 9, 2017; and

9 WHEREAS, Pierce Transit (PT), working in partnership with the City of Tacoma, Pierce County,
10 Washington State Department of Transportation (WSDOT), Sound Transit (ST), Puget Sound Regional Council
11 (PSRC), and other agencies, has conducted a high capacity transit (HCT) study of an approximately 14.4-mile
12 corridor along Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway; and

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

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

18 WHEREAS, the Board of Commissioners adopted Resolution No. 18-025 on July 9, 2018, establishing
19 the HCT mode as bus rapid transit (BRT) as well as alignment, and termini for the BRT project; and

20 WHEREAS, Pierce Transit has held or participated in more than 139 meetings, events, and other direct
21 communication methods to encourage public participation in the study process, including holding a public
22 hearing on March 11, 2019, regarding the final two elements of the Locally Preferred Alternative (LPA), which
23 are the running way option and how BRT will access the Tacoma Dome Station; and

24 WHEREAS, Pierce Transit staff, partnering agency, and consultant teams have evaluated the two running
25 way alternatives for BRT: the Median Hybrid Alternative or Curbside/Business Access and Transit [BAT] Lane
26 Alternative options; and

27 WHEREAS, Pierce Transit staff, partnering agency, and consultant teams have concluded that the
28 Curbside/BAT Lane Alternative more closely meets the selection criteria, including constructability while
29 minimizing impacts to private properties (e.g., commercial, residential, recreational, civic); and

30 WHEREAS, at its February 8, 2019 meeting, the Technical Advisory Committee (TAC) recommended the
31 Curbside/BAT Lane Alternative; and

1 WHEREAS, the street(s) and routes to be utilized for accessing Tacoma Dome Station within downtown
2 Tacoma also need to be determined; and

3 WHEREAS, three options for the Tacoma Dome Station access have been considered as highlighted in
4 Exhibit C: Option 1) Clockwise Loop (Puyallup Avenue eastbound to G Street southbound to E. 26th Street
5 westbound); Option 2) E. 26th Street Turnaround (both inbound and outbound with a BRT station assumed
6 along Puyallup Avenue); and Option 3) A "hybrid" option which would use the clockwise loop for southbound
7 buses and E. 26th Street for northbound buses; and

8 WHEREAS, Option 2 for the Tacoma Dome Station access is recommended by Pierce Transit staff,
9 partnering agency, and consultant teams as well as the Technical Advisory Committee; as

10 WHEREAS, the Board of Commissioners finds Option 2 for BRT access to the Tacoma Dome Station to
11 be beneficial for transit travel time, while still meeting the needs of businesses and residents in the Dome
12 District; and

13 WHEREAS, the Board of Commissions finds Option 2 for how BRT will access the Tacoma Dome Station
14 to provides flexible options for integration with the future light rail projects around Tacoma Dome Station;

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

16 The Board of Commissioners authorizes two elements for final adoption of the Locally Preferred
17 Alternative for the Pacific Avenue/State Route 7 Corridor Bus Rapid Transit Project: 1) Bus Rapid Transit
18 Corridor Running Way Alternative (lane configuration) shall be Hybrid (Median, BAT/curbside, mixed traffic);
19 and 2) Pacific Avenue to Tacoma Dome Station Access Routing shall be the E. 26th Street Turnaround Option,
20 as reflected in Exhibit C.

21 ADOPTED by the Board of Commissioners of Pierce Transit at their regular meeting thereof held on
22 the 8th day of April 2019.

PIERCE TRANSIT


Nancy Henderson, Chair
Board of Commissioners

ATTEST/AUTHENTICATED

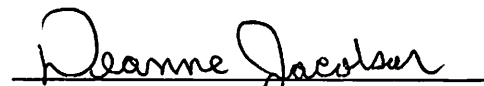
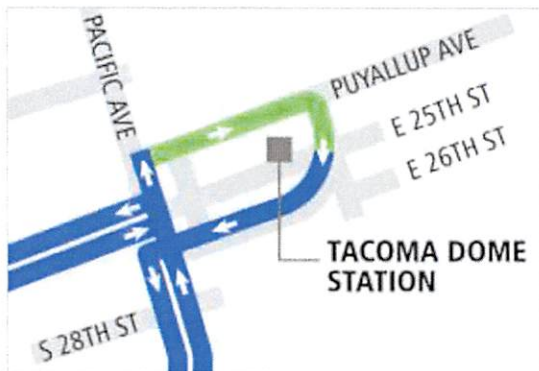
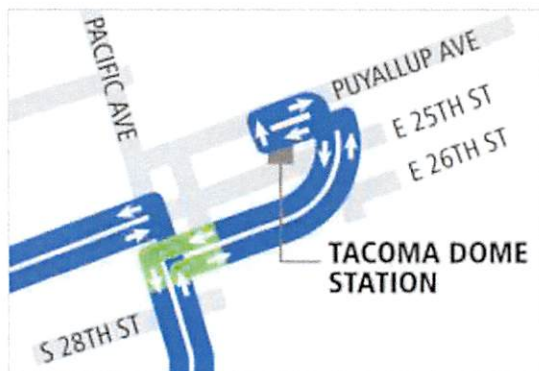

Deanne Jacobson, CMC
Clerk of the Board

Exhibit C
Tacoma Dome Station Access Options
Proposed Pacific Avenue/SR 7 Corridor Bus Rapid Transit Project

Option 1 – Clockwise Loop



Option 2 – E. 26th Street Turnaround



Option 3 – Hybrid (Clockwise Loop and E. 26th Street Turnaround)

