



**Pierce Transit Bus Rapid Transit  
BRT Virtual Public Meeting Q&A**  
Updated: 9/8/2020

Pierce Transit and project partners from the City of Tacoma, Pierce County, and Washington State Department of Transportation (WSDOT) conducted a virtual public meeting on Thursday, August 27, 2020 to provide the public updates about the Pierce Transit BRT project. Meeting attendees submitted the following questions to the project team in the virtual meeting Q&A box. Project staff and partners answered the questions live during the meeting. Note: all answers are summarized.

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**QUESTION:**

“Does this design lend itself to converting the route into light rail? I recognize this is a much longer-term strategy, but it would seem reasonable to try making sure the design (lane configuration, etc.) could be used for either type of system in the decades to come.”

**ANSWER:**

There would need to be additional analysis because some of the median lanes are not continuous for the entire route, and more infrastructure would be required for light rail. Light rail is a different technology and mode of transportation than the bus. *-Tina Lee, Pierce Transit*

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**QUESTION:**

“Would it be possible to have socially distanced seating options?”

**ANSWER:**

As a transit agency, we think about everything differently now. We anticipate more people will be on the buses. We work differently now in terms of cleaning and operations. The buses will be fairly crowded at times, but hopefully the pandemic will be over when we start service. *-Tina Lee, Pierce Transit*

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**QUESTION:**

“Anecdotally, I have observed scenarios where, 1. People in wheelchairs were placed at risk of vehicles whose drivers may have thought that they had a right of way to not stop for anyone, and, 2. One driver who first yielded as instructed, but then continued to remain stopped in what appeared to be a misapprehension of the intersection being an all-way stop, and not proceeding even if they had enough clearance to go. My question is what education do you have planned to reinforce how to properly use a roundabout?”

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**ANSWER:**

WSDOT has a website to educate pedestrians, bicyclists, and vehicles on how to use roundabouts. The roundabouts have a splitter island to decrease the crossings and increase safety. It will be built with safety in mind for people with accessibility needs including wheelchairs. The roundabouts will meet state guidelines and best practices. *-Brian Walsh, WSDOT*

Buses will be training in the corridor to get people in the hang of this new service and the roundabouts as well. *-Tina Lee, Pierce Transit*

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**QUESTION:**

“Will the operator have to deploy the ramp and/or lift to board a wheelchair or scooters?”

**ANSWER:**

There is still a ramp required for boarding the bus. We are looking at a 10-inch curb, and operators will deploy a lift for wheelchairs or other passengers who need to use it. *-Sean Robertson, Pierce Transit*

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**QUESTION:**

“Some light-rail systems I’ve ridden use a website or app giving real-time train/vehicle location/station arrival info. this was very helpful in letting me know when to leave my hotel or office to catch the next train. Is such an online real-time location service planned for the BRT project?”

**ANSWER:**

There will be real-time signage on each of the platforms. The buses will come so frequently that the wait wouldn’t be that long should you miss your bus. Wait times could be around 10 minutes. *-Sean Robertson*

You can receive real-time arrival information on our website for our current system, and it will also be functioning for the BRT. *-Tina Lee, Pierce Transit*

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**COMMENT**

“Thank you for taking the time to answer my question. This next note is for public announcements: All are invited to attend our next regular session of the Pierce County Accessible Communities Advisory Committee online, on Tuesday, September 8<sup>th</sup>, at 9 am. We are looking for new ideas, new members, and speakers for our meetings, and can help fund accessibility projects from the state Accessible Communities Act of 2010. Email your interest to attend to me at [Julianfwheeler@aol.com](mailto:Julianfwheeler@aol.com). Thank you, again, for this public meeting. Sincerely, Julian F. Wheeler, Chair, PC-ACAC.” *-Julian F. Wheeler*

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**QUESTION:**

“Will utility services be ramped up to accommodate potential for zoning changes/mixed use/density?”

**ANSWER:**

We usually wait to see what the customer prefers. The utility lines on Pacific Ave right now are large. We have significant electrical capacity to service new buildings. -*Joseph Rempe, City of Tacoma*

We don't usually upgrade things for customers during these types of projects; however, if you are needing water connection at the time of the project construction, we can support that work, and you can cut down on your costs. -*Jesse Angel, City of Tacoma*

While we did work with the Sound Transit expansion, we reached out and coordinated efforts with other agencies. -*Dave Rosholm, City of Tacoma*

Pierce Transit will pay for every relocation needed for this project. We don't want to put a bunch of improvements in the corridor to later have them ripped up by another project. We can accommodate some improvements, but we don't want to have to rip up asphalt and cause disruptions in the future. Coordination with project partners and agencies is key to prevent this type of issue. -*Sean Robertson, Pierce Transit*

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**QUESTION:**

“What are the names being considered?”

**ANSWER:**

There are two different names moving forward: Streamline and Stream. We will take the names to the Pierce Transit Board in September. -*Tina Lee, Pierce Transit*