Stream Pacific Avenue BRT Virtual Open House

September 23, 2021
Let’s have a great meeting.

- Everyone is muted by default
- We will monitor the chat function
- Submit questions using the “Q&A” feature
- We will pause for questions after each topic
- Click the “Interpretation” button below to listen to this presentation in Spanish
  (Presione abajo el boton de “Interpretation” para escuchar esta presentacion en Espanol)
Meeting
Agenda

We’ll be discussing the following:

• Intro
• Project Overview
• Project Timeline
• Project Funding
• Partner Updates
• Community Outreach
• Property Impacts
• Stream System Expansion
• Q&A
We’re growing fast...

Pierce County’s roads are becoming overwhelmed by rapid population growth - and we’re projected to grow even more by 2040.
2040 Projections

Common growth estimates indicate:

- Population will increase by 25% (nearly 250,000)
- Employment opportunities will likely grow by 85%
- Per 1,000 people, Washington averages 870 vehicles

That's a lot of extra traffic...
A growing problem requires an efficient, lasting solution.
That’s where BRT can help out.

Funded largely through federal grants, Sound Transit, and WSDOT, Pierce Transit's Bus Rapid Transit service will be an efficient, cost-effective solution to our growing traffic problem, bringing federal money back to our communities.
What is BRT?

Bus • Rapid • Transit

1. A new line of service from Pierce Transit
2. Will improve transit service along Pacific Avenue/State Route 7 between Downtown Tacoma and Spanaway
3. By 2040, will move 2.2 million riders per year
What is BRT? It’s effective.

1 BRT vehicle can take up to 90 cars off the road.
What is BRT?

It’s efficient.

Funded by grants
With capital funds coming primarily from outside sources, other Pierce Transit services will be maintained, and will benefit from BRT.

Supports our busiest corridor
Pacific Avenue/SR-7 is Pierce Transit’s highest ridership corridor, with 3,400 average weekday boardings.

Positioned for maximum impact
Approximately 55,000 residents live within a half-mile of the corridor & that number is projected to increase by an estimated 25% by 2040.
And so much more

**FREQUENT**
Bus runs every 10-15 minutes

**ACCESSIBLE**
Larger buses allow for better wheelchair access

**CONNECTED**
Key stops connect Tacoma to Spanaway

**FAST**
Traffic signals may prioritize BRT buses

**EASY**
Raised platforms & multiple doors make boarding easy

**RELIABLE**
Bus trips supported by real-time info
More than just a traffic solution, BRT helps enrich our community.
Why BRT?

It strengthens our community.

- Supports the economic future of Pierce County
- Aligns with City of Tacoma’s and Pierce County’s long-term plans
- Assists growing transit demand

- Planned for construction along six recognized Opportunity Zones
- Congestion mitigation provides a competitive alternative
Why BRT?

It assists in our safety.

- Adds 7 signalized crosswalks for safer pedestrian crossings
- Enhances pedestrian safety with 22 refuge areas at median stations
- Creates 4 miles of restricted use lanes, which can be used by first responders in emergency situations, while preserving existing general purpose lanes
- Controls left turns at 14 intersections for improved traffic safety
- Installs 4 roundabouts for safe and efficient traffic flow
BRT Route Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY

Tacoma Dome Station

Commerce Street Station

Market St

Spanaway Transit Center

Spanaway

Parkland Transit Center

Parkland

Tacoma

Intersecting Routes
Transit Hubs
Transit Routes
BRT Stations

last updated July 2021
BRT Lane Types

Lane types vary based on traffic priority & station location.

- **Right Lane**: Mixed Traffic
- **BAT Lane**: BRT + Turning Traffic
- **Bi-Directional Lane**: Exclusive
- **Median Lane**: Exclusive
- **Left Lane**: Mixed Traffic

*BAT stations are to be accessed by BRT only*
BRT Lanes Overview
BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY
BRT Safety Improvements

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY

Map showing routes and stations for BRT between Tacoma and Spanaway, with symbols for new or improved signalized crosswalks, roundabouts, pedestrian refuge areas, and first responder access. Map last updated July 2021.
Stations will feature

- ORCA Card readers
- Real-time bus tracker
- Protection from weather
- Ticket vending machines
- Parking for bikes and e-scooters
- Platforms spanning entire length of bus
- Raised platforms for improved accessibility
Key Design Changes:

- Curb Side Stations between 57\textsuperscript{th} and 84\textsuperscript{th}
- Roundabout at 96\textsuperscript{th}
- Station Refinements

Design Development at RideStream.org
Population will increase by 25% (nearly 250,000)

Employment opportunities will likely grow by 85%

Per 1,000 people, Washington averages 870 vehicles
S. 84th Street

Population will increase by 25% (nearly 250,000). Employment opportunities will likely grow by 85%. Per 1,000 people, Washington averages 870 vehicles.
96th St. Roundabout

Population will increase by 25% (nearly 250,000)

Employment opportunities will likely grow by 85%

Per 1,000 people, Washington averages 870 vehicles.
Project Timeline

2017
- Assess corridor conditions
- Develop project purpose & need
- Mode selection
- Develop alternatives

2018
- Select locally preferred alternative
- Begin FTA Small Starts application
- Conduct additional traffic analysis
- Begin initial environmental review

2019
- Continue environmental review
- Begin design
- Launch BRT Community Committee

2020-2021
- Continue design
- Finalize NEPA environmental review

2022-2025
- Continue property acquisition
- SEPA Checklist Issued
- Begin construction
- Open to service
Project Phases

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY
Bringing resources back to our community.

- **$60 million** ST Partnership Funds
- **$19 million** WSDOT LEAP & Other Grants
- **$13 million** FTA & State Grant Awards
- **$ 3 million** Pierce Transit Local Funds Grant Match
- **$75 million** FTA Small Starts Grant Request (Pending)

**$170 million** Total Budget
Tacoma Power

Working with Pierce Transit on their project.
  • We are involved in the City of Tacoma, Spanaway, and Elk Plain areas.

Impacts of road widening:
  • Requires moving between 100 and 150 poles and wires further from the roadway
    • System will remain overhead, unless it needs to be changed to accommodate existing structures, buildings, signs, trees, etc.
  • Tacoma Power will need additional property rights / easements for poles and wires on private property.
  • Power outages will be required in order to perform the work safely and transfer services to businesses and homes.
    • We will work with businesses and home owners with the scheduling of the outages
  • Additional work related to underground services may occur.

Timing:
  • Tacoma Power’s work may start up to one year prior to Pierce Transit’s contractor.
Example of a new pole location

The orange traffic cone indicates where the pole will be relocated per the current Pierce Transit plan.

This proposed new pole location is on private property.
Example of a new pole location

Here is another example where the proposed new pole location will be on private property.
WATER UTILITIES UPDATE

SEVERAL SECTIONS OF WATER MAIN WILL NEED TO BE RELOCATED FOR PROPOSED BUS PLATFORMS

• Tacoma Water will evaluate these conflicts as Pierce Transit plans progress to completion

26 HYDRANTS WILL BE AFFECTED

• These range from moving the whole assembly to just moving the hydrant to clear new work

259 WATER SERVICES WILL BE AFFECTED

• These include adjusting meter boxes for paving/sidewalk to extending the service to clear improvements

TIMING:

• Tacoma Water’s work may start up to one year prior to Pierce Transit’s contractor.
WSDOT Policy and Process

Traffic analysis is progressing

• Analyze BRT project impacts
• Intersection Control Evaluation is progressing
  — Performance-based
  — Screen and evaluate intersection alternatives
    • Stop control, signal, roundabout, etc
    • Access management
  — Roundabouts at 4 locations in the plan
  — Signals at remaining locations in plan
Attributes of Roundabouts

- Can improve travel times
- Handles left turns safely and efficiently
- Works well in peak and off-peak hours
- Lower speeds at intersections
  - Helps pedestrian crossings
  - Access management & U-turns
- Transit routes through roundabouts in several Washington cities
Community Outreach

LIVE-STREAMED PUBLIC MEETINGS
• Virtual public meeting conducted on December 10, 2020
• Approximately 115 members of the public joined the online meeting
• Project overview, design, timeline, and property owner coordination
• View the recorded meeting at RideStream.org

VIRTUAL BRT TOUR
• Translated in Spanish and Vietnamese
• Approximately 1,500 sessions
• Averaging three minutes per session

FUTURE UPDATES
• Sixty percent design public meeting early 2022
• State Environmental Policy Act (SEPA) Notice early 2022
Coordinating with property owners.

**PROPERTY OWNER MEETINGS**
- Held meetings with property owners, organized through an online scheduling tool
- Covering design impacts, construction impacts & property acquisition process

**MAILED INFORMATION PACKETS**
- Overview of BRT project
- Notice of potential purchase (or temporary construction access) of partial property
- Acquisition process details and property rights
• Route 2: S. 19th St-Bridgeport
• Route 3: Lakewood-Tacoma
• Route 4: Lakewood-S. Hill
• Route 402: Meridian
TECHNICAL ADVISORY COMMITTEE INVITEES

- City of Tacoma
- City of Edgewood
- City of Fircrest
- City of Puyallup
- City of University Place
- City of Lakewood
- City of Milton
- Sound Transit
- WSDOT
- MultiCare Health System

- Puyallup Tribe of Indians
- Pierce County Planning
- Tacoma Community College
- Joint Base Lewis–McChord
- Economic Development Board for Tacoma – Pierce County
- Tacoma-Pierce County Chamber of Commerce
- Tacoma Metro Parks Department
- Tacoma- Pierce County Health Department

- Pierce Transit’s Community Transportation Advisory Group (CTAG)
- Downtown: On The Go!
- Lakeview Light & Power
- Tacoma Public Utilities
- Allenmore Hospital & Medical Center – Tacoma
- St. Joseph Medical Center – Tacoma
- South Hill Mall
- Tacoma Mall
## Study Timeline & Milestones

### 2021
- **Quarter 2**: Consultant Selection, Notice to Proceed
- **Quarter 3**: TACs Engagement
- **Quarter 4**: Data Collection, Stream BRT System Standards Collection, Produce Prioritization Methodology
  - Corridor Routing Alternative Evaluation
  - Speed & Reliability Analysis
  - Ridership Forecasting
  - Public Involvement and Outreach Begins
- **FTR Grant Applications Preparation**

### 2022
- **Quarter 1**: Zero-Emission Vehicles Analysis
- **Quarter 2**: Evaluation Workshops
- **Quarter 3**: Corridor SSES Prioritization Recommendations
  - Concept Design and Cost Estimating
  - Final SSES Report and Recommendations
  - Consultant Contract Closeout
System Expansion
In Review....

A GROWING PROBLEM
Our area’s traffic is increasing due to rapid population growth.

A LASTING SOLUTION
BRT helps us adapt to the growing demand being placed on our roads.

AN ENRICHED COMMUNITY
Our community thrives with BRT providing the support our area needs.
Have Any Questions?

Feel free to type your questions into the “Q&A” feature and we will answer them in the order they’re received. Thank you.
Pre-Submitted Questions

1. Where are there elements in the design of Stream BRT that detract from the aspirations of Vision Zero?

2. What is Pierce County doing to mitigate hazards to people not in motor vehicles on Pac Ave?

3. Since the Stream BRT program is more than one project, what are some of the most important lessons learned that you will apply to BRT 2?

4. Have partnering staff been an obstacle to getting this project to completion?

5. What policy or procedural changes would you suggest to policymakers to get their staff on the same page to support rapid transit projects?

6. How will this project effect the local environment, especially the widening of roads, which increases habitat loss already threatened in a delicate urban ecosystem?

7. There is a right turn pocket in the northbound direction at S 38th and Pacific Avenue in the 60% design. How will Pierce Transit mitigate the likelihood that pedestrians will be struck by vehicles making right-on-red turns in this lane configuration? Will right-on-red be disallowed at that intersection? Will pedestrians have their own green signal to cross to approach the in-street station?
Get Involved

visit us at www.RideStream.org
email us at BRT@PierceTransit.org
call us at 253.983.3407

Want to receive Email Updates?
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