This document provides a description of the community survey from early 2022 and its methods, and an analysis of the results and findings.
SURVEY METHODS

- Survey purpose:
  - Introduce the public to the project study corridors.
  - Review the elements of Stream.
  - Gather feedback on SSES corridors to help the project team validate study alignments and speed and reliability opportunities.

- The survey was open for 5 weeks - January 25 to March 1, 2022 and received 418 responses. 14 individuals provided additional email comments.
SURVEY METHODS

Participants were asked to give feedback on 5 topics for each SSES candidate corridor in a map-based survey:

1. ADDITIONAL DESTINATIONS: Are there additional destinations this corridor should serve?
2. CHALLENGING ACCESS: Are there areas along this corridor where you have challenges accessing destinations?
3. UNSAFE CROSSINGS: Are there areas along this corridor that you currently find difficult or unsafe to cross?
4. DELAY AREAS: If you ride Route 2 or drive along this corridor, where do you experience the most delay or congestion?
5. CONNECTIONS: What other transit services do you wish you could connect to from this corridor?
SURVEY METHODS

- Survey was distributed to the Technical Advisory Committee and communities around the four candidate corridors.
- Participants accessed the survey via an online link or QR Code from the Pierce Transit homepage or promoted on social media.
DEMOGRAPHIC SUMMARY

- 63 demographic profiles completed:
  - 73% White
  - 6% Black
  - 6% Hispanic or Latino

- 49% of all respondents identified as female while 44% identified as male. 2% identified as Non-Binary.

- The largest share of respondents earned less than $30,000 annually (35%), while 25% of total respondents made over $75,000 annually.
DEMOGRAPHIC SUMMARY

- The largest share of respondents was between the ages of 50 and 69 (43%).
- Most individuals have completed some higher education (68%).
- 19% of individuals did not complete any higher education or vocational school.
- Most respondents used desktop or laptop computers to complete the survey (52%), while 46% used their mobile device.
RESPONSES BY ZIP CODE

- 72% of respondents live in Tacoma.
- Top respondent ZIP Codes within Tacoma:
  1. 98405 Tacoma (11%); Upper Tacoma District/Central Neighborhood, centered along Corridor A
  2. 98406 Tacoma (7%); West End neighborhood, north of Corridor A
  3. 98409 Tacoma (6%); South Tacoma Neighborhood, centered along Corridor B.
- Outside Tacoma, Lakewood residents had the highest percent of respondents (4%).
472 map comments provided by the 418 unique respondents to the survey:

- **Q1 Additional Destinations**: 47% of all comments
- **Q2 Challenging Access**: 13%
- **Q3 Unsafe Crossings**: 14%
- **Q4 Delay Areas**: 8%
- **Q5 Connections**: 18%
Pedestrian Safety

- Various locations that require additional pedestrian crossings or pedestrian signals to improve access and reduce risk from vehicle traffic.

South 38th Street & Steele Street (Corridor B)
“You’re taking your life in your hands here!”
“Worst intersection in Tacoma.”

Meridian near 176th Street East (Corridor C)
“There is no sidewalk from Meridian leading to Fred Meyer. That whole area is very pedestrian unfriendly. Even worse if you are in a wheelchair.”
Routing and Stations

- Suggestions to improve routing, access, or connections.

**Corridor A**
“The BRT line could go south down 67th and then west down 27th or 40th to connect back to Bridgeport. There is redevelopment starting soon along 67th.”

**Corridor B**
“Steilacoom down Lakewood Drive. then to the Lakewood town center would hit more businesses and things people might want to get to.”

“Route 3 should make a connection to Tacoma Dome Station if possible, instead of Downtown Tacoma.”

**Corridor C**
“Being able to access the [Good Samaritan] Hospital complex without trudging up the steep hill outside of the hours that the 425 runs would be very helpful.”

**Corridor D**
“3 hotels and a number of businesses under served by the BRT routing. Not sure why 108th was chosen?”

“How does this route connect to the Sounder?”
Congestion and Delay

- Congested or high delay areas to analyze for transit speed and reliability improvements.

Corridor A
19th Street and Sprague Avenue
Traffic light takes a long time to change here. Can it be improved for east-west transit access?

Corridor C
“From 160th all the way to the Mall in both directions. Weekdays traffic flows to about 8:30 AM but becomes clogged until after workday commute until about 8 PM at night.”
Key Input by Corridor
Corridor A

- Would provide regional connectivity.
- Would create east-west axis that would coordinate with north-south axis of Stream 1.
- Would avoid delay issues in Downtown Tacoma.
- Some respondents did not like this idea, due to need for access to University of Washington campus.

Consider service to Tacoma Dome Station

- Would provide regional connectivity.
- Would create east-west axis that would coordinate with north-south axis of Stream 1.
- Would avoid delay issues in Downtown Tacoma.
- Some respondents did not like this idea, due to need for access to University of Washington campus.
Corridor A

Area has higher density than 19th Street west of Tacoma Community College or Bridgeport Way north of 27th Street.

Area is designated as a ‘Regional Growth Center’ and a ‘Countywide Center.’

There is a lot of future growth expected in this corridor (including in the next few years).

Consider re-route onto 27th Street and Mildred Street
Corridor A

19th Street has multiple pedestrian safety challenges.

- 19th Street and SR-16 – high volume of vehicles entering/exiting on/off ramps can make it difficult to travel along 19th Street here.
- 19th Street and Trafton Street – timing to cross 19th Street is not adequate due to high ped/bike volumes.
- Additional crossing locations are needed between Wilkeson Street and MLK Way.
- Steep hill, lack of sufficient line-of-sight, and speed of traffic all make crossing a street make a pedestrian feel vulnerable (even at a signal).
Corridor A

Consider implications of T Line (formerly known as Tacoma Link) extension to Tacoma Community College

- It might not make sense to spend money on BRT along 19th Street if T Line (formerly known as Tacoma Link) will be constructed in the future. If platforms can be built for both vehicles, that would be wise.
- Improved service along 19th Street is needed today. T Line is still more than a decade away, so it might make sense to do something in the interim.
- To improve connectivity with future T Line, Corridor A should serve 6th Avenue or 12th Street, not 19th Street.
Corridor A

Buses are delayed at several locations

- Various challenges with buses getting delayed by T Line (formerly known as Tacoma Link), especially as it relates to signals.
- Suggestion to convert Market Street to transit-only and keep buses and T Line in separate lanes.
- Traffic light at 19th Street and Sprague Avenue can take a long time to change.
Corridor B

Service to Tacoma Mall adds travel time

- The deviation to Tacoma Mall adds time to people’s journey and may not be needed. Remaining on Pine Street and 47th Street was preferred by some respondents.
- One suggestion was made to shift the transit center to Pine Street to reduce the time lost by going out-of-direction.
Some respondents suggested service to Lakewood Station is important and should be considered.

Connections to Sound Transit Route 594 would enhance regional connectivity.

Many businesses along Pacific Highway might make it a more viable corridor to serve, instead of 108th Street.
Corridor B

Re-align service onto Steilacoom Boulevard and Lakewood Drive

- It was suggested that this corridor has more businesses and places that people want to go.
There are multiple locations where buses experience delay

- Pacific Avenue and 17th Street – Traffic light causes a lot of delays; complex with T Line (formerly known as Tacoma Link), pedestrians, and bicyclists. Traffic signal usually gives preference to traffic on Pacific Avenue. Bus should stay on Market Street instead.
- Jefferson Avenue and 21st Street – Traffic light can take a long time to change.
- 38th Street and Steele Street – Long delays; heavy traffic.
- S. Tacoma Way and 100th Street – Heavy traffic during peak hours.
- S. Tacoma Way & Pacific Highway – Heavy traffic during peak hours.
Corridor C

- Suggestions included extending to Federal Way and south as far as Graham (outside the Pierce Transit service area).
- Edgewood is experiencing rapid growth, and service & frequency improvements are needed to support it.
Corridor C

- Suggested areas for transit priority treatments included Edgewood, and along much of Meridian from South Hill Mall to the southern terminus.
- Comments suggested congestion is greatest between 112th Street East and 144th Street East.
- Traffic makes it difficult to access anything along Meridian.
Corridor C

Meridian should be prioritized for transit improvements over corridors A and B

- It was suggested that Corridor C should be a greater priority since A and B have a more developed street and transportation network, giving travelers more options and flexibility.

- Meridian is the only north-south travel corridor in this area and therefore has greater need for transit improvements.

- A complementary route should be added on 176th Street East to connect Corridor C with Pacific Avenue/Stream 1 (at Walmart).

- Service could connect to future Tacoma-Puyallup River corridor trail.
Corridor C

It is difficult to walk and roll along and across Meridian through much of the proposed corridor

- Access is challenging in the Fairgrounds area, and to/from Good Samaritan Hospital because of the steep hill.
- Crossing improvements needed at Cascade Christian Schools/19th Avenue Southeast, and at 156th Street East near South Hill Library (drivers block crosswalks during congested periods).
- There are few sidewalks at the south end of the corridor connecting from Meridian to businesses (Fred Meyer, for example).
In general, support was lower for developing Stream BRT along Corridor D

- This corridor generated the fewest comments and least conversation.
- Respondents did note the important and needed connection it would provide between Puyallup and Lakewood.
Corridor D

Connect Corridor D with additional major destinations

- Saint Clare Hospital.
- Lakewood Sounder station.
Corridor D

Congestion is heavy at two locations in the proposed alignment

- Pacific Avenue.
- Along South Tacoma Way near the SR 512 park-and-ride.
Opportunities for improved walking and biking connections

- Future Pipeline Trail extension should have good wayfinding and connections between bus and trail near 80th Avenue East.
- Crossing improvements needed, especially at bus stops, along 43rd Avenue Southwest between Meridian and 110th Avenue East.