

Bus Rapid Transit Project Update



THE DESIGN PROCESS

Pierce Transit, along with our planning partners, is in the final stages of designing an improved service called Bus Rapid Transit (BRT) along a 14.4-mile corridor on Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway.

The corridor is currently served by Route 1, which continuously has the highest ridership of any Pierce Transit bus route. Riders board the BRT portion of the Route 1 so frequently, that segment accounts for 12 percent of Pierce Transit's total ridership systemwide. By 2040 we project people will board a BRT bus about 2.2 million times per year along the corridor.

Over the last few years, Pierce Transit has welcomed and received input from transit riders, business leaders, property owners and stakeholders interested in the project. There is still time for additional feedback on this important community investment as we continue to secure funding, finalize infrastructure plans and fine-tune design details.

WHAT KEY DECISIONS HAVE BEEN MADE SO FAR?




- The Pierce Transit Board of Commissioners adopted the Locally Preferred Alternative (LPA) at its July 2018 meeting. The LPA included mode (BRT), termini (Spanaway to Downtown Tacoma) and alignment (Route 1 with modifications).
- In September 2018, Pierce Transit submitted an FTA Small Starts application which will be the mechanism to seek the remaining 40 percent of needed project funding.
- In April 2019, the Pierce Transit Board adopted the proposed station locations, BRT lane configuration, and access routing to Tacoma Dome Station.
- In 2020, the Board selected the "suspension" design for BRT stations, and Pierce Transit staff began meeting with people whose property will be directly affected by the BRT project.




WHAT KEY DECISIONS ARE YET TO BE MADE?

- Per a Washington State Department of Transportation (WSDOT) requirement, Pierce Transit is evaluating four currently signalized intersections within the corridor for possible conversion to roundabouts. A final determination will be made soon, once the Intersection Control Evaluation (ICE) report is completed for WSDOT.
- Pierce Transit is coordinating with the Federal Transit Administration (FTA) to determine the appropriate level of review, which will likely be completed in March 2022.
- State Environmental Policy Review (SEPA) will begin after 60% design is complete; we anticipate that effort will conclude in March 2022.



BRT FEATURES WILL IMPROVE YOUR RIDE BY MAKING IT FASTER AND MORE CONVENIENT

-  Frequent and reliable trips every 10 minutes during peak commute times
-  Better opportunities for economic development along the corridor
-  Green light priority signaling keeps BRT vehicles moving

-  New BRT stations will feature pre-payment options and real-time travel information
-  State-of-the-art buses that accommodate bicycles on board and are equipped with Wi-Fi
-  Raised platforms allow for easy access of wheelchairs, bikes, and strollers

FREQUENTLY ASKED QUESTIONS

- What is BRT?**
 BRT is an innovative, high-capacity, public transportation solution that combines the speed of light rail with the flexibility and simplicity of a rapid bus system. BRT incorporates state-of-the-art technologies and amenities – on board, at stations, and in route – which have proven to immediately attract more passengers wherever BRT systems are built.
- Who will benefit from BRT?**
 The system is being designed to serve residents, commuters, students, and potential transit users who want a cost-effective, quick, and more reliable public transportation option to key destinations along the Pacific Avenue/State Route 7 corridor.
- Why BRT?**
 Pierce Transit believes in the economic future of Pierce County. Over the coming years, the community will benefit from a \$170 million capital investment along Pacific Avenue/ State Route 7. The project will bolster economic development supporting the City of Tacoma's and Pierce County's long-term plans, while building improved infrastructure and providing access to six state recognized Opportunity Zones located along the corridor. With capital funding sources coming primarily from outside sources, other Pierce Transit services will be maintained, and will benefit from BRT.
- What makes it different?**
 BRT is designed for fast arrivals, departures and travel times. Major elements of BRT include enhanced stations, innovative vehicles with Wi-Fi, off-board fare payment, real-time bus arrival information, green light priority signaling, and more dependable, frequent service.
- How will the new BRT service affect local service on Route 1?**
 The BRT service will replace the portion of Route 1 that runs between Spanaway and downtown Tacoma. It will follow the same routing with the exception of stopping at the Tacoma Dome Station to provide connections to other transit services and continuing downtown using Market Street/Jefferson Avenue instead of Pacific Avenue.
- What happens to Route 1 from Commerce Street to Tacoma Community College?**
 The portion of Route 1 between downtown Tacoma and Tacoma Community College will continue to operate using the same schedule and routing as the current service. The future Route 1 will connect with the new BRT service near the Commerce Street transfer area.

ROUTE OVERVIEW



PierceTransit

COMING 2022

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 environmental review
 - Begin Property Acquisition
- 2022-2025**

 - Continue Property Acquisition
 - Begin construction
 - Open to service

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Get in Touch

Visit us at RideStream.org
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