



RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY

ACCESS TO TRANSIT
PIERCE TRANSIT BRT
FEBRUARY 21, 2020

AGENDA

- Project Introduction
- Project Schedule
- Unique Corridor Elements
- Bus Selection
- TSP and Communication Review
- Corridor Visioning
- Pedestrian Access

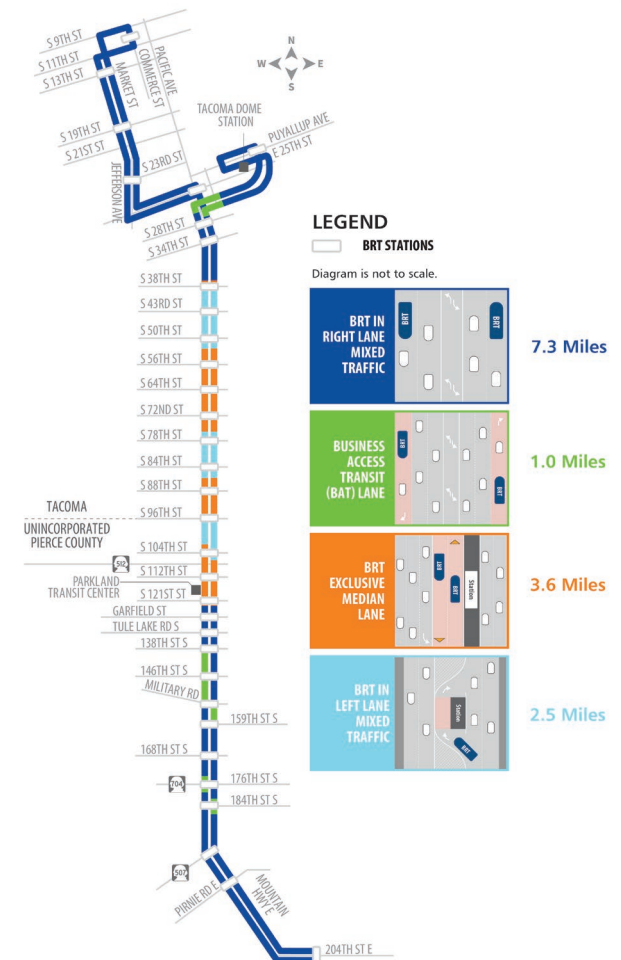


MEDIAN/CURBSIDE OPERATION

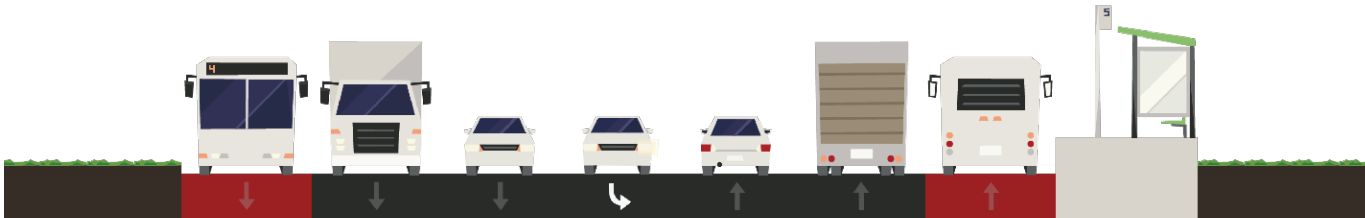


➤ The Hybrid Alternative

- Combined median and curbside operation
- 3.6 miles median lanes
- 1.0 miles BAT lanes
- 9.8 miles mixed traffic operation (right or left lane)
- 26th Turnaround Option to serve the Tacoma Dome Station



CURBSIDE RUNNING: BAT LANE



Bus Lane

Drive Lane

Drive Lane

Turn Lane

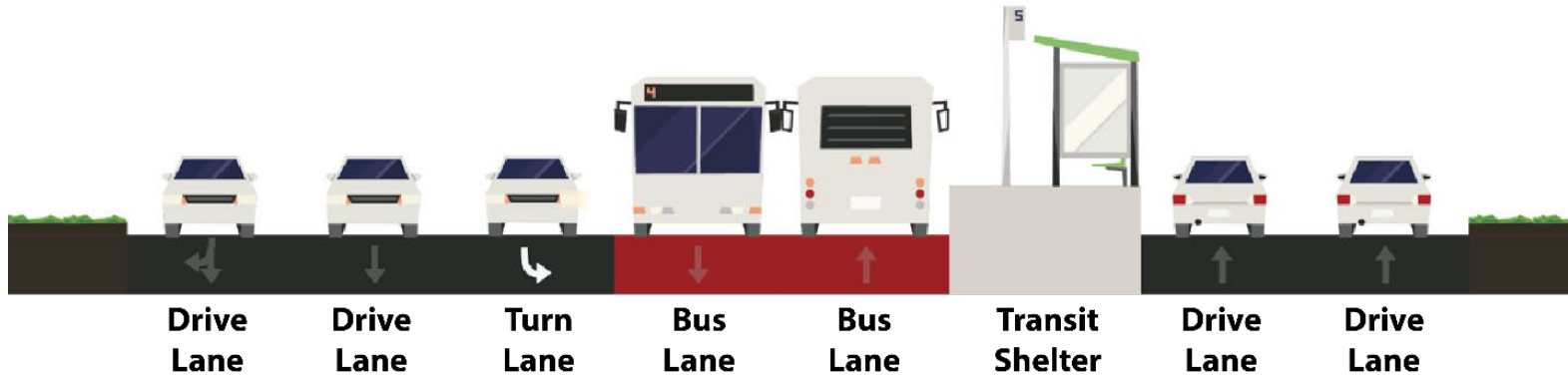
Drive Lane

Drive Lane

Bus Lane

Transit Shelter

MEDIAN LANE: RIGHT-SIDE BOARDING

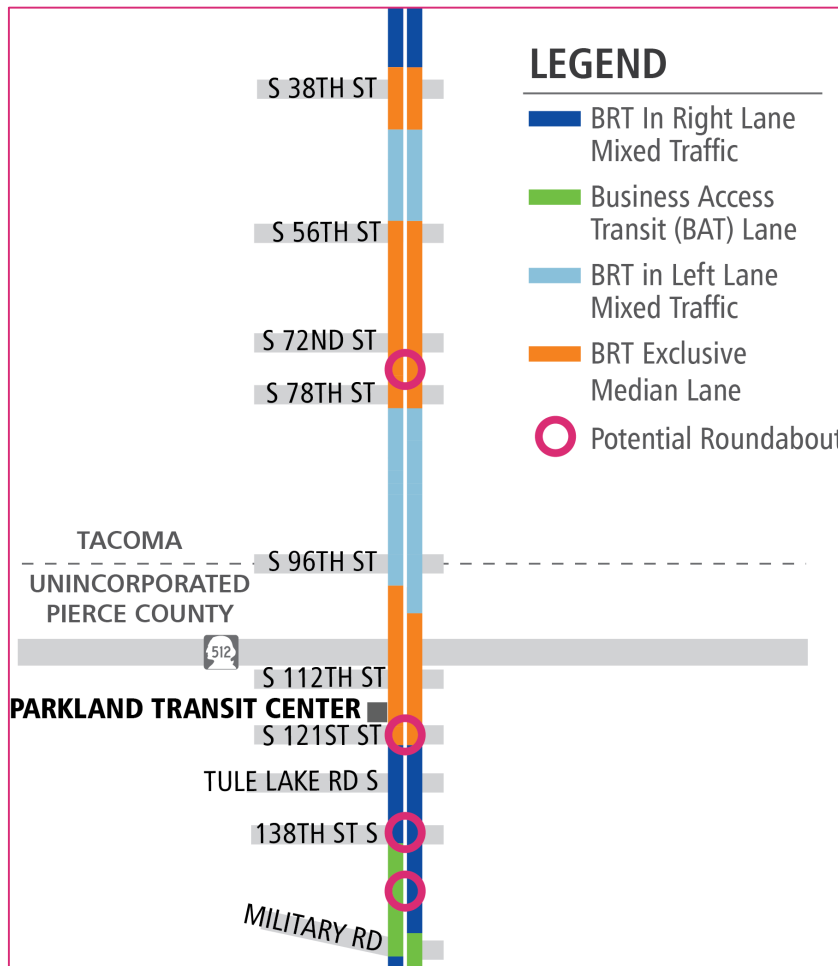


SCHEDULE



- Construction Starts – Spring 2021
- Operation Begins – September 2023

UNIQUE CORRIDOR ELEMENTS



- Potential Roundabout Locations:
- 76th, 121st, 138th, 146th
- ICE still under review
- Training/Standards?

BUS SELECTION



- Battery Electric Buses (BEB) selected as preferred option for BRT 1 and following BRT 2-5
- Three Door, 60-foot articulated buses
- Top Off Chargers installed at Commerce Street
- Catenary or Inductive Wireless Charging
- Chargers installed by 2022

TRANSIT SIGNAL PRIORITY & COMM



- Transit Signal Priority Project – Summer 2020
- Communications system design – Security at all Stations

CORRIDOR VISIONING



- Partnering with WSDOT, Pierce County, & Tacoma



WSDOT STRATEGIC PLAN



INCLUSION

Strengthen commitment to diversity and engagement in every aspect of our work.

- Inclusive Workforce - listen to every voice and consider different perspectives
- Diverse Workforce - continue building a workforce that reflects the communities we serve
- Diverse Business Spending - meet our state and federal diverse business goals while increasing awareness of the need for a DBE program
- Create Opportunity - increase industry's capacity by promoting apprenticeship and mentoring programs
- Community Engagement - engage stakeholders during all phases of projects to develop and maintain relationships with WSDOT

PRACTICAL SOLUTIONS

Prioritize innovative, timely and cost-effective decisions, with stakeholders and partners.

- Asset Management – determine needs and develop investment strategies to manage system assets to appropriate service levels
- Practical Decision-Making – achieve a common understanding of Practical Solutions and how to apply it throughout the agency and with our partners
- Integrate Systems & Modes – ensure multimodal access to community, goods and services by optimizing system performance
- Aligning Investments – engage partners to plan, operate and deliver complementary system investments
- Budget & Policy Alignment – engage the Legislature and Office of Financial Management (OFM) to better align the agency's budget with its prioritized needs & goals



WORKFORCE DEVELOPMENT

Be an employer of choice by hiring, training and retaining skilled workers to meet Washington's transportation needs.

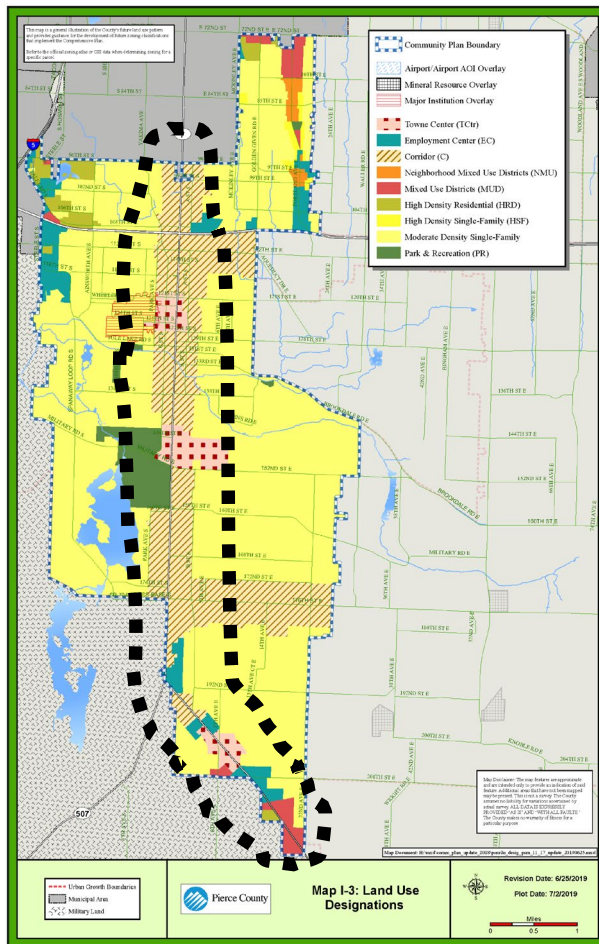
- Employee Engagement – encourage and act on employee feedback
- Modern Work Environment - continue building a flexible and mobile work environment through technology and innovation
- Talent Development - value our employees through training and other opportunities
- Talent Pipelines - analyze applicant pools and use varied recruiting methods to find exceptional talent
- Workforce Analysis and Growth - understand market trends and work to offer competitive compensation and ensure succession

PIERCE COUNTY CENTERS & CORRIDORS

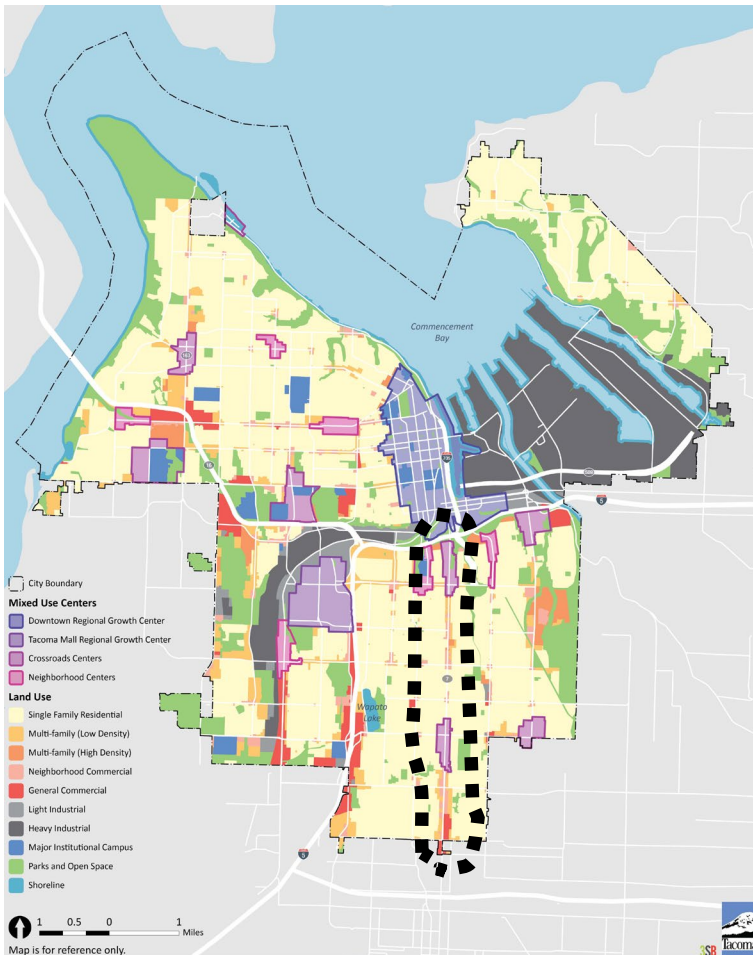


Pierce County Centers and Corridors Land Use Plan

- Focus higher density mixed-use growth along roadways with frequent transit service (SR 7 current route/future BRT)
- Building height increase allowed with 20%+ affordable housing
 - Centers (pink areas with dots) – 65' building height increases to 85'
 - Corridors (hatched areas) – 45' building height increases to 65'
- Emphasis on improvements for pedestrians and bicyclists. Create walkable neighborhoods with services nearby



ONE TACOMA COMPREHENSIVE PLAN



City of Tacoma Land Use Plan

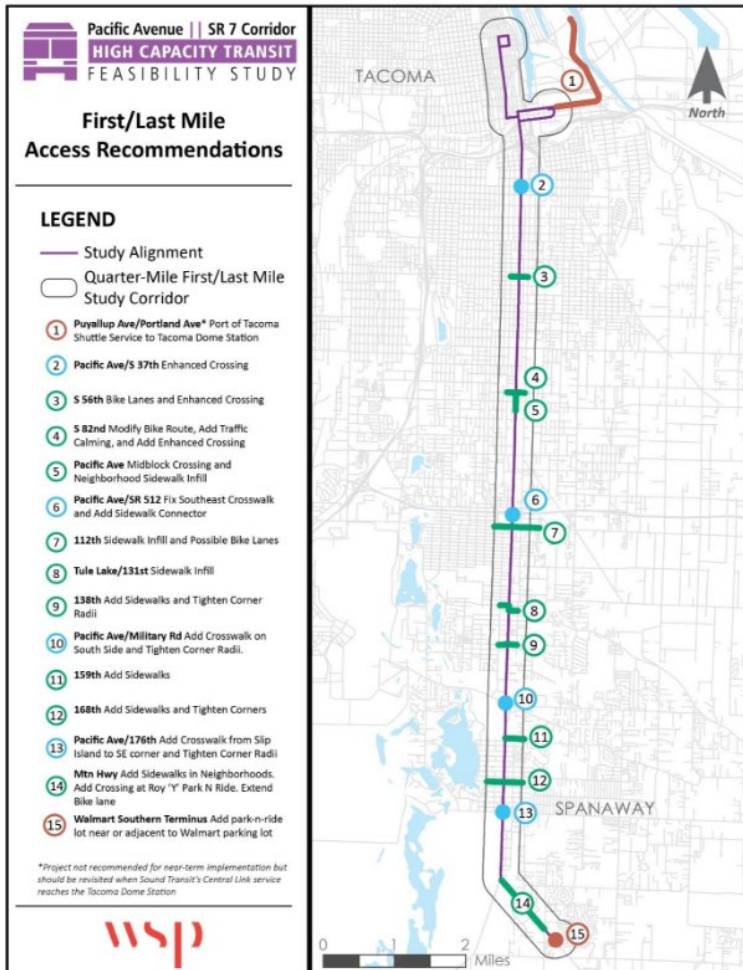
- Tacoma's growth strategy directs dense development Downtown, within designated Centers and along Corridors served by transit
- Subarea Plan underway for The SR7 Corridor

PEDESTRIAN ACCESS – NEXT STEPS



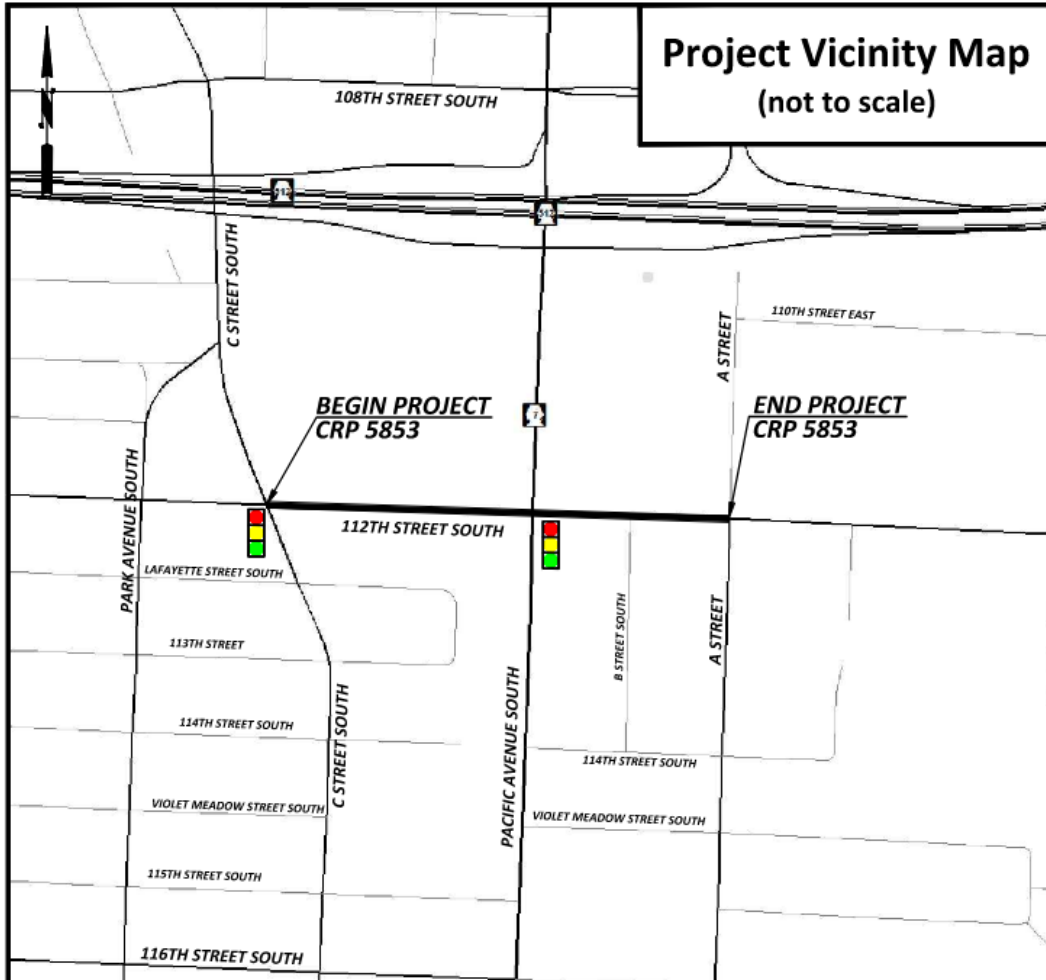
- Station area design – Improved sidewalks, crosswalks, bike racks
- Bus/Platform features – Easier loading for wheelchairs and bikes
- Parking improvements – Spanaway Park & Ride
- Connections to east/west bus routes
- County/City/State supporting improvements
- Walking audits with community members to identify access needs (including with Step It Up! Pierce County Walkability Team)

PEDESTRIAN ACCESS



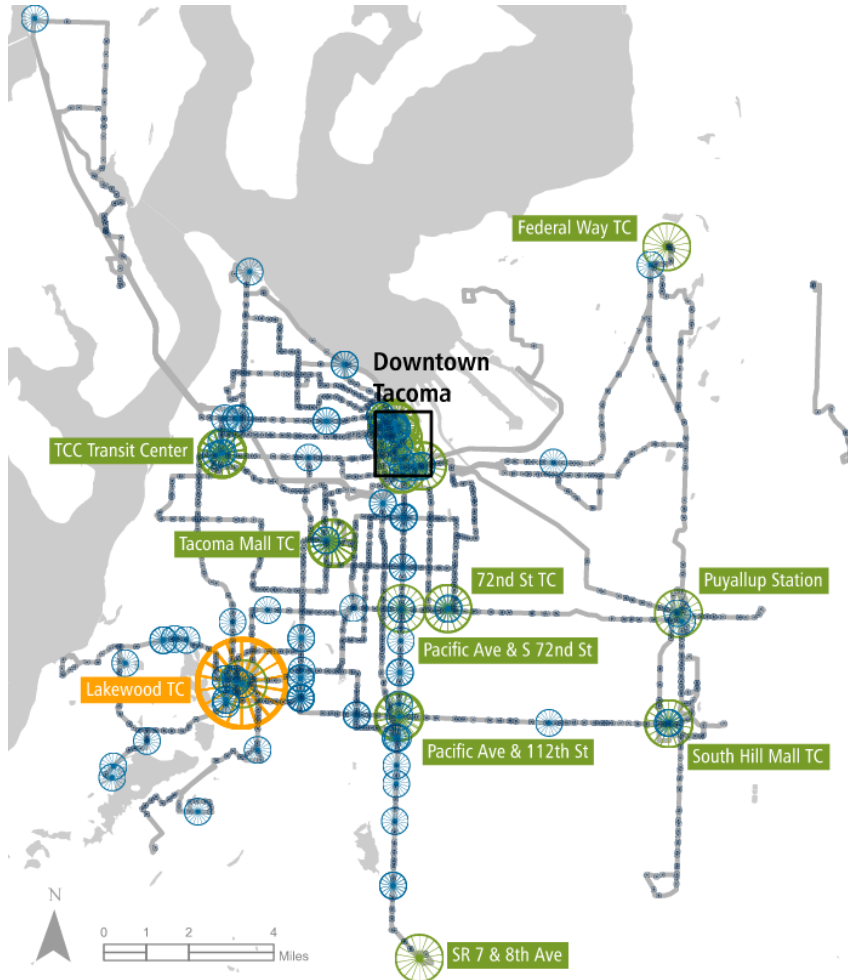
- First/Last Mile Access Report:
- 7) 112th Sidewalk Infill (County)
- 15) Spanaway Park & Ride
- Paving and ADA Improvements (WSDOT)

PEDESTRIAN ACCESS – COUNTY



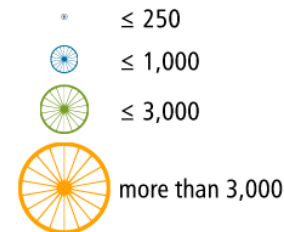
- 112th Street Improvements:
- Adding sidewalks
- Adding street lighting

PEDESTRIAN ACCESS – PIERCE TRANSIT



PierceTransit Bicycle Boardings by Bus Stop - 2018

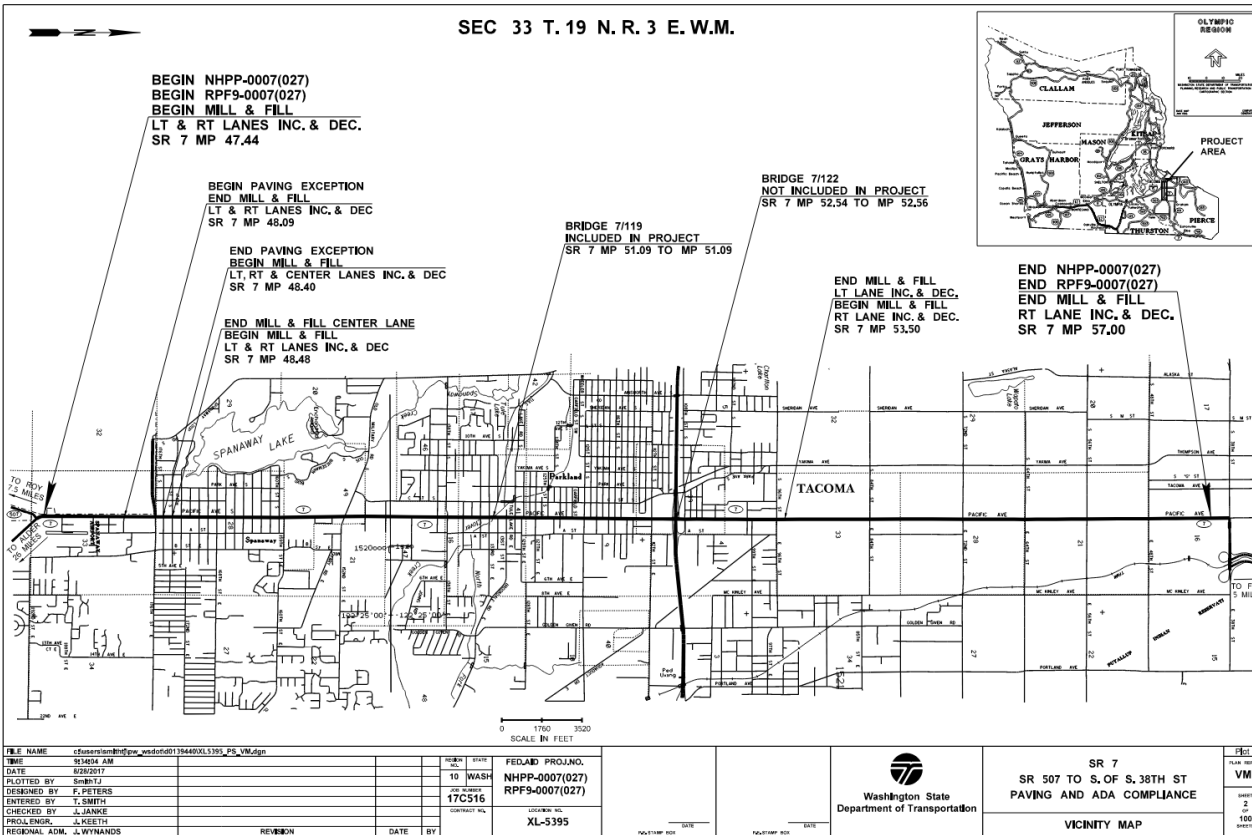
➤ Accommodate
Bike Boarding's



PEDESTRIAN ACCESS - WSDOT



➤ 10 miles of mill and overlay with 300+ curb ramps





RideBRT

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