What is the Corridor Study Process?

1. **CORRIDOR CONDITIONS**
   - What is the condition of the study corridor now and what can we expect in the future?
   - What will transit riders, traffic, land use, and population look like in the future?

2. **PROJECT PURPOSE**
   - What problems are we trying to solve and why are solutions necessary?

3. **MODE SELECTION**
   - Which HCT mode (Enhanced Bus, BRT, Streetcar, or Light Rail) makes the most sense for this corridor?

4. **DEVELOP ALTERNATIVES**
   - What could transit in the study corridor look like? Which options best meet our goals and objectives?

5. **SELECT ALTERNATIVE**
   - Which of the HCT modes and service options do we select as our Locally Preferred Alternative (LPA)?

6. **ENVIRONMENTAL REVIEW**
   - What are the potential environmental impacts of the selected LPA project?

7. **PROJECT FUNDING**
   - Identify and apply for project funding.

8. **DESIGN AND CONSTRUCTION**
   - Finalize detailed design plans, and construct the new BRT service.

9. **SERVICE PLANNED TO BEGIN**
   - Begin BRT Service on Pacific Avenue | SR 7.

**COMMUNITY OUTREACH:**
- Study webpage
- Open houses
- Community meetings
- Corridor contacts
Key Decisions

What key decisions have been made so far?

Mode Evaluation
- BRT
- Route 1
- Enhanced Bus
- Streetcar
- Light Rail

BRT best meets all study goals, scoring higher than existing Route 1 service, enhanced bus, streetcar and light rail transit options.

Alternatives Analysis
- Curbside Design
- Median Design

Curbside and median design alternatives are being assessed because they are flexible, provide the best service benefit while being the most cost-effective and having the least impacts to property and better opportunities for economic development for the corridor.

What key decisions are yet to be made?

1. Select the Preferred Alternative: Choose among the No Build, Curbside Alternative, or Median Alternative.
2. Determine a funding plan: Local funding is in place. Need to secure federal funding.
3. Secure environmental clearance: To be eligible for federal funds, the project will need to comply with the National Environmental Policy Act (NEPA).
What Makes a System BRT?

Minimum Requirements for BRT

**DEFINED STATIONS**
The route must have defined stations that comply with DOT standards for buildings and facilities under the Americans with Disabilities Act, offer shelter from the weather, and provide information on schedules and routes.

**TRANSIT SIGNAL PRIORITY**
The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway if it exists, and either queue-jump lanes or active signal priority in non-separated guideway.

**BRANDING**
The system must have a separate and consistent brand identity. Branding should apply to the buses, the stops/stations, and to passenger information materials.

**FREQUENT SERVICE**
The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays. BRT service should have minimum 15-minute service frequency throughout a weekday or a combination of 10-minute peak service and 20-minute off-peak service frequencies.

Additional Key BRT Features

» Level Boarding Platforms
» Real Time Bus Arrival Time Information
» Off-board Fare Payment (Ticket Vending Machines, ORCA Readers)

Source:
U.S. Department of Transportation Federal Transit Administration
Specialized BRT Vehicle

Unique Vehicle Features

» 60-foot articulated bus
» Low emissions vehicle
» Electric vehicle available
» Passenger doors on left and right sides available
» Low floor/level boarding
» Easier wheelchair access
» Open and spacious interior
» Increased standing room
» Room for bicycles on board
BRT Station Features

- Off-board fare payment
- Attractive and safe
- Accessible to pedestrians, bicyclists, and persons using wheelchairs
- Level boarding platforms
- Passenger information
- Real-time bus arrival information
- Unique brand identity
Proposed Station Locations

LEGEND

- Proposed Pacific Avenue | SR 3 Routes
- Proposed Stations
  - Identified as a reduced station location at September and November 2021 Open Houses
  - Proposed Stations that were also identified at the Open Houses
The Curbside Alternative includes BRT in mixed traffic in less congested parts of the corridor and business access transit (BAT) lanes in congested segments, such as the SR 512 interchange area.

**FEATURES AND TRADEOFFS**

**All Segments**
- Enhanced curbside stations with unique brand identity
- Traffic signals will provide priority to BRT vehicles
- No change to center two-way left-turn lane

**Mixed Traffic Segments**
- Quicker to build and begin operation
- Minimizes impacts to property and existing roadway
- Least economic development potential
- Least expensive to construct

**BAT Lane Segments**
- Faster travel time
- Higher potential for property impacts
- Increases distance to cross the street
- BAT lane provides “buffer” between sidewalks and traffic lanes
- Better economic development potential than mixed traffic option
- Most expensive to construct
The Median Alternative includes BRT in the median center lanes with mixed traffic in less congested parts of the corridor and in exclusive transit lanes in congested segments, such as the SR 512 interchange area.

**FEATURES AND TRADEOFFS**

**All Segments**
- Enhanced median stations with unique brand identity and a separate lane for buses to safely stop
- Provides a center refuge for pedestrians crossing Pacific Avenue
- Pedestrians crossing to a median bus station instead of curbside station
- Traffic signals will provide priority to BRT vehicles
- Eliminates center two-way left-turn lane

**Mixed Traffic Segments**
- Exclusive bus lanes around median stations provide travel time benefit
- Property impacts at station locations
- Limited economic development potential
- Least expensive to construct

**Exclusive Median Lane Segments**
- Most travel time benefit
- Fewer property impacts than BAT lane option
- Maximizes economic development potential
- More expensive than mixed traffic options, and less expensive than BAT lane option

For constrained areas, a single bi-directional lane could be considered.
<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>No Build (Current Service)</th>
<th>Curbside Alternative</th>
<th>Median Alternative</th>
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<td>Minimize Impacts to Private Property</td>
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Transit-Oriented Development (TOD)

What is TOD?
TOD is the creation of compact, walkable, mixed-use communities that are centered around high quality transit systems.

TOD Features*
- High density, walkable districts
- Walkable design with pedestrian amenities
- Mixture of uses in close proximity (office, residential, retail and civic)
- Connection to other transit systems (streetcar, trains, buses)
- Bicycle and pedestrian network connections
- Reduced and managed parking near stations

* Source: Transit Oriented Development Institute (http://www.tod.org)

Advancing the Project Purpose
Pierce Transit is working with agency partners to identify opportunities for TOD that would advance the purpose of the HCT project, including:
- Better places to live, work and play
- Greater mobility and easier to move around
- Increased transit ridership due to higher density and mixed use zoning
- Reduced traffic congestion, car accidents and injuries
- Reduced household spending on transportation, resulting in more affordable housing
- Higher, more stable property values
- Increased foot traffic for businesses
- Economic competitiveness
Community Outreach Activities

• Open Houses: September & November 2017; March 2018
• Website with *Virtual Open House* option
  www.ridebrt.com
• Meeting with Organizations and Neighborhood Groups
• Direct contacts using *GovDelivery*
• Fact Sheets (English and Spanish)
• Bus Rack Cards
• Newspaper (Print) Advertising
• Social Media (Facebook, Twitter, Instagram)
• Outdoor “Pop-up Open Houses” planned this summer