Ride BRT
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
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?
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 Project – Summer 2020
Communications system design – Security at all Stations
CORRIDOR VISIONING

- Partnering with WSDOT, Pierce County, & Tacoma
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 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
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)
112th Street Improvements:
- Adding sidewalks
- Adding street lighting
PEDESTRIAN ACCESS – PIERCE TRANSIT

Bicycle Boardings by Bus Stop - 2018

- ≤ 250
- ≤ 1,000
- ≤ 3,000
- more than 3,000

Accommodate Bike Boarding's
PEDESTRIAN ACCESS - WSDOT

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