

# BRT Community Committee

Meeting #1

Nov. 12, 2019



# AGENDA



- Welcome and meeting overview
- Introductions
- Purpose of the committee
- Project overview
- Review Committee charter
- Next steps and action items

# INTRODUCTIONS



- Your name
- Affiliation
- Why you agreed to be part of this process
- One thing you're hoping to learn
- One thing you're hoping to share

# COMMITTEE PURPOSE



- Identify the most effective BRT investments the region can make through participation in Committee discussions
- Provide a platform for existing transit users to understand the BRT project and share their input on proposed project plans
- Advise Pierce Transit on the ways to best engage and hear from key interests and constituencies throughout the region
- Provide insights and information related to the pressures, issues, and trends impacting constituencies and businesses throughout the region
- Assist Pierce Transit in understanding the high-level impacts, trade-offs, and opportunities associated with the planning process

# EXPECTED COMMITTEE OUTCOMES



- Insights and perspectives of all Committee members have been meaningfully considered in the next steps of the project process
- This Committee's work reflects a well-reasoned balance of input provided
- A fair and accurate record of the committee's deliberations has been prepared
- Members believe the Committee process has been complete, accurate, fair, and transparent

# PROJECT OVERVIEW



- What is Pierce Transit BRT?
  - New line of service for Pierce Transit
  - Improved bus service along Pacific Avenue and State Route 7 between downtown Tacoma and Spanaway
  - By 2040, will move 2.2 million riders per year

# PROJECT OVERVIEW



- Pierce Transit BRT is:



### **Frequent**

Bus runs every 10-15 min



### **Fast**

Traffic signals prioritize transit



### **Safe and reliable**

Real-time information and lighting



### **Accessible**

Larger buses, room for on-board bicycles, easier wheelchair access



### **Connected**

Connecting downtown Tacoma and Spanaway with stops at key destinations



### **Easy to board**

Off-board fare readers, raised platforms, multiple doors

# PROJECT OVERVIEW



- Why BRT?
  - Support the economic future of Pierce County
  - Align with City of Tacoma and Pierce County's long-term plans
  - Building along six state-recognized Opportunity Zones
  - Support growing transit demand – Pierce Transit Route 1 is the highest-ridership route in Pierce County (3,400 weekday boardings)
  - Congestion mitigation – more frequent transit service provides a competitive alternative to driving alone



# PROJECT PURPOSE



- Increase transit ridership through enhanced transit service
- Deliver cost-effective service that provides capacity to meet future demand
- Promote transportation equity in the corridor by ensuring that transit service is accessible to all populations
- Improve multi-modal access and connectivity
- Support a regional vision for the community as documented in land use and transportation plans
- Enhance safety and security for transit patrons and public health overall
- Support existing economic activity and be a catalyst for sustainable economic growth and corridor redevelopment
- Promote environmental stewardship and sustainability

# PROJECT COSTS AND FUNDING



- Total project costs: \$150 million
- Funding sources:
  - \$60 million from Sound Transit 3
  - \$30 million from state and federal funds
  - Remainder requested in federal grants
- BRT typical cost is about \$10 million per mile
  - Streetcars: \$30 million per mile
  - Light rail: \$200 million per mile

# BRT ROUTE



## BRT in Right Lane Mixed Traffic

- 7.3 miles

## BRT in Curbside BAT Lane

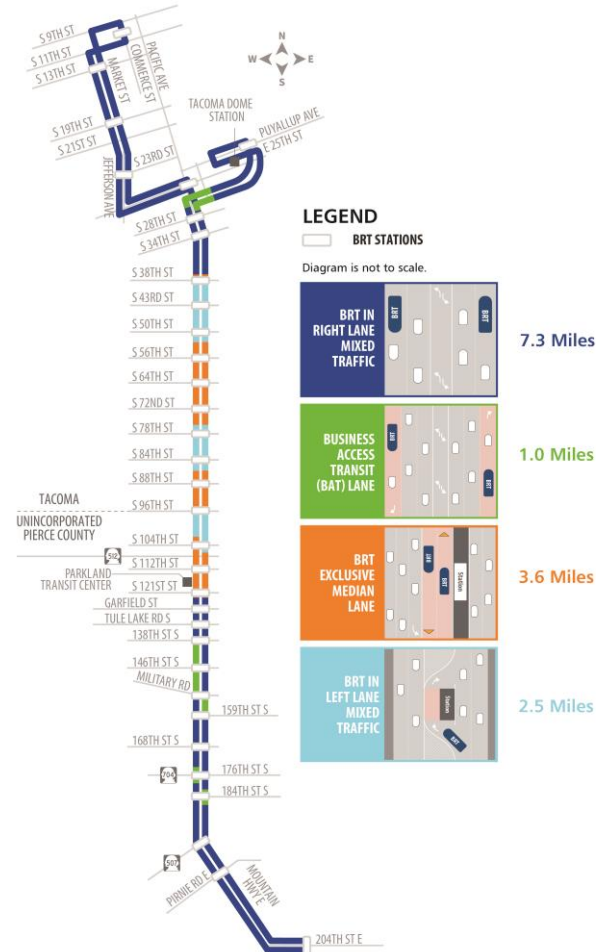
- 1.0 miles

## BRT in Median Lane

- 3.6 miles

## BRT in Left Lane Mixed Traffic

- 2.5 miles





# KEY DECISIONS MADE



- July 2018: Pierce Transit Board adopted the Locally Preferred Alternative (LPA). Include mode (BRT), termini (Spanaway to Downtown Tacoma) and alignment (Route 1 with modifications)
- September 2018: Pierce Transit submitted an FTA Small Starts application to seek the remaining 40% of needed project funding
- April 2019: Pierce Transit Board adopted the proposed station locations, BRT lane configuration (the Median-Hybrid alternative), and access routing (using E. 26th Street both in and out) to Tacoma Dome Station

# OUTSTANDING DECISIONS



- Evaluating currently signalized intersections within the corridor for possible conversion to roundabouts
- Working with FTA to determine appropriate level of environmental review
- Working with community members and businesses to discuss expected project impacts and tools to manage those impacts

# PROPERTY IMPACTS



- Does **not** require the purchase of entire parcels, businesses or homes
- Total property impact is just over one acre along the entire 14-mile corridor
- Impacts slivers of property for about 140 parcels; Pierce Transit will identify and work directly with these affected property owners
- Some parking that is currently in public right of way may be affected

# PROJECT TIMELINE



2017	2018	2019	2020	2021-2023
Assess corridor conditions	Select LPA	Continue env. review	Continue design	Begin construction
Develop project purpose and needed	Begin FTA Small Starts application	Begin design		Open to service
Mode selection	Conduct additional traffic analysis	Launch BRT Community Committee		
Develop alternatives	Begin initial env. review			
<b>Open houses 1 and 2</b>	<b>Open houses 3 and 4</b>	<b>Open house 5</b>		



# Q&A



- Questions about the project?



**10-minute break**

# CHARTER REVIEW



- Review BRT Community Committee Charter

# COMMITTEE NEXT STEPS



- Develop meeting summary and send for review
- Approve Charter
- Review outstanding questions with Pierce Transit
- Next meeting: Winter 2020 – Date/location TBD

# GET INVOLVED!



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# RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY