Anna Petersen, Chair
Jeff McInnis, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Christopher Karnes
Brett Santhuff
Andrew Strobel
Alyssa Torrez

PRESENTATIONS

Meeting on November 20, 2019

Agenda Items	Page
1. **Tacoma Dome Link Extension (TDLE) Update** (PowerPoint Slides, for Discussion Item D-1)	**3 – 19**
2. **Pierce Transit Destination 2040 Long Range Plan Update** (PowerPoint Slides, for Discussion Item D-2)	**21 – 32**

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Tacoma Dome Link Extension

Tacoma Project Updates
November 18-22, 2019

SOUNDTRANSIT

Project timeline

WE ARE HERE

VOTER APPROVAL
2016

PLANNING
2018–2022

Alternatives development (2018-2019)

- Investigation of alternatives
- Board identifies Preferred Alternative and other options to study

Environmental review (2019-2022)

- Draft EIS
- Final EIS

Board selects project to be built

Federal Transit Administration issues Record of Decision

PUBLIC INVOLVEMENT

DESIGN
2022–2025

Final route design

Final station designs

Procure and commission station and public art

Obtain land use and development agreements

Begin property acquisition

PUBLIC INVOLVEMENT

CONSTRUCTION
2025–2030

Groundbreaking

Construction updates and mitigation

Safety education

Testing and pre-operations

PUBLIC INVOLVEMENT

START OF SERVICE
2030

Environmental review timeline*

Public participation throughout

2019

Spring 2019
EIS scoping / public comment period

July 2019
ST Board & FTA identified preferred alternative and other alternatives to study in EIS

2020 / 2021

Spring 2021
Draft EIS issued; public comment period

2022

Spring/Summer 2022
Final EIS issued

Summer 2022
ST Board selects project to be built

FTA issues record of decision (ROD)

**dates are subject to change*

Alternatives for EIS Updates

Tacoma Station Area

Preferred alternative:

- *Portland Avenue*
- *Tacoma 25th-West*

Other alternatives for EIS:

- *Tacoma 25th-East*
- *Tacoma 26th Street*
- *Tacoma Close to Sounder*

DRAFT for discussion purposes

SOUNDTRANSIT

Tacoma Dome Station: Guiding Principles

Element	Example keywords
Development Capacity	• Retain development capacity • Proximity to adjacent development
Comfortable urban environment	• Engaging street frontage • Pedestrian safety and walkability • Few visual and sunlight impacts
Great multi-modal transit hub	• Direct, quick, and safe transfers between modes • Passenger amenities nearby • Avoid, or incorporate, enhance, Freighthouse Square

Suggestions we've heard:

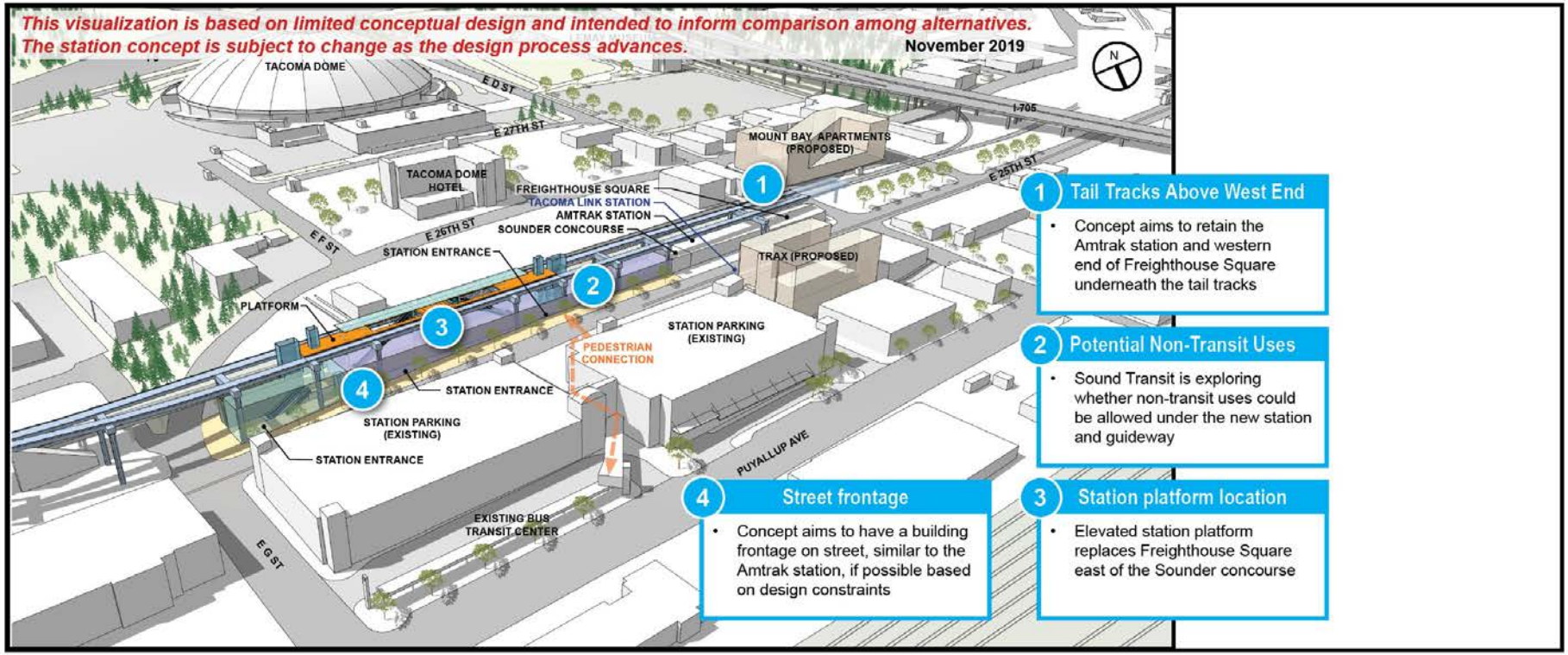
Development capacity
- Promote development capacity
- Don't detract from development potential

Comfortable urban environment
- Well-integrated into the neighborhood
- Passenger weather protection
- ADA accessibility

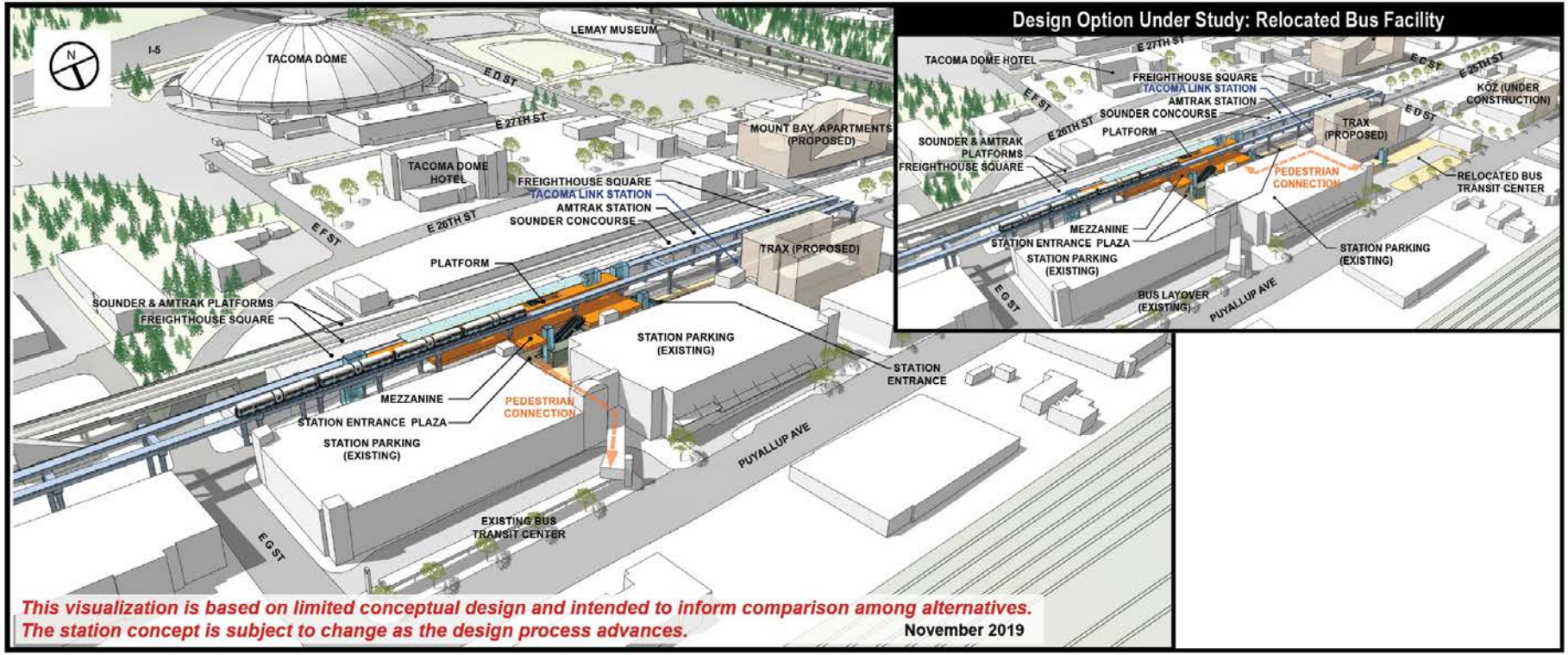
Great multi-modal transit hub
- Passenger amenities integrated or nearby
- Special events considerations (circulation)
- Be a catalyst for and enhance the neighborhood

General/other
- Sensitivity to historic and cultural resources
- Traffic and parking management

Tacoma Dome Station Updates
TD Close to Sounder

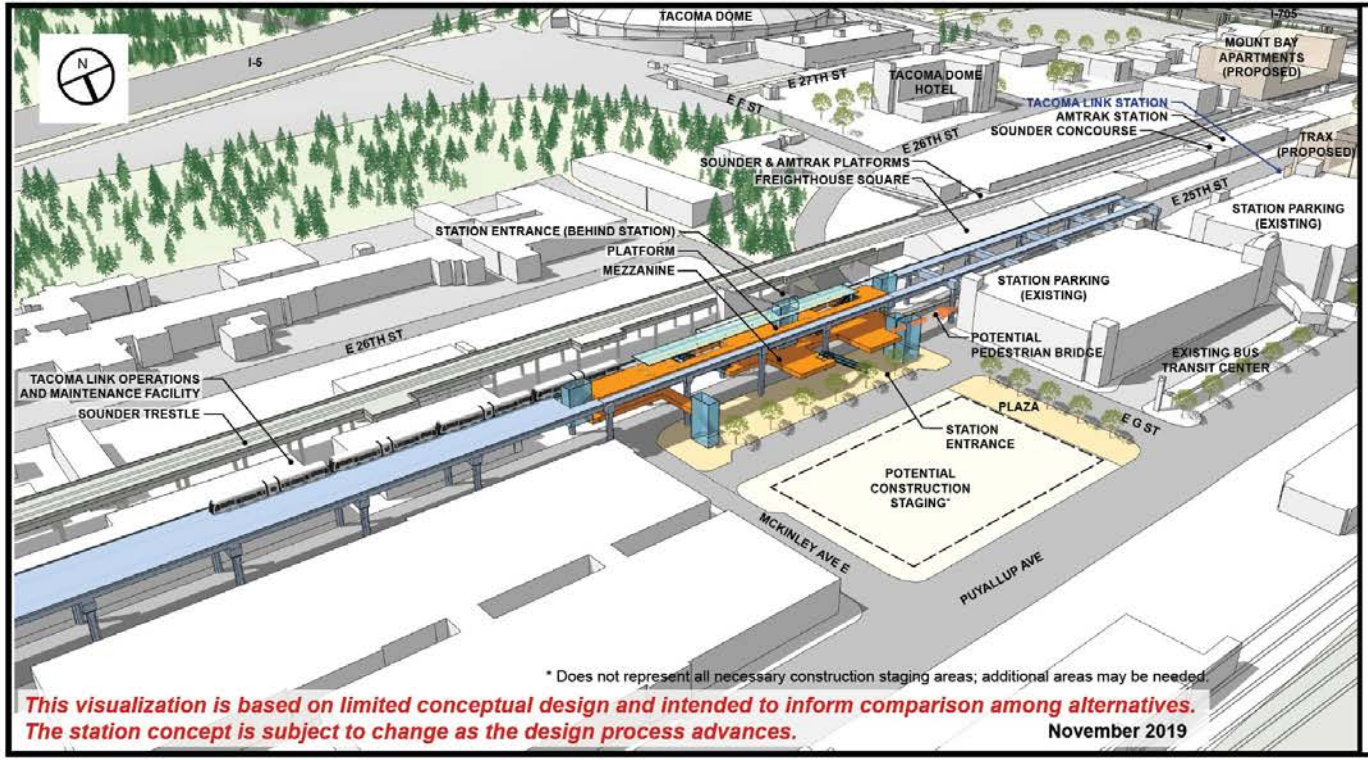


Tacoma Dome Station Updates
TD 25th West

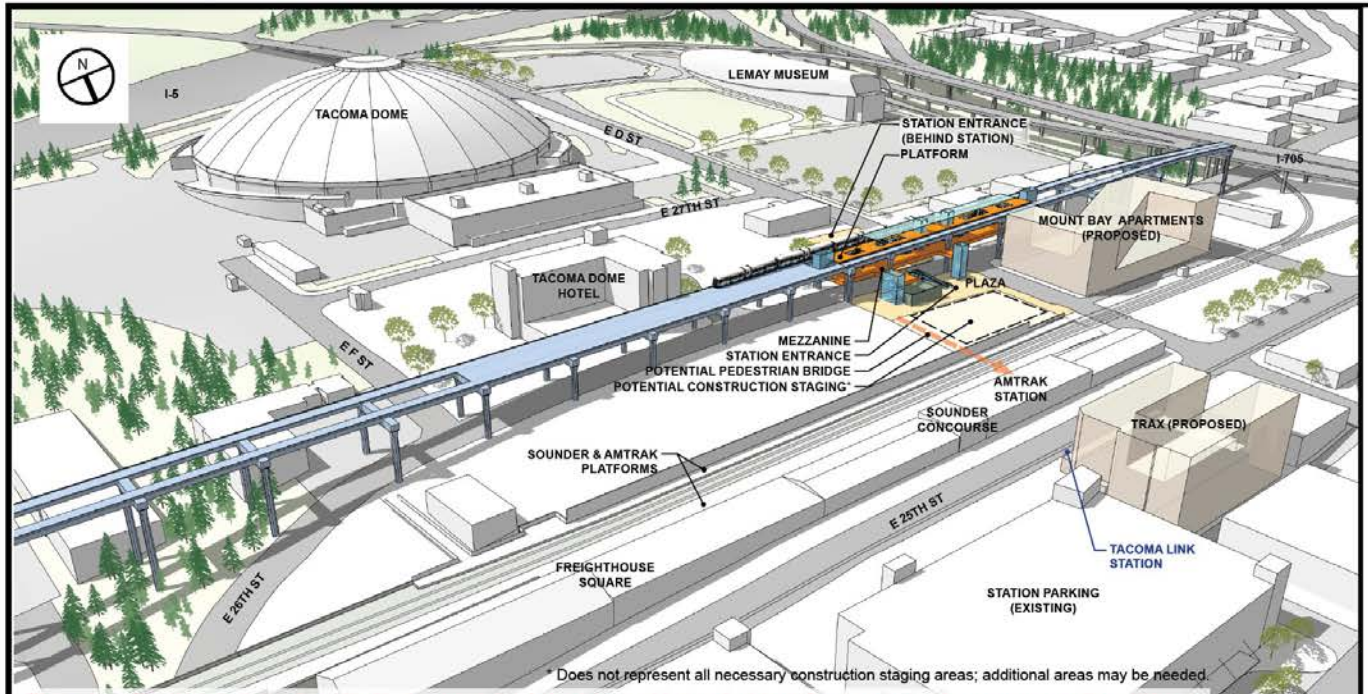


SOUNDTRANSIT

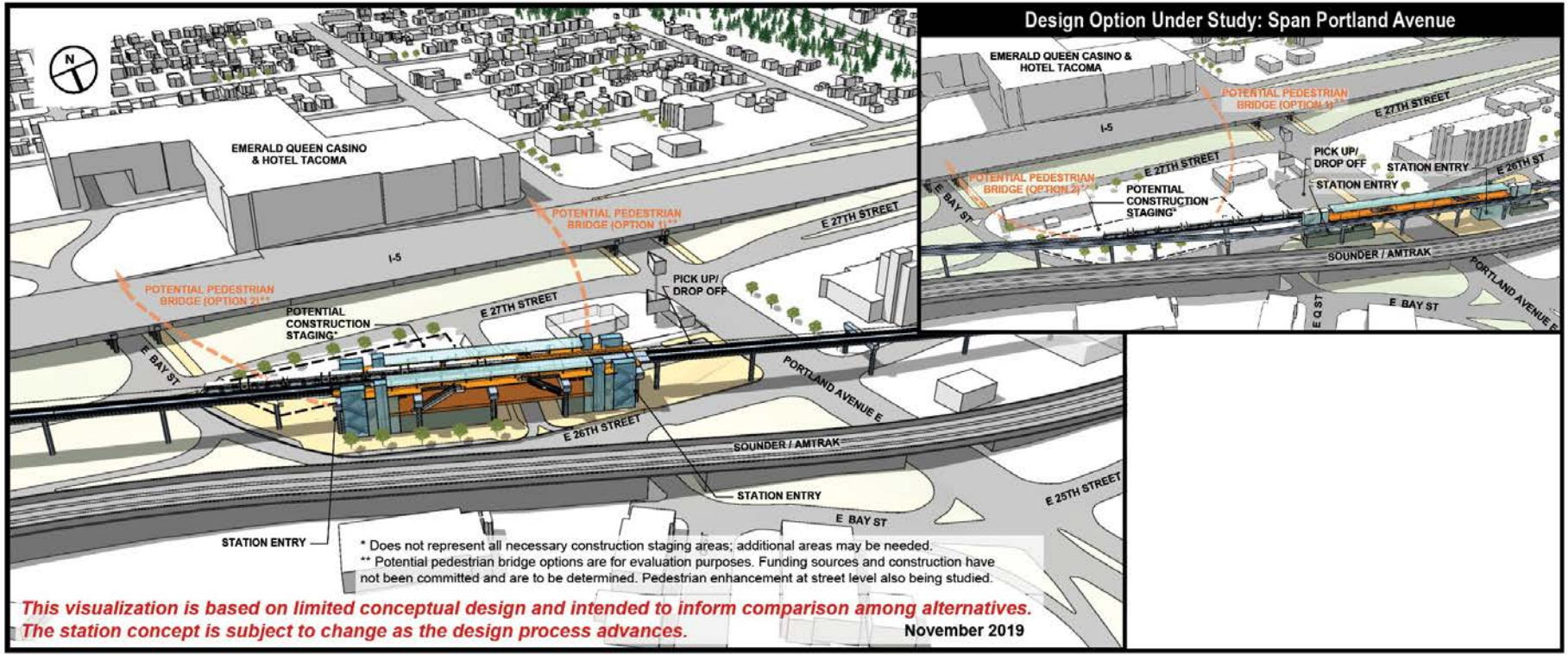
Tacoma Dome Station Updates
TD 25th East



Tacoma Dome Station Updates
TD 26th



Portland Avenue Station Updates



Outreach and Next steps

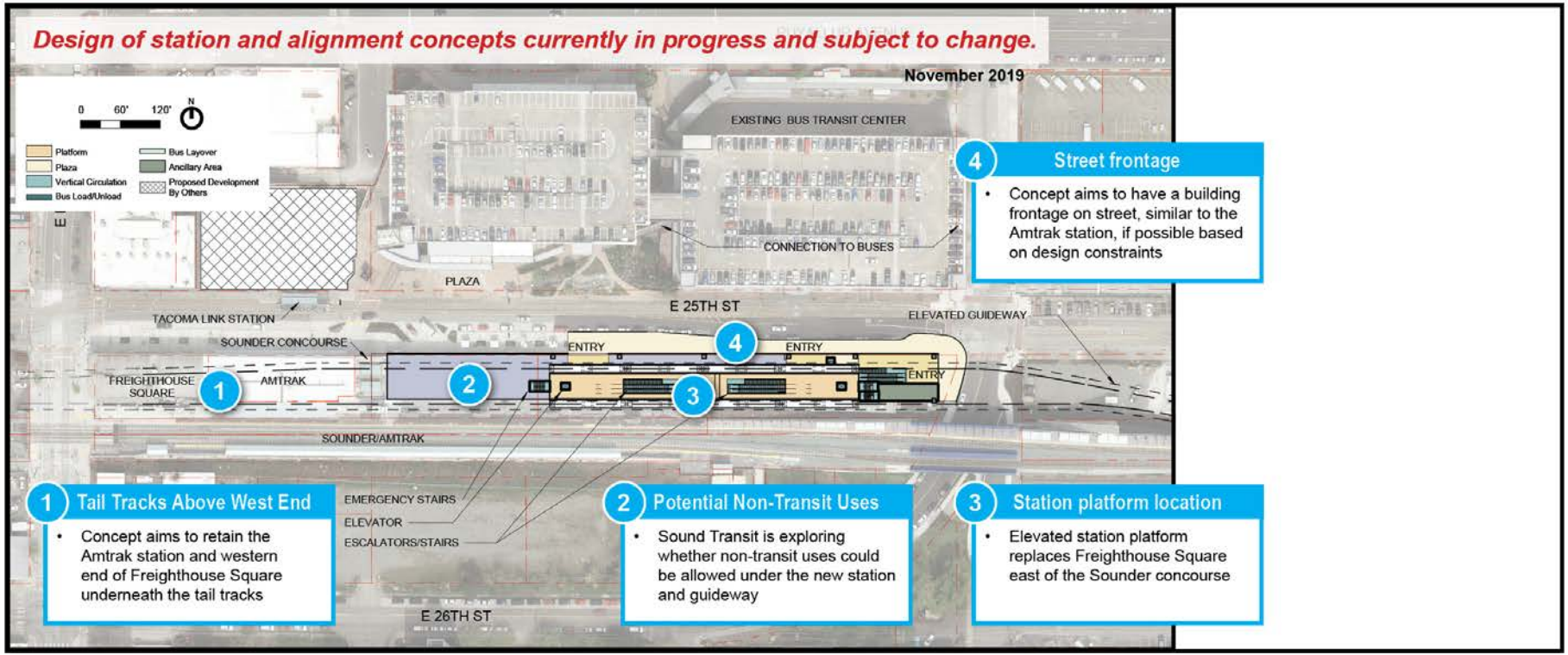
- City commissions
- Online open house
- Postcards
- Project neighbor mailers
- Freighthouse Square
- Drop in sessions
- Business district and neighborhoods

Thank you.

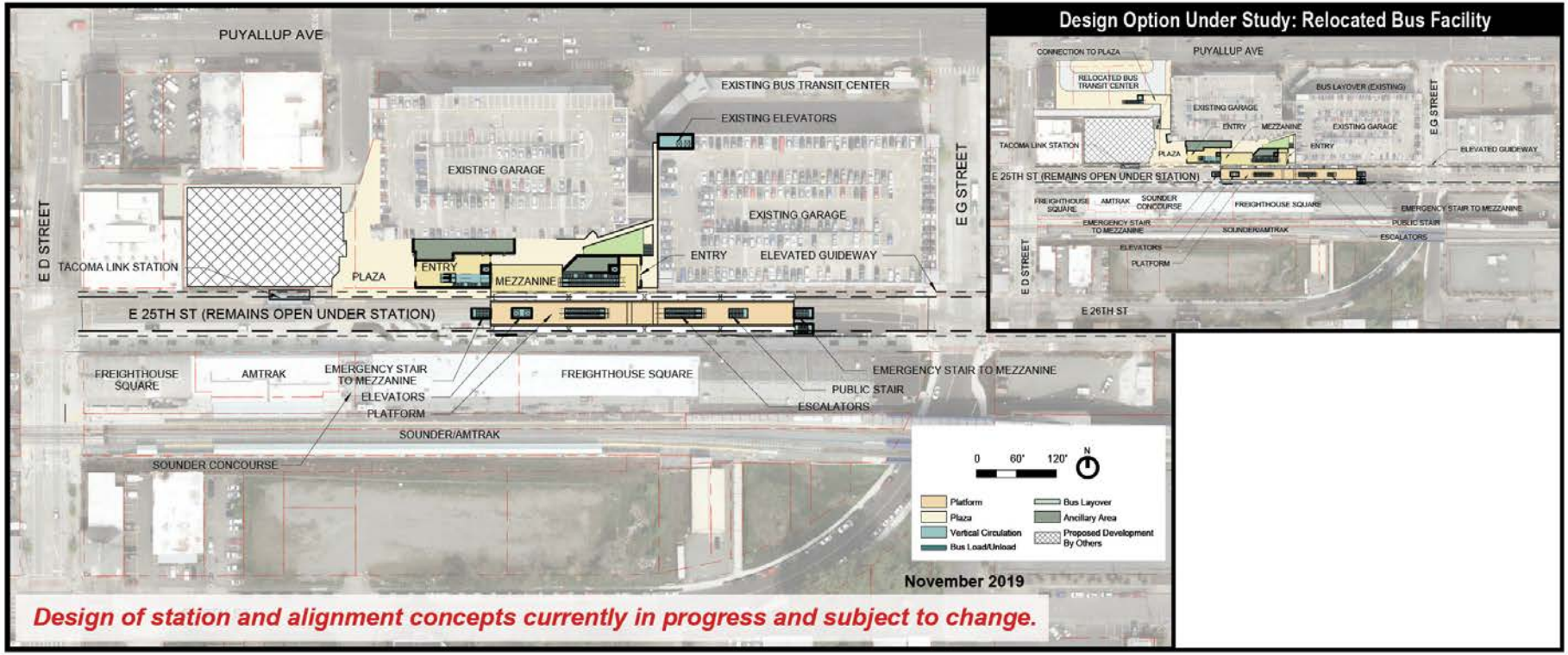
SOUNDTRANSIT

soundtransit.org

Tacoma Dome Station Updates
TD Close to Sounder - Site Plan

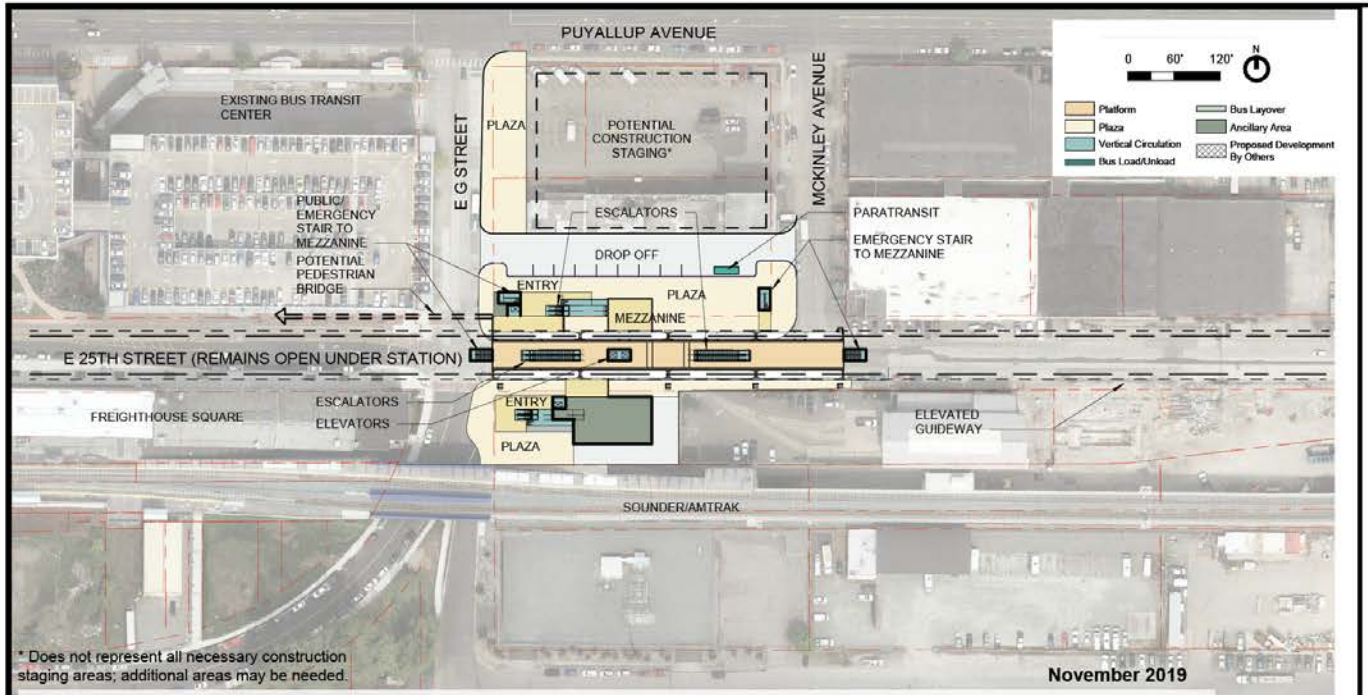


Tacoma Dome Station Updates
TD 25th West - Site Plan



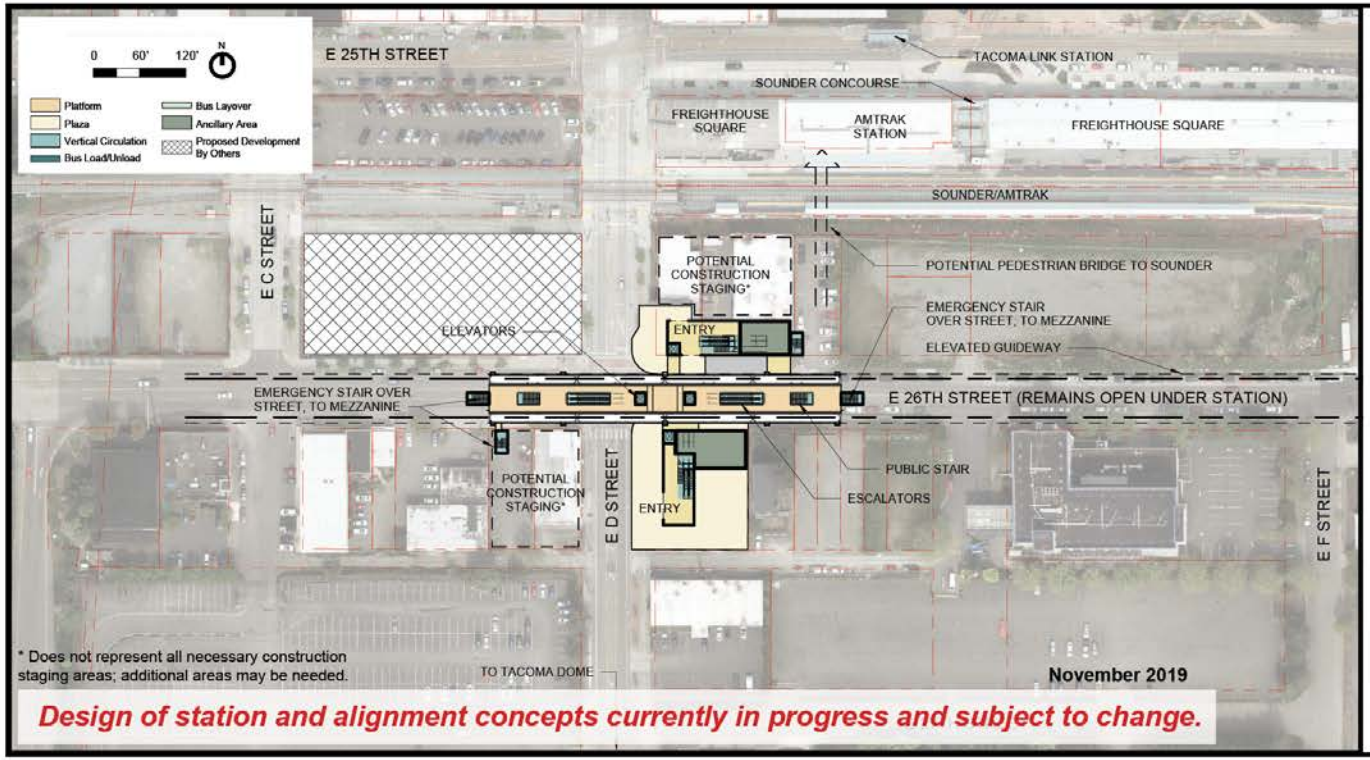
Design of station and alignment concepts currently in progress and subject to change.

Tacoma Dome Station Updates
TD 25th East - Site Plan



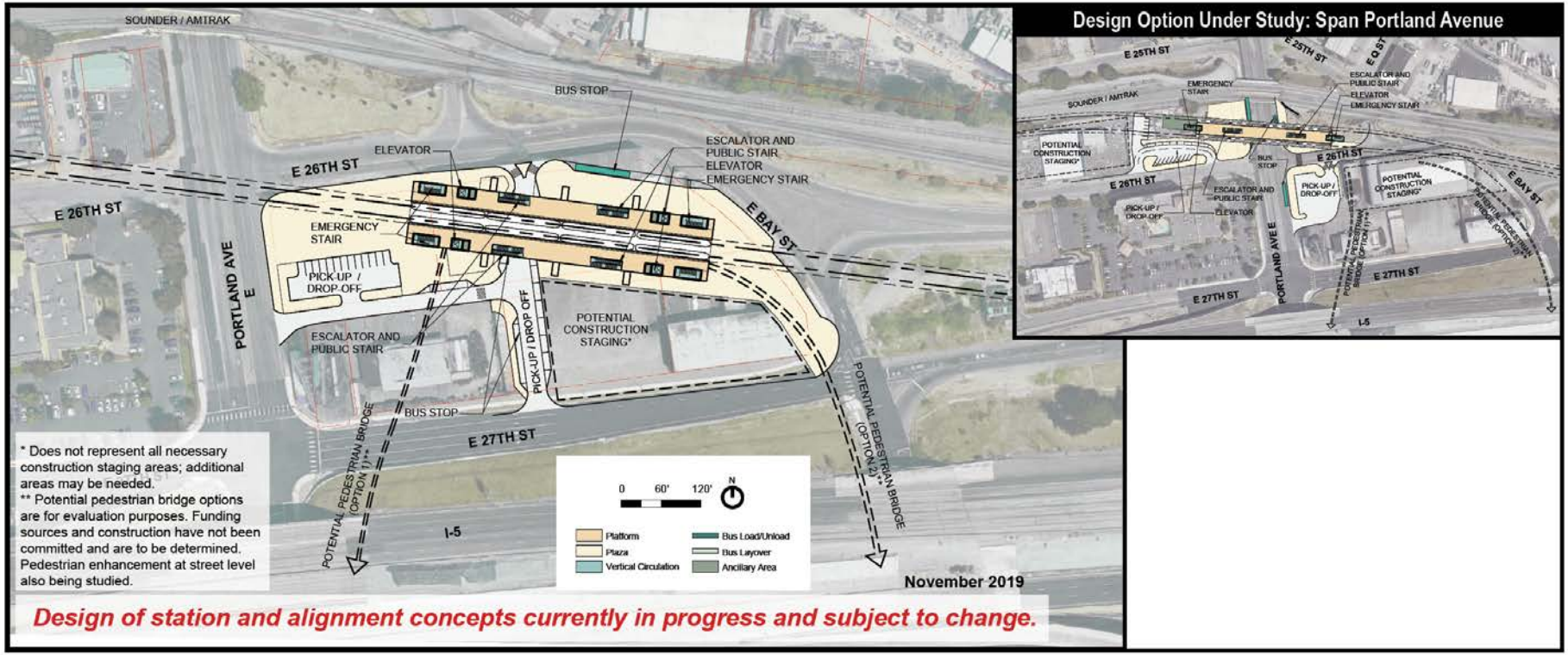
Design of station and alignment concepts currently in progress and subject to change.

Tacoma Dome Station Updates
TD 26th - Site Plan



Design of station and alignment concepts currently in progress and subject to change.

Portland Avenue Station Updates
Portland Avenue - Site Plan



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Destination 2040 Long Range Plan Update

Tacoma Planning Commission
Tacoma Transportation Commission

Darin L. Stavish, Principal Planner

November 20, 2019

LRP Update's Purpose, Goals, and Objectives

What do we hope to achieve with this update?

- Depict access and coverage gaps within the current system (PTBA) boundaries
- Assess non-motorized and active transportation access to Pierce Transit routes and facilities (e.g., transit centers, stations, park-and-ride lots)
- Envision what services and coverage would could offer a full 0.9% sales tax scenario
- Increase from current 500,130 to 735,000 annual Service Hours
- Show a Bus Rapid Transit system at full build out: Pacific Avenue /SR 7 plus four routes
- Illustrate capital improvement needs: Facilities, Revenue Vehicles, and Workforce

LRP Update's Purpose, Goals, and Objectives

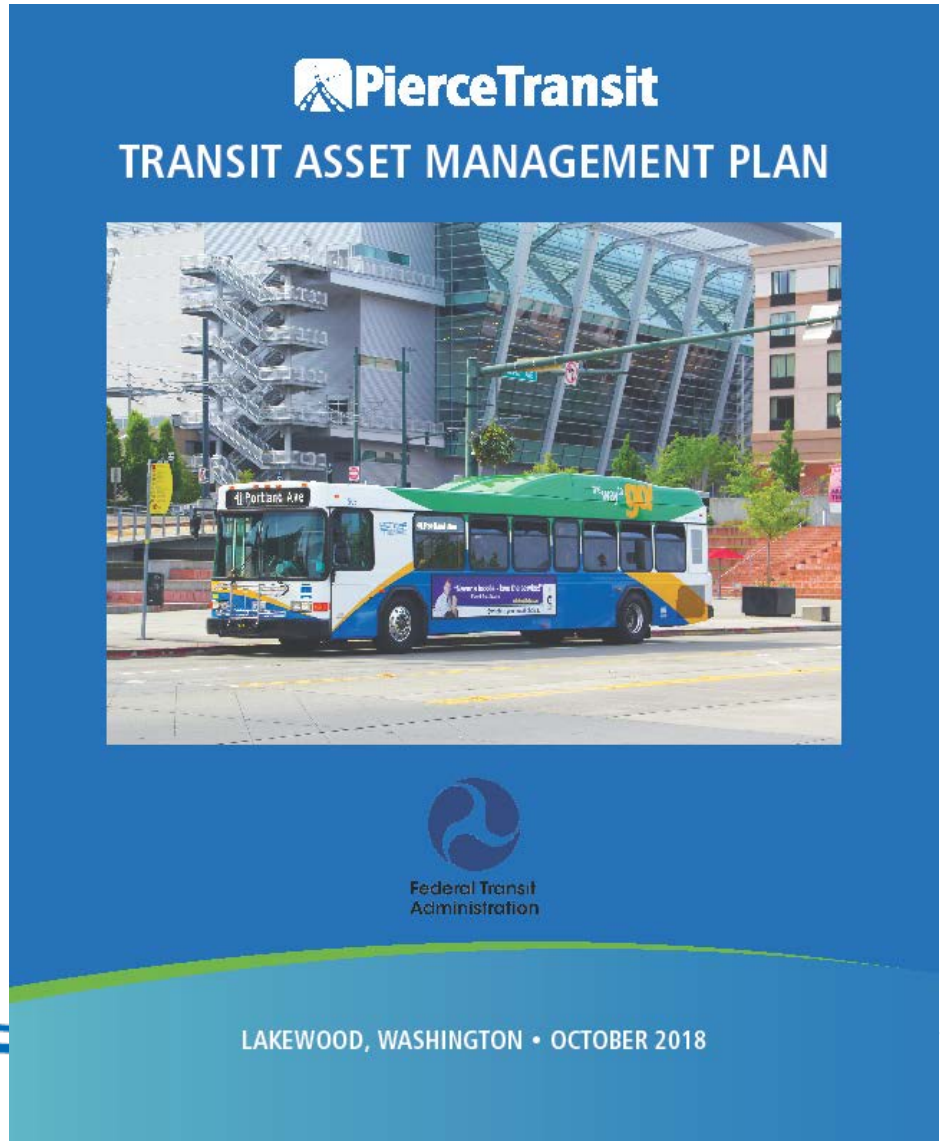
What's changed since Destination 2040 was finalized and adopted in April 2016?

- Sound Transit 3 passes - November 2016
- Our Fixed Route network completely restructured and launched - March 2017
- Pacific Avenue/SR 7 Bus Rapid Transit project's PE/Design phase begins – August 2019
- Maintenance and Operations Base Improvements project underway ($86 million budgeted to date)
- First Mile/Last Mile service connections pilot program with Lyft - May 2018 thru December 2019
- Previously conceptual TOD projects are now almost ready for occupancy
- Pierce County welcomed 31,000 more residents (almost 4% growth in just three years)
- And much more…!

Survey of Current Conditions

The “State of the Agency” as it prepares for future growth

- Existing Fixed Route Network
- Revenue Vehicles Fleet
- Employees
- Facilities: Lakewood headquarters and passenger-facing transit centers or stations
- System Performance and Financial Requirements
- Active Transportation Network and Non-Motorized Access to:
  - Bus Routes
  - Transit Centers
  - Intermodal Stations
  - Park-and-Ride Lots



A Coordinated and Integrated Transit System

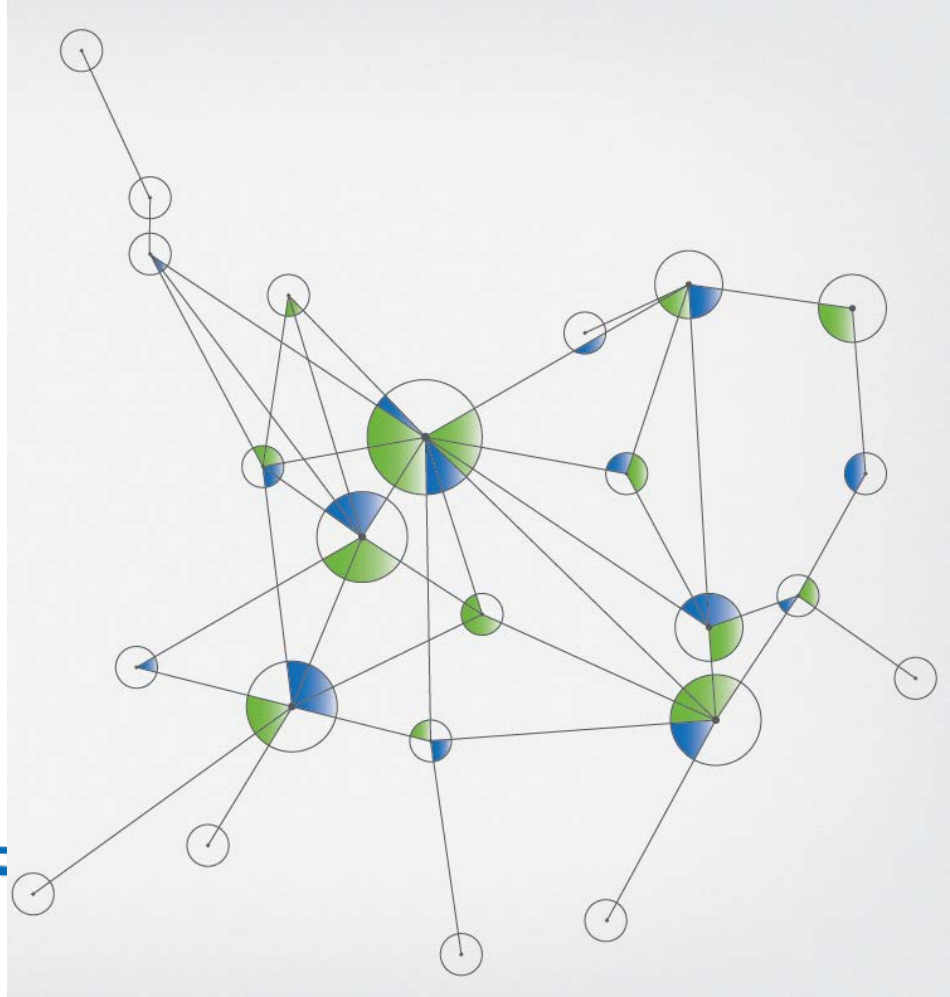
How can we create efficient and seamless linkages to the regional system, in order to increase ridership?

- High Capacity Transit / BRT
- Community Use Vans

- Service Innovations
  - Transportation Network Company agreements
  - Public and Private Partnerships (e.g., naming rights)
  - Zonal or contracted service in rural areas of the county

- Service Improvements

  More frequent (reduced headways)
  + Greater span (early morning to late evening)
  <u>+ Reliable connections or transfers</u>
  Increased ridership



Keeping Pace with a Changing Landscape

Formerly: *Harnessing opportunities for transit supportive growth*

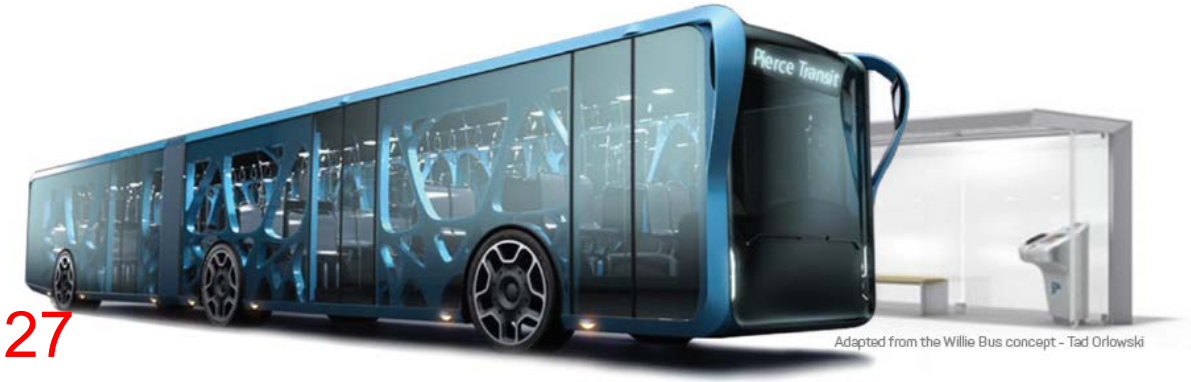
- City of Tacoma TOD projects within urban areas
- Pierce County's Centers and Corridors planning
- Planned Sound Transit 3 expansion projects
- Demographic and population projections
- Housing trends
- Job growth
- Higher density Land Uses and Zoning

Emerging Technologies

What will transportation and transit look like in 2040?

- Sound Transit 3 build-out complete
- Connected “smart” vehicles operating on auto-pilot
- Shared vehicles available anywhere and on-demand (i.e., less individual or private automobile ownership)
- Autonomous or driverless vehicles
- *Even flying cars…?!?*

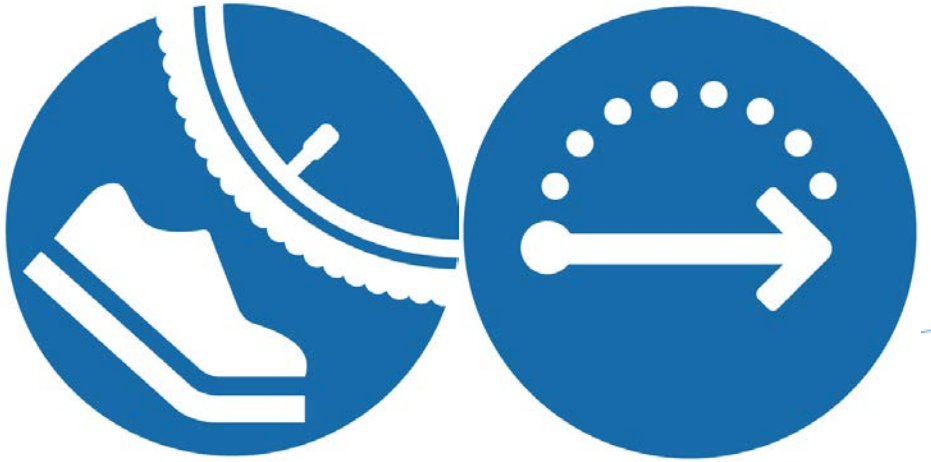
Photo credit: *Mass Transit Magazine* online courtesy of RTD-Denver (August 6, 2019)



Service Expansion Benefits

What factors would measure or assess how service expansions proposed in this LRP update would directly or indirectly benefit Pierce County residents and visitors?

- Increased mobility options for all within our service area
- Environmental responsibility and stewardship
- The local economy
- Public health and quality of life
- Transit-rich cities are attractive to newcomers and businesses!



Maintain

- Bus replacement
- Bus stops repair
- Capital investments

Increase

- More frequent bus trips for every route
- Busiest routes run every 15 minutes for commuters
- All routes run until 10:00pm Monday-Saturday

Expand

- New routes to serve Tacoma, Lakewood, University Place
- New zones to serve Port of Tacoma, Puyallup, Spanaway, Midland
- New services for late shift workers

Future Transit Network Scenario

While they have not yet been fully developed, vetted, or modeled for ridership yet, we are proposing:

- Adding up to four new fixed routes
- Converting an existing trunk route to Bus Rapid Transit or to High Capacity Transit (also known as “BRT Lite”)
- Increasing weekday frequencies:15 minutes on the four trunk routes
- Increasing weekday frequencies: At least 30 minutes (all routes)
- Lengthening weekday service span: 10:00 pm (all routes)
- Improving weekend service across the board: 10:00 pm Saturdays, 8:00 pm Sundays
- Preserving special services: Gig Harbor Trolley and Puyallup Connector
- Introducing Mobility-on-Demand options to reach a greater percentage of the service area population

Future Financial Assumptions

And how would we pay for it all?

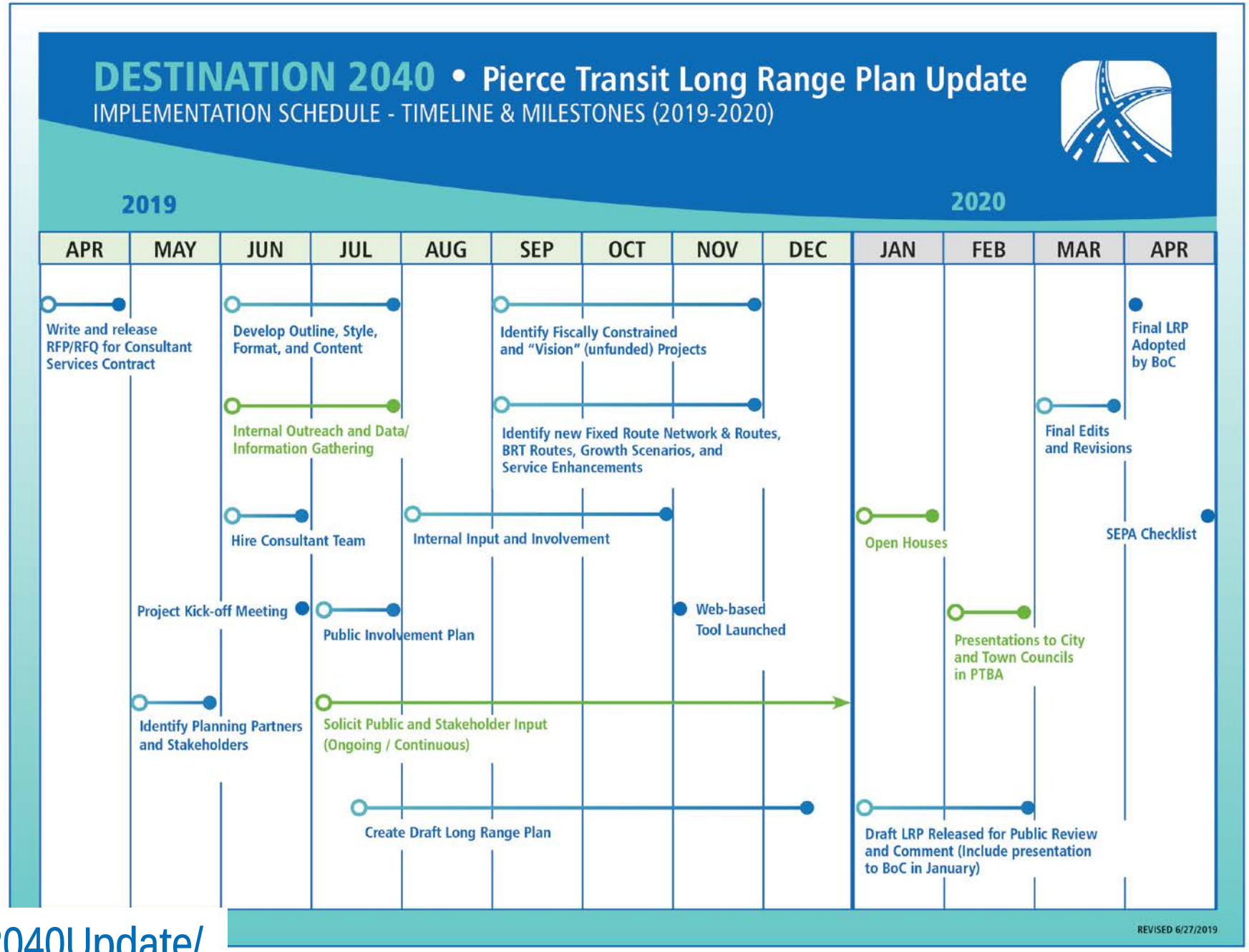
- An increase of 0.3% (to the full 0.9% allowed) in local sales tax revenue collection beginning in April 2021
- Would provide us an additional $262 million in revenue by 2025

  Projected allocation:
  - 70% to Operating budget - $183.4 million
  - 30% to Capital budget - $78.6 million

Please see our new online mapping and comments tool.

https://piercetransit.mysocialpinpoint.com/2040#/sidebar/tab/about

Or take our online survey!



PierceTransit.org/Destination2040Update/