

What is the Long Range Plan?



Portrays long-term vision, goals, and objectives through 2045



Estimates costs and staff resources for long-term investment needs



Considers success of current route performance



Builds upon previous Destination 2040 Long Range Plan released in 2016 and updated in 2020

What are the Key Variables Informing the Long Range Plan?

Growth

Housing and job growth up 30 to 40 percent by 2045



Investments

Considering partner agencies' high-capacity transit investments like light rail and streetcar projects when developing complementary service options



Demographics

Pierce County's shifting age demographics



Collaboration

Incorporating and collaborating with City and County Comprehensive Plan Updates in 2023-2025



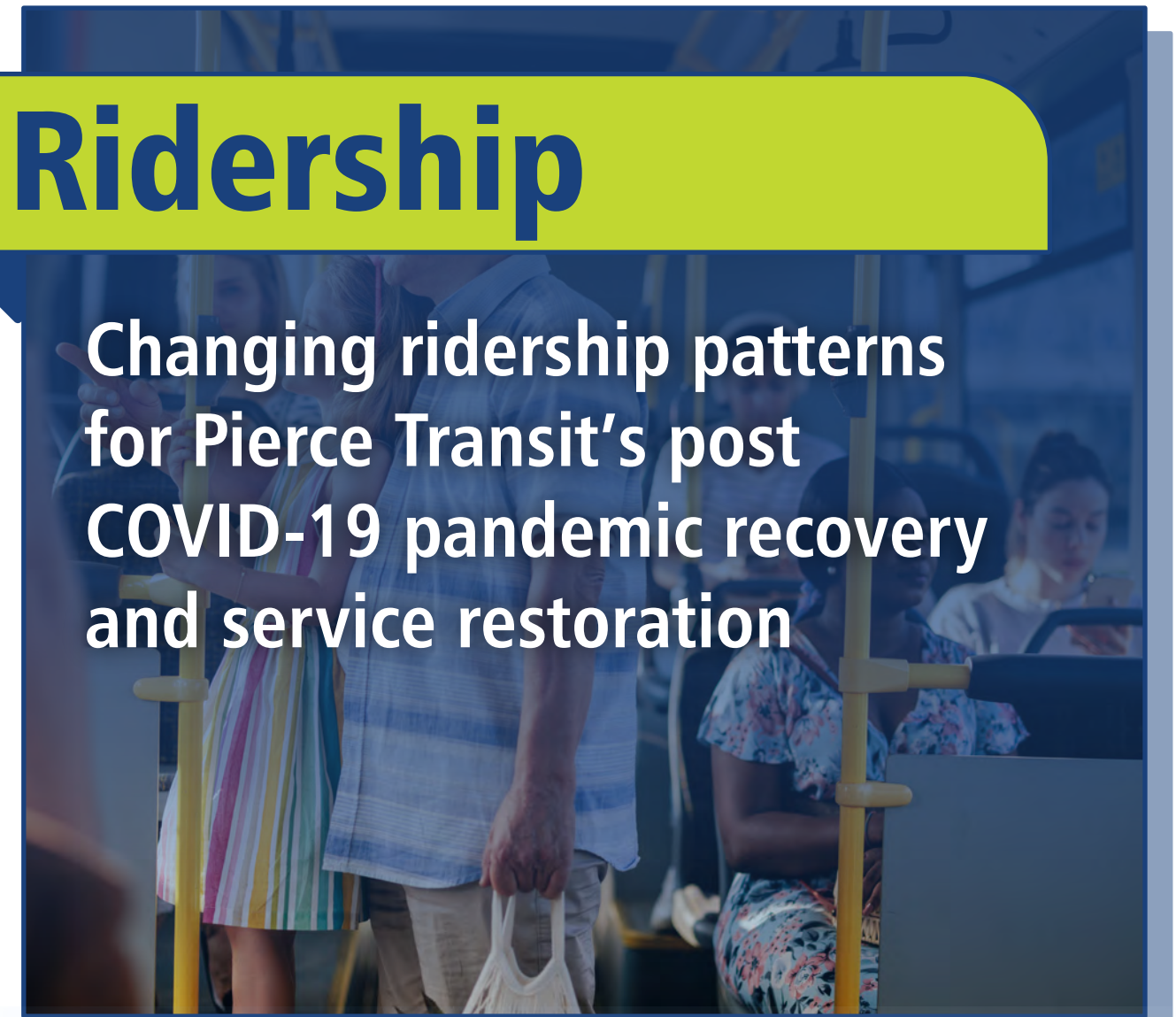
Policy

State legislation created to support zoning and land use for high-capacity transit



Ridership

Changing ridership patterns for Pierce Transit's post COVID-19 pandemic recovery and service restoration



Technology

Emerging technologies, such as autonomous vehicles and shared mobility services, like Runner microtransit



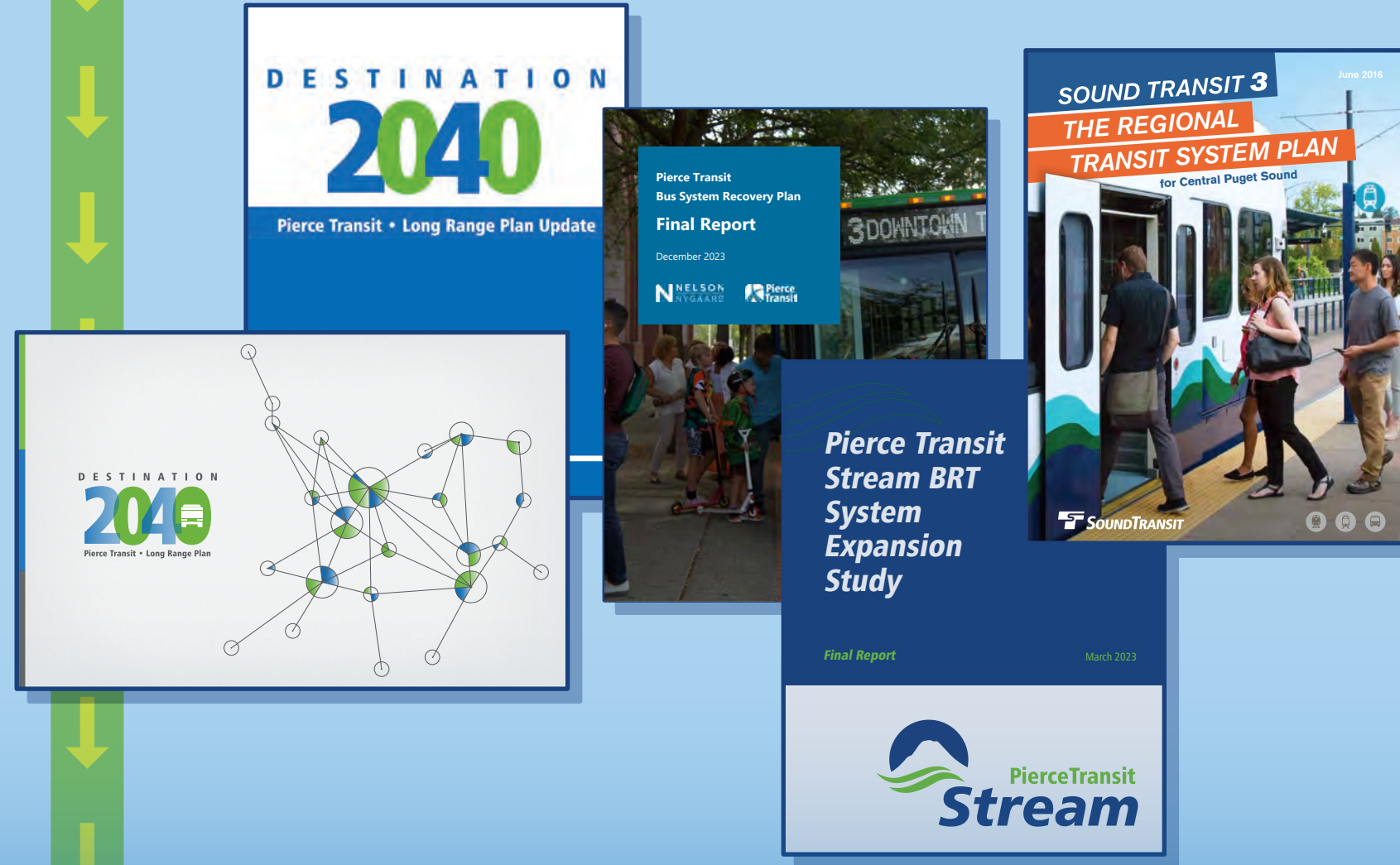
Scenario Development & Evaluation Process

Developed

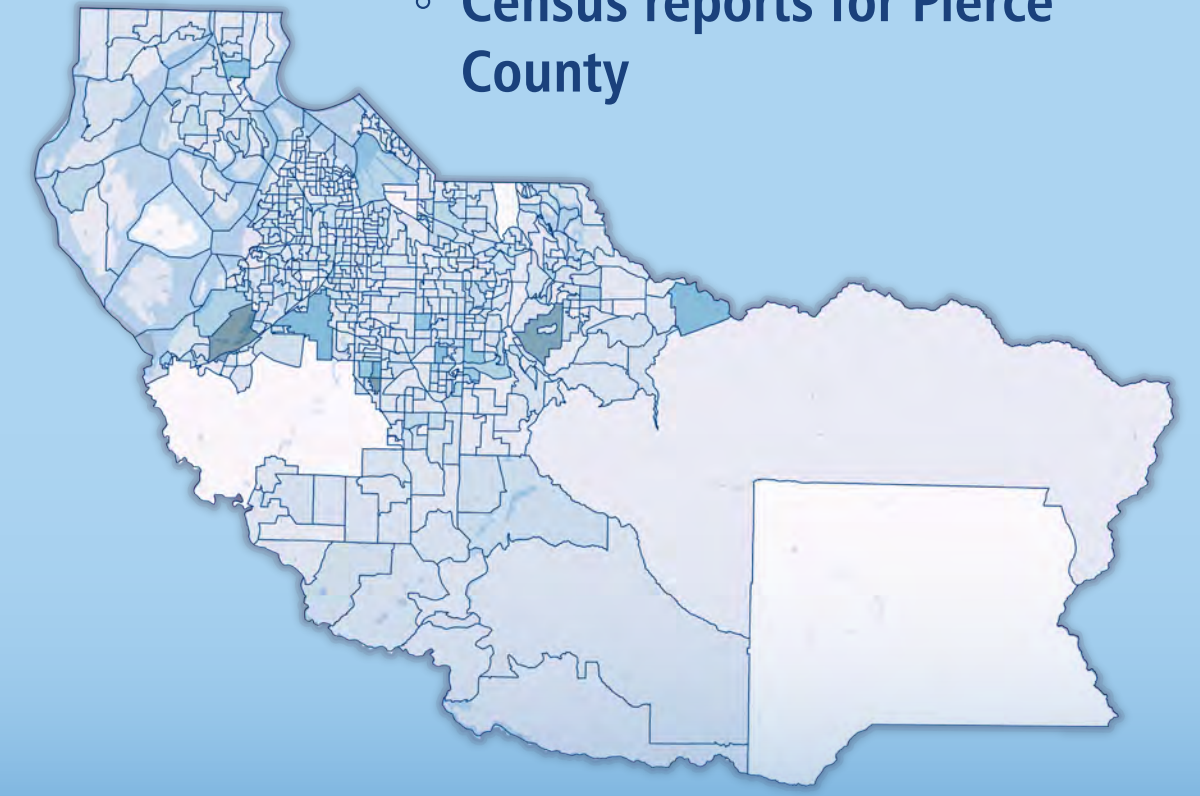
Four growth and expansion scenarios for fixed route and Stream BRT, based on:

Previous Plans & Transit Principles

Pierce County information

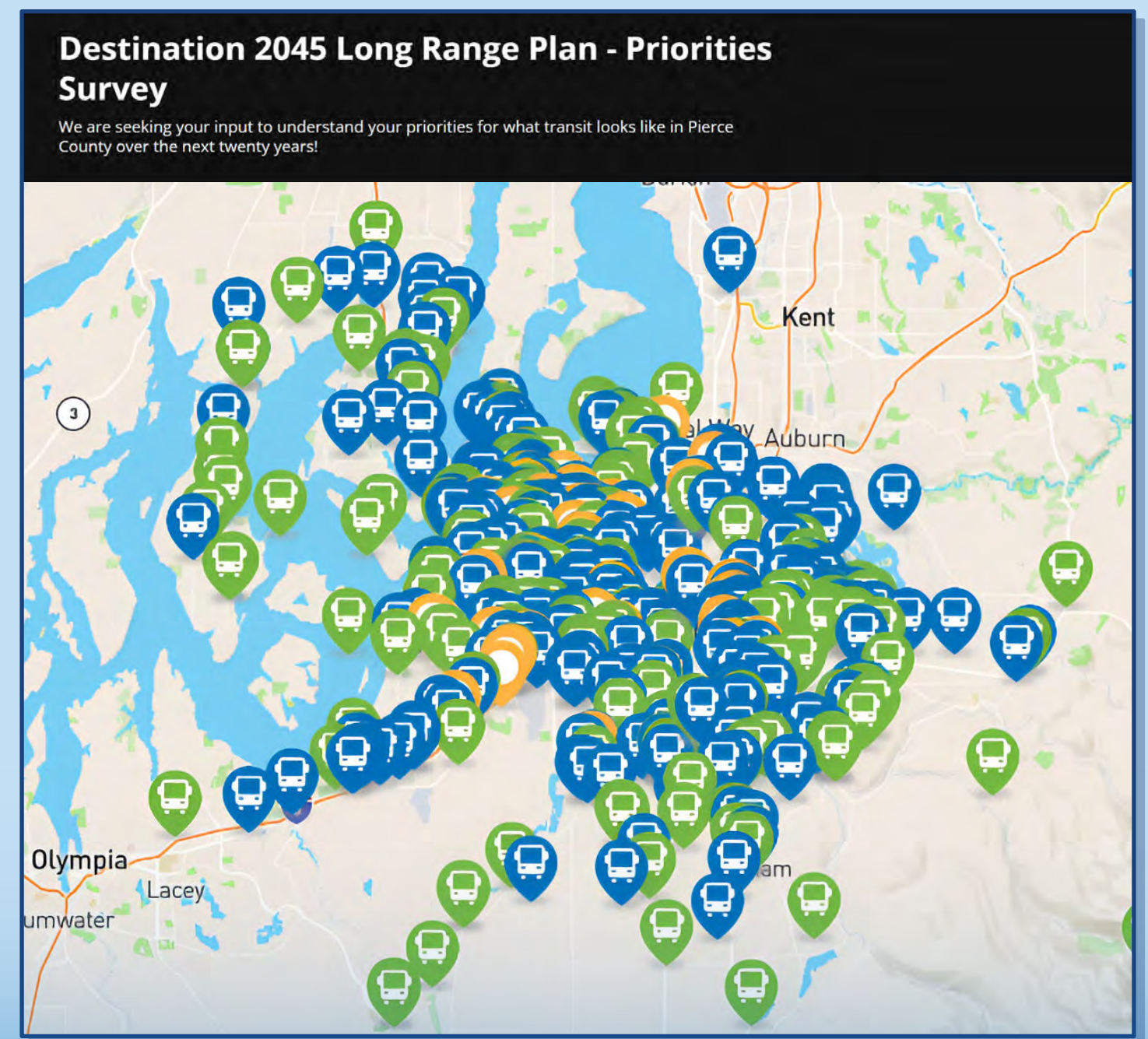


- Pierce County housing and job growth projections for 2044 for each city and jurisdiction
- Census reports for Pierce County



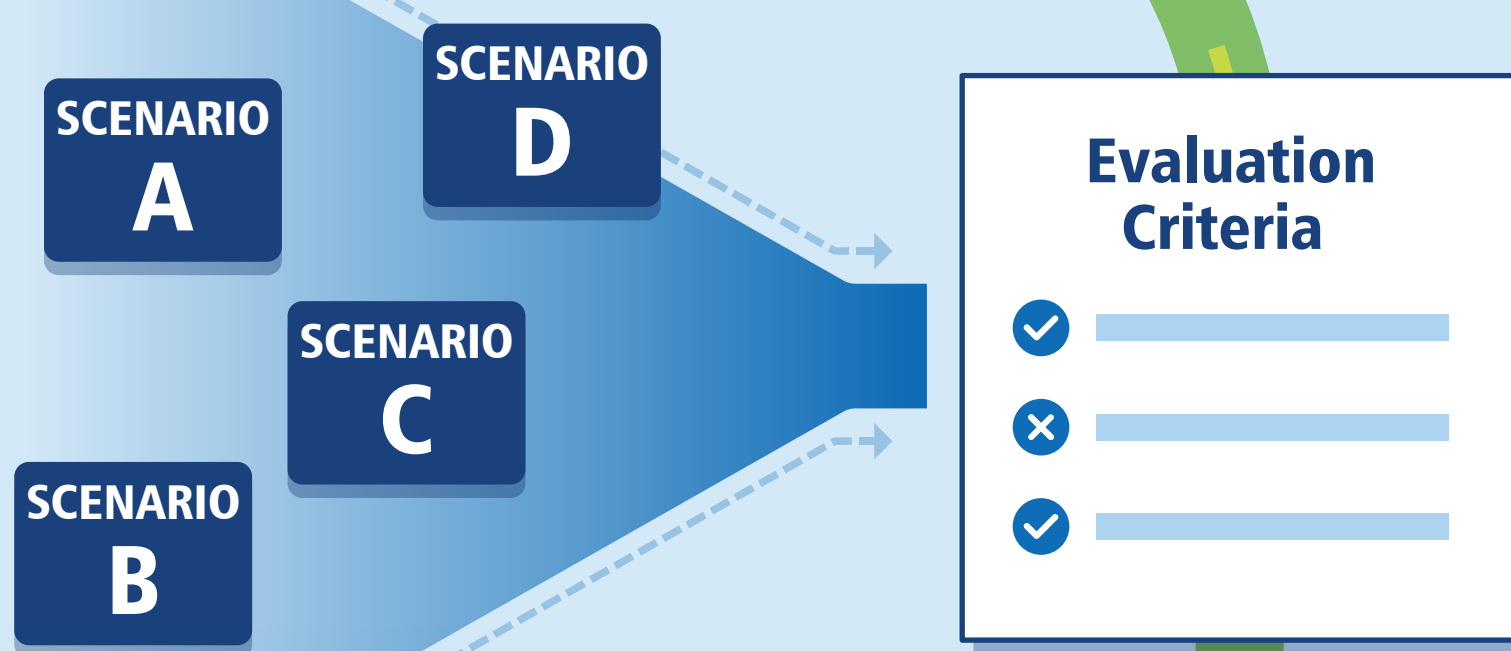
Leveraged

Community outreach conducted in spring and summer 2024 to inform updates to the growth scenarios.



Identified

Scenario criteria consistent with community priorities.



Evaluated

The scenarios through modeling and technical analysis for three main priorities:

- Essential Connections**
- Ridership**
- Traffic Congestion**

Growth to 600K Annual Service Hours



Scenario A assumes the smallest growth in service, with 20 percent more annual Service Hours for fixed route and Bus Rapid Transit by 2045.

This scenario would exceed the current funding available to Pierce Transit and would require additional revenue sources to increase to this level of service.

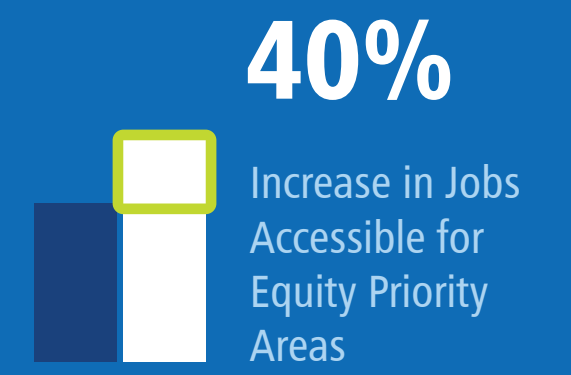
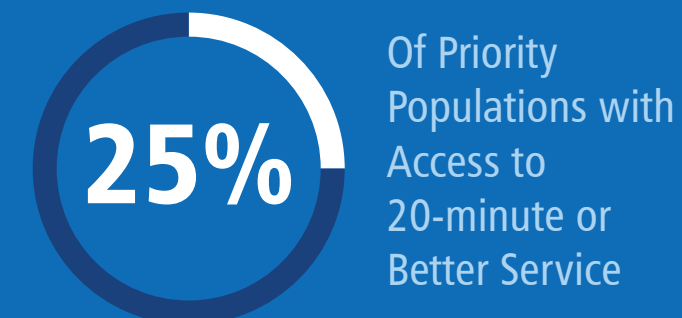
The focus of this scenario is to expand the hours that transit operates to provide more options for people to travel on weeknights and on weekends. Additionally, the scenario improves frequency throughout the day on weekdays for a few routes in the system.

Key Features

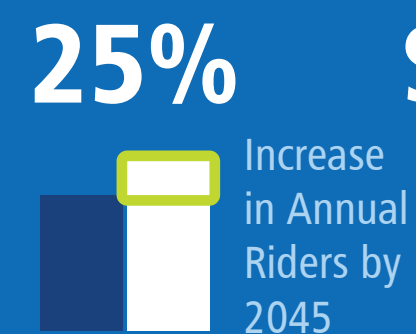
- Later service for more productive routes on weekdays and weekends
- 30-minute all day weekday frequency for select routes

Outcomes

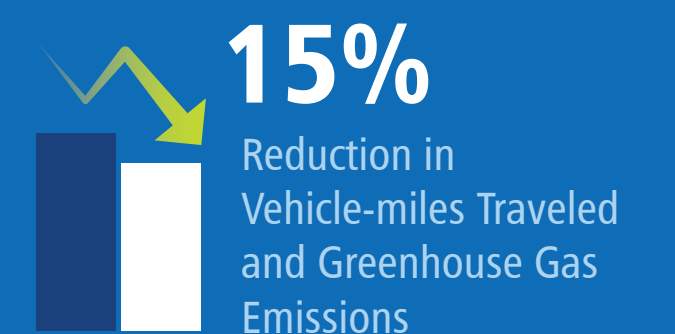
Priority to Support Essential Connections



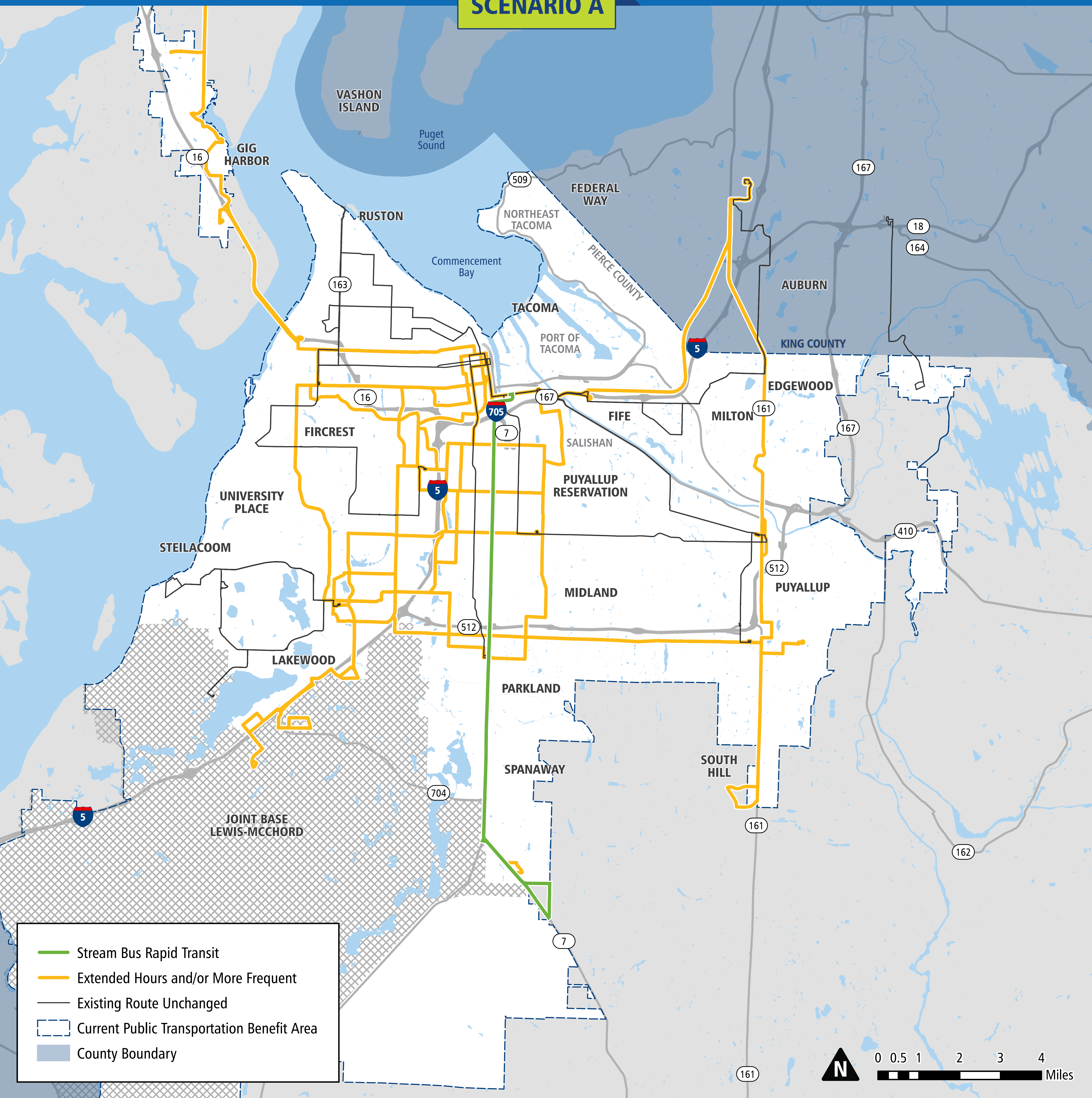
Priority to Increase Ridership



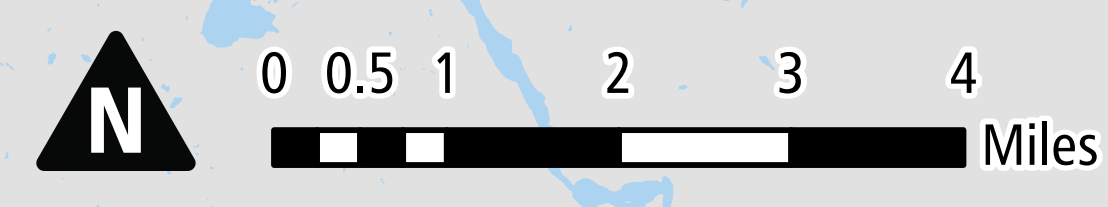
Priority to Reduce Traffic Congestion



SCENARIO A



- Stream Bus Rapid Transit
- Extended Hours and/or More Frequent
- Existing Route Unchanged
- Current Public Transportation Benefit Area
- County Boundary



Growth to 650K Annual Service Hours



Scenario B assumes a moderate growth in service, with 30 percent more annual Service Hours for fixed route and Bus Rapid Transit by 2045.

This scenario would exceed the current funding available to Pierce Transit and would require additional revenue sources to increase to this level of service.

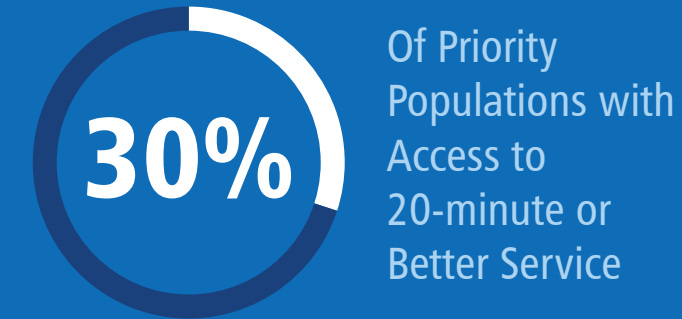
The focus of this scenario is to improve frequency throughout the day on weekdays and weekends for the most productive routes while expanding the hours of service for a few routes in the system.

Key Features

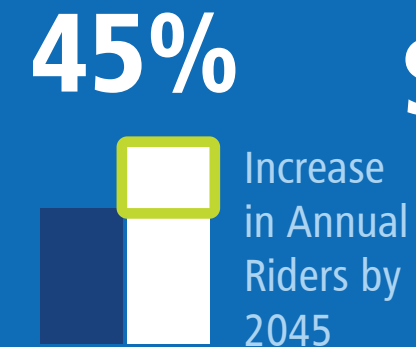
- Improvements from Scenario A
- Later service for additional routes
- 30-minute all day Saturday frequency for select routes
- New routes to Lakewood, Port of Tacoma, and Puyallup

Outcomes

Priority to Support Essential Connections

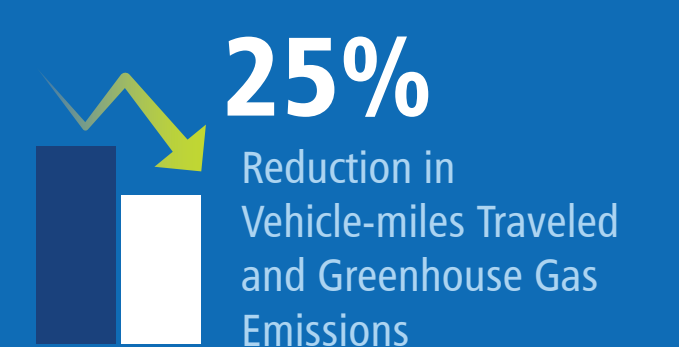


Priority to Increase Ridership

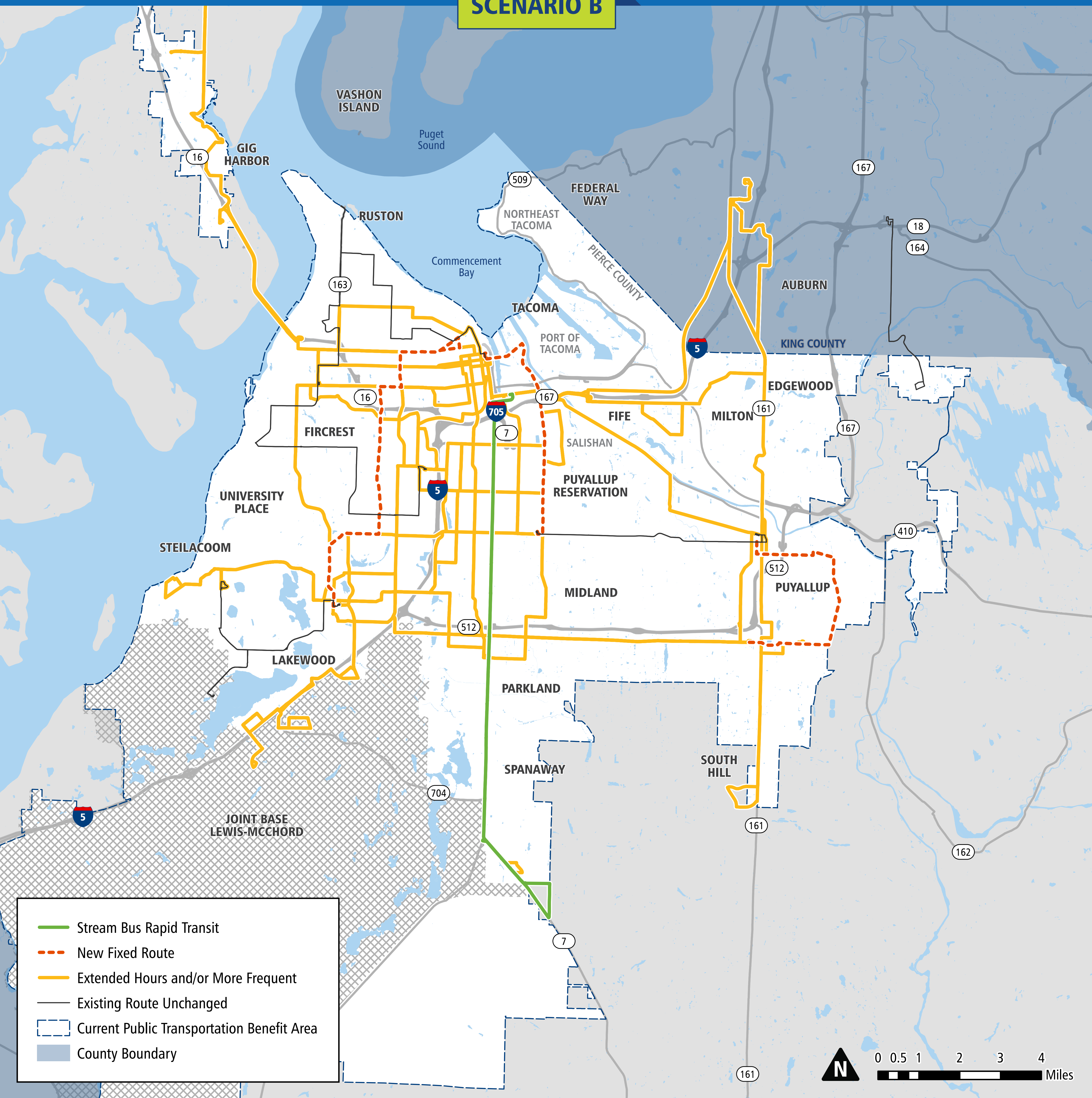


\$13-14 Cost to Pierce Transit Per Rider Served

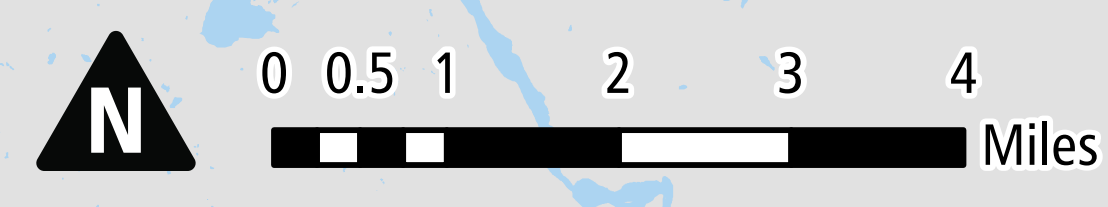
Priority to Reduce Traffic Congestion



SCENARIO B



- Stream Bus Rapid Transit
- - - New Fixed Route
- Extended Hours and/or More Frequent
- Existing Route Unchanged
- Current Public Transportation Benefit Area
- County Boundary



Growth to 735K Annual Service Hours



Scenario C assumes a larger growth in service, with almost 50 percent more annual Service Hours for fixed route and Bus Rapid Transit options by 2045.

This scenario would exceed the current funding available to Pierce Transit and would require additional revenue sources to increase to this level of service.

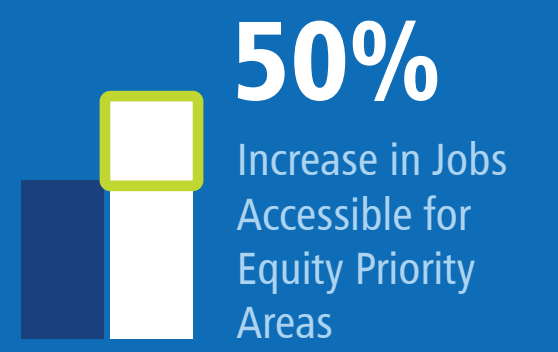
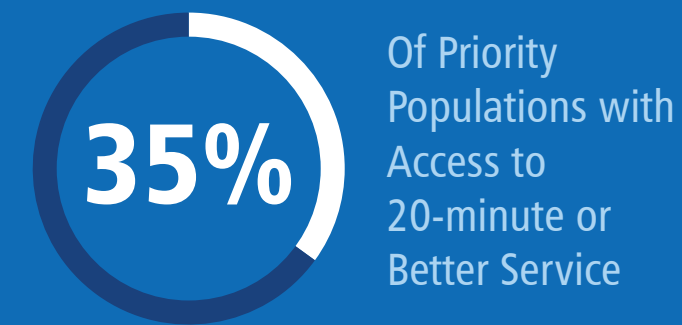
Beyond the improvements incorporated from Scenarios A and B, the focus of this scenario is to provide extensive service on weekends, with many routes operating until 10pm or midnight. Additionally, this scenario would make significant improvements in weekday and weekend frequency, with most routes operating at least every 30 minutes and many other routes operating every 15 or every 20 minutes throughout the weekday and weekend.

Key Features

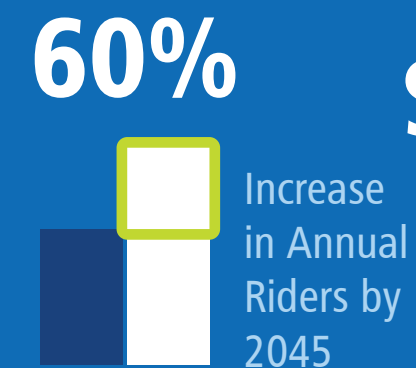
- Improvements from Scenarios A & B
- Stream Bus Rapid Transit Implemented for Route 2 or 3
- Route 4 becomes part of the Fast, Frequent, and Reliable Network (FFRN)
- 20-minute weekday frequency for the more productive routes
- Later service and more frequent service for other local routes
- New connections to Auburn and Ruston
- Expansion of the Pierce Transit service area into Frederickson

Outcomes

Priority to Support Essential Connections

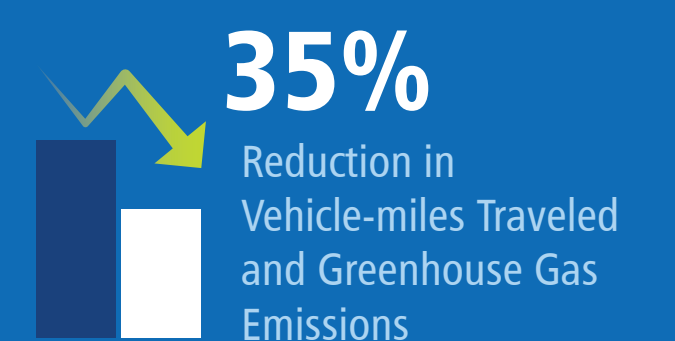


Priority to Increase Ridership

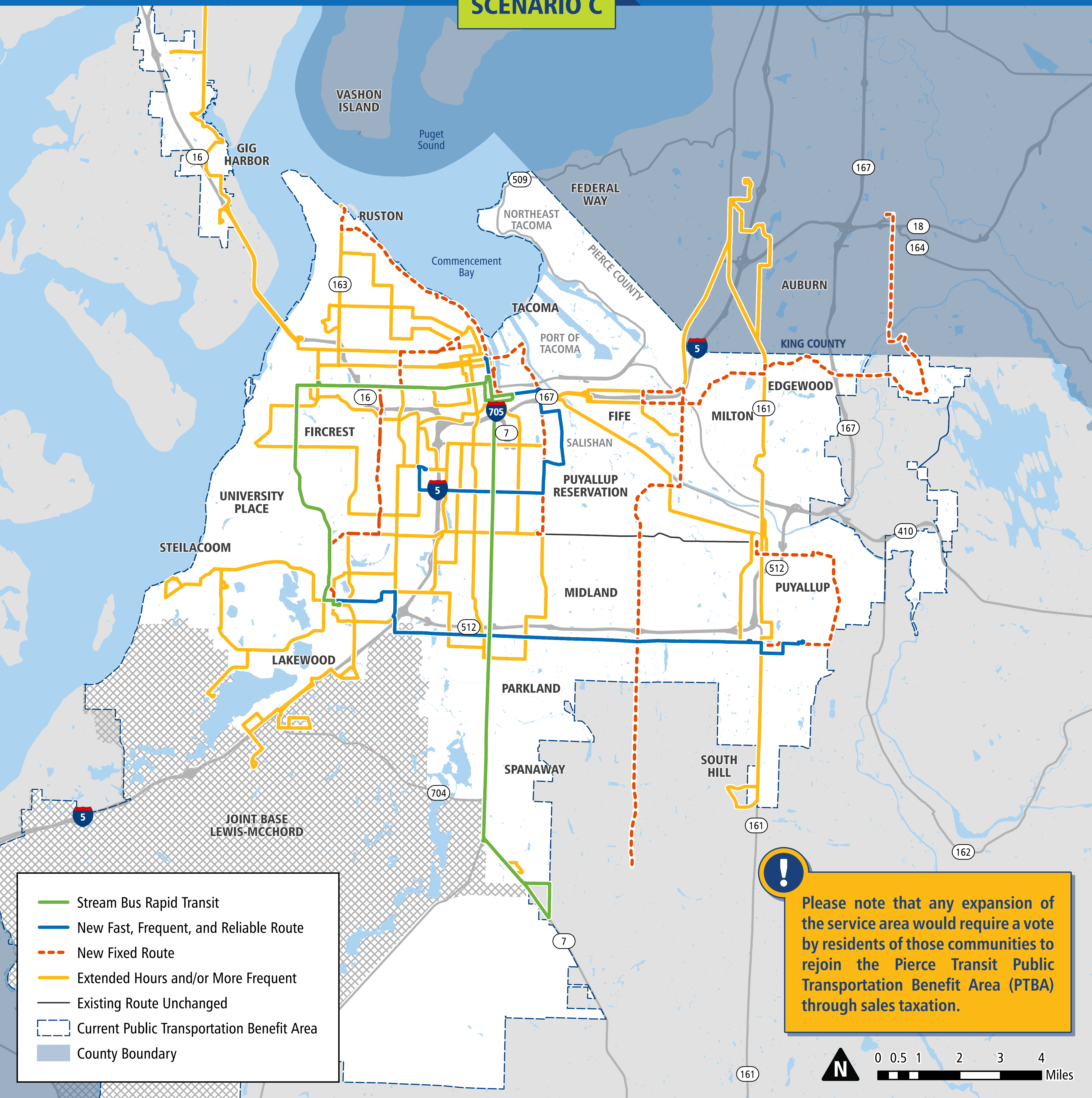


\$12-13 Cost to Pierce Transit Per Rider Served

Priority to Reduce Traffic Congestion



SCENARIO C



Please note that any expansion of the service area would require a vote by residents of those communities to rejoin the Pierce Transit Public Transportation Benefit Area (PTBA) through sales taxation.

Growth to 900K Annual Service Hours



Scenario D assumes the largest growth of service, with an almost doubling of fixed route and Bus Rapid Transit options by 2045. The scenario also assumes an expansion of the current Pierce Transit service area into communities such as Frederickson, Orting, and Sumner.

This scenario also would exceed the current funding available to Pierce Transit and would require additional revenue sources to increase to this level of service.

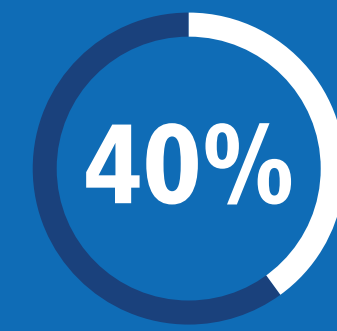
The focus of this scenario is to establish a network of frequent services across the county, while also expanding coverage through new connections and into new communities.

Key Features

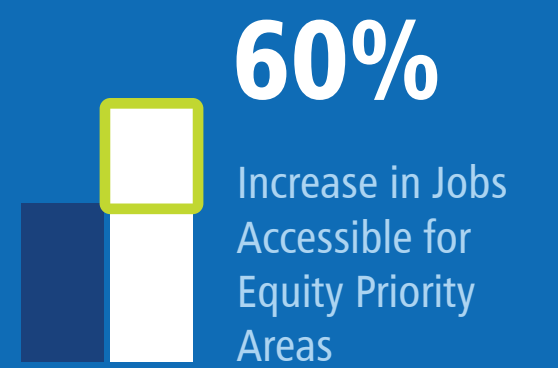
- Improvements assumed in Scenarios A, B, and C
- Expansion of the Pierce Transit Service area into Frederickson, Graham, Orting, and Sumner
- New connections from Fife, Lakewood, Puyallup, and Tacoma to the new service areas
- Stream Bus Rapid Transit implemented for both Routes 2 and 3
- Routes 202 becomes part of the Fast, Frequent, and Reliable Network (FFRN)

Outcomes

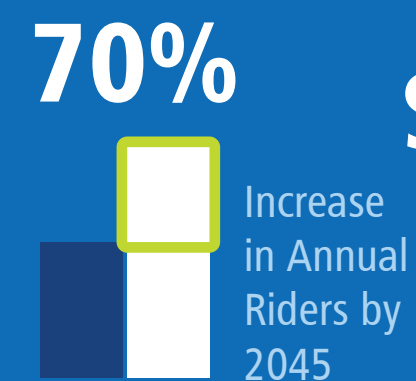
Priority to Support Essential Connections



Of Priority Populations with Access to 20-minute or Better Service

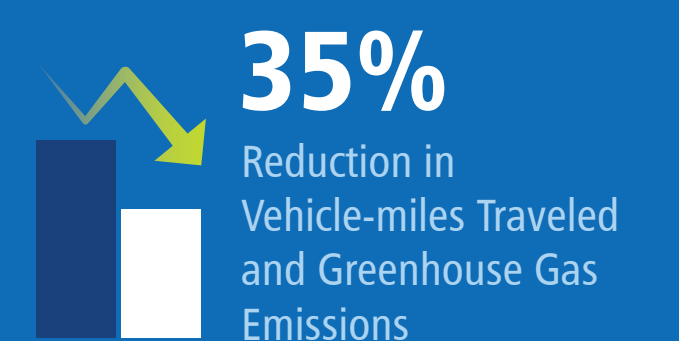


Priority to Increase Ridership



Increase in Annual Riders by 2045

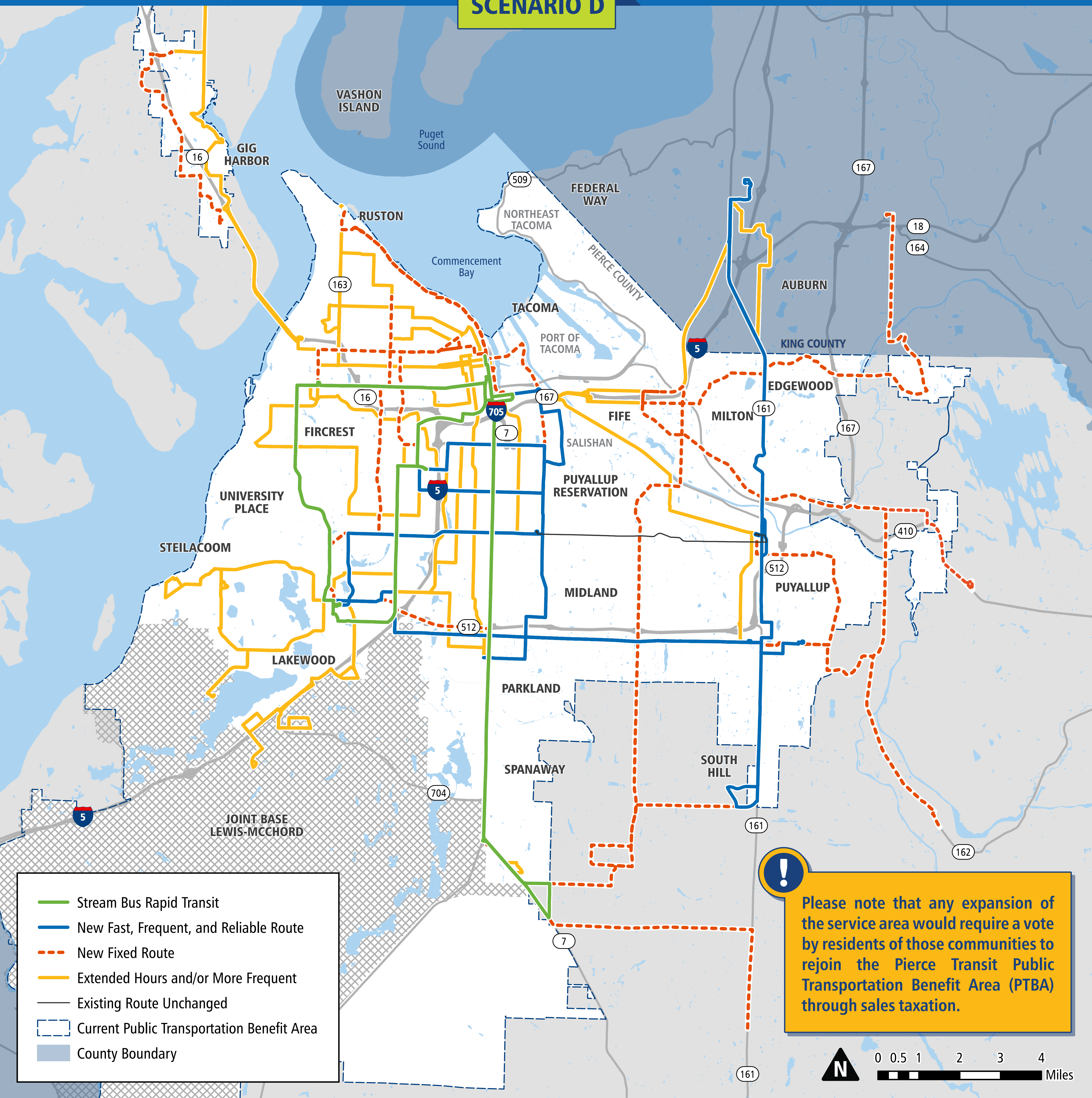
Priority to Reduce Traffic Congestion



Cost to Pierce Transit Per Rider Served

\$14-15

SCENARIO D



! Please note that any expansion of the service area would require a vote by residents of those communities to rejoin the Pierce Transit Public Transportation Benefit Area (PTBA) through sales taxation.