



# Appendix A

# Service Hierarchy, System Performance and Standards

# Section 1 – Description of Services

## Fixed Route

Pierce Transit runs and operates 29 bus routes on set schedules, plus additional regional express bus routes under contract with Sound Transit.

## SHUTTLE

SHUTTLE is a ride-request transportation service providing door-to-door rides for qualifying persons with disabilities anywhere within ¼-mile of a bus route. A portion of these services are operated under contract. SHUTTLE services meet or exceed the requirements of the Americans with Disabilities Act of 1990 (ADA).

## Rideshare

The agency's rideshare program provides vehicles for three or more occupants to share a commute, reducing travel by single-occupancy-vehicles. Each group has an assigned driver, backup driver and bookkeeper.

## Runner

Pierce Transit's Runner is on-demand public transportation that allows customers to book rides from a smartphone within dedicated micro transit zones, providing flexible rides and transit connections in the areas of Joint Base Lewis-McChord, Parkland/Spanaway/Midland, Ruston Way, Port of Tacoma Tideflats, Puyallup, and Gig Harbor. These services are currently under contract.

## Section 2 – Performance

### Key Metrics by Mode

#### Fixed Route

The performance of Pierce Transit's fixed route services is measured by ridership, productivity, and customer satisfaction. Below is a description of key metrics associated with fixed route performance monitoring and how they are used.

#### Ridership

Ridership is calculated using automatic passenger counters (APCs) onboard buses which measure the number of boardings at each stop. These calculations are then rolled up to demonstrate overall boardings for a route, particular trip, or bus stop. Boardings are regularly monitored to gauge growth across routes and areas.

#### Route Productivity

To measure fixed route productivity, Pierce Transit utilizes passengers per revenue mile and passengers per service hour (boardings and passengers are synonymous). Both metrics are calculated by looking at route ridership, then dividing by the number of revenue miles or service hours required for the route. These metrics show two separate views of productivity. Passengers per revenue mile demonstrates how heavily the route is utilized by passengers while in revenue service. Revenue miles do not include the miles needed for a bus to travel to or from base (deadhead) or to another destination while not in service. Passenger per service hour shows how many passengers on a route are served while the bus is in service. It includes time for deadheads and layovers. When a route performs well given the number of boardings per revenue mile, but poorly through the lens of boardings per service hour, it may point to other routing or scheduling inefficiencies that should be considered.

#### Route Productivity Benchmarks

Using data from the prior year, Pierce Transit will create new productivity benchmarks by which routes, grouped by type, will be ranked as "Bottom 25%," "Below Average," "Above Average," and "Top 25%" based on boardings per revenue mile and service hour. Benchmarks will be published each year in the annual Route Performance Report and actions taken to address productivity issues will also be described.

#### *Trip Productivity*

Analyzing trip level productivity can be instrumental when considering frequency or span adjustments on an existing route. Trip level ridership can be measured by calculating the average passengers per mile or drive hour on a particular trip and by measuring the average maximum passenger load, which is the average number of passengers on a given trip when the bus is full. A trip is composed of all stops on a route from the start to finish. If certain times of the day or trips are consistently over or underperform, service adjustments may be necessary.

#### *Cost*

Monitoring costs per fixed route passenger boarding allows Pierce Transit administrators to see how cost-effective the fixed route service is year-over-year, as well as in comparison to other services offered by the agency. Reviewing the net cost per fixed route passenger boarding shows the cost per passenger, minus any farebox revenue collected.

## ***Reliability***

Reliability is integral to the overall performance of fixed route service. At Pierce Transit, fixed route reliability is measured by on time performance. On time performance is calculated by measuring how early or late a bus is when arriving at a set timepoint along a route. Onboard technology is utilized to calculate when a bus arrives at a particular stop. It is important to note that not all bus stops along a given route are timepoints. The agency's current definition of "on time" for fixed route is up to one minute early and five minutes late.

## ***Customer Satisfaction***

The fixed route customer satisfaction is measured using two tools: complaints received and the results of the agency's annual customer survey. Complaints are logged, responded to, and used to assist in decision making prior to fixed route service changes. The annual customer survey includes questions aimed at gauging passenger satisfaction with the components of fixed route service. The elements of the survey that are regularly monitored in terms of fixed route customer satisfaction are listed below.

- Passenger Satisfaction with Frequency of Bus Service
- Passenger Satisfaction with On-Time Performance of Bus Service
- Passenger Satisfaction with The Amount of Time It Takes to Get Places
- Passenger Satisfaction with Transfer Wait Time

The survey also collects responses from individuals who do not use Pierce Transit services. For the purposes of fixed route performance, analysis is focused on feedback from existing riders.

## ***Bus Stop Amenities***

Bus stop amenities include shelters, benches, and trash cans. Standards for these amenities are set forth in the agency's bus stop manual. To ensure that the agency's limited resources are used to benefit the greatest number of passengers, ridership thresholds exist for the placement of shelters and trash cans. The percentage of amenities in compliance with those ridership thresholds at bus stops is monitored. Pierce Transit has a goal of 90% compliance with standards.

## **SHUTTLE**

The agency's paratransit SHUTTLE program regularly reviews two key metrics to measure performance: on time performance and passenger per service hour. Unlike fixed route, on time performance for SHUTTLE is defined by whether the vehicle picks up a passenger within thirty minutes of the scheduled time.

The agency currently has a target of 92% on time performance and two passengers per service hour.

## **Runner**

The performance of Pierce Transit's micro transit service, Runner, is evaluated using metrics focused on gauging customer experience, efficiency, and overall cost.

## ***Wait Times***

Average waiting times are used to monitor how the Runner program is performing compared to other services at Pierce Transit, as well as how different Runner zones are performing when compared to each other. The agency's goal is wait time of 25 minutes or less, which is similar to most fixed route bus lines.

### ***Customer Satisfaction***

Complaints associated with the Runner service are tracked and help inform the overall stability of the program, as well as where Pierce Transit needs to focus time and resources. Monitoring complaints allows staff to shift resources to areas that are of most concern to customers and to improve service.

### ***Available Seats***

To determine how well the agency is meeting demand for Runner service, the percentage of available and unavailable seats per day is monitored. The Runner program has a goal of 95% seat availability, which is a common target in micro transit, leading to the service operating effectively and efficiently.

### ***Operating Costs***

The overall operating cost of the Runner service is monitored to ensure viability of the micro transit operation. Because the service is contracted, there are no capital costs associated. Cost is ultimately used to determine how many vehicles the agency can operate now and in the future.

## **Rideshare**

### ***Measuring Commute Trip Reduction***

By tracking **boardings**, the Rideshare team is able to identify demand trends, peak usage times, and popular routes. High numbers indicate good utilization, suggesting the program meets user needs. Demonstrating high utilization is critical for securing funding and support.

The **number of participants** is used to evaluate the program's success and impact. A higher participation rate indicates the program's effectiveness in meeting transportation needs and reducing traffic congestion. It also demonstrates the program's value to the community and helps secure funding and support from stakeholders.

**Miles traveled** demonstrates the program's effectiveness in reducing the number of cars on the road, which helps alleviate traffic congestion and lower emissions. It also lessens wear and tear on roads, leading to reduced maintenance costs and longer road lifespans.

### ***Revenue***

**Overall revenue** reflects the financial health of the rideshare program. It helps assess budgeting, resource allocation, track growth, and the program's sustainability.

### ***Customer Satisfaction***

To help gauge service quality, **the number of complaints** is utilized. A low number of complaints indicates participant satisfaction and effective program management. Analyzing complaint trends helps identify areas needing improvement, guiding necessary adjustments to enhance user experience.

## Complete List of Metrics

Below is a complete list of service metrics that are collected and used for ongoing monitoring of performance system-wide or by mode of service.

<b>Metric</b>	<b>System-Wide</b>	<b>Fixed Route</b>	<b>SHUTTLE</b>	<b>Runner</b>	<b>Rideshare</b>
<b>Annual Service Hours*</b>		Yes	Yes	Yes	Yes
<b>Annual Service Miles*</b>		Yes	Yes	Yes	Yes
<b>Annual Vehicle Revenue Hours*</b>		Yes	Yes	Yes	Yes
<b>Annual Service Revenue Miles*</b>		Yes	Yes	Yes	Yes
<b>On Time Performance</b>		Yes	Yes		
<b>Annual Boardings</b>	Yes	Yes	Yes	Yes	Yes
<b>Missed Trips</b>		Yes	Yes		
<b>Average Passenger Load</b>		Yes	Yes	Yes	Yes
<b>Cost Per Service Hour</b>		Yes	Yes	Yes	Yes
<b>Cost Per Service Mile</b>		Yes	Yes	Yes	Yes
<b>Cost Per Revenue Hour</b>		Yes	Yes	Yes	Yes
<b>Cost Per Revenue Mile</b>		Yes	Yes	Yes	Yes
<b>Cost Per Passenger Boarding</b>		Yes	Yes	Yes	Yes
<b>Net Cost Per Passenger Boarding</b>		Yes	Yes	Yes	Yes
<b>Seat Availability</b>				Yes	
<b>Average Wait Time</b>				Yes	
<b>Annual Operating Expenses</b>	Yes	Yes	Yes	Yes	Yes
<b>Annual Capital Expenses</b>	Yes	Yes	Yes	Yes	Yes
<b>Annual Farebox Revenues</b>	Yes	Yes	Yes	Yes	Yes
<b>Farebox Recovery Ratio</b>		Yes	Yes	Yes	Yes
<b>Number of Passenger Amenities (Benches, Shelters, Trash Cans)</b>		Yes			
<b>Number of Complaints</b>	Yes	Yes	Yes	Yes	Yes
<b>Number of Compliments</b>	Yes	Yes	Yes	Yes	Yes
<b>Overall Satisfaction Index</b>	Yes				

\*Service hours/miles and revenue hours/miles are identical for Rideshare.

## **Strategic Plan Performance Targets**

In early 2024, Pierce Transit adopted a six-year strategic plan that focused on customer service, community engagement, employee experiences, and stewardship. The plan included the following service performance targets:

- 6% ridership increase per *year*
- ***20% increase in overall customer satisfaction, personal security on the bus and at the bus stop, and cleanliness of buses and Pierce Transit facilities***
- ***85% on time performance***
- ***25% of service area residents*** within a 10-minute walk of routes with 15-minute weekday frequencies, or better

# Section 3 – Fixed Route Standards and Design Guidelines

## Density and Street Considerations for Fixed Route Transit

### Density

Research has shown that fixed route transit functions best and is the most cost effective in areas of high density (both residential and employment) within a quarter mile of bus stops. Further, the Puget Sound Regional Council has guided local jurisdictions to focus growth on regional centers where transit can improve mobility while addressing the effects of climate change. Pierce Transit runs its most frequent service in these areas of high density while also aiming to create connections between growth centers and provide a realistic alternative to private auto trips. Service considerations are also given to less dense areas in an effort to provide an equitable level of coverage across the agency's service area.

### Street Considerations

While areas of high density have been shown to create an ideal environment for successful transit service, the layout of street networks and community planning can similarly help or hinder transit. Grid street networks allow transit routes to efficiently operate in a relatively straight line, connecting multiple points, while cul-de-sacs mandate deviations that slow down service, increase costs, and decrease efficiency. Similarly, significant destinations that are built setback from major roadways present challenges to serve. Safety concerns also play a significant role in where transit can be provided. Where roads are narrow or lack infrastructure, it may not be possible to operate a large, heavy bus. Generally, Pierce Transit's fixed route bus service will operate on streets constructed at a functional classification of arterial or collector, which supports a higher volume of vehicles and connects major destinations. Additional information on functional classifications is available on the Puget Sound Regional Council's website at <https://www.psrc.org/our-work/federal-functional-classificationurbanized-areas>.

Where communities are not planned and built in a way for bus service to easily access or safely serve, it may be necessary to implement flexible services like the Pierce Transit Runner.

### Types of Routes

Route classifications are based on a density analysis. For each route, the number of jobs, students, and residents within a quarter-mile buffer was calculated using data from the 2020 Census and data.wa.gov. The total area of the buffer, in square miles, was also determined. Route density was then calculated by dividing the number of activity units (jobs, residents, and students) by the total buffer area, resulting in activity units per square mile.

Routes were compared both to each other and to the overall PTBA to establish appropriate density thresholds for each classification. Additional factors, such as the number of transit centers a route serves, the specific transit center served, and the route length, were considered. However, density proved to be the most accurate and reliable metric. While Transit Propensity Index (TPI) was initially included in the analysis, its high correlation with density made it redundant, so it was ultimately excluded from the final comparison.

## High-Capacity

### **Densities Served: Residential, Employment, & Students > 8,000 per square mile**

High-capacity transit encompasses bus rapid transit and enhanced bus routes. This type of route is expected to have higher productivity than core routes due to speed and reliability improvements that decrease travel times. These routes may include offboard payment, real time signage, transit exclusive or business access transit lanes, queue jumps, and/or transit signal priority. Enhanced bus routes may have limited stops to further decrease travel time between major destinations.

## Core

### **Densities Served: Residential, Employment, & Students > 8,000 per square mile**

These routes serve the densest parts of Pierce Transit's service area and warrant the highest levels of service, depending on demand. Within the Core route category, certain routes have been flagged for additional service in accordance with the agency's 2023 System Recovery Plan. These Core routes have a target frequency of 15 minutes from 7:00am-7:00pm.

## Urban

### **Densities Served: Residential, Employment, & Students 6,000 - 8,000 per square mile**

Urban routes serve less dense areas of the service area but provide additional coverage and create vital connections to more central routes.

## Connector

### **Densities Served: Residential, Employment, & Students > 6,000**

Connector routes serve less dense areas compared to Core and Urban routes. They may include seasonal or specialized routes.

## Express

Express routes connect transit centers or Park & Ride lots with major transit destinations. Their frequency and span are determined by external factors such as Sounder departure times.

## Route Types, Densities Served, Bus Stop Spacing, and Frequency Targets

Route Type	Density Served (Residential, Jobs, & Students)	Frequency Targets		Bus Stop Spacing
		Peak/Midday	Evening/Weekend	
<b>High Capacity</b>	<8,000 per square mile	10- 20 minutes	15 – 30 minutes	½ mile
<b>Core</b>	<8,000 per square mile	15 - 30 minutes	30 - 60 minutes	1/8 to ¼ mile
<b>Urban</b>	6,000 per square mile – 8,000 per square mile	30 – 60 minutes	30 – 60 minutes	1/8 to ¼ mile
<b>Connector</b>	>6,000 per square mile	30 – 60 minutes	60 minutes	1/8 to ¼ mile
<b>Express</b>	Variable	Variable	Variable	Variable

### **Targets Hours of Operation by Route Type**

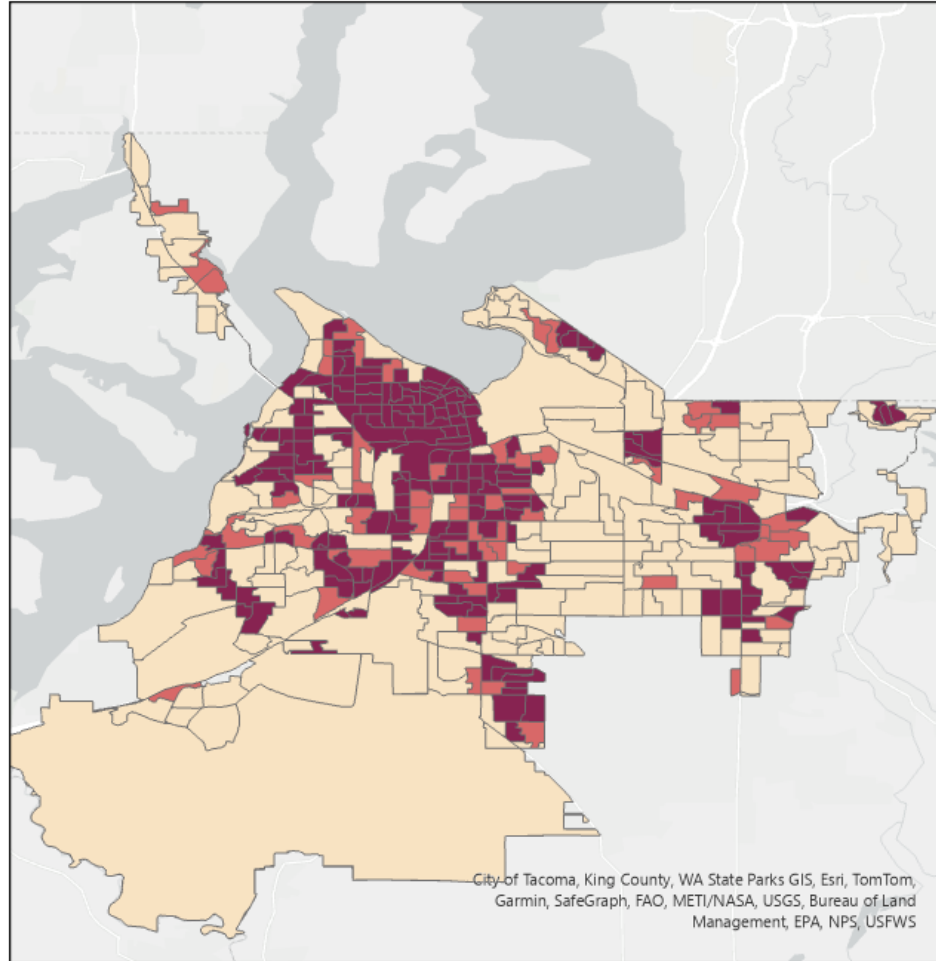
<b>Route Type</b>	<b>Weekdays</b>	<b>Saturdays</b>	<b>Sundays</b>
<b>High Capacity</b>	4:00am-12:00pm	6:00am-12:00pm	6:00am-12:00pm
<b>Core</b>	5:00am-10:30pm	7:00am-10:00pm	8:00am-8:00pm
<b>Urban</b>	5:00am-10:00pm	8:00am-9:30pm	8:00am-8:00pm
<b>Connector</b>	5:30am-9:00pm	8:00am-8:00pm	8:00am-7:00pm
<b>Express</b>	Variable	Variable	Variable

Note: Route spans may be adjusted outside of targets in accordance with demand or Board-adopted service plans.

## Which Level of Density Warrants Which Type of Service?

Pierce County Census Blocks Densities in Relation to Route Classification Thresholds:

**PTBA Block  
Density**  
■ Connector  
■ Urban  
■ Core



## **Passenger Loads**

Passenger load standards allow Pierce Transit to define and respond to persistent overcrowding on trips. For local service, the maximum passenger load is equal to 150% of seating capacity, while the maximum passenger load for express service is 125% of seat capacity. For example, on a 40-foot bus with 36 seats in local service, the maximum passenger load would equal 36 seated passengers and 18 standing passengers, for a total of 54 passengers. As of 2024, Pierce Transit is using only 30 and 40-foot buses for fixed route service. A table showing the seats of those vehicles and maximum passenger loads is below.

<b>Seating Capacity</b>	<b>Maximum Passenger Load Local</b>	<b>Maximum Passenger Load Express</b>
25	38	31
30	45	38
34	51	43
35	53	44
36	54	45
37	56	46

While the agency aims to provide a seat for all passengers to ensure a positive customer experience, standing loads are at times unavoidable due to high demand, resource constraints, or special events. Pierce Transit proactively monitors passenger loads through its analysis of trip level ridership. Persistent overcrowding may be addressed by adjusting the bus size, providing an overflow bus, or increasing frequency.

## **Recommended Transit Supportive Improvements**

Pierce Transit advocates for local jurisdictions to implement transit supportive plans and improvements in accordance with Puget Sound Regional Council's Transit Supportive Planning Toolkit, available at <https://www.psrc.org/media/4908>. The toolkit highlights the need for:

- Reducing minimum parking requirements in areas well served by transit
- Including transit corridor infrastructure, such as signal prioritization, bus stop curb extensions, and dedicated transit lanes, within local transportation improvement plans
- Adopting street design standards, such as Complete Streets, that support transit
- Providing space for transit infrastructure, such as bus stops and transit layover facilities
- Providing facilities that connect people to transit, such as crosswalks and pedestrian bridges, wayfinding signs, continuous sidewalks, shared use paths, bike lanes, and cycle tracks, and bicycle parking
- Developing clear, formalized, and interconnected streets and small blocks to make destinations visible and easier to access

Major corridor improvements such as dedicated transit lanes are appropriate where there is high frequency service. However, sidewalks, shared use paths, crosswalks, and other infrastructure improvements that improve safety, mobility, and access should be prioritized by jurisdictions for all fixed bus routes.

## **Route Design**

### **Spacing**

Generally, routes should be spaced approximately one-half mile apart in areas served by Core and Urban routes, while Connector routes should be spaced no closer than one mile. However, in certain situations, it may be necessary or beneficial to space routes more closely. This could include approaching transit centers, expanding coverage, or providing additional combined frequency to specific sections of the service area.

### **Deviations**

Deviations should be avoided to maintain a direct path of travel between major trip generators. However, they may be considered if:

- The total travel time for through passengers does not exceed 10 minutes per each person boarding and alighting along the deviation,
- Any stops added are projected to exceed the third quartile of average weekday boardings for other existing stops along that route,
- And the change does not result in more than two deviations per route.

### **Duplication**

When more than one route operates along the same street, vehicles should not operate at the same time except on approaches to or from a transit center.

### **One-Way Loops**

One-way loops should not be used on regular weekday operational routes except as necessary at route terminals for the purpose of turning buses around.

### **Anchors**

When possible, the terminal points of each end of a route should be located at major activity centers to ensure passenger traffic in both directions of operation. At least one end of each route shall have a clear “destination” orientation.

### **Service Levels and Travel Patterns**

Service frequency and times of operation should correspond to business hours, school class or shift change times, and other factors affecting travel patterns and rider demand. The agency’s ability to respond to all rider demands is affected by available resources.

### **Bus Stop Shelters, Benches, and Trash Cans**

Bus stop amenities like shelters, benches, and trash cans are installed at stops in accordance with the agency’s standards. The installation feasibility of shelters and benches is affected by the characteristics of each stop and available right of way. The placement of these amenities must comply with city and county codes.

## **Transit Centers**

Transit centers will be constructed at locations which permit the operation of a timed transfer system and allow for convenient access to major passenger destinations.

### **Recommended roadway and development improvements in the vicinity of transit centers includes:**

- Sidewalks and roadway crossings to provide pedestrian access from all area neighborhoods
- Roadway improvements, such as HOV lanes and improvements, that permit unimpeded travel for transit vehicles along routes of access and egress to the transit center
- Provision of bicycle facilities that link the transit center with surrounding neighborhoods
- Street lighting that illuminates pedestrian approaches to the transit center
- Encouragement of major new retail and office construction (high-rise construction is especially appropriate when undertaken in the vicinity of transit centers)
- Location of new retail and office construction so that pedestrian access from the transit center does not require walking through parking lots to reach a building

Generally, transit services provided at transit centers is of sufficient quality that a significant percentage of the employees at any business located within walking distance of the transit center can utilize transit for their commute. Accordingly, it is appropriate to lower the number of employee-related parking spaces provided, which are often mandated in such developments.

## Section 4 – Developing Service Changes

### Service Change Timelines

The timing of Pierce Transit fixed route service changes is prescribed by the collective bargaining agreement with the Amalgamated Transit Union, which represents Bus Operators and other positions within the agency. Per the agreement, changes may occur in March, June, September, and December. Minor adjustments may occur with the June and December service changes, though they primarily function as “shake-ups” in which Operators may bid for their work assignments. Significant service changes may occur in March and September. During these service changes, service may be added, reduced, modified, or eliminated. The ability to add service is highly dependent on Bus Operator availability and budget. Service modifications are guided by yearly evaluations of routes, including trip-level evaluations, and Board-adopted Service Plans.

### Route & Trip Productivity Evaluations

As a part of regular service planning processes, routes and trips are monitored in terms of productivity. Adjustments aimed at increasing route and trip productivity may occur with the September service change. In addition to productivity evaluations, customer feedback is tracked and compiled, then reviewed prior to each service change for potential action.

When trips associated with a particular route have consistently high average maximum passenger loads, service may be added to increase frequency and address demand during certain times of the day. Conversely, if trips are shown to have low productivity, the agency may consider removing trips, changing frequency, or adjusting the span of a route.

New services or routes that have had major adjustments require time to mature before they can be expected to meet productivity benchmarks. In these cases, a grace period of two years will be in place before any action is taken. This grace period may be extended when projects are underway to improve the productivity of the route or service in question.

### Board-Adopted Service Plans

The Pierce Transit Board of Commissioners may adopt service-related plans that dictate how the agency prioritizes Bus Operators and budgeted service hours. For example, in 2023, Commissioners adopted a Service Restoration Plan, which set forth phases in which service would be added to the system as additional Bus Operators came onboard. The first phase included the retirement of low productivity routes and launch of the agency’s first enhanced bus route, the Stream Community Line. Future phases include increased frequency on routes, expanded span, and additional weekend service. Board-adopted service plans are prioritized and will be closely adhered to when it comes to major service changes.

## Title VI

Equity is at the forefront of how Pierce Transit plans its service. As a recipient of federal funds, Pierce Transit is required to comply with Title VI of the Civil Rights Act of 1964 which protects individuals and groups from discrimination in the provision of transit service. In accordance with Title VI, a Service Equity Analysis for major service changes will be prepared to determine whether the proposed changes result in a disparate impact on minority populations and whether the change results in a disproportionate burden on low-income populations. If Pierce Transit finds that protected populations are impacted by major service changes, the agency must avoid, minimize, or mitigate those impacts where practicable.

A copy of the agency's Major Service Change, Disparate Impact, and Disproportionate Burden policies, as well as prior Service Equity Analyses are available online at <https://www.piercetransit.org/documents/>.

# Section 5 – Reporting

## Yearly Route Performance Report

Each year, a Route Performance Report will be prepared and presented to agency leadership and the Board of Commissioners. The report will also be posted to the agency's website. It will contain the following:

- The route productivity benchmarks set using ridership data from the prior year.
- Each route's productivity metrics.
- A description of any actions taken during service changes to address productivity issues and their results, if available.
- Current data associated with other metrics identified for fixed route service, including costs, on time performance, customer satisfaction, and bus stop amenity distribution.

## Ridership Updates

Bi-annual ridership presentations will be provided to agency leadership and the Board of Commissioners. These presentations will encompass ridership trends across all modes of service.

## Key Performance Indicators Dashboard

A key performance indicators dashboard is available on the Pierce Transit website at <https://piercetransit.org/about-us/>. The dashboard provides ridership, cost, and mileage data across all modes of service. Up to date on time performance information for fixed route service is also available.

## Strategic Plan Dashboard

To increase transparency regarding progress on the agency's adopted 2024-2029 Strategic Plan, a public dashboard is available at <https://piercetransit.org/strategic-initiatives/>. The dashboard tracks progress on the goals identified in Section 1.



# Appendix B

# Outreach and Public Engagement

This appendix outlines the public engagement and outreach events undertaken by Pierce Transit to garner community feedback to Destination 2045 as well as responses received in two phases of surveying. Responses were received from all areas within the PTBA as well as jurisdictions outside.

Engagement events included in person and virtual events with our planning partners at various jurisdictions, city councils and planning commissions, open houses and town halls, community groups as well as other events of note. The following tables outline the different meetings undertaken as of 4<sup>th</sup> December 2024. Further events and outreach have been planned till the conclusion of the Destination 2045 drafting process and they will be added in future versions of this appendix.

## Comprehensive Plan Update Coordination Meetings

<b>Cities/Towns/Others</b>	<b>Day/Date – In Person (IP) or Virtual (V)</b>
<b>Pierce County Planners Collaborative Meeting - Comprehensive Plan Housing Element (focus)</b>	Friday, May 24 (V)
<b>Cities of Lakewood and Steilacoom – Fehr &amp; Peers Tacoma Office</b>	Friday, August 16 (IP)
<b>City of Tacoma – Fehr &amp; Peers Tacoma Office</b>	Wednesday, August 21 (IP)
<b>City of Milton - Teams</b>	Wednesday, August 21 (V)
<b>City of Puyallup – Fehr &amp; Peers Tacoma Office</b>	Thursday, August 22 (IP)
<b>Cities of Fircrest and University Place - Fehr &amp; Peers Tacoma Office</b>	Thursday, August 22 (IP)
<b>Cities of Fife and Edgewood - Fehr &amp; Peers Tacoma Office</b>	Friday, August 23 (IP)
<b>City of Gig Harbor - Teams</b>	Wednesday, August 28 (V)
<b>Pierce County - Teams</b>	Thursday, August 29 (V)
<b>City of Ruston</b>	Thursday, November 14 (V)

## City/Town Councils and Planning Commissions Presentations

City/Town/Other	Day/Date – In Person (IP) or Virtual (V)
Edgewood	Tuesday, September 24 (IP)
Steilacoom	Tuesday, October 1 (IP)
Milton	Monday, October 7 (IP)
Fircrest	Tuesday, October 8 (IP)
Lakewood	Monday, October 14 (IP)
Auburn	Monday, October 14 (IP)
Pierce County	Tuesday, October 15 (IP)
Ruston	Tuesday, October 15 (IP)
Fife	Tuesday, October 22 (IP)
Gig Harbor	Thursday, November 21 (IP)
Puyallup	Tuesday, November 26 (IP)
Tacoma (Study Session)	Tuesday, December 17 (IP)
Tacoma Planning & Transportation Commissions	Wednesday, December 18 (IP)
University Place	Tuesday, January 21, 2025 (IP)

## Open Houses and Virtual Town Hall

Event	Day/Date – In Person (IP) or Virtual (V)
Downtown Tacoma – Campfire Coffee Co. 1554 Market Street #101 (98402) - Open House #1	Saturday, September 14 (IP)
Pierce Transit – 3720 96 <sup>th</sup> Street SW - Building 5 – Rainier Conference Room – Open House #2	Monday, September 16 (IP)
Virtual Town Hall (Online Open House)	Wednesday, September 18 (V)
Puyallup Main (Downtown) Library, 324 S. Meridian (98371) - Open House #3	Saturday, September 21 (IP)

# Community Groups and Events

<b>Event or Group</b>	<b>Day/Date – In Person (IP) or Virtual (V)</b>
<b>South Sound Sustainability Expo – UW-Tacoma Campus</b>	Saturday, April 13 (IP)
<b>Puyallup Avenue Corridor Improvements Open House – Tacoma Dome Meeting Hall</b>	Wednesday, May 29 (IP)
<b>One Tacoma Community Partner Visioning Workshop</b>	Wednesday, June 5 (IP)
<b>Puyallup Farmers’ Market</b>	Saturday, July 6 (IP)
<b>West End (Tacoma) Neighborhood Council</b>	Wednesday, July 10 (IP)
<b>Tacoma Pride Festival (Downtown)</b>	Saturday, July 13 (IP)
<b>Cross District Association of Tacoma</b>	Wednesday, July 17 (V)
<b>Community Advisory Group Meeting #4   Puyallup 2044</b>	Thursday, July 18 (IP)
<b>South Tacoma Projects - Internal Coordination Meeting</b>	Wednesday, July 24 (V)
<b>MOSAIC Arts &amp; Culture Festival – Wright Park (Tacoma)</b>	Saturday, July 27 & Sunday, July 28 (IP)
<b>Port of Tacoma - Regional Access Mobility Partnership (RAMP) &amp; MIC Meeting</b>	Wednesday, August 7(IP)
<b>Sixth Avenue Business District – Primo Grill (Tacoma)</b>	Wednesday, August 14 (IP)
<b>Affordable Housing Consortium (AHC)</b>	Thursday, August 22 (V)
<b>“Mojo” Lakewood Chamber of Commerce – Pierce Transit HQ Building 5 – Rainier Conference Room</b>	Wednesday, August 28 (IP)
<b>West Side Wake-up (Tacoma-Pierce County Chamber &amp; University Place Businesses) – Boathouse 19 Bar &amp; Grill (West Tacoma)</b>	Friday, August 30 (IP)
<b>Point Ruston Business District – Central Food Co-op Community Room (N. Pearl Street - Tacoma)</b>	Thursday, September 5 (IP)
<b>Lake City Neighborhood Association (Lakewood)</b>	Thursday, September 12 (IP)
<b>South Tacoma Neighborhood Council – STAR Center (South Tacoma)</b>	Wednesday, September 18 (IP)
<b>Hilltop Business Association – Hilltop a Go-Go (Tacoma)</b>	Wednesday, September 18 (IP)
<b>Gig Harbor Waterfront Alliance – Anthony’s at Gig Harbor</b>	Friday, September 19 (IP)
<b>Safe Streets (Tacoma)</b>	Monday, September 23 (IP)
<b>Thriving Communities TOD Study Area/Four Corners Partnership Open House (Tacoma Community College)</b>	Wednesday, September 25 (IP)
<b>APIC Democratic Summit (Asia Pacific Cultural Center)</b>	Friday, September 27 (IP)
<b>Park(ing) Day</b>	Tuesday, October 2 (IP)
<b>Rotary Club of Clover Park (Carr’s Restaurant – Lakewood)</b>	Tuesday, October 2 (IP)
<b>Tacoma Black Collective</b>	Saturday, October 5 (IP)
<b>Tacoma Area Commission on Disabilities</b>	Friday, December 13 (IP)

## Other Meetings or Special Presentations of Note

<b>Audience</b>	<b>Day/Date – In Person (IP) or Virtual (V)</b>
<b>Initial Planning Partners &amp; Stakeholders Consultation</b>	Thursday, May 30 (V)
<b>Pierce Transit CTAG #1</b>	Thursday, June 27 (IP)
<b>Pierce Transit CTAG #2</b>	Thursday, August 22 (IP)
<b>Pierce Transit Executive Team</b>	Wednesday, September 11 (IP)
<b>Pierce County Growth Management Coordinating Committee (GMCC)</b>	Wednesday, September 11 (V)
<b>Thurston Regional Planning Council - Transportation Leaders Visioning</b>	Wednesday, October 23 (IP)
<b>Pierce County Transportation Advisory Commission (Special Meeting)</b>	Thursday, October 24 (V)
<b>Pierce Transit CTAG #3</b>	Thursday, November 21 (IP)

# Phase 1 Outreach Survey Results

In July 2024, a survey powered by the Social Pinpoint platform was released to receive initial community feedback on their transit needs and aspirations. This survey involved dropping a pin at a desired location and selecting whether the respondent would like “Expanded” or “New” Service. Additionally, respondents could leave a detailed comment explaining their preference. Engagement was extensive and highly valuable comments were received. These comments are shown in the following table.

Leave a comment to explain why you would like to see new or expanded service here. Or another suggestion.	City
Have the 497 become a regular bus and not only a commuter shuttle. Even if it's hourly off peak and weekends it would help.	Auburn
All-day service to and from Lakeland Hills, connecting to Auburn and Edgewood, would be helpful to ensure people are actually able to use transit in the area.	Auburn
All day service to Auburn station. Connect to federal way via Milton and Edgewood. Reroute to Fife once the light rail is extended.	Auburn
All day service connecting to light rail in Federal Way (Fife in the future) / Auburn Station	Auburn
Continuous service from East Pierce County to Tacoma would be appreciated.	Auburn
Serve Lakeland Hills all day.	Auburn
There is zero public transit in this fast-growing new community with families, seniors, and students.	Bonney Lake
Connection from Tehaleh to Sumner station or other transfer station to Seattle route.	Bonney Lake
Huge population growth, traffic problems.	Bonney Lake
Tehaleh	Bonney Lake
Without transit, lower income, underserved communities don't have the same options for employment, medical care, and quality of life without transit.	Bonney Lake
Weekend Bus service from Bonney Lake Park and Ride to Sounder train.	Bonney Lake
Tehaleh has no public transit of any kind, and a large and rapidly growing population, including two over-55 communities and an assisted living facility.	Bonney Lake
Tehaleh will be about 30,000 people when it's done, 9700 homes. These people need better options than Orting Hwy and SR410 for commuting.	Bonney Lake
There are no public transportation options within 5 miles of my house. Those five miles contains three drastic elevation changes. It's not an ideal walking route.	Bonney Lake

There is currently no public transportation option from Tehaleh to connect with bus or rail service.	Bonney Lake
Tehaleh currently has no public transit service. It is a large and growing community which includes two over-55 developments and an assisted living facility.	Bonney Lake
Tehaleh has no public transit and is a large and rapidly growing community which has two over-55 developments and an assisted living center.	Bonney Lake
Connector buses from Tehaleh to Sounder stations like Sumner or Puyallup.	Bonney Lake
Any bus/transit service east of the Bonney Lake Park and Ride would benefit the population of the plateau.	Bonney Lake
New service to the rapidly growing Bonney Lake area. We need to get vehicles off 410 -the congestion is awful.	Bonney Lake
This map does not work on my iPhone. I would like to see the through-trip service extended to the entire county. I have met people and have co-workers who drive into Tacoma from as far away as Ashford and Longbranch. Even within urban areas, it is not possible to take the bus to many locations (e.g., University Place or Frederickson) because there is NO service within a mile. It has to be possible for people to get out of their cars, before they will get out.	Bonney Lake
Transportation in this area would be significantly impactful.	Bonney Lake
Bus service and Runner and Bonney Lake	Bonney Lake
Because if you have family out there and don't own a vehicle so you can visit them	Bonney Lake
Bus service from Tehaleh to Bonney Lake and beyond would help relieve traffic in this booming area	Bonney Lake
This location is within the Tehaleh community. We have noticed there really is no public transportation in Bonney Lake at all. And it is rare to see public transportation at all even though we are aware it exists. It would be nice, with such a large community still being built, if there was public transportation around Bonney Lake and Tehaleh so that those who prefer to take it, can get to the places they need, without using a car.	Bonney Lake
Buckley lacks any transit connections to the rest of the county, while neighboring Enumclaw is served by King County Metro.	Buckley
Growing population	Buckley
Buckley has no grocery store, no bank, and a lot of seniors. They need transit options.	Buckley
Summer service to Mt. Rainier	Carbonado
Route 300 returns, with hourly service but alternating every 30 minutes with the direction of travel. Every 30 some trips run to Lakewood via Fort Lewis, every other 30 trips run to Lakewood via I-5.	DuPont
Service from Dupont to Ft Steilacoom Pierce College would open up a lot of options for international homestay students	DuPont
DuPont	DuPont
No one has local service to this town which is kinda dumb since it is by the county line so get to at least do it to Lakewood and maybe even Tacoma	DuPont

There should be commuter train services connecting Pierce County with Thurston County	DuPont
Service to Northwest Trek	Eatonville
Prioritize 402 for frequency upgrades, possibly Stream or even ST Stride	Edgewood
Bring back Route 406! Improved frequencies though. Bonney Lake to Enumclaw via SR-410.	Enumclaw
402 needs to be more present and additional morning time slots should be made available, starting as early as 4 or 5 am for the 402 route to Federal Way Transit Center.	Federal Way
Serve Wild Waves on the entrance side	Federal Way
Please remember the following text: "I need the 501 bus to run as early as the 5 AM or possibly the 4 AM bus. Walking to the 500 bus stop is too far and unsafe. Then when the light rail arrives, people will want to take it early in the morning, but there's no early bus service, as the 501 bus that comes at 6:45 hardly ever shows up, which doesn't really count."	Federal Way
Ever since Covid hit in 2020, 2 bus routes on the street I live on, 320th, they have never come back. And from time to time, I would see a Pierce Transit bus running down 320th Street going to route 68. If 320th Street in Federal Way had another bus route, they would make my life more happy and more easy. I am not a fan of going to the Transit Center in Federal Way	Federal Way
As I age I would like to take a bus to Point Defiance and Ruston to walk. I would like to take a bus to a restaurant in Proctor or the North End or downtown.	Fircrest
I would like to see the bus go further down Portland Ave to 212th Street.	Fox Island
Service to Fox Island, Route 114.	Fox Island
There is no service in this area and this requires people to own a personal vehicle if they want to get to a bus stop or station.	Gig Harbor
There is no public transportation on the Key Peninsula.	Gig Harbor
Bold idea to attract new riders: passenger only ferry serving Gig Harbor	Gig Harbor
Expanding service on Route 100 would allow much better mobility to and from Gig Harbor. However, an express service connecting to TCC and maybe Tacoma Dome would be helpful for regional mobility. Additionally, having more local service within Gig Harbor would help to ensure the 100 isn't forced to carry the weight of so many routes and be saddled with so many deviations.	Gig Harbor
This is TCC, there should be a route connecting it to downtown, Burnham, and to Tacoma dome	Gig Harbor
Have the buses run more frequently. Also work with adjacent counties to get lines between cities and ferry terminals	Gig Harbor
A bus from downtown Tacoma to Gig Harbor would be great since all the current Gig Harbor buses only stop around the western side of the city (which is already hard to get to)	Gig Harbor
Transportation in this area would be significantly impactful.	Gig Harbor

There must be all day 595 preferably running every 30 minutes, and maybe an airport bus	Gig Harbor
Services to the Kimball Park and Ride have been drastically cut since COVID, making taking the bus virtually useless if you need to get anywhere quickly outside of a very limited area within Gig Harbor.	Gig Harbor
It is difficult for people/youth to get anywhere without a car.	Gig Harbor
Takes hours to walk to park and ride and not many people or neighbors to give rides. Need service in the area	Gig Harbor
The Key Peninsula has no transit options currently. The KP is home to most of Pierce County's (on this side of the bridge) lower income residents.	Gig Harbor
Need regularly scheduled service (minimum every 30 minutes) for the entire Key Peninsula!! Not just one stop.	Gig Harbor
The Graham area, and the Bethel district as a whole struggles immensely without access to public transit	Graham
See my long notes in previous section	Graham
Service to Graham	Graham
Since the 402 used to go here and Spanaway getting a transit center they could come back again since that area is growing rapidly	Graham
Please add service to Bonney Lake, Graham, and increase service in Spanaway	Graham
My age will soon dictate that I should make the transition from private to public transportation.	Graham
Graham is starting to become a place where people want to be. People live out here. The world is expanding south. Meridian is completely traffic jammed quite often. You want cars off the road, provide reliable transportation. And provide reliable transportation that actually connects so that you can get somewhere	Graham
Clients in this area would benefit from transportation services.	Graham
Lots of new housing developments in this area, creating traffic. Offering alternatives to get around would help alleviate it.	Graham
This community is growing at rapid speed. Service is needed	Graham
To provide more people to take the bus out there to connect with routes 1 and 402.	Graham
No bus at all goes out here, there should be at least one	Joint Base Lewis-McChord
More early morning & afternoon Public Transit Service to JBLM to reduce congestion on JBLM I-5 corridor.	Joint Base Lewis-McChord
Make a dedicated bus lane on Hwy7/Pacific Ave from The Y to the Tacoma Dome Station. Make it faster and cheaper to ride than drive!	Joint Base Lewis-McChord
Need service to Eatonville	Joint Base Lewis-McChord
JBLM is a major destination in the South Sound. Lots of service members and their families live and work on the installation.	Joint Base Lewis-McChord
Currently the 206 bus operates out of Ft Lewis. Additional bus services may be ideal	Joint Base Lewis-McChord

Expanded service to Camp Murray is needed, as many people commute to the national guard base and yet there is very little offered in terms of public transit to get there, unlike for JBLM.	Joint Base Lewis-McChord
Easier access to military base. Would help reduce vehicle traffic and assist military families who do not live on base.	Joint Base Lewis-McChord
An express route connecting Spanaway with Yelm would be very useful for regional mobility and providing an alternative to I-5 express services into Thurston County. This could also allow Roy and McKenna to receive transit service that is currently lacking.	Joint Base Lewis-McChord
Service on JBLM	Joint Base Lewis-McChord
This is where I live, so I'd like service to be near here.	Lake Tapps
A route connecting Bonney Lake P&R to Sunset Park P&R in Lakeland Hills.	Lake Tapps
Possibility: Have a ferry service that services the Key Peninsula and can connect to local areas (such as University Place, Tacoma, Gig Harbor/Fox Island). Possibly use the Lakebay Marina! Even better idea: Have a ferry that can take you from the Purdy spit to the south Key Peninsula	Lakebay
The Key Peninsula is a transit desert and has been increasing in population over the last 20 years and will continue to do so. The Key Peninsula does not offer any transit services, however there is a community healthcare clinic, grocery store, and 24/7 gym that residents should be able to access using transit. Also, there is a transit center at Purdy and extending the transit from Key Peninsula to Purdy would increase options exponentially for the community to access east or west transit options.	Lakebay
A lot of people live out there and have no transportation of their own.	Lakebay
Consider supporting Key Peninsula	Lakebay
It was difficult to pinpoint exactly where the service should be, but without any (except the pilot project) service on the Key Peninsula, I think something using Key Center as a main park n ride site would be a start.	Lakebay
Any form of transit out here please, the Key Peninsula has nothing at the moment.	Lakebay
Bring back route 113.	Lakebay
A Runner zone for Lakewood and Steilacoom.	Lakewood
More service going to Canyon Road in Puyallup.	Lakewood
Add a traffic signal at 512 P&R to reduce delays for buses entering / leaving the P&R especially for the South Hill bound route 4.	Lakewood
No current coverage	Lakewood
Enhance connections to Lakewood Station	Lakewood
No Pierce Transit buses serve the Lakewood Commuter Rail station to Lakewood and beyond.	Lakewood

I wish the 4 bus went all the way here, and ran much later in the evening, so it was easier to take the Sounder	Lakewood
Could you just run Route 3 further down S. Tacoma Way and stop at Lakewood Station and then run it back up Bridgeport to the Lakewood Mall, please? That way people using the Sounder could get a better transfer to Route 202. OR create a better walking path between Lakewood Station and Bridgeport Way, the current stop on Bridgeport makes to cross the tracks and the intersection feels really sketchy and wide for people walking on foot, especially with a stroller or bags.	Lakewood
Please move this stop to Lakewood Station. Thanks!	Lakewood
The City and Pierce Transit really need to collaborate on getting better safer sidewalks between that crappy stop on Bridgeport and the Lakewood Station. I need to transfer from riding the train to get to TCC and the walk is awful. Too many driveways, speeding, heavy volumes of cars -- it feels inhumane.	Lakewood
there are a lot of events at this venue and currently the walk from the closest bus stop is far too long	Lakewood
Super frequent Lakewood Looper route serving Lakewood Station, SR512P&R, and Lakewood Towne Center so that most routes can just end at one of them and people may use this to transfer	Lakewood
Wish you could transfer to the 206 or 202 routes directly at Lakewood Station instead of having to walk to Bridgeport way	Lakewood
Expanded service helps people get home later.	Lakewood
Need sidewalks and lighting in this neighborhood really bad.	Lakewood
Although it is easy enough to get to Lakewood during the day, it still suffers from having absolutely no evening service. Makes it impossible to do any events in the Lakewood area that end any later than 7pm	Lakewood
Direct route between TCC and Steilacoom	Lakewood
Weekend service should start as early as weekday service, some of us have early morning shifts on weekends as well as weekdays.	Lakewood
Little to no service this side of the highway to connect to businesses, shopping, school or housing.	Lakewood
Little to no service to access businesses or housing on the other side of the highway.	Lakewood
It is much needed	Lakewood
Direct connection between the Pierce College Lakewood (Fort Steilacoom) Campus and the Pierce College Puyallup Campus.	Lakewood
Additional buses running from 512 Park and Ride to downtown would be nice. I've sometimes had to wait as long as an hour, but typically 30 to 40 minutes between routes in order to reach downtown/10th and commerce/the Tacoma Dome Station	Lakewood
Express to Town Center from Steilacoom, Pierce College and Steilacoom Community Center.	Lakewood
Service connecting the Peninsula and a Runner zone.	Longbranch
There is NO public transportation on the Key Peninsula.	Longbranch

Steilacoom - Longbranch ferry service. People who live in this area could not be more disconnected from the rest of the county and a ferry route like this should've been seen as VITAL years ago. It's tough to ask Pierce Transit to operate a ferry but if Pierce can't, you've got to incentivize someone else to.	Longbranch
Bring back the 113, with a possible extension back to Longbranch.	Longbranch
If I miss the bus which is always super late or too early then I have to wait a whole hour to get home when I stay 5 minutes away in turn is a 45 mins walk	Milton
So people don't have to walk far from home to catch the bus!!	Milton
Add a route to the new Puyallup trailhead at 167. With plenty of bike racks on the buses.	Milton
Once Federal Way Extension arrives our buses should absolutely be serving that station consistently or running more 590/594. Without more service from Sounder the ST/Pierce Transit buses are the cities only real link to Seattle.	Milton
I am frequently going from Olympia to Spanaway and Seattle and better connections between would make traveling a lot easier!	Olympia
More early morning & afternoon Public Transit Service to JBLM to reduce congestion on JBLM I-5 corridor.	Olympia
Growth	Orting
Bus or Heavy Rail service into Orting from Puyallup/Tacoma. This could be DMU's or regular buses along SR-162	Orting
There are plans for a tiny home village and expanding transit to this location would help residents be able to access to jobs, healthcare, and other resources.	Orting
Orting needs transit to reduce congestion on SR162, and to provide options for getting to the Sounder Station in Sumner. a BRT might be the best on SR162.	Orting
Service to Orting from South Hill via Military Road, or via the highway.	Orting
Fredrickson to Orting via 176th and 200th. Spanaway to Orting via 224th (and through Thrift). South Hill Mall to Orting via 122nd, McMillin, and SR 162.	Orting
A continuous shadow route of the Sounder Train needs to be a priority. I don't care if it is operated by Sound Transit, Metro, or Pierce Transit. There should be a continuous route of service on the Sounder/167 corridor for off-peak trips.	Pacific
The closest bus stop in this area is anywhere from a quarter mile to a mile and a half.	Parkland
I wish the Stream ran all day not just commute hours . or at least that the 1 bus went to Tacoma Dome	Parkland
Gates high school is just .5 miles down the road.	Parkland
This is a high school, and their nearest stop is 2.5 miles away.	Parkland
Gates high school houses the transition program for Franklin Pierce school district, and we could use shuttle services.	Parkland
Fredrickson (New TC) to Parkland TC via Brookdale Road	Parkland

Large employers with no bus service.	Parkland
This is a growing area with basically zero transit options.	Parkland
This area lacks public transportation so if people don't have their own car they somehow have to get to the nearest bus stop which is 4 or 5 miles away	Parkland
Move the Parkland Transit Center & Park and Ride should be moved to this area so the 1 & 3 Lines can connect as well as the new express line.	Parkland
Add Fredrickson back to the Pierce Transit benefit district	Parkland
Frederickson has no service at all currently. This growing economic center needs a connection to transit so people have reliable, effective transportation options and can work and play in this developing community.	Parkland
This particular road, 176th St E, is a busy road which is surrounded by neighbourhoods. There are also stores like Safeway and Winco along this road, and schools as well. Having transit along this road will easily connect people from their homes to the store, or school. These people currently don't have a nearby transit route to do so. So adding this new PT route outside of the service area would be amazing for a lot of people, not to mention this will also connect with other PT routes like 1, and 402, connecting riders to Tacoma, Puyallup, or Federal Way by bus. Overall, this route would connect South Hill to Spanaway along 176th street E, serving many neighbourhoods along the way, as well as getting those people to school, or the store without a car, saving money. Not to mention youth ride free. In conclusion, I would say this is a great new route for Pierce Transit in a new area so people can easily commute to the store, school, and more while they save money.	Parkland
I would like more and faster connections between PLU and the Tacoma Dome station or the Lakewood station. The connections between those places and PLU is very sparse and makes the commute much longer.	Parkland
Route on 96th St S East / west	Parkland
Extend Parkland routes through the PLU campus	Parkland
I live on this road, and the travel time it takes to get to either stop I need on Waller takes either ~25 minutes or ~45 minutes	Parkland
There's a need to be a shuttle or a bus route on the Spanaway Loop Road going towards 176th	Parkland
Sumner and Bonney Lake both have Sound Transit P&R (Sumner station getting new one) available for buses and Runners. Why not offer more services to and from those cities. Both cities have grown tremendously over the years, more so Bonney Lake businesses and the Tehaleh neighborhoods. There are demographics in Bonney Lake that have a great need for public transportation within the city and to destinations outside of the city	Parkland
Live in the area, work downtown. Zero transit service along Waller or Canyon Road.	Parkland
1 line should stop here	Parkland
Bring back the 102X and extend it to connect with Kitsap Fast Ferries	Port Orchard
There should be better cross-county connections between Tacoma/University Place and Puyallup. The current travel times are very long.	Puyallup

It's convenient and in my neighborhood, it could be the route 4 to South Hill mall transit center	Puyallup
It the people that work late at night they have to take Uber home and too far for them I am seeking more expansions on this my focus are the one that working late with no bus running so late	Puyallup
Either a bus line or access to the shuttle bus service would be a fantastic addition for the neighborhoods that reside on Shaw Road. The ones pinned here are 10 mins away from two transit stations, but do not have access to connecting public transit. For the neighborhoods along Shaw Road, bus transportation or shuttle services to access Downtown, South Hill, and nearby cities such as Sumner will help more people access places to their city without car reliance. Or if unable to drive.	Puyallup
Please expand to like 224th and Meridian	Puyallup
Add route on Shaw Road.	Puyallup
I wish the 4 bus went the full route all week, this was a long walk for an extension class I took	Puyallup
Need more buses going through Graham again, buses to Bonney Lake, Orting	Puyallup
light rail to South Hill Mall	Puyallup
The 402 route comes every hour compared to most routes in the area that come every 30 minutes. I would like to see the 402 come more often.	Puyallup
9 or 10pm	Puyallup
Bus Rapid Transit from South Hill/Graham to Sounder Station	Puyallup
Run route 400 on weekends ASAP. It doesn't make any sense that this is the only regular local route that doesn't run on weekends.	Puyallup
I would love to see more bus options that make it so it is an easy choice to take public transit. Also, maybe an extension of the link light rail system making it easier to get around Pierce County.	Puyallup
Expand trail system, have transit service to connect to trail and to neighborhoods in this area	Puyallup
BRT Along Meridian	Puyallup
Add Traffic signals to reduce delays, crash risk of entering/exiting Puyallup Station as well as improving Pedestrian access.	Puyallup
Route 402 from South Hill Mall TC to Federal Way TC. New route from South Hill Mall TC to Spanaway TC following current 402 to the end and then continuing on 176th through Fredrickson all the way to Spanaway. (Some 402 trips used to do this apparently, but please do not subject the drivers to such a long route like that)	Puyallup
Further out South Hill and into Graham. This is the area where I live.	Puyallup
Expand Runner service to North Puyallup area.	Puyallup
Light rail to fairgrounds or downtown Puyallup	Puyallup
Puyallup needs more reliable bus service.	Puyallup

Make stops along Route 400 more accessible	Puyallup
More robust, frequent, or later running service between Puyallup and downtown Tacoma (not just Tacoma dome, let people connect easily with local buses).	Puyallup
Another residential area that needs transit service to avoid having to drive vehicles into town. This area is growing and is close to trails.	Puyallup
Canyon Road is a major corridor with no current bus service. Seeing the service from Tacoma to Frederickson would be a huge regional connection.	Puyallup
Light rail to Fairground and South Hill Mall	Puyallup
A direct connection between the Pierce College Puyallup Campus and the Pierce College Lakewood (Fort Steilacoom) Campus.	Puyallup
Connection to Ft Steilacoom campus!	Puyallup
Runner is expensive, slow, and doesn't scale. Get a real bus there.	Ruston
Point Ruston is awful. I hardly ever go because parking is so bad and cars zoom around in the development. I don't feel safe walking there with my young kids. We need another legitimate, easy way to access the amenities here	Ruston
See my long notes in previous section	Ruston
Add a longer ride	South Hill
Express service on the 402 could help with connections to the Sounder and the Link station in Federal Way	South Hill
In till 9 or 10 pm	South Hill
See my long notes in previous section	South Hill
I like to get groceries here and it's a long walk, too long for frozen food	South Hill
Serving along Canyon Road, to/from Frederickson to/from Fife.	South Hill
South Hill is growing, and there's plenty of people that need to commute to areas closer to Seattle.	South Hill
It takes 3-4 buses to get to South Hill at the best of times, making a new route from downtown to here would help connect the two communities.	South Hill
No service at all in this area	South Hill
More service in Puyallup and beyond like summer Buckley Orting Graham all these places need buses now not in 20 years. When I was not driving I needed to go to a Doctor in Bonny Lake and no buses. No transit period. I was stuck unfairly. There should have been better choices as around the sound wanted 86.00 each way. As someone on SSDI that was impossible. Now the buses are cut even more in Puyallup. Bring back 425 it was ridiculous you stopped that route. I would prefer to take the buses but with this last cut I went and bought a car. Add more buses not cutting buses so people can't get to work or school if buses are convenient and run when they need them they will ride. Bring back buses.	South Hill

A bus route between South Hill (current 402 terminus on 176th), Orting, and the Sumner Sounder station would help relieve the traffic congestion from commuters on highway 162.	South Hill
Shaw Road suffers from traffic congestion and would benefit from transit options, with potential for Sounder/downtown connections	South Hill
Fixed route along Canyon down to Tacoma seems like it would be well-received and alleviate congestion?	South Hill
The Meridian corridor has a high density of apartment buildings, healthcare destinations and shopping. Having frequent service (every 15 minutes or better) along this corridor between Federal Way and South Hill would help to build out a strong network.	South Hill
The nearest bus is 2+ miles away with no sidewalks and it is unsafe to walk. The population in this area is older, traffic is getting much heavier and access to the community is decreased.	South Hill
More frequent service on Meridian.	South Hill
Coordinate the lights on Meridian to expedite flow north in the morning and south in the evening. They are not coordinated, so drivers and buses get stuck. A light may turn green, but if the next several lights are not sequenced, they stay red and the traffic remains at a standstill. And it's only getting worse.	South Hill
Expand Runner service to the South Hill area.	South Hill
New route between South Hill and Spanaway	South Hill
The Sunrise/Lipoma Firs area is growing rapidly and suffering from traffic congestion. These areas desperately need transit.	South Hill
Bus service down Canyon and 176th.	South Hill
Frederickson is a growing employment center and there is a need for transit. Develop programs that work for shift workers.	South Hill
There is a large number of people who live out here. If you want commuters you need to be where they are at.	South Hill
An essential connection point between Spanaway and South Hill. This area is developing quite a bit, and a lot of people drive cars that congest the roads.	South Hill
Why is there no service here?? There are tons of people.	South Hill
The bus service along 176th between Spanaway and South Hill would provide vital connections to Route 1/Stream and connect to Frederickson's booming industrial area (Boeing, etc.)	South Hill
This intersection is growing rapidly. Stores, apartments, and homes. Service in this area would be a huge benefit to many folks.	South Hill
Frederickson	South Hill
More frequent service on the route 4	South Hill
Lots of housing in this area and Runner service to South Hill Mall for transfers would help. Can this have the same service area similar to the old bus plus service area?	South Hill

I couldn't get the marker to mark a spot on the map but I would like to catch a bus to the Sounder, South Hill Mall, Walmart and Safeway without having to hike 20 minutes up to the Rite Aid corner where the nearest bus stop is across 176th.	South Hill
Grow/maintain access and schedule	Spanaway
If Runner is kept long term (it shouldn't ideally), cut Spanaway Runner Zone to Spanaway and Parkland, and add Midland/Waller Zone to cover the rest, make it ALL pickup AND drop-off cause right now yeah I can get picked up by Runner at my home but where am I supposed to go my best bet is either going down to Midland walking 10 blocks up a hill to the 1 cause the zone ends or going all the way to Spanaway just to take a 1 to go north	Spanaway
More trains/buses routes connecting Spanaway to other major cities such as Tacoma, Olympia, Seattle.	Spanaway
Bus rapid transit down Pacific Ave	Spanaway
More frequent and accessible service!!	Spanaway
It's difficult but please bring some kind of service into this ridiculous suburban sprawl so that people don't have to walk to the 402 from here	Spanaway
People in this area are paying for the public transportation and don't get it	Spanaway
Nothing is within walking distance if not right on Mount highway	Spanaway
Fredrickson	Spanaway
Service along 224th between Spanaway and Graham. Possibly a 402 extension again?	Spanaway
There is no express transportation to the Lakewood Transit Center or Lakewood Town Center. Commuters must drive to them. Van makes more sense with more frequent schedules or by appointment.	Steilacoom
Seeing half-hourly service into downtown Steilacoom would be great for ferry connections and allowing better transit access to a fairly dense, mixed-use area.	Steilacoom
More frequent bus connections from the ferry that matches the ferry schedule. Buses from there that allow you to go to the airport, Seattle, and Tacoma destinations with ONE transfer	Steilacoom
Weekend Sounder Bus service from Sumner to Tacoma and to Seattle	Sumner
New local (but sometimes limited stop) route from Puyallup to Auburn. Routing: Main, right on Thompson St in Sumner, left on Cherry Ave, in and out of Sumner Station, right on Main St, left on Valley Ave, right on Elm St, continue to Valley Hwy, left on Puyallup St, right on Tacoma Ave, continue to 142nd Ave, continue to 24th St, right on 136th Ave, continue on Valentine Ave, left on County Line Rd, right on Milwaukee Blvd, left on 1st Ave, Right on Main St, right on Algona Blvd, continue to Boundary Blvd, left on O St, right on 15th St, left on C St, right to 3rd St, left on A St, left on 1st St, terminate at Auburn Station	Sumner
Something local throughout Sumner, maybe to the industrial areas north.	Sumner
Service added to Sumner bus connections and local Runner	Sumner

Would love to see a connection to Sumner	Sumner
I would like to see more light rail times. Also, the 578 bus stops in Auburn and then Sumner then Puyallup. It might be nice to have a couple of more stops in between Sumner and Puyallup. Also, I caught a bus in Puyallup one time but it didn't go all the way to Sumner. It turned around about a mile from the Sumner station, that seemed odd.	Sumner
Pierce Transit should provide transit at least to the Sumner YMCA as it provides jobs and recreation for the local community.	Sumner
There used to be transit service in the Bonney Lake area, and the growth in that area in recent years should be considered, for reinstating service there.	Sumner
Run service between Lakeland Hills and Puyallup via Sumner, expressing through Sumner until they rejoin the PTBA	Sumner
The city of Sumner needs transit service for the manufacturing industrial center and to be a feeder for the train.	Sumner
To get more opportunities for work	Sumner
Sumner industrial area needs buses with all the people who don't have cars would be a good area to have a bus from there to Sumner and Auburn	Sumner
Sumner MIC	Sumner
Option for elderly who can't or don't want to drive. Make roads safer for everyone.	Sumner
More Bus Service between Sumner and Puyallup	Sumner
There are no buses in a city that is growing every day.	Sumner
We do not have legitimate access to mass transit in Bonney Lake. If you aren't going to extend service to us, don't make us support the RTA tax.	Sumner
Connection between Bonney Lake and commuter/tourist lines pretty much nonexistent.	Sumner
Monorail	Sumner
After 5, service very limited--makes it very hard for workers or others to get home without driving themselves. Expanded service in the whole Tacoma area is what I consider a top priority. (And if I have to wait an hour for a bus, I'd like to have a bench there at the stop!)	Tacoma
New north-south route between Proctor and Tacoma Mall	Tacoma
Light rail or TRUE BRT all the way up and down Pacific, with separate lanes. We need to start rescuing the number of lanes available to cars and replacing them with higher occupancy transit modalities.	Tacoma
New route from SR512P&R/Parkland to South Hill Mall TC (and park & ride) via 96th, 99th, and 104th	Tacoma
North-South connection between Proctor and Tacoma Mall	Tacoma
I would like to see benches, weather protection, and good lighting here	Tacoma
Atrocious stop. No infrastructure but a major express stop.	Tacoma

Service along Proctor St to connect to the market and point defiance.	Tacoma
Campus access	Tacoma
Food bank is located here	Tacoma
Proctor - Tacoma Mall Transit Center via Union Ave	Tacoma
One side of Campus	Tacoma
Get rid of route 409 and extend route 202 to Puyallup (or make every single 202 trip turn into the 409) I'm so tired of living on the 409	Tacoma
In a recent Participatory Budget meeting, students requested better transportation from and to schools. Is there a solution or proposal oriented to support youth transportation needs?	Tacoma
Bring back variations of the 53, with one serving Titlow/Narrows Marina.	Tacoma
Restore service to Titlow Park via 6th Ave, Westridge and 27th Street.	Tacoma
Route serving Titlow beach park area, this area used to have a bus route but was cut in the 2012s for unknown reasons, it's a popular park, lots of homes around as well	Tacoma
Use an updated map with the correct name for this roadway/bridge crossing (Fishing Wars Memorial Crossing/Bridge), instead of the name (Eels) that it is insensitive to tribal history/treatment.	Tacoma
From here to Pearl/26th via McKinley center, Tacoma Ave, Proctor District. From here to at least TCC, via 38th St and Lincoln District. See link to visionary system below (with frequent bus lines shown in purple): <a href="https://troyserad.maps.arcgis.com/apps/mapviewer/index.html?webmap=9a9bfba5f90c491396150972a25dcdca">https://troyserad.maps.arcgis.com/apps/mapviewer/index.html?webmap=9a9bfba5f90c491396150972a25dcdca</a>	Tacoma
Service to the south and east side would allow for lower income residents to access jobs, and improve the viability of density growth	Tacoma
It could help the whole South Sound area	Tacoma
The fact that the last buses (even on weekends) are at around 10pm is ridiculous. More late-night buses would encourage a more thriving late night scene in Tacoma and bring in more revenue.	Tacoma
Reroute the 16 to run to TCC via the Narrows neighborhood instead of duplicating the 1.	Tacoma
The roads are very dangerous here. We need to respect our tourists coming to EQC and the workers at the new Tribal building by connecting tribal buildings safely and conveniently to other parts of town and transit connections	Tacoma
Add a Traffic signal to reduce time buses spend waiting to turn into / out of TCC Transit Center, this is also a common spot for people to go from our buses to local shopping and risk getting hit.	Tacoma

You use to go through here, Westridge Ave, Walters Road, to 6th Ave passing Titlow Park. Could come down Grandview too. I'm 77 and getting tired of having to walk so far to bus stop to do errands, grocery shop, doctor's visits, etc. No vehicles.	Tacoma
This is where I live.	Tacoma
Service along Union. Tacoma Mall to 45th and Huson. Route 51. Becomes Route 220.	Tacoma
bus needed near here	Tacoma
Intercity Transit had the 620 express from downtown Olympia to the Tacoma Dome. It was free and allowed commuters to get to Tacoma in a reasonable amount of time. More of that, please!	Tacoma
NE Tacoma has lost all its fixed-route bus service. There are thousands of people living in this area, and it would benefit greatly from seeing new service connecting it to Federal Way and Tacoma. Multiple routes serving different areas would be very beneficial. Collaborating with King County Metro on extending their Federal Way services into this area could also be beneficial.	Tacoma
Need to serve the Tideflats and employment base better with on-demand service that meets the needs of shift workers. These low entry family wage jobs remain in accessible without transit.	Tacoma
Population is growing, and lower income area that is still heavily reliant on cars. This area will be booming in 20 years.	Tacoma
I wish Route 1 could deviate onto J or I streets so that you could get to Kaiser more directly and then loop around Wright Park	Tacoma
College Campus Access	Tacoma
See my long notes in previous section	Tacoma
Consider any route planned to go this way down Pioneer to instead follow the 41 up 32nd, split to Grandview, and go down Browning	Tacoma
There is a lack of North-South bus service in Central and North Tacoma. Connecting Point Defiance, Proctor and Tacoma Mall has been a voiced priority of the Planning Commission for many years. This would also act as a link between frequent corridors on 6th and S 19th.	Tacoma
This area is heavily congested due to all the apartment/condo buildings built in the area, most if not all of them with little parking spaces.	Tacoma
Add a Bus route on Stevens from North end to South end to South Tyler.	Tacoma
Run the rail on 6th	Tacoma
Please, please, please make RT 1 stop at the Tacoma Dome again. I used to be a regular transit rider and would prefer to be so again - but the transfer downtown to the T-Line or another bus turns my time-competitive one-seat transit ride from 6th and Pine to the Tacoma Dome to one that regularly takes 50 min plus. For those who have other options - they will use them	Tacoma

and those that don't have better ways to spend their time. Route 1 is PTs most popular route - this is such a frustrating inconvenience to not have it stop at the regional transit center.	
A bus line connecting the Federal Way Transit center to downtown Tacoma via 509 would increase ridership here immensely and possibly allow for a lot of families, workers and students to be car optional with the Link-Light rail station in Federal Way opening soon! This is a huge opportunity!	Tacoma
Lots of undeserved and low income that need commute solutions	Tacoma
6th Ave is too long not to have a tram stop or two.	Tacoma
Bring back the 13!	Tacoma
Deletion of the 13 was a big mistake. The Runner service discriminates against those of us who do not have an Orca card. Some of us only need a bus when we are getting repairs done on a car. Alternatively, Runner needs to have a cash payment option for those rare riders.	Tacoma
Nearest bus stop is 3 miles away from here.	Tacoma
This area is the nexus of residential and business areas in the middle of North End/6th Ave/Hilltop. If you want to expand local business (which is what people in the city want) then the light rail needs to come through here. One bus line is not enough to even deter college students traveling outside this neighborhood, drunk drivers from making safer late night choices, or people in other neighborhoods coming here to shop/eat. The worst move Pierce Transit could make is focusing on transportation to and from the mall area - that would only support big outside businesses and would guarantee low ridership.	Tacoma
Center St connection to Tacoma dome	Tacoma
Campus Access	Tacoma
Oakland Madrona is poorly served by existing bus routes. Easy access to downtown and Tacoma Dome should be prioritized over access to Tacoma Mall.	Tacoma
The unemployment office and worksource is here. Lots of unemployed people need more access to their services and many rely on public transportation.	Tacoma
Better Service to University of Puget Sound	Tacoma
As a low-income student attending school in North Tacoma without a car, I felt trapped in a neighborhood. multiple times I tried to take the 16 bus to work downtown, would be following my specific bus on the transit app, and would have it blink off the map right before it reached my stop and never show up in real life. this completely fucked my finances and my standing with my employers because I was frequently late to work. just because 'most' people in an area are thought to own cars doesn't mean everybody does and it's ridiculous how bad transit in north Tacoma sucks !!	Tacoma
Bring back NE Tacoma service, but not limited to the small pocket it was serving before. 61 - Twin Lakes P&R to Dash/Browns Point via NE Tacoma	Tacoma

62 - Twin Lakes P&R to Fife Heights 63 - Twin Lakes P&R to Downtown Tacoma via NE Tacoma	
Bring back route 13 but extend it down Union Avenue and end at South Tacoma Station / Tacoma Mall TC	Tacoma
Figure out how to work with the city and sound transit. Run the link up sixth.	Tacoma
College and beginning of 6th	Tacoma
Bus service needed here at the Asia Pacific Cultural Center which provides services to seniors in the community	Tacoma
TLine options for south and east Tacoma	Tacoma
PLEASE put a light rail line down 6th Ave instead of 19th!!!	Tacoma
Light rail all the way to Fort Lewis McChord	Tacoma
Prioritize frequency upgrades to the Proctor District to serve high density development	Tacoma
Reroute route 400 off of River Road as much as possible, serve the backroads because I've tried asking for bus stops on River Road and if you can't put stops on River Road go into the backroads and put them there	Tacoma
It would be nice to have at least one bus that goes down to the water.	Tacoma
A bus needs to go back down this portion of 56th St. It stopped a few years ago and is much needed for not only workers, but also residents that live down that strip of 56th. Please bring back	Tacoma
During the school year, students need consistent transportation for Running Start to TCC. The runners can be utilized in the in between hours. There were many times the wait was over an hour both ways. Unfortunately, classes were missing. Please reconsider reactivating the route. Thank you	Tacoma
Restore service to Northeast Tacoma and Browns Point. Can be contracted to King County Metro if it makes more sense that way	Tacoma
would like the 11 to run more frequently, maybe every 35-40 minutes instead of every hour	Tacoma
Trolleys/Streetcars	Tacoma
North/South bus line	Tacoma
BRT or light rail. All the way up and down Pacific	Tacoma
Increase schedule	Tacoma
I selected this area because there is a clinic.	Tacoma
I would like frequent bus service from here to downtown and the Tacoma Dome. I take the Sounder to get to work in Renton but need to drive to the Tacoma Dome because the walk to Pacific Ave is too far from my home near 48th and Yakima.	Tacoma
Streetcar down 6th Ave	Tacoma

Maybe I'm just missing something, but I feel like this general area has plenty of business but not many transit options.	Tacoma
More service where people want to go! Unless the runner has amazing usage numbers, it probably shouldn't be the main way pierce transit is getting people to and from this super lively area.	Tacoma
Close off traffic on the waterfront use rapid transit, trolley, or light rail.	Tacoma
A bus route from Downtown Tacoma to Point Defiance via Ruston Way, serving Point Ruston and the various waterfront parks, seems like a necessary connection.	Tacoma
Make point defiance park more accessible by transit.	Tacoma
Connection between dome or Fircrest/Center St to S Tacoma Way. the buses require 20-30 mins walking to this area	Tacoma
Move bus bays at Tacoma Dome closer to Amtrak/Sounder and T Line stations	Tacoma
The 1 Line (6th Ave./Pacific Ave. should stop here during the South Commuter Rail line times. Better than trying to get off and walk up to 5-6 blocks from Pacific through the unsafe area there or having to get off and maybe get a connection in time with the T-Line light rail to the Tacoma Dome station.	Tacoma
1 line should stop here not just Stream	Tacoma
We need to increase access to the Waterfront properties while reduce vehicle congestion associated with the local Waterfront	Tacoma
New Route on Tacoma Mall Boulevard	Tacoma
TLine options for south and east Tacoma	Tacoma
Direct service to SAMi and Idea so kids don't have to transfer to yellow busses.	Tacoma
More ferry services (Tacoma to Seattle!)	Tacoma
I don't drive and there are a lot of parks around here I literally cannot get to because there is no bus service to here.	Tacoma
Years ago, S. 54th Street used to have trolley car service -- it's still an extra wide road with very few impediments. It would be wonderful to have a loop (not necessarily a trolley, but how sweet would that be) from the Dome transit station to Tacoma Mall, to S. 54th (avoiding S. 56th) then back up South Tacoma Way to the Dome again... maybe switching directions, or not...	Tacoma
Add schedule and access to South and East Tacoma	Tacoma
It's very hard to get to these businesses by transit from downtown or north Tacoma.	Tacoma
This area is booming with new businesses and residents, including outdoor parks and venues our community should have public transit access to consistently and efficiently.	Tacoma
TLine options for south and east Tacoma	Tacoma

A full crosstown route using 56th Street (connecting University Place / TCC to Salishan) with frequent service would be incredibly useful for S Tacoma Station connections, allowing people to use Sounder for more regional services.	Tacoma
Route 400 currently only runs on weekdays and stops early in the evening. However, the service is most useful when Sounder trains are not running and would highly benefit from running later in the evening and on weekends as well, with 30-minute or better frequency every day.	Tacoma
Enhance connections to South Tacoma Station	Tacoma
Add a light link (or something) for all-day options from South Tacoma station and Dome transit center... ideally then with some form or rail all the way to SeaTac Airport.	Tacoma
Look into adding an East/West option for people trying to get to S Tacoma Station such as the area west or east of the station off 56th. Either a bus route or a Runner zone?	Tacoma
I would like to see some bus access here	Tacoma
Could you put some wayfinding signage on South Tacoma Way and 58th and 60th so that it is easier to transfer from S. Tacoma Way to the S. Tacoma Station?	Tacoma
There is currently no buses stopping at the S Tacoma Commuter Rail Station. It has a transit area, but instead of buses stopping here, you have to walk 1-2 blocks or more depending on where the bus stops are to get to one.	Tacoma
People will start moving further south as they start to get priced out of more northern areas. Giving everyone better transit there will help them stay in Tacoma longer.	Tacoma
Runner to Western State Hospital. I live in the North Alder and currently take three buses to get to Western State Hospital. I often wait up to 30mins because a bus has just pulled off before my bus pulls into the transit station. More Runners please, to Western State from 6th Ave or UPS or TCC. Thank you.	Tacoma
Have Runner serve Fife Heights, this area makes sense for runner as it is lightly populated and too hard to navigate for a bus.	Tacoma
Having the Route 1 stop at the Tacoma Dome - not having PT's highest ridership route stop at the regional transit center is inconvenient and makes potential riders choose other modes.	Tacoma
More service to Seattle/SeaTac at night	Tacoma
I think a loop of the business districts would be great. The bus stops at Proctor, 6th Ave, Point Ruston, Old Town, Stadium District. Maybe one is running in either direction. Similar loops could run in other areas of town with certain stops being a place where the routes overlap. Since most people live near a business district/dense neighborhood area they could use this bus to get to another one.	Tacoma
Add more weekday service as well as introducing weekend service on route 400.	Tacoma
Link is a Sound Transit operation, but Pierce Transit can support their transportation partner in urging them to switch the Link extension to 6th Avenue, instead of 19th, which would serve a much larger population, a much larger potential population, and support multiple business districts and commercial nodes.	Tacoma

There used to be a bus here which is why I moved to this neighborhood in the first place. My understanding is that a third party did a ridership survey several years ago, and after their results, PT decided to move the 48 route over to Yakima Ave. PT dropped the ball in my opinion. Please bring it back as for those of us who are disabled have endured a hardship in these last several years since our bus was taken from us.	Tacoma
Finish Stream Community Line with bus lanes and signal priority	Tacoma
Opening access to the Salishan area including partnerships with equity and economic development agencies will support communities for improvement. What are the traffic trends in the area? What are the flow dynamics? Where are the jobs located? Apps like place.ai will tell you	Tacoma
The Narrows Park and Ride has been closed for almost a year with no opening date in sight.	Tacoma
Portland Ave service. SR 512 to TDS. Key stops along way like new route 1 starting with peak am/pm times. Could also use connect Eastside to Lakewood P&R from Portland Ave.	Tacoma
There is currently no transit option to reach points further south on E Portland Ave unless you walk down a few blocks until you enter the current runner zone. It would be nice if there was a route that came down Portland, stopped at the 72nd Transit Center, and then continued further down Portland. It would make reaching the Dept. of Licensing much more convenient than having to take the 202 to Pacific, transferring to the 1 to go to south to 112th, and then transferring to the 4 heading east.	Tacoma
Service between 2200-2345	Tacoma
Add a continuous N-S Route on Union from Proctor District to Allenmore to Tacoma Mall to Lakewood. This could reapportion service from Routes 3, 52, & 57. Not every N-S route west of I5 should take a turn and head in and out of Downtown Tacoma. It is OK to have a N-S only route and require a transfer to one of the frequent E-W routes to reach Downtown. This will finally allow for efficient N-S travel in Tacoma.	Tacoma
A service to Titlow Beach would be helpful to provide transit access to nature destinations.	Tacoma
Not a lot of useful services on the east side	Tacoma
Add service to Titlow	Tacoma
Event/meeting sites not easily accessible	Tacoma
Close to home	Tacoma
I live in Gig Harbor and would love to see zone expansion to Tacoma, Seattle and other locations making it easy to travel and explore more opportunities.	Tacoma
Commerce seems less functional that it has in the past.	Tacoma
New route(s) through Midland, filling a large gap in service	Tacoma
There used to be a stop in front of the zoo. Now people with small children have to make a difficult hike up hill, often on a route shared with cars to get to the zoo. This stop would make the zoo more accessible to disabled people and people without cars.	Tacoma

Have either the runner or the 10/11 stop at the zoo itself. Would be helpful for Sami students and tourist	Tacoma
Service throughout the port should be brought back. Examples like Route 60 and 65.	Tacoma
Time buses with ferries	Tacoma
Maybe a runner option or just something close to the waterfront. It could be a summer only thing too but as a cooling zone.	Tacoma
Better transit to baseball games, less parking	Tacoma
Regular Service to Cheney Stadium during the Rainier's baseball season.	Tacoma
Service along Orchard. Lakewood to 45th and Huson, Route 220. Becomes Route 51.	Tacoma
More direct service to hilltop/dome district from this area	Tacoma
Have a regular express route from Tacoma Dome Station to Tacoma Community College TC (same style as the 595 but not a peak only weekday route)	Tacoma
Dedicated bus lanes/Rapid Transit on the freeways.	Tacoma
I would like to not hike over a mile for a bus	University Place
Runner zone for University Place	University Place
I would like to be able to go north to the transit center from here rather than only into UP and take 40 minutes to get there.	University Place
Service to Chambers Bay would be amazing	University Place
I would like to see bus service to Chambers Creek Regional Park. It's a great location to walk/roll.	University Place
Lots of recreational and event opportunities in South UP.	University Place
Wish there was BRT all along Bridgeport so you could get from Springbrook/Lakewood or Lakewood Station all the way to TCC up Mildred and then eventually up to 6th Ave	University Place
Service to Chambers Bay golf course / West university place (the areas not covered by the 53 and 2)	University Place
Transit should be frequent, reliable, and easy to use in University Place.	University Place
New east-west route filling a gap in existing service	University Place
New cross county connection from Spanaway TC to Roy and Yelm and to connections with Intercity Transit route 94.	Yelm
There's really a lack of bus to and from Bonney Lake. One bus to and from there really does not work it. If Bonney Lake had more bus service, then I would consider it.	Bonney Lake
Add Sumner and Bonney Lake back to the Pierce Transit benefit district.	Bonney Lake
To expand better improvement on schedule for buses.	DuPont
More Connections to nearby transit outside agencies.	DuPont

Get Intercity Transit to add a stop to route 620 at DuPont Station ESPECIALLY by the time Sounder comes around here. If Sounder ends up being all day every day from DuPont to Seattle it may be a good idea to ask them to end the 620 here instead.	DuPont
Please improve frequencies on route 500 ASAP. It gets just as crowded as the 1, so I find it perhaps a little insulting that it's not even a super route.	Federal Way
Bring back the 63!	Federal Way
I don't see Twin Lakes Park and Ride being used a lot everytime I look at it. It could use a bus route serving it could be nice.	Federal Way
Runner zone to serve Edgewood, Milton, and Fife.	Fife
Services to the Purdy Park and Ride have been cut since COVID and this makes it extremely difficult to get from Gig Harbor to other cities.	Gig Harbor
Public transit from gig harbor to airport	Gig Harbor
Parking at Sehmel is often crowded with multiple sports events	Gig Harbor
Has anybody even realized that Orting is a city in its own right. Not just a little country town. They need to be able to get into Sumner, Puyallup, Tacoma. Provide service so that cars are off the road. If it is a reliable service people will use it. But if it breaks down, or runs every hour plus, what's the point.	Orting
There are many people who have need of transportation and it does not go past 176th from what I understand. I am new to the area and hope for better options.	Puyallup
A lot of development is happening out in this direction; I think it'd be a shame to see it turn into an even more car dependent landscape.	Puyallup
Direct bus routes from more places in Puyallup, Lakewood, and Tacoma so that it doesn't take students multiple hours to get to class.	Puyallup
Add an at grade crossing of the BNSF Seattle sub to reduce inconvenience of walking to the nearest existing crossing and back around. (This issue is due to the fact the Sounder trains pick up/drop off on the opposite side of the station that the buses are, which discourages people from riding buses to or from the station)	Puyallup
Run 400 on weekends	Puyallup
Provide connections to outside transit agencies	Puyallup
More transit to parks	Puyallup
Get the Link 1-Line finished all the way from Seattle to Tacoma!!! Spend the money NOW to quickly complete negotiations with the Puyallup Tribe and expedite the environmental study. I can't wait to 2099 to slow walk this project. Tacoma is about 50 years behind the rest of the world when it comes to rapid transit.	Puyallup
Event venue not currently easy to get to on transit; it may be accessible on Runner	Puyallup

We used to have bus service out here. Maybe it wasn't the most used bus service but it was a route that was expected. People could rely on there being a bus. Not that often but it did come by. So you could go to South Hill and transfer. So you could make it to Seattle. Or Tacoma. Now there's no buses so of course people drive. You want people off the road provide a service.	Spanaway
It would be nice if the Steilacoom bus could be better coordinated with the 574 connection. The Lakewood town center should also have a few stops so those getting groceries don't have so far to walk. With the new library coming that would also be a potential location.	Steilacoom
Have some services that connect us to local parks, especially Mt. Tahoma (Rainier)!	Sumner
Healthcare Professionals Access	Tacoma
More frequent service in highly populated areas.	Tacoma
Service in the Port that aligns with work schedules.	Tacoma
Please create a rail option for all the way to SeaTac Airport, either all the way, or at least connecting for a transfer to the southernmost Light Link that would go the rest of the way... a non-stop option all the way from South Tacoma would be amazing, though.	Tacoma
An under serviced portion of our community.	Tacoma
Tacoma dome station to TCC direct instead of all the way through downtown Tacoma please!!	Tacoma
Please charge me for it but return fair service! There are a few years where bus service to the fair was the deciding factor of whether or not I went	Tacoma
Express between TCC and downtown Tacoma as restored 102X	Tacoma
Please get Intercity Transit to run service on route 620 to Tacoma Dome with stops at SR512P&R, Tacoma Mall (come off freeway), and Tacoma Dome. It would be great to see the route jointly operated by both agencies if necessary.	Tacoma
Better and more reliable and safe connections to Sound Transit and East/west routes.	Tacoma
An inter county route running from Yelm to Spanaway TC via SR-507.	Yelm

## Phase 2 Outreach Survey Results

Following the development of the draft growth scenarios, several engagement events were undertaken to solicit community feedback on their preference. An online interactive ArcGIS Story Map detailing the process was also published along with a survey in September 2024. The responses are shown in the following table.

City/Town	Which growth scenario was most impactful or interesting to you? And why?
Puyallup	Get rid of the PT Runner
Tacoma	D - we need to be aggressive in our transit expansion and service
Tacoma	D but want to make sure that DuPont is included. We need to expand and do that in a large way before the growth gets here.
Tacoma	Scenario C. Living in Central Tacoma, it was the first to add additional north/south serving routes and the Stream bus rapid transit in S 19th.
Tacoma	Option D. It's most in-line with Tacoma's growth projections and Home in Tacoma upzone.
Puyallup	D: Graham
Puyallup	Added transportation infrastructure
Graham	Priority population in Graham
Tacoma	I thought there would be more changes for input later in this survey rather than questions that are irrelevant to transit needs. Note there is NO transportation services for South Tacoma, the South End and the Eastside communities in Tacoma. Where is the "priority" on historically underserved communities. Where is the Equitable Level of Service (I'm sorry but an express bus line is NOT equivalent to BRT/Link Light-Rail/or more than one Express Bus Service Line? Take a look at what Community Transit is doing. Their running circles around Pierce Transit in providing upgraded services in a short amount of time (not 20 years from now). I don't think you really care about what I think as I've lived in several cities the Puget Sound Region for over 40 years I've lived here, and I have NEVER felt more marginalized in my entire life. I selected Scenario A as you admit you do not have the funds to even execute that plan. Moreover, I'm not going to select a higher level of service as Scenario D just to see the funds and improvements allocated to the more affluent areas. We all know the funds for the Pac Ave Route 1 BRT were reallocated to fund other projects in areas regardless of Equity, Priority Populations and historically Underserved communities. I believe a MAJORITY of funding be for projects serving these areas until there's at least a semblance of equity. The more affluent neighborhood complains, tell them it's their turn to wait 20, 30 or 40 years for upgraded services. Either "Walk the Talk" or stop pretending that Equity is at the top of every State Agency's Purpose or Value Statement. I'd rather have the truth than outright hypocrisy.
Tacoma	I'm not sure what you mean by "growth scenario" but I'm very interested in transit agencies adhering to their own internal criteria regarding of not just providing services to current and historic underserved populations but to truly prioritize serving those needs TO THE SAME LEVEL OF SERVICES AND AMENITIES PROVIDED ELSEWHERE IN THE COMMUNITY. Terminating the BRT on Pacific Ave's Route 1 and watering it down to an express bus and then see the Link Light Rail system which offers the services and amenities the BRT was too provide not to mention it's routed through the more affluent communities while not I have not seen a by Pierce County Transit and Sound Transit's Link Light Rail to serve South and East Tacoma is INDEFENSIBLE. I'm getting really tired of all the rhetoric about Equality when, still, there is no tangible signs that anything even approaching Equity is eminent.
Northeast Tacoma	None as they completely leave out NE Tacoma, Browns Point and Dash Point!

<b>Tacoma</b>	Scenario D, it would nearly bring the bus network back to what it was in 2010 with more funding for the agency.
<b>Edgewood</b>	C or D, I live in Edgewood near Meridian and would love frequent service to Sounder and Light Rail. Bus service to Fife, Sumner, and Auburn would also be nice!
<b>Sumner</b>	D - we want service in Sumner. On top of that, this county/region deserves more significant investment in transit and to really connect everyone.
<b>Danville, CA</b>	Scenario C, because it is a perfect opportunity for a number of bus routes of Pierce Transit to end at midnight.
<b>Ocean Shores</b>	D, because it expands bus service into many areas of Pierce County that need it.
<b>Tacoma</b>	Scenario C, as it would improve service on nearly all routes
<b>Tacoma</b>	Scenario D, because the BRT lines would potentially provide the higher level of service that might get me to rid more often.
<b>Puyallup</b>	Scenario D, as it would greatly expand my ability to use public transit to get around (such as getting to work in Frederickson, or going to hang out in Ruston/the Tacoma waterfront)
<b>Seattle</b>	D, it was the most ambitious
<b>Auburn</b>	Auburn Fife connection
<b>Tacoma</b>	D- it's the only viable way our region will see mode-shift and only way PT will gain the support from its audience. We cannot continue at our current trajectory, or aim for anything less than Plan D.
<b>Edgewood</b>	D, I really like the idea of doing as much a possible to increase Transit options.
<b>Ruston</b>	D. The groups you identify as priority deserve better service, as do we ALL. More people should use transit, but one requirement is the most useful transit possible. That means better routes, more frequent runs, etc. This is a matter of justice and dignity for anyone who wants or needs transit. You can't get anywhere good without ambition.
<b>Tacoma</b>	Scenario D, because it makes transit a really useful thing for working families across Pierce County, meaning they don't have to pay for cars.
<b>Gig Harbor</b>	B because no voter approval
<b>Tacoma</b>	I prefer scenario D. Scenario D would bring world class transit to Tacoma and expands access to Lakewood and South Tacoma which is badly needed! I ride transit most days to my work in University Place and it takes over an hour to go 4 miles sometimes because of the lateness, discordant connection schedules, and infrequent service. We all know these kind of plans get watered down as time passes so you need to aim as high as you can to get anything comparable to what you asked for in the first place.
<b>Tacoma</b>	Scenario D. Any and all service expansion that provides greater transportation flexibility to the citizens of Washington State is a boon to our communities.
<b>Gig Harbor</b>	The last one, as it seemed to be the only one that actually added lines and other service in Gig Harbor.
<b>Tacoma</b>	None of them. My home route appears to remain hourly in every scenario.
<b>Northeast Tacoma</b>	D
<b>Tacoma</b>	Scenario C, as it is focused on expanding service within the existing boundaries.
<b>University Place</b>	B



# Appendix C

# Public Transportation Benefit Area Boundaries Process

A **Public Transportation Benefit Area (PTBA)** is a special-purpose municipal corporation in Washington State, established to provide public transportation services within a designated region. PTBAs are authorized to plan, construct, and operate various transportation systems, including bus services, railways, and passenger terminals, to meet the mobility needs of their communities.

The legal framework for PTBAs is outlined in **Chapter 36.57A of the Revised Code of Washington (RCW)**. This chapter details the procedures for forming a PTBA, defining its boundaries, establishing its governing body, and enumerating its powers and responsibilities. It also provides guidelines for financing, including the authority to levy taxes subject to voter approval, and outlines processes for annexation of additional areas and potential dissolution.

Pierce Transit operates as a Public Transportation Benefit Area (PTBA) within Pierce County, Washington, serving approximately 292 square miles, including 13 cities and towns, as well as portions of unincorporated areas. This service area encompasses about 70% of the county's population.

**The process for establishing or modifying PTBA boundaries involves several key steps:**

- **Initiating a Public Transportation Improvement Conference (PTIC):** The PTIC can be convened by the county council, through a resolution by at least two cities within the county, or via a petition signed by at least 10% of registered voters in the proposed PTBA.
- **Defining Boundaries and Conducting Public Hearings:** The PTIC evaluates the need for a PTBA and proposes boundaries. Public hearings are held to gather input, with notices published in local newspapers for at least four consecutive weeks. Adjustments to boundaries may be made based on feedback, ensuring no "islands" of included or excluded areas are created.
- **Establishing the Governing Board:** After finalizing boundaries, a governing board composed of elected officials from the included cities and counties is formed. Single-county PTBAs may have up to nine board members, while multi-county PTBAs can have up to thirteen.
- **Developing a Comprehensive Transit Plan:** The PTBA is responsible for creating a comprehensive transit plan outlining service level, funding requirements, and potential impacts on adjacent transit systems.

Modifications to PTBA boundaries, such as annexations or contractions, follow a similar process, including public hearings and approvals from relevant governing bodies.

In 2012, following the failure of a sales tax increase proposition, Pierce Transit considered redefining its service area to focus on regions with stronger support for transit services. This led to discussions about contracting the PTBA boundaries to better align with community support and financial sustainability. More on the topic can be found in the section below.

Pierce Transit's 2024-2029 Strategic Plan emphasizes the importance of engaging with the community and assessing the potential for expanding PTBA boundaries. The plan includes strategies to present a business case to the community regarding boundary expansion, ensuring that any changes are informed by thorough analysis and public input. Modifying PTBA boundaries is a complex process that requires careful planning, community engagement, and adherence to legal protocols to ensure that transit services effectively meet the needs of the population.

## Realignment of 2012

In November 2011, the Pierce Transit Board of Commissioners passed a resolution authorizing the convening of a Public Transportation Improvement Conference (PTIC) for the purpose of “Evaluating the Need for Desirability of Revision to the Pierce County Public Transportation Benefit Area” (i.e., evaluating whether to revise the boundaries of Pierce Transit’s service area). Conference membership was comprised of one elected official from each governmental jurisdiction within Pierce County, including the Pierce County Council. Each jurisdiction’s representative was given the opportunity to withdraw their community from the PTBA at that time. On March 8, 2012, the PTIC held a public hearing on the preliminary delineation.

After hearing testimony from more than a dozen citizens the Conference convened a special meeting to deliberate the delineation. At the meeting the Conference unanimously passed a motion to approve the preliminary delineation as put forward at the public hearing. The representatives from five cities – Bonney Lake, Buckley, DuPont, Orting and Sumner – voted to remove their city from the PTBA. The Pierce County representative also voted to remove a large portion of Unincorporated Pierce County. The Pierce County Council had 30 days from the passage of the approved delineation to object to the delineation as it passed the Conference. April 9, 2012, was the County Council’s deadline for objection; the County took no action and thereby the County’s portion of the map was solidified as it passed the Conference. Each city remaining in the Pierce Transit service area had 60 days from the passage of said map as a final opportunity to withdraw. That deadline was May 7, 2012; none of the 13 remaining jurisdictions acted, and thus all remained in Pierce Transit’s service area.

The approved delineation and the new composition of the Board of Commissioners became effective on May 8, 2012. Taxing authority in the areas that were removed ended in October 2012. The financial impact to Pierce Transit in 2010 dollars was a loss of approximately \$7.5 million annually. In 2016, Pierce Transit worked closely with state lawmakers on passage of a bill, HB 2427, requiring that any jurisdiction within a PTBA that would like to propose a change in participation (entering or leaving a transit district) advise the citizens of the county or city by means of an ordinance adopted by the legislative body of that city or county. This new process will increase transparency, encourage greater public participation and diminish the negative impacts of sudden changes to transit service and ridership.



# Appendix D

# Land Use Growth Targets

This Appendix shows the Pierce County population, housing unit, and employment targets for cities, towns and unincorporated areas within its boundaries for comprehensive planning purposes for the year 2044 as adopted in Ordinance No.2022-46s. Destination 2045 utilizes these targets to understand where growth will be distributed and occur in the planning horizon year. The three associated population, housing unit and employment target tables are shown below. Further information on the ordinance can be found on the Pierce County website.

# Pierce County Population Growth Targets 2020 - 2044

Jurisdiction	2020 Census Population	2020-2044 Population Growth	2044 Total Population
Auburn	10,013	263	10,276
Bonney Lake	22,487	3,591	26,078
Buckley	5,114	3,121	8,235
Carbonado	734	64	798
DuPont	10,151	5,184	15,335
Eatonville	2,845	794	3,639
Edgewood	12,327	5,931	18,258
Fife	10,999	4,402	15,401
Fircrest	7,156	1,910	9,066
Gig Harbor	12,029	2,200	14,229
Lakewood	63,612	23,180	86,792
Milton	7,057	600	7,657
Orting	9,041	549	9,590
Pacific	41	-	41
Puyallup	42,973	18,495	61,468
Roy	816	253	1,069
Ruston	1,055	453	1,508
South Prairie	373	39	412
Steilacoom	6,727	464	7,191
Sumner	10,621	4,904	15,525
Tacoma	219,346	105,977	325,323
<b>Unincorporated PC</b>			
HCT Communities <sup>1</sup>	157,458	39,205	196,663
Urban Unincorporated Areas <sup>2</sup>	79,517	32,066	111,583
Rural	169,250	7,944	177,194
Military Lands	24,023	-	24,023
University Place	34,866	13,892	48,758
Wilkeson	499	187	686
<b>Total</b>	<b>921,130</b>	<b>275,668</b>	<b>1,196,798</b>

1 Urban area within the Mid-County, Parkland-Spanaway-Midland, South Hill community plan boundaries.

2 All urban areas outside the HCT Communities geography.

# Pierce County Employment Growth Targets 2020 - 2044

Jurisdiction	Estimated 2020 Employment <sup>1</sup>	2020-2044 Employment Growth	2044 Total Employment
Auburn	1,247	-	1,247
Bonney Lake	6,365	1,717	8,082
Buckley	2,241	1,080	3,321
Carbonado	54	6	60
DuPont	5,309	1,177	6,486
Eatonville	969	152	1,121
Edgewood	2,244	1,962	4,206
Fife	17,587	5,077	22,664
Fircrest	1,568	113	1,681
Gig Harbor	12,855	2,747	15,602
Lakewood	29,872	9,863	39,735
Milton	2,203	441	2,644
Orting	1,473	196	1,669
Pacific	2,005	638	2,643
Puyallup	30,559	14,715	45,274
Roy	188	92	280
Ruston	532	71	603
South Prairie	80	10	90
Steilacoom	840	10	850
Sumner	18,106	5,313	23,419
Tacoma	121,183	70,800	191,983
<b>Unincorporated PC</b>			
<b>HCT Communities<sup>2</sup></b>	<b>31,515</b>	<b>10,445</b>	<b>41,960</b>
<b>Urban Unincorporated Areas<sup>3</sup></b>	<b>25,877</b>	<b>8,850</b>	<b>34,727</b>
<b>Rural</b>	<b>24,153</b>	<b>2,950</b>	<b>27,103</b>
<b>University Place</b>	<b>7,145</b>	<b>2,943</b>	<b>10,088</b>
<b>Wilkeson</b>	<b>85</b>	<b>11</b>	<b>96</b>
<b>Total</b>	<b>346,255</b>	<b>141,379</b>	<b>487,634</b>

<sup>1</sup> Urban area within the Mid-County, Parkland-Spanaway-Midland, South Hill community plan boundaries.

<sup>2</sup> All urban areas outside the HCT Communities geography.

# Pierce County Housing Unit Growth Targets 2020 - 2044

Jurisdiction	2020 Census H.U.	2020-2044 H.U. Growth	2044 Total H.U.
Auburn	3,898	96	3,994
Bonney Lake	7,605	2,850	10,455
Buckley	1,956	1,374	3,330
Carbonado	244	17	261
DuPont	3,791	1,960	5,751
Eatonville	1,127	277	1,404
Edgewood	5,125	2,432	7,557
Fife	4,326	1,873	6,199
Fircrest	2,926	788	3,714
Gig Harbor	5,642	1,000	6,642
Lakewood	26,999	9,714	36,713
Milton	2,963	259	3,222
Orting	2,999	168	3,167
Pacific	19	-	19
Puyallup	18,106	7,488	25,594
Roy	315	95	410
Ruston	517	169	686
South Prairie	149	13	162
Steilacoom	2,919	176	3,095
Sumner	4,492	2,035	6,527
Tacoma	92,309	42,390	134,699
<b>Unincorporated PC</b>			
HCT Communities <sup>1</sup>	56,309	13,380	69,689
Urban Unincorporated Areas <sup>2</sup>	27,891	10,870	38,761
Rural	66,884	2,605	69,489
Military Lands	5,369	-	5,369
University Place	14,427	5,723	20,150
Wilkeson	182	69	251
<b>Total</b>	<b>359,489</b>	<b>107,821</b>	<b>467,310</b>

<sup>1</sup> Urban area within the Mid-County, Parkland-Spanaway-Midland, South Hill community plan boundaries.

<sup>2</sup> All urban areas outside the HCT Communities geography.



# Appendix E

# Planning for Climate Change and Resiliency

# Planning for Climate Change and Resiliency

Pierce County has unique challenges and inherent vulnerabilities with a land area of more than 1,974 square miles, extending from sea level to 14,411 feet at the summit of Mount Rainier (a volcano) at the state's highest point. In fact, no other county in the United States stretches from sea level to more than 2.5 miles in elevation. There are 118 square miles of water in the County, excluding Puget Sound. In addition, several islands in the southern Sound are incorporated in the County. With a population of over 880,000 residents, Pierce County is the second most populous county in Washington State. Natural forests, 225 miles of saltwater shoreline, and the abundance of lakes and other recreational opportunities contribute to an excellent quality of life in Pierce County.

This Long-Range Plan recognizes the need to continuously plan for potential climate change impacts to Pierce Transit services and its entire capital facilities portfolio, valued at \$217 million, per a comprehensive property appraisal conducted in May 2024.

The first of these three processes are reacting to short-term impacts through a comprehensive approach to reducing the effects of natural disasters, based on the *Region 5 All Hazard Mitigation Plan: 2020-2025 Edition*, as prepared for the Pierce County Department of Emergency Management. Conducting Risk Assessments (in Section 4) include the following requirements:

- Identifying hazards, including a description of the type of hazard.
- Profiling hazards by identifying the location and extent of all natural hazards. The plan includes information on previous occurrences of hazard events and on the probability of future hazard events.
- Assessing vulnerability, including a description of the jurisdiction's vulnerability to certain hazards, as well as their potential impacts on the community.
- Assessing vulnerability by addressing repetitive loss properties. This risk assessment must address the National Flood Insurance program (NFIP) insured structures that have been repeatedly damaged by floods.
- Assessing vulnerability by identifying structures in terms of the types and numbers of existing and future buildings, structures, and critical facilities in the identified hazard areas.
- Assessing vulnerability by estimating potential losses in the dollar value, as well as the methodology used to prepare this cost estimate.
- Assessing vulnerability through an analysis of development trends. Specifically, describing vulnerability in terms of providing a general description of land uses and development trends within the community so that mitigation options can be considered in future land use decisions.

The document also includes a detailed Risk Assessment which portrays the threats of natural hazards, related vulnerabilities, and the consequences of each hazard. Those are identified as avalanche, earthquake, landslide, tsunami, volcanic, drought flood, severe weather, and wildland/urban interface fire.

Under the Vulnerability and Hazard Impact Analysis, Pierce Transit identified four geological, four meteorological, and seven technological hazards that could affect its day-to-day operations, as well as capital facilities. The hazards listed on the following page were chosen based on multiple criteria, including high frequency and potential impact.

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<sup>1</sup> Source : <https://www.piercecountywa.gov/5864/About-Washington-State-Homeland-Security>  
Pierce County is Region 5 for Homeland Security in Washington State.

### **Geological:**

- Earthquake
- Deep and shallow landslide
- Volcanic eruption/lahar
- Tsunami

### **Meteorological (including Climate Change-related impacts):**

- Flood
- Severe windstorm or winter storm
- Drought
- Wildland-Urban Interface (WUI) Wildfire

### **Technological or Human-caused:**

- Civil disturbance and disobedience (e.g., strike/work stoppage)
- Cybersecurity threat and attack
- Energy emergencies (e.g., prolonged power failures, water supply interruptions)
- Epidemic/pandemic
- Hazardous materials
- Terrorism/active threats/attack tactics
- Transportation accidents (i.e., aviation, surface, marine)

From 2015 through 2019, Pierce Transit increased its focus on Safety and Emergency Management. This commitment included the completion and approval of eight new or revised emergency plans, including Executive Team concurrence. Since that time, all plans have been reviewed and updated annually, where merited. The eight plans in this portfolio include:

- Continuity of Operations Plan (COOP)
- Emergency Operations Center Overview (including a plan to update all files on a quarterly basis)
- Emergency Communication Plan
- Emergency Evacuation Plan
- Inclement Weather Response Plan
- Private Medication Center (established for onsite staff members in conjunction with the Tacoma-Pierce County Health Department)
- Pandemic Response Plan (incorporating lessons learned from the worldwide COVID-19 pandemic)
- Emergency Compressed Natural Gas (CNG) Refueling Plan

The Region 5 Hazard Mitigation Plan includes hazard maps and an overview of data source descriptions for the area immediately surrounding Pierce Transit's Lakewood, Washington, headquarters, depicting the flood hazard area, the liquefaction susceptibility hazard area, the shallow landslide hazard area, the hazardous material hazard area, and the transportation emergency hazard area.

Ongoing hazard mitigation coordination with Pierce County is done through the Pierce County Hazard Mitigation Forum, which meets every October. Specifically, it serves to coordinate mitigation planning efforts among all jurisdictions in Pierce County that have completed a mitigation plan. This ensures efficient use of resources and a more cooperative approach to making a disaster resistant country. Its goals include:

- Protect Life and Property
- Promoting a Sustainable Economy
- Ensure Continuity of Operations
- Increase Public Preparedness for Disasters
- Preserve or Restore Natural Resources
- Establish and Strengthen Partnerships for Implementation

As part of the first three goals listed above, Pierce Transit performs regular annual testing by a certified vendor (i.e., an outside third party) of all systems and in-house testing during the year, as well as drills, to ensure that all systems are performing as required. These include fire alarms, methane detection devices, and emergency warning systems. The agency also builds and maintains emergency rations and tools to continue critical business operations in emergencies and to provide information on tools, partnership opportunities, and funding resources to assist in implementing mitigation activities.

Another low cost but highly effective hazard mitigation strategy is the installation of GPS guidance systems installed in all Pierce Transit Service<sup>3</sup> and Support vehicles. This allows agency personnel to choose alternate courses rapidly and accurately to emergency locations by using satellite assistance. It also helps reduce response times to all collisions and service disruptions, plus re-establishing service delivery in mitigating time loss. It also redirects resources for continuing service, as well as routing around potentially long-term interruptions to normal routing.

The program includes hazmat training for supervisors and mechanics, which strives to advance the agency's adopted green strategies, establish, and follow spill prevention procedures, develop education opportunities to increase awareness of the risks associated with all hazards<sup>4</sup>, and provide information on tools, partnership opportunities, and funding resources to assist in implementing mitigation activities.

Pierce Transit provides an integrated mobile communications center that allows continuous radio operation with field personnel during emergencies, or when the primary communication is inoperable. The agency also provides South Sound 911 and 9-1-1 certification training for fixed route interoperable communication with public safety entities throughout Pierce County, along with regional entities.

To withstand seismic activity and related impacts, Pierce Transit developed a program to assess and structurally retrofit any buildings or infrastructure that were not built to the current code. However, all new construction that commenced in 2020 and beyond were or will be built to code. (More information is provided in the Infrastructure Section below.)

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<sup>3</sup> Verify this as page 87 only lists Support vehicles.

<sup>4</sup> Specifically, seismic hazards, pandemic response, fire, hazardous material incidents, and other events listed in the agency's emergency response plans.

Finally, but no less important, is the identification and removal of workplace hazards on all Pierce Transit properties. Routine inspections result in the reporting of potential safety issues, such as non-compliant space heaters and small kitchen appliances being utilized in offices and cubicles.

## **Continuity of Operations Plan (COOP) – Updated May 2022**

Pierce Transit has grown increasingly aware of how all types of events can disrupt operations and jeopardize the safety of agency personnel and partners. Emergency planning, including COOP planning, has become a necessary and required process for the agency.

The all-hazards approach to COOP planning ensures that regardless of the event, essential functions and services will continue to operate and be provided in some capacity. This approach includes preparing for natural, man-made, or technological emergencies.

Pierce Transit is committed to the safety and protection of its customers, personnel, contractors, and visitors.

The purpose of the COOP is to provide the framework for Pierce Transit to restore essential functions in the event of an emergency that affects operations. This document establishes procedures for addressing three types of extended disruptions:

- Loss of access to a facility (as in fire);
- Loss of services due to a reduced workforce (as in pandemic); and
- Loss of services due to equipment or systems failure (as in Information Technology systems failure).

The plan details procedures for implementing actions to continue essential functions within the Recovery Time Objectives (RTOs) to maintain these essential functions for up to 30 days. However, the COOP does not apply to temporary disruptions of service, including minor IT systems, power outages, and any other scenarios where essential functions can be readily restored in the primary facility. The COOP outlines the actions that will be taken to activate a viable COOP capability within 12 hours of an emergency event and to sustain that capability for up to 30 days. The COOP can be activated during duty and non-duty hours, both with and without warning. The COOP covers facilities, systems, vehicles, and buildings operated or maintained by Pierce Transit. The COOP supports the performance of essential functions from alternate locations (due to the primary facility becoming unusable for a period that exceeds established RTOs) and provides continuity of management and decision-making at the agency if senior leadership or technical personnel are unavailable.

### **The following situations impact Pierce Transit's COOP:**

- Pierce Transit's primary facility is in Lakewood, Washington, providing 292 square miles of service within Pierce County. There are approximately 950 total personnel, ten contractors, and twenty-five daily visitors.
- Pierce Transit operates contracted express bus services for Sound Transit. These services travel within and between Pierce and King County, which accounts for approximately 42% of our work.
- The agency's primary facility is located near Joint Base Lewis-McChord, an airfield, railroad tracks, a lahar hazard area, Clover Creek Flood plain, and highways that carry hazardous materials.

**The following assumptions are taken into consideration:**

- A disaster can occur with little or no warning, causing significant loss of life, injuries, and environmental and economic damage. In an emergency, it will be necessary to continue our essential functions to respond to day-to-day needs of our customers. However, continuity of operations may be challenging because of absenteeism within the response agencies and civil unrest due to community mitigation measures.
- Employees who have been assigned specific responsibilities within the COOP are willing and able to carry out these responsibilities.
- Staff will be provided adequate training on this COOP such that they will be able to perform their duties during a COOP event.
- As part of their commitment to this plan, Pierce Transit will annually review, update, and train on the procedures and resources as outlined in this plan.

A COOP must be maintained at a high level of preparedness and be ready to be implemented without warning. As such, Pierce Transit has developed a concept of operations, which describes the approach to implementing the COOP.

The plan can be fully implemented within 12 hours of activation and be capable of sustaining operations for up to 30 days. The broad objective of the COOP is to provide for the safety and well-being of Pierce Transit personnel, customers, contractors, and visitors, while enabling the agency's continued operations during any crisis or event. Specific COOP objectives include the following:

- Enable staff to perform essential functions.
- Identify essential personnel, back-up staff, and support staff for relocation or for performing essential functions.
- Ensure the alternate facility location can support essential functions.
- Protect and maintain vital records, systems, and equipment.



**The document includes details on the following three scenarios and procedures when the COOP would be implemented:**

1. Loss of access to an operating facility (with or without advance notice).
2. Loss of services due to a reduction in workforce (caused by an unexpected event, such as a pandemic, earthquake, civil unrest, or terrorist act).
3. Loss of services due to system or equipment failure (with or without advance notice).

**House Bill 1181 – Updating the State’s Planning Framework Relative to Climate Change and Resiliency (2023)**

According to the Washington State Department of Commerce’s website, “Legislation signed into law in 2023 (HB1181) added a climate goal to the Growth Management Act (GMA) and requires local comprehensive plans to have a climate element. Climate elements must maximize economic, environmental, and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities. A climate element can take the form of a single comprehensive plan chapter or be integrated into several chapters/elements such as housing, transportation, and land use.”<sup>5</sup>

While transit agency plans are exempt from this guidance, “jurisdictions planning under the Growth Management Act must add a climate element to their comprehensive plans in a timeframe based on the periodic update schedule. A resilience sub-element is mandatory for all fully planning counties and cities under the GMA and is

<sup>5</sup> Source : <https://www.commerce.wa.gov/growth-management/climate-planning/>

encouraged for all other counties and cities. A greenhouse gas emissions reduction sub-element is mandatory only for 11 counties, including Pierce County (and their cities with a population greater than 6,000 as of April 1, 2021).”

One area where Pierce Transit worked towards meeting the transportation goal within the GMA as this Destination 2045 Long Range Plan was being developed through direct coordination at the local level. Pierce Transit’s service area includes 14 cities or towns, plus a large section of unincorporated Pierce County. Pierce Transit’s Planning staff members therefore conducted one-on-one workshops with each of its jurisdictional planning partners to assure that the four proposed fixed route expansion scenarios closely align with the same areas targeted for growth in population, housing, and employment by 2044 within their individual Comprehensive Plan Updates.

**HB 1181 makes the following change to other GMA goals and comprehensive plan elements:**

- Amends the transportation goal to state: Encourage efficient multimodal transportation systems that “will reduce greenhouse gas emissions and per capita VMT, and” are based on regional priorities and coordinated with county or city comprehensive plans [Sec. 1(3)].<sup>6</sup>
- Amends the transportation element to require the following: estimated "multimodal level of service" impacts on state-owned transportation facilities; an inventory of "active transportation facilities"; "multimodal level" of service standards for all locally owned arterials, "locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities" to serve as a gauge to judge performance of the system "and success in helping to achieve the goals of this chapter consistent with environmental justice"; forecasts of "multimodal transportation demand and needs within cities and urban growth areas, and forecasts of multimodal transportation demand and needs outside of cities and urban growth areas"; identification of state and local system needs to "equitably" meet current and future demands; and, other miscellaneous changes [3(6)].<sup>7</sup>

The Department of Commerce’s *Climate Element Planning Guidance*<sup>8</sup> includes a section with recommended actions for climate justice under 11 disparate categories. As cited in the Transportation section on page 85, “There should be reliable, accessible, and frequent public transportation that contemplates local use as well as cross-city and county use. Sidewalks, crosswalks, and bike paths should be commonplace and have a set quality standard that anyone can use without fear of injury or immobility.

Consider both cultural and practical implications of transportation projects. For example, electric vehicle (EV) chargers may signify displacement and harm to some communities or lack of chargers can mean exclusion for others — particularly in multifamily buildings. Measures that create limits or disincentives to driving or driving alone should require a diagnosis of who may be unfairly impacted by such plans. Telework may not be applicable or equitable based on other factors such as living space or internet access. Further, public transportation is not ideal for workers with night shifts or with families. These populations may be negatively impacted by plans and policies that over-prioritize carbon-minimal options such as telework. Likewise, improving public transit service so that there is accessible transportation at all times of day would support non-drivers.”

More information on the *Climate Element Planning Guidance* is provided in the following two-page handout, courtesy of the Washington State Department of Commerce.

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<sup>6</sup> Planning goals under RCW.36.70A.020(3).

<sup>7</sup> Comprehensive Plans – Mandatory elements under RCW 36.70A.070.

<sup>8</sup> Intermediate Version published December 2023.



# Appendix F

# Understanding Equity Needs

Transit systems provide vital connections and critical access to many within a community, but the need for the service may particularly impact those without other means of transportation. Lack of transportation options can impact individuals by limiting their ability to reach jobs, services, and other opportunities. Therefore, Pierce Transit recognizes the important role that transportation access plays and is committed to ensuring that it aligns with the principles of transportation equity. To make mobility and accessibility fair to all community members, Pierce Transit supplements any fare change or any major service change at the planning and programming stages to determine whether there is a discriminatory impact. If Pierce Transit finds that protected populations are impacted by major service changes, the agency must avoid, minimize, or mitigate those impacts where practicable. This is pursuant to the Federal Transit Administration's (FTA) Circular 4702.1B which requires such an action for any FTA recipient serving a population of 200,000 or greater. This is based on 'Title VI' which states that – "No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Pierce Transit program or activity, as provided by Title VI of the Civil Rights Act of 1964 and as amended, and the Civil Rights Restoration Act of 1987 (P.L. 100.259)." Pierce Transit operates its programs without regard to race, color, or national origin. Disproportionate Burden, Disparate Impact and Major Service Change Policies are enacted by Pierce Transit to meet Title VI needs. For a detailed look at Pierce Transit's equity practice and prior work, please visit the Title VI section of the public documents' repository - <https://piercetransit.org/public-documents/>.

## Transit Propensity Index

The Transit Propensity Index (TPI) is utilized to understand equity concerns within Pierce County by identifying higher concentrations of people who rely on transit services. As opposed to a transit demand index which looks at population and employment growth, the TPI addresses the characteristics of the population to assess the likelihood of the demand based on the role that transit plays in connecting key populations to opportunities. This metric was used in the Bus System Recovery Plan finalized in December 2023. To align the analysis and data sources, the metric is used in Destination 2045. Any future service change resulting as an outcome of the plan will need to be studied at the time of implementation.

Propensity to take transit is based on the density of three combined indicators:

- People with disabilities,
- people with low income (less than 200% of the federal poverty level) and
- zero-vehicle households.

The TPI is developed by taking the relative densities for each of these three indicators and assigning each block group a score. The data is sourced from the 5-year American Community Survey, 2021. These scores then yield a single index that weighs each of these four indicators evenly. Pierce Transit's Title VI policy refers to low-income populations as under 100% of the federal poverty level – this definition is therefore more inclusive than the standard definition. The complete map of TPI scores for census block groups can be found on page 25 of the Destination 2045 draft.

To address equity concerns, the TPI is applied against tabulated population and employment growth associated with the census block group. A block group of high growth associated with a high current TPI value is identified as an area of high future need. The main constraint with utilizing the TPI for Destination 2045 is the basis on current conditions. It does not capture the future needs adequately as characteristics of a census block group may change in the next twenty years i.e. an area of current low need may have a high need in the future due to changing demographic characteristics. While this limitation will continue to persist, near-term service changes deployed by Pierce Transit in support of Destination 2045 implementation will review the most-current demographic data to ensure service is provided to address community needs.



# Appendix G

## Future Service Scenarios Development Methodology

A key component of **Destination 2045** is the development and analysis of four hypothetical fixed route transit service scenarios based on incremental growth in service and funding availability. These scenarios are designed to showcase potential outcomes with different levels of transit growth and to set a conceptual framework for achieving targets. The actual implementation of any one of the growth scenarios would go through the standard service planning process currently used by Pierce Transit as part of its regular service change process.

**The scenarios assumed the following annual service hour targets –**

Scenario A – 600,000 Annual Service Hours

Scenario B – 650,000 Annual Service Hours

Scenario C – 735,000 Annual Service Hours

Scenario D – 900,000 Annual Service Hours

The following sections discuss the service network development process and the modeling conducted to measure outcomes of the growth scenarios.

## Factors in Developing Route Alignments

Pierce Transit service planning guidelines and national best practices in transit planning guided the development of future route alignments in the growth scenarios. The following factors were considered:

- Operate on the main arterial or collector streets. Transit routes on primary streets can support higher ridership and improve service reliability.
- Space routes half a mile or more in urban cores and every mile wherever possible for less dense areas. This ensures that services are within a reasonable walking distance for most residents while avoiding route redundancy.
- Make routes as direct as possible; travel distance should be no more than 20% longer when compared to car trips wherever possible. Direct routes reduce travel time, making transit more competitive with personal vehicles and thereby more attractive to potential riders.
- No more than one route per arterial in the same direction for a significant portion of the road. This rule may differ especially if one route serves additional areas or operates at a higher frequency. This approach prevents service duplication, optimizes resource allocation, and ensures broader area coverage.
- One-way loops should not be used except for turning around buses. Avoiding one-way loops enhances route clarity and reduces travel time for passengers, improving overall service quality.
- Service hours should match demand. Aligning service hours with rider demand ensures that resources are utilized effectively, providing service when and where it is needed most.
- Based on geographies, ensure an increase in route cardinality. This means that a route serving an east-west connection will be prioritized if an north-south route already exists, and demand is present. Diversifying route directions improves network connectivity, allowing for more efficient and comprehensive coverage of the service area.

## Factors in Developing and Analyzing the Growth Scenario Networks

Each of the growth scenarios underwent several drafts before arriving at the final version included in Destination 2045. Several metrics were considered for analyzing the value of a future new route or service improvement (such as more frequency or later service). These metrics are listed below and comprise of both qualitative and quantitative metrics. This allows for a more holistic evaluation and inclusion of subjective views on needs from stakeholders leading to balanced decision-making on new routes, route expansions and improvements. The following are the main subjects considered for evaluation –

### **How have routes been performing historically?**

Historical route performance is an important metric when considering span or frequency improvements. Higher performing routes are more likely to increase ridership with service improvements as they are serving areas with greater rider demand. Routes were analyzed based on several metrics which include –

- Ridership Ranking and Total Annual Boardings (2019 – 2023)
- Boardings per Service Hour
- Passengers per Revenue Mile
- On-Time Performance (%)

### **Is there projected growth in population, housing and employment as per PSRC Vision 2050 Estimates?**

PSRC Vision 2050 shows estimated growth for the three pillars of housing, population and employment for TAZ's. Areas with higher density in population, housing, and employment such as downtown Lakewood are good candidates for high-capacity transit and more frequent service. VISION 2050 emphasizes concentrating development in regional growth centers and areas served by high-capacity transit (HCT). Gaps in service where future growth is projected were identified to allocate potential new service connections in the growth scenarios.

### **Does the route serve underserved communities? Do they serve critical connections?**

The Transit Propensity Index (TPI) was utilized to understand areas of priority populations. More information on the same is provided in Appendix F – Understanding Equity Needs. For each route segment, an average TPI value is associated with the adjoining TAZ's within a quarter mile. For the entire route, an average of the TPI's is considered. A route with a higher average is considered a high need route. Additionally, If the route connects locations with high TPI's, then it can also be considered a critical connection.

### **Does the community identify necessary improvements to the route?**

Community input is integral to understanding where route improvements can occur based on feedback from customers. Survey responses from July 2024 were mapped to understand where users have identified the need for service improvements or new routes. Individual needs can vary based on characteristics. Therefore, Destination 2045 aims to identify individual needs concentrated around use of a specific route or at a location. These responses are captured in Appendix B – Outreach and Public Engagement. This provides valuable feedback for direction on analysis. Comments are considered and analyzed against growth targets and performance and equity needs, and a decision is arrived at. Additionally, Phase 2 of the surveys presented the public with the draft network for each scenario. Responses received were considered for revisions.

A GIS-based network analysis was undertaken for each of the growth scenario buildouts by associating the metrics discussed above with the route network. Each route was divided into the lengths corresponding to their intersection with Traffic Analysis Zone (TAZ) boundaries and the metrics were appended to these segments. This allows for a more granular analysis in denser areas like downtown Tacoma where TAZ's correspond to lengths smaller than a quarter mile. Additionally, a route may serve areas of need or higher density of population / employment at critical points but remain low or constant across the rest of the route. This variable segment-based analysis will allow for the consideration of the route connecting important nodes with as much value as one which is more uniformly distributed.

All the above subjects are discussed holistically to understand intersections and make decisions. For instance, routes may have high projected population and employment densities signaling the need for service improvements in the future. A route may have a lower average but may connect smaller areas of high projected employment and one or several priority areas. This route would serve as an essential employment-oriented connection. A route may also serve as a necessary crucial connection to integrate newer areas for more frequent service. Areas with high projected need or stakeholder comments that are not currently served may need to be considered for future inclusion. By considering such different statements, network drafts and revisions for each growth scenario were produced till the final iteration.

## Scenario Outcomes Modeling

Destination 2045 focused on analyzing key outcomes for the growth scenarios. Community outreach and Pierce Transit's Mission and Vision statements provided three key priorities for consideration:

- Providing essential connections for those who rely on transit services the most
- Increasing ridership across the system
- Reducing traffic congestion and greenhouse gas emissions in the transportation network

Five factors used to measure the outcomes of each growth scenario were—

- **Priority Populations with access to 20-minute or better service:** High-frequency transit service is crucial for these populations as it enhances mobility, reduces waiting times, and improves access to essential services and employment opportunities.
- **Percentage increase in jobs accessible for equity priority areas:** This metric indicates a percentage growth in the number of jobs that residents in designated equity priority areas can reach within a reasonable transit travel time.
- **Percentage increase in annual riders by 2045:** This metric projects the expected percentage growth in the total number of transit riders annually by the year 2045.
- **Cost to Pierce Transit per rider served:** Understanding this cost helps in evaluating the financial efficiency of transit operations and in making informed decisions about resource allocation and fare structures.
- **Percentage reductions in vehicle-miles travelled (VMT) and greenhouse gas emissions (GHG):** Reducing VMT and GHG emissions is essential for environmental sustainability, as it indicates a shift from private car usage to public transit, leading to improved air quality and contributing to climate change mitigation efforts.

Analysis of frequent service access for priority populations and jobs access for equity priority areas used Remix transit planning software<sup>1</sup>. Ridership forecasts and VMT/GHG reductions were based on outputs from the Sound Transit Ridership Model. The ridership model utilizes the Puget Sound Regional Council land use forecasts and future transit service networks to estimate future ridership. The table below shows the scenarios compared across all the impact factors. We find that each incremental growth scenario shows greater relative benefit.

	Priority Populations with access to 20-minute or better service	Percentage increase in jobs accessible for equity priority areas	Percentage increase in Annual Riders by 2045	Cost to Pierce Transit per Rider served	Percentage reductions in Vehicle-Miles Travelled and Greenhouse Gas Emissions
Scenario A	25%	40%	25%	\$13-14	-15%
Scenario B	30%	40%	40%	\$13-14	-25%
Scenario C	35%	50%	60%	\$12-13	-35%
Scenario D	40%	60%	70%	\$14-15	-35%

As the growth scenarios progress from A to D, there are consistent improvements in service accessibility for priority populations, job accessibility in equity areas, projected ridership increases, and environmental benefits. However, these enhancements come with varying implications for cost efficiency, with Scenario C offering the lowest cost per rider and Scenario D the highest largely due to the service area expansion that it entails. These trends suggest a strategic balance between expanding service reach and managing operational costs.

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<sup>1</sup> The analysis conducted a network analysis for 60-minute jobs access for different equity priority areas identified by the Climate and Economic Justice Screening Tool (CJEST) developed by the Justice40 Initiative.



# Appendix H

## Frequency and Span of Service Tables for Each Growth Scenario

In addition to new routes, each of the growth scenarios assume improvements to frequencies and service spans for specific routes. Details of the changes for each scenario by route are shown in the following tables. A distinction is made between Weekday, Saturday and Sunday service. Service spans are rounded to the nearest half hour and frequencies refer to the average daytime frequency (in minutes). Evening service may be less frequent than what is shown as the daytime frequency. Routes which have no inputs for frequency or service spans either do not have service for the specific day or do not exist in the growth scenario.

## Scenario A Draft Service Frequency and Span of Service

Route	Daytime Frequency in Minutes			Service End Time		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1 6th Avenue - Pacific Avenue	20	30	30	24:00	24:00	22:00
Route 2 S 19th Street - Bridgeport	20	30	30	24:00	24:00	22:00
Route 3 Lakewood - Tacoma	20	30	30	24:00	24:00	22:00
Route 4 Lakewood - South Hill	30	30	30	24:00	24:00	22:00
Route 5 TCC - Parkland via Tacoma Mall	30	30	30	22:00	22:00	20:00
Route 10 TCC - Point Defiance via Pearl Street	30	60	60	22:00	20:00	18:00
Route 11 Tacoma - Point Defiance	60	60	60	22:00	20:00	18:00
Route 15 Ruston Express via Ruston Way						
Route 16 TCC - Tacoma via North End	30	45	60	21:00	20:00	19:00
Route 17 Point Ruston Connector via Ruston Way						
Route 25 TCC - Tacoma Dome Station						
Route 28 TCC via S 12th Street	30	60	60	21:00	20:00	18:00
Route 40 Tacoma - 72nd Street via Port of Tacoma						
Route 41 S 56th St - Salishan	30	30	60	22:00	20:00	18:00
Route 42 Parkland - Tacoma via McKinley Avenue	30	60	60	22:00	21:00	19:00
Route 45 Tacoma - Parkland via Yakima Avenue	30	60	60	21:00	20:30	18:30
Route 48 Lakewood - Tacoma via Sheridan Avenue	30	30	60	21:00	20:00	19:00
Route 51 - Lakewood to Stadium District via S Tyler Street						
Route 52 Fircrest - TCC						
Route 53 University Place	30	60	60	22:00	18:00	18:00
Route 54 38th St - Portland Ave	60	60	60	22:00	22:00	20:00
Route 55 Tacoma Mall						
Route 57 Union - S 19th St - Hilltop	30	60	60	22:00	19:00	18:00
Route 58 Proctor District to Tacoma Mall						
Route 59 Parkland to Graham						
Route 66 Fife LRT to Puyallup via Valley Avenue						
Route 68 Fife LRT to Frederickson via Canyon Road						

<b>Route 100 Gig Harbor</b>	30	60	60	21:30	21:00	19:00
<b>Route 103 West Gig Harbor</b>						
<b>Route 202 72nd Street</b>	30	30	30	21:00	21:00	20:00
<b>Route 206 Pacific Highway / Tillicum / Madigan</b>	30	30	30	22:00	20:00	18:00
<b>Route 212 Steilacoom - Lakewood</b>	30	30	60	22:00	20:00	18:00
<b>Route 214 Pierce College - Lakewood</b>	30	60	60	22:00	20:00	18:00
<b>Route 240 Lakewood - Orting</b>						
<b>Route 400 Puyallup - Tacoma</b>	30	60	60	22:00	20:00	18:00
<b>Route 402 Federal Way - South Hill via Meridian Avenue</b>	30	30	60	22:00	20:00	18:00
<b>Route 403 South Hill - Bonney Lake</b>						
<b>Route 404 South Hill to Spanaway</b>						
<b>Route 409 Puyallup - 72nd St</b>	60	60	60	19:00	19:00	19:00
<b>Route 491 Puyallup - Pierce College</b>						
<b>Route 496 Puyallup - Bonney Lake</b>						
<b>Route 497 Lakeland Hills Express</b>	20			8:00		
<b>Route 498 Fife LRT - Auburn Sounder</b>						
<b>Route 500 Tacoma - Federal Way</b>	30	30	60	22:00	22:00	22:00
<b>Route 501 Milton - Federal Way</b>	30	60	60	22:00	20:00	18:00
<b>Stream BRT 1</b>	20			19:00		
<b>Stream BRT 2</b>						
<b>Stream BRT 3</b>						

## Scenario B Draft Service Frequency and Span of Service

Route	Daytime Frequency in Minutes			Service End Time		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1 6th Avenue - Pacific Avenue	20	30	30	24:00	24:00	22:00
Route 2 S 19th Street - Bridgeport	20	30	30	24:00	24:00	22:00
Route 3 Lakewood - Tacoma	20	30	30	24:00	24:00	22:00
Route 4 Lakewood - South Hill	30	30	30	24:00	24:00	22:00
Route 5 TCC - Parkland via Tacoma Mall	30	30	30	22:00	22:00	20:00
Route 10 TCC - Point Defiance via Pearl Street	30	60	60	22:00	22:00	18:00
Route 11 Tacoma - Point Defiance	30	60	60	22:00	22:00	20:00
Route 15 Ruston Express via Ruston Way						
Route 16 TCC - Tacoma via North End	30	30	30	21:00	20:00	19:00
Route 17 Point Ruston Connector via Ruston Way						
Route 25 TCC - Tacoma Dome Station						
Route 28 TCC via S 12th Street	30	30	30	21:00	20:00	18:00
Route 40 Tacoma - 72nd Street via Port of Tacoma	60	60	60	20:00	20:00	18:00
Route 41 S 56th St - Salishan	30	30	60	22:00	20:00	19:00
Route 42 Parkland - Tacoma via McKinley Avenue	30	30	30	22:00	21:00	19:00
Route 45 Tacoma - Parkland via Yakima Avenue	30	30	30	22:00	20:30	18:30
Route 48 Lakewood - Tacoma via Sheridan Avenue	30	30	60	21:00	22:00	20:00
Route 51 - Lakewood to Stadium District via S Tyler Street						
Route 52 Fircrest - TCC						
Route 53 University Place	30	60	60	22:00	18:00	18:00
Route 54 38th St - Portland Ave	30	60	60	22:00	22:00	20:00
Route 55 Tacoma Mall						
Route 57 Union - S 19th St - Hilltop	30	60	60	22:00	21:00	19:00
Route 58 Proctor District to Tacoma Mall						
Route 59 Parkland to Graham						
Route 66 Fife LRT to Puyallup via Valley Avenue						
Route 68 Fife LRT to Frederickson via Canyon Road						

<b>Route 100 Gig Harbor</b>	30	60	60	21:30	21:00	19:00
<b>Route 103 West Gig Harbor</b>						
<b>Route 202 72nd Street</b>	30	30	30	21:00	22:00	20:00
<b>Route 206 Pacific Highway / Tillicum / Madigan</b>	30	30	30	22:00	20:00	18:00
<b>Route 212 Steilacoom - Lakewood</b>	30	30	30	22:00	20:00	18:00
<b>Route 214 Pierce College - Lakewood</b>	30	60	60	22:00	20:00	18:00
<b>Route 240 Lakewood - Orting</b>						
<b>Route 400 Puyallup - Tacoma</b>	30	60	60	22:00	20:00	18:00
<b>Route 402 Federal Way - South Hill via Meridian Avenue</b>	30	30	60	22:00	20:00	18:00
<b>Route 403 South Hill - Bonney Lake</b>						
<b>Route 404 South Hill to Spanaway</b>						
<b>Route 409 Puyallup - 72nd St</b>	60	60	60	19:00	19:00	19:00
<b>Route 491 Puyallup - Pierce College</b>	60			18:00		
<b>Route 496 Puyallup - Bonney Lake</b>						
<b>Route 497 Lakeland Hills Express</b>	20			8:00		
<b>Route 498 Fife LRT - Auburn Sounder</b>						
<b>Route 500 Tacoma - Federal Way</b>	30	30	60	22:00	22:00	22:00
<b>Route 501 Milton - Federal Way</b>	30	30	30	22:00	20:00	18:00
<b>Stream BRT 1</b>	20			19:00		
<b>Stream BRT 2</b>						
<b>Stream BRT 3</b>						

## Scenario C Draft Service Frequency and Span of Service

Route	Daytime Frequency in Minutes			Service End Time		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1 6th Avenue - Pacific Avenue	20	30	30	24:00	24:00	22:00
Route 2 S 19th Street - Bridgeport						
Route 3 Lakewood - Tacoma	20	30	30	24:00	24:00	22:00
Route 4 Lakewood - South Hill	20	30	30	24:00	24:00	22:00
Route 5 TCC - Parkland via Tacoma Mall	30	30	30	22:00	22:00	20:00
Route 10 TCC - Point Defiance via Pearl Street	30	30	30	22:00	22:00	20:00
Route 11 Tacoma - Point Defiance	30	30	30	22:00	22:00	20:00
Route 15 Ruston Express via Ruston Way	60			18:00		
Route 16 TCC - Tacoma via North End	30	30	30	22:00	22:00	20:00
Route 17 Point Ruston Connector via Ruston Way						
Route 25 TCC - Tacoma Dome Station						
Route 28 TCC via S 12th Street	30	30	30	22:00	22:00	20:00
Route 40 Tacoma - 72nd Street via Port of Tacoma	30	30	30	22:00	22:00	20:00
Route 41 S 56th St - Salishan	20	30	30	22:00	22:00	20:00
Route 42 Parkland - Tacoma via McKinley Avenue	30	30	30	22:00	22:00	20:00
Route 45 Tacoma - Parkland via Yakima Avenue	30	30	30	22:00	22:00	20:00
Route 48 Lakewood - Tacoma via Sheridan Avenue	20	30	30	22:00	22:00	20:00
Route 51 - Lakewood to Stadium District via S Tyler Street	30	30	30	22:00	22:00	20:00
Route 52 Fircrest - TCC						
Route 53 University Place	30	60	30	22:00	22:00	20:00
Route 54 38th St - Portland Ave	20	30	30	22:00	22:00	20:00
Route 55 Tacoma Mall						
Route 57 Union - S 19th St - Hilltop	30	30	30	22:00	22:00	20:00
Route 58 Proctor District to Tacoma Mall						
Route 59 Parkland to Graham						
Route 66 Fife LRT to Puyallup via Valley Avenue						
Route 68 Fife LRT to Frederickson via Canyon Road	30	30	30	19:00	19:00	19:00

<b>Route 100 Gig Harbor</b>	30	30	30	22:00	22:00	20:00
<b>Route 103 West Gig Harbor</b>						
<b>Route 202 72nd Street</b>	20	30	30	22:00	22:00	20:00
<b>Route 206 Pacific Highway / Tillicum / Madigan</b>	30	30	30	22:00	22:00	20:00
<b>Route 212 Steilacoom - Lakewood</b>	30	30	30	22:00	22:00	20:00
<b>Route 214 Pierce College - Lakewood</b>	30	30	30	22:00	22:00	20:00
<b>Route 240 Lakewood - Orting</b>						
<b>Route 400 Puyallup - Tacoma</b>	30	60	60	22:00	20:00	18:00
<b>Route 402 Federal Way - South Hill via Meridian Avenue</b>	30	30	60	22:00	20:00	18:00
<b>Route 403 South Hill - Bonney Lake</b>						
<b>Route 404 South Hill to Spanaway</b>						
<b>Route 409 Puyallup - 72nd St</b>	60	60	60	19:00	19:00	19:00
<b>Route 491 Puyallup - Pierce College</b>	60			18:00		
<b>Route 496 Puyallup - Bonney Lake</b>						
<b>Route 497 Lakeland Hills Express</b>	20			8:00		
<b>Route 498 Fife LRT - Auburn Sounder</b>	30	60	60	22:00	21:00	19:00
<b>Route 500 Tacoma - Federal Way</b>	30	30	30	22:00	22:00	22:00
<b>Route 501 Milton - Federal Way</b>	30	30	30	22:00	22:00	20:00
<b>Stream BRT 1</b>	15			19:00		
<b>Stream BRT 2</b>	15	20	20	24:00	24:00	22:00
<b>Stream BRT 3</b>						

## Scenario D Draft Service Frequency and Span of Service

Route	Daytime Frequency in Minutes			Service End Time		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1 6th Avenue - Pacific Avenue	20	30	30	24:00	24:00	22:00
Route 2 S 19th Street - Bridgeport						
Route 3 Lakewood - Tacoma						
Route 4 Lakewood - South Hill	20	30	30	24:00	24:00	22:00
Route 5 TCC - Parkland via Tacoma Mall	30	30	30	22:00	22:00	20:00
Route 10 TCC - Point Defiance via Pearl Street	30	30	30	22:00	22:00	20:00
Route 11 Tacoma - Point Defiance	30	30	30	22:00	22:00	20:00
Route 15 Ruston Express via Ruston Way	30			20:00		
Route 16 TCC - Tacoma via North End	30	30	30	22:00	22:00	20:00
Route 17 Point Ruston Connector via Ruston Way	30	30	30	22:00	22:00	20:00
Route 25 TCC - Tacoma Dome Station	20	30	60	24:00	24:00	22:00
Route 28 TCC via S 12th Street	30	30	30	22:00	22:00	20:00
Route 40 Tacoma - 72nd Street via Port of Tacoma	30	30	30	22:00	22:00	20:00
Route 41 S 56th St - Salishan	20	30	30	22:00	22:00	20:00
Route 42 Parkland - Tacoma via McKinley Avenue	30	30	30	22:00	22:00	20:00
Route 45 Tacoma - Parkland via Yakima Avenue	30	30	30	22:00	22:00	20:00
Route 48 Lakewood - Tacoma via Sheridan Avenue	20	30	30	22:00	22:00	20:00
Route 51 - Lakewood to Stadium District via S Tyler Street	30	30	30	22:00	22:00	20:00
Route 52 Fircrest - TCC						
Route 53 University Place	30	30	30	22:00	22:00	20:00
Route 54 38th St - Portland Ave	20	30	30	22:00	22:00	20:00
Route 55 Tacoma Mall						
Route 57 Union - S 19th St - Hilltop	30	30	30	22:00	22:00	20:00
Route 58 Proctor District to Tacoma Mall	30	30	30	22:00	21:00	19:00
Route 59 Parkland to Graham	30	30	60	19:00	19:00	19:00
Route 66 Fife LRT to Puyallup via Valley Avenue	30	30	30	19:00	19:00	19:00
Route 68 Fife LRT to Frederickson via Canyon Road	30	30	30	19:00	19:00	19:00

<b>Route 100 Gig Harbor</b>	30	30	30	22:00	22:00	20:00
<b>Route 103 West Gig Harbor</b>	30	30	30	22:00	22:00	20:00
<b>Route 202 72nd Street</b>	20	30	30	22:00	22:00	20:00
<b>Route 206 Pacific Highway / Tillicum / Madigan</b>	30	30	30	22:00	22:00	20:00
<b>Route 212 Steilacoom - Lakewood</b>	30	30	30	22:00	22:00	20:00
<b>Route 214 Pierce College - Lakewood</b>	30	30	30	22:00	22:00	20:00
<b>Route 240 Lakewood - Orting</b>	30	60	60	20:00	18:00	18:00
<b>Route 400 Puyallup - Tacoma</b>	30	30	60	22:00	22:00	20:00
<b>Route 402 Federal Way - South Hill via Meridian Avenue</b>	20	30	60	22:00	22:00	20:00
<b>Route 403 South Hill - Bonney Lake</b>	30	60	60	20:00	20:00	20:00
<b>Route 404 South Hill to Spanaway</b>	60	60	60	20:00	20:00	20:00
<b>Route 409 Puyallup - 72nd St</b>	60	60	60	19:00	19:00	19:00
<b>Route 491 Puyallup - Pierce College</b>	60			18:00		
<b>Route 496 Puyallup - Bonney Lake</b>	30	30	60	19:00	19:00	19:00
<b>Route 497 Lakeland Hills Express</b>	20			8:00		
<b>Route 498 Fife LRT - Auburn Sounder</b>	30	60	60	22:00	21:00	19:00
<b>Route 500 Tacoma - Federal Way</b>	30	30	30	22:00	22:00	22:00
<b>Route 501 Milton - Federal Way</b>	30	30	30	22:00	22:00	22:00
<b>Stream BRT 1</b>	15			19:00		
<b>Stream BRT 2</b>	15	20	20	24:00	24:00	22:00
<b>Stream BRT 3</b>	15	20	20	24:00	24:00	22:00