

DESTINATION 2045

LONG RANGE PLAN



2ND DRAFT
Revised June 18, 2025



Community Input



Open Houses/
Town Halls



Special
Coordination
Meetings



Jurisdiction Meetings
for Comprehensive
Plan Update



City Council/Planning
Commission Meetings



Community
Group Events



700

Survey responses
received (Phase 1)



**JULY 2024-
JUNE 2025**

Outreach time frame



75%

Of survey respondents
are current riders

Community Input



- **More Frequent Service** 30%
- **New Routes** 25%
- **Extended Hours** 20%
- **Improved Connections** 15%
- **Bus Rapid Transit** 5%
- **Other** 5%

"More buses, on more routes, running more frequently, and later into the evening."

"I hope transit benefits the community by bridging walkable areas to each other and supporting centers of growth."

"I think it should have additional stream rapid routes. This can be done by upgrading and modifying much of the existing routes and having them run very frequently."

"I run into the problem that bus schedules on weekend don't run frequent enough and late enough I either have to show up really early to work and have to walk home because of the schedules."

"Better coverage, both in service hours and locations."

"More frequent trips to make transit a viable option for daily travel in Pierce County."

"Focus on bus routes and timely connection."

"More frequent service would encourage people to try transit and become regular transit users."

What's New in the 2nd Draft



Grounded in long-range financial forecasts to ensure feasibility

Up to 482,000 service hours possible with existing funding

Service growth scenarios simplified to show what's realistically achievable

BRT removed from core plan but may still be grant-funded

Our Plan is Two-Fold

Strengthen Connections

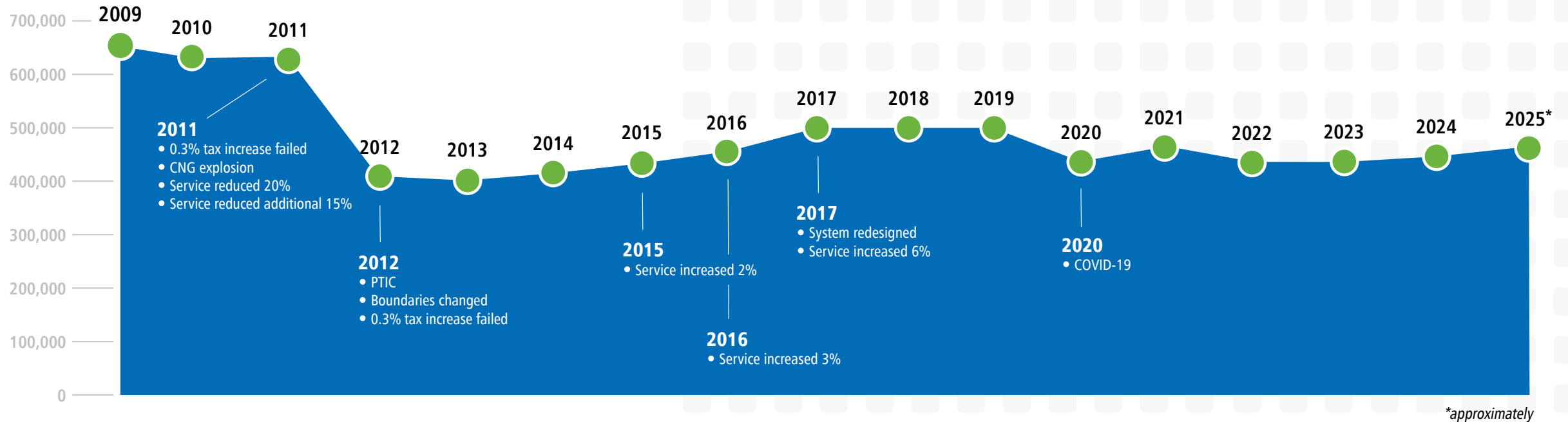
- Connect routes to major regional projects
- Busiest routes run every 15 minutes
- Routes run until 10:00pm

Enhance Access

- Elevate more routes to high-capacity level of service
- More frequent bus trips
- 4 new routes improving service for 107,000 people



Service Hours Over Time



*approximately

Baseline Scenario

0.6%

Sales Tax

482,000

Annual Service Hours

More Frequent Trips

- Routes 1 & 3 upgraded to 15-minute weekday service from 6:00 AM to 7:00 PM

Route Adjustments

- Spanaway Transit Center served by both the Stream Community Line and Route 1
- Stream Community Line extended to reach Commerce Street Station
- Routes 2, 41, 42, 400, 402, 500, and 501 modified to connect with new Sound Transit Link stations

Scenario A

Includes all service enhancements from Baseline

0.9%

Sales Tax

600,000

Annual Service Hours

24%

Service Hour Increase

More Frequent Trips

- The Stream Community Line and Routes 2 and 3 operate every 15 minutes on weekdays
- Increased weekday and/or weekend frequency for 16 routes
- Most routes operate every 30 minutes or better on weekdays

Increase Operating Hours

- Extended weekend service for 15 routes, ending at 8 p.m., 10 p.m., or 12 a.m.
- Stream Community Line, Routes 2, 3, 4, and 25 operate until 12:00 a.m. on weekdays

Route Adjustments

- Route 1 replaced by Stream Community Line (Spanaway–Commerce) and Route 25 (TCC–Commerce)
- Routes 52 and 55 combined into new Route 5 with same path and frequency

current 0.6% sales tax = 482,000 annual service hours

Scenario B

Includes all service enhancements from Scenario A • Requires RCW Change

1.1%

Sales Tax

750,000

Annual Service Hours

55%

Service Hour Increase

More Frequent Trips

- High capacity Stream Lines: Stream Community Line, Routes 2 and 3 operate every 15-minutes on weekdays, 20-min evenings/weekends
- 20-minute weekday frequency on Routes 4, 41, 48, 54, and 202
- 30 minute weekend frequency for most routes

Increase Operating Hours

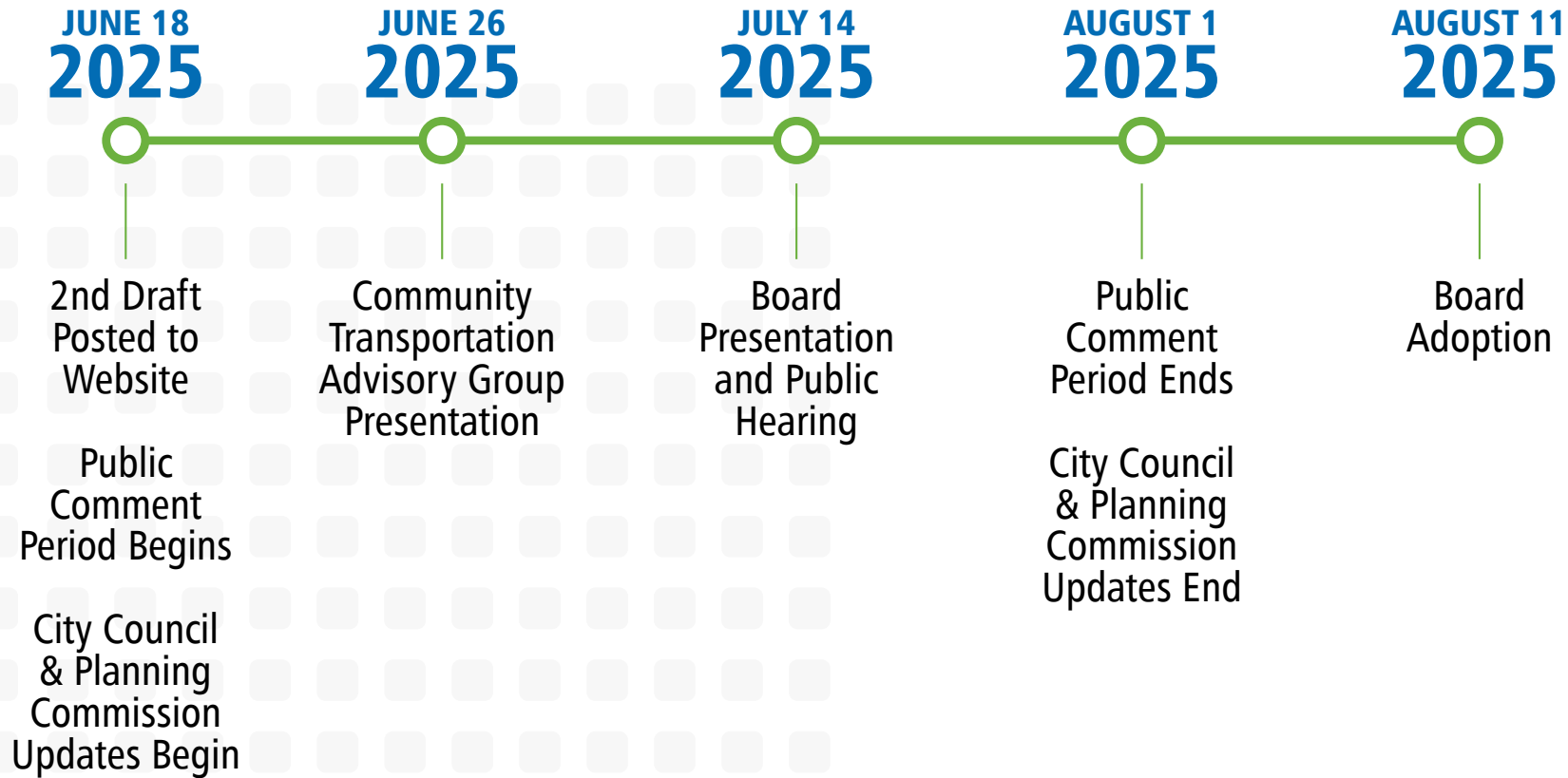
- Extended service span on 13 routes
- Most routes run until at least 10 p.m. Saturday and 8 p.m. Sunday

4 New Routes Serve:

- Puyallup
- Port of Tacoma/East Tacoma
- Central Tacoma/Lakewood
- North Tacoma, with Point Ruston connection

current 0.6% sales tax = 482,000 annual service hours

Next Steps



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