

LET'S GET MOVING



BRT IS:



Frequent

Bus runs every 10-15 min



Fast

Traffic signals prioritize transit



Safe and reliable

Real-time information and lighting



Accessible

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



Connected

Connecting downtown Tacoma and Spanaway with stops at key destinations



Easy to board

Off-board fare readers, raised platforms, multiple doors

STATING THE FACTS ABOUT PIERCE TRANSIT BRT

What we've heard: BRT will replace a route that isn't widely used.

Fact: Pierce Transit BRT will upgrade Pierce Transit's Route 1 – the local route with the highest ridership in Pierce County – to be more reliable and efficient so buses can bypass traffic and riders can get to their destinations sooner.

What we've heard: Dedicated bus lanes are ineffective, because some drivers will use them to get around traffic.

Fact: Only a portion of the total Pierce Transit BRT route will be a bus-only median lane. The median will prevent cars from using the lane, and cars will still be able to access right turns and businesses through the corridor.

What we've heard: BRT will displace homes and businesses because Pacific Avenue will be wider.

Fact: The corridor will be widened as needed to add new BRT transit lanes. The roadway design status is "work in progress" so the overall project impact is not yet known. The BRT project team is working with WSDOT and the city on design standard requirements for the project and a traffic analysis study. An important objective for the project design team is to evaluate both roadway safety requirements and property impacts with the BRT project. The BRT project team will work directly with all affected homeowners and businesses whose property may be identified as impacted by the project.

What we've heard: BRT will remove all the parking along State Route 7.

Fact: The Pierce Transit BRT project will lead to reduction of parking inventory along its 14.4-mile route; the Pacific Ave segment from S 38th and S 56th streets currently has the greatest number of on-street parking inventory. However, the project will not remove all parking along the project route.

What we've heard: BRT stops will be far apart, making the service less accessible.

Fact: Pierce Transit BRT keeps riders and traffic moving by prioritizing stops near key locations. Along the corridor, you should on average walk no more than a quarter mile (5-minute walk) from a Pierce Transit BRT stop. Current stops that would be removed are typically those with the lowest boardings and few transit connections.

What we've heard: BRT is too expensive, and we can't afford it.

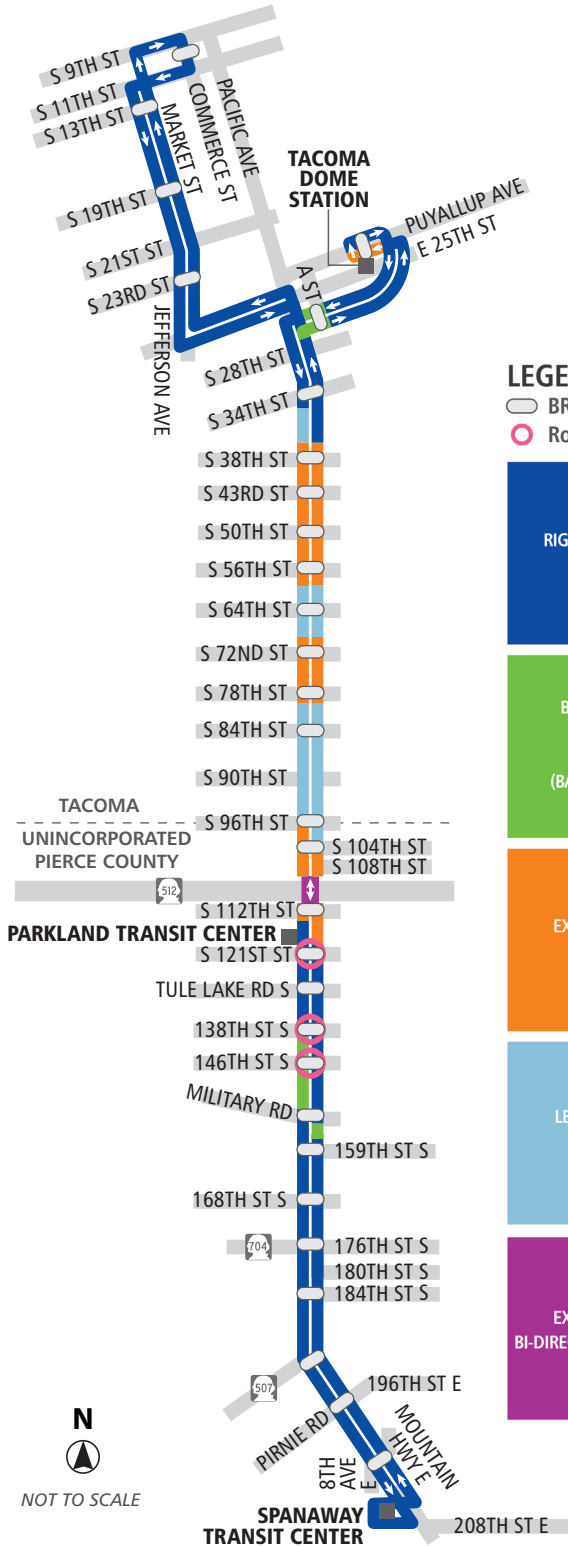
Fact: Pierce Transit BRT is estimated to cost \$150 million, paid for in large part by Sound Transit funds and potential Federal Transit Administration grants. Federal grants are your tax dollars coming back to your community to improve your services and quality of life. Pierce Transit BRT is a more budget-friendly option compared to street cars and light rail – without sacrificing efficiency and reliability.





RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY



LEGEND

- BRT Stations
- Roundabout

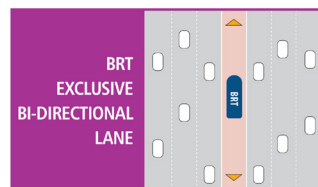
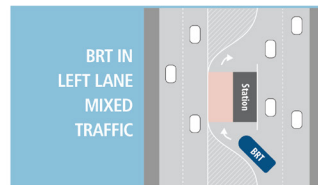
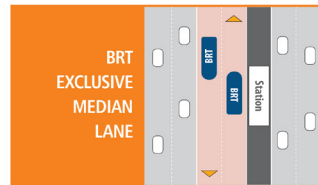
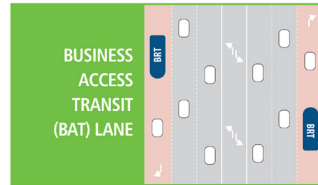
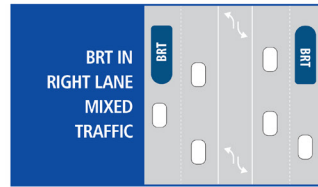


DIAGRAM IS NOT TO SCALE

GET INVOLVED!

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