Dear neighbor,

Big things are happening in our community! Pierce Transit continues to move forward with the Pierce Transit Bus Rapid Transit (BRT) project, and we want to connect with you to share the latest.

Pierce Transit BRT will provide quick, reliable, and accessible service along the 14.4-mile corridor on Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway. We are excited about this project and know that community members along the route have a vested interest in making sure that BRT will work for everyone.

To help guide the BRT project, in November we formed a BRT Community Committee that includes representatives of community organizations, local businesses, and regional transportation groups. Materials from these meetings will be posted on our project website at RideBRT.com.

In November, you may have seen members of our team conducting door-to-door outreach to share information about Pierce Transit BRT and have conversations directly with community members.

Finally, we’ve prepared the enclosed flyer for you to learn more about Pierce Transit BRT and how you can stay up to date on the project’s progress. If you would like to receive email updates about the project, visit PierceTransit.org/StayConnected, enter your email address and select the “Bus Rapid Transit (BRT) Project” box.

Thank you for your attention to this letter. If you have any questions about Pierce Transit BRT or are a member of an organization that would like a briefing, please feel free to contact us directly.

Sincerely,

Ryan Wheaton
Executive Director, Planning & Community Development
BRT@PierceTransit.org
www.RideBRT.com
253.983.3407
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 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 most of the corridor.

What we’ve heard: BRT will displace homes and businesses because Pacific Avenue will be wider.
Fact: The roadway will be expanded for new transit lanes in some locations. The design is very preliminary and the overall impact to private property is expected to be 1 acre total along the entire 14.4-mile corridor. Based on our current project plans, we do not anticipate that the widening will displace any homes or businesses. We will work directly with all affected homeowners and businesses, so they understand the impacts to their property.

What we’ve heard: BRT will remove all the parking along State Route 7.
Fact: Across the entire 14.4-mile corridor only approximately 50 parking spots will be removed.

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 never be more than a quarter mile (5-minute walk) from a Pierce Transit BRT stop.

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.