

BRT Fact Sheet

STATING THE FACTS ABOUT BRT

What we've heard: "Bus Rapid Transit will replace a route that isn't widely used."

The facts: 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: "The BRT project will eliminate general purpose lanes."

The facts: No general purpose lanes will be eliminated, as we are committed to keeping traffic moving.

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

The facts: The corridor will be widened as needed to add new BRT transit lanes. The BRT real estate acquisition team has mailed information to all affected homeowners and businesses whose property may be identified as impacted by the project. Thus far, the team has made contact personally with owners of 116 parcels. If you believe your property will be impacted, we want to hear from you. Our team is happy to field any questions or concerns regarding BRT design impacts on your property, real property valuations or any other effects the Bus Rapid Transit may have on your property. Please contact us via email at BRT@PierceTransit.org or phone at 253.581.8016.

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

The facts: The Pierce Transit BRT project will lead to reduction of parking inventory along its 14.4-mile route; the Pacific Avenue 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: "Some people have concerns about safety along the BRT corridor."

The facts: Pierce Transit is working closely with WSDOT, Pierce County and the City of Tacoma to improve safety along the corridor. Many safety features are being built into the infrastructure, including 22 pedestrian refuge areas at median stations, new or improved signalized crosswalks, and improved access for first responders. Additionally, roundabouts – which improve safety with smoother traffic flow – are being considered at some currently signalized intersections. Turn the page for an overview of the safety improvements.

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

The facts: Pierce Transit BRT is estimated to cost \$170 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.



FREQUENT

Bus runs every
10-15 minutes



ACCESSIBLE

Larger buses allow for
better wheelchair access



CONNECTED

Key stops connect
Tacoma to Spanaway



FAST

Traffic signals will
prioritize BRT buses



EASY TO BOARD

Raised platforms & multiple
doors make boarding easy



RELIABLE

Bus trips supported
by real-time info



Commerce Street Station

1	2	3	11	13	16
28	41	42	45	48	57
63	400	500	501		

590 594 Tacoma Link

Tacoma Dome Station

13	41	42	400	500	501
574	586	590	594		

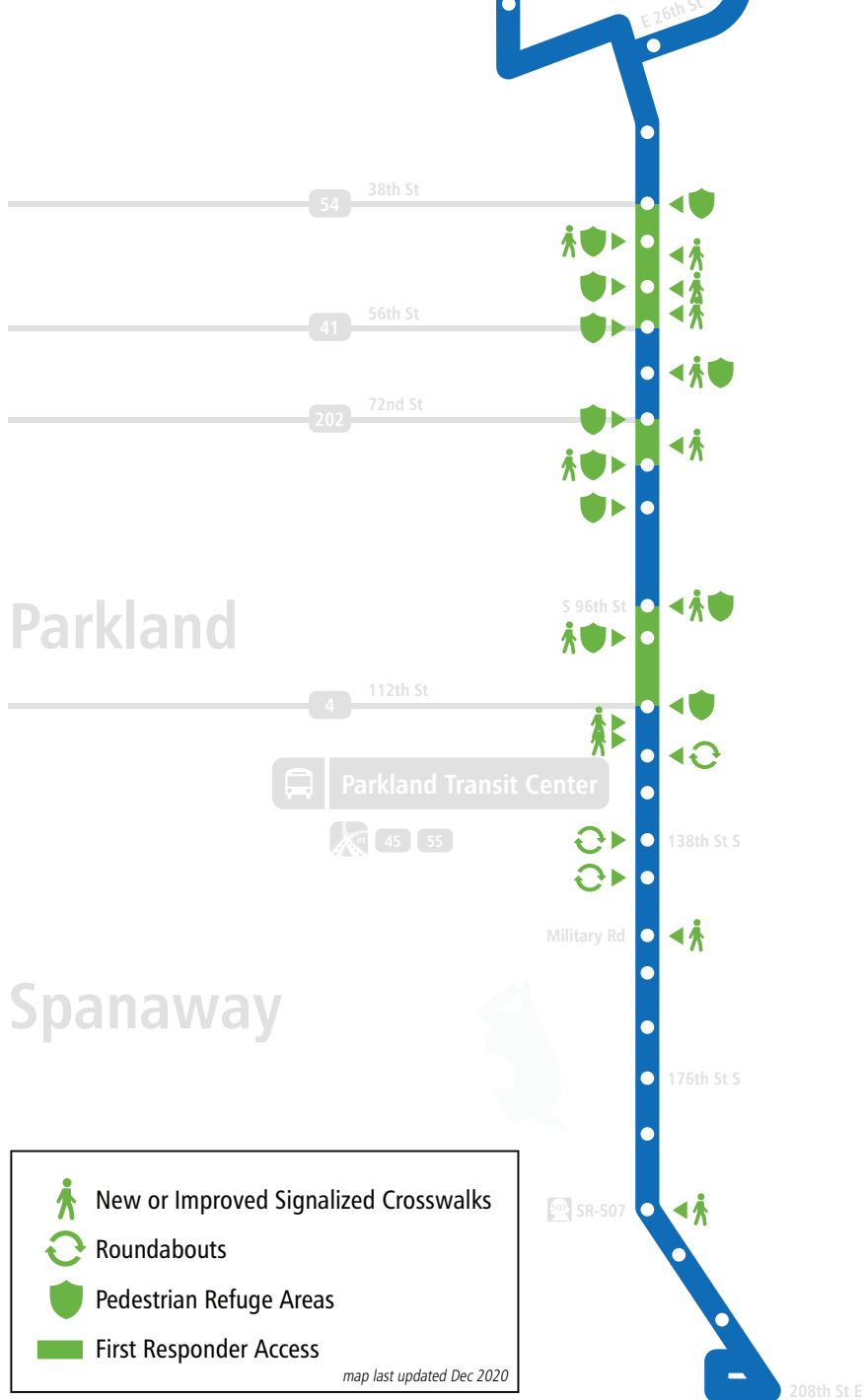
Tacoma Link - Sounder

INTERCITY TRANSIT GREYHOUND AMTRAK



map not to scale

Tacoma



Parkland

Spanaway

	New or Improved Signalized Crosswalks
	Roundabouts
	Pedestrian Refuge Areas
	First Responder Access

map last updated Dec 2020

Spanaway Transit Center

COMING 2022

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