

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 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.

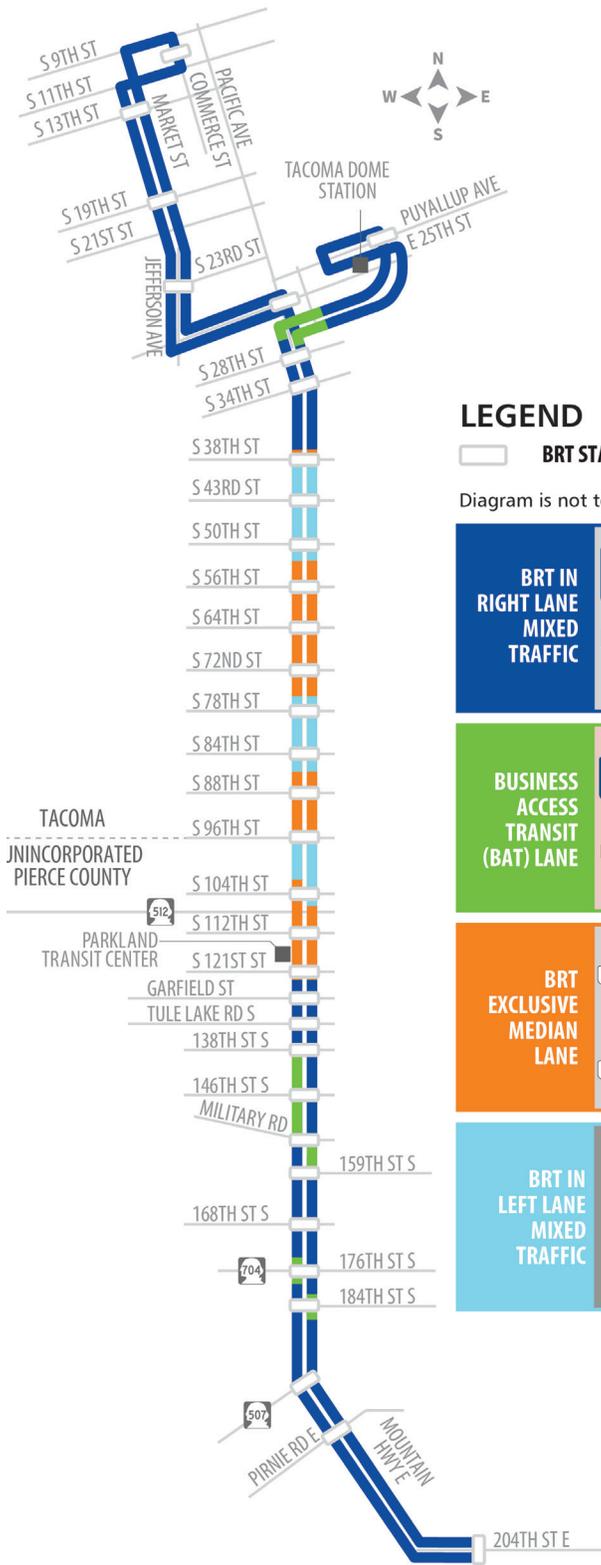
Fact: Pierce Transit BRT keeps riders and traffic moving by prioritizing stops near key locations. Along the corridor, you should never be more than a quarter mile (5-minute walk) from a Pierce Transit BRT stop.

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.



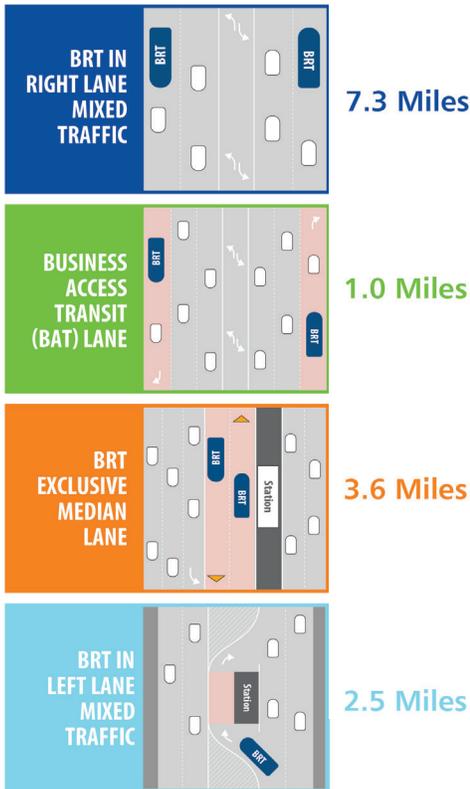
PIERCE TRANSIT BRT ROUTING



LEGEND

BRT STATIONS

Diagram is not to scale.



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