

A comfortable and reliable **NEW TRANSIT OPTION** for Pierce County

BRT features will improve your ride by making it faster and more convenient:



Frequent and reliable trips every 10 minutes during peak commute times



Better opportunities for economic development along the corridor



Green light priority signaling keeps BRT vehicles moving



New BRT stations will feature pre-payment options and real-time travel information



State-of-the-art buses that accommodate bicycles on board and are equipped with Wi-Fi



Level boarding allows for easy access of wheelchairs, bikes, and strollers

THE STUDY PROCESS

Pierce Transit, along with our planning partners, are in the final stages of planning an improved service called Bus Rapid Transit (BRT) along a 14.4-mile corridor on Pacific Avenue/State Route 7 between downtown Tacoma and Spanaway.

The corridor is currently served by Route 1, which continuously has the highest ridership of any Pierce Transit fixed route. Currently, riders board the BRT portion of the Route 1 alone an average of 1.1 million times per year, which accounts for 12 percent of Pierce Transit's total ridership systemwide. By 2040 we project 2.2 million annual boardings along the BRT corridor.

What key decisions have been made so far?

- The Pierce Transit Board adopted the Locally Preferred Alternative (LPA) at its July 2018 meeting. The LPA included mode (BRT), termini (Spanaway to Downtown Tacoma) and alignment (Route 1 with modifications).
- In September 2018, Pierce Transit submitted an FTA Small Starts application which will be the mechanism to seek the remaining 40 percent of needed project funding.
- In April 2019, the Pierce Transit Board of Commissioners adopted the proposed station locations, BRT lane configuration (the Median-Hybrid alternative), and access routing (using E. 26th Street both in and out) to Tacoma Dome Station.

What key decisions are yet to be made?

- Per a WSDOT requirement, Pierce Transit is evaluating currently signalized intersections within the corridor for possible conversion to roundabouts. A final determination will be made over the summer of 2019, once the Intersection Control Evaluation (ICE) report is completed for WSDOT.
- Pierce Transit is coordinating with the Federal Transit Administration (FTA) to determine the appropriate level of environmental review, which will likely be completed in Winter 2019-2020.



Frequently Asked Questions

What is BRT?

BRT is an innovative, high-capacity, public transportation solution that combines the speed of light rail with the flexibility and simplicity of a rapid bus system. BRT incorporates state-of-the-art technologies and amenities – on board, at stations, and in route – which have proven to immediately attract more passengers wherever BRT systems are built.

Who will benefit from BRT?

The system is being designed to serve residents, commuters, students, and potential transit users who want a cost-effective, quick, comfortable, and more reliable public transportation option to key destinations along the Pacific Avenue/State Route 7 corridor.

Why BRT?

Pierce Transit believes in the economic future of Pierce County. Over the next four years, the community will benefit from a \$150 million capital investment along Pacific Avenue/State Route 7. The project will bolster economic development supporting the City of Tacoma and Pierce County's long-term plans, while building improved infrastructure and providing access to six state recognized Opportunity Zones located along the corridor.

What makes it different?

BRT is designed for fast arrivals, departures and travel times. Major elements of BRT include enhanced stations, innovative vehicles with Wi-Fi, off-board fare payment, real-time bus arrival information, green light priority signaling, and more dependable, frequent service.

How will the new BRT service affect local service on Route 1?

The BRT service will replace the portion of Route 1 that runs between Spanaway and downtown Tacoma. It will follow the same routing with the exception of stopping at the Tacoma Dome Station to provide connections to other transit services and continuing downtown using Market Street/Jefferson Avenue instead of Pacific Avenue.

What happens to Route 1 from Commerce Street to Tacoma Community College?

The portion of Route 1 between downtown Tacoma and Tacoma Community College would continue to operate using the same schedule and routing as the current service. The Route 1 would connect with the new BRT service near Commerce Street boarding area.



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