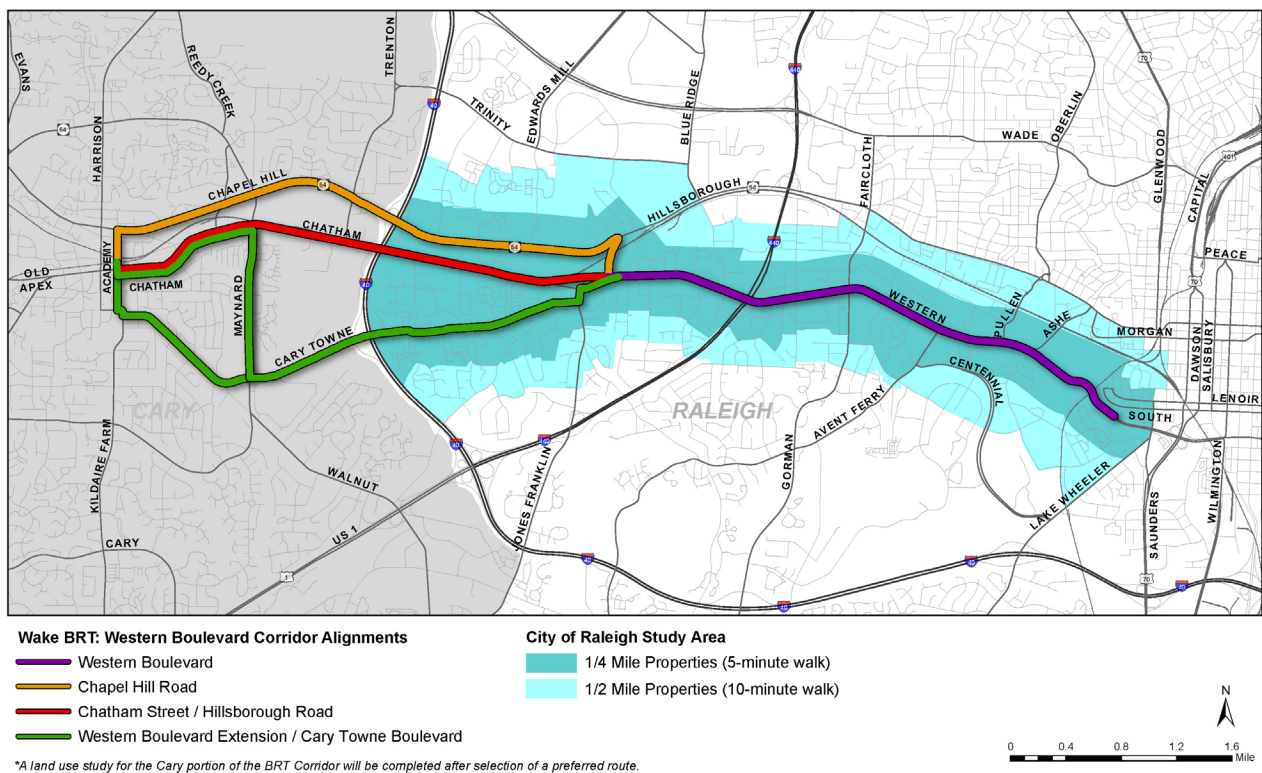


WAKE BUS RAPID TRANSIT (BRT): WESTERN BOULEVARD CORRIDOR STUDY

FREQUENTLY ASKED QUESTIONS

WAKE BRT: WESTERN BOULEVARD CORRIDOR ALIGNMENTS



How were the different route alignments shown selected?

The route alignments were identified through the Major Investment Study (MIS). This was a study funded by the Wake County Transit Plan to evaluate how a Bus Rapid Transit (BRT) system could connect Downtown Raleigh to key destinations along its four directions - North, South, East and West. The MIS identified the proposed alignment options through preliminary planning and engineering analysis including evaluating various criteria related to transit service and operations, accessibility, land-use considerations, and overall alignment feasibility. During the course of this study, an additional alignment option connecting to Downtown Cary via Cary Towne Boulevard, Maynard Road, and East Chatham was identified and is being evaluated.

MIS reports are available here: <http://goforwardnc.org/project/wake-brt/>



What are the two main terminals that the Western Boulevard BRT segment will connect?

The Western Corridor of Wake BRT will connect Downtown Raleigh to Downtown Cary. The four route alignment options now under consideration will be evaluated further through this corridor planning process. The goal is to select a preferred alignment that connects these two terminals and is considerate of other key existing and future destinations and activity centers along the corridor.

What other destinations along the corridor will the BRT connect?

Public feedback has been critical in identifying these additional destinations as important BRT connections along the proposed Western BRT Corridor alignments:

Dorothea Dix Park, Boylan Avenue, NCSU Campus, Pullen Park, McKimmon Center, Mission Valley Shopping Center, Old KMART site (identified for future development opportunity), Kent/Method/Powell area neighborhoods, Food Lion, Blue Ridge Road, WakeMed Soccer Park, Cary Towne Center, and the new Cary Fenton Development.

Public feedback also identified other destinations of importance in closer proximity to the Western Corridor (NOTE: these destinations are not along the direct path of the BRT Corridor alignments):

Farmers Market, PNC Arena, NCMA, and the Fairgrounds. (These could be looked at as opportunities for local bus route transit connections to BRT).

Would these BRT corridors consider integration of pedestrian and bicycle networks?

The goal of BRT implementation includes infrastructure updates such as continuous sidewalks for pedestrian access, improved bus stop shelters and amenities, ADA accessibility, and bike lanes to be accommodated into the design of the corridor and its BRT stations, where applicable.

Would design of BRT buses include bike racks?

The design features of the BRT buses will be evaluated during the future design phase for BRT implementation. Bus racks and other user amenities will be evaluated at that time.



What are the plans to improve the infrastructure conditions surrounding these BRT stops?

As part of the BRT planning study, the existing infrastructure conditions within half mile of the BRT corridor will be assessed. The goal is to improve the infrastructure conditions to enhance safety, accessibility and connectivity to the surrounding areas.

Would the proposed new segment of Western Boulevard Extension alignment involve relocation or other property impacts?

The proposed new Western Boulevard extension was adopted into the City's Thoroughfare Plan in 1968. This has allowed the City over several decades, to request right-of-way dedication and purchase properties in the area to accommodate the future extension. If this alignment gets selected, the City would likely have to acquire additional ROW.

Would property frontages be impacted and acquired for the BRT implementation?

Right-of-way acquisition needs will depend on the selection of a Locally Preferred Alternative (LPA). While all different routes are deemed feasible for BRT implementation, further evaluation conducted as part of the corridor study will investigate ROW, cost estimates, environmental assessments, and other critical criteria. The analysis conducted as part of this project coupled with public input will guide the selection of the LPA. Once the LPA is selected, BRT design treatments will be evaluated during the next phase of design and will provide information related to ROW needs and other potential impacts.

Would the existing GoRaleigh services be updated to provide better transfer opportunities to other bus routes?

The 2016 Wake Transit Plan included a 10-year bus service improvement plan. These service improvements were planned in coordination with the four (4) BRT corridors identified in the Wake Transit Plan. As BRT implementation advances into next steps and stop locations are confirmed and the designs finalized, the goal is to coordinate with all regional transit partners to ensure that these stops can provide better transfer opportunities with other bus services and enhance regional connectivity.

Would there be adequate park and ride locations for the BRT stations?

The Wake Transit Plan's 10-Year Bus Operating and Capital Plan recommended developing a park-and-ride lot system to support the regional bus network. At full implementation, the Wake Transit Plan recommends a network of 22 park-and-ride lots, including 16 existing lots and 7 new facilities. This includes two (2) locations identified along Western Corridor as transfer center or transit center. Additional facilities may be identified or planned during design phase of the Western BRT project.



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WESTERN BOULEVARD CORRIDOR STUDY**

For more information, please visit:

<https://raleighnc.gov/projects/wake-brt-western-boulevard-corridor-study>

Stay Up to Date on the Project

Please visit www.raleighnc.gov/BRT. Sign up for MyRaleigh email updates by subscribing to the BRT topic.

Questions or Concerns?

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