

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

FREQUENTLY ASKED QUESTIONS

VIRTUAL ENGAGEMENT

September 15, 2020 – October 19, 2020



Why choose Western Boulevard for the transit route? Why not Hillsborough Street?

Western Boulevard connects more key destinations and supports more transit-dependent populations. The current amount of development and nearness to the rail line are challenges for Hillsborough Street.

Will the density of the corridor support transit?

The current density of the corridor supports both automobile (primary) and transit uses. There is a large amount of future growth projected for this area. BRT will provide resources to sustain increased transit ridership.

The Equitable Development Around Transit (EDAT) plan recommends at least 30% of the city's future growth happen along **BRT corridors**.

What specific regional challenges will BRT resolve?

Based on the Major Investment (MIS) Study, BRT corridors will assist with addressing specific challenges within Wake County:

Challenge 1: Current and future travel demand. BRT currently has high transit ridership. With the county's population expected to grow by 72% (2045) there will be an increased travel demand. BRT will help meet this need.

Challenge 2: Improve transit service and customer experience. BRT will help keep existing riders and provide new transit choices to new riders.

Challenge 3: Support local planning efforts to preserve and enhance the quality of life for residents.

Will affordable housing be part of the corridor?

Yes. A major theme of the EDAT plan is to ensure that affordable options exist within walking distance of BRT stations. Plan recommendations include:

1. Land acquisition along the corridors for affordable housing;
2. Incentivizing affordability in new development;
3. Providing resources for assisting existing low-income homeowners; and,
4. A focus on more deeply affordable units, including those available to very low-income households.

How will the addition of BRT impact local businesses in the area?

There are several benefits to the addition of BRT:

1. It allows the transit system to better meet transit-related demands;
2. It takes more cars off the road; and,
3. It expands the reach and capacity of bus service along corridors. This gets more riders where they need to go faster.

This means more frequent and reliable service that connects to local businesses. It also eliminates the hassle of limited parking and traffic concerns. Also, every \$1 invested in public transit generates \$4 in economic returns ([source](#)).

How can we ensure cyclist and pedestrian safety and access along the corridor?

The goal is to develop a multimodal corridor with access for all. This includes pedestrians, bikes, transit users, and motorists. City planners will identify opportunities for safety improvements during the planning study. The preliminary design stage will address those specific safety measures.

Will there be traffic delays as a result of the BRT route?

The preliminary design phase will include a traffic analysis. Then we will better understand and mitigate any impacts at major intersections.

How will this project meet the needs of current commuters and not just future residents?

This corridor has an existing strong ridership record. The enhanced transit services will benefit both existing and future riders.

What will future development along the corridor look like?

The scale of development around each station will vary based on the context and station type designation. For instance, large, older, or vacant shopping centers offer the opportunity to allow significant housing and employment near BRT stations. Perhaps 12 stories or more! Stations located near lower-scale residential areas would see less change. Stations near parks might see little change other than park improvements. The plan is for these areas to be lively, walkable places with a mix of uses. This allows people to live or work in the area without having to use a car for every trip.

How will this project incorporate NC State University's campus? How will this impact the students walking, biking, and traveling around it?

NC State University is a partner in the coordination of this project. That coordination will be ongoing.

How will you reduce the environmental impact from this project?

The project is anticipated to use low-emission, compressed natural gas vehicles. High-frequency transit services benefit the environment and public health.

Will this project include a greenway or other multiuse paths?

The preliminary design phase will assess greenway access, bicycle, and pedestrian lanes.

What will be the frequency of the bus routes?

BRT service will run until midnight every day. It will begin at 4:00 a.m. on weekdays and 5:30 a.m. on weekends. During weekday peak periods, a BRT bus will run every 10 minutes.

Will you add any trees or any landscaping be along the corridor?

Landscaping plans will be developed during the design phase.

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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.

Project Staff Resources

Have Specific Questions?

Please feel free to reach out to the following project team contacts:

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