

Bus Rapid Transit (BRT)

WAKE BRT: NEW BERN AVENUE



Welcome to the Wake BRT: New Bern Avenue Design Open House!

What is BRT?

BRT is a flexible, high capacity transit solution that combines physical and operational elements to **improve speed and reliability**.

BRT uses **dedicated bus lanes** to bypass traffic and remain on schedule.

BRT stations feature **raised platforms** and **ticket machines** for fare collection so riders can board without delay.



Today's workshop:

- Visit each information station to see updated designs.
- Learn more about BRT station amenities, bicycle/pedestrian access, and other design features.
- Attend the presentation at 5:30PM.
- Complete a comment form and add your thoughts to the community wall.

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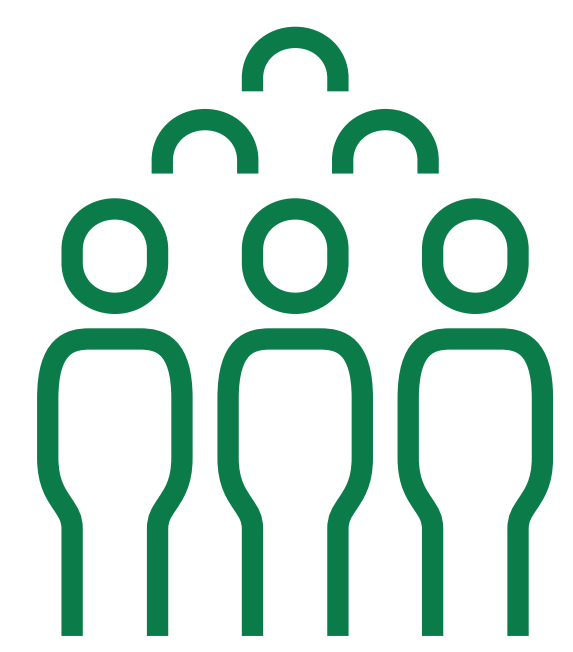
JUNE 25TH PUBLIC MEETING SUMMARY

June Outreach Statistics

Goals:

- Educate the community about BRT
- Seek feedback on preliminary station locations and BRT design concepts
- Gather public input about needs and concerns related to New Bern Avenue BRT

Public Meeting:



125
Attendees

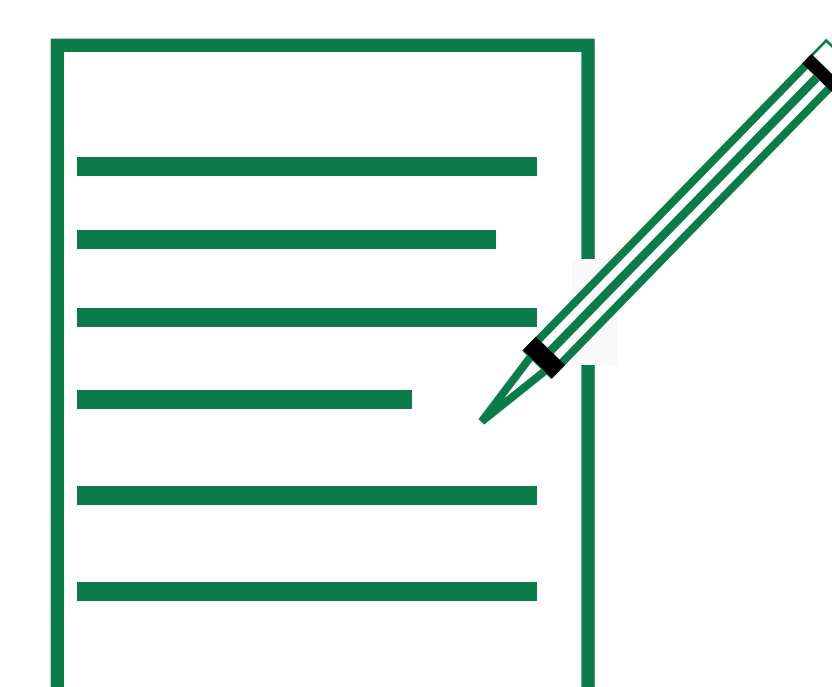
Online Survey:



557
Participants



26
Written Wall
Comments



27
Comment
Forms

Key Design Themes



Excited about bus-only dedicated lanes, specifically in the center of the road.



Excited about fast, efficient, and reliable transit service.



Questions about enforcement of bus-only dedicated lanes.



Requested additional station areas.



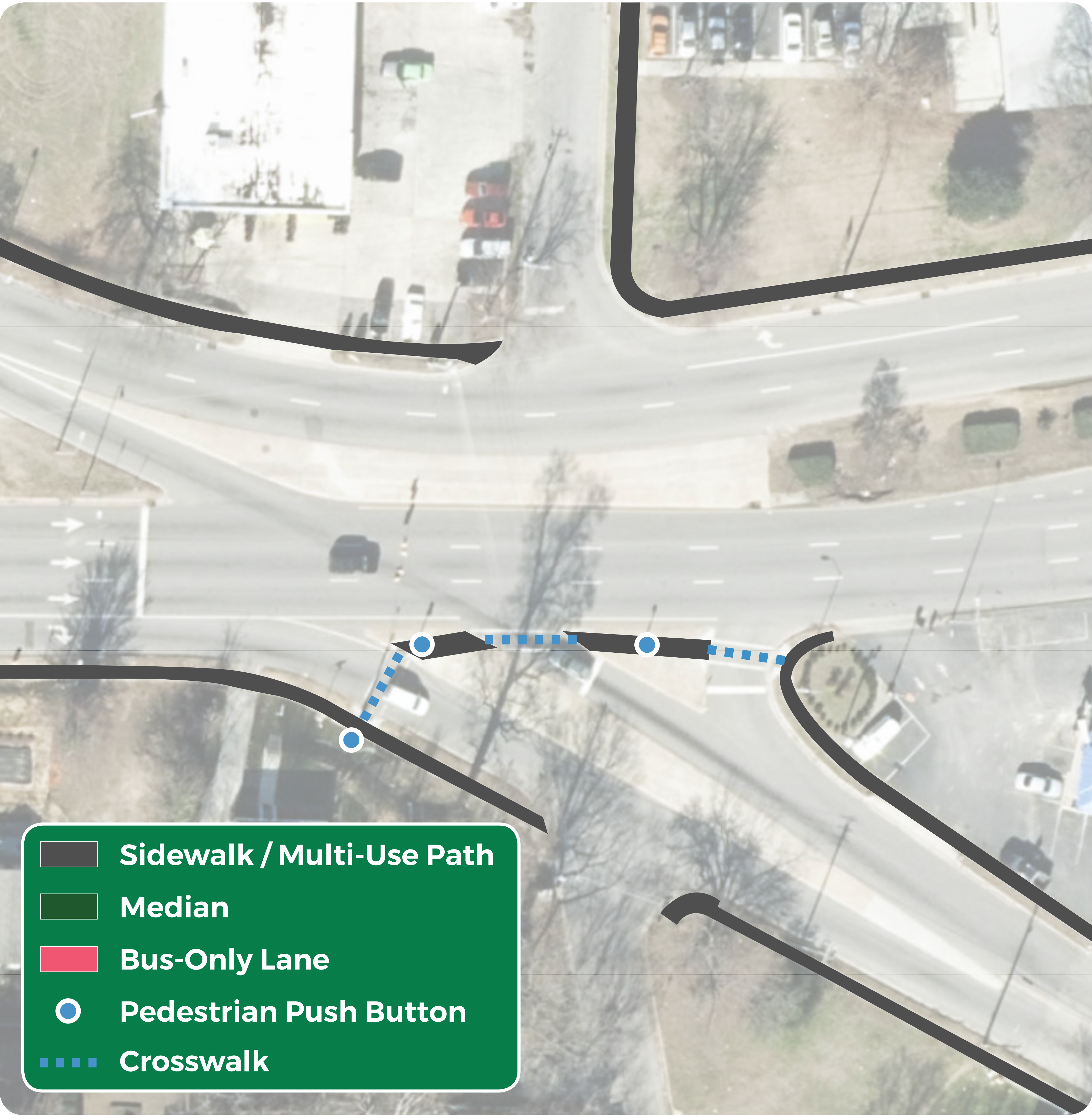
Requested information about bicycle and pedestrian infrastructure near BRT stations and access to stations.

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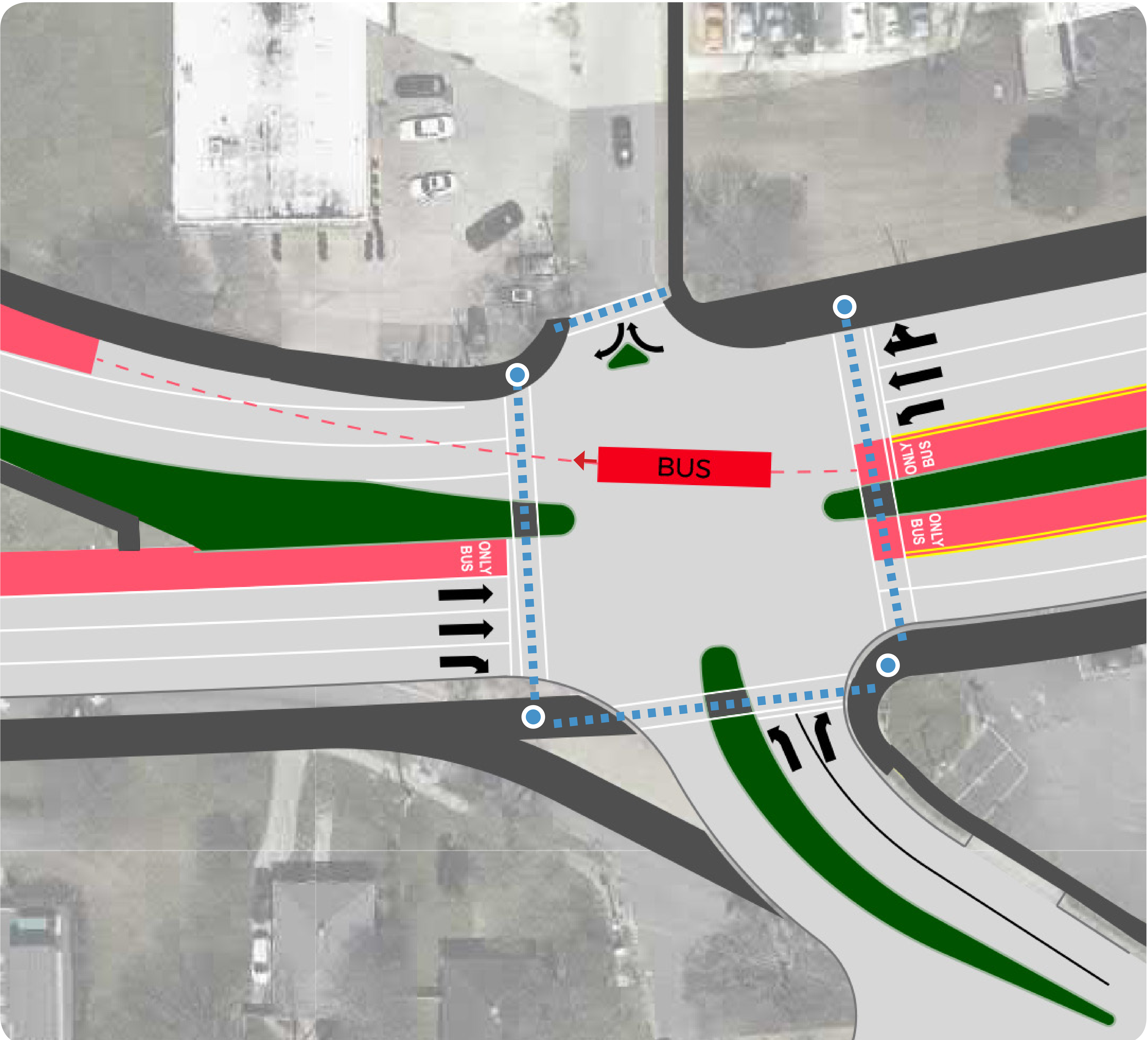
POOLE ROAD INTERSECTION



Existing Poole Road Intersection



Proposed Poole Road Intersection

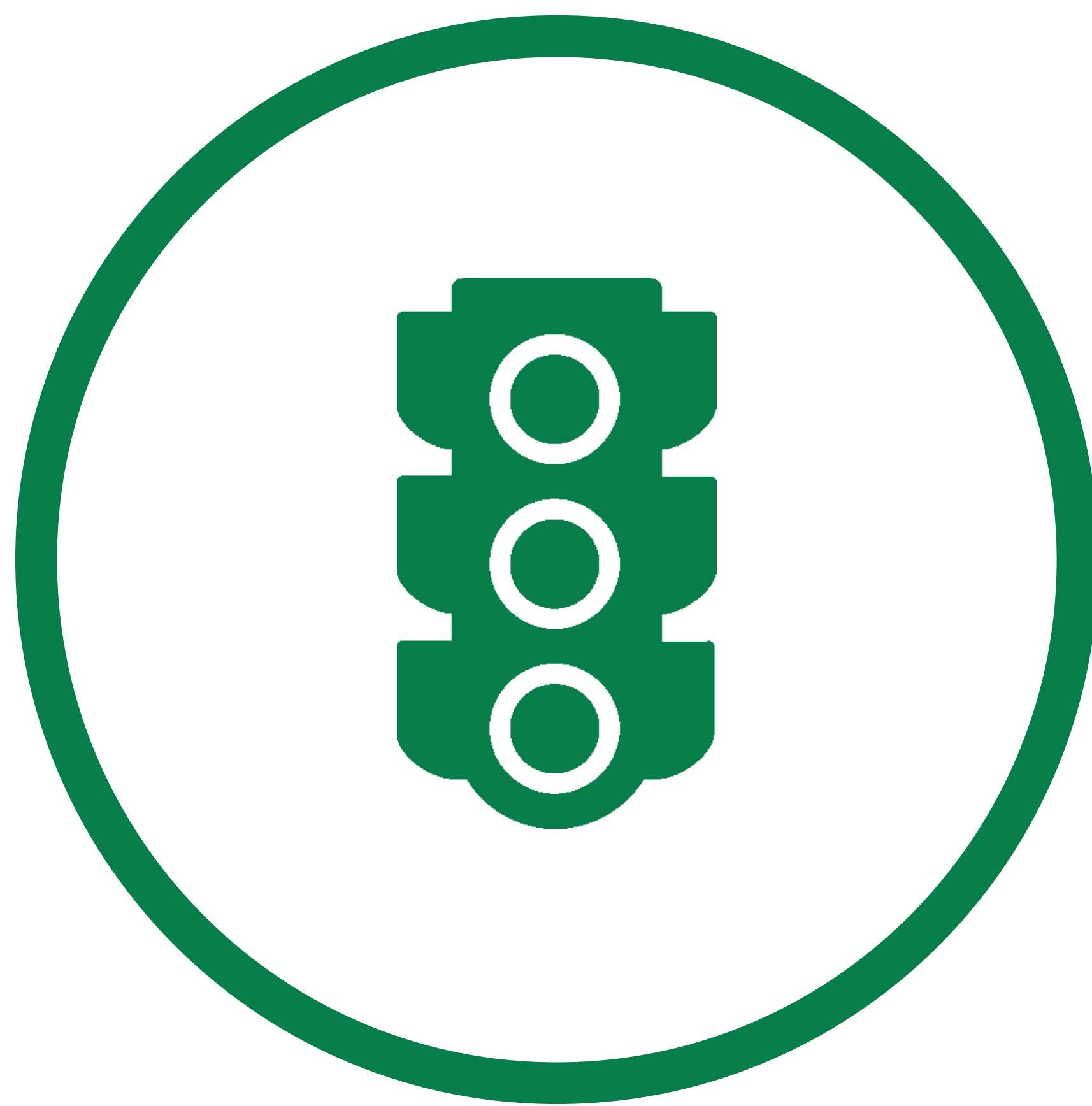


*Concept designs are subject to change.

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POOLE ROAD INTERSECTION

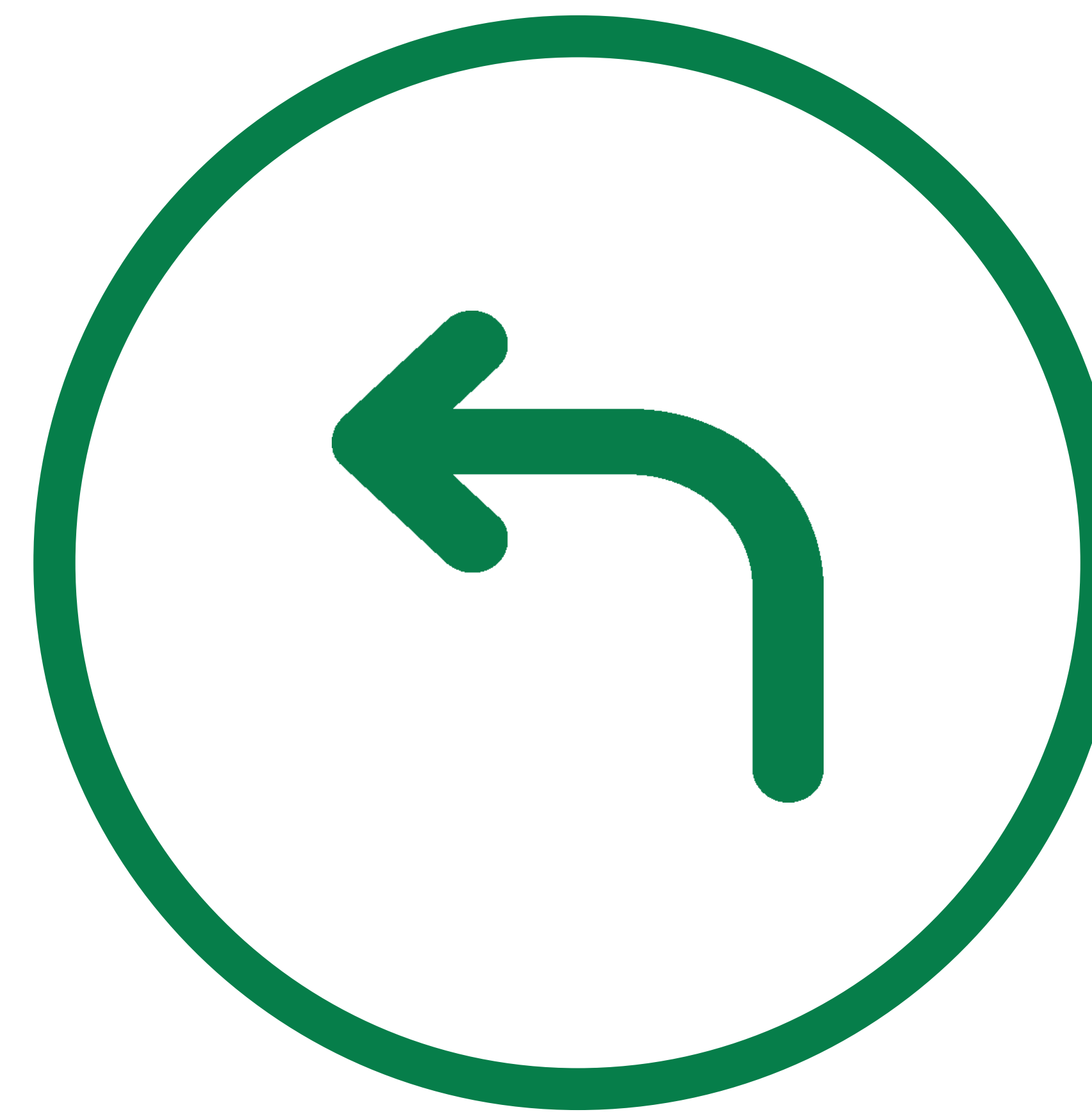
June Design Open House public input showed a desire for **pedestrian safety improvements at the Poole Road intersection**. Here's how public input influenced the project:



- Four-way signalized intersection accommodates traffic in all directions
- BRT buses heading west on New Bern Avenue will be assisted by a “queue jump” allowing them to cross the intersection before cars



- Streamlined crosswalk at Poole Road
- Two additional crosswalks across New Bern Avenue
- Safe pedestrian waiting areas on medians



- New left turn from New Bern Avenue onto Poole Road
- New left turn from Poole Road onto New Bern Avenue



- BRT eastbound transitway was shifted to the left lane, eliminating the need for BRT buses to cross multiple travel lanes and creating space for cyclists

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BICYCLE RECOMMENDATIONS

What we heard:> How input influenced the project:

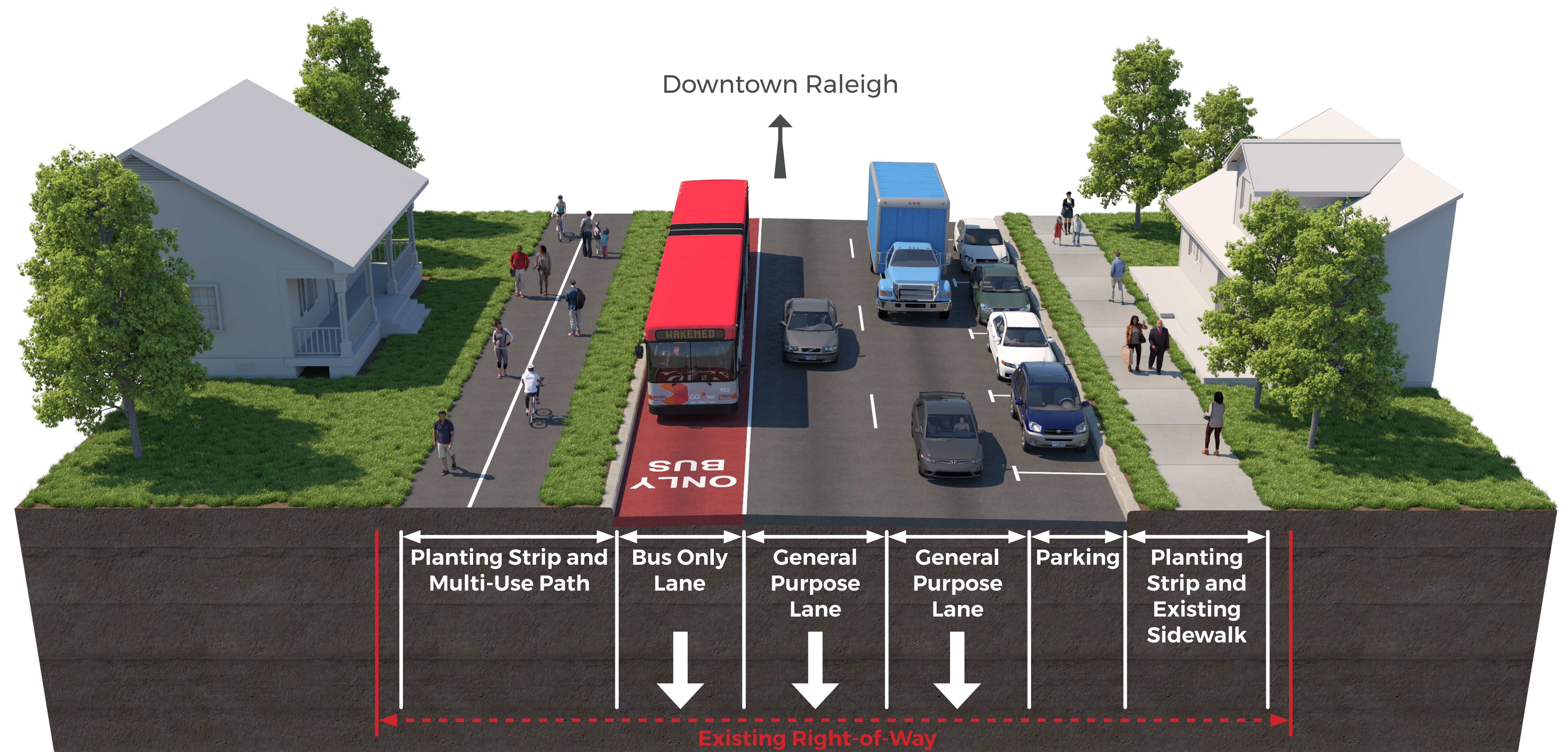
“If a space on sidewalks was reserved for bikes, this could potentially work.”

“Too many car lanes and no protected bike lanes. Buses and bikes should be separated so that cars cannot enter and danger people.; Separated, bus-only lanes must not be compromised.”

“The plans still need better bike facilities to service this corridor.”

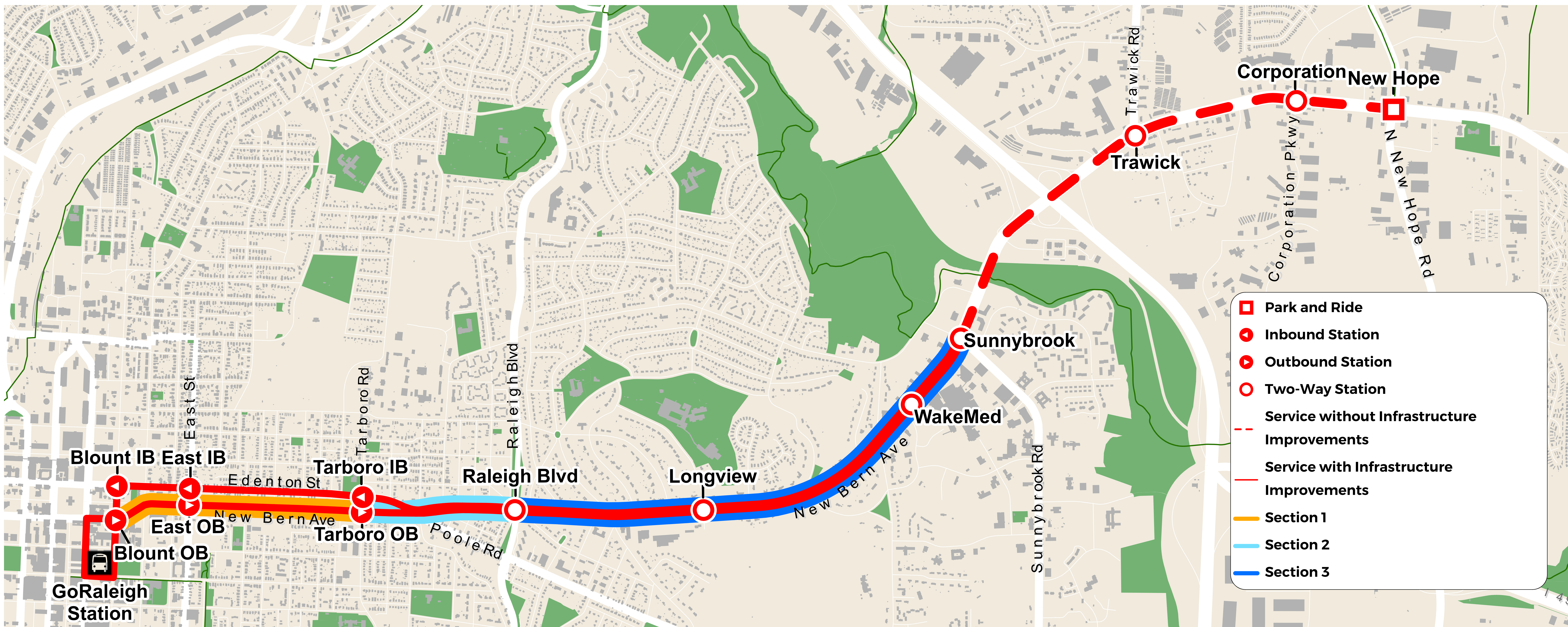
“Where are cyclists supposed to ride? They would probably need a physically protected lane to feel comfortable using this street.”

- ✓ A curb-level protected bike and pedestrian path is included in the design.
- ✓ The multi-use path built as part of the New Bern Avenue BRT project will connect to the New Bern Avenue pedestrian improvement project to create a continuous bicycle / pedestrian facility between Downtown Raleigh and Sunnybrook Road.



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NEW BERN AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS



Section 1: Between Blount Street and Tarboro Road

- ✓ 12-foot multi-use path along the south side of the roadway
- ✓ Street trees
- ✓ Pedestrian signal updates

Section 2: Between Tarboro Road and Raleigh Boulevard

- ✓ Up to 14-foot-wide sidewalk along the north side of the roadway
- ✓ 12-foot multi-use path along the south side of the roadway
- ✓ Street trees
- ✓ Pedestrian / traffic signal updates

Section 3: Between Raleigh Boulevard and Sunnybrook Road

- ✓ 8-foot-wide sidewalk / multi-use path along both sides of roadway
- ✓ Pedestrian / traffic signal updates

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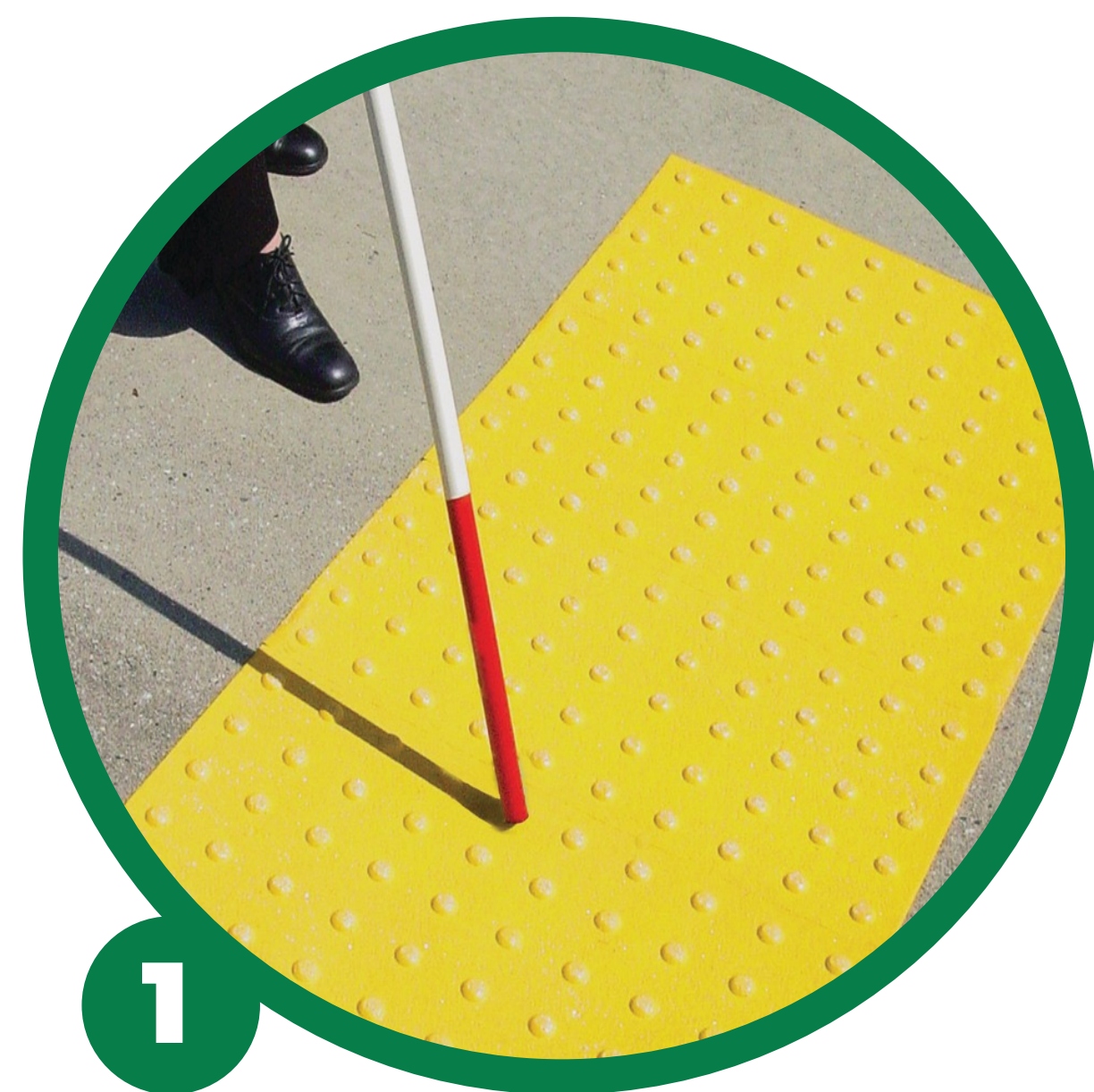
UNIVERSAL ACCESS OPTIONS



All Wake BRT corridors will feature universal design concepts. Buses, stations, and walkways leading to stations will be designed for all users - including users with disabilities.

Specific features to assist all users in riding BRT may include:

Sidewalk features:



1. Tactile warning strip near sidewalk curb
2. Audible crossing announcement
3. ADA-compliant curb ramps

Station area features:



1. ADA-compliant ramp with hand rail leading from sidewalk to station waiting area
2. Braille and/or raised text station signage
3. Bus-level station platform - with additional tactile warning strips - to allow for seamless boarding

Station amenities:



1. Auditory cues and Braille detailing on ticket kiosks
2. Auditory announcements for approaching buses
3. Seating areas with wheelchair-accessible spaces

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PEDESTRIAN ACCESS ON TRANSITWAY



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PEDESTRIAN ACCESS ON TRANSITWAY



Step 1:

Press the push button and wait near tactile strip for the “Walk” icon and audible crossing announcement.



Step 2:

Cross the street using the designated ADA-compliant crosswalk.



Step 3:

Use the ramp located adjacent to the pedestrian refuge island to access the raised platform station area.

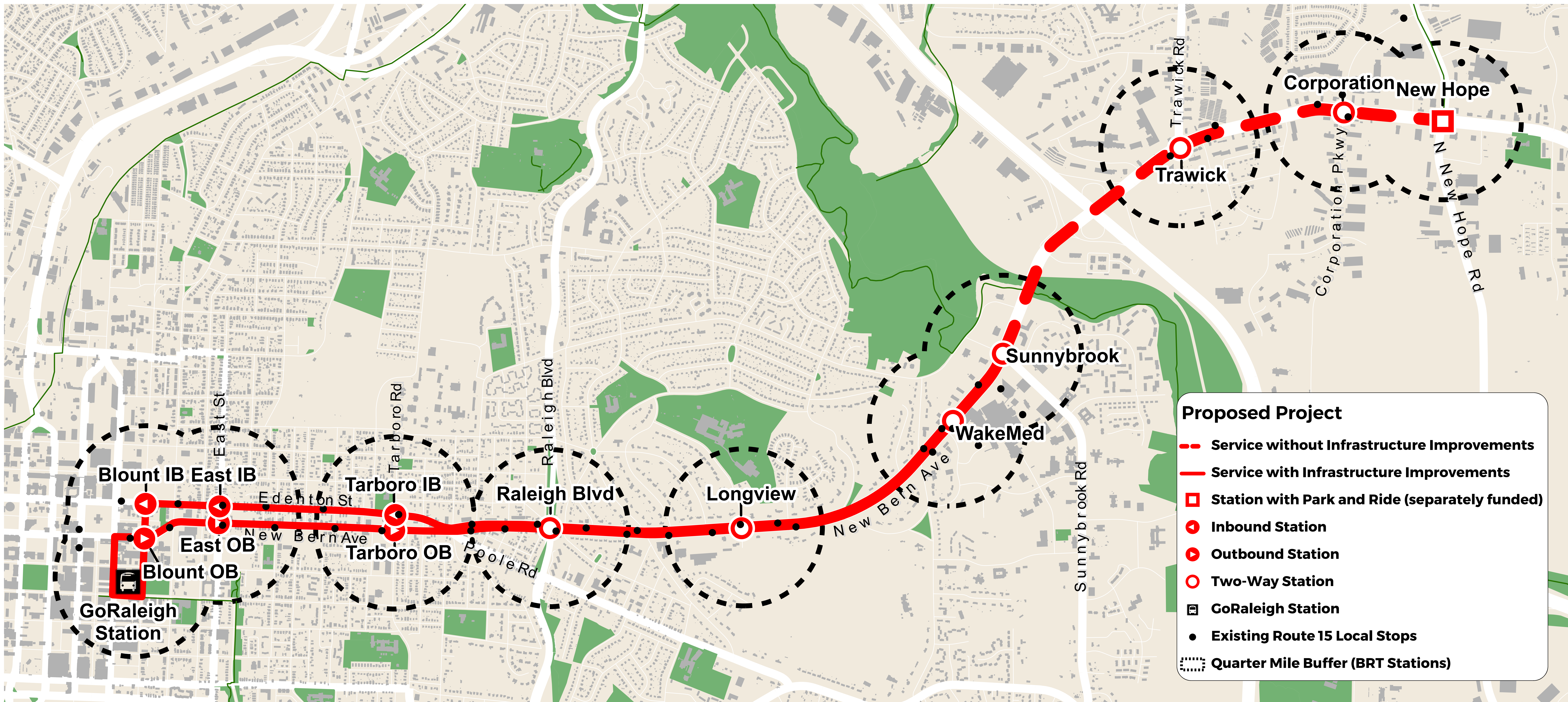


Step 4:

Purchase your ticket and wait for your bus to arrive.

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EXISTING AND PROPOSED BOARDING LOCATIONS



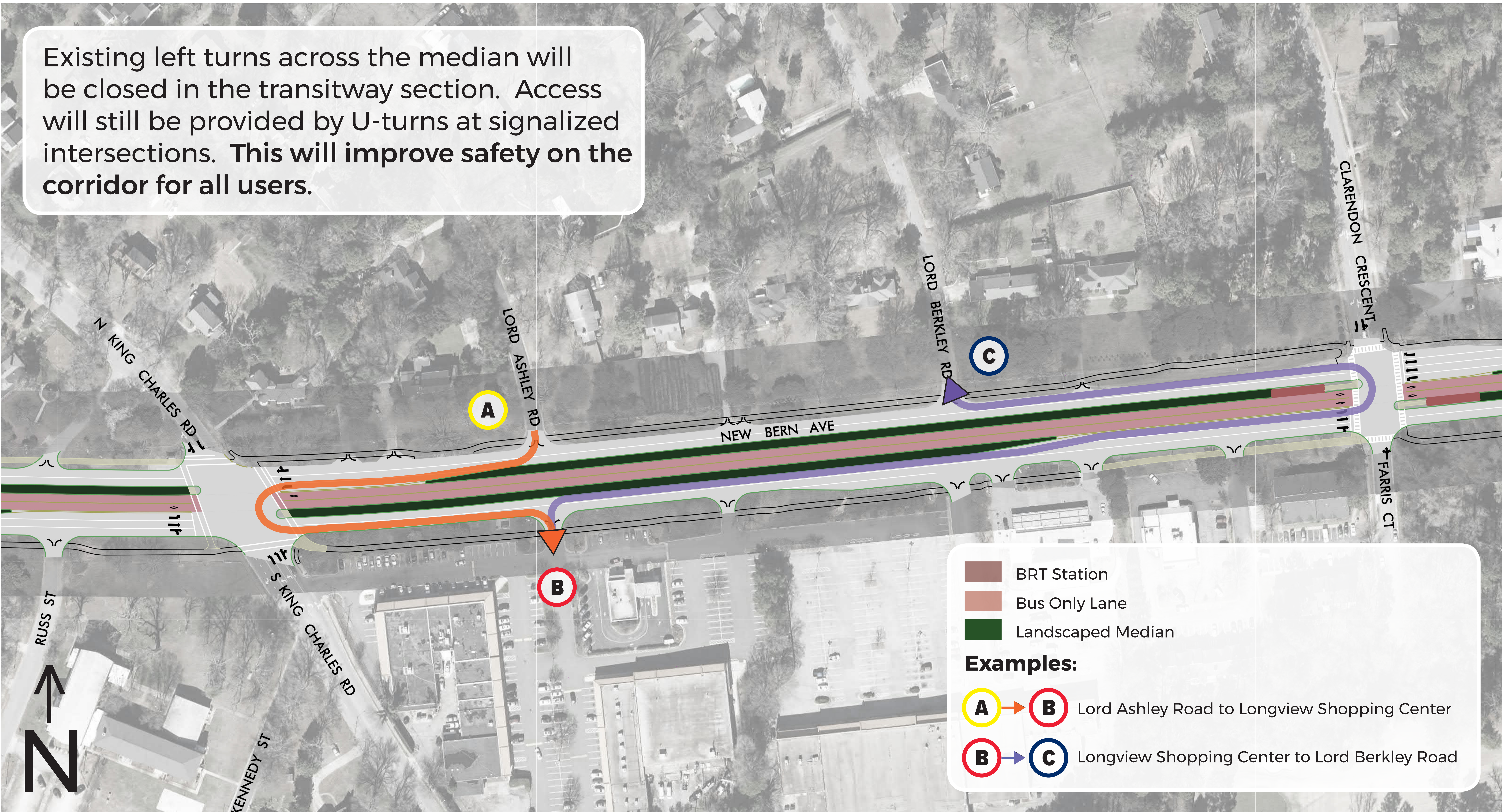
Two BRT stations have been added at **Trawick Road** and **Corporation Parkway**.

96% of local Route 15 stops are within a **5-minute walk** (1/4 mile) of a BRT station.

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MODIFIED ACCESS PATTERN

Existing left turns across the median will be closed in the transitway section. Access will still be provided by U-turns at signalized intersections. This will improve safety on the corridor for all users.

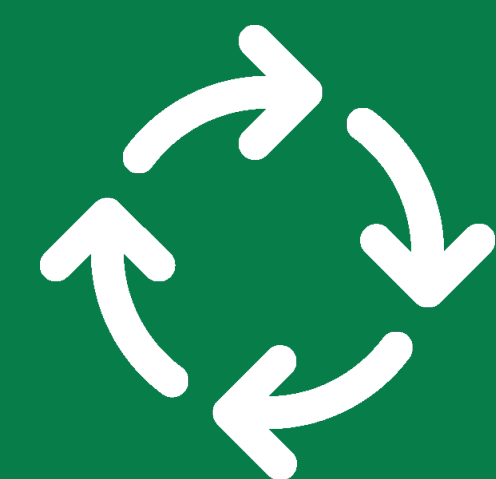
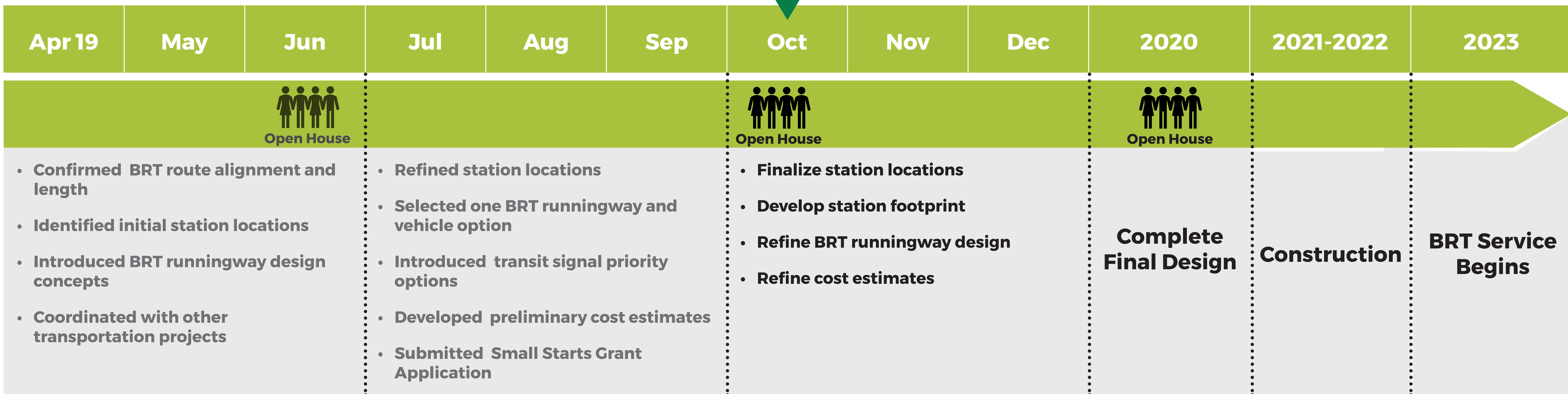
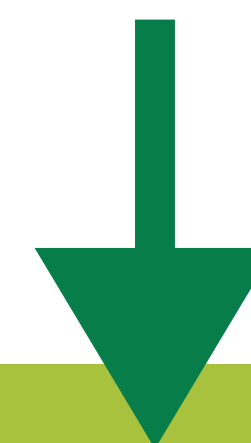


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SCHEDULE

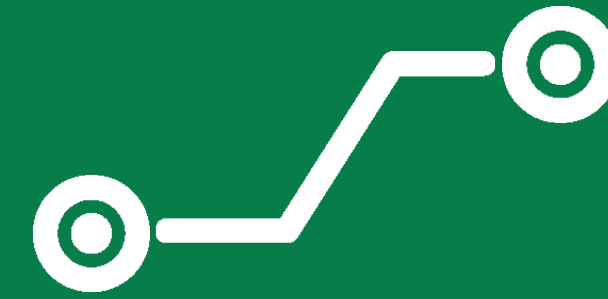


We are here



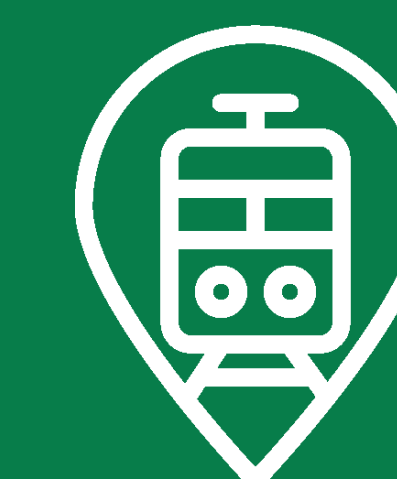
FREQUENCY OF SERVICE

Every 10-15 minutes, depending on the time of day



5.1 LINEAR MILES

Including 3.3 linear miles of dedicated transit lanes



10 STATIONS

Located at key destinations, including downtown Raleigh and WakeMed



SPAN OF SERVICE

Weekdays: 4AM - 12AM
Weekends 5:30AM - 12 AM



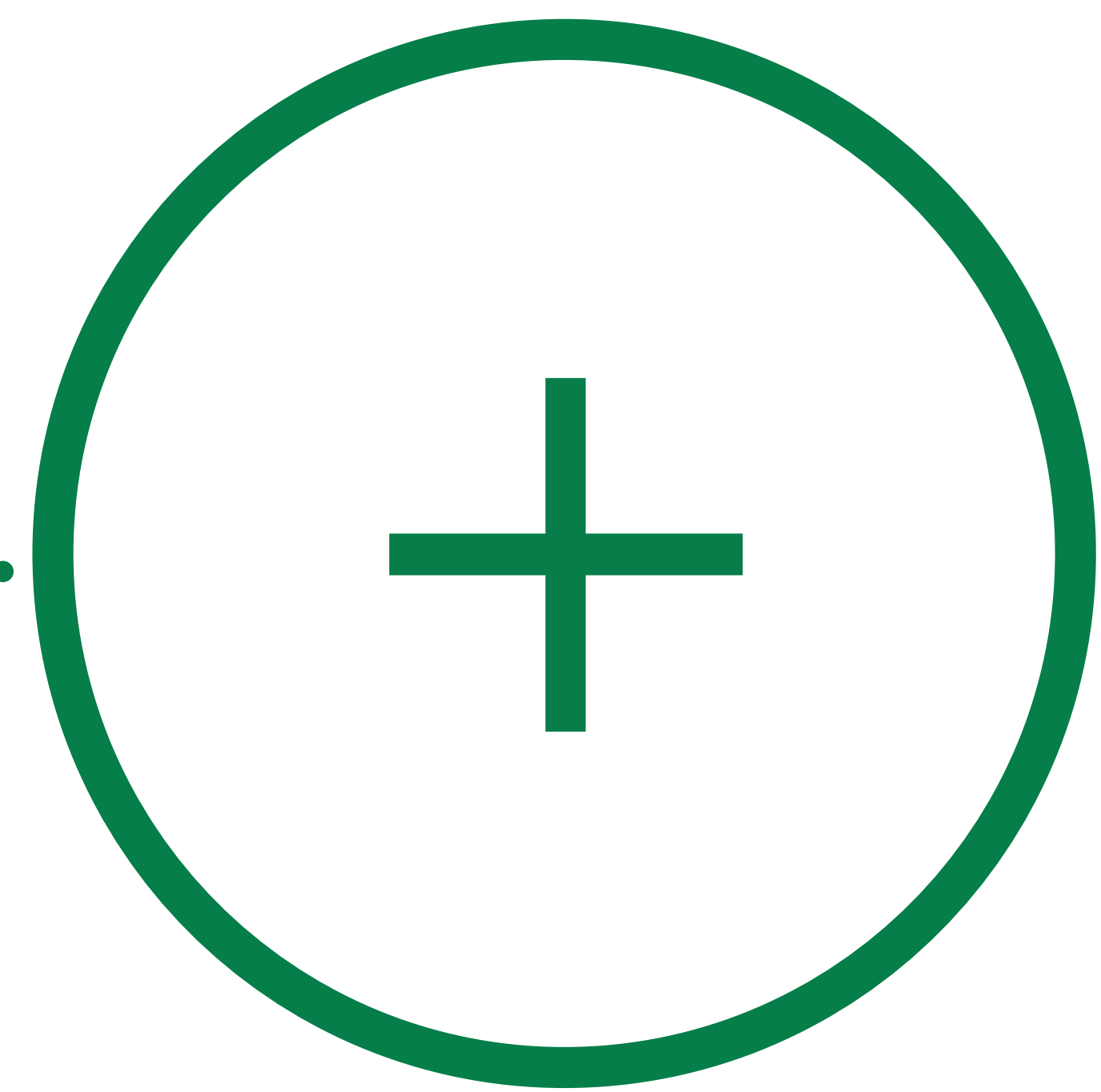
COST TO RIDERS

BRT fare will be the same as all GoRaleigh fares.

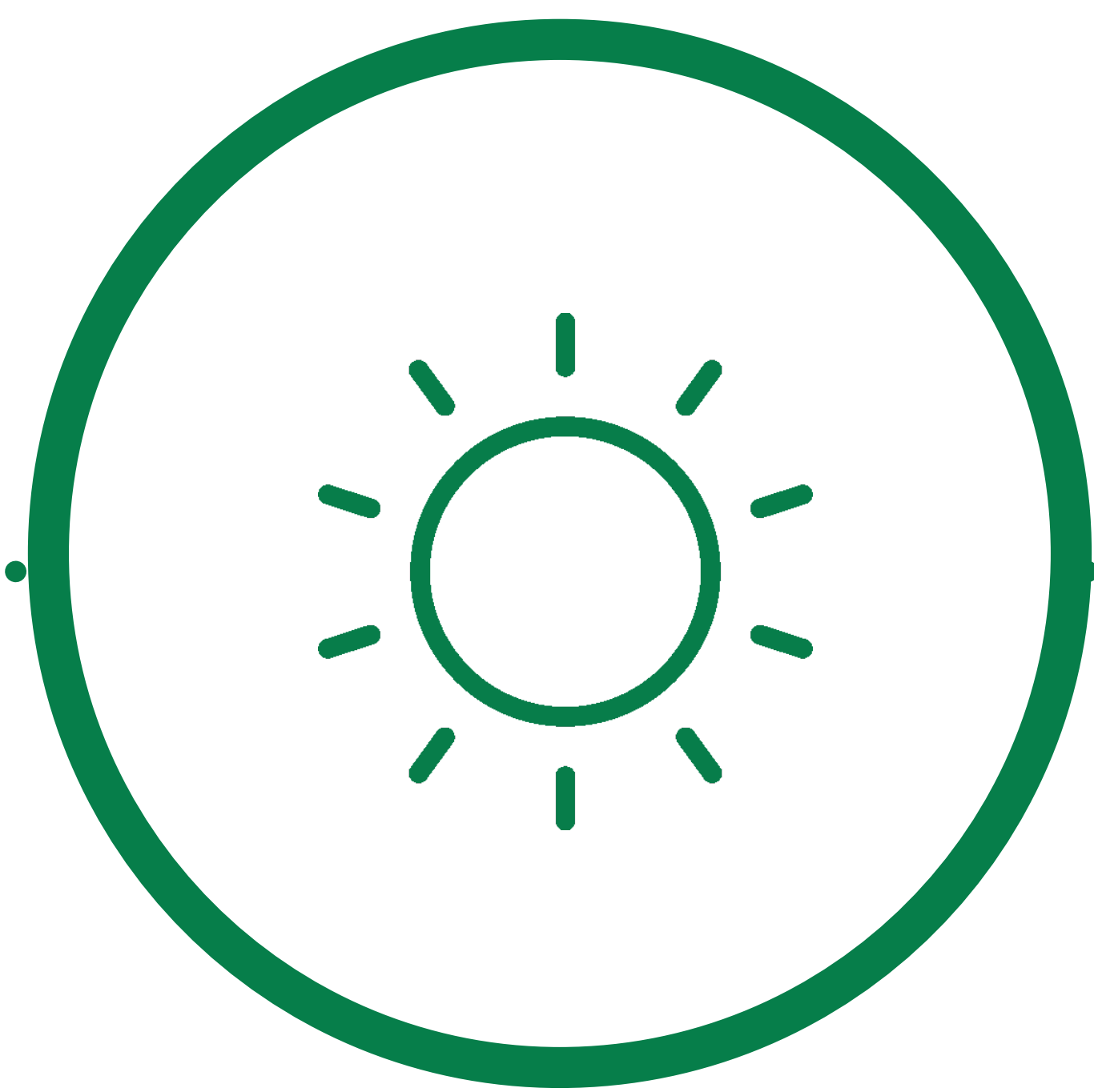
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CORRIDOR LANDSCAPING

Landscaping along the corridor will:



Enhance aesthetics



Provide shade



Help with
stormwater
management



Attract pollinators



Be low-
maintenance and
drought-tolerant



Preserve existing
trees where
possible

Examples:



*Metroway BRT
Alexandria and Arlington, Virginia*



*Metro Transit
Madison, Wisconsin*



*Healthline BRT
Cleveland, Ohio*