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

A brief presentation will be given every hour beginning at 4:30PM. In the meantime, please feel free to spend as much time as you want at the stations.

Walk around to each station to learn more about the project and talk with staff.

Fill out a comment form, add your comments to the project map or the map of the corridor, and to the community wall activity to give us your feedback.
Bus Rapid Transit (BRT)

WHAT IS BRT?

BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) is a flexible, high capacity transit solution that combines physical and operational elements to improve speed and reliability. BRT vehicles can operate in dedicated bus lanes to bypass traffic and remain on schedule. Buses will have priority at traffic signals along the four BRT corridors. BRT stations will feature raised platforms, making it easier for passengers with wheelchairs, strollers or bicycles to board the bus. Fares will be collected on the platform so riders can board without delay.

WHAT ARE THE MAIN QUESTIONS?

BRT on New Bern Avenue will make it easier, quicker, and more reliable than ever for residents to travel between GoRaleigh Station and New Hope Road. Three big questions are asked here:

1) Are the proposed stations appropriately located?
2) Are there any station locations missing?
3) What are your thoughts on BRT vehicles operating along the median or along the curb?

WHO SHOULD PARTICIPATE?

- Residents along New Bern Avenue
- Anyone interested in the future of Raleigh
- Anyone who cares about or uses public transit
- Employers and employees along New Bern Avenue
- Businesses and institutions along New Bern Avenue

WHAT ARE THE NEXT STEPS?

This open house is about introducing BRT station locations and runningway design concepts along New Bern Avenue. Later this summer/early fall, we will have another open house where one runningway design concept will be selected. The design process will wrap up by the end of 2020.

WHAT WILL THE FINAL DESIGN LOOK LIKE?

Using the input we receive from the community and roadway engineering, the final design will deliver premium BRT service along New Bern Avenue.

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Bus Rapid Transit (BRT)
HOW DID WE GET HERE?

THEN
NEW BERN AVENUE CORRIDOR STUDY
The improvements coming to New Bern Avenue are a part of the New Bern Avenue Corridor Study that was adopted by the City Council in 2012. The study provides recommendations to:
- Improve the appearance of the corridor
- Support pedestrian, bicycle, and transit uses along the corridor with a vision for Bus Rapid Transit (BRT)
- Identify opportunities for revitalization, while maintaining the cultural heritage in the area

NOW
WAKE TRANSIT PLAN
Wake County residents voted in favor of the Wake Transit Plan in November 2016. The Plan recommends 20 miles of BRT infrastructure to be implemented along four (4) corridors in Wake County to provide frequent and reliable urban mobility.

NEXT
NEW BERN AVENUE CORRIDOR BRT
Preliminary design was initiated for BRT on New Bern Avenue. This project is approximately 5.1 miles in length, between GoRaleigh Station, WakeMed Raleigh Campus, and New Hope Road. The project includes about 3.3 miles of new dedicated transit infrastructure from GoRaleigh Station to Sunnybrook Road and 1.8 miles of service in general travel lanes from Sunnybrook Road to New Hope Road.
The City conducted the New Bern Avenue Corridor Study to identify specific issues along the corridor, opportunities to enhance the appearance and function of the corridor. The Study introduced Bus Rapid Transit (BRT) on New Bern Avenue as a way to improve and enhance mobility throughout the corridor service area. With the Wake Transit Plan recommended New Bern Avenue Corridor BRT implementation now underway, there is the unique opportunity to celebrate the cultural history of the corridor and its neighborhoods through interpretive art, wayfinding and signage all integrated into the transit station design elements.

The study also included the assessment of the cultural landscape of the New Bern Avenue Corridor. New Bern Avenue is diverse and the cultural landscape provides a historical timeline of the City’s physical development from the urban neighborhoods of the 1800s to 1920s, suburban neighborhoods of the 1930s to 1950s, the Medical District from the 1970s to the present. Land use planning around BRT will focus on efforts to preserve the cultural heritage, character, and uniqueness of these historic neighborhoods.

Each area has a unique set of cultural and physical characteristics that contribute to the history and sense of place established along the corridor. These elements are important to recognize and preserve not only to maintain that sense of place, but also to recall the efforts of past generations and their contributions to the evolution of what we know today as the New Bern Avenue corridor. Opportunities to recognize the history and identity of each area are possible through landscape plantings, public art, and wayfinding signage.
Bus Rapid Transit (BRT)

WAKE TRANSIT PLAN

The Wake County Transit Plan Includes Four “BIG MOVES”

1. CONNECT THE REGION
   More express bus service to Chapel Hill and RDU, and new rail service to Durham

2. CONNECT ALL WAKE COUNTY COMMUNITIES
   New or improved transit service to all 12 Wake County municipalities

3. PROVIDE FREQUENT RELIABLE URBAN TRANSIT
   More 15-minute service in urban areas, with longer hours and weekend service

4. PROVIDE GREATER ACCESS TO TRANSIT
   Increased bus service across the country for rural residents

Implement Bus Rapid Transit (BRT)

BRT creates dedicated bus lanes on local roads so bus operators can bypass traffic and keep their routes on schedule.

Fund Local Service

The Plan also expands transit in Wake County for municipalities that currently do not have service by allowing them to apply for matching funds to develop and operate local bus service.

Increase Bus Service

Expand existing frequent bus service from 17 to 83 miles, with service at least every 15 minutes.

Expand Rural On-Demand Service

Many Wake County residents depend on rural, on-demand transit services to get to necessary destinations.

Implement Commuter Rail Transit (CRT)

CRT will use existing railroad tracks to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.

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Bus Rapid Transit (BRT)

RALEIGH BRT: NEW BERN AVENUE PROJECT MAP

Proposed Stations:
1 - GoRaleigh Station
2 - Edenton Street at Blount Street (IB)
3 - New Bern Avenue at Edenton Street (OB)
4 - Edenton Street at N East Street (IB)
5 - New Bern Avenue at S East Street (OB)
6 - Edenton Street at N Tarboro Road (IB)
7 - New Bern Avenue at S Tarboro Road (OB)
8 - New Bern Avenue at Raleigh Blvd
9 - New Bern Avenue at Longview
10 - New Bern Avenue at WakeMed
11 - New Bern Avenue at Sunnybrook Road
12 - New Bern Avenue at N New Hope Road

Service with Infrastructure Improvements
Service without Infrastructure Improvements
Inbound (IB) Station
Outbound (OB) Station
Two-Way Station
Station with Park and Ride (separately funded)
GoRaleigh Station

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Bus Rapid Transit (BRT)

BRT VEHICLE CHARACTERISTICS

* Vehicle branding and design to be determined

Multiple doors on left and right side of vehicle

60-Foot Articulated Bus Benefits

Connects two bus sections with a flexible joint

- Maximum passenger capacity compared to local GoRaleigh buses
- Rapid, simultaneous boarding through multiple, wide doors and lower floors
- Maximizes design options and station placements for future BRT corridors
- Highly visible and unique branding distinguishes BRT from other transit services
- Communicates with traffic signals to bypass congestion with transit signal priority

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DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT

Allows right turns across bus lane into driveways

TYPICAL CROSS SECTION

LOCATION: BLOUNT STREET

LOCATION: WILMINGTON STREET

RIGHT BUSINESS ACCESS AND TRANSIT CHARACTERISTICS

- Allows general traffic to make right turns into driveways
- Semi-exclusive lane (painted/striped)
- Curbside station integrates with sidewalks
- Interacts with general purpose traffic
- Mixed flow traffic to the left of buses
Bus Rapid Transit (BRT)

SEGMENT B: ONE-WAY PAIR

DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT
Allows right turns across the bus lane into driveways

TYPICAL CROSS SECTION

LOCATION: EDENTON STREET

LOCATION: NEW BERN AVENUE

RIGHT BUSINESS ACCESS AND TRANSIT CHARACTERISTICS
- Allows general traffic to make right turns into driveways
- Semi-exclusive lane (painted/striped)
- Interacts with general traffic
- More driveways than the left
- Vehicles are allowed to cross BRT lane to park on street
**Bus Rapid Transit (BRT)**

**SEGMENT B: ONE-WAY PAIR**

**DESIGN CONCEPT: LEFT BUSINESS ACCESS AND TRANSIT**

Allows left turns across the bus lane into driveways

**TYPICAL CROSS SECTION**

- **LOCATION: EDENTON STREET**

- **LOCATION: NEW BERN AVENUE**

**LEFT BUSINESS ACCESS AND TRANSIT CHARACTERISTICS**

- Allows general traffic to make left turns into driveways
- Semi-exclusive lane (painted/striped)
- Requires buses with left doors
- Fewer driveways than the right
- Interacts with general traffic
- Vehicles are allowed to cross BRT lane to park on street
BUS RAPID TRANSIT (BRT)
SEGMENT C: TWO-WAY SECTION

DESIGN CONCEPT: MEDIAN RUNNING TRANSITWAY
Bus only lane that is physically separated from general traffic by a median

TYPICAL CROSS SECTION

LOCATION: NEW BERN AVENUE

MEDIAN RUNNING TRANSITWAY CHARACTERISTICS
- Opportunity for beautiful landscaping
- Provides safe pedestrian refuge at median stations
- Utilizes existing median right-of-way
- Most exclusive and visible
- Straightest, smoothest ride
- Physically separated from general purpose traffic
- Limited interaction with general purpose traffic
- Restricts left turns between intersections
- Ideal travel time and reliability

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DESIGN CONCEPT: MEDIAN RUNNING TRANSIT ONLY LANE
Traffic can only cross the transit lane at designated locations to make left turns into driveways.

MEDIAN RUNNING TRANSIT ONLY LANE CHARACTERISTICS
- Provides safe pedestrian refuge at median stations
- Opportunity for larger trees in the median
- Utilizes existing median right-of-way
- Ideal travel time and reliability
- Restricts left turns between intersections
- Minimal interaction with general purpose traffic
- Requires buses with left doors
BUS RAPID TRANSIT (BRT)
SEGMENT C: TWO-WAY SECTION

DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT
Allows right turns across the bus lane into driveways

LOCATION: NEW BERN AVENUE

RIGHT BUSINESS ACCESS AND TRANSIT CHARACTERISTICS
- Moderate bus performance and travel time compared to median running transitway and median running transit only lane
- Widens road with potential additional right-of-way impacts
- Most interaction with general purpose traffic
- Semi-exclusive lane
- Allows general traffic to make right turns at driveways
- Allows left turns between intersections

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**RALEIGH BRT: NEW BERN AVENUE**
The Wake Transit Plan, adopted in November 2016, creates more frequent bus services that cover larger service areas and span longer hours to connect Wake County. The New Bern Avenue Corridor BRT is one of four BRT corridors identified in the Wake Transit Plan and was selected as the first corridor; the schedule for this corridor is shown below.

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<th>May</th>
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<td>Confirm BRT route alignment and length</td>
<td>Refine station locations</td>
<td>Finalize station locations</td>
<td>Complete Final Design</td>
<td>Construction</td>
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<td>Identify initial station locations</td>
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<td>Introduce BRT runningway design concepts</td>
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<td>Coordinate with other transportation projects</td>
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**FREQUENCY OF SERVICE**
Every 10-15 Minutes

**SPAN OF SERVICE**
Weekdays: 5AM - 12AM
Saturdays: 6AM - 12AM
Sundays: 7AM - 12AM

**3.3 LINEAR MILES**
Dedicated transit lanes from GoRaleigh Station to WakeMed

**5.1 LINEAR MILES**
GoRaleigh Station to New Hope Road

**UP TO 12 STATIONS**
Key residential, employment, and shopping destinations

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