

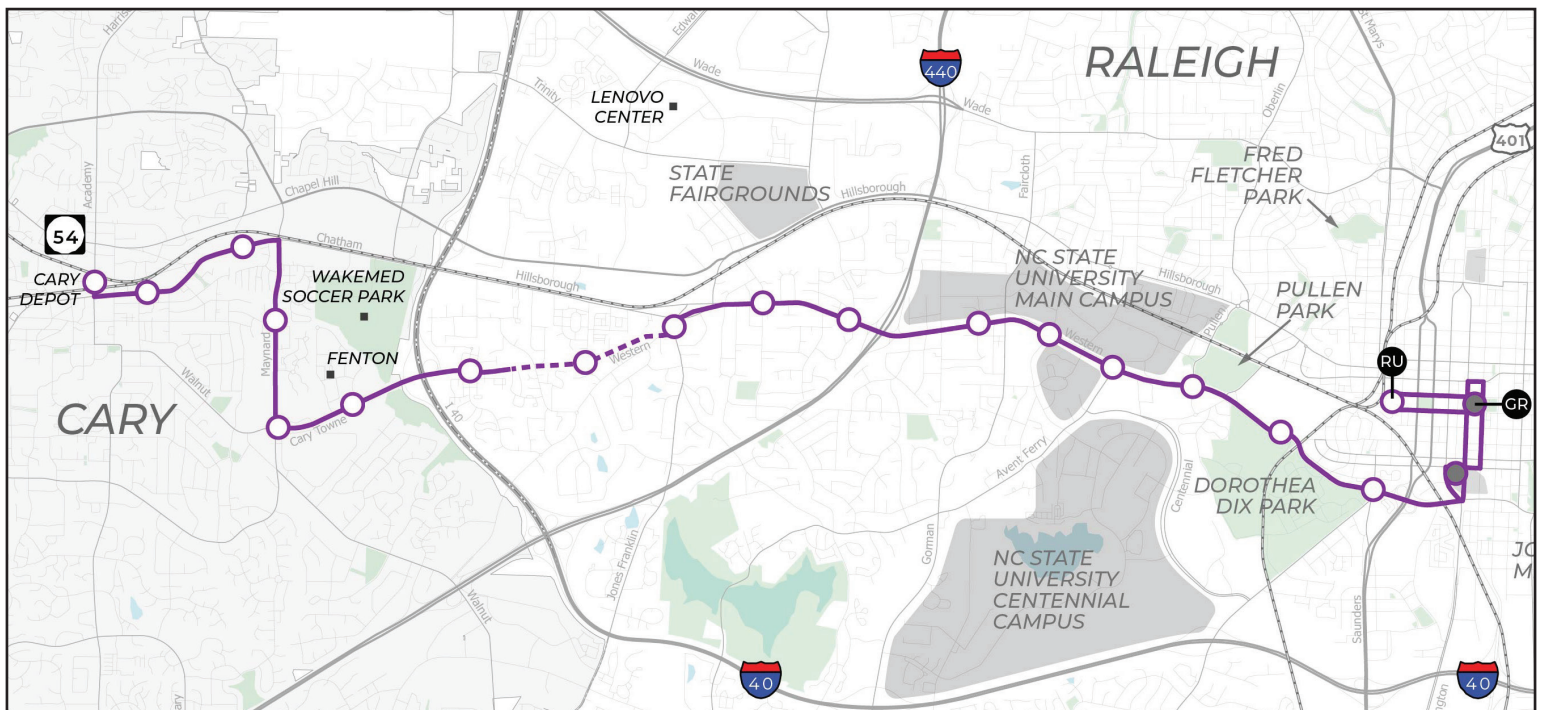
WESTERN BUS RAPID TRANSIT (BRT)

Project Description

The Western Bus Rapid Transit (BRT) - funded by the Wake Transit Plan - runs almost twelve (12) miles long between downtown Raleigh and downtown Cary.

The route (identified in 2021) and currently planned station locations are shown below. After leaving downtown Raleigh, it follows Western Boulevard - including a new road along the dotted lines - to Cary Towne Boulevard, Maynard Road and Chatham Street to downtown Cary. Up to twenty (20) stations are planned for the corridor and it will require ten (10) 60-foot articulated buses.

As with other BRT projects in Wake County, the Western corridor will implement dedicated lanes, signal priority at traffic lights, larger shelters and platforms, high frequency service, and other improvements that make taking the bus simple, reliable, and convenient.



Western Corridor Milestone Update

In Summer 2026, the project completed 30% design, which constitutes the bulk of selecting final stop locations and redesigning Western Blvd. The next steps of more detailed engineering will continue after public engagement in Fall 2026.



What is Bus Rapid Transit?

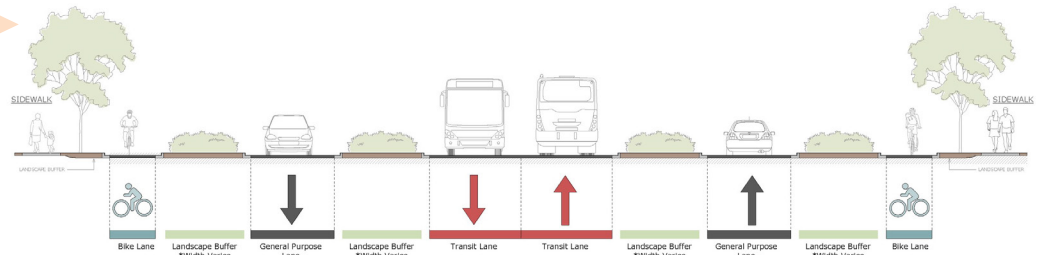
Bus Rapid Transit (BRT) is a high-capacity transit system that delivers fast and efficient bus service. BRT features include dedicated lanes, transit signal priority to help buses through intersections faster, and enhanced stations for boarding.

What Will BRT Lanes Look Like?

A key part of BRT is the use of bus-only lanes, which can come in a variety of forms. Below are examples of what these lanes may look like.

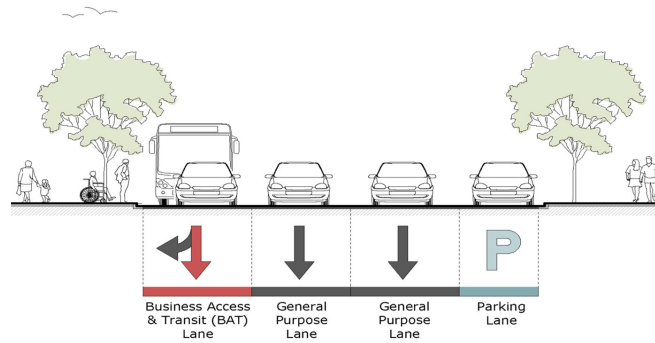
Median Runningway:

a median or center lane for buses separate from cars, trucks, and other traffic.



Business Access and Transit (BAT) Lane:

a dedicated lane for buses that also allows other vehicles to access driveways.



Mixed Traffic: BRT vehicles will operate in general traffic lanes with other vehicles.

Western Blvd Corridor Timeline

