

Frequently Asked Questions (FAQs)

Will the City add separate bike lanes? How will bike lanes be safe?

A dedicated multi-use path is planned along the south side of New Bern Avenue from Person Street to Sunnybrook Road. The planned multi-use path will be physically separated from automobile traffic, which will increase safety.

Will the City add new sidewalks?

The planned pedestrian improvements (multi-use path or sidewalk) along New Bern Avenue will provide continuous pedestrian facilities from Person Street to Sunnybrook Road, existing sidewalk facilities will remain. Pedestrian facilities will enhance safety and universal access.

How will people get to the bus stations in the center of the road?

There will be protected crosswalks for pedestrians at signalized intersections to access BRT stations. The crosswalks will be designed to maximize visibility and will meet industry standards and best practices.

Who can use the BRT lanes?

The City will develop a BRT lane policy to identify vehicle use and access for dedicated BRT lanes within different segments of the project limits. The City will work with its residents, businesses and stakeholders along the corridor to provide information on turning options and access for vehicular traffic in the business access and transit lanes segment of the project. Within the transitway section, BRT vehicles and emergency vehicles will be allowed to operate.

Is the City removing on-street parking?

While some existing on street parking could be repurposed to accommodate BRT lanes, the goal is to maintain existing parking on at least one side of the street.

How will BRT operate in traffic?

The BRT vehicles and corridor intersections will be equipped with Transit Signal Priority (TSP) to allow the bus to communicate with traffic signals. Transit Signal Priority will be used if the bus is behind schedule (ex. the bus can receive additional green time).

How late will the BRT run?

Service will run until midnight every day. It will begin at 4:00 am on weekdays and 5:30 am on weekends.

How much will it cost to ride the BRT?

The fares for BRT will be the same as those for GoRaleigh bus services. The current GoRaleigh fare is \$1.25 for a single ride.

How will the BRT remain on schedule?

There are certain features that are unique to the BRT system. For example, BRT vehicles operate in dedicated lanes and have strategically spaced stations that are approximately a half mile apart, to allow the BRT service to stay on schedule with fewer stops. Another feature called transit signal priority will help the BRT vehicles to receive additional green time.

What will a BRT station look like?

BRT station designs will be created during the next phase of the project. Typically, BRT stations include more amenities than presented at local bus shelters such as level boarding, off-board fare collection, a canopy and real-time bus arrival information.

How does the City decide where to put the BRT stations?

The stations were determined based off several factors including existing GoRaleigh ridership, population density, land-use patterns and cross-town connections. Public feedback from various stages of planning also informed the station location decisions.

How much will the BRT project cost?

The New Bern Avenue project is anticipated to cost \$71.5 million.

How is the City paying for the BRT?

The project will be funded through a 50-50 funding partnership. This includes 50 percent from the Wake Transit Funds and 50 percent from a competitive grant program through the Federal Transit Administration (FTA)*.

**dependent upon application*

Will pedestrians have enough time to cross the street?

Yes, pedestrian crossings will be the same distance as existing crosswalks and crossing times will meet industry standards and best practices.