Bus Rapid Transit (BRT)

WAKE BRT: SOUTHERN CORRIDOR

Raleigh

WELCOME TO THE KICK-OFF MEETING!

THE PURPOSE OF THIS MEETING IS TO INFORM THE PUBLIC ABOUT BRT ALIGNMENT ALTERNATIVES FOR THE SOUTHERN CORRIDOR AND GATHER FEEDBACK ON COMMUNITY PRIORITIES TO IDENTIFY PREFERRED ALIGNMENT OPTIONS.

A brief presentation will begin at 5:30 p.m.

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

Fill out a comment form and post feedback on the community wall activity. You can also fill out the survey online at **planningforraleigh.com/BRTprojects**

Spanish translation available by request.

Servicio de Autobús Rápido (BRT)

WAKE BRT: CORREDOR DEL SUR

¡BIENVENIDO A LA REUNIÓN DE LANZAMIENTO!

EL PROPÓSITO DE ESTA REUNIÓN ES INFORMAR AL PÚBLICO ACERCA DE LAS ALTERNATIVAS DE ALINEACIÓN DE BRT PARA LA SECCIÓN DEL SUR Y OBTENER INFORMACIÓN SOBRE LAS PRIORIDADES DE LA COMUNIDAD PARA IDENTIFICAR LAS ALINEACIÓNES PREFERIDAS.

Una breve presentación comenzará a las 5:30 p.m.

Habran varias mesas disponible con información para obtener más detalles sobre el proyecto.

Complete un formulario de comentarios y publique sus opiniones en el muro comunitario. También puede completar la encuesta en línea en **planningforraleigh.com/BRTprojects**

Traducción en Español está disponible a pedido.

Bus Rapid Transit (BRT)

WAKE TRANSIT PLAN - OVERVIEW

Raleigh

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 county 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.

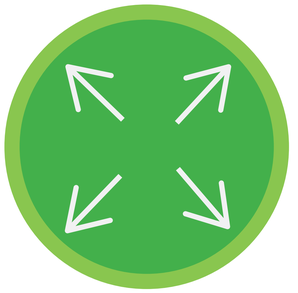
Fund Local Service

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.

Bus Rapid Transit (BRT)

OVERVIEW

WHAT IS BRT?

Bus Rapid Transit (BRT) is a flexible, high capacity transit solution that combines physical and operational elements to improve speed and reliability. BRT creates dedicated bus lanes on local roads so bus operators can bypass traffic and keep their routes on schedule. The plan calls for building approximately 20 miles of BRT lanes. Along these BRT corridors, buses will have priority treatment at traffic signals. BRT stops will feature raised platforms, making it easier for passengers with wheelchairs, strollers or bicycles to board the bus. Fares are collected on the platform so riders can board without delay.

Transit Signal Priority

Intersection improvements including transit signal priority (TSP) allow buses to bypass congestion. TSP does so by giving buses longer green lights.

Bus Rapid Transit Branding

Unique designs make buses and stations more visible, raising awareness by distinguishing BRT from other transit services.

Dedicated Lanes

Bus-only lanes separate transit from traffic, and may be painted red or another color to increase their visibility.

Specialized Vehicles

Custom buses provide more capacity, more doors and lower floors for easier loading and unloading, and unique designs.

Enhanced Stations

BRT stations include raised platforms, ticket vending machines, real-time arrival information, larger shelters, quality lighting, and other passenger amenities.

Frequent On-time Service

BRT buses would operate at least every 15 minutes for more than 12 hours a day.

Enhanced Fare Collection System

Off-board fare collection using ticket vending machines, card readers and other tools at stations allows passengers to load without waiting in line to pay their fares.

Source: GoForward

BENEFITS OF BRT

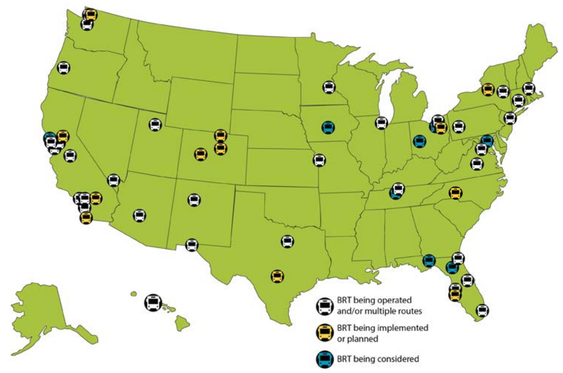
Improve Mobility: Connect people to jobs, education resources, and other opportunities

Transit-Oriented, Sustainable Development: Support walkable places that support both housing and commercial destinations

Reduce Emissions: Improve air quality by reducing the number of vehicles on the road

Enhance Equity: Save money for households who drive less or opt out of car ownership altogether

U.S. CITIES WITH BRT



PRECEDENTS

BRANDED BUS AND STATION WITH REAL-TIME ARRIVAL INFORMATION
CT*fastrak*, Central Connecticut, CT

DEDICATED BUS WAY
Pulse BRT, Richmond, VA

DEDICATED BUS WAY
EmX, Eugene, OR

MODERN STATION WITH SHELTERS AND LIGHTING
MAX BRT, Kansas City, MO

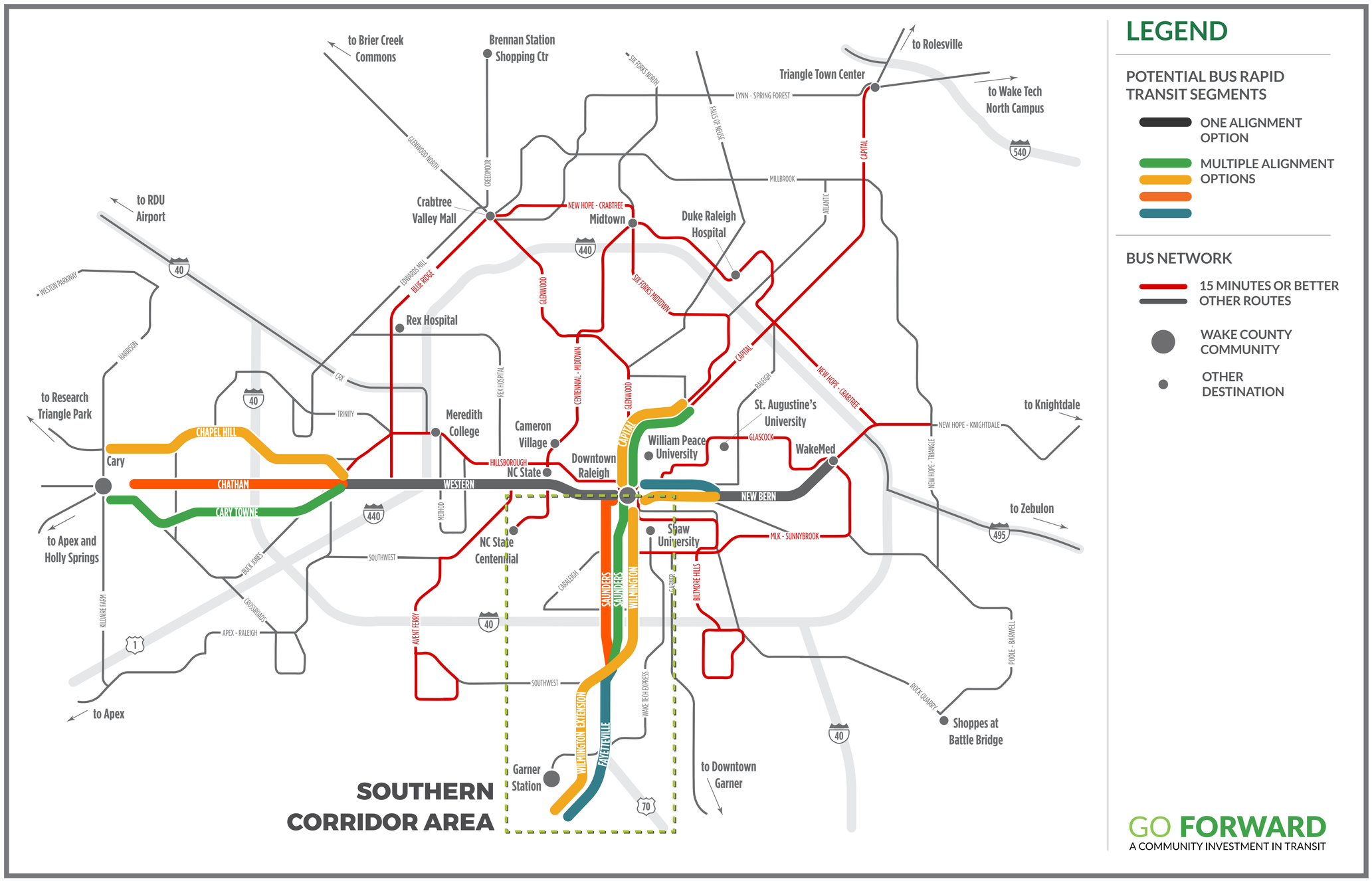
STATION WITH SHELTERS AND AMENITIES
Orange Line, Los Angeles, CA

IMPROVED STATION AREA STREETSCAPE
Health Line, Cleveland, OH

Bus Rapid Transit (BRT)

WAKE TRANSIT PLAN - POTENTIAL BRT SEGMENTS

Raleigh



LEGEND

POTENTIAL BUS RAPID TRANSIT SEGMENTS

- ONE ALIGNMENT OPTION
- MULTIPLE ALIGNMENT OPTIONS

BUS NETWORK

- 15 MINUTES OR BETTER
- OTHER ROUTES
- WAKE COUNTY COMMUNITY
- OTHER DESTINATION

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

raleighnc.gov/BRT

Bus Rapid Transit (BRT)

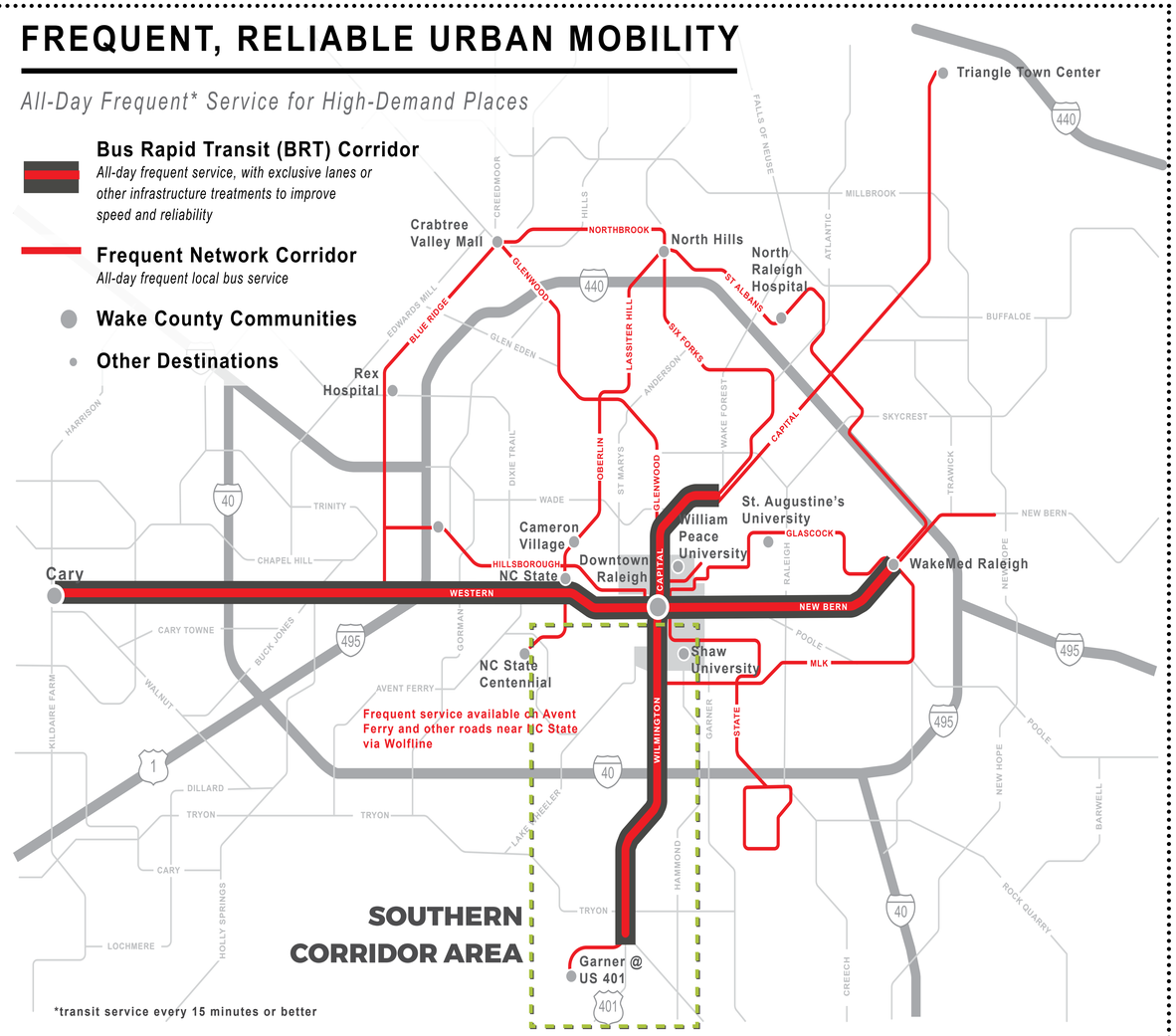
HOW DID WE GET HERE?

Raleigh

2016

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.



2017/2018

MAJOR INVESTMENT STUDY

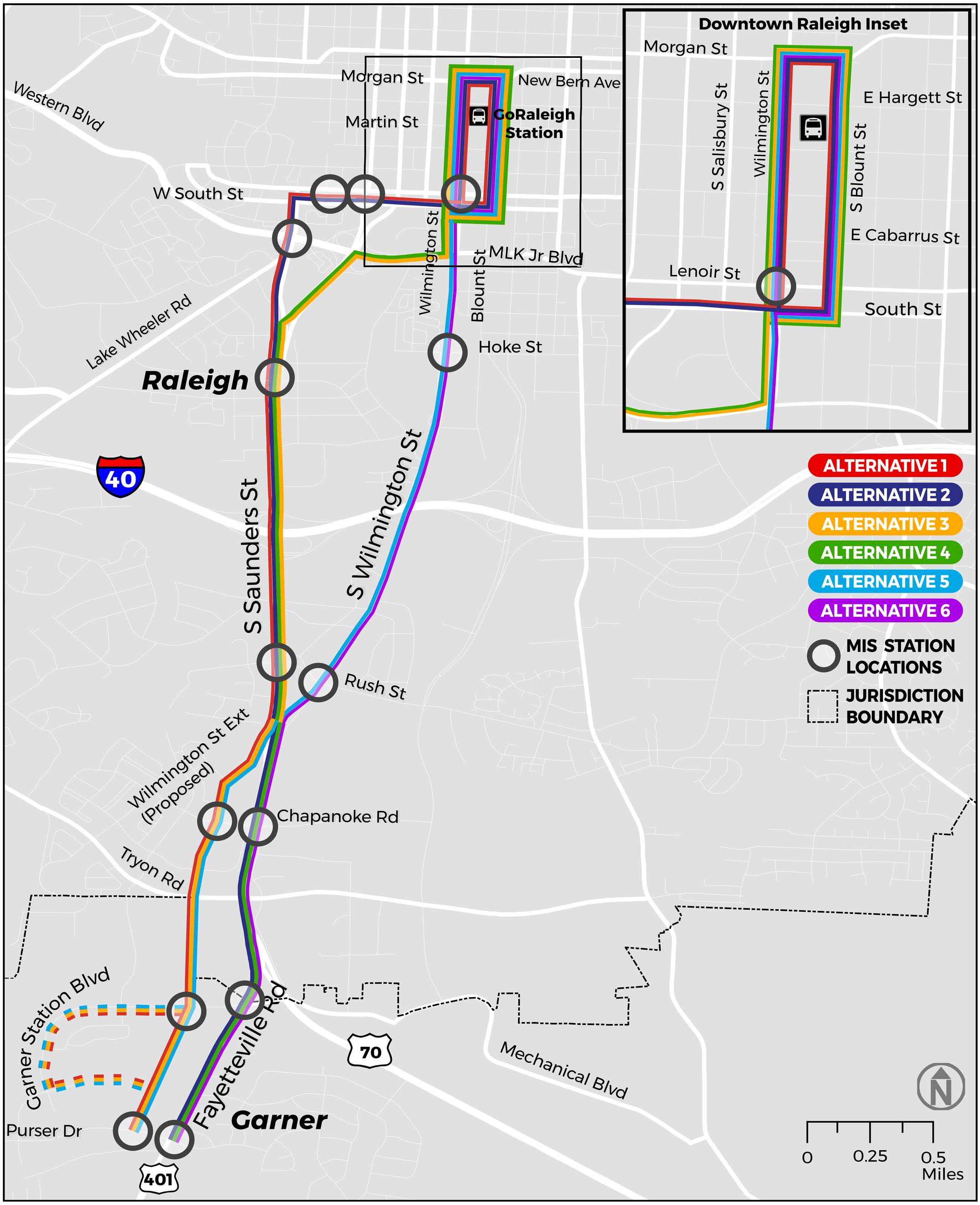
The Major Investment Study (MIS) gathered and analyzed information to identify five alignment alternatives from Downtown Raleigh to North South Station and Purser Drive in Garner.

raleighnc.gov/BRT

Bus Rapid Transit (BRT)

ALTERNATIVE ALIGNMENT OPTIONS

Raleigh



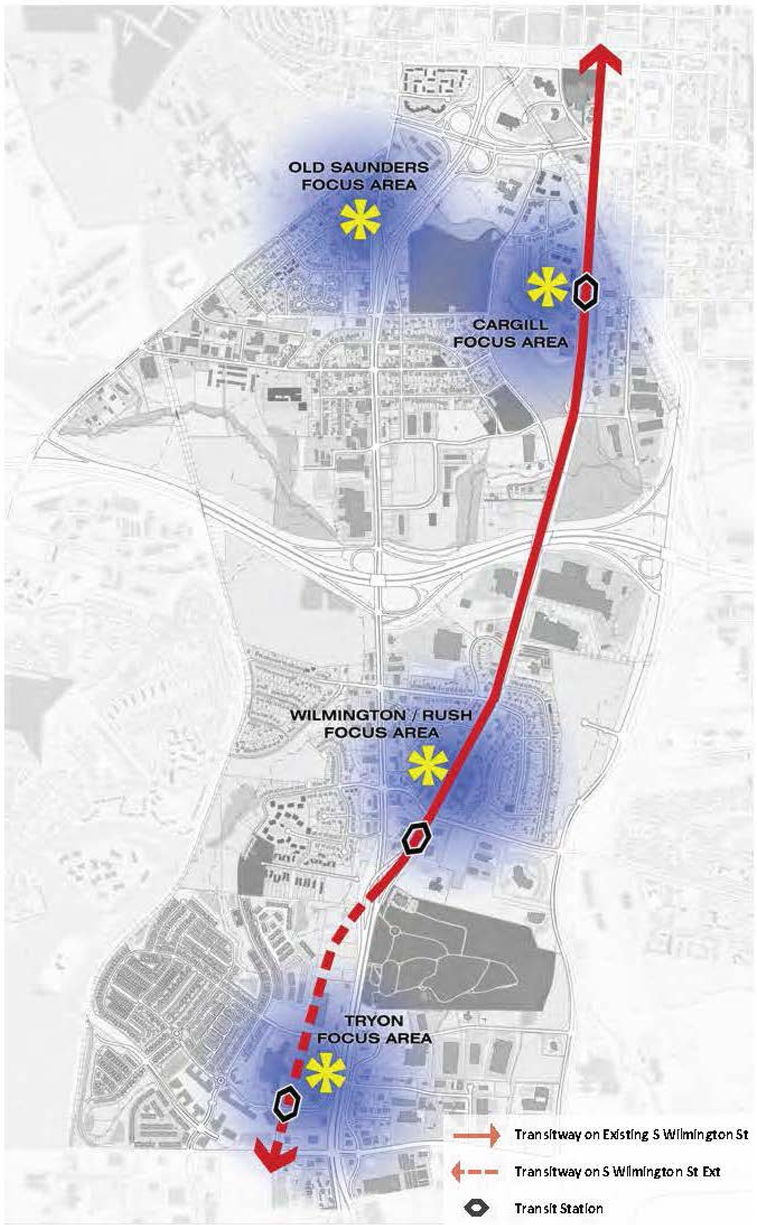
raleighnc.gov/BRT

Bus Rapid Transit (BRT)

RALEIGH ADOPTED PLANS

SOUTHERN GATEWAY CORRIDOR STUDY

The Southern Gateway corridor, of South Saunders and South Wilmington Streets, serves as an important corridor into Downtown Raleigh. Recognizing the importance of this gateway, the city's Urban Design Center conducted a Visioning Workshop in the Summer 2013 as Phase 1 of the Southern Gateway Corridor study.

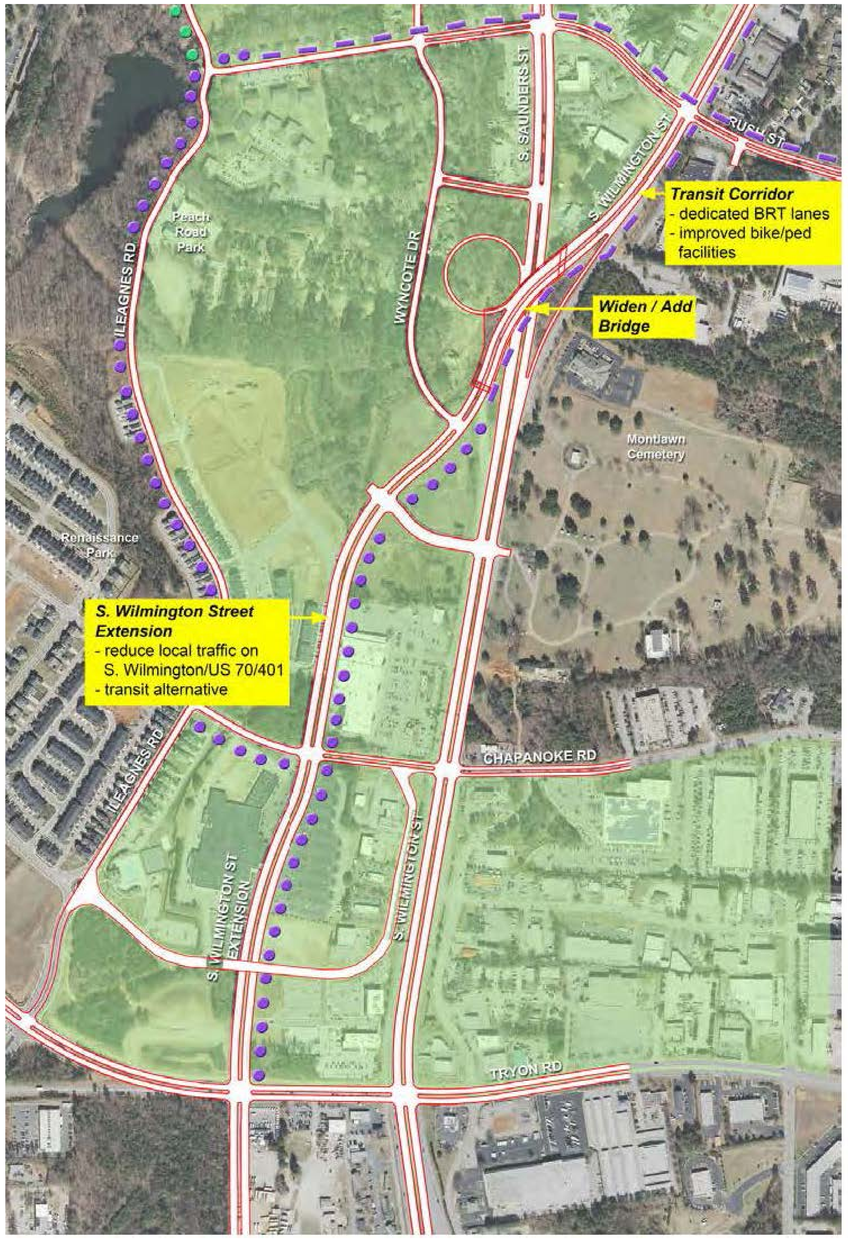


PROPOSED SOUTH WILMINGTON STREET TRANSIT CORRIDOR

The map to the left shows future development areas along the transit corridor.

Alternative 5 would serve all of these areas, except Old Saunders Focus Area.

Old Saunders Focus Area can be accessed via Rocky Branch Greenway or Wake BRT: Western Corridor.



PROPOSED ROADWAY CHANGES

The map shows the proposed South Wilmington Street Extension.

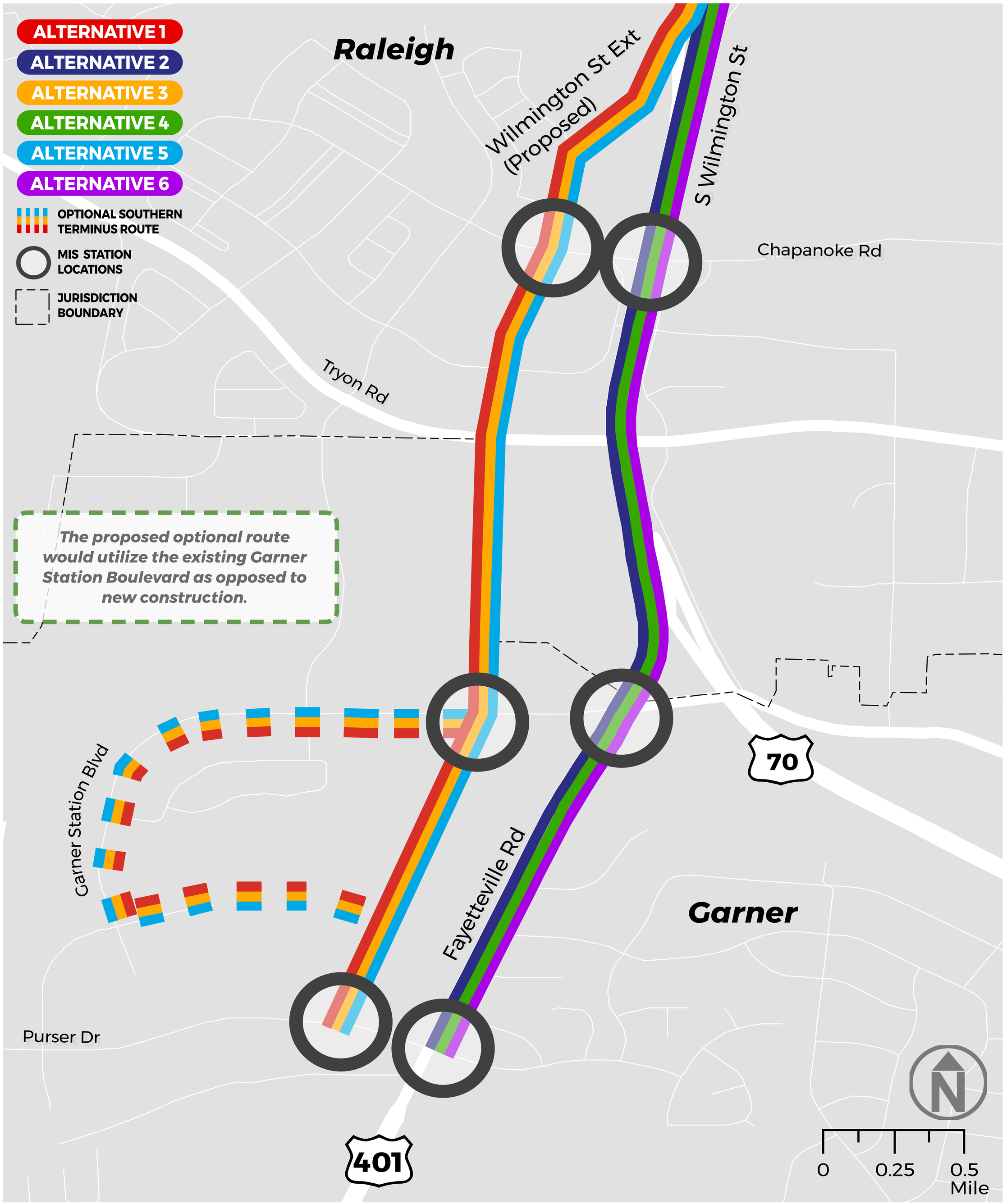
Alternatives 1, 3 and 5 all follow this recommended extension.

The South Wilmington Street Extension is listed on the City of Raleigh's Street Plan as a 4-lane divided avenue.

Bus Rapid Transit (BRT)

ALTERNATIVE ALIGNMENT OPTIONS

Raleigh



raleighnc.gov/BRT

Bus Rapid Transit (BRT)

GARNER ADOPTED PLANS

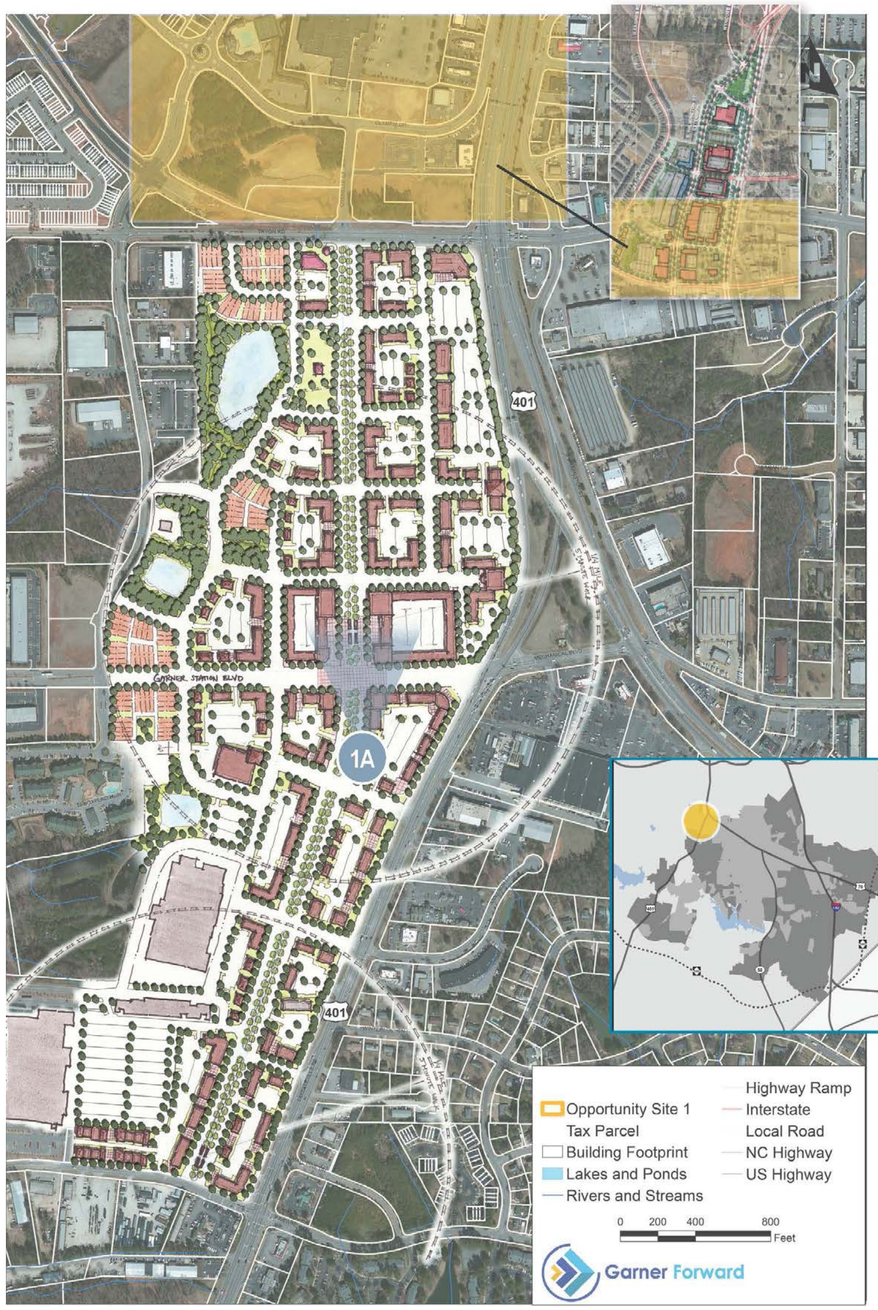
GARNER STATION

"Capitalizing on the Southern Gateway Corridor Plan completed by Raleigh and the Wake County Transit Strategy Plan, the concept for the convergence of US 70 and US 401 emphasizes a massively improved experience for drivers, pedestrians and transit patrons. This last group is planned to be served by the southernmost (for now) terminus of a bus rapid transit (BRT) line that will connect Garner quickly to downtown Raleigh. The center-loading of the vehicles encourages development on both sides of the landscaped and walkable spine roadway."

-Garner Forward Comprehensive Plan

- ***Destination Town Center***
- ***Commuter Park-and-Ride***
- ***South Wilmington Street extension as central spine***
- ***Future transit to encourage additional office or employment uses.***

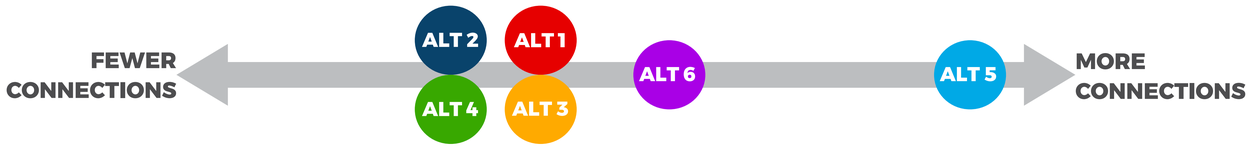
Southern Gateway Plan
(J. Davis / Urban Design Center)



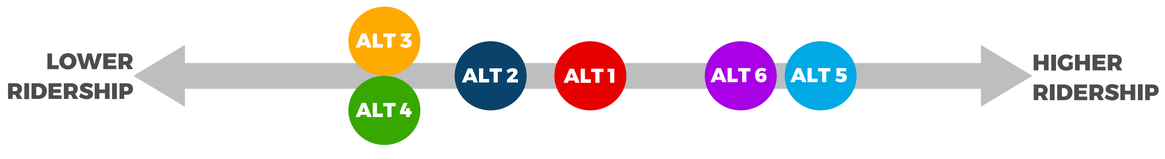
Bus Rapid Transit (BRT)

EVALUATION CONSIDERATIONS

AVAILABILITY OF BIKE AND PEDESTRIAN CONNECTIONS

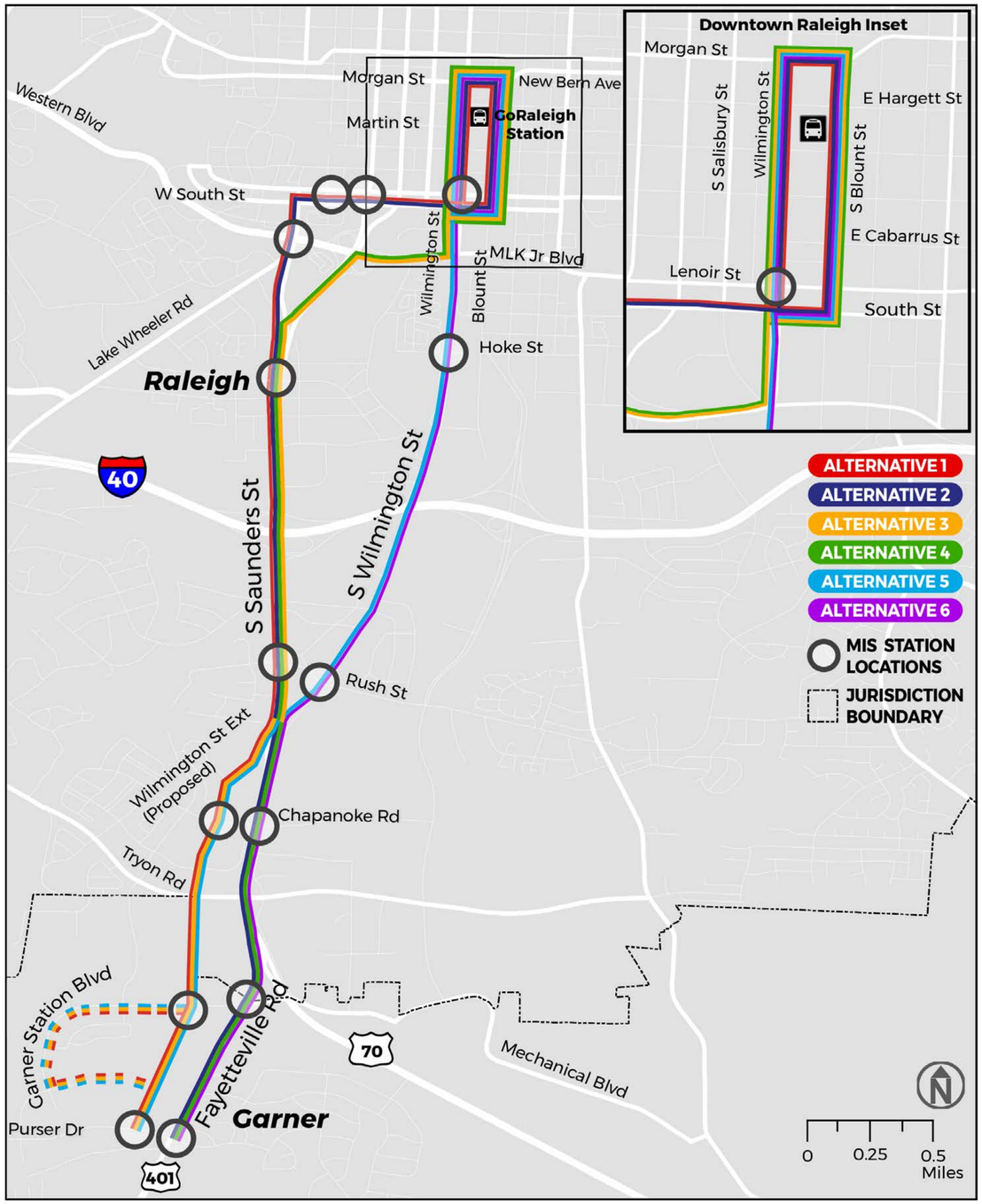


POTENTIAL NUMBER OF BRT RIDERS



PUBLIC SUPPORT FROM THE MAJOR INVESTMENT STUDY

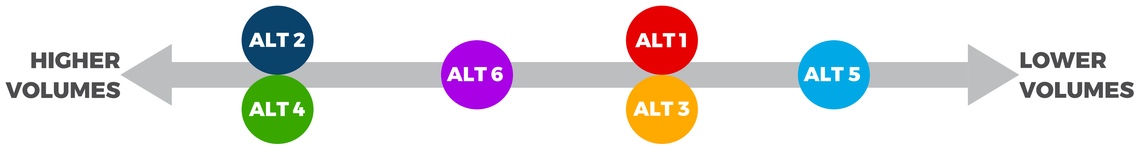
ECONOMIC DEVELOPMENT OPPORTUNITIES



Bus Rapid Transit (BRT)

EVALUATION CONSIDERATIONS

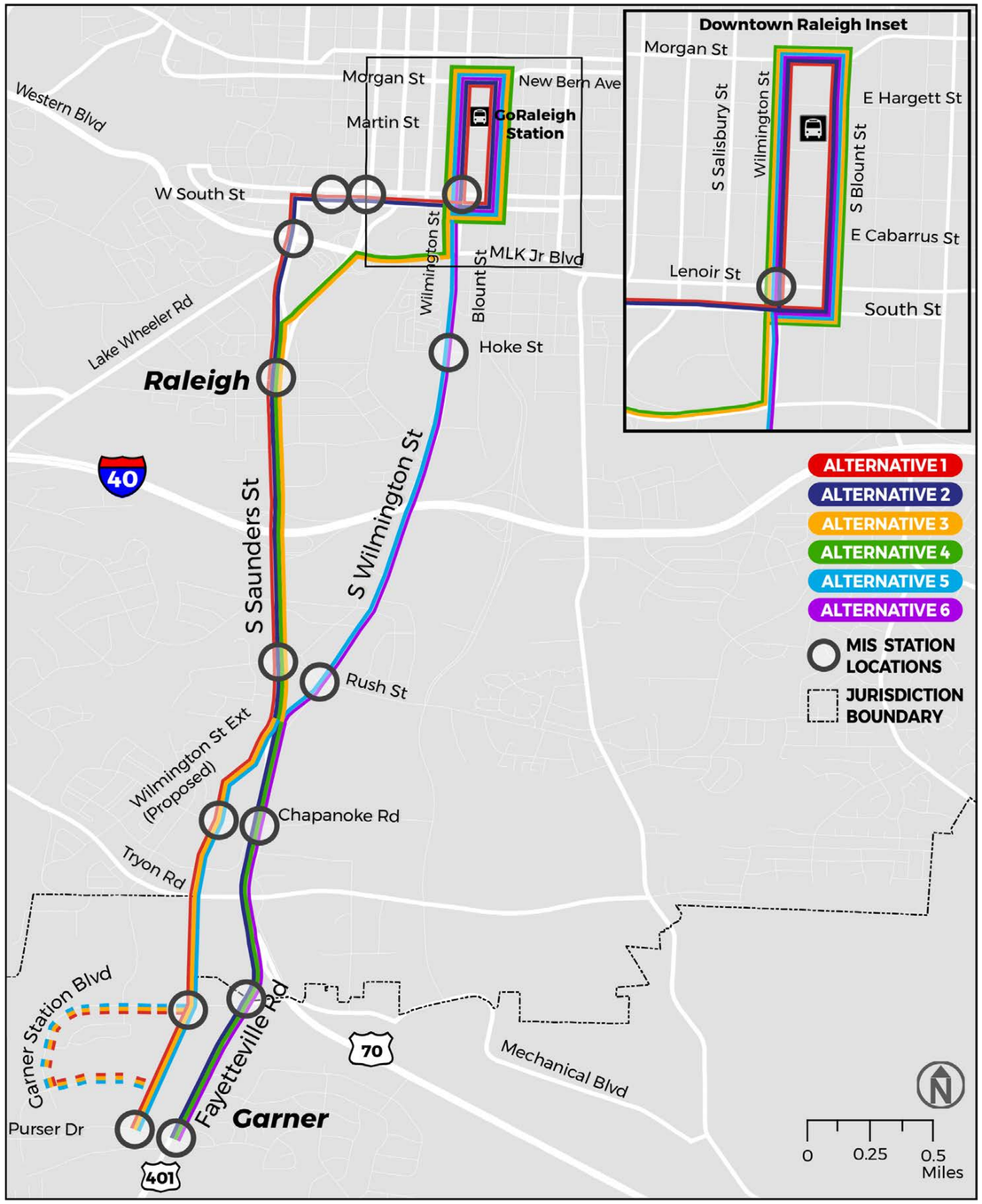
AVERAGE DAILY VEHICULAR TRAFFIC ALONG THE CORRIDOR



TOTAL COST TO CONSTRUCT THE BRT

AMOUNT OF RIGHT OF WAY (ROW) REQUIRED FOR BRT

LENGTH OF IMPLEMENTATION TIMELINE



Bus Rapid Transit (BRT)

EVALUATION CONSIDERATIONS - ACTIVITY

Raleigh

Please use stickers to identify how important each category is to you for selecting a BRT alignment.

	THIS FEATURE IS A **LOW** PRIORITY FOR ME	THIS FEATURE IS A **MEDIUM** PRIORITY FOR ME	THIS FEATURE IS A **HIGH** PRIORITY FOR ME
AVAILABILITY OF BIKE AND PEDESTRIAN CONNECTIONS			
POTENTIAL NUMBER OF BRT RIDERS			
PUBLIC SUPPORT FROM THE MAJOR INVESTMENT STUDY			
ECONOMIC DEVELOPMENT OPPORTUNITIES			
AVERAGE DAILY VEHICULAR TRAFFIC ALONG THE CORRIDOR			
TOTAL COST TO CONSTRUCT THE BRT			
AMOUNT OF RIGHT OF WAY (ROW) REQUIRED FOR BRT			
LENGTH OF IMPLEMENTATION TIMELINE			