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.
¡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.

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

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

Traducción en Español está disponible a pedido.
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.

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

PRECEDE NENTS

- **U.S. CITIES WITH BRT**
  - Health Line, Cleveland, OH
  - EmX, Eugene, OR
  - Orange Line, Los Angeles, CA
  - MAX BRT, Kansas City, MO
  - Pulse BRT, Richmond, VA

Source: GoForward
Bus Rapid Transit (BRT)

WAKE TRANSIT PLAN - POTENTIAL BRT SEGMENTS

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

SOUTHERN CORRIDOR AREA

raleighnc.gov/BRT
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.

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.

**FREQUENT, RELIABLE URBAN MOBILITY**

**All-Day Frequent Service for High-Demand Places**

**Bus Rapid Transit (BRT) Corridor**
- All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

**Frequent Network Corridor**
- All-day frequent local bus service

**Wake County Communities**
- Other Destinations

**2016**

**Wake Transit Plan**

**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.
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.
The proposed optional route would utilize the existing Garner Station Boulevard as opposed to new construction.
"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
Bus Rapid Transit (BRT)

**EVALUATION CONSIDERATIONS**

**AVAILABILITY OF BIKE AND PEDESTRIAN CONNECTIONS**
- Fewer connections: ALT 2, ALT 4, ALT 3
- More connections: ALT 5

**POTENTIAL NUMBER OF BRT RIDERS**
- Lower ridership: ALT 3, ALT 4
- Higher ridership: ALT 1, ALT 6, ALT 5

**PUBLIC SUPPORT FROM THE MAJOR INVESTMENT STUDY**
- Lower support: ALT 2, ALT 4, ALT 1, ALT 3, ALT 6
- Higher support: ALT 5

**ECONOMIC DEVELOPMENT OPPORTUNITIES**
- Fewer opportunities: ALT 2, ALT 4, ALT 3
- More opportunities: ALT 5

[Map showing different routes and station locations]
Bus Rapid Transit (BRT)

EVALUATION CONSIDERATIONS

AVERAGE DAILY VEHICULAR TRAFFIC ALONG THE CORRIDOR

- Higher Volumes
  - ALT 2
  - ALT 6
  - ALT 4
  - ALT 1
  - ALT 5
- Lower Volumes

TOTAL COST TO CONSTRUCT THE BRT

- Higher Cost
  - ALT 1
  - ALT 5
  - ALT 2
  - ALT 6
  - ALT 4
- Lower Cost

AMOUNT OF RIGHT OF WAY (ROW) REQUIRED FOR BRT

- More Row
  - ALT 1
  - ALT 5
  - ALT 3
  - ALT 2
  - ALT 6
  - ALT 4
- Less Row

LENGTH OF IMPLEMENTATION TIMELINE

- More Time
  - ALT 1
  - ALT 5
  - ALT 2
  - ALT 6
  - ALT 4
- Less Time
### Bus Rapid Transit (BRT)

#### Evaluation Considerations - Activity

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Low Priority</th>
<th>Medium Priority</th>
<th>High Priority</th>
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<tbody>
<tr>
<td>Availability of Bike and Pedestrian Connections</td>
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<td>Potential Number of BRT Riders</td>
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<td>Public Support From the Major Investment Study</td>
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<td>Economic Development Opportunities</td>
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<td>Average Daily Vehicular Traffic Along the Corridor</td>
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<td>Total Cost to Construct the BRT</td>
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<td>Length of Implementation Timeline</td>
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*This feature is a Low Priority for me*

*This feature is a Medium Priority for me*

*This feature is a High Priority for me*