



Open House Public Meeting | February 24, 2020

WAKE BUS RAPID TRANSIT (BRT): SOUTHERN CORRIDOR

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NEXT BY



Wake Transit Plan

Four Big Moves

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



Key Projects Through 2027

Bus Service Plan

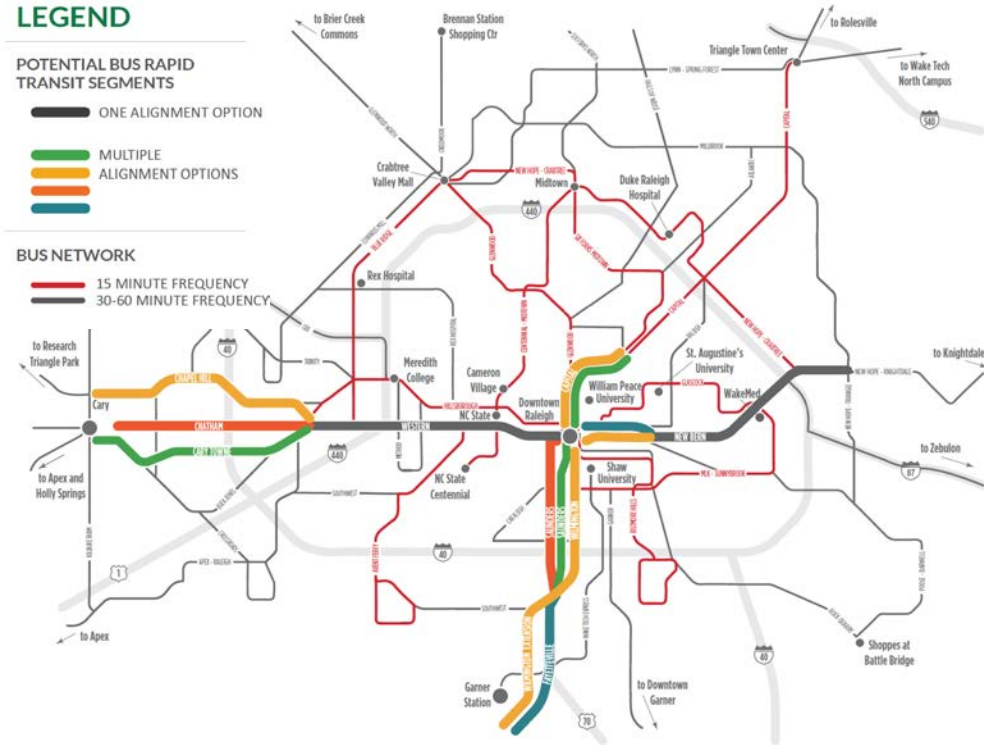
- Expand existing frequent (15 min) bus service from 17 to 83 miles.
- Expand 30-60 min service to connect all communities within the county.

Commuter Rail

- Develop 37-mile system with service from Garner to Downtown Raleigh, NC State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.

Bus Rapid Transit

- Implement four (4) BRT corridors (approximately 20 miles)





Wake BRT Program

BRT Infrastructure and Service



Dedicated Runningway

Bus-only lanes separate transit from traffic and may be painted a unique color to increase the lane's visibility (at least 50% in dedicated runningway).



Enhanced Stations

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



Specialized Vehicles

Custom buses provide more capacity, more doors (on either side of the bus) and lower floors for easier loading and unloading.



Branding

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



Wake BRT Program

BRT Infrastructure and Service



Transit Signal Priority

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



Frequency

BRT buses would operate at least every 10 minutes in the peak hours, 15 minutes for off-peak hours and 20 minutes on weekends.



Longer Span of Service

Weekday span of service from 4:00am to 12:00am (20 hours) and weekend span of service from 5:30am to 12:00am (18.5 hours).



Enhanced Fare Collection System

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



Wake BRT Program

Project Status

Wake BRT: Northern Corridor

STATUS: Pre-Planning Complete

MAJOR MILESTONES:

- Route Selection in Fall 2020

Wake BRT: Western Corridor

STATUS: Route Selection

MAJOR MILESTONES:

- Project Development in Summer 2020

Wake BRT: New Bern Avenue

STATUS: Design ~30%

MAJOR MILESTONES:

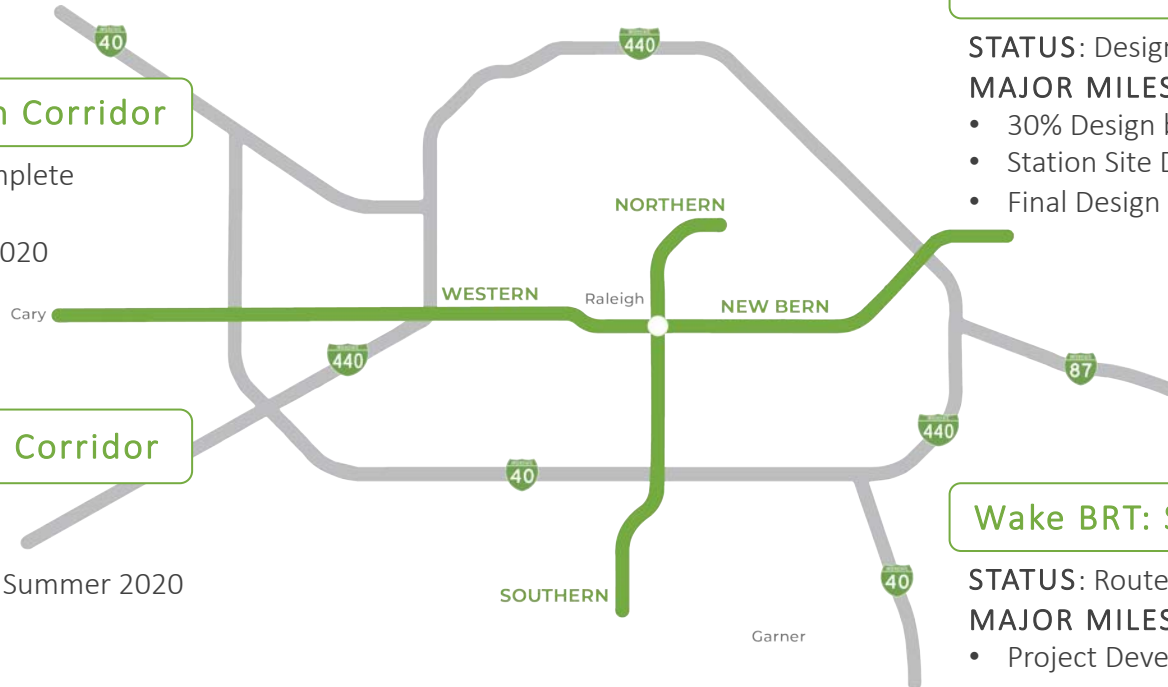
- 30% Design by Spring 2020
- Station Site Design Plans in Fall 2020
- Final Design by Summer 2021

Wake BRT: Southern Corridor

STATUS: Route Selection

MAJOR MILESTONES:

- Project Development in Summer 2020





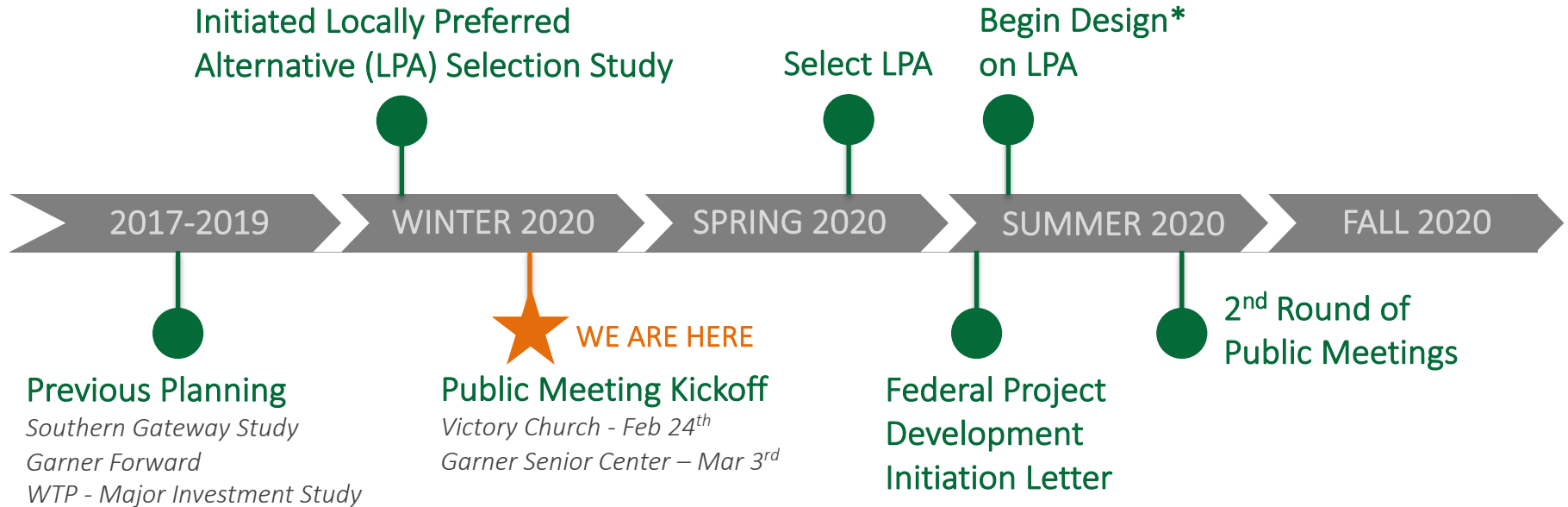
Wake BRT Program

WAKE BRT: SOUTHERN CORRIDOR



Wake BRT: Southern Corridor

Route Selection (LPA) - Schedule



* Design, Construction and BRT Operations start date is dependent on LPA selected



Wake BRT: Southern Corridor

Kickoff Meeting - Purpose

- Introduce the project
 - Present schedule and process for BRT implementation
- Present findings from previous planning studies
 - Boards from Southern Gateway Corridor Study
 - Board from Garner Forward Plan
- Present BRT route alternatives
 - Including alternatives considerations
- Gather feedback
 - Public priorities related to BRT features/considerations



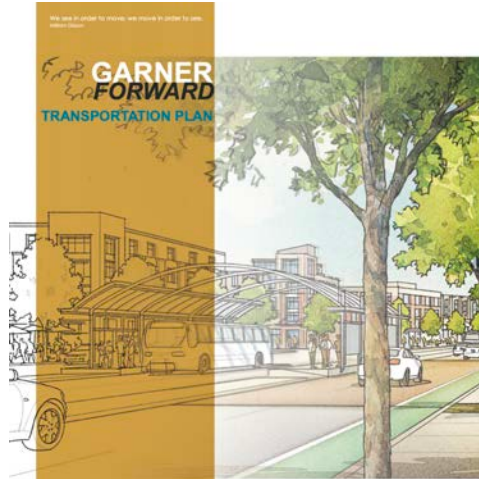
Wake BRT: Southern Corridor

Previous Planning Studies

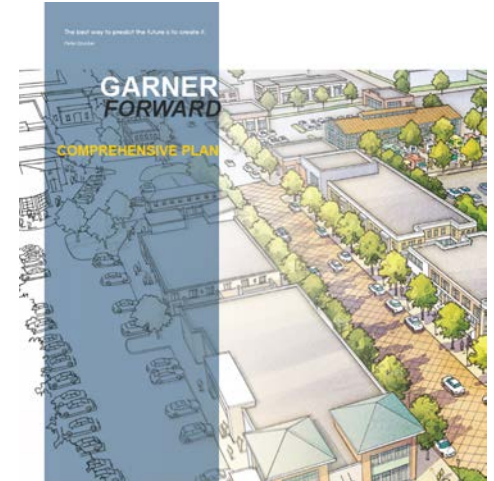


SG Southern Gateway
Corridor Study
FINAL REPORT
Raleigh, NC | Adopted: February 7, 2017

Southern Gateway
Corridor Study
City of Raleigh



Garner Forward
Transportation Plan
Town of Garner



Garner Forward
Comprehensive Plan
Town of Garner



Wake BRT: Southern Corridor

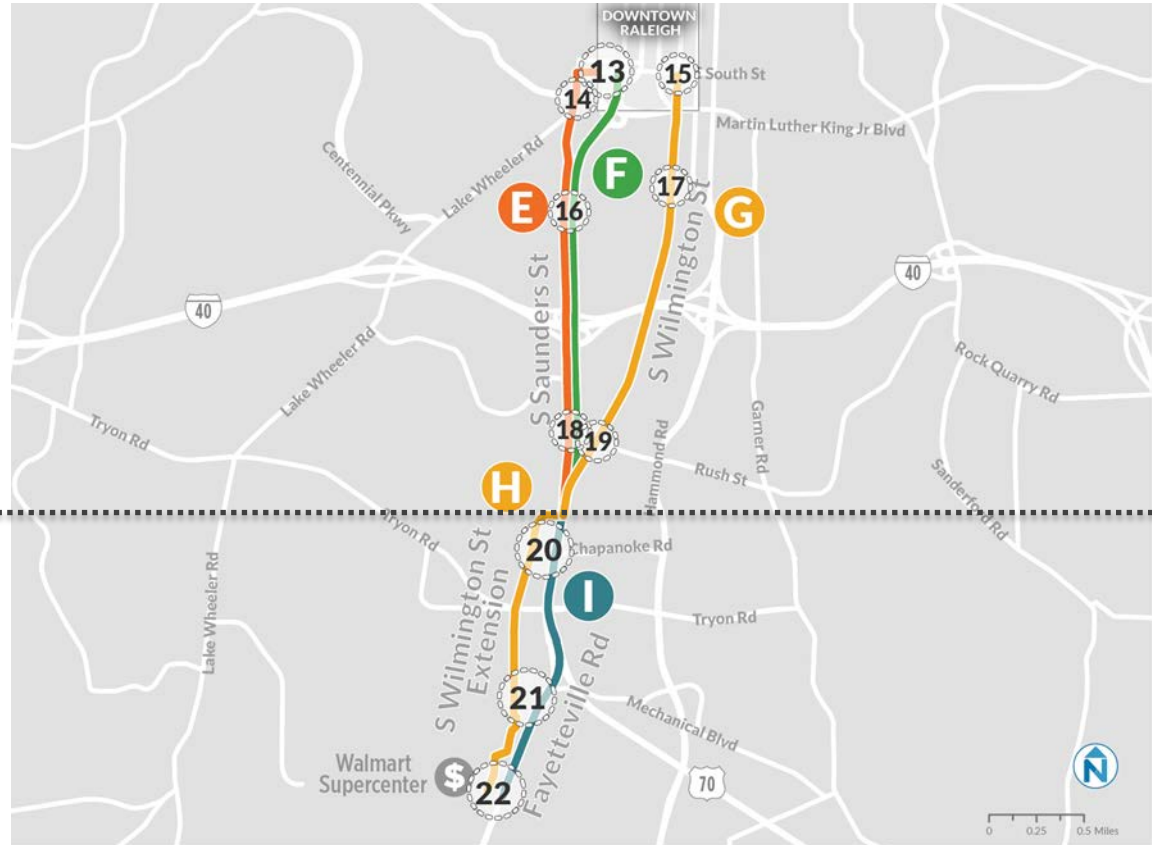
Alignment Alternatives

3 alignment options from Downtown Raleigh to Chapanoke Road north of Garner

- S. Wilmington Street
- S. Saunders Street
- S. McDowell Street

2 alignment options from Chapanoke Road north of Garner to Purser Drive in Garner

- Fayetteville Road (US 401)
- S Wilmington Street Extension (new construction)





Wake BRT: Southern Corridor

Alignment Alternatives

ALTERNATIVE 1

S. Saunders Street + Wilmington Street Extension

ALTERNATIVE 2

S. Saunders Street + Fayetteville Road

ALTERNATIVE 3

S. Saunders/McDowell Street + Wilmington Street Extension

ALTERNATIVE 4

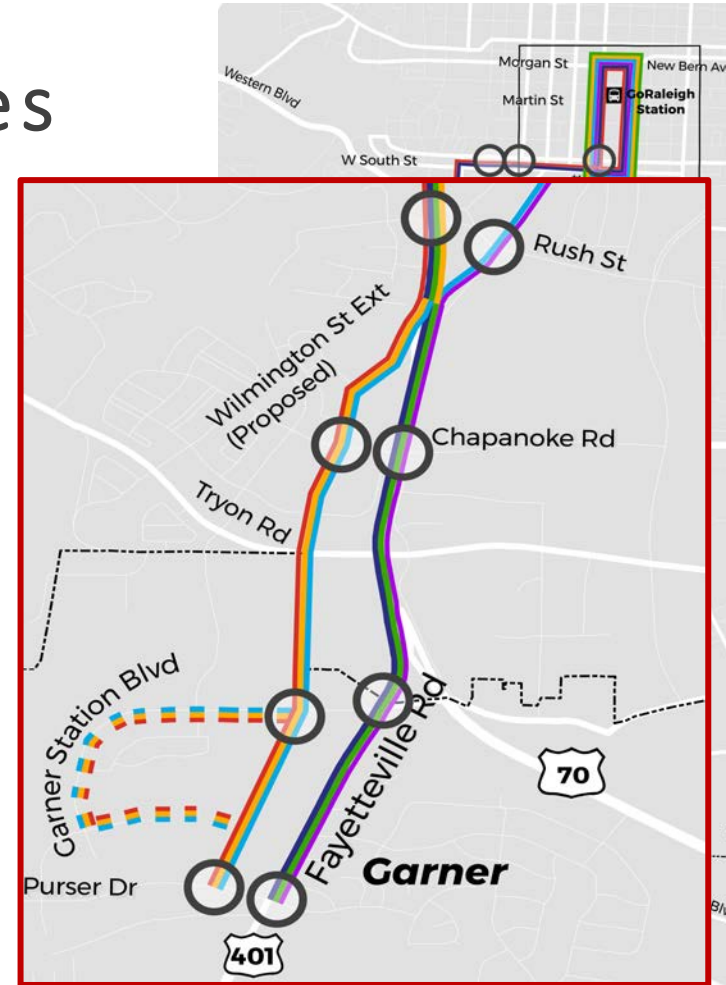
S. Saunders/McDowell Street + Fayetteville Road

ALTERNATIVE 5

S. Wilmington Street + Wilmington Street Extension

ALTERNATIVE 6

S. Wilmington Street + Fayetteville Road





Wake BRT: Southern Corridor

Alternatives Considerations

Categories for evaluation considerations

- Traffic Volumes
- Bicycle/Pedestrian Connections
- Additional Right-of-Way (ROW) Requirements
- Potential BRT Ridership
- Construction Costs
- Implementation Timeline
- Economic Development Opportunities
- Public Support from Major Investment Study (MIS)



Alternatives Considerations

Wilmington Street

- Lower traffic volumes, more bike/ped connections, lower construction cost, shorter implementation schedule, less intensive environmental documentation

Saunders Street/McDowell Street

- Higher traffic volumes, less bike/ped connections, lower construction cost, shorter implementation schedule, less intensive environmental documentation

Fayetteville Street (US 401)

- Higher traffic volumes, less bike/ped connections, lower construction cost, shorter implementation schedule, less intensive environmental documentation

Wilmington Street Extension* (new roadway construction)

- Less traffic volumes, more bike/ped connections, higher construction cost, longer implementation schedule, more intensive environmental documentation

* Wilmington Street Extension would require local funding for general purpose lanes



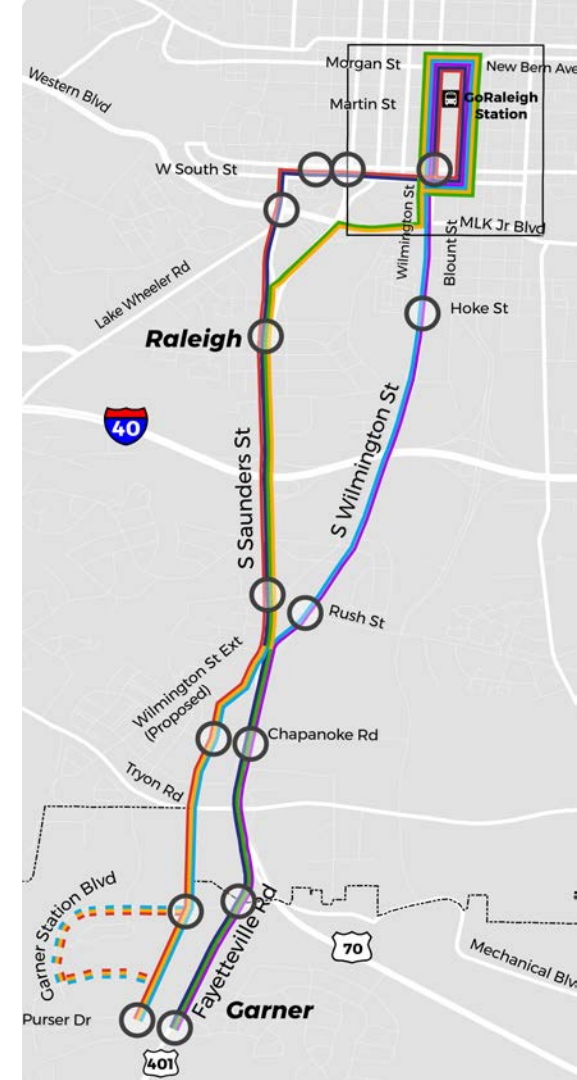
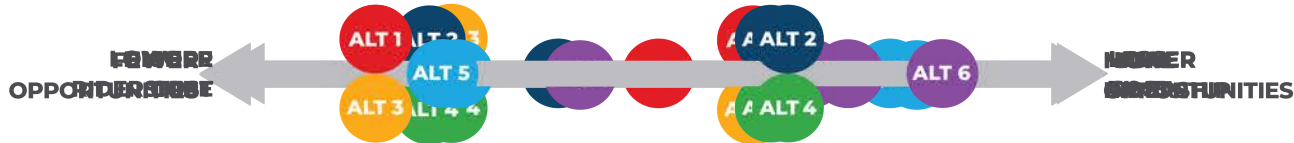
Wake BRT: Southern Corridor

Alt. Considerations

APPROXIMATE NUMBER OF STATIONS (PROPOSED) AND STATIONS NEARBY



ECONOMIC OPPORTUNITIES AND OPPORTUNITIES





Wake BRT: Southern Corridor


Feedback Activity

Priorities for consideration categories related to BRT service

- Low priority
- Medium priority
- High priority

Bus Rapid Transit (BRT)

EVALUATION CONSIDERATIONS - ACTIVITY



Please use stickers to identify your priority for each feature category.

	← THIS FEATURE IS A LOW PRIORITY FOR ME	THIS FEATURE IS A MEDIUM PRIORITY FOR ME	THIS FEATURE IS A HIGH PRIORITY FOR ME →
BICYCLE AND PEDESTRIAN CONNECTIONS			
POTENTIAL BRT RIDERSHIP			
PUBLIC SUPPORT FROM THE MIS			
ECONOMIC DEVELOPMENT OPPORTUNITIES			
TRAFFIC VOLUMES			
COST TO CONSTRUCT			
ADDITIONAL RIGHT OF WAY REQUIRED			
IMPLEMENTATION TIMELINE			

raleighnc.gov/BRT



Wake BRT: Southern Corridor

Engagement Opportunities

Kickoff Meeting

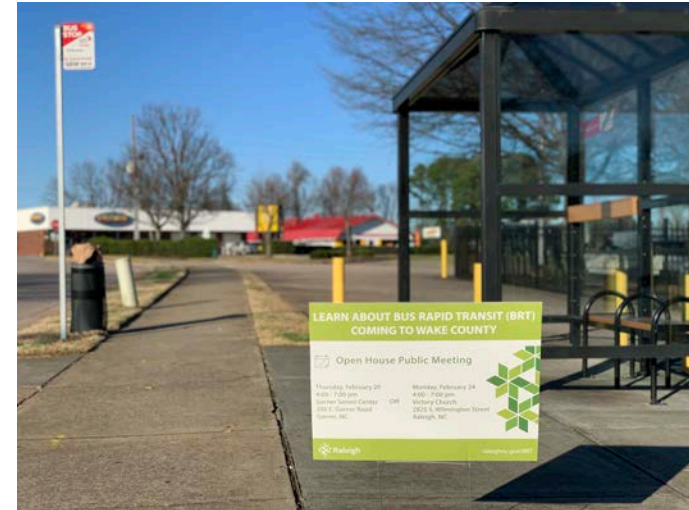
- February 20th – Garner Senior Center 4 - 7pm - Canceled
- February 24th – Victory Church 4 - 7pm - Here Today
- March 3rd – Garner Senior Center 4 - 7pm

On-line Survey

- Open till March 20, 2020
- <https://publicinput.com/BRTProjects>

Website

- Raleighnc.gov/BRT





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THANK YOU

Website: Raleighnc.gov/BRT