

Draft example BRT-based approach

Creating a FASTER (Freeway and Street-based Extended Rapid) transit network for Wake County

1 – Commence expansion and enhancement of basic transit service countywide

- Review basic bus route expansion from draft Wake transit plan and implement in staged fashion
- Review intersection and corridor delays for all existing and proposed bus routes
- Identify, prioritize highway improvements that will keep buses on schedule and lower operating costs
- Commence staged implementation of level boarding at bus stops across the county
- Seek legislation requiring vehicles to yield to buses returning to traveled way from shoulder or stops

2 – Partner with municipalities, RTP, and business community to advance circulators and encourage transit use

- Encourage creation of common regional bike-sharing system
- Create a matching fund to encourage development or expansion of transit circulator systems
- Initiate study of pilot, scalable personal rapid transit system for the Park (i.e., "PRT for RTP") and environs
- Encourage decoupling of parking from employee benefits and/or offering transit/bike-share passes

3 – Prioritize frequent network and implement priority measures in Downtown Raleigh, across County, to RTP

- Develop, prioritize frequent transit lines with 15 (gateway), 20 (priority), 30 (express) min. service targets
- Coordinate staged rollout of intersection signal priority measures for public transit/school buses
- Targeted additions of queue jumps, bus lane segments and other measures to minimize transit delays
- Implement bus on shoulder system (BOSS) on remainder of I-40, I-540 and other freeway segments

4 – Coordinate implementation of arterial BOSS, corridor upgrades, transitways, and BRT stations across County

- Develop arterial bus rapid transit (BRT) and BOSS system, and add BOSS to US 1 north of 540
- Reconstruct Capital Boulevard south of I-540 as transit gateway corridor to Downtown Raleigh
- Create, preserve transitway/bikeway corridors along Atlantic and Hillsborough
- Transit station/corridor development: examples might include Blue Ridge, New Bern, Six Forks/Midtown, Wilmington/Hammond/Timber, Kildaire Farm, Chatham, NC 54 west, US 70, and/or others countywide
- Serve all N.C. State campuses and Arena area with transitways, bus lanes, and/or other improvements

5 – Create freeway BRT on I-40/540 to link to RDU/RTP/points west, and on I-440 for Raleigh linkages

- Study, prioritize, and implement bus exits, bypass lanes, and extended bus lanes and linkages
- Coordinate implementation of freeway/express lanes BRT stations along I-40, 540, other freeways
- Coordinate implementation of express or transit lane along portions of I-440 Beltline
- Add freeway caps via air rights to jumpstart transit-oriented development and connect communities

6 – Implement targeted high-capacity transit (e.g., commuter/ light rail) when necessary and cost-effective

- Develop freeway BRT / arterial BRT / commuter rail transfer station along I-40 south of Raleigh
- Analyze commuter rail east of Raleigh to Garner/Johnston Co. and compare with freeway BRT options
- Analyze commuter rail west of Raleigh to Cary/RTP/Durham and compare with freeway BRT options
- Consider light rail or other high-capacity transit options when volumes clearly exceed bus capabilities