

# A **FASTER** transit network for Wake County from an optimized bus rapid transit-based approach

## Bus rapid transit

Bus rapid transit (BRT) is one of the fastest and most cost-effective ways to expand and modernize public transit, according to The Rockefeller Foundation. BRT-based investments can avoid unnecessary infrastructure costs and offer a competitive alternative to rail transit.

Various forms of bus rapid transit are open or under development in several competitive regions including Nashville, Austin, Pittsburgh, Montgomery County, Md., Boston, Cleveland, Miami, Los Angeles, Chicago, Eugene, Kansas City, Las Vegas, and other cities in the U.S. and abroad.

BRT is an attractive, frequent, and reliable public transit service that minimizes or eliminates delay for transit and other roadway users. BRT has a series of elements that can be implemented in a scalable and flexible manner to improve mobility options for all users of the transportation system. Elements could include level boarding and signal priority for buses, as well as complementary highway improvements such as superstreets, roundabouts, and selected road widening to keep buses on schedule and reduce overall travel delay.



Level boarding example  
courtesy MVTA

### A BRT-based approach optimized to meet a community's needs can:

- Leverage existing and future road infrastructure
- Accelerate transit improvements in a scalable manner
- Deliver robust service across a broad system
- Provide flexibility for community growth
- Catalyze or focus economic development

The reasons for implementing BRT-based options will vary. However, they can include reducing the timeline for implementation, broadening the distribution of benefits, mitigating funding uncertainty, providing a cost-effective solution, and accelerating economic development.



Bus lane and signal priority in Cleveland

## A “FASTER” transit network for Wake County

An optimized bus rapid transit-based approach in Wake County would allow our area to leverage its existing and proposed freeway network and turnpike system, future express lanes and potential transitways, as well as our arterial roadways and street system to strengthen mobility across the County.

A bus rapid transit-based “**FASTER**” transit network for Wake County would be a **F**reeway **A**nd **S**treet-based **E**xtended **R**apid transit network, involving the ongoing, strategic application of bus rapid transit-based investments and complementary highway improvements tailored to the needs of our community. Each application of BRT would be optimized for the specific condition of a particular area and provide investments exactly when and where needed. Together, the scaled investments would maximize the user experience and network benefits of the entire system while providing flexibility for continued improvements over time.



Cleveland Healthline station  
courtesy Greater Cleveland RTA

### A **FASTER** transit network for Wake County could include (illustrative examples):

- Freeway bus rapid transit stations along I-40 and 540
- Reconstruction of Capital Blvd. as a transit gateway corridor to Downtown Raleigh
- Transit station/corridor development: examples might include Blue Ridge, New Bern/Knightdale, Six Forks/Midtown, Wilmington/Hammond/Timber, Kildaire Farm, Chatham, NC 54 west, US 70, and/or others across the County
- Bus lanes or transitways serving all NC State campuses directly
- Transit priority measures in Downtown Raleigh and other congested locations to reduce intersection delays
- Transitways or bikeways along the Atlantic and Hillsborough corridors
- Express lanes or transit lanes along parts of I-40, 540, 440 Beltline, and other freeways