

The background features a stylized illustration of a bus in shades of teal and blue, with its front door open. The bus is set against a backdrop of abstract, angular shapes in various shades of blue and green, suggesting a map or a network. Several location pin icons are scattered across the scene, reinforcing the theme of regional connectivity.

RTA

REGIONAL
BUSINESS
LEADERSHIP



TRANSPORTATION BREAKFAST 2023

PRESENTED BY



Friday, July 21 | 7:30 - 10 a.m.

Westin Raleigh-Durham Airport Hotel

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JAY IRBY

Senior VP, Triangle Area Executive,
First Citizens Bank
Chair, RTA

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RTA Senior Regional Partners

Capital Area MPO

Durham-Chapel Hill-Carrboro MPO

City of Durham

City of Raleigh / GoRaleigh

Town of Cary

Town of Chapel Hill / Chapel Hill Transit

Town of Holly Springs

Town of Morrisville

Town of Wake Forest

Raleigh-Durham Airport Authority

GoTriangle

Triangle J Council of Governments

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RTA Member Chambers of Commerce

Angier

Apex

Benson Area

Cary

Chatham

Chapel Hill-Carrboro

Clayton

Durham

Franklin County

Fuquay-Varina Area

Garner

Hillsborough/Orange County

Holly Springs

Knightdale

Moore County

Morrisville

Raleigh

Rocky Mount Area

Rolesville Area

Roxboro Area

Sanford Area Growth Alliance

Triangle East

Wake Forest

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Zebulon

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JOE MILAZZO

Executive Director
RTA

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DAVID EATMAN

Assistant Transportation Director
City of Raleigh

HET PATEL

Transit Planning Supervisor
City of Raleigh

BRIAN LITCHFIELD

Transit Director
Town of Chapel Hill

JOHN VINE-HODGE

Deputy Director of Integrated Mobility
NC Department of Transportation

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WAKE BUS RAPID TRANSIT PROGRAM

REGIONAL TRANSPORTATION ALLIANCE

JULY 21, 2023



BUS RAPID TRANSIT (BRT) | FEATURES



**DEDICATED
LANES**



**ENHANCED
STATIONS**



**SPECIALIZED
VEHICLES**



**SIGNAL
PRIORITY**



**SPAN OF
SERVICE**



**FREQUENT
SERVICE**



**OFF-BOARD FARE
COLLECTION**



**UNIQUE
BRANDING**

WAKE BRT PROGRAM | OVERVIEW

PRE-CONSTRUCTION

- New Bern Avenue – 2025

FINAL DESIGN

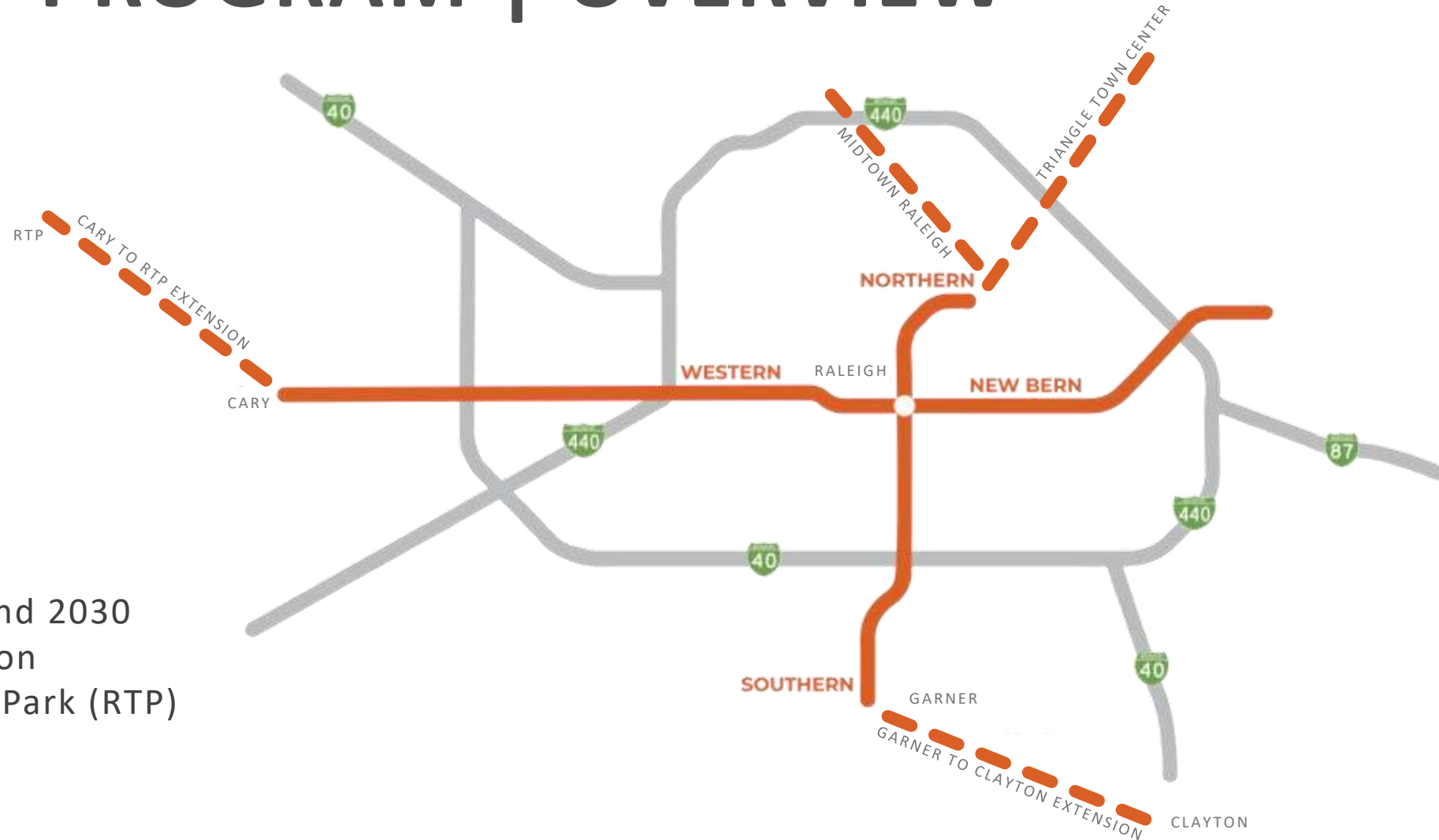
- Southern Corridor – 2028

PRELIMINARY DESIGN

- Western Corridor – 2029

PLANNING STUDY

- Northern Corridor – beyond 2030
- Garner to Clayton Extension
- Cary to Research Triangle Park (RTP) Extension



NEW BERN AVENUE

401

Overview

- 5.39 miles | 3.3 miles dedicated
- Ten (10) stations, 19 platforms
- Seven (7) 60' articulated buses

Next Steps

- Construction – Fall 2023



STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound Inbound	Morgan at Blount Edenton at Blount
3	Outbound Inbound	New Bern at Swain Edenton at Swain
4	Outbound Inbound	New Bern at Tarboro Edenton at Tarboro
5	Outbound Inbound	Raleigh Blvd
6	Outbound Inbound	King Charles
7	Outbound Inbound	Medical District
8	Outbound Inbound	Trawick Rd
9	Outbound Inbound	Corporation Pkwy
10	Outbound Inbound	New Hope Rd East Raleigh

EDENTON AT BLOUNT



ADA ACCESS RAMP

WAYFINDING

LEVEL BOARDING

REAL TIME ARRIVAL

60' ARTICULATED BUS

RALEIGH BLVD



SOLAR PANELS

DEDICATED LANES

MULTI-USE PATH

HIGH-VISIBILITY
CROSSWALK

DEDICATED LANES

MEDICAL DISTRICT



PYLON

ART

ART

SIDEWALK

MULTI-USE PATH

GORALEIGH STATION



ADA ACCESS RAMP

ADA ACCESS RAMP

SOUTHERN CORRIDOR

Overview

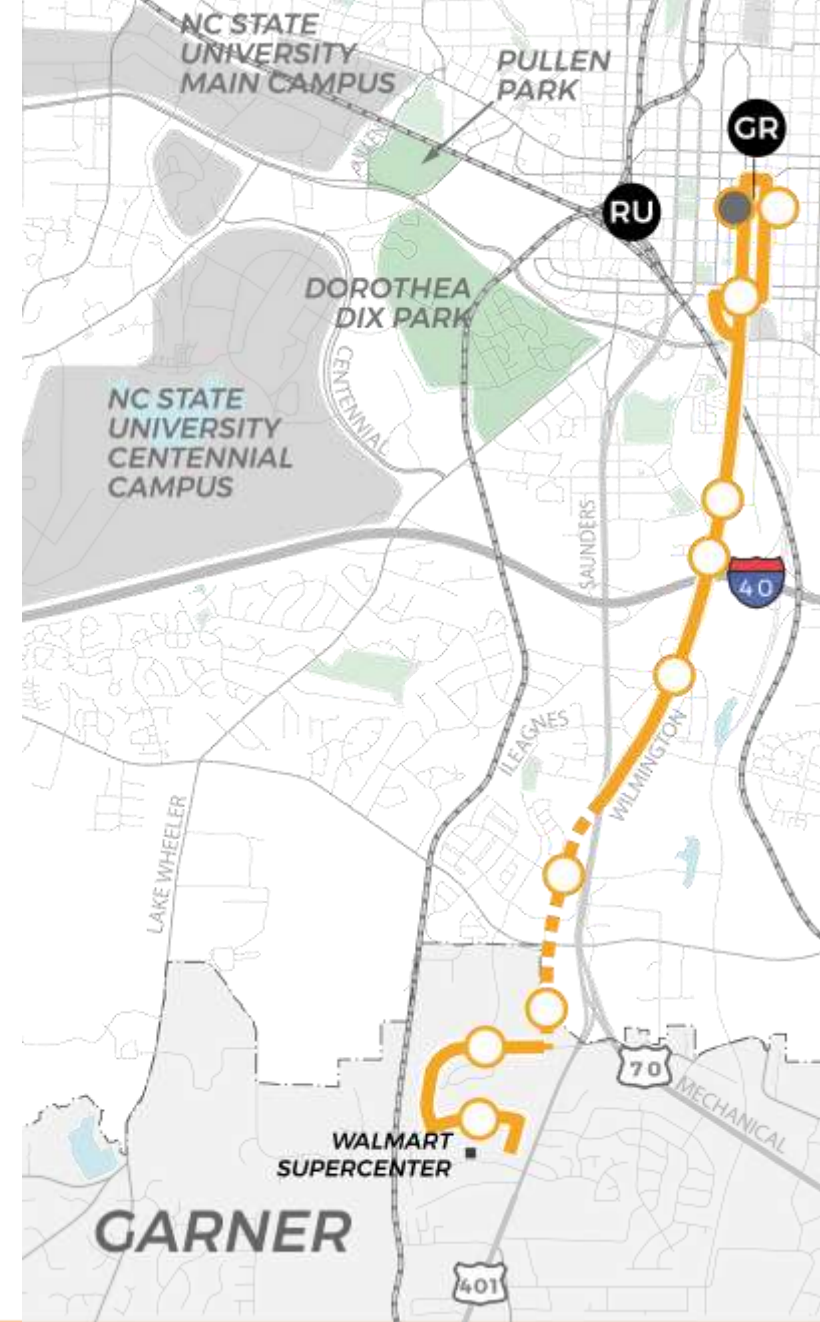
- 5.1 miles | 3.8 miles dedicated lanes
- Ten (10) proposed stations – nine (9) new
- Seven (7) 60' articulated buses

Recent Milestone

- FTA CIG Ratings – “Medium-High” with full funding recommendation in FY24 President’s Budget Proposal (\$85.9M)

Next Steps

- Complete 30% design & begin final design – Summer 2023



WESTERN CORRIDOR



NORTHERN CORRIDOR

Overview

- Status – planning study
- Purpose – connect downtown Raleigh to Midtown Raleigh and downtown Raleigh to Triangle Town Center

Next Steps

- Refinement and screening of alternatives – Summer 2024
- Public Engagement – Fall 2023 and Spring/Summer 2024
- Identify preferred alternatives for connecting to Midtown Raleigh and Triangle Town Center – Summer 2024





THANK YOU!

FOR MORE INFORMATION: RALEIGHNC.GOV/BRT

REGIONAL TRANSPORTATION ALLIANCE

JULY 21, 2023





PROJECT UPDATE

RTA Transportation Breakfast | July 21, 2023

**Brian Litchfield, Director
Chapel Hill Transit**



SYSTEM FACTS

Corridor: 8.2 mi. (Martin Luther King Junior Blvd., South Columbia St., and US 15-501 South), from Eubanks Rd Park & Ride to Southern Village Park & Ride

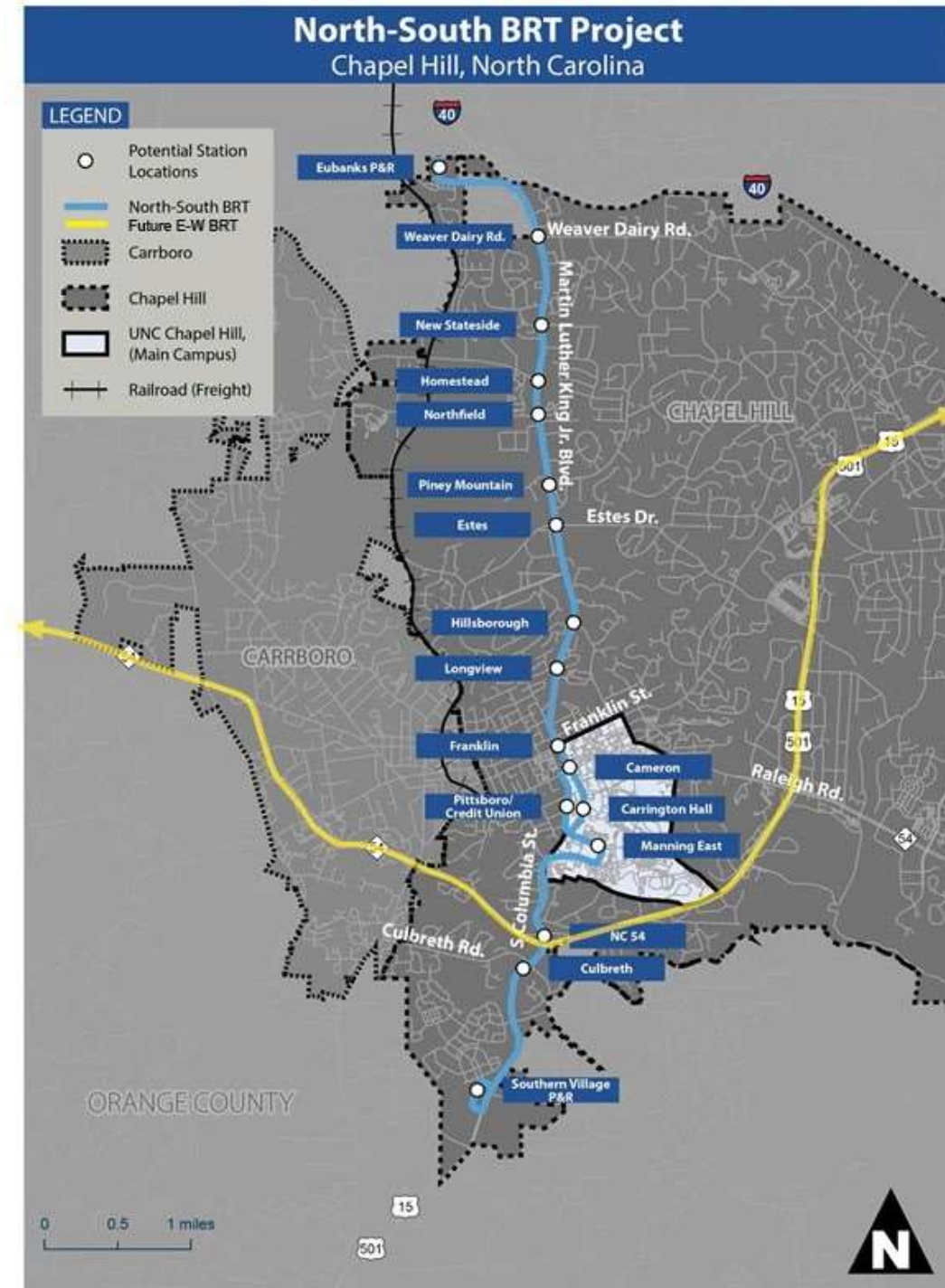
Dedicated, curb-running transit lanes: 5.7 mi.

Stations: 17 BRT stations with near-level boarding

Vehicles: 14 high-capacity BRT buses

Service: 7 days; 5 AM – 11 PM (weekdays), 8 AM – 11 PM (weekends); Fri/Sat extended to 1 AM when UNC in session

System Enhancements: Traffic signal priority (TSP) and multiuse path along much of corridor



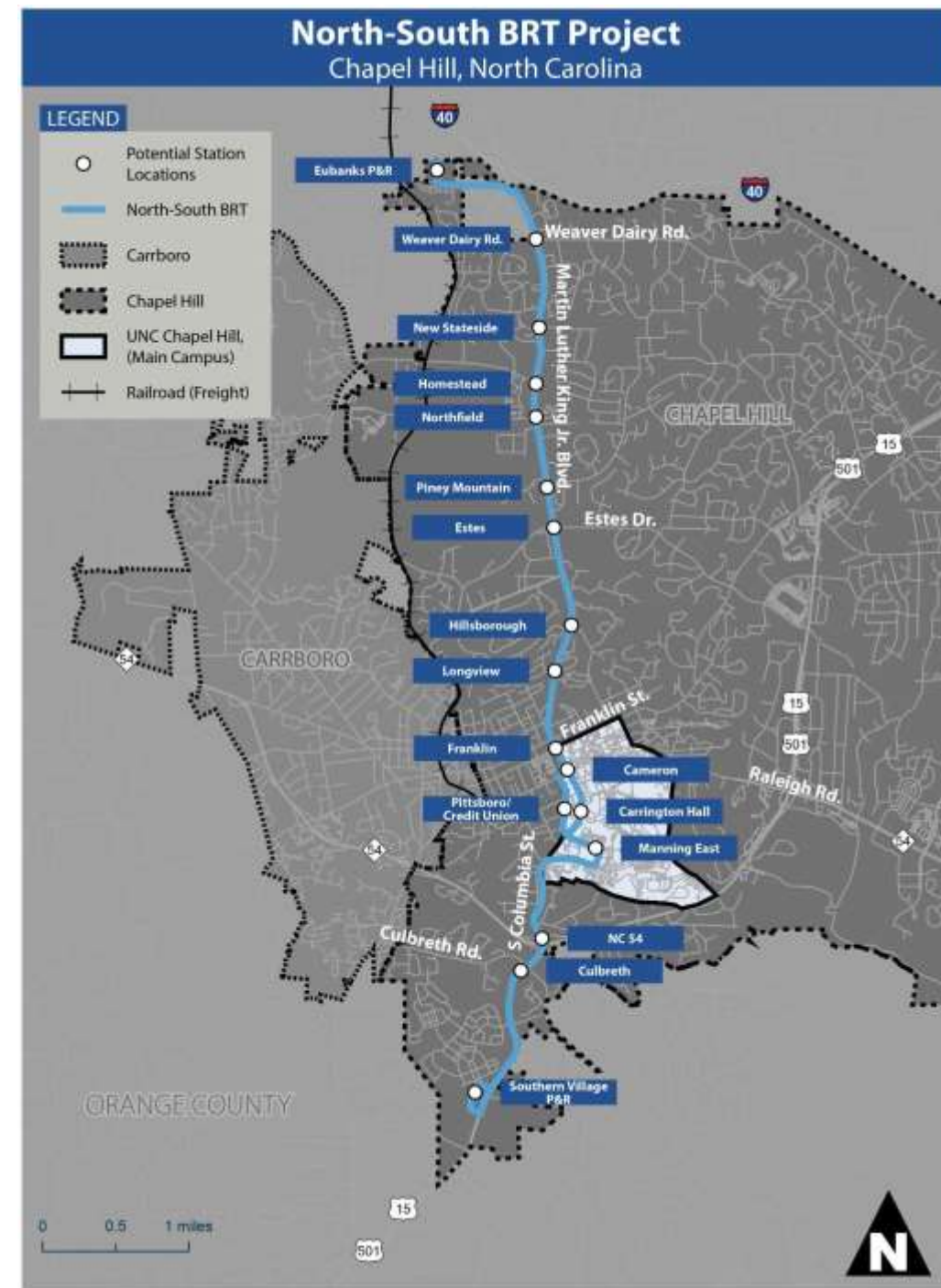
PROJECT INFO

Projected Launch Date: 2029

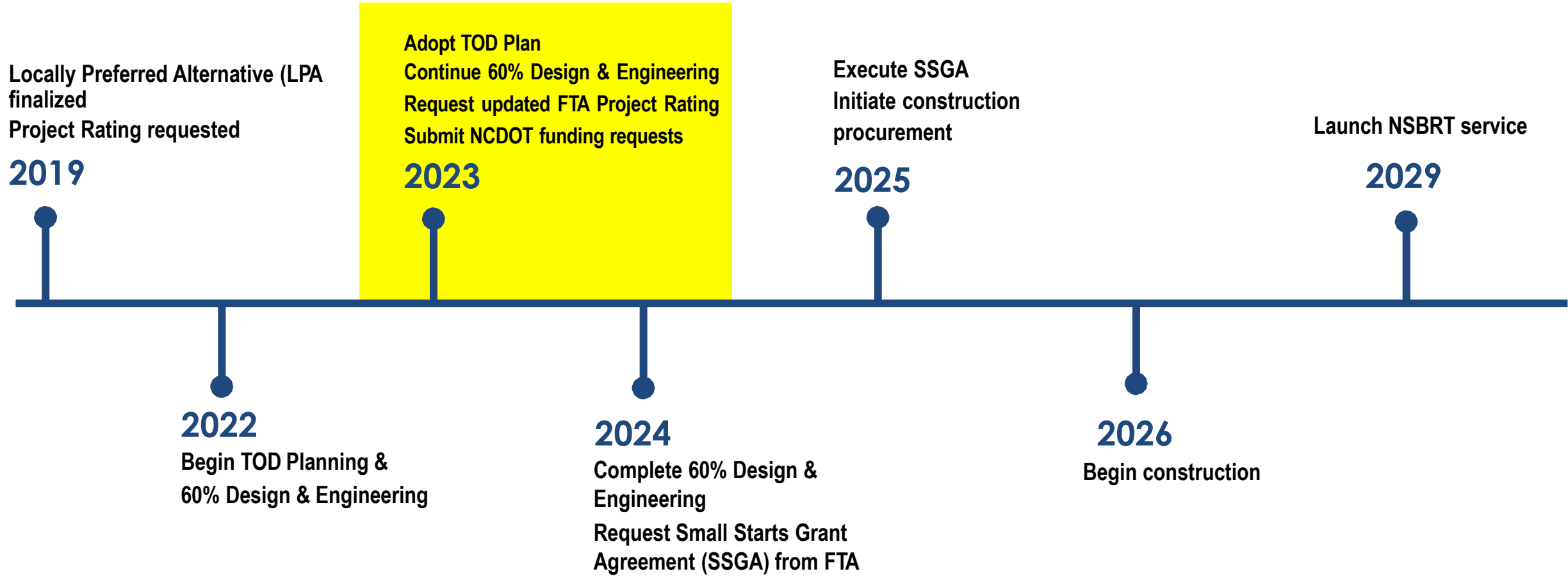
Capital Cost (YOE): \$178M(approx.)
Committed Local Funding: \$31.1M*
FTA Small Starts Grant: \$150M

Annual O & M costs: \$1.4 million (est.)

**Chapel Hill Transit is seeking additional local funding through NCDOT's SPOT process*



PROJECT TIMELINE



THANK YOU!



Brian M Litchfield

Director

Chapel Hill Transit

blitchfield@townofchapelhill.org



NORTH CAROLINA
Department of Transportation

Integrated Mobility Division

Freeway, Arterial, Street & Tactical (FAST) Transit Priority Infrastructure Study

RTA Transportation Breakfast 2023 – Launching BRT Across the Triangle

July 21, 2023

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

IMD GOALS



Increase Access

Eliminate transportation barriers and ensure all North Carolinians have equal access to opportunities and services.



Enhance Quality of Life

Offer a convenient network of multimodal choices to enhance the quality of life for North Carolinians.



Ensure Safety

Ensure all road users can travel safely by building complete streets and proactively correcting areas susceptible to crashes involving vulnerable road users.



MISSION

Provide leadership for safe, affordable, and innovative multimodal transportation throughout North Carolina



IMD Planning Initiatives



Visioning Workshops

7 workshops across the state and technical assistance

Prepares agencies to leverage IIJA funding and provides resources for visioning, prioritizing goals, and ongoing support for implementation



MaaS Feasibility Study

Mobility as a Service (MaaS) Seamlessly plan-book-pay for travel across all modes

Assesses the availability and feasibility of MaaS services for a statewide platform



Multimodal Planning Grants

254 grants + \$8.0M

Develops comprehensive bicycle plans and pedestrian plans with an added transit component



Regional Transit Plans

Upper Coastal Plain + High Country + Land of Sky RPO

Promotes coordinated regional planning across agency boundaries, consolidating requirements for state and federal funding programs



Microtransit

Feasibility Studies / Research / Grants

Assesses the feasibility of introducing microtransit to complement or replace fixed-route and demand response services throughout the state



Freeway And Street-based Transit

Makes recommendations and provides techniques for improving North Carolina roads for buses so people can rely on public transportation to get to work, education, shopping and recreational activities.

FAST 2.0 Overview

- **Accelerate the implementation of Freeway, Arterial, Street, and Tactical (FAST) transit priority infrastructure**
 - Make our freeways and regional boulevards “transit ready.”
- Develop BRT corridors including connections to RDU Airport
- Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors
- Formulate a regional vision, goals and brand for transit and mobility

Freeway, Arterial, Street, and Tactical (FAST) transit is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service. The “FAST” approach prioritizes transit efficiency and reliability while improving mobility for all users.

FAST 2.0 Potential Focus Strategies

- Primary focus on freeways and regional boulevards
- Improved transit rider experience and expanded Bus on Shoulder System (BOSS)
- Express lanes with transit priority
- BRT or FAST transit linkages
- Transit signal priority standardization
- New and improved bus stop/station designs or layouts
- Bike/ped access improvements



FAST 2.0 Primary Deliverables

- Vision and brand for multimodal transportation in the Triangle Region
- Actionable materials for planners and other transit and transportation professionals
- Accessible marketing materials for the public to gain understanding and support for FAST transit network
- Improvements that will benefit all users, not just transit



FAST 2.0 Partners

RTA

NCDOT:

- IMD
- Div. 5
- Div. 7
- Mobility & Safety
- Rail
- Traffic Management
- Turnpike Authority

Cary

Chapel Hill

Durham

Raleigh

Durham Co.

Wake Co.

Orange Co.

Johnston Co.

Chatham Co.

CAMPO

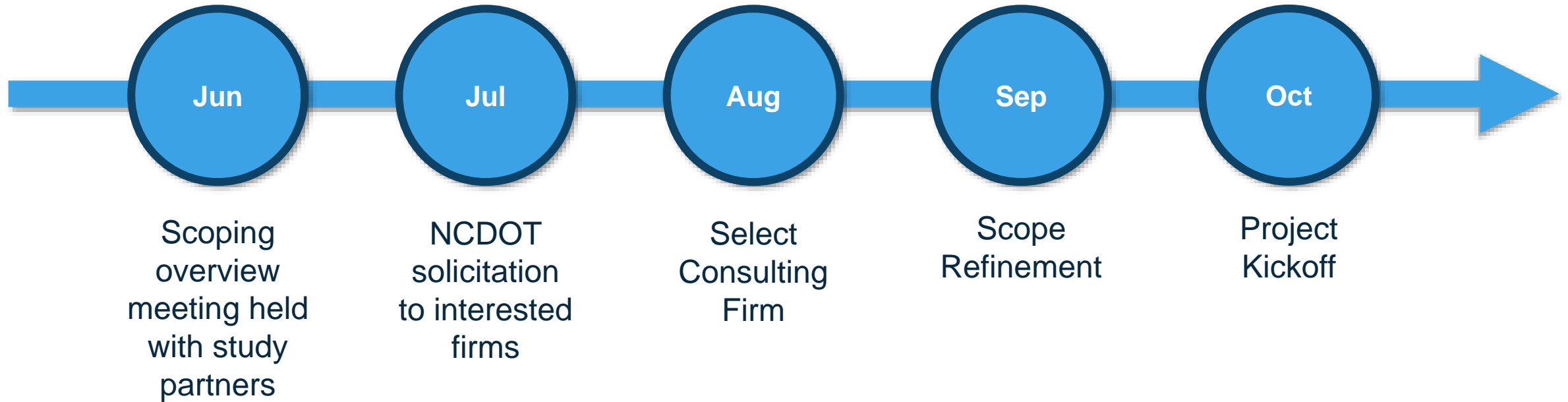
DCHC-MPO

GoTriangle

RDU Airport



Anticipated Timeline



Contact Us

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Panelists



- **Mary-Ann Baldwin**, mayor, City of Raleigh
- **Harold Weinbrecht**, mayor, Town of Cary
- **Leonardo Williams**, Durham City Council
- **Michael Parker**, Chapel Hill Town Council
- **Vivian Jones**, mayor, Wake Forest; chair, CAMPO
- **Butch Lawter**, chair, Johnston Co. Commissioners
- **Susan Evans**, vice chair, Wake Co. Commissioners
- **Mike Dasher**, vice chair, Chatham Co. Commissioners
- **Sally Greene**, Orange Co. Commissioners
- **Than Austin**, NC State University
- **Ellen Beckmann**, Durham County
- **Donald Gintzig**, Wake Med Health & Hospitals
- **Jay Irby**, First Citizens Bank, RTA chair
- **Brandon Jones**, NCDOT Division 5
- **Sig Hutchinson**, chair, GoTriangle
- **Scott Levitan**, Research Triangle Foundation of NC
- **Gordon Merklein**, UNC Chapel Hill
- **Bill Sandifer**, RDU Airport Authority

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