

What is Bus Rapid Transit (BRT)?

Bus Rapid Transit (BRT) is a flexible, high capacity transit solution that combines physical and operational elements to improve **speed and reliability**, along with providing **high frequency services** and **extended service hours**.

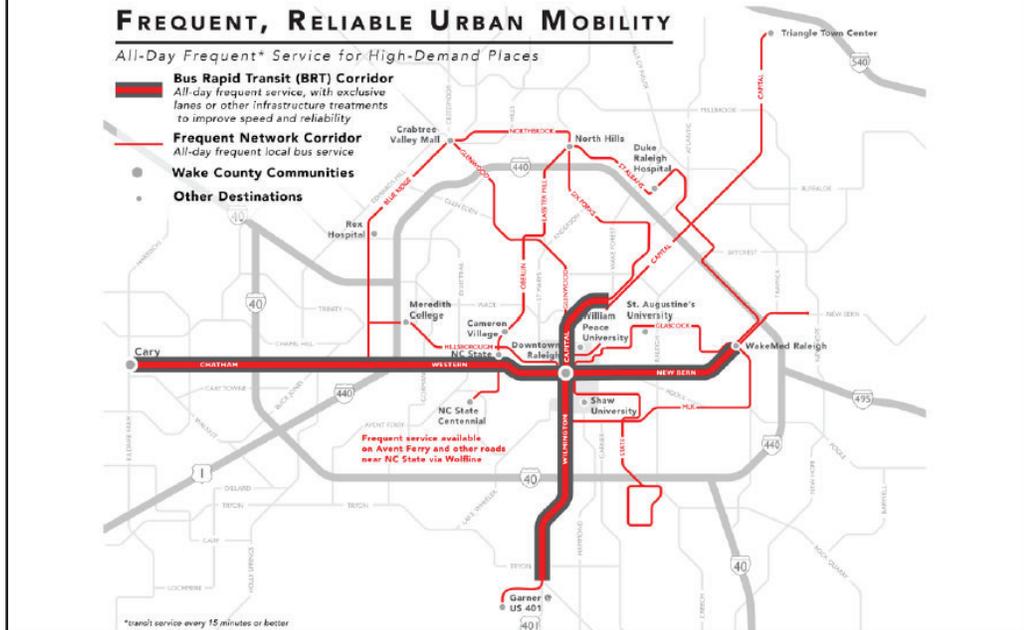
BRT includes:

- Dedicated bus lanes for avoidance of traffic and to improve on-time performance
- Priority treatment at traffic signals
- Raised platforms for accessibility and ease

Wake Transit Plan:

As adopted in November 2016, the Wake Transit Plan identified four potential corridors to implement throughout Wake County. It will allow the system to:

- Better meet transit demands,
- Take more cars off the road,
- Get riders where they need to go faster.



Bus Rapid Transit Branding

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



Specialized Vehicles

Custom buses provide more capacity, more doors and lower floors for easier loading and unloading.



Enhanced Stations

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



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.



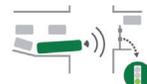
Frequent On-time Service

BRT buses would operate at least every 15 minutes for more than 12 hours a day.



Dedicated Lanes

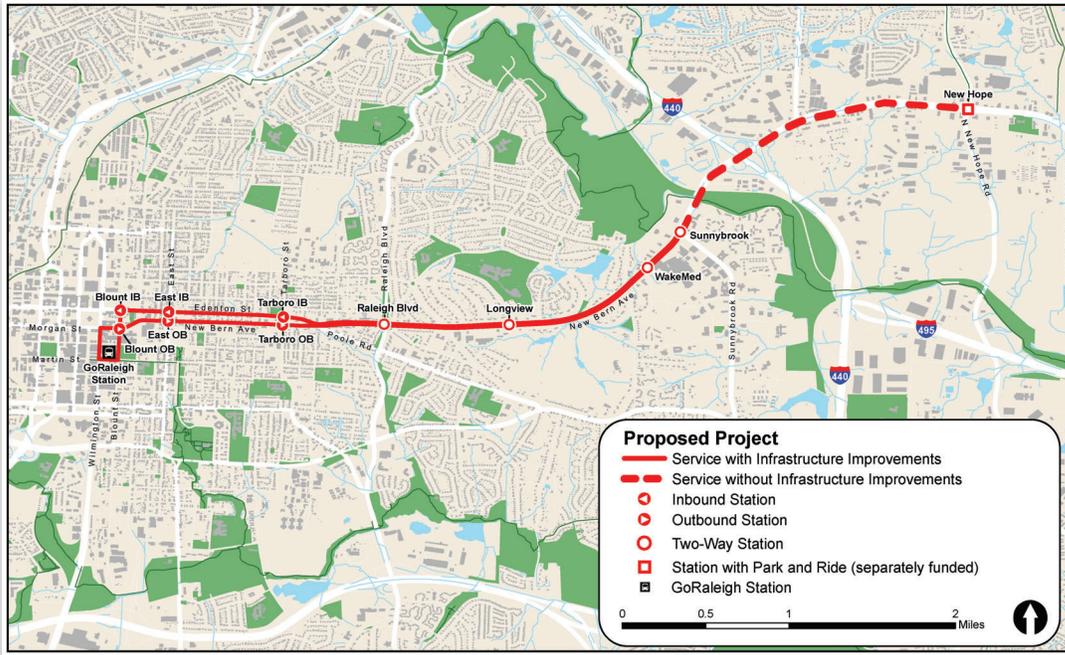
Bus-only lanes separate transit from traffic, and may be painted a unique color to increase the lane's visibility.



Transit Signal Priority

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

New Bern Avenue Corridor BRT Project Description



The New Bern Avenue Corridor BRT project is approximately 5.1 miles of BRT service from the Raleigh Central Business District to New Hope Road, with service to the WakeMed campus.



Between the GoRaleigh Station in downtown Raleigh to Sunnybrook Road (approximately 3.3 miles) BRT is planned to operate in dedicated transit lanes.



The remaining 1.8 miles between Sunnybrook Road and New Hope Road, BRT service will operate in general traffic lanes. Transit Signal Priority (TSP) technology will be used along the entire corridor to keep service on schedule.

Project Schedule

Apr 19	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2020	2021-2022	2023
Open House			Open House			Open House			Open House		
Confirm BRT route alignment and length			Refine station locations			Finalize station locations			Complete Final Design		
Identify initial station locations			Select one BRT runningway and vehicle option			Develop station footprint			Construction		
Introduce BRT runningway design concepts			Introduce transit signal priority options			Refine BRT runningway design			BRT Service Begins		
Coordinate with other transportation projects			Develop preliminary cost estimates			Refine cost estimates					
			Submit Small Starts Grant Application								

Public Participation Opportunities

Public participation is vital in the development of the New Bern Avenue Corridor BRT design. There will be opportunities throughout the project to get involved. Citizens may view project materials, updates, and sign-up to receive information at raleighnc.gov/brt.

If you would like the project team to visit your organization or community, please contact Mila Vega at: Mila.Vega@raleighnc.gov.

@GoRaleighNC

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