



NORTH CAROLINA

Department of Transportation



Triangle “FAST” Network

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Deputy Secretary for Multi-Modal Transportation

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FAST

Freeway And Street-based Transit network



Triangle “FAST” Network

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Freeway And Street-based Transit (FAST) approach

- **Quick, low-cost, scalable improvements** for roadways
- **Prioritize transit efficiency and reliability** while serving all users

Objectives of the FAST Network study

- **Identify example investments** to create “transit advantages” quickly
- **Connect all 5 BRT corridors**, link to future passenger rail in the Triangle
- **Institutionalize a “FAST” mindset and approach** that can serve as a model for metro areas across the state

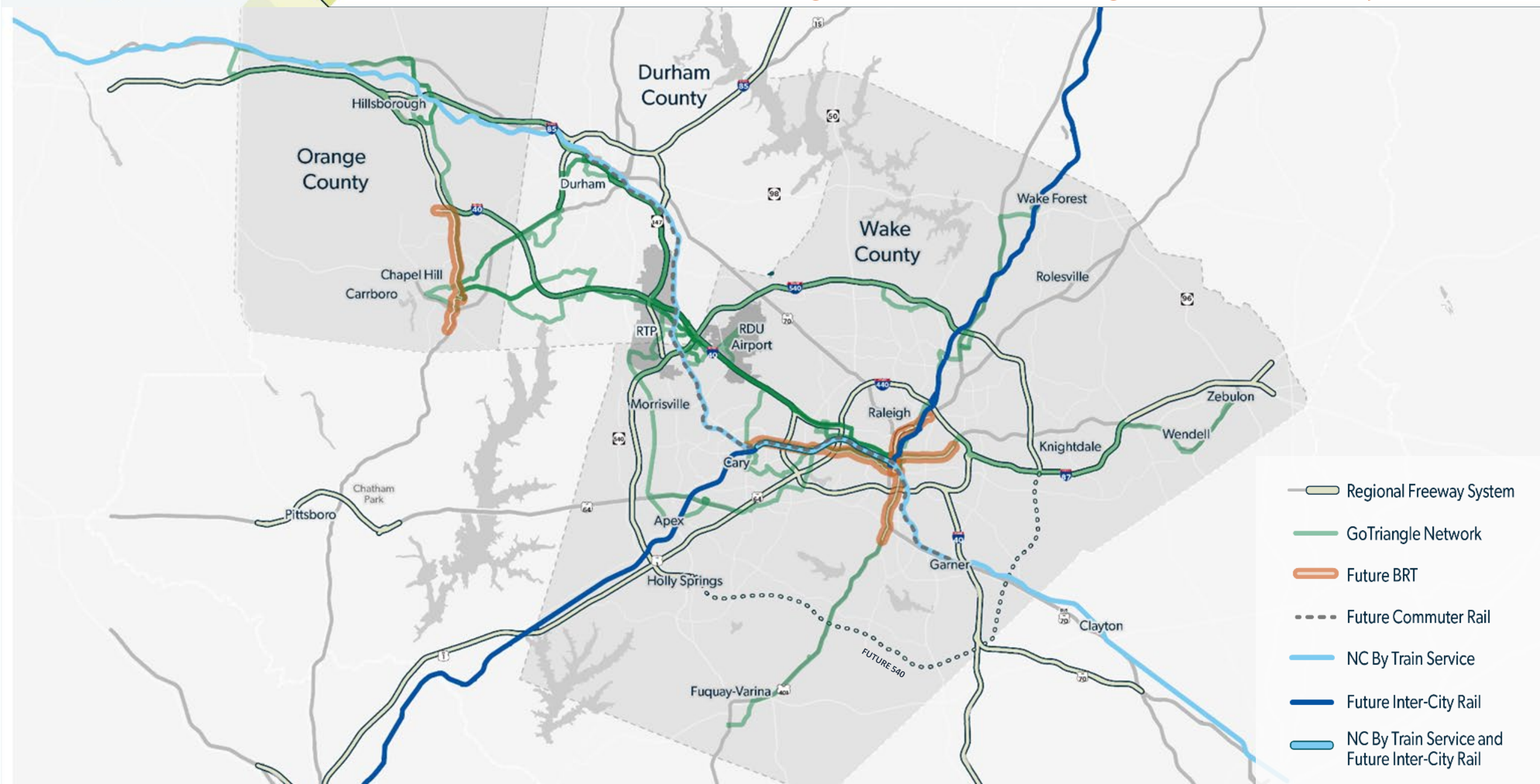


Mobility criteria

- Travel Demand
- Transit Performance
- Traffic Performance
- Context

Accessibility criteria

- Access Equity
- Planned Projects
- Missing Links



Example “Transit Advantage” Investments



Dedicated Lanes



Signal Priority

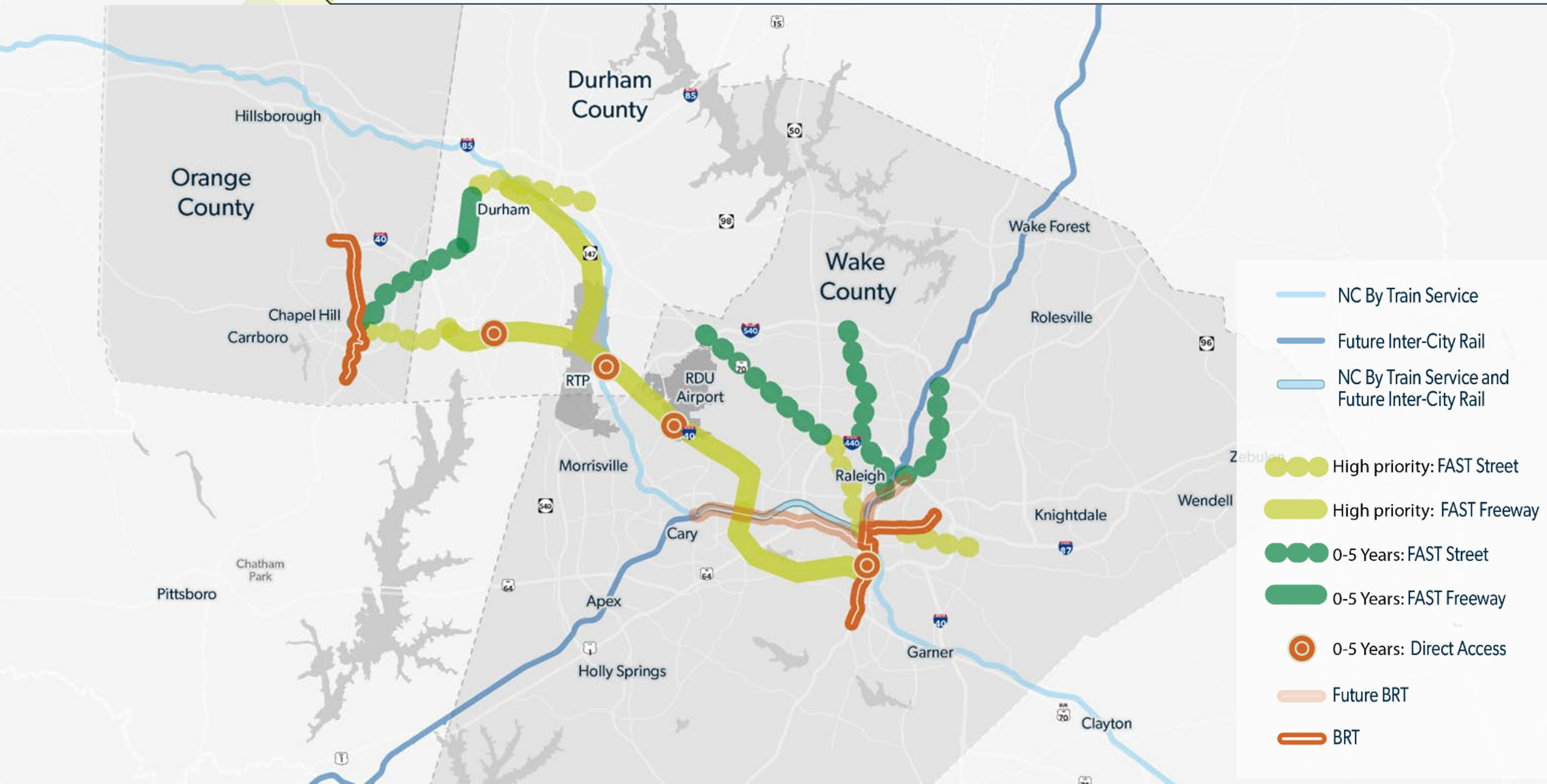


Level Boarding

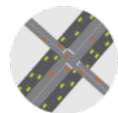


Queue Jump Lanes

0-5 Years Potential FAST Network



South Durham



Direct Pedestrian Access

US 15/501



Bus On Shoulder System

Immediate Freeway Corridors

I-40 & NC 147

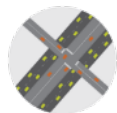


Bus On Shoulder Expansion



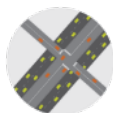
Increased Service Frequency & Span

RTP/Davis Drive



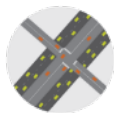
Direct Access Ramps

RDU



Direct Access Ramps

Wilmington St



Direct Access Ramps

- NC By Train Service
- Future Inter-City Rail
- NC By Train Service and Future Inter-City Rail

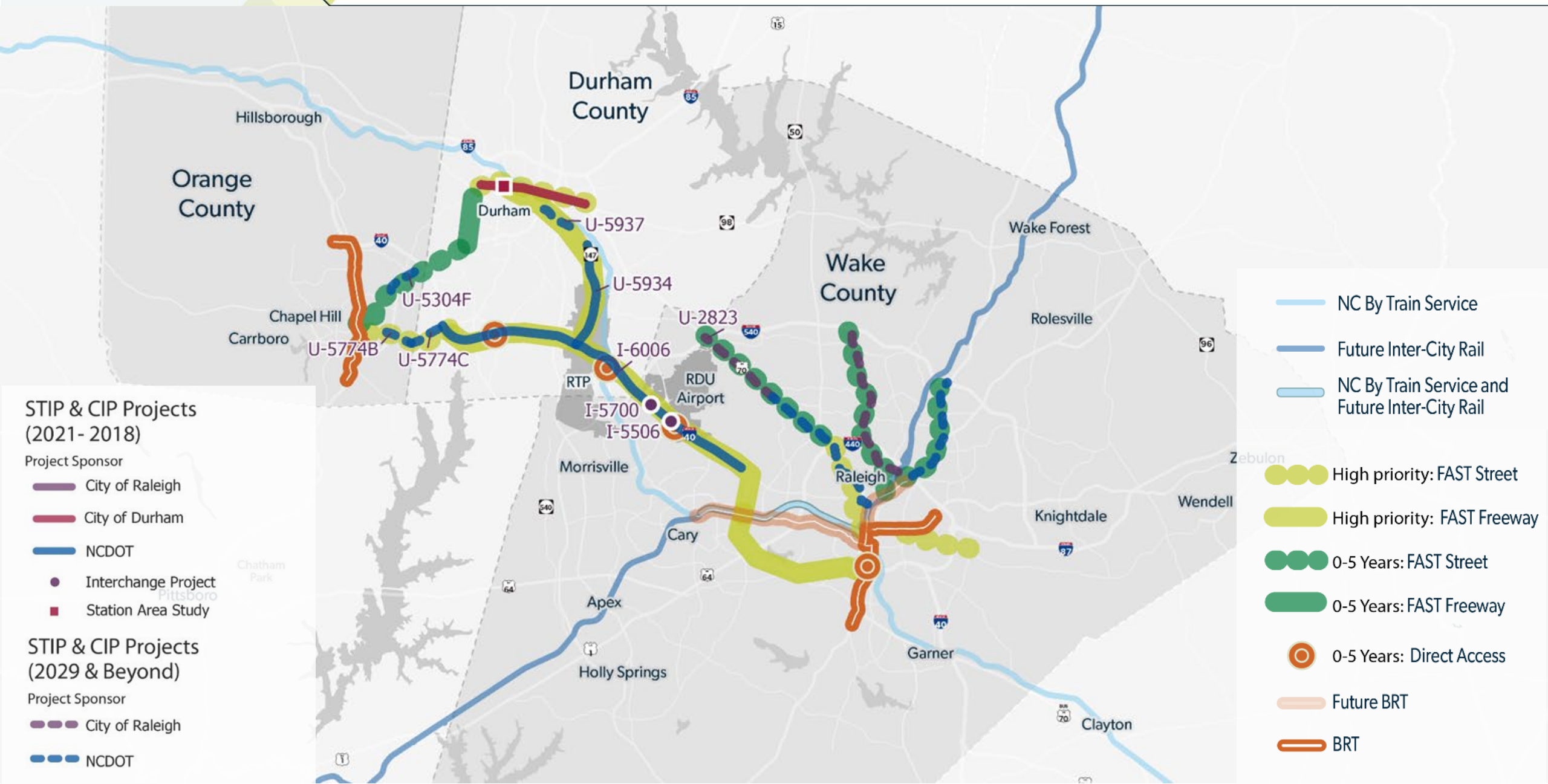
High priority: FAST Freeway

0-5 Years: FAST Freeway

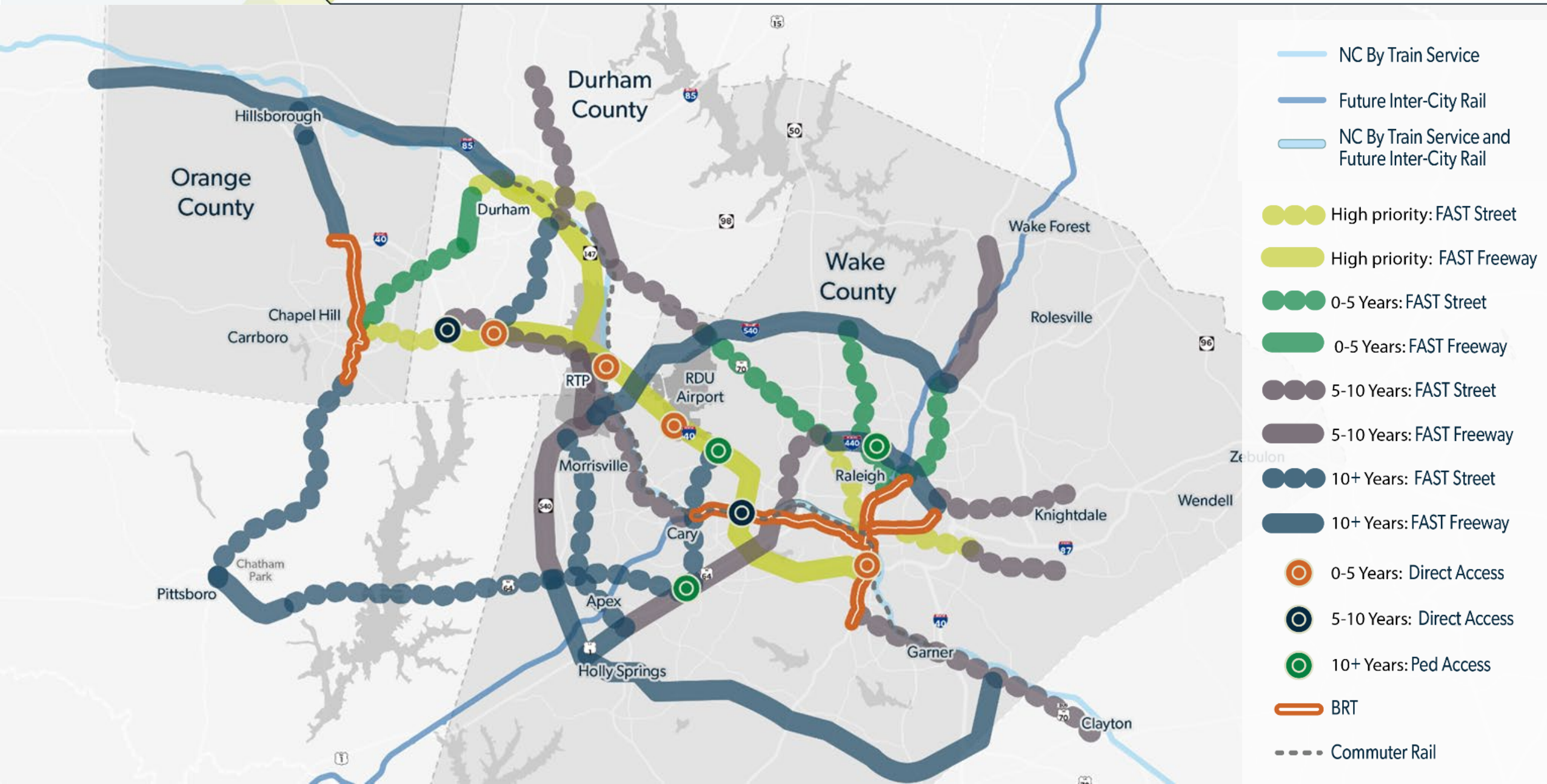
0-5 Years: Direct Access

Future BRT

BRT



10+ Years Potential FAST Network





Implementing a FAST network in the Triangle

Seeking the expansion of transit facility coverage under the Complete Streets Policy

Incorporating transit advantage improvements in the NCDOT Roadway Design Manual

Support progress of 5 BRT corridors, and future passenger rail with FAST linkages between them

Seek quick wins with municipalities and NCDOT

