Supporting a regional approach

- The Regional Transportation Alliance business coalition has consistently supported enhanced transit across our region.
- Our past and ongoing support has included:
  - Created region's Bus on Shoulder System (BOS), now in 3 counties
  - Supported Referenda in Durham and Orange counties in 2011-13
  - Encouraged bus rapid transit (BRT)-based approach for Wake Co.
  - Supporting Wake Transit Initiative
- RTA has also engaged through Leadership Briefings and Tours, the RTA Transit Innovations Series, and various outreach pieces.

RTA position on Wake Transit plan

Overall recommendations:
- Ensure strong regional connectivity
- Serve us both now and as we grow
- Leverage funding support from all levels of government

Recommendations on specific elements:
- Support inclusion of a solid frequent network
- Encourage focus on speed, quality, practicality, scalability, permanence
- Support multiple BRT corridors, including bus lanes where appropriate
- Support freeway BRT on I-40 and I-540
- Ensure we don’t overspend on infrastructure for non-frequent service

Optimizing Durham-Chapel Hill corridor

Overall recommendations:
- Ensure strong regional connectivity
- Serve us both now and as we grow
- Leverage funding support from all levels of government

Optimizing Durham-Chapel Hill corridor

- RTA endorses dual use of portions of the proposed light rail corridor by bus rapid transit to ensure and accelerate strong regional connectivity and enhance operational efficiency.
- Sections with dual use would operate as a transitway, similar to proposed dual use guideway segment east of Durham station.
Dual-use transitway – Seattle

Dual-use transitway – Pittsburgh

Dual-use transitway – Durham

Example incorporation of BRT into LRT corridor

- Example: Enable buses to use all or portions of the proposed light rail corridor between UNC Hospital Station and the Lehigh Village station area at I-40 and NC 54

Example Incorporation of BRT into LRT corridor

- Chapel Hill-Carrboro
  - Buses could enter corridor via UNC Hospitals or Mason Farm
  - Could create stations in downtown Chapel Hill, Carrboro, etc.

- Southwest Durham
  - Buses could enter corridor via new or repurposed I-40 ramps
  - Or, buses could enter corridor west of I-40, or in vicinity of Little Creek

- Downtown Durham
  - Buses could use section of corridor east of Durham Station
  - Could create stations at NC Central, Durham Tech, etc.

- Southpoint and points east, including RTP, RDU, Wake County
  - Could create Southpoint station
  - Could connect corridor via BOSS today, express lanes in future

Expected or potential benefits of Dual Use

- Optimize use of proposed corridor
- Increase transit ridership along corridor guideway via interlining
- Higher transit frequency to minimize patron delays
- Strengthen regional connections and reduce transfers
- Allow more travel paths to utilize corridor
- Direct connections from Downtown Chapel Hill, Carrboro to Southpoint, RTP, RDU, Wake Co.
- Leverage existing and future road infrastructure

May enhance economic development within and/or beyond route.
MR. JOE MILAZZO: Sure.

MR. JOYNER: Okay. If you'd like to, please come on up to the podium and hand your blue --

MR. JOE MILAZZO: Sure.

MR. JOYNER: -- sheet to Robert there in the blue. And please state your name and address for the record. You'll have two minutes to speak. There is a timer there that you can see.

MR. JOE MILAZZO: Okay.

MR. JOYNER: And begin whenever you're ready.

MR. JOE MILAZZO: That sounds great. Hi. Good day. My name's Joe Milazzo. I'm the executive director of Regional Transportation Alliance Business Leadership Group. I want to speak about supporting regional approach, and, of course, optimizing the Durham-Chapel Hill light rail transit corridor.

We're a business coalition. We've consistently supported mass transit across the market. Our past and ongoing support
has included the bus-on-shoulder system, the referendum in Durham and Orange Counties, a BRT-based approach in Wake County, and the ongoing Wake Transit initiative along with leadership tools and so on.

Our position on the Wake Transit plan, it has strong regional connections serving as both now and as we grow in leveraging funding support from all levels of government.

Our organization is endorsing dual use of portions of the proposed light rail corridor by BRT to ensure and accelerate strong regional conductivity and/or to enhance operational efficiency. Sections with dual use would operate as a transit way similar to proposed dual-use guideway segment east of Durham station.

These are in place, including Seattle and Pittsburgh. One example would be they enable buses to use all or portions of the proposed light rail corridor between the UNC Hospital station.
and the Leigh Village station area and I-40 and NC-54. Other examples could be in southwest Durham near Little Creek and downtown Durham to provide extended access to NC Central and Durham Tech and, of course, to points east.

So our expected benefits, optimize use of the proposed corridor, increase transit ridership along the guideway via interline, higher transit frequency, to minimize patron delays, and then regional connections and reduce transfers allowing more travel past to use the corridor and leverage existing and future road infrastructure and may enhance economic development. Thank you very much.

That'll do it.

MR. JOYNER: Thank you.

MR. JOE MILAZZO: Okay.

MR. JOYNER: Is there anyone else that has a speaker card and is ready to speak? Anyone else?

Okay. Well, we will take a brief break until someone else has signed up to