

# Be Milazzo Comments attached to verbal Comments

9/29/2015

Regional Transportation Alliance

## Supporting a Regional Approach

### Optimizing the Durham-Chapel Hill high-capacity light rail transit corridor

Joe Milazzo II, PE  
Executive Director, RTA  
September 29, 2015

### 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 (BOSS), now in 3 counties
  - Supported referenda in Durham and Orange counties in 2011-12
  - 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

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### 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

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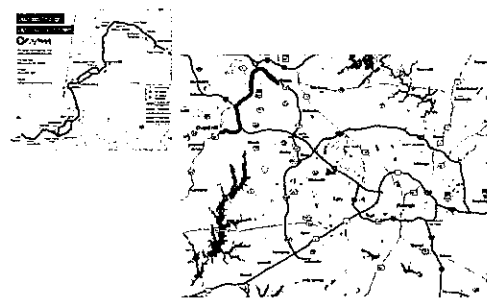
### Optimizing Durham-Chapel Hill corridor

#### Overall recommendations

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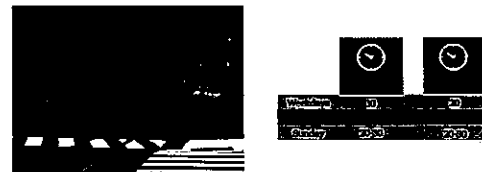
### Durham-Orange corridor and regional context



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### 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



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### Dual-use transitway – Seattle

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### Dual-use transitway – Pittsburgh

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### Dual-use transitway – Durham

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### 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 Leigh Village station area at I-40 and NC 54

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### 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 Crk
- 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
  - Connect to corridor via BOSS today, express lanes in future

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### 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 with/to Southpoint, RTP, RDU, Wake Co.
  - Leverage existing and future road infrastructure

May enhance economic development within and/or beyond route

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1 MR. JOE MILAZZO: Sure.

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

5 MR. JOE MILAZZO: Sure.

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

11 MR. JOE MILAZZO: Okay.

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

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

22 We're a business coalition. We've  
23 consistently supported mass transit across  
24 the market. Our past and ongoing support

1 has included the bus-on-shoulder system,  
2 the referendum in Durham and Orange  
3 Counties, a BRT-based approach in Wake  
4 County, and the ongoing Wake Transit  
5 initiative along with leadership tools and  
6 so on.

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

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

20 These are in place, including  
21 Seattle and Pittsburgh. One example would  
22 be they enable buses to use all or  
23 portions of the proposed light rail  
24 corridor between the UNC Hospital station

1 and the Leigh Village station area and  
2 I-40 and NC-54. Other examples could be  
3 in southwest Durham near Little Creek and  
4 downtown Durham to provide extended access  
5 to NC Central and Durham Tech and, of  
6 course, to points east.

7 So our expected benefits, optimize  
8 use of the proposed corridor, increase  
9 transit ridership along the guideway via  
10 interline, higher transit frequency, to  
11 minimize patron delays, and then regional  
12 connections and reduce transfers allowing  
13 more travel past to use the corridor and  
14 leverage existing and future road  
15 infrastructure and may enhance economic  
16 development. Thank you very much.  
17 That'll do it.

18 MR. JOYNER: Thank you.

19 MR. JOE MILAZZO: Okay.

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

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