

Frequently Asked Questions

What is the purpose of the FAST network study, and why do we need it?

The regional business community along with local and state transportation partners seek to accelerate a region-wide network of high-quality transit routes to better connect and serve the entire Triangle area.

Who is leading the study?

The study is being funded by a 50:50 private:public partnership, via the Regional Transportation Alliance business leadership group, our state NCDOT, and regional transit provider GoTriangle. In addition, a number of local, regional, and state partners are engaged in the study.

What is a FAST network?

The FAST network concept seeks to transform many of our roadways into multimodal freeways and streets, through purposeful, scalable investments in “transit advantage” infrastructure, complementary operational priority measures, and enhanced, higher-frequency transit service. The FAST study seeks to accrue network benefits for current and future transit users by quickly advancing improved mobility across the region.

What are some of the unique elements of the FAST network concept?

The proposed network incorporates multiple connections between our cities and towns, Research Triangle Park, and RDU Airport. It includes transit advantages that we have not yet used in our market, including transit bypasses of on-ramp signals, direct priority connections between freeways and streets, and interlining of high-frequency routes along busway segments to optimize transit operations and the user experience.

What are FAST corridors?

Proposed *FASTfreeways* are corridors like I-40, 540, and US 1 that could incorporate higher frequency express service and future high-frequency all day service to connect the region. Transit vehicles will use Bus On Shoulder System (BOSS) operation and/or our growing turnpike system, and potential future express lanes, to avoid traffic and stay on schedule.

Proposed *FASTstreets* are roadways like NC 54, US 70, and 15-501 that could add to or expand existing local and regional transit service by activating high-frequency, all-day service to connect communities and our region. All corridors will add transit advantage techniques including transit signal priority, queue jumps, and other provisions to keep transit moving.

What are SuperFAST projects?

SuperFAST projects are pilot projects that incorporate rapid, low-cost improvements to service and/or infrastructure and serve as a proof-of-concept to inform the implementation of scalable ideas across the region.

How were the various proposed FAST corridors and elements selected?

The proposed corridor elements were identified through a robust technical process that reviewed existing roadway footprints and proposed enhancements, land use, population, employment, travel, and other considerations that highlight potential demand for enhanced transit. The corridors were also reviewed for the potential for accelerating new connections and expanding overall network benefits across the entire regional roadway system.

How does the proposed FAST network concept tie into other transit plans: the approved Wake County Transit Plan, and developing plans in Orange and Durham counties?

There are six active transit corridor projects in the region: five bus rapid transit and one regional commuter rail project – all of which will be funded by county transit taxes, state funding, and federal funding. This study builds on those efforts by identifying ways to extend and connect enhanced transit routes, and highlighting a scalable vision for a robust regional network.

How does the FAST network tie into GoTriangle's strategic goals for regional connectivity?

GoTriangle is charged with providing reliable, effective regional transit service, via buses, vanpools, paratransit, and future commuter rail. This study speaks to the future of GoTriangle's freeway and street-based services and provides an opportunity to explore and accelerate new ways of connectivity.

How might this study influence future investments and priorities of GoTriangle and NCDOT?

As a regional transit provider, GoTriangle is constantly looking for more efficient and innovative ways to serve the growing Triangle market. The North Carolina Department of Transportation has a statewide responsibility that includes multimodal partnerships with local and regional areas. This study will inform the thinking and planning for both entities and other transit partners.

Why is multi-modal transit important?

Improved access to a variety of mobility options will connect people to greater employment and educational opportunities, supporting individuals in their career goals and contributions to their family and community. In our spread-out region, personal automobile travel is both efficient and empowering, but not everyone wants to or can drive. This accelerated "FAST" study gives us the opportunity to transform important roadways into multimodal freeways and streets that can effectively serve cars, buses, vanpools, and other shared vehicles.

How, and why should we, push beyond local jurisdictional lines in transit planning?

This region already collaborates very well together from a transit planning perspective. The FAST study is one more example of partnerships with regional and state governmental partners and the private sector.