

Frequently Asked Questions (FAQs)

FAST Overview

What is “Freeway And Street-based Transit”?

Freeway And Street-based Transit – or “FAST” – is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service. The “FAST” approach prioritizes transit efficiency and reliability while improving mobility for all users.

What are some examples of “transit advantage” infrastructure?

A Freeway And Street-based Transit (FAST) corridor incorporates one or more “transit advantages,” which are purposeful, scalable infrastructure investments to keep transit moving, including transit priority lanes and shoulders, such as the growing Bus On Shoulder System (BOSS) in the Triangle, as well as direct access ramps, transit signal priority and queue jumps at intersections, and near-level boarding at transit stops and stations.

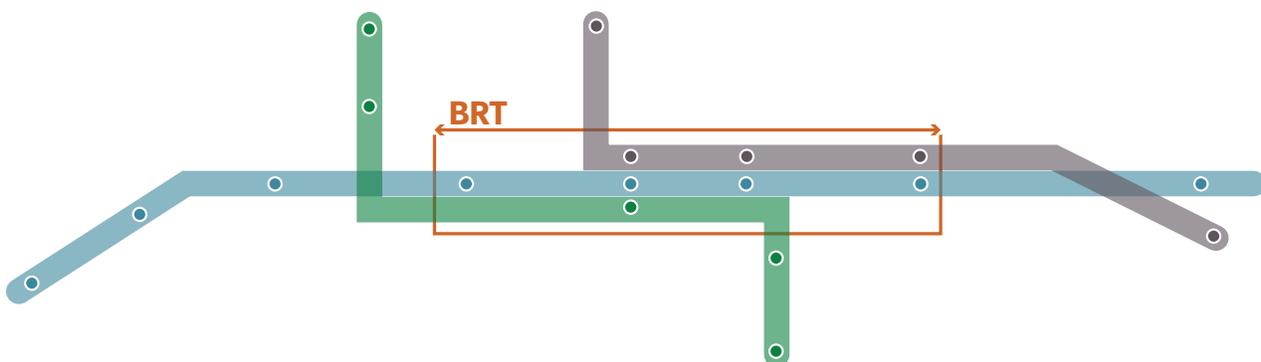
How do FAST corridors compare with, and complement, Bus Rapid Transit (BRT)?

Bus Rapid Transit (BRT) is a highly visible, concentrated corridor investment with extensive transit advantage infrastructure, served by one or more frequent transit routes. Communities can augment BRT with complementary land use policies to focus development. The Triangle area will activate more than 25 miles of BRT this decade, and other areas are exploring BRT.

A *Freeway And Street-based Transit (FAST) corridor* can effectively provide a low-cost regional extension of and complement to bus rapid transit by enhancing non-BRT roadway segments with varying degrees of transit advantage infrastructure. An example FAST network concept in the Triangle envisions an interconnected regional transit network along 10 area roadways that links to the 5 BRT corridors and future commuter rail.

What are trunkline segments?

Trunkline segments are corridors that are shared by multiple transit routes. FAST routes could utilize BRT infrastructure creating a trunkline to enhance speed and reliability while eliminating the need to transfer.



What is a regional FAST network?

A regional FAST network is a series of interconnected FAST corridors with transit advantage infrastructure that can deliver rapid, frequent, and easy-to-use bus service. A FAST network leverages and improves the roadway system to connect and optimize current and future transit investments, including bus rapid transit and passenger rail, along with complementary services including vanpools and micro-transit.

Creating a regional FAST network accelerates new connections and expands overall transit network benefits, optimizing the user experience.

Can the development of regional FAST networks improve equity for a community?

Regional FAST networks will enable metropolitan areas to quickly create or expand an enhanced, interconnected regional transit system. Doing so will provide improved mobility options to more people, which increases equity and helps optimize a community's investment in public transit.

The FAST approach prioritizes scalability and cost-effectiveness, with a focus on maximizing network benefits to rapidly provide higher quality transit to as many people as possible, as quickly as possible.

FAST study and implementation

What are the goals of the 2020 FAST network study?

The 2020 regional FAST network study was designed to inspire, inform, and advance new ideas for improving mobility by providing an example framework for institutionalizing transit accommodations. The study objectives were to develop and illustrate an example regional FAST network, create a guidance framework for quickly implementing transit advantages for communities in North Carolina, and help institutionalize transit priority measures in the statewide planning and development process.

How was the example regional FAST network in the Research Triangle area developed?

The proposed corridors in the example FAST network for the Research Triangle region were identified through a robust technical process that reviewed existing roadway footprints and proposed enhancements, transit, land use, population, employment, travel, and other considerations that highlight potential demand for enhanced transit. The corridors were also reviewed for the potential to accelerate new connections and expand overall network benefits across the regional roadway system.

How can the 2020 FAST network study inform local and regional transportation planning efforts?

In the Triangle region, transportation partners can incorporate proposed FAST investment concepts into developing transit plans and corridor studies, and pursue the integration of FAST infrastructure into statewide-funded projects in the Strategic Transportation Improvement Program (STIP).

All regions of the state can utilize the FAST approach to help instill a transit focus in the design and construction of roadway projects, incorporate transit elements into traffic operations including improved trunkline segments, and identify opportunities to enhance and connect regional transit.

How will NCDOT support the implementation of the FAST approach?

NCDOT is committed to making North Carolina’s roadways work better for public transit and supports the creation of FAST networks in metropolitan areas across the state. NCDOT is revising the state Roadway Design Manual to include transit advantage elements, and is pursuing changes in the Complete Streets policy to include transit options.



