

Wake Transit

Draft Work Plan Summary

- Fiscal Year 2021 -

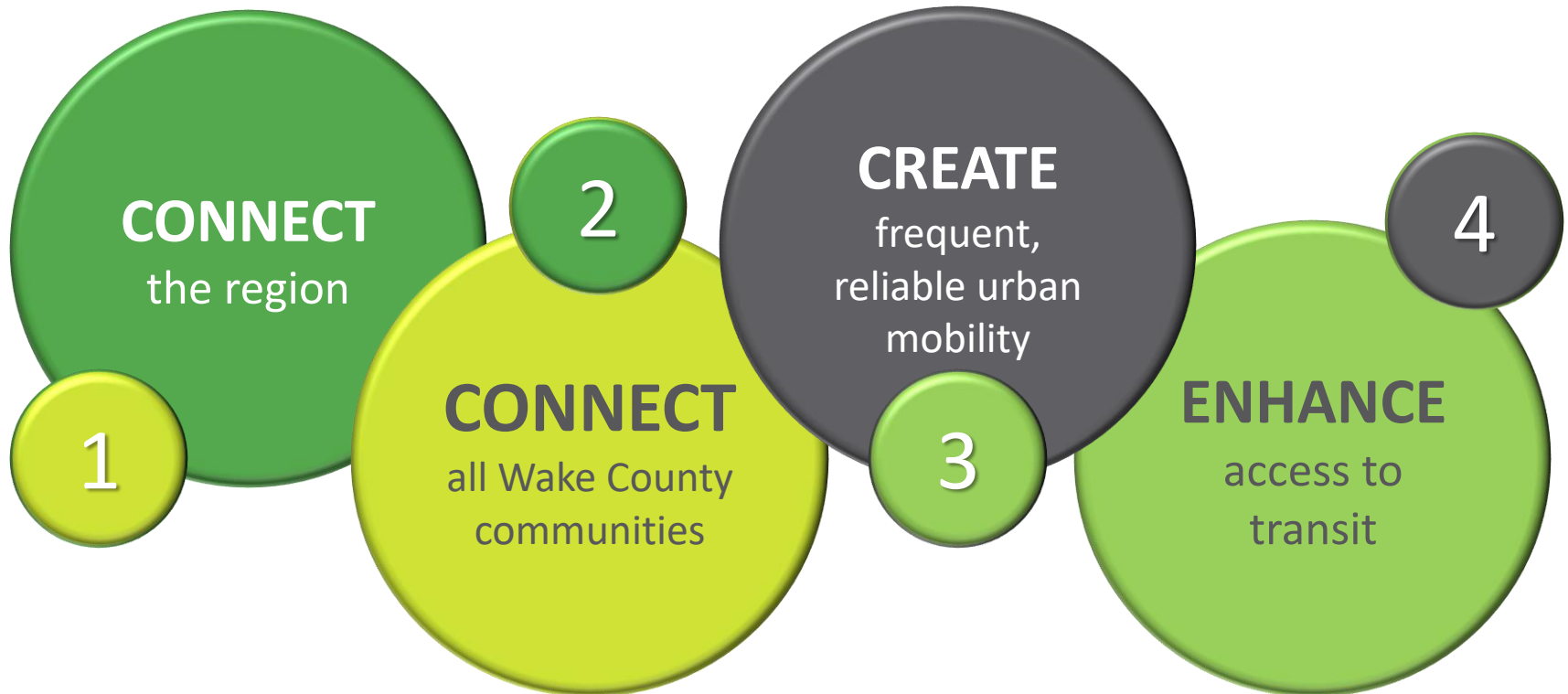
WAKE COUNTY IS GROWING

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- The Triangle remains one of the fastest-growing regions in the nation.
- Wake County population exceeds one million and grows by more than **60 people** a day.
- Growth brings new jobs and new opportunities but also more traffic on already congested roadways.
- A strong regional transit system means better access and opportunities for everyone.

The Wake Transit Plan aims to:





Wake Transit Referendum

Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network.

To reach its goals, the Wake Transit Plan will:



Increase bus
service



Improve bus
stops and
shelters



Implement bus
rapid transit



Build a 37-mile
commuter rail
system

New routes

- **Rolesville Express (GoRaleigh):** First service between Rolesville and downtown Raleigh, running weekdays during peak hours.
- **North Raleigh Express (GoTriangle):** Weekday peak-hour service between Triangle Town Center and the Regional Transit Center.
- **Wake Tech RTP Campus (GoTriangle 310):** Weekday 30-minute service between the Regional Transit Center and the new Wake Tech Campus.

Expanded service

- The new all-day **GoRaleigh Route 20** replaced GoTriangle's peak-only Route 102 between Garner and GoRaleigh Station, and the new all-day **GoRaleigh Route 33** replaced GoTriangle's peak-only KRX service between Raleigh and **Knightdale**. Both routes run hourly each weekday.



Enhanced access

- As of Dec. 31, 2019, more than 9,200 **Youth GoPasses** had been issued leading to over 730,000 boardings.
- GoTriangle and GoCary eliminated fares for riders ages **65 and older**, making rides free on all transit agencies in the Triangle for this age group.
- GoWake ACCESS provided 2,360 additional trips for rural, elderly and disabled residents.



Worth noting

New Raleigh Union Station Bus Facility

GoTriangle is working with a developer to create a transformational project with mixed-use development atop a transit hub.

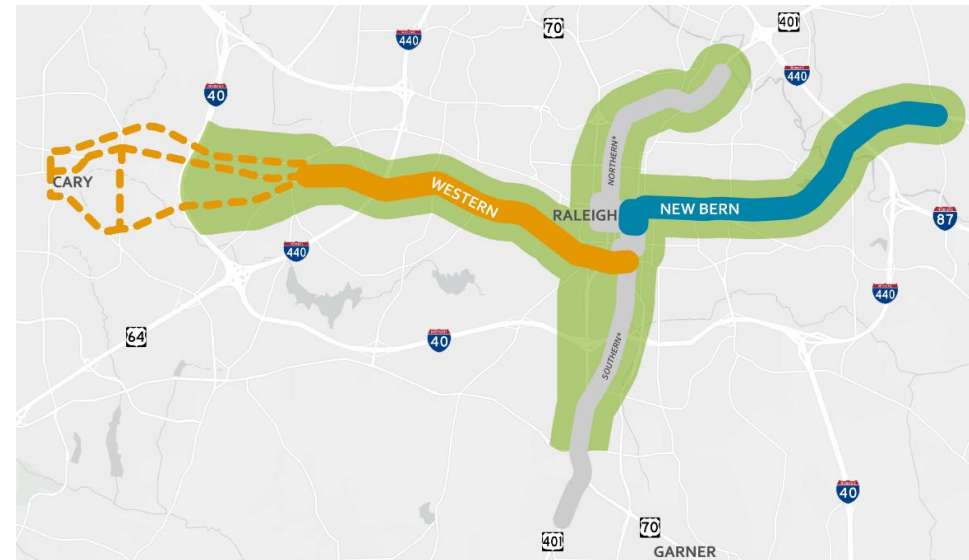
More environmentally friendly buses

GoTriangle is deploying two and GoRaleigh has ordered five electric buses.

Mobile ticketing and fare capping The new technology will allow customers to use their smart phones to buy and use bus passes and also will allow single fares paid by riders to be “capped” when they reach the cost of an unlimited-ride pass.

Bus rapid transit uses a mix of dedicated lanes, transit signal priority and raised platforms to improve the transit experience. The Wake Transit Plan includes four BRT corridors.

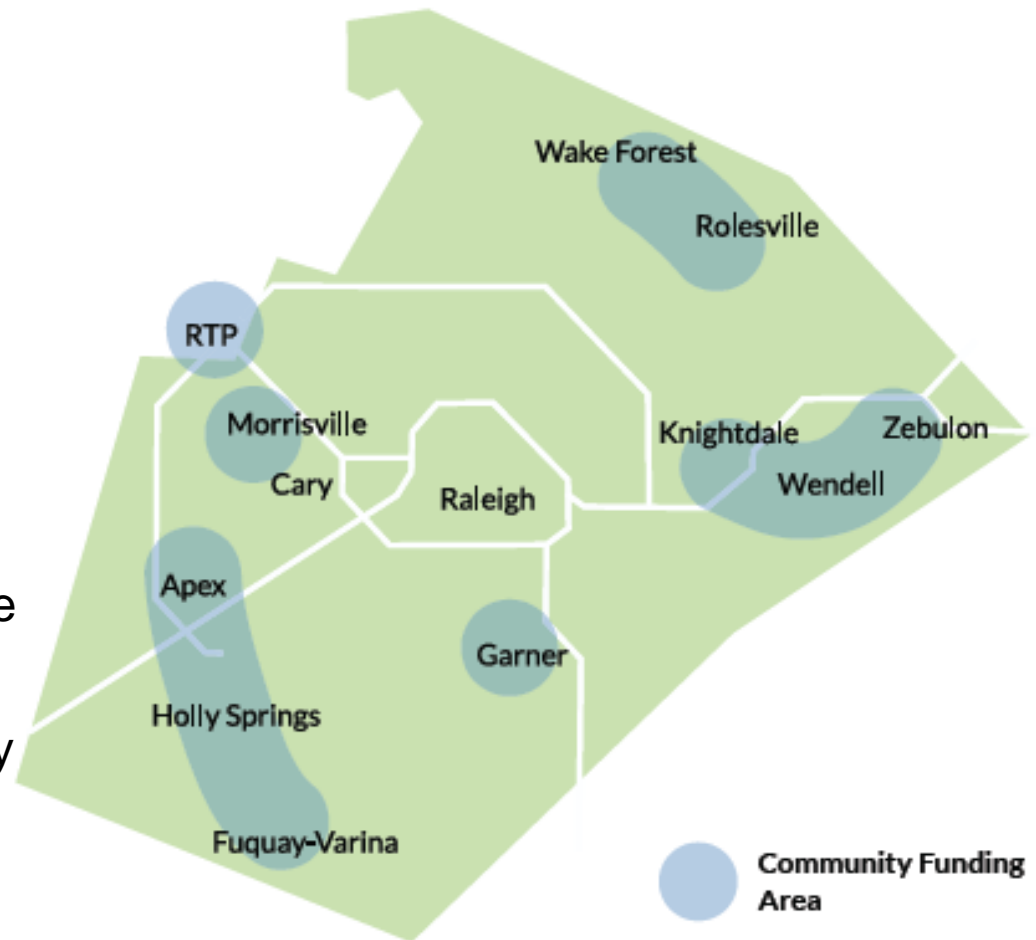
- Design for the New Bern Corridor is underway, and Raleigh has been accepted into the federal funding process for it.
- The city kicked off planning for the Western Corridor last fall and intends to begin design this spring.
- Next, Raleigh will begin design of the Southern Corridor and will ask the public for feedback. By the summer, Raleigh intends to identify the specific alignment of this corridor and request to enter the federal funding process for this project.



ENHANCING ACCESS TO TRANSIT

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- Town of **Wake Forest** reverse circulator loop
- Town of **Garner** transit study
- Town of **Fuquay-Varina** on-demand microtransit study
- Town of **Morrisville** comprehensive public transportation study.
- Town of **Apex** short-range route planning for a bus circulator.
- Town of **Rolesville** transit study



IN FISCAL YEAR 2020

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Looking Ahead

**Your feedback needed
on proposed investments
- Fiscal Year 2021 -**

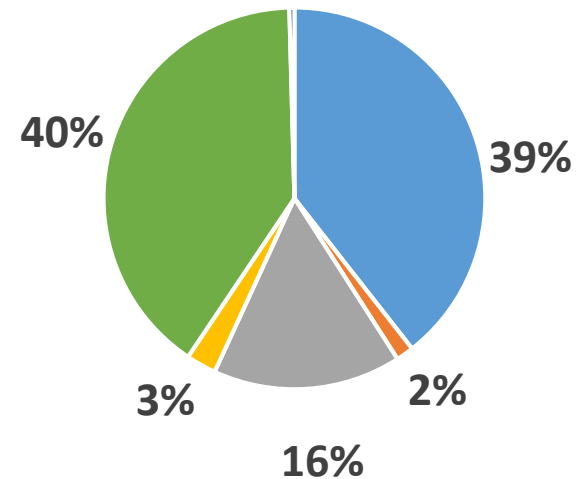
ANTICIPATED REVENUES & EXPENDITURES

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Revenues

Half-cent local option sales tax	\$99.3 million
Vehicle rental tax	\$4.5 million
\$7 vehicle rental fee	\$6.8 million
\$3 vehicle rental fee	\$2.9 million
Total Local	\$113.5 million
Other (Federal, state, fares, prior year funds, debt proceeds)	\$64.9 million
TOTAL	\$178.4 million

Expenditures



- Bus Operations/Purchases/Infrastructure
- Debt Service
- Allocation to Reserves
- Transit Plan and Tax District Administration
- Bus Rapid Transit
- Capital Planning

July 1, 2020 – June 30, 2021

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

- The transit work plan proposes to allocate \$67 million for carrying the **New Bern Corridor** in East Raleigh through completion. If the project receives federal funds, design should finish by the end of 2020, with construction beginning in 2021 and the services operating by late 2023.
- The plan also includes \$4.5 million to **continue work** on the other three BRT corridors -- north along Capital Boulevard, west along Western Boulevard and south along Wilmington Street.



- **Create NEW Glenwood Avenue** routes serving Crabtree Valley Mall, Downtown Raleigh and Brier Creek Commons (GoRaleigh): **Route 6: Glenwood** would extend the high-frequency network portion of the route from downtown Raleigh to Duraleigh Road. **Route 70X: Glenwood North** would provide hourly service north of Duraleigh Road to Brier Creek.
- **Add frequency on GoRaleigh Route 21: Caraleigh**, creating 30-minute service all day from 6 a.m. to 7 p.m. and extending hourly service to midnight.
- **Add all-day service to GoTriangle Route 305** between Apex and Raleigh with 30-minute service at peak times and hourly service during the middle of the day, evenings and weekends.
- **Expand GoTriangle Route 310** to continue to Cary Train Station.
- **Start Holly Springs Express** serving Holly Springs and Apex, during peak travel times Mon-Fri.
- **Start express service between Apex and Cary:** during peak hours Monday-Friday

NEW East Raleigh Transfer Facility (GoRaleigh)

Replace an existing bus stop on New Bern Avenue, establishing a park-and-ride for up to 100 spaces and connecting up to four routes, including the New Bern Avenue bus rapid transit route.

NEW Midtown Raleigh Facility (GoRaleigh)

Buy land and begin design work for a facility near North Hills and I-440 to create opportunities to travel east to west without having to go into downtown Raleigh.

Transfer Point Enhancements (GoRaleigh)

Updates could include larger shelters, lighting, passenger information systems, benches, trash cans and bike racks.

Locations:

- Cross Link Road and Rock Quarry Road
- Hillsborough Street and Gorman Street
- Hillsborough Street and Jones Franklin Road
- Hillsborough Street at NC State Fairgrounds
- Capital Boulevard and Millbrook Road and WakeMed North

- **Paratransit Operations and Maintenance Facility (GoRaleigh/GoWake Access):** Plans call for buying land and beginning design for a facility that would accommodate 100 vehicles and provide space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities and driver break rooms.
- **Eastern Wake Microtransit Study:** GoWake ACCESS would study whether any microtransit options would be feasible in serving rural, elderly and disabled residents in the eastern part of the county, which is not served by fixed-route transportation.
- **Community Funding Areas:** \$864,414 will be put in reserve to match funds for community-based public transportation projects to help with planning, capital, or operating expenses.





Bus Stops

Investments in benches, shelters, signage, lighting and ADA access ramps at new and existing GoRaleigh, GoCary and GoTriangle bus stops.



Park-and-Ride Lots

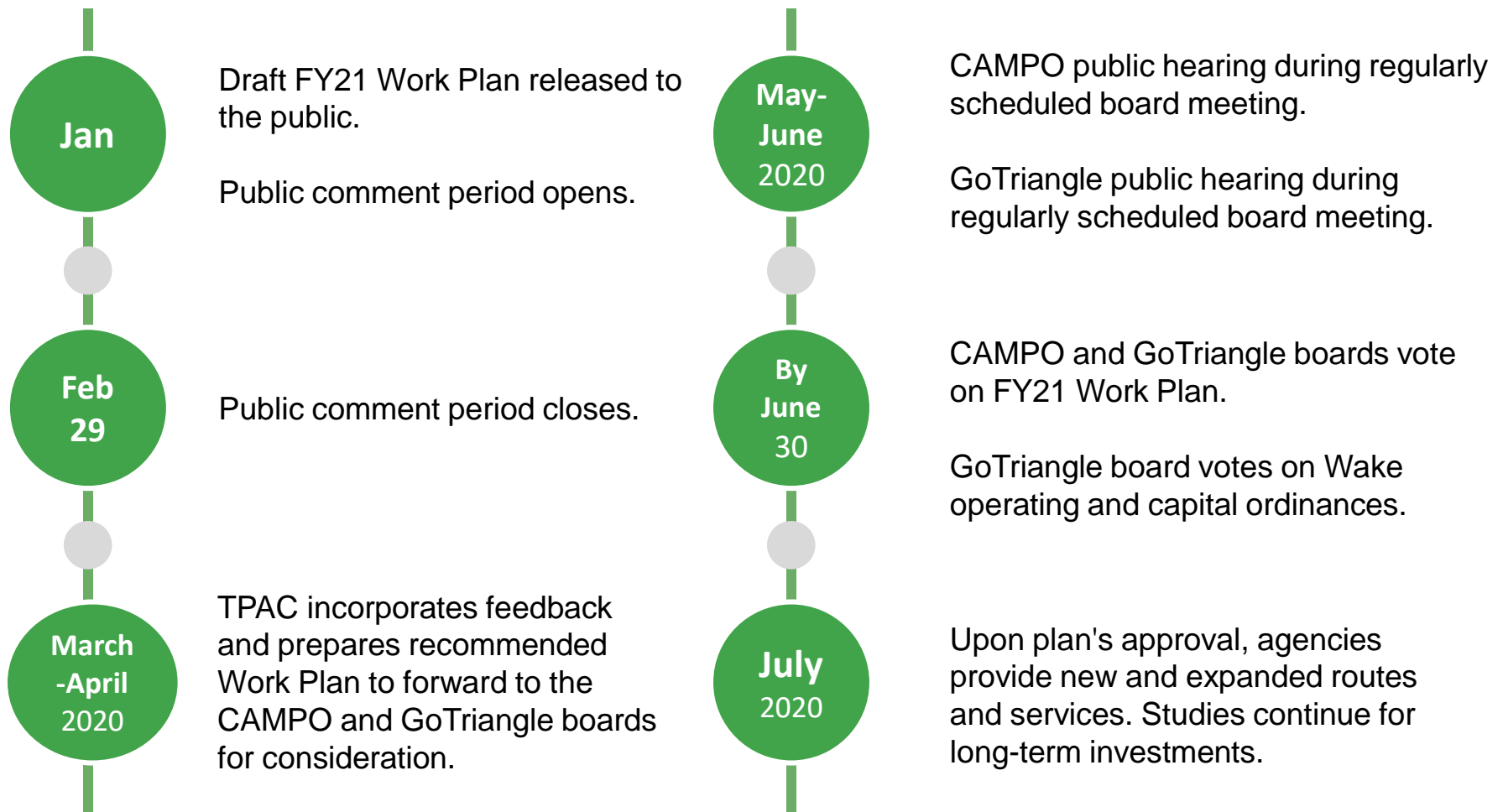
Investments to enhance, renovate and add GoTriangle park-and-ride lots serving North and West Raleigh.



- Transit plans in Wake and Durham counties include a commuter rail project that would run 37 miles along the North Carolina Railroad Corridor between Garner and West Durham, stopping at downtown Raleigh, N.C. State, Cary, Morrisville and Research Triangle Park along the way.
- Preliminary results of the Greater Triangle Commuter Rail Study in 2019 identified that a route running 40 times a day between Garner and West Durham and a route between Durham and Clayton in Johnston County would be the two most likely to qualify for federal funding through the Federal Transit Administration's New Starts grant program.
- **Next steps:** Working with the railroads to understand what service scenarios are feasible and studying solutions to possible engineering challenges.

WORK PLAN APPROVAL TIMELINE

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Help shape your community investment in transit



For more information and to review the detailed draft work plan, go to goforwardnc.org/waketransit.



Submit your comments online at goforwardnc.org/waketransit.



Or mail them to:

GoTriangle, Attn. Juan Carlos Erickson
4600 Emperor Blvd., Suite 100, Durham, NC 27703



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