



**GoTriangle – FY2025 to FY2027**

# **Short Range Transit Plan**

**Wake County Draft – January 2023**

## Table of Contents

	Page
<b>Overview.....</b>	<b>2</b>
The Wake Transit Plan.....	2
The Wake Bus Plan.....	3
GoTriangle Overview .....	3
<b>Existing Conditions .....</b>	<b>4</b>
Existing Service .....	4
Population and Employment.....	5
Ridership and Performance.....	6
Public Engagement Key Findings.....	9
<b>Service Improvement Projects .....</b>	<b>10</b>
Introduction .....	10
Operating Projects.....	10
Capital Projects .....	21
<b>Appendix A: Reading Project Sheets .....</b>	<b>32</b>
Operating Project Sheets .....	32
Capital Projects .....	34

### **Note:**

*GoTriangle serves Wake, Durham, and Orange Counties with regional and express services. This draft Short Range Transit Plan document encompasses projects proposed for Fiscal Years 2025 to 2027 as recommended by the Wake Bus Plan Update effort and focuses on GoTriangle services within Wake County. The Durham Bus Plan effort will begin soon after the Durham Transit Plan is approved, and projects pertaining to Durham and Orange Counties will be added to this document. All proposed projects in this document should be viewed as preliminary drafts, pending work on the Durham Bus Plan and input from Durham County and Orange County stakeholders.*

# Overview

## THE WAKE TRANSIT PLAN

In 2016, voters in Wake County approved a tax package to invest \$2.3 billion in public transit services over a 10-year period between 2017 and 2027. The combined investment strategy, branded as the Wake Transit Plan, reflects a vision for transit service development articulated through “Four Big Moves” which include:

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of regional express routes.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County’s urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County’s most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing fixed-route services to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

In addition to the Four Big Moves, the Wake Transit Plan identifies a series of investment goals to guide transit network development:

- Prioritize investment in ridership-justified routes but continue investment in coverage routes.
- Build a transit network that ensures both residents and jobs in Wake County are accessible by public transportation.
- Balance investments in transit infrastructure and new services to create a network that will be robust and viable in the long term. The Wake Transit Plan emphasizes infrastructure investments that improve the speed and reliability of transit operations.
- Focus investment on projects that will enhance customer service and the user experience. The Wake Transit Plan will prioritize accessibility, comfort, security, reliability, cleanliness, courtesy, and communication.

The Governing Boards directing the implementation of the Wake Transit Plan (hereinafter Wake Transit Governing Boards) are accountable for governing and overseeing implementation of the Wake Transit Plan. The Wake Transit Governing Boards include the Governance ILA parties, which consists of the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and the GoTriangle Board of Trustees.

The Governance ILA parties established the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee to coordinate planning and implementation of the Wake Transit Plan. The TPAC is comprised of regional and local governments, as well as the region’s transit providers (GoTriangle, City of Raleigh, Town of Cary, and Wake TRACS) and major institutions. The TPAC is overseeing development of the Wake Transit

Multi-Year Bus Service Implementation Plan (MYBSIP), also referred to as the Wake Bus Plan. Hands-on management and direction are provided through the Core Technical Team (CTT), a subsidiary of the TPAC.

## THE WAKE BUS PLAN

The Wake Transit Plan requires transit stakeholders to prepare and update a multi-year operating plan every four years. The multi-year operating plan, referenced as the Wake Bus Plan must identify, define, and prioritize Wake County transit investments in alignment with funding available through the Wake Transit Plan. The Wake Bus Plan is a collaborative effort that is developed with Wake transit operators, community stakeholders, and members of the public. The key outcome of the planning process is a financial implementation plan that programs and schedules operating and capital projects until Fiscal Year 2030. Short-Range Transit Plans (SRTP) are a sub-set of the Wake Bus Plan, focused on operating and capital projects scheduled for implementation between Fiscal Years 2025 through 2030. The SRTPs are also aligned with individual transit operators: this SRTP reflects the projects and investments identified for GoCary.

The SRTPs recognize ongoing the planning and implementation of high-capacity transit services in Wake County, including commuter rail that would connect Cary with other Wake County communities and Durham County. The region is also planning for Bus Rapid Transit (BRT) on Wake County's busiest urban corridors, with the Western Corridor BRT bringing a BRT connection between Cary and Raleigh. While not sponsored by GoTriangle, this service will play a vital role in the regional transit network and the operation and organization of GoTriangle transit services when BRT services begin revenue operation after 2026.

Each short-range transit plan (SRTP) provides background information about the transit provider, existing services, transit needs,

and gaps in the service area. The plans build on analysis conducted as part of the overall Wake Bus Plan including a regional service assessment designed to enhance the understanding of current ridership trends and future travel markets, an analysis of existing service performance, input received through stakeholder and community engagement, and estimated financial costs. Reports and materials referenced in this plan and are available under a separate cover.

## GOTRIANGLE OVERVIEW

GoTriangle is the regional transit provider in the Triangle Region, with service in Wake, Orange, and Durham Counties. GoTriangle provided over 1.2 million fixed route passenger trips annually in 2021<sup>1</sup>.

The purpose of the GoTriangle SRTP is to:

- Guide service investments funded through the Wake Transit Plan (Fiscal Years 2025 - 2030)
- Reflect GoTriangle goals and objectives in the short-term and align with Wake Transit Plan objectives
- Identify projects for programming and funding in operating and capital models
- Engage members of the public to ensure their feedback and needs are included in Wake Transit Plan Funded investments

This document brings together work completed for GoTriangle under the Wake Bus Plan and provides a schedule of investments for the next three years (Fiscal Years 2025 – 2027). Projects identified for investment between FY27 and FY30 are also referenced, but not detailed in the SRTP.

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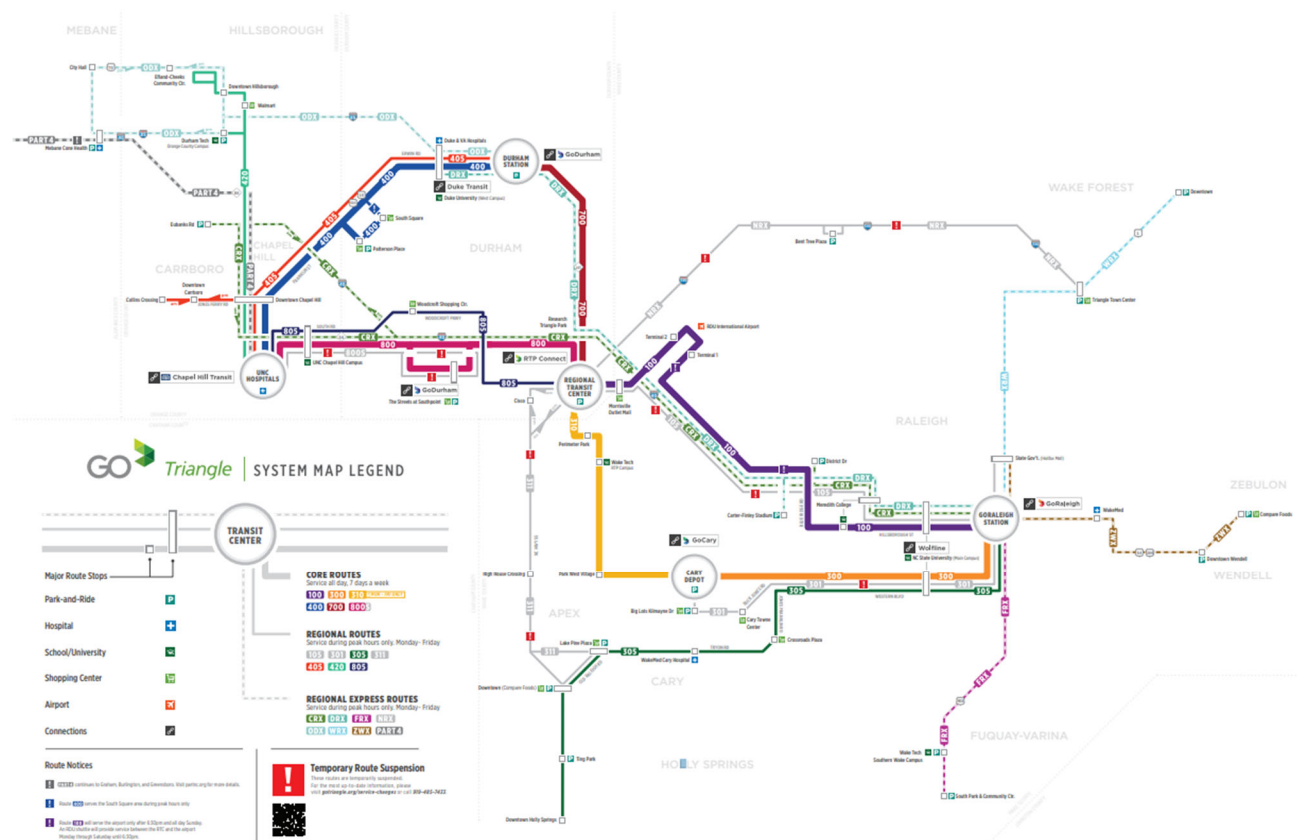
<sup>1</sup> Source: National Transit Database (NTD) GoTriangle 2021 Agency Profile.

# Existing Conditions

## EXISTING SERVICE

GoTriangle provides service throughout the Triangle region, filling in service gaps outside central urban areas and connecting across counties and communities (Figure 1). GoTriangle service includes 13 regional routes that operate during peak periods and seven core routes with all-day and weekend service. Three GoTriangle-sponsored regional routes are operated by GoRaleigh (FRX, WRX, and ZWX).

Figure 1 Existing System Map



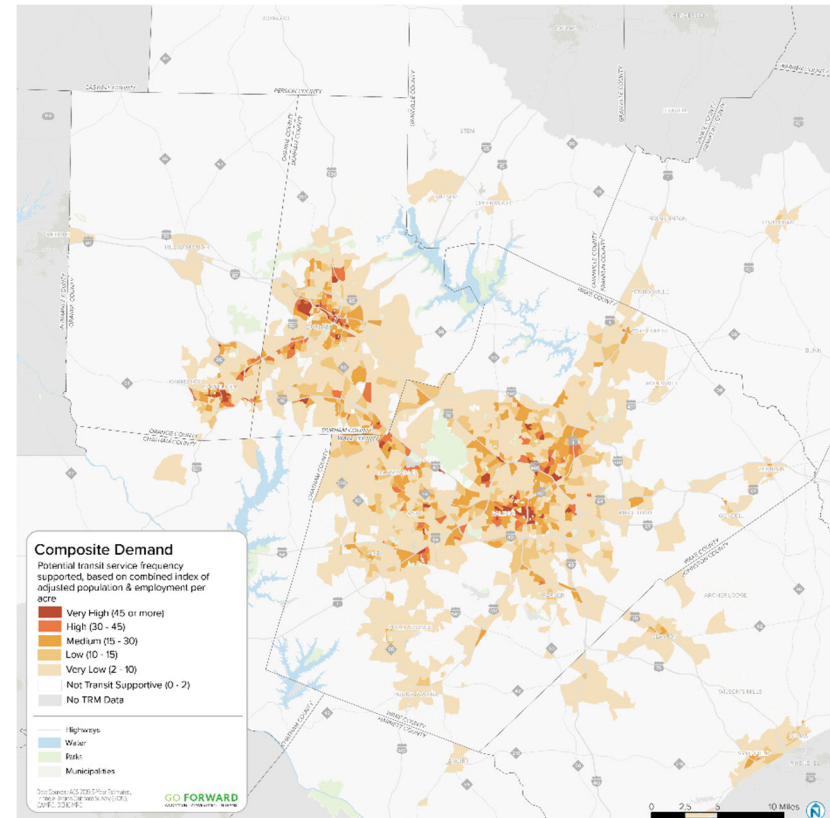
Source: GoTriangle

## POPULATION AND EMPLOYMENT

A main factor in determining the demand and need for transit service is density: places where concentrations of people live and work. Generally, transit is accessible to people within one-quarter to one-half mile of a bus stop, so the travel market—and the type and amount of service needed to serve this market—is dependent on the number of people who live, work, or visit within walking distance of a bus stop. GoTriangle serves areas across the spectrum of density and composite demand. Figure 2 shows the composite demand of the GoTriangle service area, which ties transit demand to service levels based on a combined index of adjusted population and employment per acre.

GoTriangle serves many areas with high and very high composite demand, such as city and town centers, but also focuses on lower demand surrounding towns. Service passes through areas that are not transit supportive to reach outlying very low and low demand areas and connect them to high demand nodes.

Figure 2 GoTriangle Service Area: Transit Demand





## RIDERSHIP AND PERFORMANCE

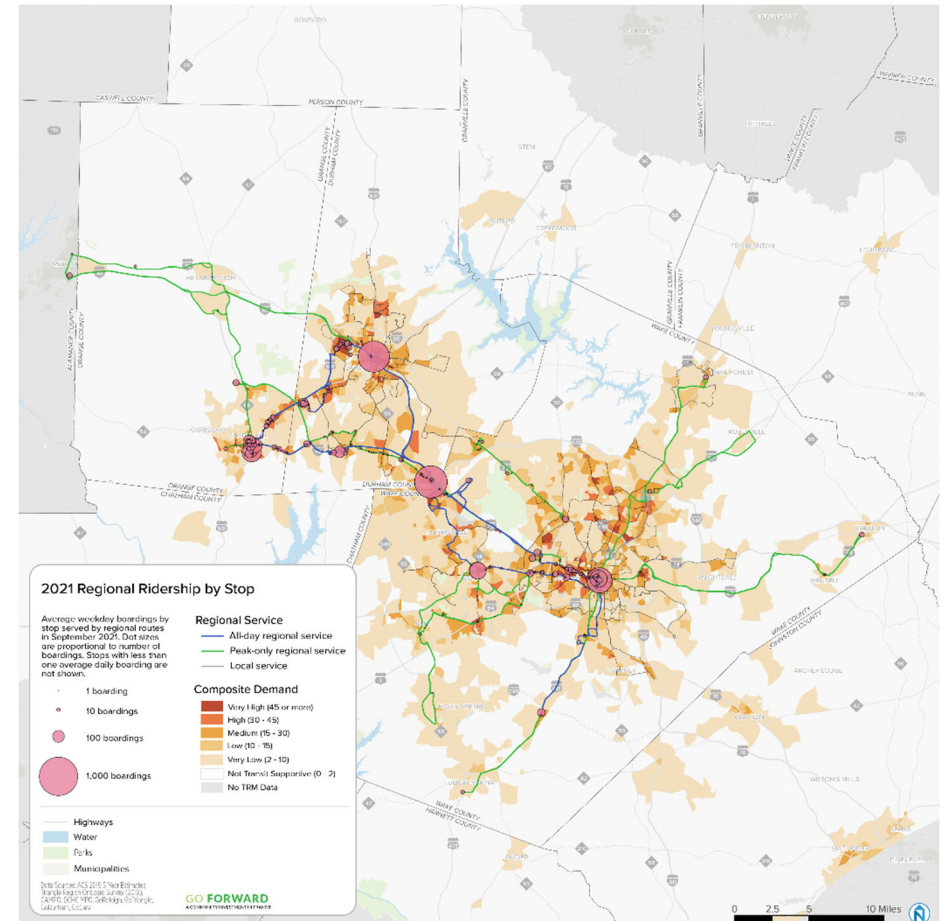
### Ridership

Ridership on GoTriangle transit routes is in alignment with the underlying market, with the highest number of daily boardings at transfer locations, job centers, and in the downtowns of major municipalities (see Figure 3).

Transfer locations with high ridership include:

- The Regional Transit Center in Research Triangle Park
- Cary Depot (downtown Cary)
- GoRaleigh Station (downtown Raleigh)
- Durham Station (downtown Durham)

Figure 3 Regional Ridership by Stop, 2021



Sources: CAMPO, GoRaleigh, GoTriangle, GoCary, GoDurham April 2021 ridership data adapted by Nelson\Nygaard Associates, ACS 2019 5-Year Estimates, Triangle Region Onboard Survey (2019), DCHC MPO.

## Transit Route Performance Metrics

The Wake Bus Plan reviewed the performance of individual bus routes (see Regional Service Assessment reports for full analysis). The team used the metrics and standards recommended in the Wake Transit Plan Service Guidelines and Performance Measures. Metrics included cost per rider, riders per revenue trip<sup>2</sup>, and on-time performance and vary by the service type. GoTriangle routes were organized into two route classifications: Regional Routes and Express Routes. Different standards are used for existing and new/substantially changed bus routes. The SRTF focused on boardings per revenue trip and operating cost per boarding as key indicators of performance.

Ridership on most GoTriangle's regional routes softened at the beginning of the pandemic, leading to lower average weekday boardings per revenue trip (Figure 4). More recent data shows is increasing but has not yet reached 2019 levels. Express routes were suspended in 2020, and ridership in 2021 is significantly below pre-pandemic levels for all routes (Figure 5).

Operating cost per boarding has steadily increased across all routes, particularly during the pandemic reflecting increasing costs and lower ridership. In 2021 with reduced ridership, most regional routes (Figure 6) had operating costs of approximately \$10 - \$20 per boarding, though some had costs as high as \$30 per boarding. Express routes (Figure 7) have generally higher operating costs per boarding, in 2021 ranging from \$20 to almost \$80 per boarding.

Figure 4 Weekday Boardings per Revenue Trip, Regional Routes

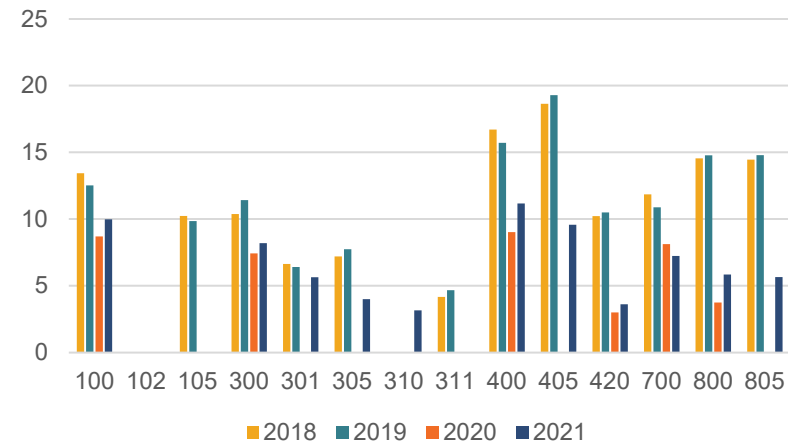
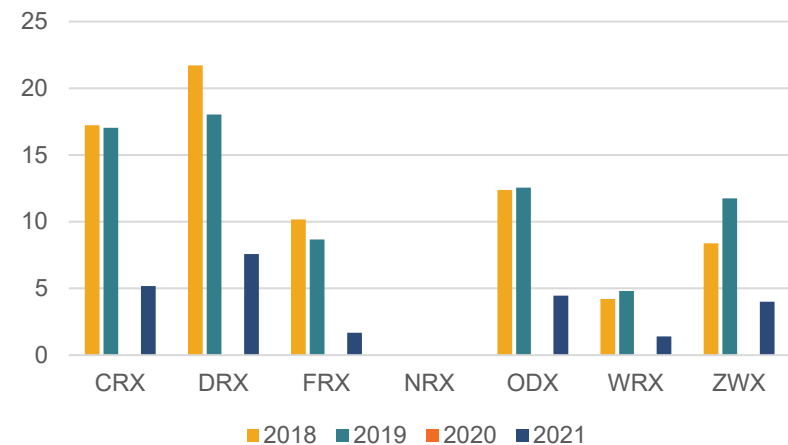


Figure 5 Weekday Boardings per Revenue Trip, Express Routes



<sup>2</sup> The Wake Transit Plan's recommended Service Guidelines and Performance Standards uses riders per hour for frequent and local services and riders per trip for core regional and express services.



Figure 6 Operating Cost per Boarding, Regional Routes

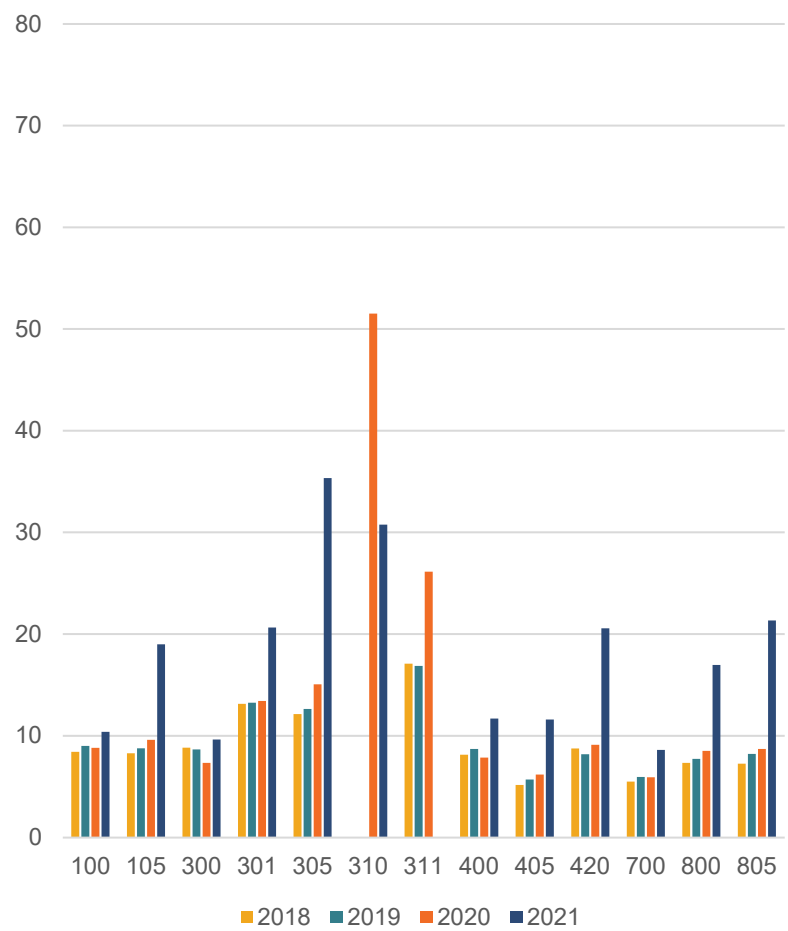
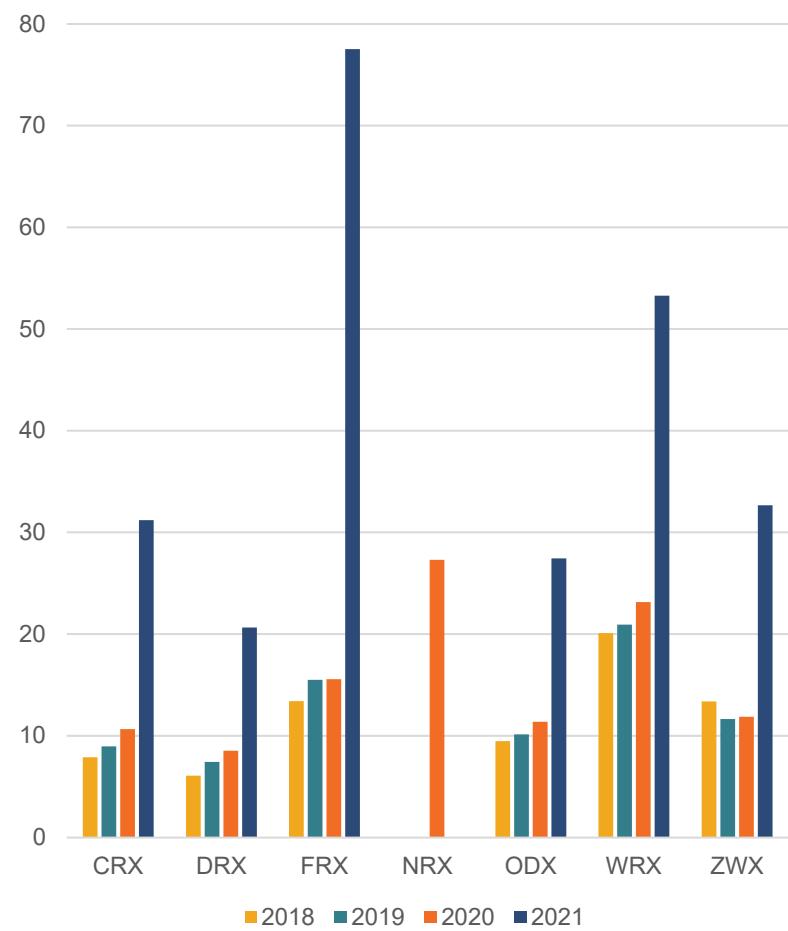


Figure 7 Operating Cost per Boarding, Express Routes



## PUBLIC ENGAGEMENT KEY FINDINGS

The Wake Bus Plan Working Group conducted public engagement on the Wake Bus Plan project in the Spring of 2022; another round of engagement will be held in Spring 2023:

- In April and May 2022, the Wake Bus Plan shared initial service concepts with transit riders, stakeholders, and members of the community.
- In February 2023, the Wake Bus Plan will share draft final versions of the Wake Bus Plan with an emphasis on explaining service changes, including changes to individual routes and changes to the overall transit network.

Feedback collected in Spring 2022 showed that riders and residents want GoTriangle—and other regional service providers—to focus on transit fundamentals, such as reliability and predictability, travel time, and in particular a desire for more all-day service. Travel to work was still the most common use of transit, but service to shopping centers, medical facilities, and schools was also valued.



# Service Improvement Projects

## INTRODUCTION

The SRTP for GoTriangle is focused on service and capital improvements that address findings from the regional service assessment, reflect feedback heard by riders, service providers, and municipalities, and takes into consideration ridership recovery since the COVID-19 pandemic.

These strategies include:

- Strengthening all-day regional connections
- Re-evaluating previous Wake Transit Plan service proposals based on changing demographics and shifting travel patterns from the COVID-19 pandemic
- Anticipating and integrating with future BRT service
- Improving the rider experience at stops and ensure smooth transfers throughout the system and across modes

The following operating and capital project sheets detail these strategies. More information on how to read the project sheets are located in Appendix A.

## OPERATING PROJECTS

Wake Transit Plan funded operating projects recommended for the SRTP planning period (FY25 – FY27) are based on a regional prioritization process. For GoTriangle, projects funded in this time period include:

- Improving bus service between Durham and Raleigh:
  - Straighten the bus route travel path (alignment) and increase the frequency of service and hours of operation for Route 100 Raleigh-Carter Finely-RTC-Durham

- Increase the hours of operation for shuttle service between the Regional Transit Center and Raleigh Durham (RDU) airport
- Eliminate Route 105 Raleigh-RTC and Route 700 Durham-RTC. These service hours will be invested in the new Route 100 (Raleigh to Durham) service.
- Alignment shortening and span and frequency improvements to the renamed DRX, now DVX Duke-Carter Finely Express.
- Streamlining the alignment of the CRX Chapel Hill-Raleigh Express by shortening the route to end at the Route 54 park and ride lot. Time savings will be used to increase service frequency on the CRX
- Improving the frequency of service and hours of operation for Route 300 Cary-Raleigh and shortening its travel path in downtown Raleigh
- Improving service on to the ZWX Zebulon-Wendell-Raleigh Express to operate all day and connect with shopping in Wendell
- Improving the hours of operation to operate all day and increase frequency of service on Route 305 Holly Springs-Apex-Raleigh

The Wake Bus Plan identified additional transit investments that are within the scope of the Wake Bus Plan but were not prioritized within the FY27 timeframe. There are also projects recommended for implementation after FY30. These projects are covered in the overall Wake Bus Plan document.

## 100 RALEIGH-CARTER FINELY-RTC-DURHAM (FY25-26)

## DURHAM-RALEIGH

### Project Type: Alignment Change, Span and Frequency Improvements

**Project overview:** This project improves the span and frequency of Route 100 and extends the route to Durham along the alignment of the existing 700. It removes the weekday evening and weekend deviation to RDU Airport which will instead be served by expanded hours of the RDU Shuttle. The frequency improvements will occur in phases, eventually operating with 15-minute headways all day on weekdays. Phase 0 (FY25) is the alignment change, Phase 1 improves the frequency to 15 minutes during the peak and 30 minutes off-peak (FY26), and Phase 2 (FY26) is the final phase with 15-minutes during peaks and midday.

**Major destinations:** Downtown Raleigh, North Carolina State University, Carter Finely Park and Ride, Carter Finely Stadium, PNC Arena, RTC, Durham Tech Community College, Downtown Durham

#### Related capital investments:

- Hillsborough & Meredith College Enhanced Transfer Points

#### Related service changes:

- DVX Durham-Raleigh Express
- RDU Shuttle
- Elimination of 105 Raleigh-RTC
- Elimination of 700 Durham-RTC

	Existing	Proposed Phase 0	Proposed Phase 1	Proposed Phase 2
	100 Raleigh-RDU-RTC	100 Raleigh-Carter Finley-RTC-Durham	100 Raleigh-Carter Finley-RTC-Durham	100 Raleigh-Carter Finley-RTC-Durham
<b>Span of Service</b>				
Weekday	6 AM – 11 PM	6 AM – 12 AM	6 AM – 12 AM	6 AM – 12 AM
Saturday	7 AM – 11 PM	6 AM – 12 AM	6 AM – 12 AM	6 AM – 12 AM
Sunday	7 AM – 9:15 PM	7 AM – 10 PM	7 AM – 10 PM	7 AM – 10 PM
<b>Frequency</b>				
Weekday				
AM Peak	30	30	15	15
Midday	30	30	30	15
PM Peak	30	30	15	15
Evening	60	60	30	60
Saturday				
Daytime	30	30	30	30
Evening	60	60	60	60
Sunday				
Daytime	60	30	30	30
Evening	60	60	60	60

## DVX DUKE-CARTER FINELY EXPRESS (FY25-26)

## DURHAM-RALEIGH

### Project Type: Alignment Change, Span and Frequency Improvements

**Project overview:** This project improves the span and frequency of the current Route DRX Durham-Raleigh Express and adjusts the alignment to truncate at the Carter Finely Park and Ride and no longer stop at Durham Station. The route name is changed to DVX Duke-Carter Finely Express to reflect the alignment changes. The AM peak hours are extended by an hour and a half to 10 AM, and evening frequency is increased to 30 minutes. The project will be implemented in two phases, with the alignment change and AM span improvement in Phase 0 (FY25), and the frequency improvement in Phase 1 (FY26).

**Major destinations:** Carter Finley Park and Ride, Carter Finley Stadium, PNC Arena, Duke University

**Related capital investments:** None

**Related service investments:**

- 100 Raleigh-Carter Finley-RTC-Durham
- RDU Shuttle
- Elimination of 105 Raleigh-RTC
- Elimination of 700 Durham-RTC

	Existing	Proposed Phase 0	Proposed Phase 1
	DRX Durham-Raleigh Express	DVX Durham-Raleigh Express	DVX Durham-Raleigh Express
<b>Span of Service</b>			
Weekday	6 AM – 8:15 PM	6 AM – 8:15 PM	6 AM – 8:15 PM
Saturday	-	-	-
Sunday	-	-	-
<b>Frequency</b>			
Weekday			
AM Peak	30	30	30
Midday	-	-	-
PM Peak	30	30	30
Evening	60	60	30

## RDU AIRPORT SHUTTLE (FY25)

### Project Type: Span Improvements

**Project overview:** This project improves the span and days of operation of the RDU Airport Shuttle to operate during the hours the airport was previously served by the Route 100 deviations. The proposed spans match those of the proposed Route 100.

**Major destinations:** RTC, RDU Airport

**Related capital investments:** None

**Related service investments:**

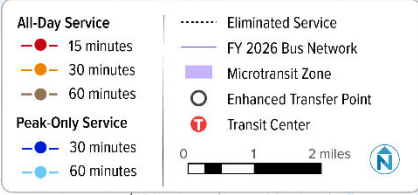
- DVX Durham-Raleigh Express
- RDU Shuttle
- Elimination of 105 Raleigh-RTC
- Elimination of 700 Durham-RTC

## DURHAM-RALEIGH

	Existing	Proposed Phase 0
	RDU Airport Shuttle	RDU Airport Shuttle
<b>Span of Service</b>		
Weekday	6:30 AM – 6:30 PM	6 AM – 12 AM
Saturday	5:45 AM – 11:30 PM	6 AM – 12 AM
Sunday	-	7 AM – 10 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	-	30
Saturday		
Daytime	30	30
Evening	30	30
Sunday		
Daytime	-	30
Evening	-	30



## GoTriangle



## CRX CHAPEL HILL-RALEIGH EXPRESS

### Project Type: Alignment Change, Frequency Improvements

**Project overview:** This project re-aligns the CRX to no longer serve the Eubanks Park and Ride, instead travelling Route 54 in both directions and serving the new Route 54 Park and Ride at the intersection of Route 54 and Route 40. The streamlined alignment allows for 30-minute PM peak service compared to the current 35-minute service.

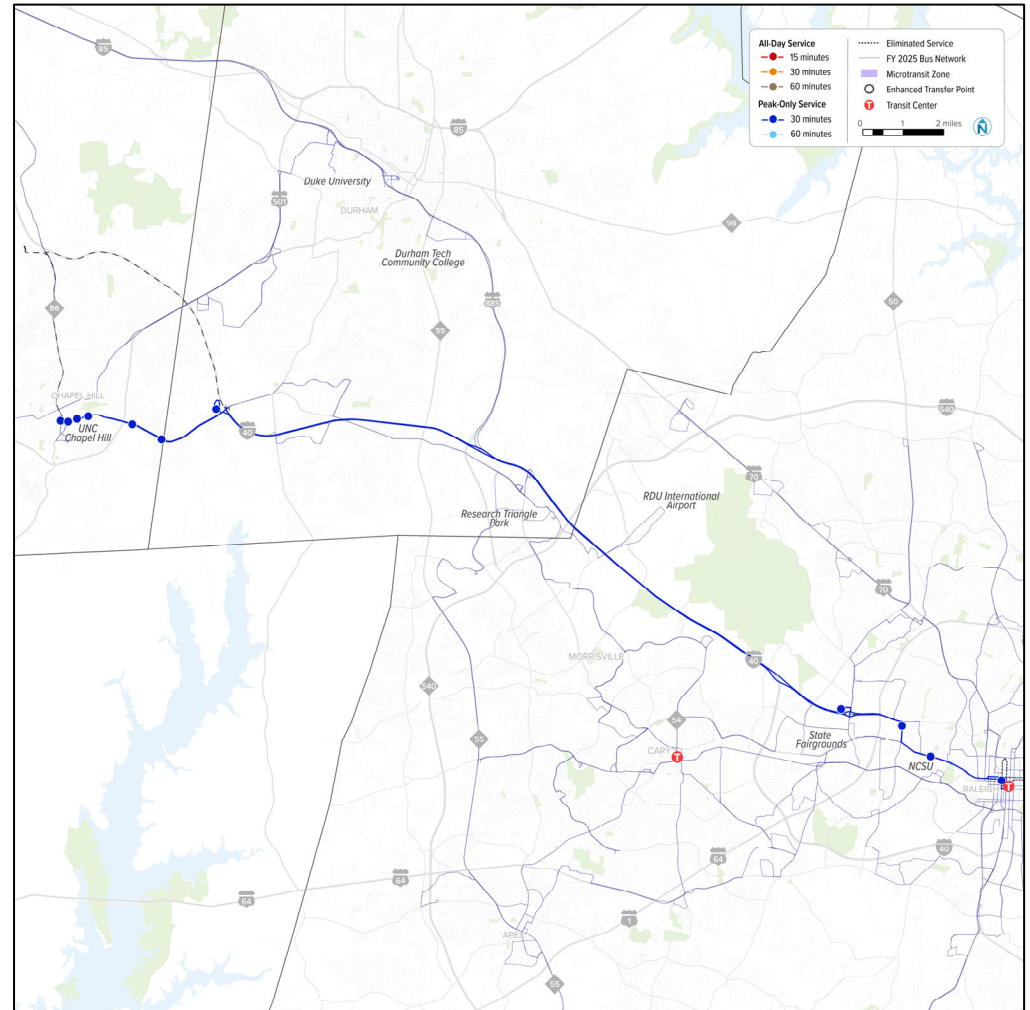
**Major destinations:** Downtown Raleigh, University of North Carolina, North Carolina State University, District Drive Park and Ride

#### Related capital investments:

- Hillsborough

#### Related service investments:

	Existing	Proposed
	CRX	CRX
<b>Span of Service</b>		
Weekday	6 AM – 7:45 PM	6 AM – 7:45 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	-	-
PM Peak	35	30
Evening	-	-
Saturday		
Daytime	-	-
Evening	-	-
Sunday		
Daytime	-	-
Evening	-	-



## 300 CARY-RALEIGH (FY25-29)

### Project Type: Alignment Change, Span and Frequency Improvements

**Project overview:** Route 300 will eventually be discontinued with the operation of the Western BRT halfway through FY29, and this project implements a slight downtown Raleigh alignment change and span and frequency improvements in the intervening years. Buses will run from 6 AM to midnight both weekdays and Sundays, and 30-minute service will last later into the evenings on weekdays. Late night service will be hourly.

**Major destinations:** Downtown Raleigh, Downtown Cary

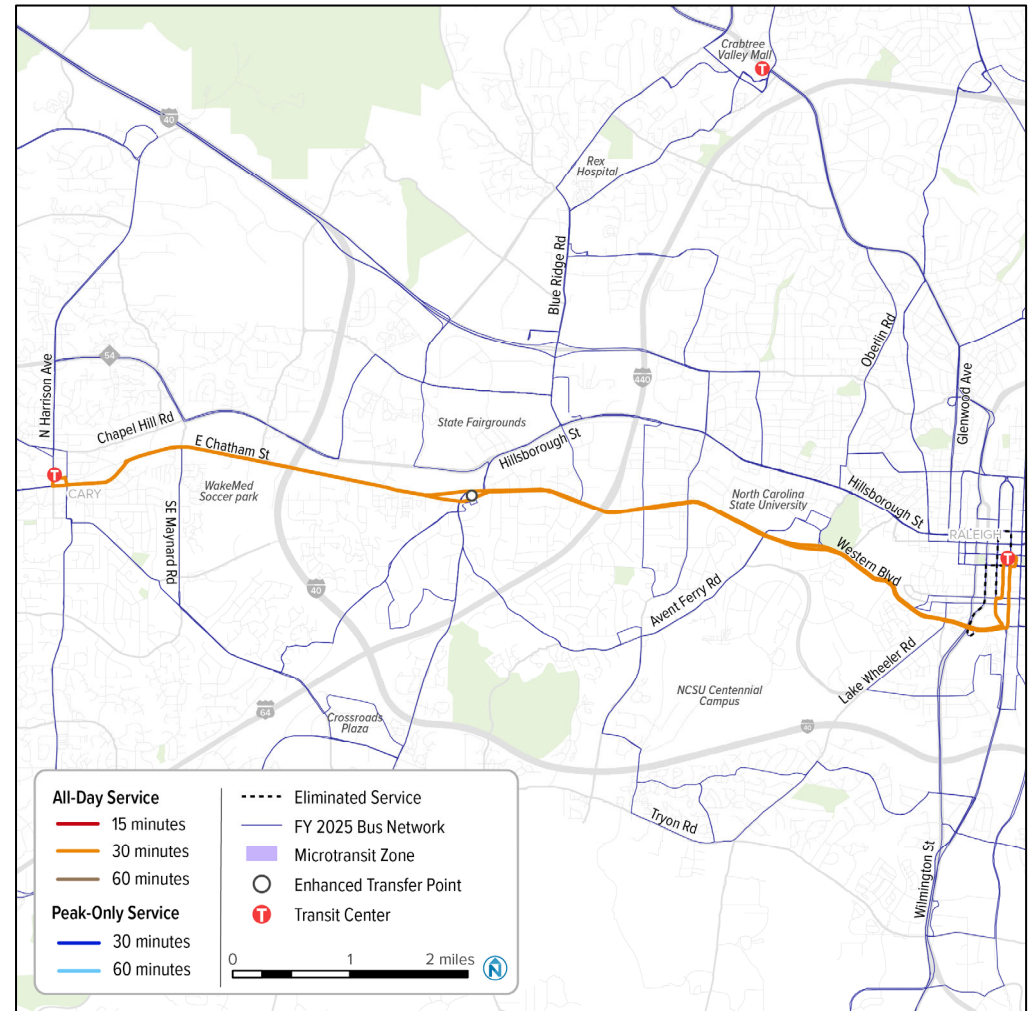
#### Related capital investments:

- Hillsborough & Jones Franklin Enhanced Transfer Point

#### Related service investments:

- Western BRT

	Existing	Proposed
	300 Cary-Raleigh	300 Cary-Raleigh
<b>Span of Service</b>		
Weekday	6 AM – 10 PM	6 AM – 12 AM
Saturday	7 AM – 10 PM	6 AM – 12 AM
Sunday	7 AM – 9 PM	7 AM – 9 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	30
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



## ZWX ZEBULON-WENDELL-RALEIGH EXPRESS (FY26)

### Project Type: Alignment Change and Span Improvements

**Project overview:** This project adds all-day service to the previously peak-only ZWX and adjusts the alignment. The proposed ZWX alignment serves Wendell Falls, extends further into Zebulon to serve the Eastern Regional Center and terminates at the New Bern BRT station at Wake Med instead of Downtown Raleigh.

**Major destinations:** Eastern Regional Center, Wake Med Raleigh

**Related capital investments:** None

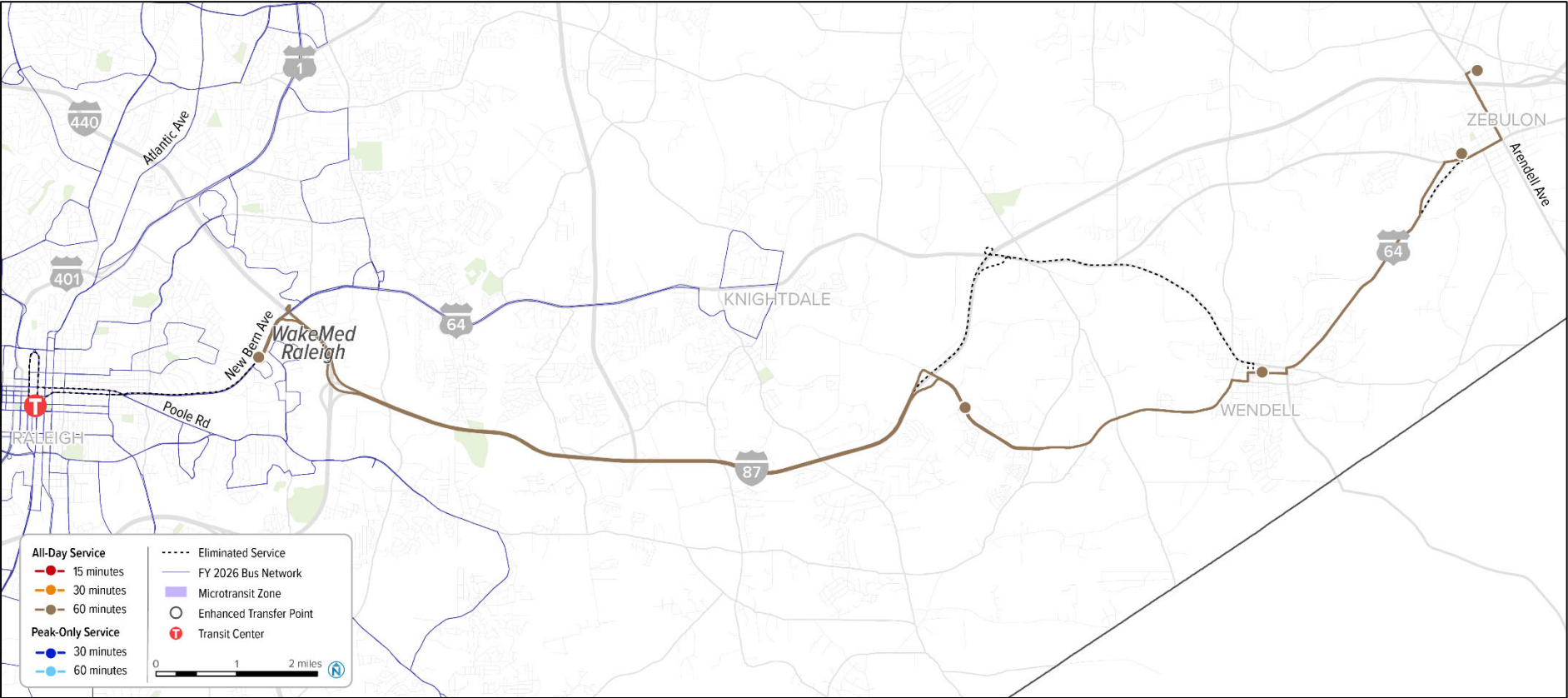
**Related service investments:**

- New Bern BRT

	Existing	Proposed
	ZWX	ZWX
<b>Span of Service</b>		
Weekday	6 AM – 7 PM	6 AM – 7 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	60	60
Midday	-	60
PM Peak	60	60
Evening	-	-
Saturday		
Daytime	-	-
Evening	-	-
Sunday		
Daytime	-	-
Evening	-	-



Short Range Transit Plan  
GoTriangle



## 305 HOLLY SPRINGS-APEX-RALEIGH (FY24-27)

### Project Type: Alignment Change, Span and Frequency Improvements

**Project overview:** This project improves the span, days of service, and frequency of Route 305, with minor alignment changes. The 305 does not currently extend to Holly Springs on all trips, and operates on weekday peak hours only. The project will increase the peak frequency to every 30 minutes, add 60-minute service during off-peak hours, and add weekend service. All trips by the final phase of the project will go to Holly Springs.

**Major destinations:** Compare Foods Park and Ride, North Carolina State University, Downtown Raleigh

**Related capital investments:**

**Related service investments:** None

Frequencies with a (\*) denote the trip terminates in Apex and does not serve Holly Springs

	Existing	Proposed Phase 1	Proposed Phase 2	Proposed Phase 3
	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh
<b>Span of Service</b>				
Weekday	6:30 AM – 8 PM	6 AM – 9 PM	6 AM – 9 PM	6 AM – 9 PM
Saturday	-	-	6 AM – 8 PM	6 AM – 8 PM
Sunday	-	-	7 AM – 7 PM	7 AM – 7 PM
<b>Frequency</b>				
Weekday				
AM Peak	40/65*	40/60*	40/60*	30
Midday	-	60*	60*	60
PM Peak	40/60*	40/60*	40/60*	30
Evening	-	60*	60*	60
Saturday				
Daytime	-	-	60*	60
Evening	-	-	60*	60
Sunday				
Daytime	-	-	60*	60
Evening	-	-	60*	60



Short Range Transit Plan  
GoTriangle



## CAPITAL PROJECTS

Wake Transit Plan-funded capital projects include a series of investments in passenger and maintenance facilities. Between FY2025 and FY2027, the following projects sponsored by GoTriangle are scheduled for investment in the Wake Transit Plan:

- Construction and opening of Raleigh Union Station Bus Facility (RUS Bus)
- Construction and relocation of the Regional Transit Center (RTC)
- Improvements existing park-and-ride facilities
- Development of three Enhanced Transfer Points (ETPs) – at NCSU, near Meredith College, and a mobility hub in Wendell
- Expansion of GoTriangle Operations and Maintenance Facility
- Improvements to existing bus stops and development of new bus stops
- Replacement and expansion fixed route vehicles

### Transit Centers

Transit Centers are locations where multiple bus routes meet. They are designed to support transfers between multiple bus routes and serve large volumes of passengers. Transit Centers are connected with the frequent transit network, and most will also offer connections with the Bus Rapid Transit network.

As the largest transfer locations in the system, these facilities offer the highest level of passenger amenities in the network. All Centers will be fully ADA compliant. They will include either indoor waiting areas or large passenger shelters that offer refuge from weather. In addition, transit centers have been programmed to include the following amenities:

- Information systems including real-time passenger information, signposts, maps, bus schedules

- Wi-Fi hot spots
- Safety features including lighting, emergency phones, cameras
- Ticket vending machines
- Space for park and ride users (as appropriate)
- Bicycle parking

### Park and Rides

Park-and-ride lots provide vehicle access to the transit network, either through drive and park, or drop off facilities. The Wake Bus Plan builds on the region's existing park and ride lots by adding additional facilities to support regional and frequent transit routes.

The Wake Bus Plan programmed Park-and-Ride lots with the following package of amenities and services:

- Park-and-ride lot identification markers
- Passenger shelter and benches
- ADA upgrades (curb cuts)
- Safety amenities, including lighting, security cameras and emergency phones
- Passenger information, including maps
- Trash and recycling bins
- Bike storage

### Enhanced Transfer Points

The Wake Transit Plan creates opportunities for transfers between routes. The Wake Bus Plan will build enhanced transfer points to support transfers, especially in cases where frequent routes connect to other Wake Bus Plan funded routes and/or there are high volumes of riders. The Wake Bus Plan also set aside some operating and maintenance funds to support ongoing facility maintenance, such as cleaning and trash removal.

The Wake Bus Plan programmed Enhanced Transfer Points with the following package of amenities and services:

- Larger shelter(s)
- Lighting
- Passenger information, including real-time information systems
- Amenities to enhance passenger comfort (Wi-Fi hot spot, benches, trash cans, bike racks)

## RALEIGH UNION STATION BUS FACILITY (RUS BUS)

### Facility Type: Transit Center

**Location:** Downtown Raleigh

**Project Description:** RUS Bus facility will expand transit passenger and operational facilities in downtown Raleigh, including connections between Amtrak intercity passenger rail, planned commuter rail, bus rapid transit projects and local bus service. The facility will be bike- and pedestrian-friendly. No additional capital funding is assigned to this project, instead Wake Bus Plan includes funding from GoTriangle to the Bus Plan to account for funding “borrowed” from the Wake Bus Plan in advance of receiving federal grant funds.

The Wake Bus Plan assumes the RUS Bus will be a staffed facility with have indoor, climate-controlled passenger waiting areas. The Wake Bus Plan also includes funding to support operations and maintenance of the facility.

#### Estimated Operating and Maintenance Costs by Year

Year	Cost
FY25	\$265,347*
FY26	\$543,638
FY27	\$557,228
FY28	\$571,159

\*assumes half-year of funding

#### Services using Facility:

- TBD



Representative image; project elements and design will vary by location.

## REGIONAL TRANSIT CENTER (RTC)

### Facility Type: Transit Center

**Location:** Slater Road – Durham

**Project Description:** The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional services, offering connections to Wake, Durham, and Orange counties as well as the Raleigh Durham International Airport (RDU) and the Research Triangle Park (RTP). RTC will relocate the existing facility in a location with more convenient freeway access and better positioned to serve RTP. Investment costs associated with this project include relocation costs as well as updates to the passenger amenities. The Wake Bus Plan also includes funding to support ongoing operating and maintenance costs associated with the facility. Relocation of the RTC is scheduled so the facilities open in FY26.

#### Estimated Cost by Year

Year	Capital Costs	Phase	Operating & Maintenance Costs
FY24	\$4,900,000	Construction	
FY25	\$9,800,000	Construction	
FY26	\$4,900,000	Construction	
FY27	-		\$182,963
FY28	-		\$157,537

#### Services using Facility:

- RTP Connect
- GoTriangle routes

## IMPROVEMENTS TO EXISTING FACILITIES

### Facility Type: Park-and-Ride

**Location:** All locations

**Project Description:** The Wake Transit Plan provides resources to upgrade existing park-and-ride lots to enhance customers' experience. Improved facilities will include:

- Lot identification
- New or upgraded shelter with bench
- Lighting, security cameras and emergency phones
- Bus service information (signs, maps)
- ADA improvements as needed
- Other amenities to enhance passenger comfort

#### Estimated Cost by Year

Year	Cost
FY24	\$355,000
FY25	\$57,000
FY27	\$57,000



**Representative image; project elements and design will vary by location.**



# MEREDITH COLLEGE/HILLSBOROUGH ENHANCED TRANSFER POINT

## Facility Type: Enhanced Transfer Points

**Location:** Hillsborough St near Meredith College (in Raleigh)

**Project Description:** GoTriangle will identify a location and design an ETP near Meredith College along Hillsborough Street. Construction is scheduled for FY26.

### Estimated Cost by Year

Year	Cost
FY25	\$54,496
FY26	\$217,984



Representative image; project elements and design will vary by location.

## NORTH CAROLINA STATE UNIVERSITY ENHANCED TRANSFER POINT

### Facility Type: Enhanced Transfer Points

**Location:** Intersection of Hillsborough Street and Brooks Avenue near North Carolina State University in Raleigh

**Project Description:** GoTriangle will identify a location and design an ETP near NC State along Hillsborough Street. Construction is scheduled for FY26.

#### Estimated Cost by Year

Year	Cost
FY25	\$54,496
FY26	\$217,984



**Representative image; project elements and design will vary by location.**

## WENDELL MOBILITY HUB

### Facility Type: Enhanced Transfer Points

**Location:** TBD

**Project Description:** Transfer point improvements to the ZWX (Zebulon-Wendell Express) scheduled for FY26, starting the project two years in advance (20%) and building (80%) one year out.

### Estimated Cost by Year

Year	Cost	Phase
FY25	\$1,489,780	Design/Land Acquisition
FY26	\$1,678,484	Construction



**Representative image; project elements and design will vary by location.**

## GOTRIANGLE BUS OPERATIONS AND MAINTENANCE FACILITY

### Facility Type: Maintenance Facility

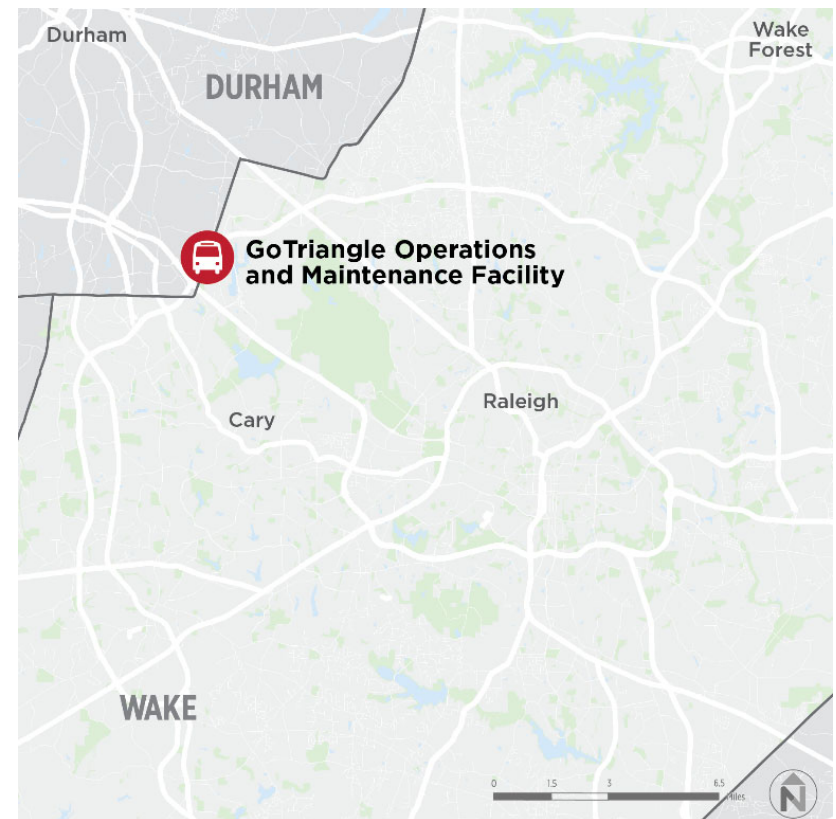
**Location:** Western Wake County/southwest Durham County (TBD)

**Project Description:** The GoTriangle Operations and Maintenance Facility was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. The existing facility has multiple deficiencies, including maintenance base, administrative space, and parking.

Wake Bus Plan funding will support new site planning and design as well as construction. Costs for the facility will be shared across multiple partners; the Wake Bus Plan accounts for roughly 40% of project costs.

### Estimated Cost by Year

Year	Cost	Phase
FY24	\$1,930,000	Design/Planning
FY25	\$1,307,7696	Construction
FY26	\$8,717,464	Construction



Representative site plans, project elements and design will vary

## BUS STOPS

The Wake Transit Plan provides funding to upgrade existing bus stops to meet ADA standards (as practical) and improve passenger safety/ comfort. The Bus Plan also supports development of new bus stops in accordance with new or revised bus routes. Improvements at each location will vary, but are expected to include signage and accessibility according to the federal Americans with Disabilities (ADA) standards (where practical).

The Wake Bus Plan programmed bus stops with the following package of amenities and services:

- Shelter(s)
- Benches
- Lighting
- Passenger information, including real-time information systems



Year	Existing Bus Stop Improvements (Estimate)	Development of New Bus Stops (Estimate)
FY24	-	-
FY25	\$2,878,200	\$43,153
FY26	-	\$36,852
FY27	-	\$37,773
FY28	-	\$38,718
FY29	-	\$39,686
FY30	-	\$40,678

## FIXED-ROUTE BUS FLEET – GOTRIANGLE

### Capital Investment Type: Fleet

**Project overview:** The Wake Transit Plan provides resources to purchase fixed-route buses for GoCary, GoRaleigh, and GoTriangle. Bus purchases will support service expansion associated with the Wake Transit Plan and replace vehicles that reach the end of their useful life. The Wake Bus Plan funding assumes funding for clean fuel vehicles.

**Related service investments:** Service/route expansions related to the Wake Operating Model

**GoTriangle (Wake Fleet) Fleet Investment Schedule by Year by Transit Provider**

Year	Cost	Replacement Vehicles	Expansion Vehicles
FY24	\$1,500,000	2	-
FY25	\$3,900,000	3	2
FY26	\$4,056,000	3	2
FY27	\$2,530,944	3	-
FY28	\$2,632,182	3	-
FY29	\$2,737,469	3	-
FY30	\$2,846,968	3	-



Representative image; vehicle type, size, and appearance will vary by project operator.



# Appendix A: Reading Project Sheets

Wake Transit Plan projects programmed within the SRTP FY27 timeframe are compiled below as a set of “project sheets”. Project sheets describe both operating and capital projects, using a combination of maps and detailed information designed to explain changes included in the Wake Bus Plan.

## OPERATING PROJECT SHEETS

### ROUTE NUMBER AND NAME (FISCAL YEAR OF IMPLEMENTATION)

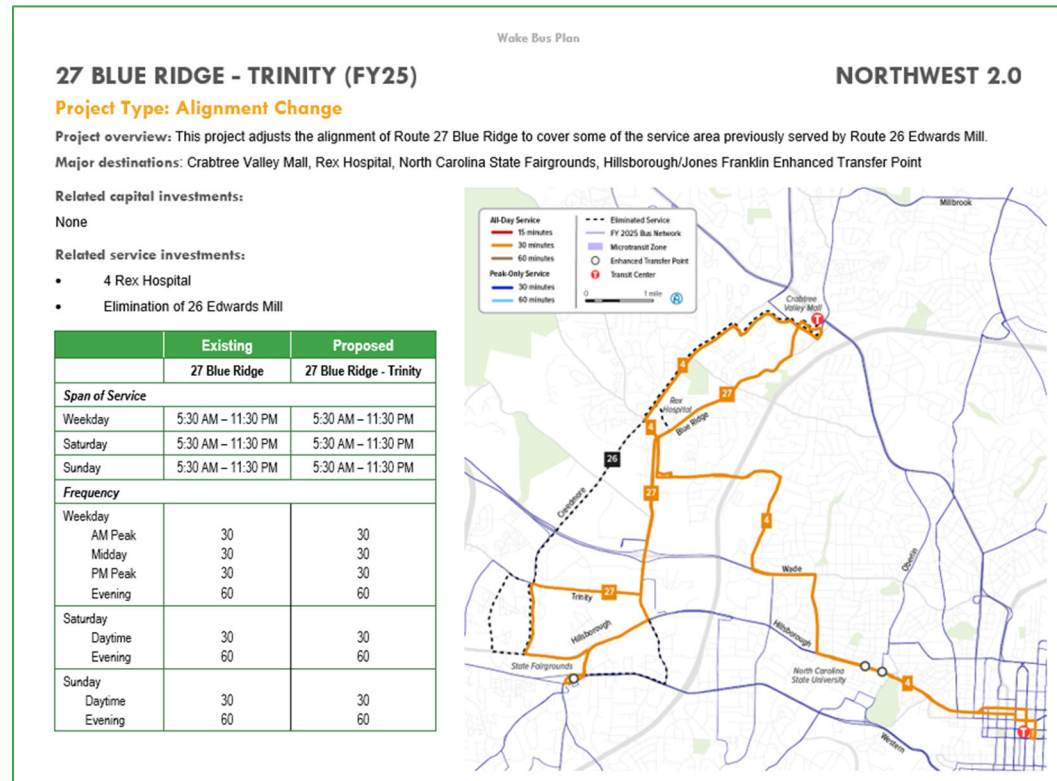
The Wake Bus Plan financial plan is expressed in fiscal years (FY). Wake Transit Plan fiscal years run from July 1 through June 30. For example, FY25 starts on July 1, 2024, and ends on June 30, 2025.

### PROJECTS AND PACKAGES

Project sheets are designed around individual projects. In some cases, projects include multiple route changes that are scheduled to happen at the same time. The package name, if applicable, is shown on the top right of each page to indicate the changes are part of a group, or package.

#### Project Type

Both new routes and changes to existing routes are proposed in this SRTP. The Project Type indicates what types of changes are part of the project. For changes to existing routes, this includes at least of the following: alignment change, span improvement, and frequency improvement. Alignment changes are adjustments to the path of the bus route. Projects with span improvements may start earlier, end later, or operate on additional days of the week. Frequency improvements increase how often buses run.



## Project overview

This section describes the route and specific changes proposed in the project.

### Major destinations

List of major activity centers served by the route.

### Related capital investments

This section lists the capital investments that accompany the project, if any. Details on capital projects can be found in the Capital Program.

	Existing	Proposed
	Apex-Cary Express	12 Apex-Cary
<b>Span of Service</b>		
Weekday	6 AM – 7 PM	6 AM – 7 PM
Saturday	-	6 AM – 7 PM
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	60	60
Midday	-	60
PM Peak	60	60
Evening	-	-
Saturday		
Daytime	-	60
Evening	-	60
Sunday		
Daytime	-	-
Evening	-	-

## Related service investments

Projects that are part of a package rely on the implementation of other service investments and changes. Other routes in the package are listed in this section. Eliminated routes do not receive their own project sheet but are included in the Related Service Investment section and shown on the project maps.

## Schedule Details

The table on the bottom left of the project sheet describes how service looks before (“Existing”) and after (“Proposed”) the project is implemented. If a project is a new route, there will be no Existing column.

**Span of Service** refers to the time that service starts and ends on weekdays (Monday – Friday), Saturdays, and Sundays.

**Frequency** tells you how often a bus is scheduled to run (in minutes). Weekdays are divided into four different time periods, and weekends are divided into two:

- Weekday AM Peak: typically 6 AM to 9 AM
- Weekday Midday: typically 9 AM to 3 PM
- Weekday PM Peak: typically 3 PM to 6 PM
- Weekday Evening: typically 6 PM to 11 PM
- Weekend Daytime: typically 6 AM to 8 PM, sometimes earlier
- Weekend Evening: typically 8 PM to end of service

## Reading the Map

The project sheet also includes a detailed map showing the route or routes included in the project.

**Frequency:** The color used to display the proposed route or routes in the map corresponds to the route’s frequency during weekday

rush hours. **All-Day Service** routes run throughout the day at 15 minutes (red), 30 minutes (orange), and 60 minutes (brown). **Peak-Only Service** routes run only during weekday AM and PM rush hour peaks, at 30 minutes (dark blue) and 60 minutes (light blue).

**Eliminated Service:** A black dashed line indicates an area where a bus route previously operated but no longer will under the new project. This may be a fully eliminated line or part of a previous alignment of a route with an alignment change.

**FY 2025 Bus Network:** The solid purple lines represent the proposed bus network for the year the project is proposed for implementation.

**Microtransit Zone:** Transparent purple polygons represent microtransit zones, within which an on-demand service operates.

**Enhanced Transfer Points** and **Transit Centers**, whether existing or proposed, that are served by the project routes are shown on the map using their respective icons.

The map also includes key points of interest, such as universities and RDU Airport.

## CAPITAL PROJECTS

Like the operating project sheets, the capital project sheets are designed to provide detailed information about individual transit investments. Project sheets are grouped by type of investment (Transit Center, Vehicles, Bus Stops, etc.) and by individual projects. Cover sheets introduce the investment type, describe why it is important and list relevant information about the investment type, such as amenities included.

Individual capital project sheets include four main pieces of information:

### Location

The location of the planned project.

### Project overview

A description of the project and its role/purpose in the Wake Bus Plan implementation.

### Estimated Cost by Year

Show estimated cost by year.

### Services using Facility

Lists bus routes related to the capital investment (as appropriate).