

# Southern Corridor Rapid Bus Extension Study

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting a study to identify and evaluate rapid bus service options for extensions to the planned Wake Bus Rapid Transit (BRT): Western and Southern Corridors. The planned Wake BRT: Southern Corridor will connect downtown Raleigh to Garner. The location of this potential extension is between the Towns of Garner and Clayton

This study identified **four (4) key elements of BRT** that are also fundamental the rapid bus extensions:

## Reliability



## Comfort



## Speed



## Convenience



The study also identified **four (4) goals for the proposed** rapid bus service:

**Provide access to local or regional destinations and major activity centers**

**Create productive and sustainable service**

**Align safety and compatibility with the surrounding environment**

**Provide access to transit services**

## Where are We in this Process? The study team has...

- Identified and evaluated potential alignments for rapid bus extensions and transit priority treatments.
- Considered the potential transit service operating levels for each extension - the appropriate type (mode) of transit, how often service will run, and destinations to serve.
- Developed a set of alternative alignments and evaluated them to recommend one (1) for adoption as the locally preferred alternative (LPA).
- Outlined a phased implementation recommendation for each corridor and identified potential program funding opportunities.

## What we Heard from the Community

Public engagement has been an important component helping to inform this study. A robust outreach and engagement program was designed to reach the diverse communities that live, work, and travel through the study area. Community input was used to

(Phase 1) Collect community members and stakeholder preferences regarding transportation needs and study goals

(Phase 2) determine which of the two final alternatives were most supported at the Garner and Clayton endpoints. Stakeholders and community members responded affirming by over 85%, that either alternative would either “meet” or “somewhat meet” the goals of the rapid bus extension.

(Phase 3) provide an open comment forum for community members and stakeholders to provide feedback on the detailed evaluation results and draft Locally Preferred Alternative (LPA) recommendation.

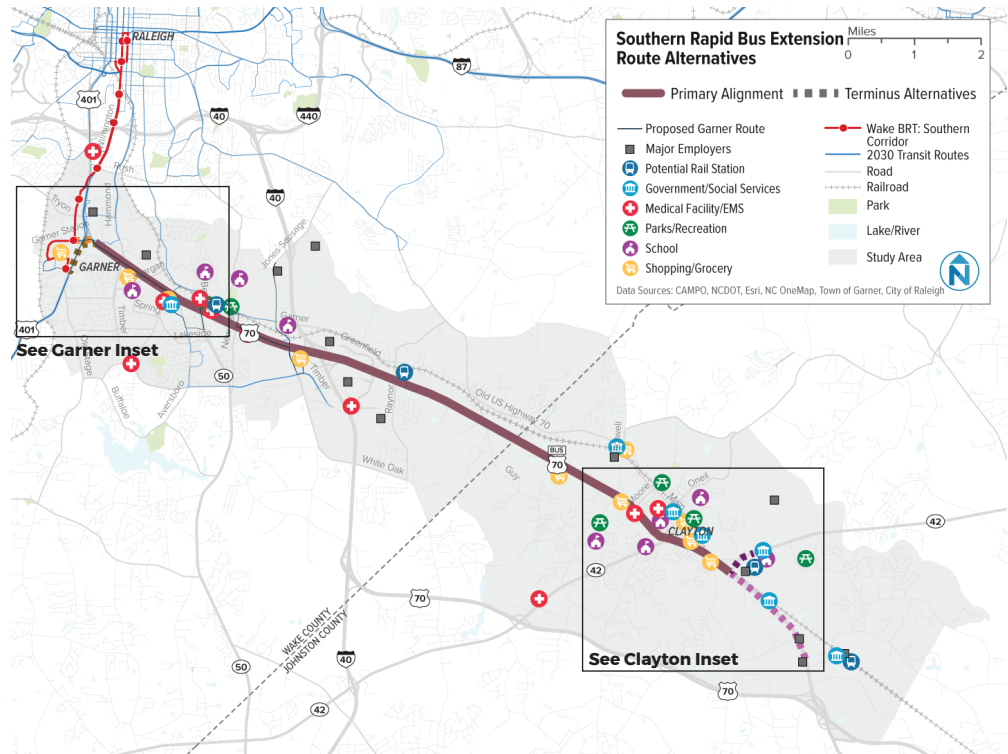
## Southern Corridor Rapid Bus Extension Study: Locally Preferred Alternative

Screening results from phase I of the route evaluation process identified US 70/US 70 Business as the most appropriate route alignment between Timber Drive in Garner and NC 42 in Clayton. Phase II evaluation used ten (10) detailed criteria to determine the preferred alignment and routing options at Garner Station and consider extension of the southern terminus to the East Clayton Industrial Area (ECIA) near Powhatan Rd.

Given future and planned conditions in the corridor, the evaluation of alignment options led to recommendation of extending Rapid Bus service to Powhatan but concluded that the exact routing at Garner station will depend on the way service connects to Core BRT service and operates between Garner and Raleigh (see Figure 1).

The Garner to Clayton route features approximately 8 to 10 stations depending on the alternative selected, with average spacing varying based on surrounding land uses.

Alternatives would operate every 30 minutes during peak periods and 60 minutes during off peak periods between approximately 5am to 12am on weekdays. Saturday and Sunday service would operate every 60 minutes for 18 hours and 13 hours, respectively.



## Next Steps

The Southern BRT corridor (Raleigh to Clayton) is proposed to begin revenue operation after 2026. The local and regional transportation network between Wake and Johnston counties continues to evolve with growing markets. Conceptual solutions for rapid bus service between Garner and Clayton are envisioned to go through additional planning and development to refine the best methods of extending the Southern BRT. GoRaleigh and GoTriangle will coordinate with CAMPO and regional stakeholders to further develop Wake BRT program and Rapid Bus Extension details by:

- |  |           |
|--|-----------|
| • Updating Wake BRT standards  | (2023-24) |
| • Performing additional Rapid Bus Ext: Concept of Operations and analyses      | (2024-25) |
| • Updating regional demand-modeling forecasts                                  | (2025-26) |
| • Determining Project Sponsorship and ownership                                | (2025-26) |
| • Identifying local funding and FTA funding and/or application competitiveness | (2026-27) |

Additional improvements to the fixed route bus network are under development through the Wake Bus Plan as well as plans by stakeholders like the Towns of Garner and Clayton to invest in transit supportive land uses and infrastructure in advance of the projected implementation of rapid bus service (beyond 2035).

## Tell us what you think!

Additional information can be found at <https://wakebrtextensionsstudy.com/>.

Send comments by Email: [comments@campo-nc.us](mailto:comments@campo-nc.us)

