

During a public comment period in the spring, Wake County residents and transit riders asked for some changes in the Wake Transit Plan's blueprints for phasing in improvements in the county's bus network through 2027.

Transit planners listened, tweaked and returned to the community in late summer with refinements to those plans. Online and at four public meetings, residents had opportunities to review and comment on the public-inspired bus plan improvements, which included attention to service in Southwest Raleigh, the creation of an express route along Interstate 540 in North Raleigh and better bus stops and park-and-ride options.

Other questions about the Wake Transit Plan – which in addition to greatly expanding the bus network also aims to create 20 miles of bus rapid transit in congested corridors and a 37-mile commuter rail transit system from Garner through Raleigh to Durham by 2028 – grew out of those meetings.

Here are a few:

- 1. Will regular buses be able to use the bus rapid transit dedicated bus lanes?** The bus rapid transit corridors in the Wake Transit Plan are still in the early stages of planning. As planning and design of the bus rapid transit facilities continue, we will consider cases where it may be advantageous to have regular bus routes use BRT infrastructure for some portion of their routes.
- 2. Will service be changing in Southwest Raleigh?** Based on the feedback we received, existing levels of service will remain in Southwest Raleigh with increased frequency along Routes 11 and 12 later.
- 3. Why are stops being eliminated in the plan?** Transit planners are mindful of the need to balance ridership goals (maximum ridership, fare revenue, vehicle trip reduction) with coverage goals (improved access, including access to every town). Portions of routes were changed to serve higher densities or to improve the travel time of the services.
- 4. Why was there a shift from peak-only service to midday-only service between downtown Raleigh and the Regional Transit Center?** With fast connections from downtown Raleigh to Durham and Chapel Hill on the DRX and CRX plus local connections on Route 100 from downtown Raleigh to the RTC (via RDU), there are many peak options for passengers. However, with only Route 100 available midday, trips made outside the peak commuting hours are longer and less direct. Shifting Route 105 to midday offers a more direct, quicker option for passengers without requiring they travel through the airport and reduces service duplication to major destinations during peak hours.
- 5. Who qualifies for paratransit?** GoTriangle, GoRaleigh and GoWake offer ACCESS paratransit services for users who qualify under the Americans with Disabilities Act. GoCary also offers a door to door service for those with disabilities that prevent them from using fixed route service or for any Cary resident age 60 and older. The applications for these services can be found using the links below:
 - [GoTriangle](#)

- [GoRaleigh](#)
 - [GoCary](#)
 - GoWake does not have an application. To schedule a ride, call 919-212-7005, or, if you are an established Medicaid client, you may call 919-212-7005 or reserve your trip via the online [portal](#).
6. **Is service to the airport being expanded?** Service along Route 100 will begin earlier in the morning and run later into the evening. Sunday frequency will increase from hourly service to every 30 minutes.
 7. **Will there be additional express routes into/out of downtown Raleigh?** In FY23, Route 29 will supplement Route 40X Wake Tech Express when 40X has a reduced schedule or does not operate due to holidays or semester breaks.
 8. **Will there be service later in the day on any routes?** Yes. One Wake Transit Plan goal is improving access to transit. GoCary, GoRaleigh and GoTriangle will be expanding service hours on several routes to operate earlier in the day and later in the evening, making it easier to take transit.

All of the transit improvements are the result of Wake County voters saying yes to a community investment in transit in 2016. Already, the first two years of the 10-year Wake Transit Plan have brought more frequent bus routes, longer service hours and improved bus stops that have made life easier and opportunities more accessible for many of our neighbors.

Improvements for fiscal year 2019, which started Aug. 1, include added trips on GoTriangle's popular Raleigh-Durham express route. Other coming highlights include a high-frequency GoRaleigh route along Martin Luther King Jr. Boulevard and a GoCary route serving Weston Parkway and Park West Village.

Want more information? Follow along on Twitter [@waketransit](#) and view this [PowerPoint presentation](#) and [video](#) for a timeline of how transit improvements are being phased in.

The Wake Transit Plan is part of a larger effort to build a strong regional transit network connecting Wake, Orange and Durham counties. Orange and Durham counties also have approved transit-designated money and long-range transit plans in recent years.