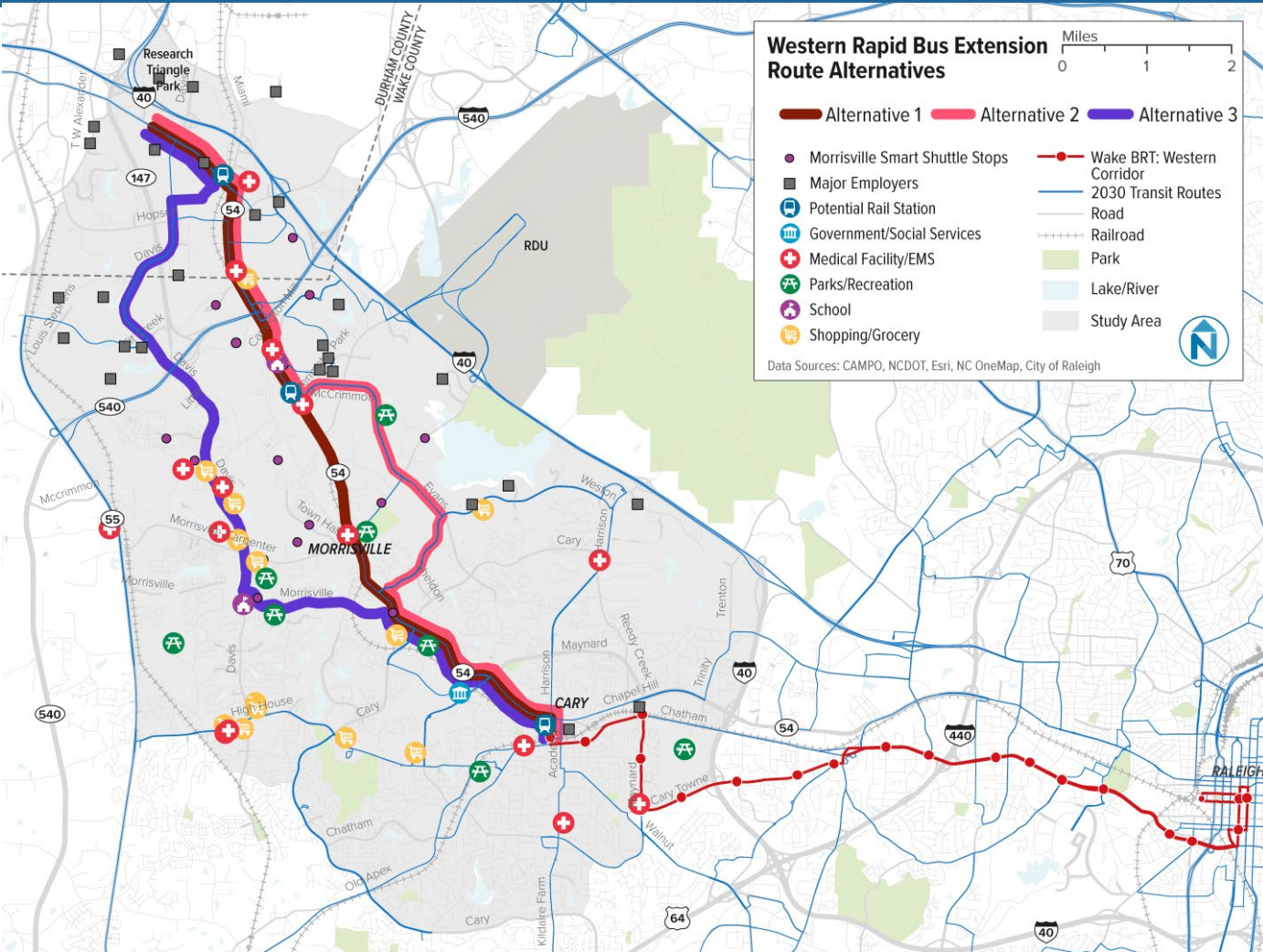


Western Extension Alternatives



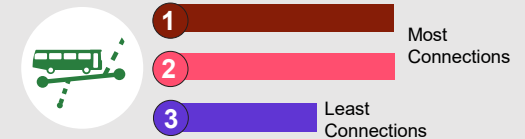
Screening results from step one of the evaluation process identified three (3) alternatives that could support rapid bus service from Cary to RTP. Each alternative also supports connection to the (future) Hub at RTP but has unique strengths and challenges.

Public input will help identify a preferred alternative.

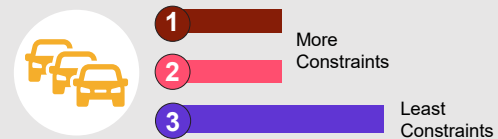
Direct Service



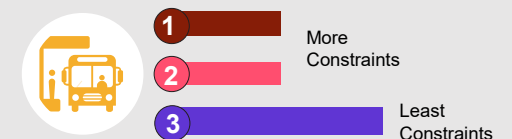
Transit Connections



Transit Priority and Traffic Operations

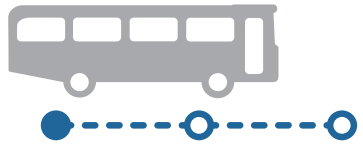


Capital infrastructure Needs/Costs



Next Steps

After hearing from the community, the study team will conduct Step two of the evaluation process. The three alternatives will be finalized by developing these components and then evaluated for potential benefits and impacts:



- **Refine the alternatives** to include appropriate types and of transit speed and reliability and technology investments.



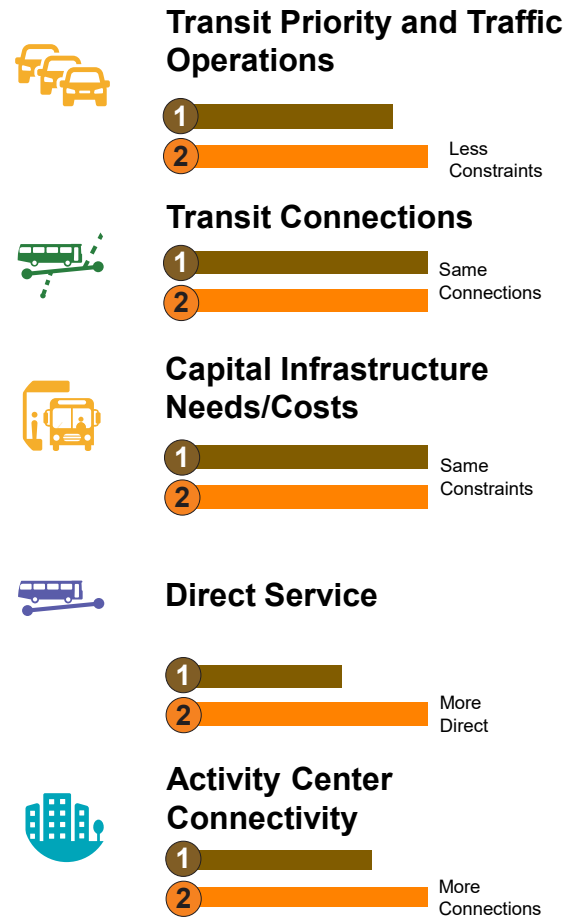
- Establish **stop and station placement** recommendations that will support ridership projections and detailed cost estimating.



- Determine the appropriate **operating profile** (hours of service, frequency of service, etc.) for each alternative.

Garner Alternative Endpoints

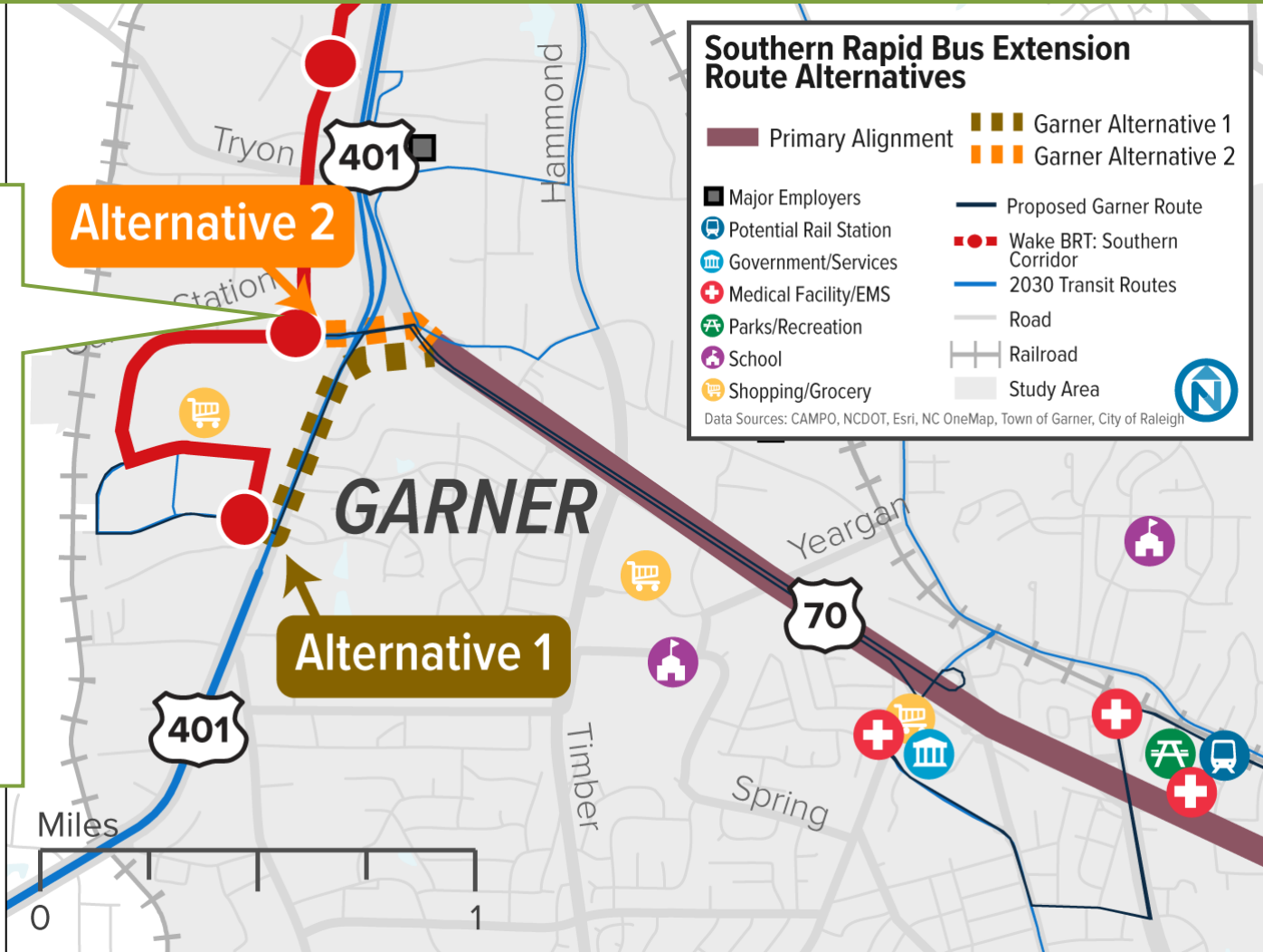
Alternative Comparison



The **Primary Alignment** of the Southern Extension could connect to the core BRT route at one of two locations:

Alternative 1: Connects at the US 401/Fayetteville Rd Walmart

Alternative 2: Connects to the stop at Garner Station



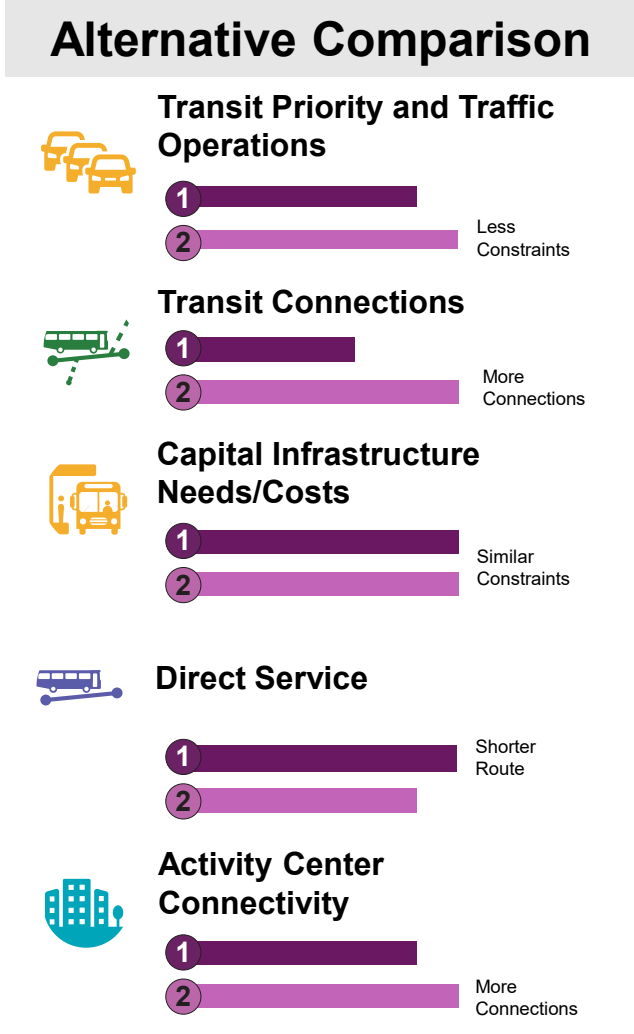
Clayton Alternative Endpoints



Two potential endpoints for the **Primary Alignment** have been identified near the Town of Clayton:

Alternative 1: Connects to a potential future commuter rail station option at the NC 42 intersection and community college on NC 42

Alternative 2: Connects to the potential rail station options at either at the NC 42 intersection, or farther south to Powhattan Rd serving the East Clayton Industrial Area



Next Steps

After hearing from the community, the study team will conduct Step 2 of the evaluation process. The end point alternatives and primary alignment will be finalized by developing these components and then evaluated for potential benefits and impacts:



- **Refine the alternatives** to include appropriate types and of transit speed and reliability and technology investments.



- Establish **stop and station placement** recommendations that will support ridership projections and detailed cost estimating.



- Determine the appropriate **operating profile** (hours of service, frequency of service, etc.) for each alternative.