

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 potential Western 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.
- Evaluated 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 recommended alternatives to consider for adoption as locally preferred alternatives (LPAs), a phased implementation recommendation for each corridor, and identified potential program funding opportunities.
- Collected and integrated community feedback throughout the identification, evaluation and development processes.

Tell Us What You Think!

The **Southern Corridor Rapid Bus Extension Study** Team would like to know your thoughts on the draft results and recommendations! The **public comment period is from Nov. 7 to Dec. 16**. Please review this handout showing the recommended alignment, as well as a list of further additional operating considerations and analysis recommendations. Additional information can be found at <https://wakebrtextensionsstudy.com/>. Send comments by email or voicemail at the address/ phone number below.

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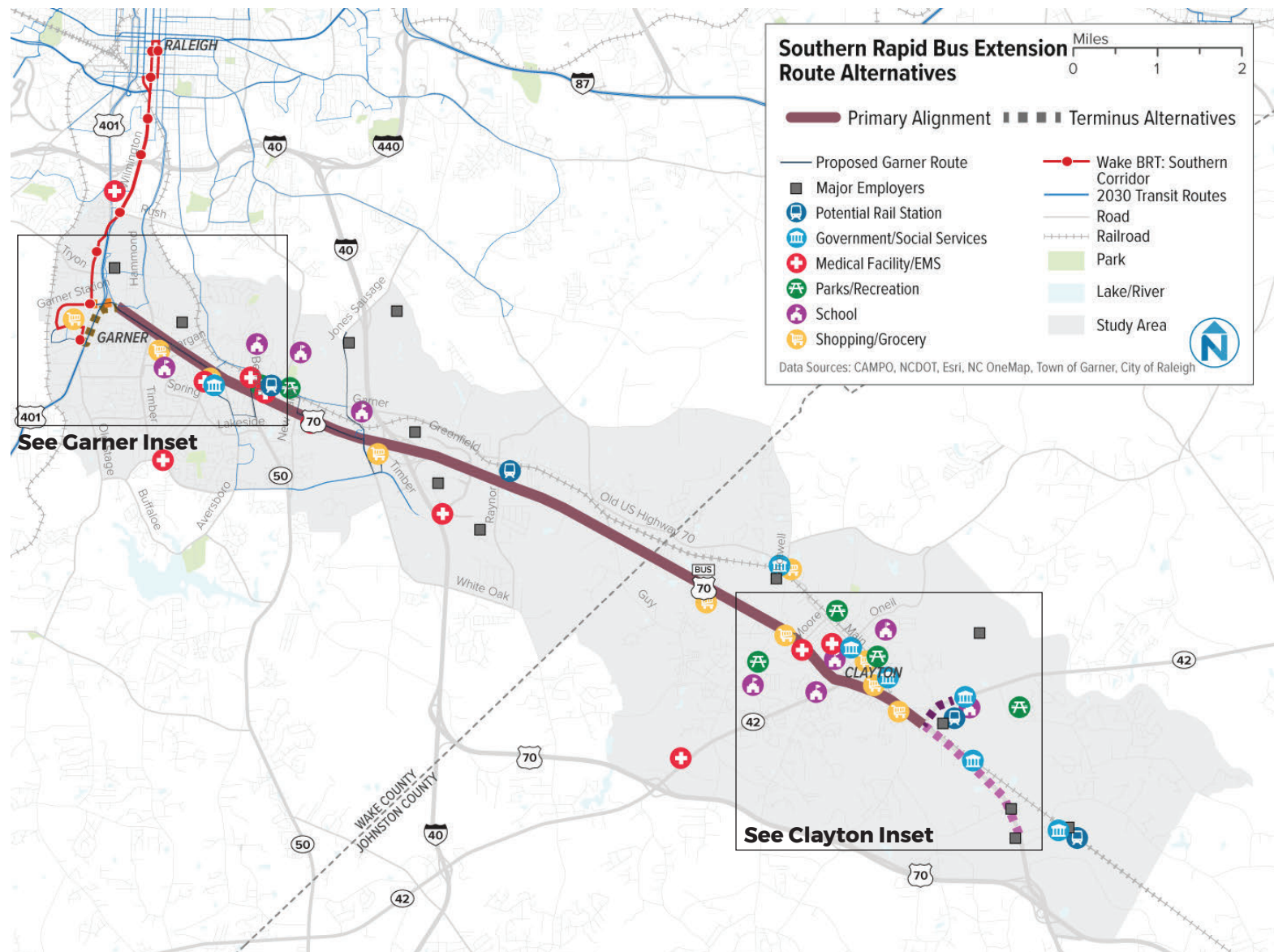


Phase I and II Evaluation Highlights

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 uses detailed criteria (shown on the following page) 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. The evaluation considered the future transportation network, land uses, and population and employment conditions of the Western Corridor (beyond 2035).

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.

Rapid Bus service proposed to take advantage of anticipated future improvements to US 70 Business that includes wide shoulders built to allow Bus on Shoulder (BOSS) operations during rush hour, when auto traffic can severely impact transit travel times and reliability.



GOAL: Access to local or regional destinations and major activity centers



Station area connections to daily needs (supermarkets, hospitals, schools, retail, etc.)



Future station area employment density and total jobs

GOAL: Safety and compatibility with the surrounding environment



Planned roadway and land use improvements



Transit priority compatibility (speed & reliability treatments)



Station area pedestrian safety (existing/planned pedestrian facilities and conditions)

GOAL: Access to transit services



Station area population served

Equitable station area access (potential transit-reliant riders)



Future Local and regional transit connectivity

Non-motorized connections (existing/future bikeways and trails)

GOAL: Productive and sustainable service



Construction costs (includes any land and vehicles)

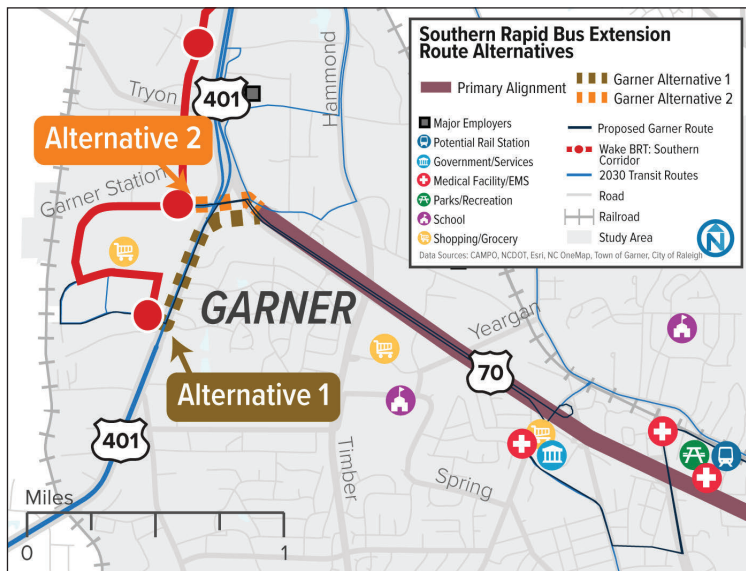
Annual operating costs



Potential ridership (all riders and transit-reliant riders)

Travel times (rapid bus vs autos)

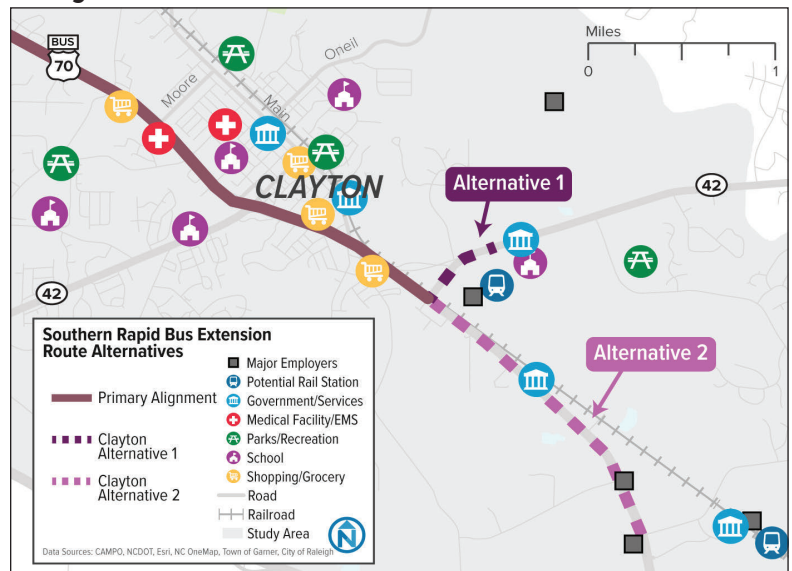
Garner Inset



Garner Alternative 1: buses would travel along Garner Station Blvd west the US 70 / US 401 interchange of the to connect passengers to the (second to last station of) core Southern BRT alignment.

Garner Alternative 2: buses would travel along US 401 frontage to reach the terminus of the core Southern BRT at Fayetteville Road on the west side of the US 70 / US 401 interchange.

Clayton Inset



Clayton Alternative 1: service would terminate at the site of a proposed park and ride lot at the US 70 Business / NC 42 intersection.

Clayton Alternative 2: buses would continue south along US 70 Business and circulate through the ECIA via Powhatan Rd.

Southern Corridor Rapid Bus Extension Study: Draft Recommendations

Given future and planned conditions in the corridor, draft findings and key evaluation data points are as follows:

Garner Station Blvd (Alternative 2) as the top performing candidate due to its more direct routing, better transit travel time reliability, and connectivity / accessibility benefits over the Fayetteville Rd option.

- The alignment options at Garner station cover a very short segment of the overall route and require about the same level of construction to complete. Therefore, cost differences between the alternatives are negligible. The additional travel time for buses to navigate the US 70/US 401 interchange and reach the Fayetteville Road station makes **Alternative 1** less efficient.

The optional **extension to Powhatan (Alternative 2)** is recommended to connect rapid bus service from the NC 42 park and ride to additional major regional employers in the ECIA with minimal cost to build one additional station.

Operating 1-seat ride to Raleigh is more attractive than a separate service from Garner to Clayton.

- Rapid bus ridership is affected depending on whether a transfer to BRT service in Garner Station is required to get to Downtown Raleigh. Ridership forecasts project up to 2,400 daily riders between Garner and Clayton, increasing up to 4,500 if no transfer is required to get to DT Raleigh.
- Creating a seamless, 1-seat rapid bus ride from Clayton to downtown Raleigh may have several operational challenges that remain to be solved by future studies. Since rapid bus service would operate less often than the core BRT service (Clayton to Raleigh),
- Additional analysis needed. to determine the most appropriate and optimal operating schedule as well as creating a consistent look and feel to the service through the design of stations and vehicles.

Community Feedback

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) Develop study goals (shown on the front cover)
- (Phase 2) Prioritize the evaluation criteria and provided preferences for alternative routing options. Community members and stakeholders in the Southern corridor extension had stronger preferences towards connecting to local centers of daily activity and multimodal transportation options (Goal 1), as well as developing a competitive transit network that can grow and evolve with time (Goal 4).

Over 85% of survey respondents indicated that the alternatives at the Garner and Clayton endpoints "met" or "somewhat meet" the goals of the study.

Next Steps

The local and regional transportation network between Wake and Johnston counties continues to evolve with growing markets. The **Southern BRT corridor (Raleigh to Garner) is proposed to begin revenue operation after 2026**. 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).

Conceptual solutions to extend rapid bus service between Garner and Clayton are envisioned to go through additional planning and development to determine the appropriate method of extending the Southern BRT. The Rapid Bus team will coordinate with CAMPO and regional stakeholders to **identify a locally preferred alternative (LPA)** alignment for rapid bus service as well as any unresolved or critical operating, funding, and constructability issues for **further study**.