Wake County Transit Alternatives
A Wake County Transit Investment Strategy Report
Ridership / Coverage Spectrum

**Ridership Goal**
- “Think like a business”
- Focus on highest ridership potential
- Fewer but more frequent routes
- Support dense and walkable development
- Maximum VMT reduction

**Coverage Goal**
- “Access for all”
- Services for hard-to-serve areas, despite low ridership
- Support suburban low-density development
- Lifeline access for everyone
- Service to every member city
How would you split Wake County’s transit budget between ridership and coverage?

- 100% Ridership, 0% Coverage
- 80% Ridership, 20% Coverage
- 60% Ridership, 40% Coverage
- 40% Ridership, 60% Coverage
- 20% Ridership, 80% Coverage
- 0% Ridership, 100% Coverage
Infrastructure / Service Spectrum

• Capital Goal
  – “Invest to make transit look, feel and operate differently”
  – Focused where congestion causes delays

• Operating Goal
  – “Deliver Better Service ASAP”
  – Focused on potentially connecting more areas
  – Service delays are limited by frequency
How would you split Wake County’s transit budget between infrastructure and service?

- Maximum infrastructure, minimum service
- High infrastructure, low service
- Balance of infrastructure and service
- Low infrastructure, high service
- Minimum infrastructure, maximum service

[Bar graph showing different budget allocations for infrastructure and service]
Four Alternatives

- More Infrastructure
- More Service
- More Ridership
- More Coverage

- Rail Rapid Transit Ridership
- Rail Rapid Transit Coverage
- Bus Rapid Transit Ridership
- Bus Rapid Transit Coverage
Key Notes on the Alternatives

- All Alternatives increase Span and Frequency

**Existing Span**
- WD: 12-20 hrs all routes
- SAT: 12-19 hrs most routes
- SUN: 11-12 hrs some routes

**Proposed Span**
- 17-20 hrs all routes every day

**Existing Frequency**
- Peak-based on weekdays
- Limited off-peak and weekend service

**Proposed Frequency**
- All day, every day
Bus Rapid Transit

- Dedicated guideway or mixed traffic as needed
- ½ to 1 mile station spacing
- Scalable infrastructure
Rail Rapid Transit

• FRA compliant to operate in freight rail corridor
• Hybrid of light rail and commuter rail
  – 2 mile station spacing
• Faster overall than BRT
Bus Rapid Transit - Ridership

What happens in Durham County?
I-40 Express service continues to Durham, with connections at RTP to Chapel Hill. Other Durham County services meet Wake County services at RTP.

Is this all the transit we’d get?
No! These maps show a level of transit that could be funded in the first decade of new revenue after a successful vote. Service and infrastructure could continue to expand in future years.

What could change?
Funding, regulatory and operational constraints are some of the issues that may impact future decisions regarding the specific corridors and technologies (BRT/rail). Physical constraints such as buildings and roads may limit where we can build new lanes, tracks or other improvements. Existing roadway, rail, and utility corridors are used for multiple purposes which need to considered in planning future transit services.

What about Johnston County?
A future Johnston County transit plan could extend the Garner services into Johnston County, or develop new express services direct to Raleigh.

Alternatives Matrix

- Rail Rapid Transit
- Bus Rapid Transit

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Bus Raid Transit - Coverage

**BRT Coverage**

- **BRT Infrastructure**
- **Network Frequency**
  - Every 15 minutes or less
  - Every 30 minutes
  - Every 60 minutes
  - "I have to plan my life around the transit schedule."
- **Peak-only (frequency as above)**
- **Peak-only Express Routes**
  - "Only for commuting at rush hour."
  - "Only for commuting at rush hour."

**What happens in Durham County?**

I-40 Express service continues to Durham with connections at RTP to Chapel Hill. Other Durham County services meet Wake County services at RTP.

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**What could change?**

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**What about Johnston County?**

A future Johnston County transit plan could extend the Garner services into Johnston County, or develop new express services direct to Raleigh.

**NC State Wildlife**

Existing NC State Wildlife routes not shown, but are presumed to continue to operate as they do today.

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**Alternatives Matrix**

- **More Ridership**
- **More Coverage**

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**Position of Alternative**

- **Rail Rapid Transit**
- **Bus Rapid Transit**

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**Map Details**

- **Durham**
- **Cary**
- **Raleigh**
- **Wake**
- **Fuquay-Varina**
- **Holly Springs**
- **Garner**
- **Zebulon**
- **Clayton**
- **Johnston**
- **Wendell**
- **Knightdale**
- **Rolesville**
- **Bunn**
- **Franklin**
- **Wake Forest**
Rail Rapid Transit - Ridership

What happens in Durham County? Buses to Durham and Chapel Hill would meet rail at RTP.

Network Frequency
- Every 15 minutes or less
- “Transit is always there when I need it.”
- Every 30 minutes
- Every 60 minutes
- “I have to plan my life around the transit schedule”
- Peak-only (frequency as above)
  - “Only for commuting at rush hour.”
- Peak-only Express Routes
  - “Only for commuting at rush hour.”

County Boundaries
Downtown; exact routings not specified

What could change?
Funding, regulatory and operational constraints are some of the issues that may impact future decisions regarding the specific corridors and technologies (BRT/rail). Physical constraints such as buildings and roads may limit where we can build new lanes, tracks or other improvements. Existing roadway, rail, and utility corridors are used for multiple purposes which need to be considered in planning future transit services.

What about Johnston County?
A future Johnston County transit plan could extend the Garner services into Johnston County or develop new express services direct to Raleigh.

NC State Route Line: Existing NC State Route Line services not shown, but are presumed to continue to operate as they do today.

What is this all the transit we’d get? No! These maps show a level of transit that could be funded in the first decade of new revenue after a successful vote. Service and infrastructure could continue to expand in future years. Rail transit with frequent service will require investment in dedicated infrastructure.

Alternatives Matrix
- More Ridership
- More Coverage

Rail Rapid Transit
Bus Rapid Transit
Position of Alternative
Rail Rapid Transit - Coverage

What happens in Durham County?
The Durham County Transit Plan calls for commuter rail connecting to Raleigh at RTP. In the near term, buses to Durham and Chapel Hill would meet rail at RTP.

Is this all the transit we’d get? No! These maps show a level of transit that could be funded in the first decade of new revenue after a successful vote. Service and infrastructure could continue to expand in future years. Rail transit with frequent service will require investment in dedicated infrastructure.

What could change?
Funding, regulatory and operational constraints are some of the issues that may impact future decisions regarding the specific corridors and technologies (BRT/rail). Physical constraints such as buildings and roads may limit where we can build new lanes, tracks or other improvements. Existing roadway, rail, and utility corridors are used for multiple purposes which need to be considered in planning future transit services.

NC State Wolfline: Existing NC State Wolfline services not shown, but are presumed to continue to operate as they do today.

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