



GoCary – FY2025 to FY2027

Short Range Transit Plan

Draft – February 2023

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Overview

THE WAKE TRANSIT PLAN

In 2016, voters in Wake County approved a tax package to invest \$2.3 billion in public transit services over a 10-year period between 2017 and 2027. The investment strategy, branded as the Wake Transit Plan, reflects a vision for transit service development articulated through “Four Big Moves”:

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of regional express routes.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County’s urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County’s most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing fixed-route services to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

In addition to the Four Big Moves, the Wake Transit Plan identifies a series of investment goals to guide transit network development:

- Prioritize investment in ridership-oriented routes but continue investment in coverage routes.
- Build a transit network that ensures the majority of residents and jobs in Wake County are accessible by public transportation.
- Balance investments in transit infrastructure and new services to create a network that will be robust and viable in the long term. The Wake Transit Plan emphasizes infrastructure investments that improve the speed and reliability of transit operations.
- Focus investment on projects that will enhance customer service and the user experience. The Wake Transit Plan will prioritize accessibility, comfort, security, reliability, cleanliness, courtesy, and communication.

The Governing Boards directing the implementation of the Wake Transit Plan (hereinafter Wake Transit Governing Boards) are accountable for governing and overseeing implementation of the Wake Transit Plan. The Wake Transit Governing Boards include the Governance ILA parties, which consists of the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and the GoTriangle Board of Trustees.

The Governance ILA parties established the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee to coordinate planning and implementation of the Wake Transit Plan. The TPAC is comprised of regional and local governments, as well as the region’s transit providers (GoTriangle, City of Raleigh, Go Cary, and Wake TRACS) and major institutions.

The TPAC is overseeing development of the Wake Transit Multi-Year Bus Service Implementation Plan (MYBSIP), also referred to as the Wake Bus Plan. Hands-on management and direction are provided through the Core Technical Team (CTT), a subsidiary of the TPAC.

THE WAKE BUS PLAN

The Wake Transit Plan requires transit stakeholders to prepare and update a multi-year operating plan every four years. The multi-year operating plan, referenced as the Wake Bus Plan must identify, define, and prioritize Wake County transit investments in alignment with funding available through the Wake Transit Plan. The Wake Bus Plan is a collaborative effort that is developed with Wake transit operators, community stakeholders, and members of the public. The key outcome of the planning process is a financial implementation plan that programs and schedules operating and capital projects until Fiscal Year 2030. Short-Range Transit Plans (SRTP) are a sub-set of the Wake Bus Plan and are focused on operating and capital projects scheduled for implementation between Fiscal Years 2025 through 2027. The SRTPs are also aligned with individual transit operators: this SRTP reflects the projects and investments identified for GoCary.

The SRTPs recognize ongoing the planning and implementation of high-capacity transit services in Wake County, including commuter rail that would connect Cary with other Wake County communities and Durham County. The region is also planning for Bus Rapid Transit (BRT) on Wake County's busiest urban corridors, with the Western Corridor BRT bringing a BRT connection between Cary and Raleigh. While not sponsored by GoCary, this service will play a vital role in the regional transit network and the operation and organization of GoCary transit services when BRT services begin revenue operation after 2026.

Each short-range transit plan (SRTP) provides background information about the transit provider, existing services, transit needs,

and gaps in the service area. The plans build on analysis conducted as part of the overall Wake Bus Plan including a regional service assessment designed to enhance the understanding of current ridership trends and future travel markets, an analysis of existing service performance, input received through stakeholder and community engagement, and estimated financial costs. Reports and materials referenced in this plan and are available under a separate cover.

GOCARY OVERVIEW

GoCary is the service provider for the Town of Cary. It also operates transit service under contract for other communities within Wake County, including Morrisville and Apex. GoCary was first established in Summer 2001 as the community public transportation system. Fixed route services started in Winter 2005. With the availability of Wake Transit Plan funds, in 2016, GoCary expanded transit service with longer service hours, increased frequency, new routes, and more passenger amenities. Today, GoCary provides fixed route bus service and Door to Door paratransit service for individuals with disabilities that prevent them from using fixed route service, or for Cary residents aged 60 and older. GoCary provided roughly 250,000 fixed route passenger trips annually in Fiscal Year 2022¹.

The purpose of the GoCary SRTP is to:

- Guide service investments funded through the Wake Transit Plan (Fiscal Years 2025 - 2027)
- Reflect GoCary goals and objectives in the short-term and align with Wake Transit Plan objectives.
- Identify projects for programming and funding in operating and capital models.
- Engage members of the public to ensure their feedback and needs are included in Wake Transit Plan Funded investments.

¹ Source: GoCary

Short Range Transit Plan
GoCary

This document brings together work completed for GoCary under the Wake Bus Plan and provides a schedule of investments for the next three years (Fiscal Years 2025 – 2027). Projects identified for investment between FY28 and FY30 are also referenced, but not detailed in the SRTP.

GoCary's mission is to provide safe, clean, reliable, and efficient transit service by responding to changing needs and focusing on service as their highest priority. In following this mission, a key objective of the GoCary SRTP is to provide service to a wide range of customers while supporting regional service integration with GoTriangle, GoRaleigh, and municipalities providing transit service within the area, such as Morrisville and Apex.

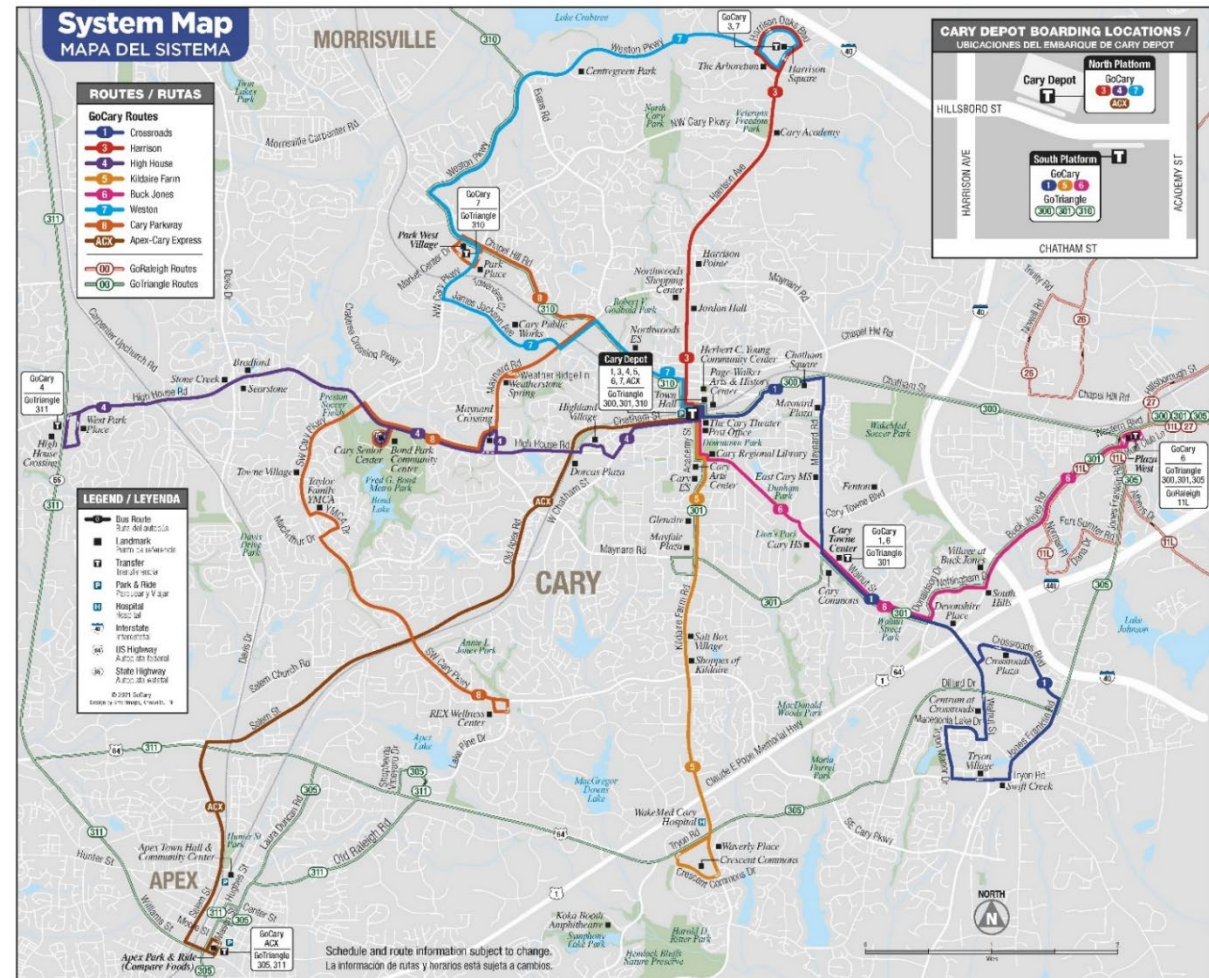
Existing Conditions

EXISTING SERVICE

Today, GoCary operates transit for the Town of Cary and provides service under contract for other communities within Wake County, such as the Towns of Apex and Morrisville (Figure 1).

GoCary operates 10 routes: seven community routes, one express route (ACX), GoApex Route 1 (contracted), and the Morrisville Smart Shuttle (contracted). GoCary's fixed routes are primarily organized as a hub-and-spoke network, with Cary Depot serving as the hub. Most routes "pulse" at Cary Depot, meaning they begin/end at this location and are timed so that riders can transfer between routes. There are also connections that occur between GoRaleigh Route 11L, which connects with GoCary Route 6 at Plaza West Shopping Center, GoTriangle Routes 300, 305, and 310 and the Morrisville Smart Shuttle. In addition to fixed-route bus service, GoCary provides door-to-door paratransit service for individuals with disabilities that prevent them from using fixed route service. Door-to-door demand response service is also available for Cary residents aged 60 and older.

Figure 1 Existing System Map



Source: GoCary

GoCary Service Statistics (Fall 2022)

Most GoCary routes operate with a service frequency – meaning the amount of time between departures at bus stops – of 30 minutes on weekdays and Saturdays and hourly on Sundays (see Figure 2). One GoCary route, the Apex-Cary Express, currently operates during peak periods only.

Figure 2 Service Statistics

Route	Name	Weekday/ Saturday			Sunday		
		Peak Frequency	Midday Frequency	Service Span	Peak Frequency	Midday Frequency	Service Span
1	Crossroads	30	30	6am-10pm	60	60	7am-9pm
3	Harrison Avenue	30	30	6am-10pm	60	60	7am-9pm
4	High House Road	30	30	6am-10:30pm	60	60	7am-9pm
5	Kildaire Farm Road	30	30	6am-10:15pm	60	60	7am-8:30pm
6	Buck Jones Road	30	30	6am-10:30pm	60	60	7am-9pm
7	Weston	30	30	6am-10pm	60	60	7am-9pm
8*	Cary Parkway	-	60	9am-4pm	-	-	-
1**	GoApex Route 1	60	60	6am-10pm	-	-	-
ACX	Apex-Cary Express	60	-/-	6-8:30am	-	-/-	-
				4:30-7pm			-

Source: GoCary (<https://gocary.org/maps-schedules/gocary>)

Notes:

*Route 8 Cary Parkway operates on Mondays and Thursdays only.

**GoApex Routes 1 is operated by GoCary under contract with the City of Apex. Funding is provided through the Community Funding Areas Program.

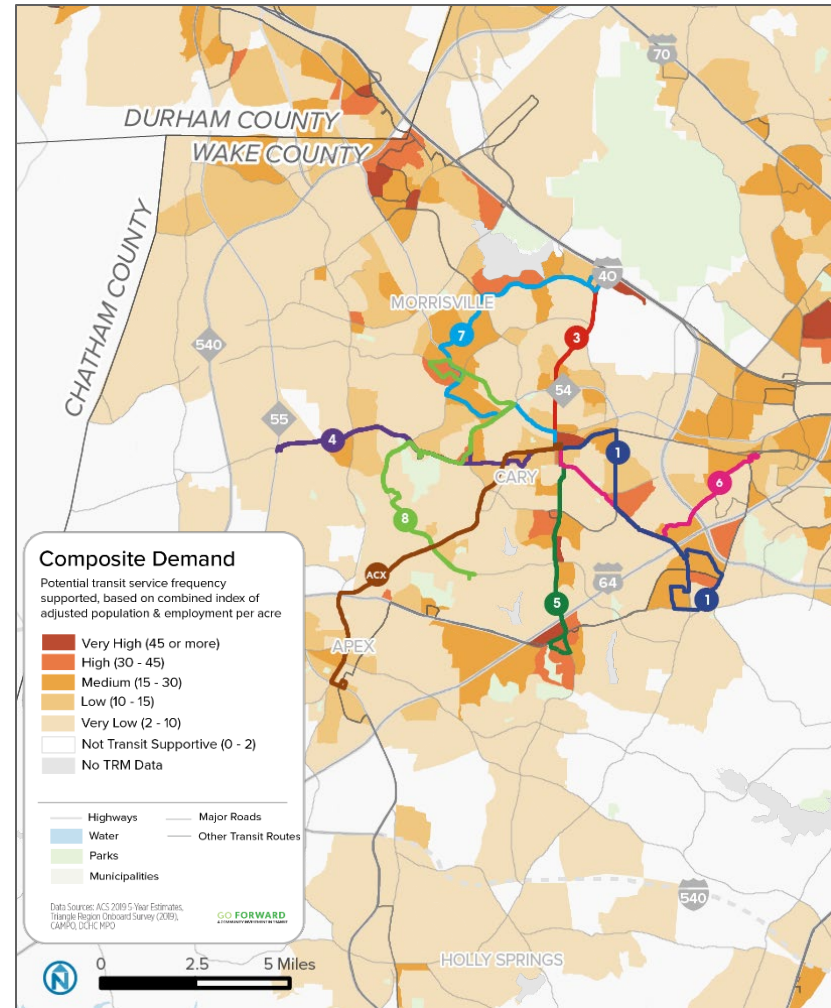
POPULATION AND EMPLOYMENT

A main factor is determining the demand and need for transit service is density: where people live and work and how those areas are concentrated. Generally, transit is accessible to people within one-quarter to one-half mile of a bus stop, so the travel market – and the type and amount of service needed to serve this market – is dependent on the number of people who live, work, or visit Cary. The surrounding areas (Apex and Morrisville) were developed as low-density suburban communities but are experiencing rapid growth and densification in some places. As a result, transit demand is generally low, with pockets that have medium demand (see Figure 3). Areas with the highest overall demand for transit service include:

- Downtown Cary
- Along Kildaire Farm Road, at Crescent Commons, and at US-64/US-1
- Crossroads Plaza and Cary Towne Boulevard/SE Maynard Road
- Along Weston Parkway, Harrison Square to Park West Village
- Maynard Crossing

Development patterns in the rest of Cary reflect suburban style, low density land uses resulting in low levels of transit demand.

Figure 3 Town of Cary: Transit Demand



Sources: ACS 2019 5-Year Estimates, Triangle Region Onboard Survey (2019), CAMPO, DCHC MPO.

RIDERSHIP AND PERFORMANCE

Ridership

Ridership on GoCary routes roughly correspond to composite demand in the underlying market (Figure 4). Areas with the greatest need for transit are currently served by GoCary and areas highlighted with higher demand also have higher transit ridership. There are a handful of exceptions to this finding, such as such as the Carpenter area of Cary and Morrisville. Bus stops in Cary that currently have the strongest boardings on weekdays are:

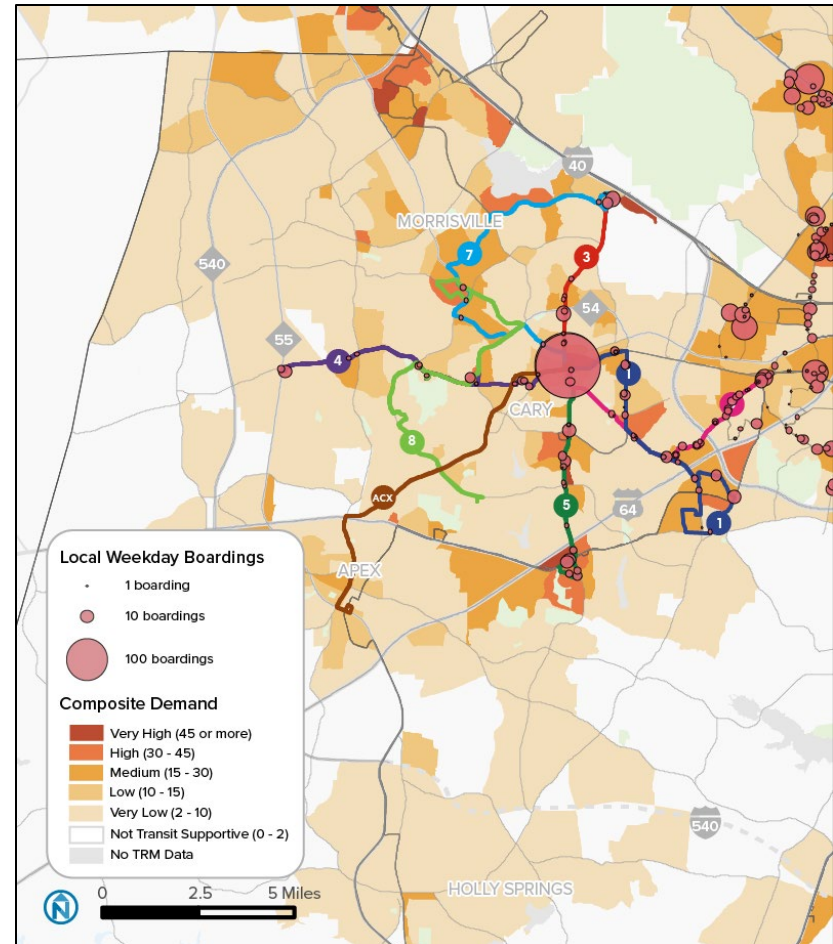
- Cary Depot
- Harrison Square (Routes 3 & 7)
- Walnut St Corridor (Routes 1 & 6)
- Maynard Crossing (Routes 4 & 8)

Corridors with strong ridership include:

- Kildaire Farm Road
- Buck Jones Road
- Southeast Maynard Road

Most GoCary routes operate with 30-minute frequency and carry between 100 and 200 riders per day. GoCary is currently (January 2023) carrying more riders than before the COVID-19 pandemic. GoCary Routes 1, 5, and 6 display the greatest ridership. GoCary Route 1 has absorbed part of GoCary Route 2 ridership, which also operated along Maynard Road and Crossroads. Ridership on GoCary Routes 8 and ACX, however, continues to be low.

Figure 4 Local Ridership by Stop, 2021



Sources: CAMPO, GoRaleigh, GoTriangle, GoCary, GoDurham April 2021 ridership data adapted by Nelson\Nygaard Associates, ACS 2019 5-Year Estimates, Triangle Region Onboard Survey (2019), DCHC MPO.

Transit Route Performance Metrics

The Wake Bus Plan reviewed the performance of individual bus routes (see Regional Service Assessment) across all Wake County transit operators, using the metrics and standards recommended in the 2018 Wake Transit Plan Service Standards and Performance Measures. These metrics included cost per rider, riders per revenue hour, farebox recovery ratio, and on-time performance. For purposes of the SRTP, the study team included cost per rider (Figure 5) and riders per revenue hour (Figure 6). Data for the SRTP reflects the period between 2018 and 2021 (where data was available).

Performance measures vary by route and the length of time the route has been in operation. In general, some GoCary bus routes were meeting their performance standard prior to the COVID-19 pandemic, but not all. GoCary routes 5 Kildaire Farm and 6 Buck Jones are the highest performing routes in the system; these routes are also rebounding the fastest to pre-pandemic productivity levels.

Both Route 7 Weston and Route ACX Apex-Cary Express began operation in 2021 and are not included in the performance analysis tables. The ACX was not included in Figure 6 because ridership levels were low during the time period included.

Ridership on Route 7 has increased substantially in the past 12 months. GoCary ridership data for the last fiscal year shows that in July 2021 Route 7 carried roughly 55 riders per day. By June 2022, ridership more than doubled to nearly 138 riders per day.

Figure 5 Cost per Boarding

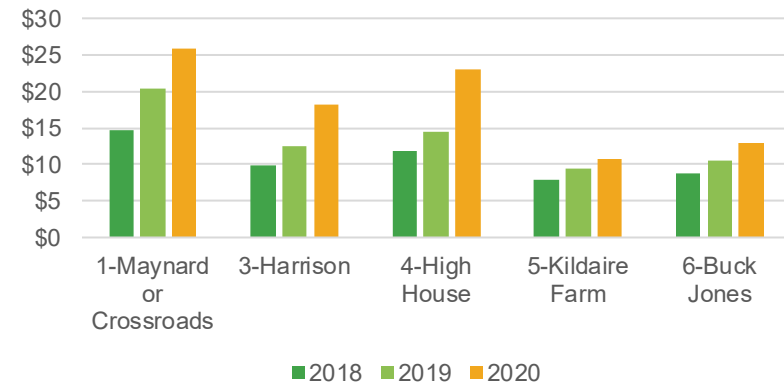
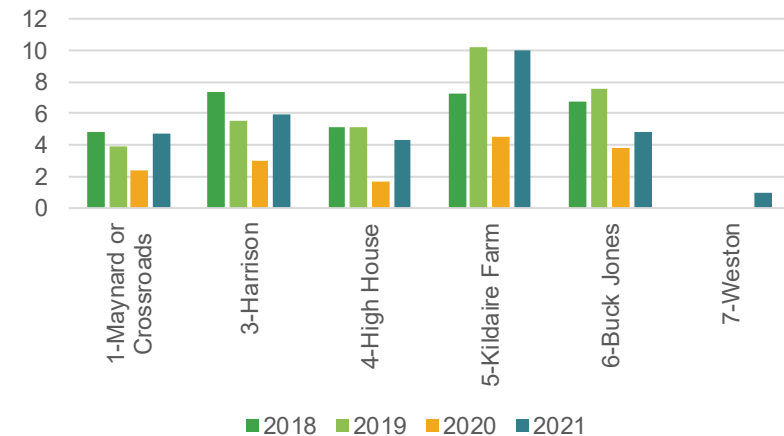


Figure 6 Weekday Boardings per Revenue Hour



Sources: GoCary annual performance data adapted by Nelson\Nygaard Associates.

Note: Routes 7 and ACX began service in 2021, ACX was excluded due to an average weekday boarding below 1. Route 8 has been excluded as it is not funded by the Wake Transit Plan, and Route 2 was discontinued by 2021.

PUBLIC ENGAGEMENT KEY FINDINGS

The Wake Bus Plan Working Group conducted public engagement on the Wake Bus Plan project in the Spring of 2022; another round of engagement will be held in Winter 2023:

- In April and May 2022, the Wake Bus Plan shared initial service concepts with transit riders, stakeholders, and members of the community.
- In February 2023, the Wake Bus Plan will share draft final versions of the Wake Bus Plan with an emphasis on explaining service changes, including changes to individual routes and changes to the overall transit network.

Feedback collected in Spring 2022 showed that riders and residents want GoCary – and other regional service providers - to focus on several aspects of transit service, such as reliability and predictability, days of service, service span and frequency, service to schools, and improved connections to downtowns and large activity centers. Lastly, they highlighted that job centers are important and expressed a preference for all-day fixed route service.



Service Improvement Projects

INTRODUCTION

The SRTP for GoCary is focused on service and capital improvements that address findings from the regional service assessment, reflect feedback heard by riders, service providers, and municipalities. Strategies that were considered included:

- Strengthening regional connections with improved frequency and span.
- Minimizing service duplication and redundancies.
- Introducing microtransit (or on-demand transit) to new parts of the Cary service area.
- Considering cross regional connections.
- Anticipating opportunities to integrate local bus routes with future BRT service.
- Advancing large, planned capital investments, such as the Cary Multimodal Facility, as well as ongoing investment in passenger facilities and amenities through bus stop improvements and development of enhanced transfer points.

As part of the Wake Bus Plan, the team used these strategies to create transit projects that were submitted to the Bus Plan for evaluation and scoring. Projects that scored highest were included in the SRTP and recommended for funding between FY25 and FY27. Lower priority projects remain in the Bus Plan but are scheduled for funding after FY27 and not included here. For each project funded in the short-term (i.e., FY25 – FY27), the Wake Bus Plan created operating and capital project sheets that describe each project.

GOCARY OPERATING PROJECTS

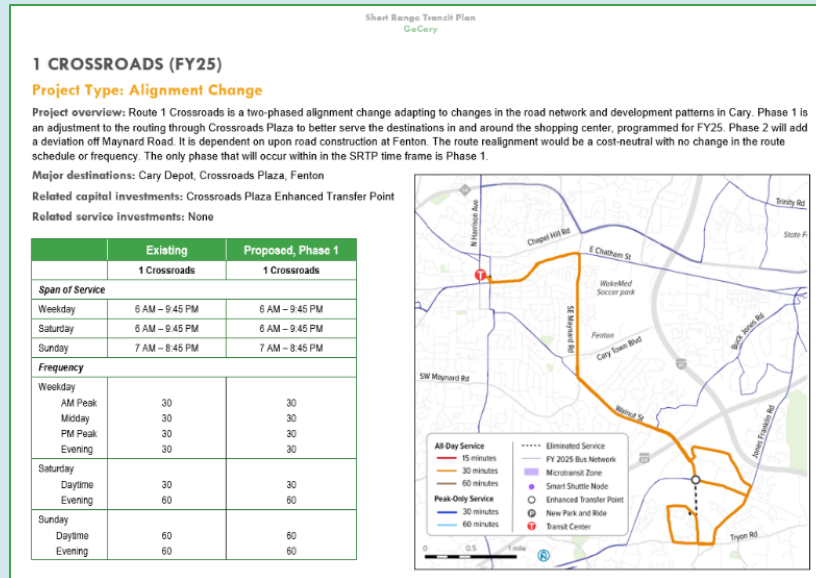
Wake Transit Plan funded operating projects recommended for the SRTP planning period (FY25 – FY27) are based on a regional prioritization process. For GoCary, projects funded in this time period include:

- Alignment changes to Route 1 Crossroads.
- A new Route 11 East Cary, which will connect Cary Depot with North Carolina State University and the North Carolina State Fairgrounds.
- Increased investment in Route 12 Apex – Cary to operate the route as an all-day local service. (The route currently operates during peak periods only.)
- Capital projects that support service projects, including ongoing investment in bus stops.

Service proposals were also developed for two parts of GoCary's service area, West Cary and South Cary. For both sub-areas, the study team considered different service models, including fixed route service as well as on-demand, microtransit-type services. In all cases, neither service in either location scored strongly enough to receive funding in the short-term and are not included in this plan. Service to these areas, however, will be revised in future iterations of the Wake Bus Plan.

READING PROJECT SHEETS

Wake Transit Plan projects programmed within the SRTP FY27 timeframe are compiled below as a set of “project sheets”. Project sheets describe both operating and capital projects, using a combination of maps and detailed information designed to explain changes included in the Wake Bus Plan.



Operating Project Sheets

ROUTE NUMBER AND NAME (FISCAL YEAR OF IMPLEMENTATION)

The Wake Bus Plan financial plan is expressed in fiscal years (FY). Wake Transit Plan fiscal years run from July 1 through June 30. For example, FY25 starts on July 1, 2024, and ends on June 30, 2025.

PROJECTS AND PACKAGES

Project sheets are designed around individual projects. In some cases, projects include multiple route changes that are scheduled to happen at the same time. The package name, if applicable, is shown on the top right of each page to indicate the changes are part of a group, or package.

Project Type

Both new routes and changes to existing routes are proposed in this SRTP. The Project Type indicates what types of changes are part of the project. For changes to existing routes, this includes at least of the following: alignment change, span improvement, and frequency improvement. Alignment changes are adjustments to the path of the bus route. Projects with span improvements may start earlier, end later, or operate on additional days of the week. Frequency improvements increase how often buses run.

Project overview

This section describes the route and specific changes proposed in the project.

Major destinations

List of major activity centers served by the route.

Related capital investments

This section lists the capital investments that accompany the project, if any. Details on capital projects can be found in the Capital Program.

Related service investments

Projects that are part of a package rely on the implementation of other service investments and changes. Other routes in the package are listed in this section. Eliminated routes do not receive their own project sheet but are included in the Related Service Investment section and shown on the project maps.

Schedule Details

The table on the bottom left of the project sheet describes how service looks before (“Existing”) and after (“Proposed”) the project is implemented. If a project is a new route, there will be no Existing column.

Span of Service refers to the time that service starts and ends on weekdays (Monday – Friday), Saturdays, and Sundays.

Frequency tells you how often a bus is scheduled to run (in minutes). Weekdays are divided into four different time periods, and weekends are divided into two:

- Weekday AM Peak: typically 6 AM to 9 AM
- Weekday Midday: typically 9 AM to 3 PM
- Weekday PM Peak: typically 3 PM to 6 PM
- Weekday Evening: typically 6 PM to 11 PM
- Weekend Daytime: typically 6 AM to 8 PM
- Weekend Evening: typically 8 PM to end of service

Reading the Map

The project sheet also includes a detailed map showing the route or routes included in the project.

Frequency: The color used to display the proposed route or routes in the map corresponds to the route’s frequency during weekday rush hours. **All-Day Service** routes run throughout the day at 15 minutes (red), 30 minutes (orange), and 60 minutes (brown). **Peak-Only Service** routes run only during weekday AM and PM rush hour peaks, at 30 minutes (dark blue) and 60 minutes (light blue).

Eliminated Service: A black dashed line indicates an area where a bus route previously operated but no longer will under the new project. This may be a fully eliminated line or part of a previous alignment of a route with an alignment change.

FY 2025 Bus Network: The solid purple lines represent the proposed bus network for the year the project is proposed for implementation.

Microtransit Zone: Transparent purple polygons represent microtransit zones, within which an on-demand service operates.

Enhanced Transfer Points and **Transit Centers**, whether existing or proposed, that are served by the project routes are shown on the map using their respective icons.

Capital Projects Sheets

Like the operating project sheets, the capital project sheets are designed to provide detailed information about individual transit investments. Project sheets are grouped by type of investment (Transit Center, Vehicles, Bus Stops, etc.) and by individual projects. Cover sheets introduce the investment type, describe why it is important and list relevant information about the investment type, such as amenities included. Individual capital project sheets include four main pieces of information:

Location

The location of the planned project.

Project overview

A description of the project and its role/purpose in the Wake Bus Plan implementation.

Estimated Cost by Year

Show estimated cost by year.

Services using Facility

Lists bus routes related to the capital investment within the SRTF timeframe (as appropriate).

1 CROSSROADS (FY25)

Project Type: Alignment Change

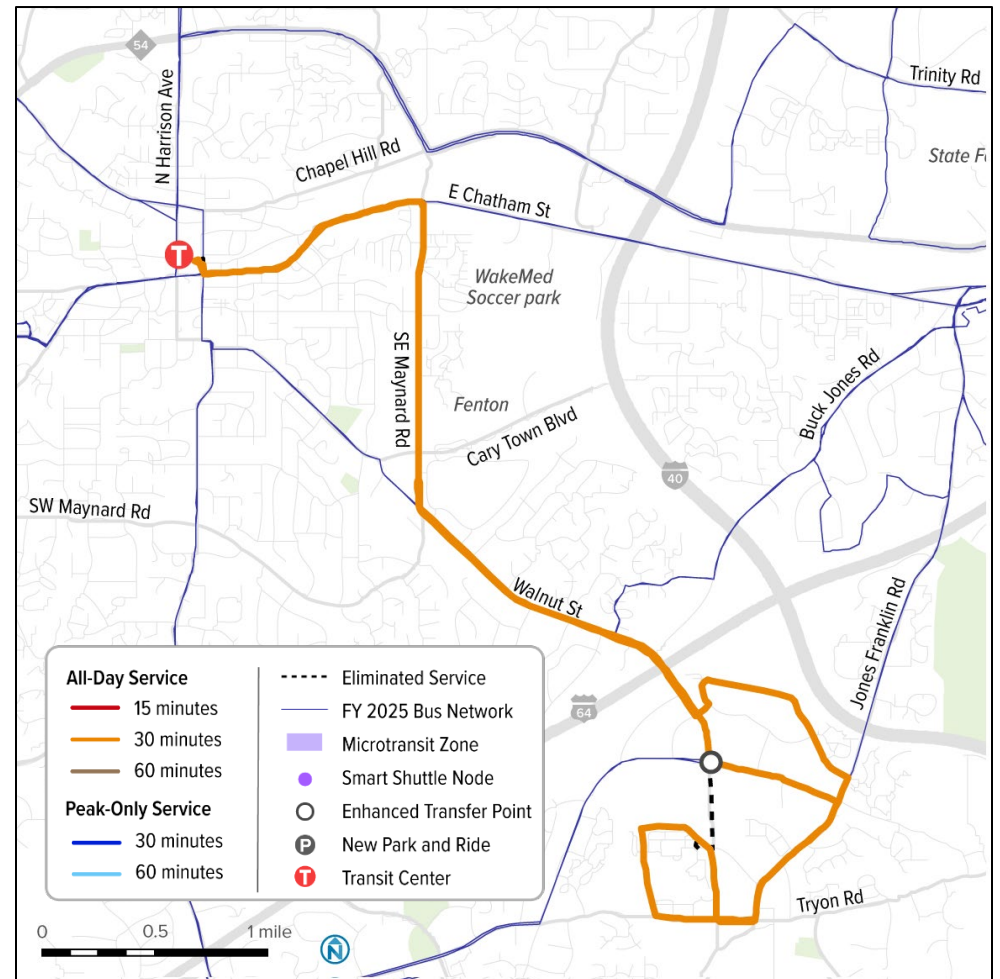
Project overview: Route 1 Crossroads is a two-phased alignment change that will respond to changes in the road network and development patterns in Cary. Phase 1 is an adjustment to the routing through Crossroads Plaza to better serve the destinations in and around the shopping center. The project is programmed for FY25. A second project, Phase 2, would add a deviation off Maynard Road and is dependent on upon road construction at Fenton. The route realignment would be cost-neutral with no change in the route schedule or frequency. Only Phase 1 is scheduled within the SRTP time frame.

Major destinations: Cary Depot, Crossroads Plaza, Fenton

Related capital investments: Crossroads Plaza Enhanced Transfer Point

Related service investments: None

	Existing	Proposed, Phase 1
	1 Crossroads	1 Crossroads
Span of Service		
Weekday	6 AM – 9:45 PM	6 AM – 9:45 PM
Saturday	6 AM – 9:45 PM	6 AM – 9:45 PM
Sunday	7 AM – 8:45 PM	7 AM – 8:45 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	30	30
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



11 EAST CARY (FY25)

Project Type: New Route

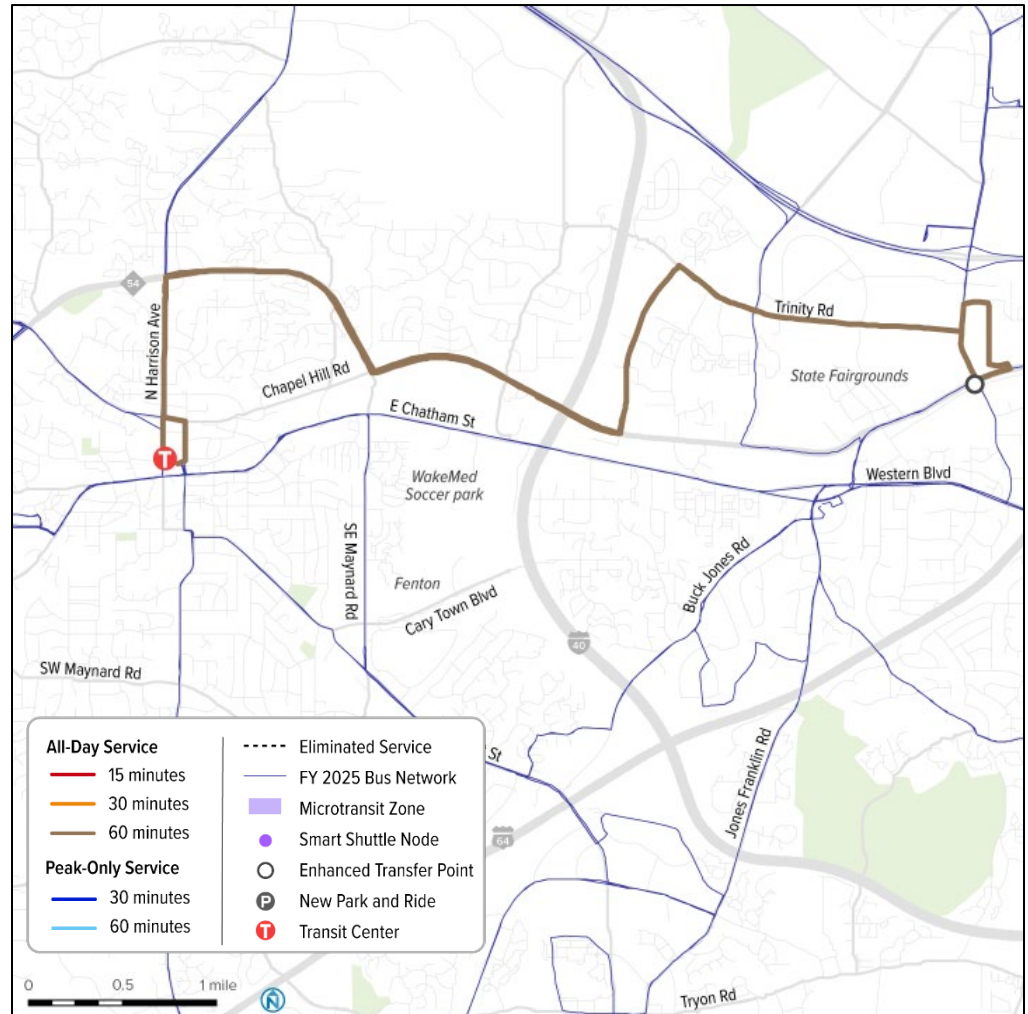
Project overview: Route 11 is a This new route will operate from Cary Depot (Downtown Cary) to North Carolina State University and the North Carolina State Fairgrounds, traveling via N Harrison Avenue before turning east on Maynard Rd and beginning/ending at a new Enhanced Transfer Point (ETP) at the east side of the Fairgrounds. Route 11 East Cary will operate from 6 AM to 10 PM Monday to Saturday. It expands transit access to an unserved part of Cary.

Major destinations: Cary Depot, Fairgrounds, PNC Arena

Related capital investments: New bus stops, ETP

Related service investments: None

	Proposed
	11 East Cary
Span of Service	
Weekday	6 AM – 10 PM
Saturday	6 AM – 10 PM
Sunday	-
Frequency	
Weekday	
AM Peak	60
Midday	60
PM Peak	60
Evening	60
Saturday	
Day	60
Evening	60
Sunday	
Day	-
Evening	-



12 APEX-CARY (FY25)

Project Type: Span and Days of Service Improvements

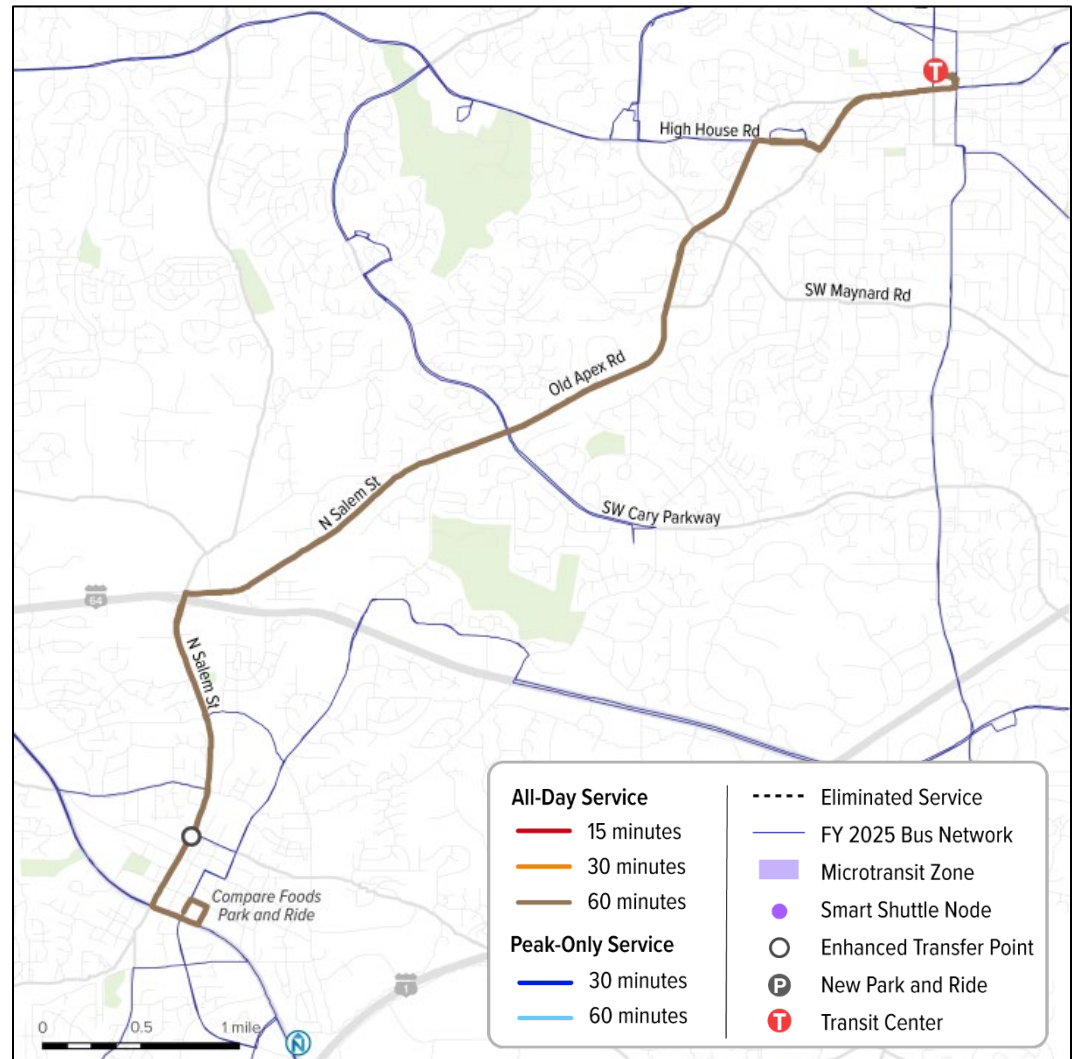
Project overview: Converts the Apex-Cary Express (ACX) route from a peak-period express service to an all-day local route, Route 12 Apex-Cary. Route 12 will keep the same alignment as the ACX but will operate all day with hourly service and serve additional bus stops. Service will be available Monday to Saturday.

Major destinations: Downtown Apex, Cary Depot

Related capital investments: New bus stops

Related service investments: None

	Existing	Proposed
	Apex-Cary Express	12 Apex-Cary
Span of Service		
Weekday	6 AM – 7 PM	6 AM – 7 PM
Saturday	-	6 AM – 7 PM
Sunday	-	-
Frequency		
Weekday		
AM Peak	60	60
Midday	-	60
PM Peak	60	60
Evening	-	-
Saturday		
Daytime	-	60
Evening	-	60
Sunday		
Daytime	-	-
Evening	-	-



GOCARY CAPITAL PROJECTS

Wake Transit Plan funded capital projects include development of two new facilities plus ongoing investments in bus stops (passenger facilities and amenities). In FY24, which is just outside of the S RTP time frame, GoCary is scheduled to initiate construction of a new bus maintenance facility and spend roughly \$467,000 in bringing existing bus stops in line with ADA standards.

After FY24, there are three sets of capital projects scheduled for GoCary between FY25 – FY27:

- Initiation of the Cary Multimodal Facility, which currently has a start date of FY25 and is funded with \$65 million in Wake Transit Plan funds.
- Development of two Enhanced Transfer Points, one at Crossroads Plaza and one at Tryon Road and Killdaire Farm. Each project is funded with \$262,000 in Wake Transit Plan funds.
- Ongoing funding of GoCary's bus stop program. Funds are designated to update existing stops based on passenger volumes.

Transit Centers

Transit Centers are locations where multiple bus routes meet. They are designed to support transfers between multiple bus routes and serve large volumes of passengers. Transit centers are connected with the frequent transit network, and many will offer connections with the Bus Rapid Transit network.

As the largest transfer locations in the system, these facilities offer the highest level of passenger amenities in the network. Transit

centers will include either indoor waiting areas or large passenger shelters that offer refuge from weather. In addition, transit centers have been programmed to include the following amenities:

- Information systems including real-time passenger information, signposts, maps, bus schedules
- Wi-Fi hot spots
- Safety features including lighting, emergency phones, cameras and potentially staffed security.
- Ticket vending machines
- Space for park and ride users (as appropriate)
- Bicycle parking

Enhanced Transfer Points (ETPs)

The Wake Transit Plan creates opportunities for transfers between routes. The Wake Bus Plan will build ETPs to support transfers, especially in cases where frequent routes connect to other Wake Bus Plan funded routes and/or there are high volumes of riders. The Wake Bus Plan also set aside some operating and maintenance funds to support ongoing facility maintenance, such as cleaning and trash removal.

The Wake Bus Plan programmed ETPs with the following package of amenities and services:

- Larger shelter(s)
- Lighting
- Passenger information, including real-time information systems
- Amenities to enhance passenger comfort (Wi-Fi hot spot, benches, trash cans, bike racks)

CARY MULTIMODAL TRANSIT CENTER

Facility Type: Transit Center

Location: Downtown Cary

Project Description: The GoCary Multimodal Transit Center in Downtown Cary will connect a range of transportation services including intercity rail (Amtrak), planned commuter rail, bus rapid transit, express and local bus service. Site features will be developed, and costs will be shared across site functions/users with the Wake Bus Plan responsible for 40% of projects costs.

The Wake Bus Plan assumes the Cary Multimodal Facility will be a staffed facility with indoor, climate-controlled passenger waiting areas. The Wake Bus Plan also includes funding to support operations and maintenance of the facility.

Estimated Cost by Year

Year	Cost	Phase
FY25	\$65,000,000	Construction

Services using Cary Multimodal Transit Center:

- GoCary 1 Crossroads
- GoCary 3 Harrison
- GoCary 4 High House
- GoCary 5 Kildaire Farm
- GoCary 6 Buck Jones
- GoCary 7 Weston Parkway
- GoCary 11 East Cary
- GoCary 12 Apex-Cary
- GoTriangle 300 Cary-Raleigh
- GoTriangle 310 Cary-RTC
- Wake BRT: Western Corridor
- Commuter Rail
- Amtrak



Representative image; project elements and design will vary by location.

CROSSROADS PLAZA

Facility Type: Enhanced Transfer Point

Location: Crossroads Plaza

Project Description: GoCary will identify a location, design the facility, and begin construction of an ETP at Crossroads Plaza in FY25.

Estimated Cost by Year

Year	Cost	Phase
FY25	\$262,000	Design/Land Acquisition



Representative image: project elements and design will vary by location.

TRYON/KILDAIRE FARM

Facility Type: Enhanced Transfer Point

Location: Near intersection of Kildaire Farm and Tryon roads

Project Description: GoCary will identify a location, design the facility, and begin construction of an ETP near the intersection of Kildaire Farm and Tryon Roads. The project is scheduled for FY25.

Estimated Cost by Year

Year	Cost	Phase
FY25	\$262,000	N/A



Representative image: project elements and design will vary by location.

BUS STOPS

The Wake Transit Plan provides funding to upgrade existing bus stops to meet ADA standards and improve passenger safety and comfort. The Bus Plan also supports development of new bus stops in accordance with new or revised bus routes. Improvements at each location will vary but are expected to include signage and accessibility according to the federal Americans with Disabilities (ADA) standards.

The Wake Bus Plan programmed bus stops with the following package of amenities and services:

- Shelter(s)
- Benches
- Lighting
- Passenger information, including real-time information systems.



Representative image: project elements and design will vary by location.

Year	Existing Bus Stop Improvements (Estimate)	Development of New Bus Stops (Estimate)
FY24	\$466,903	
FY25	\$ 200,000	\$475,600
FY26	\$208,000	
FY27	\$216,320	
FY28	\$224,973	
FY29	\$233,972	
FY30	\$243,331	