



GoTriangle – FY2025 to FY2027

Short Range Transit Plan

Wake County Services – February 2023

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Note:

GoTriangle serves Wake, Durham, and Orange Counties with regional and express services. This draft Short Range Transit Plan document encompasses projects proposed for Fiscal Years 2025 to 2027 as recommended by the Wake Bus Plan Update effort and focuses on GoTriangle services within Wake County. The Durham Bus Plan effort will begin soon after the Durham Transit Plan is approved, and projects pertaining to Durham and Orange Counties will be added to this document. All proposed projects in this document should be viewed as preliminary drafts, pending work on the Durham Bus Plan and input from Durham County and Orange County stakeholders.

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 combined investment strategy, branded as the Wake Transit Plan, reflects a vision for transit service development articulated through “Four Big Moves” which include:

- **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-justified routes but continue investment in coverage routes.
- Build a transit network that ensures both 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, Town of 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, focused on operating and capital projects scheduled for implementation between Fiscal Years 2025 through 2030. 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 GoTriangle, this service will play a vital role in the regional transit network and the operation and organization of GoTriangle 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.

GOTRIANGLE OVERVIEW

GoTriangle is the regional transit provider in the Triangle Region, with service in Wake, Orange, and Durham Counties. GoTriangle provided over 1.2 million fixed route passenger trips annually in 2021¹.

The purpose of the GoTriangle SRTP is to:

- Guide service investments funded through the Wake Transit Plan (Fiscal Years 2025 - 2030)
- Reflect GoTriangle 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

This document brings together work completed for GoTriangle 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 FY27 and FY30 are also referenced, but not detailed in the SRTP.

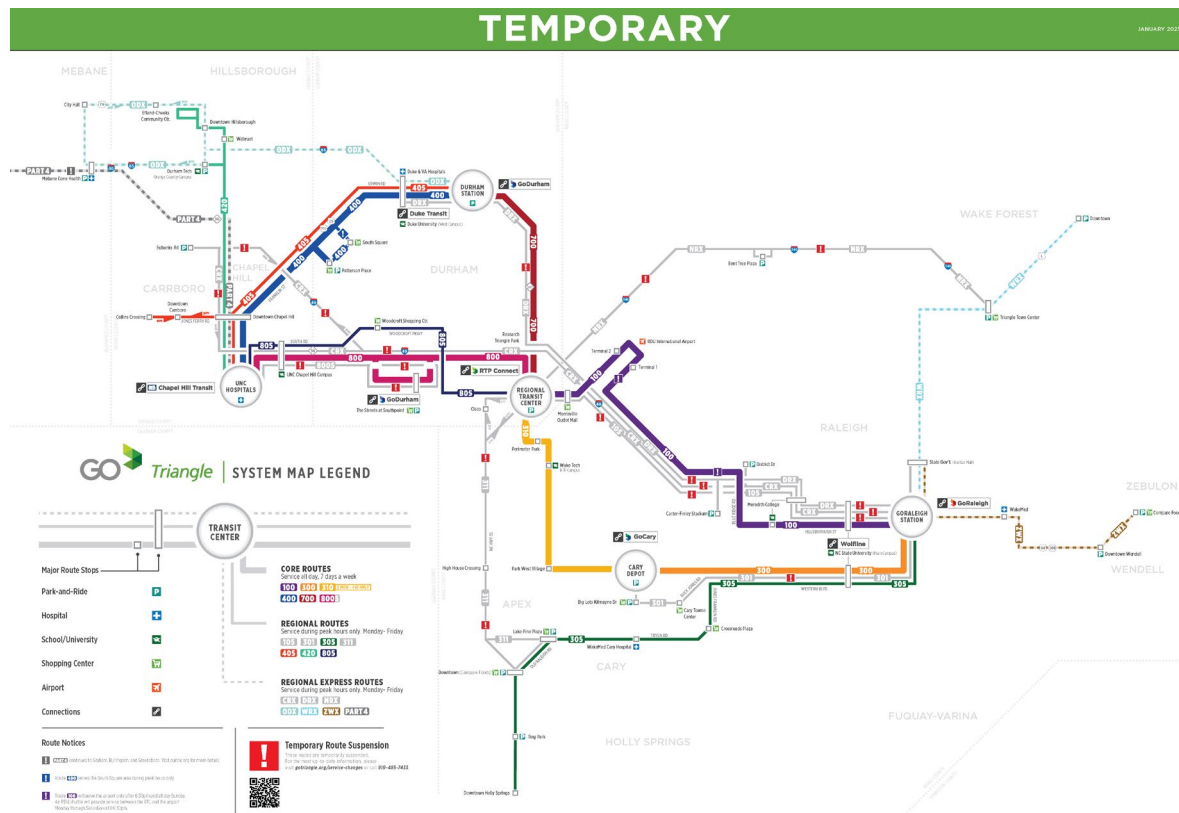
¹ Source: National Transit Database (NTD) GoTriangle 2021 Agency Profile.

Existing Conditions

EXISTING SERVICE

GoTriangle provides service throughout the Triangle region, filling in service gaps outside central urban areas and connecting across counties and communities (Figure 1). GoTriangle service includes 13 regional routes that operate during peak periods and seven core routes with all-day and weekend service. Two GoTriangle-sponsored regional express routes are operated by GoRaleigh (WRX and ZWX).

Figure 1 Existing System Map



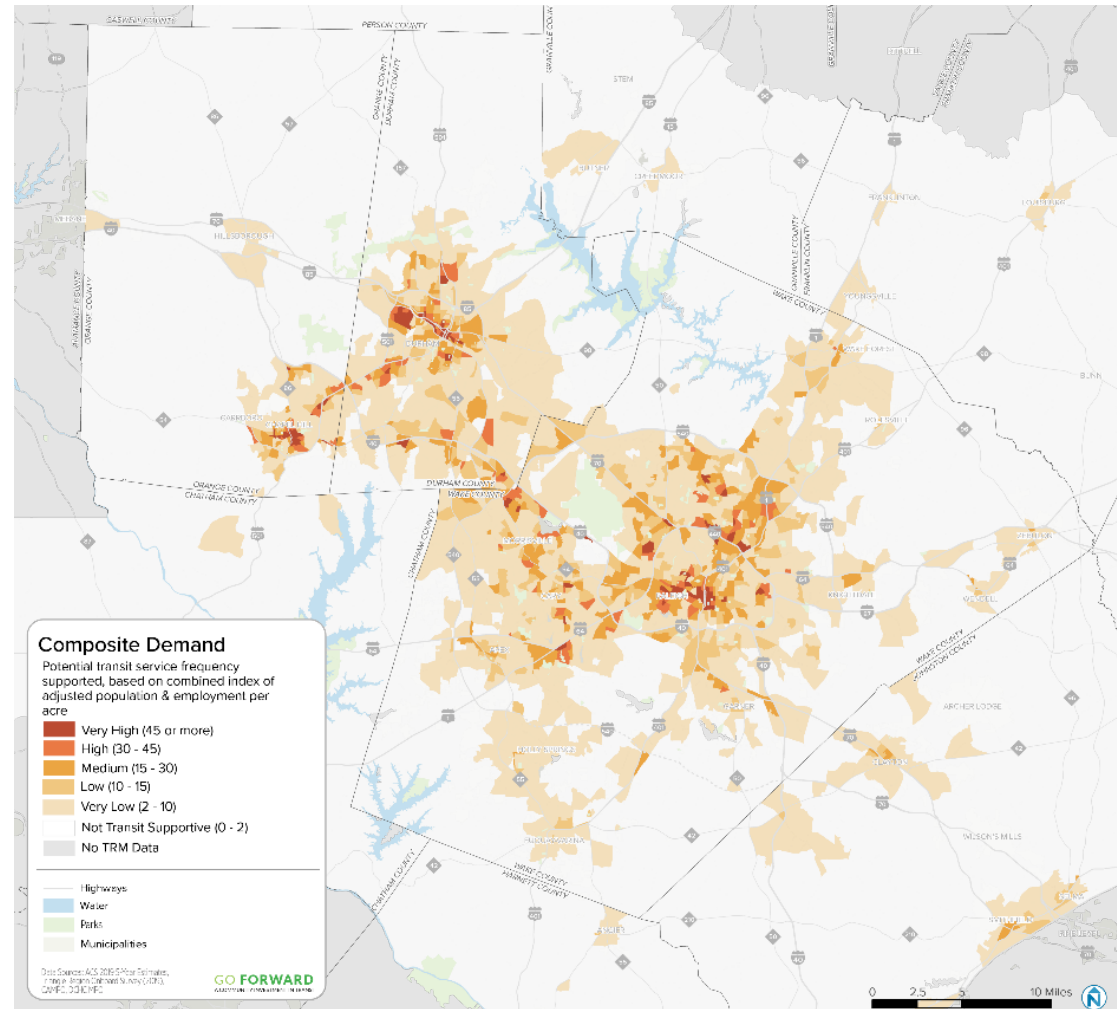
Source: GoTriangle

POPULATION AND EMPLOYMENT

A main factor in determining the demand and need for transit service is density: places where concentrations of people live and work. 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 within walking distance of a bus stop. GoTriangle serves areas across the spectrum of density and composite demand. Figure 2 shows the composite demand of the GoTriangle service area, which ties transit demand to service levels based on a combined index of adjusted population and employment per acre.

GoTriangle serves many areas with high and very high composite demand, such as city and town centers, but also focuses on lower demand surrounding towns. Service passes through areas that are not transit supportive to reach outlying very low and low demand areas and connect them to high demand nodes.

Figure 2 GoTriangle Service Area: Transit Demand



RIDERSHIP AND PERFORMANCE

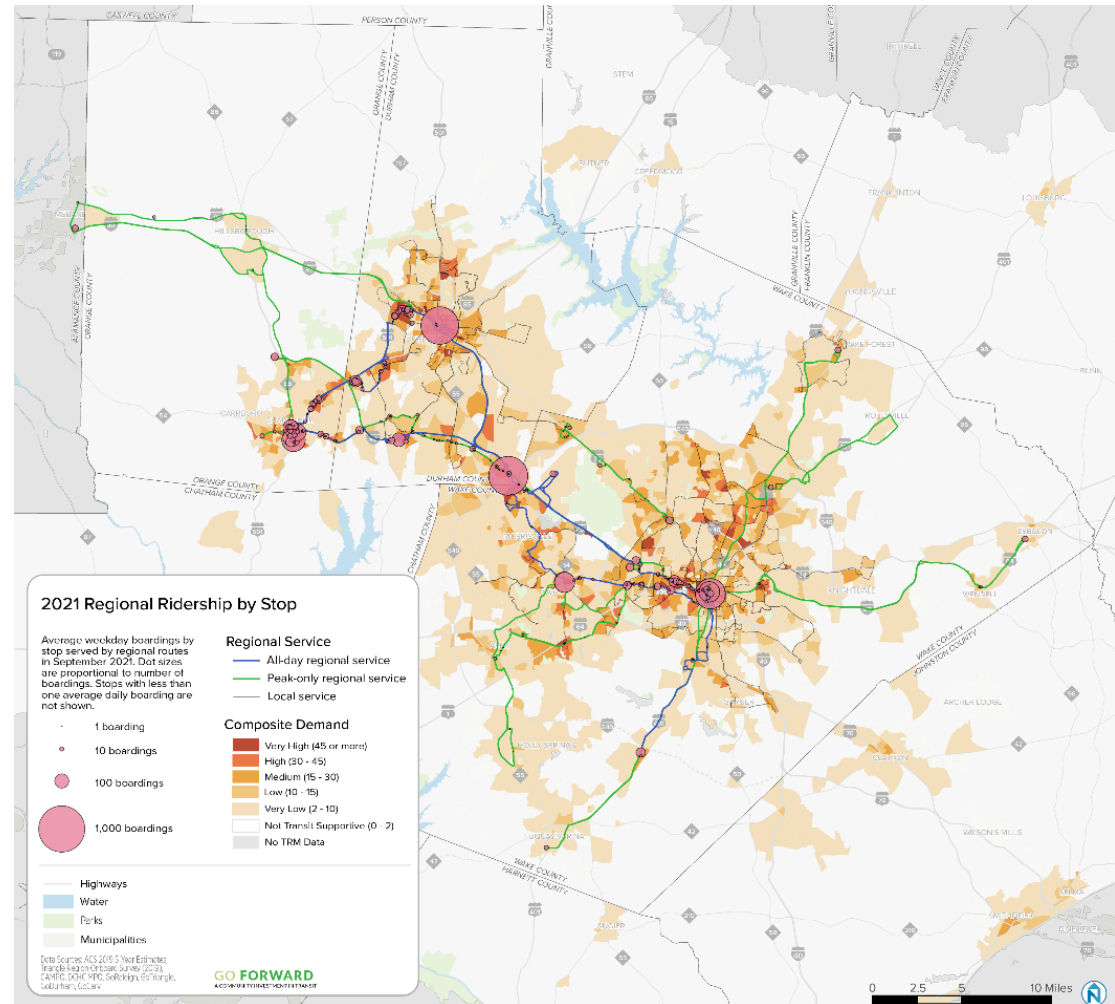
Ridership

Ridership on GoTriangle transit routes is in alignment with the underlying market, with the highest number of daily boardings at transfer locations, job centers, and in the downtowns of major municipalities (see Figure 3).

The following bus stops and transfer locations have the highest regional ridership (in order of highest average weekday boardings):

- The Regional Transit Center in Research Triangle Park
- Durham Station
- GoRaleigh Station
- Wilmington St at Martin St (Raleigh)
- Cary Depot (downtown Cary)

Figure 3 Regional 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 reports for full analysis). The team used the metrics and standards recommended in the Wake Transit Plan Service Guidelines and Performance Measures. Metrics included cost per rider, riders per revenue trip², and on-time performance and vary by the service type. GoTriangle routes were organized into two route classifications: Regional Routes and Express Routes. Different standards are used for existing and new/substantially changed bus routes. The SRTP focused on boardings per revenue trip and operating cost per boarding as key indicators of performance.

Comparing data from September of each year, ridership on most GoTriangle's regional routes softened at the beginning of the pandemic, leading to lower average weekday boardings per revenue trip (Figure 4). Express routes were suspended in 2020, and ridership in 2021 is significantly below pre-pandemic levels for all routes (Figure 5). More recent data for FY2022 and FY2023, after the Regional Service Assessment was conducted, shows ridership is steadily increasing.

Operating cost per boarding has steadily increased across all routes, particularly during the pandemic reflecting increasing costs and lower ridership. In 2021 with reduced ridership, most regional routes (Figure 6) had operating costs of approximately \$10 - \$20 per boarding, though some had costs as high as \$30 per boarding. Express routes (Figure 7) have generally higher operating costs per boarding, in 2021 ranging from \$20 to almost \$80 per boarding.

Figure 4 Weekday Boardings per Revenue Trip, Regional Routes (September)

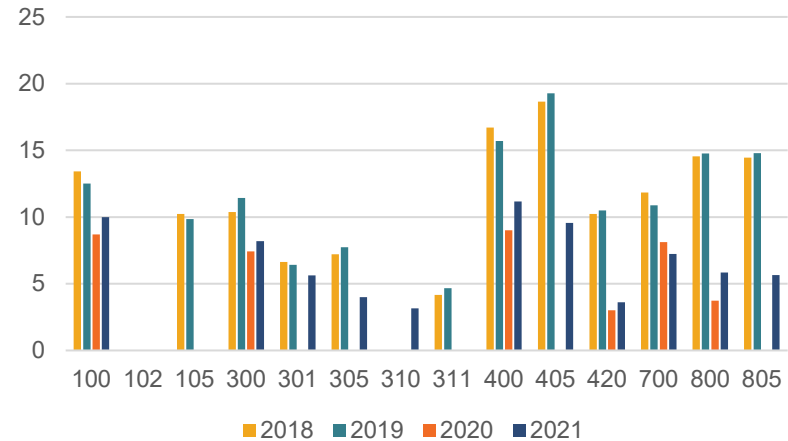
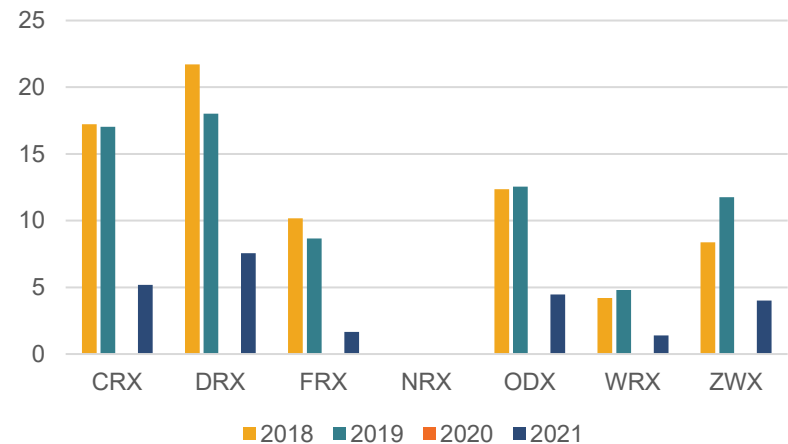


Figure 5 Weekday Boardings per Revenue Trip, Express Routes (September)



² The Wake Transit Plan's recommended Service Guidelines and Performance Standards uses riders per hour for frequent and local services and riders per trip for core regional and express services.

Figure 6 Operating Cost per Boarding, Regional Routes (September)

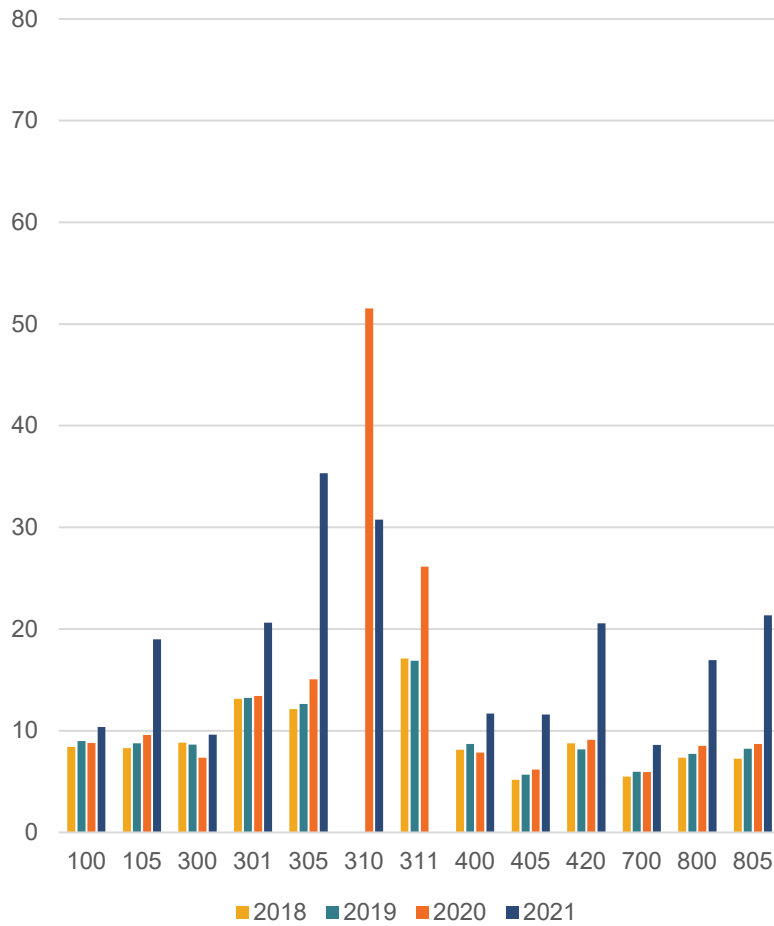
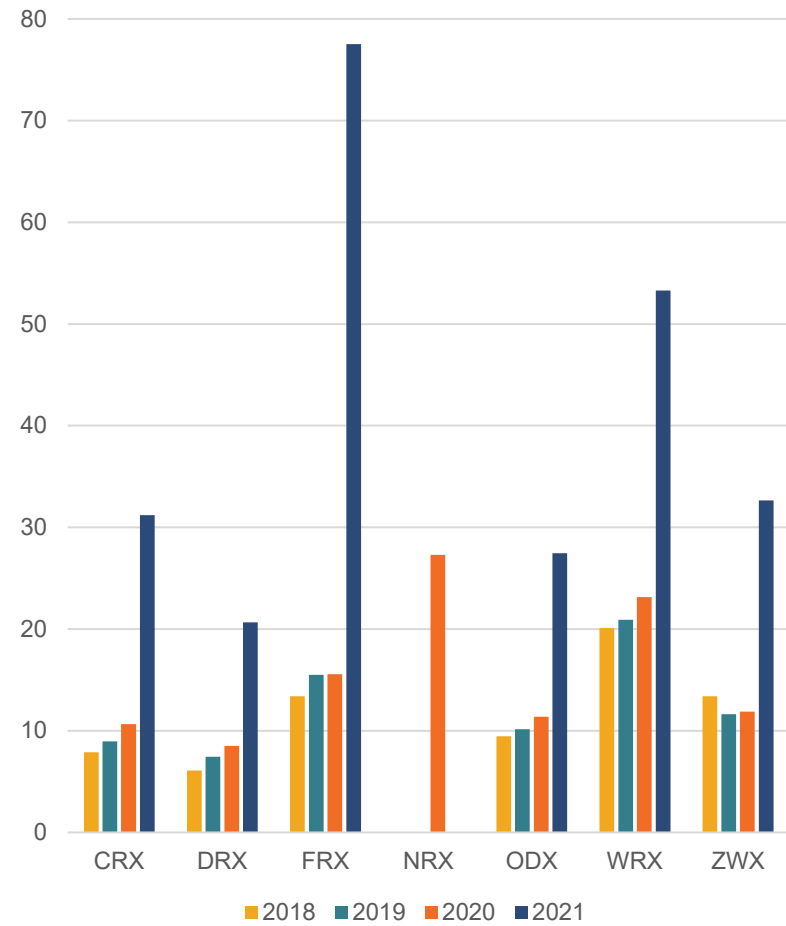


Figure 7 Operating Cost per Boarding, Express Routes (September)



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 Spring 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 GoTriangle—and other regional service providers—to focus on transit fundamentals, such as reliability and predictability, travel time, and in particular a desire for more all-day service. Travel to work was still the most common use of transit, but service to shopping centers, medical facilities, and schools was also valued.



Service Improvement Projects

INTRODUCTION

The SRTP for GoTriangle is focused on service and capital improvements that address findings from the regional service assessment, reflect feedback heard by riders, service providers, and municipalities, and takes into consideration ridership recovery since the COVID-19 pandemic.

These strategies include:

- Strengthening all-day regional connections
- Re-evaluating previous Wake Transit Plan service proposals based on changing demographics and shifting travel patterns from the COVID-19 pandemic
- Anticipating and integrating with future BRT service
- Improving the rider experience at stops and ensure smooth transfers throughout the system and across modes

The following operating and capital project sheets detail these strategies. More information on how to read the project sheets are located in Appendix A.

OPERATING PROJECTS

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

- Improving bus service between Durham and Raleigh to reflect pandemic recovery ridership trends, increase frequency, provide all day connections, and expand hours of service:

- Create a new route (Route 100X) connecting Raleigh, NCSU, Regional Transit Center, and Durham Station with limited stop service every 15 minutes on weekdays, 30 minutes on weekday early evenings and weekends, and 60 minutes on weekend evenings and weekday late evenings.
- Increase the hours of operation for the RDU Airport Shuttle with 30 minute-service to RDU Airport at all times, providing timed connections to the Route 100X and other GoTriangle routes at the Regional Transit Center.
- Create a new express route (Route DVX) directly connecting Carter-Finley Park and Ride with Duke and VA Medical Centers and Duke University with service every 30 minutes from 6 AM-10 AM in the mornings and 3PM – 8PM in the evenings. Trips to or from NCSU and Downtown Raleigh would be able to transfer between DVX and 100X at Carter-Finley Park-and-Ride.
- To accommodate these new and improved services, the pre-pandemic service on routes 100, 105, 700, and DRX would be discontinued.
- To reflect ridership trends, improve schedule reliability, and increase afternoon frequency, realign the CRX Chapel Hill-Raleigh Express to use NC 54 between UNC and I-40 at all times. A new park and ride lot near I-40 would replace the Eubanks Park and Ride.
- Extend the hours of operation for Route 300 Cary-Raleigh and improve reliability by shortening its travel path in downtown Raleigh.
- Improve the ZWX Zebulon-Wendell Express with midday service and a route realignment to serve shopping, residential

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neighborhoods, and other destinations in Wendell Falls and Zebulon. To provide the necessary operating hours, the route would be shortened to end at WakeMed Hospital on New Bern Ave, with a connection to the New Bern BRT for trips continuing to Downtown Raleigh.

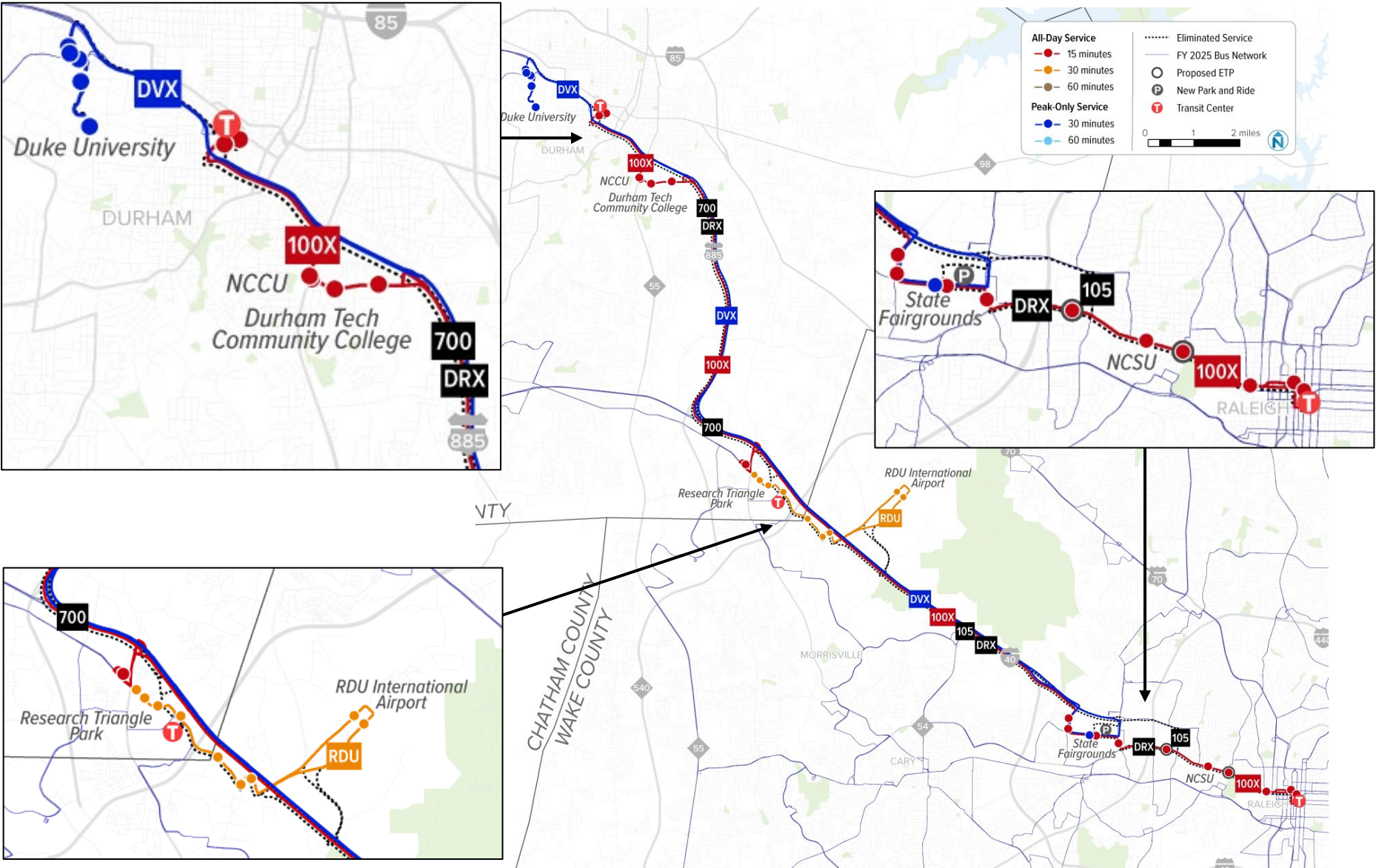
- Add midday, evening, and weekend service on Route 305 between Apex and Raleigh, as well as new midday service to Holly Springs.

The Wake Bus Plan identified additional transit investments that are within the scope of the Wake Bus Plan but were not prioritized within the FY27 timeframe. There are also projects recommended for

implementation after FY30. These projects are described in the FY 2025-2030 Wake Bus Plan document.

Lastly, GoTriangle Routes NRX and 311 were suspended during the COVID-19 pandemic (starting in March 2020). These routes had low performance prior to the pandemic and serve peak-focused travel markets that have not yet recovered from the pandemic. The Wake Bus Plan evaluated the restoration of these routes as projects, but these projects had a low priority according to the Project Prioritization Policy, relative to the improvements listed above.

DURHAM-RALEIGH PACKAGE



100X RALEIGH-RTC-DURHAM (FY25-26)

DURHAM-RALEIGH

Project Type: Alignment Change, Span and Frequency Improvements

Project overview: This project improves the span and frequency of Route 100, converts the route to a limited stop service, and extends the route to Durham along the alignment of the existing 700. It removes the weekday evening and weekend deviation to RDU Airport which will instead be served by expanded hours of the RDU Shuttle. The frequency improvements will occur in two phases, eventually operating with 15-minute headways all day on weekdays. Phase 1 (FY25) includes an alignment change and improves the frequency to 15 minutes during the peak and 30 minutes in early evenings and on Sundays. Phase 2 (FY26) includes 15-minute service during midday.

Major destinations: Downtown Raleigh, North Carolina State University, Carter Finley Park and Ride, PNC Arena, Regional Transit Center (RTC), Downtown Durham

Related capital investments:

- Hillsborough & Meredith College Enhanced Transfer Point
- Hillsborough & Brooks Ave Enhanced Transfer Point

Related service changes:

- DVX Duke-VA Express
- RDU Shuttle
- Discontinuation of 105 Raleigh-RTC
- Discontinuation of 700 Durham-RTC
- Discontinuation of DRX

	Existing	Proposed Phase 1	Proposed Phase 2
	100 Raleigh-RDU-RTC	100X Raleigh-RTC-Durham	100X Raleigh-RTC-Durham
Span of Service			
Weekday	6 AM – 11 PM	6 AM – 12 AM	6 AM – 12 AM
Saturday	7 AM – 11 PM	6 AM – 12 AM	6 AM – 12 AM
Sunday	7 AM – 9:15 PM	7 AM – 10 PM	7 AM – 10 PM
Frequency			
Weekday			
AM Peak	30	15	15
Midday	30	30	15
PM Peak	30	15	15
Early Evening	60	30	30
Late Evening	60	60	60
Saturday			
Daytime	30	30	30
Evening	60	60	60
Sunday			
Daytime	60	30	30
Evening	60	60	60

RDU AIRPORT SHUTTLE (FY25)

Project Type: Span Improvements

Project overview: This project improves the span and days of operation of the RDU Airport Shuttle to operate during the hours the airport was previously served by the Route 100. The proposed spans match those of the proposed Route 100X such that 30 minute-service to RDU Airport is provided at all times the 100X is in operation, with timed connections to the 100X and other GoTriangle routes at the Regional Transit Center.

Major destinations: Regional Transit Center (RTC), RDU Airport

Related capital investments: Wayfinding investments

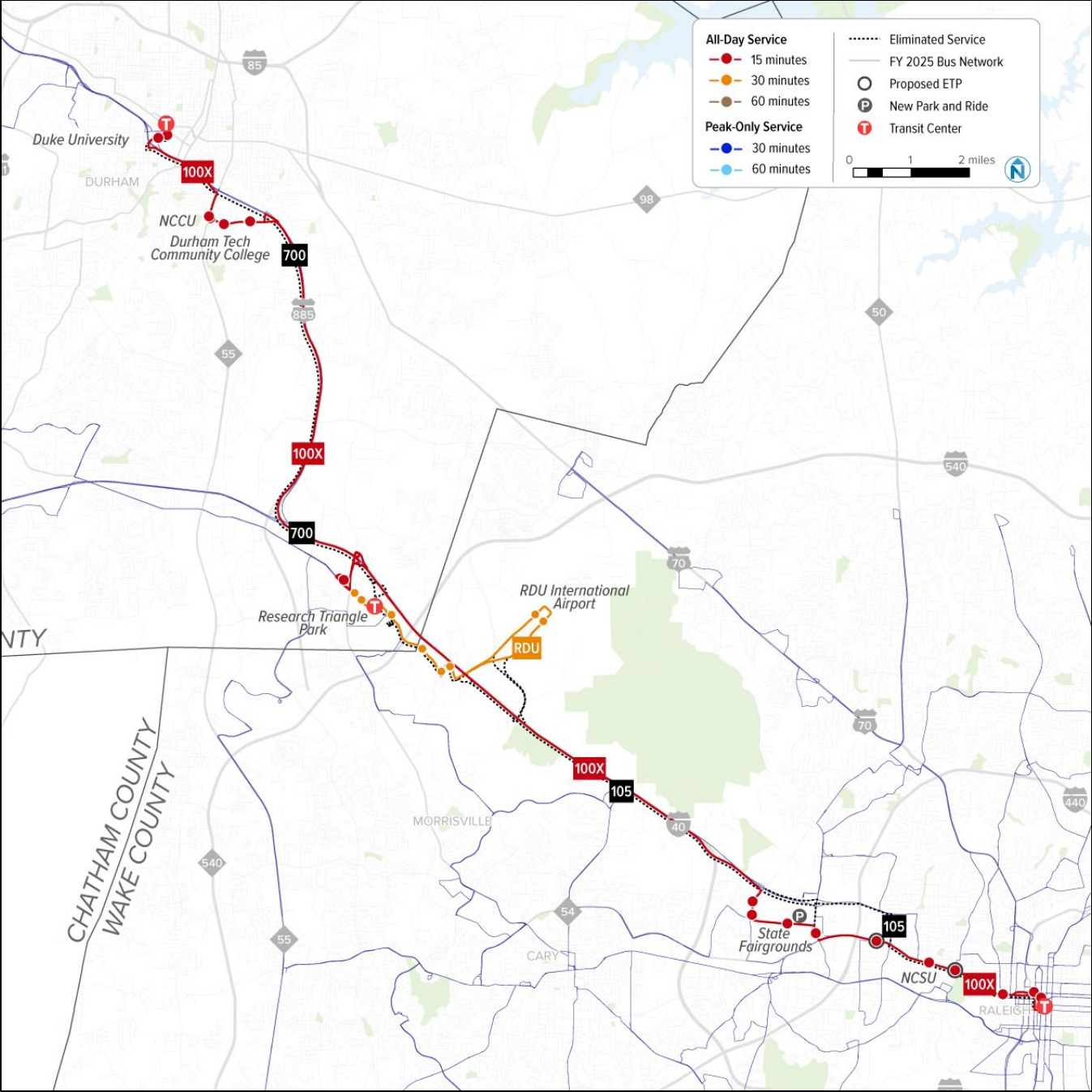
Related service investments:

- DVX Durham-Raleigh Express
- RDU Shuttle
- Elimination of 105 Raleigh-RTC
- Elimination of 700 Durham-RTC

DURHAM-RALEIGH

	Existing	Proposed
	RDU Airport Shuttle	RDU Airport Shuttle
Span of Service		
Weekday	6:30 AM – 6:30 PM	6 AM – 12 AM
Saturday	5:45 AM – 11:30 PM	6 AM – 12 AM
Sunday	-	7 AM – 10 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	-	30
Saturday		
Daytime	30	30
Evening	30	30
Sunday		
Daytime	-	30
Evening	-	30

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DVX DUKE-VA EXPRESS (FY25-26)

DURHAM-RALEIGH

Project Type: Alignment Change, Span and Frequency Improvements

Project overview: This is a new express route connecting Carter-Finley Park and Ride with Duke and VA Medical Centers and Duke University with service every 30 minutes from 6 AM-10 AM in the mornings and 3PM – 8PM in the evenings. Trips to or from NCSU and Downtown Raleigh would be served by the expanded Route 100X Raleigh-RTC-Durham. The express route would not stop at Durham Station. This route replaces the current Route DRX Durham-Raleigh Express with expanded span and frequency. The AM peak hours are extended by an hour to 10 AM, and evening frequency is increased to 30 minutes. The project will be implemented in two phases, with the alignment change and AM span improvement in Phase 1 (FY25), and the frequency improvement in Phase 2 (FY26). Midday connections are possible for riders on this route by taking route 400 to and transferring to route 100X at Durham Station. This provides additional midday service connections that are not available now.

Major destinations: Carter Finley Park and Ride, PNC Arena, Duke University, Duke Hospital, VA Hospital

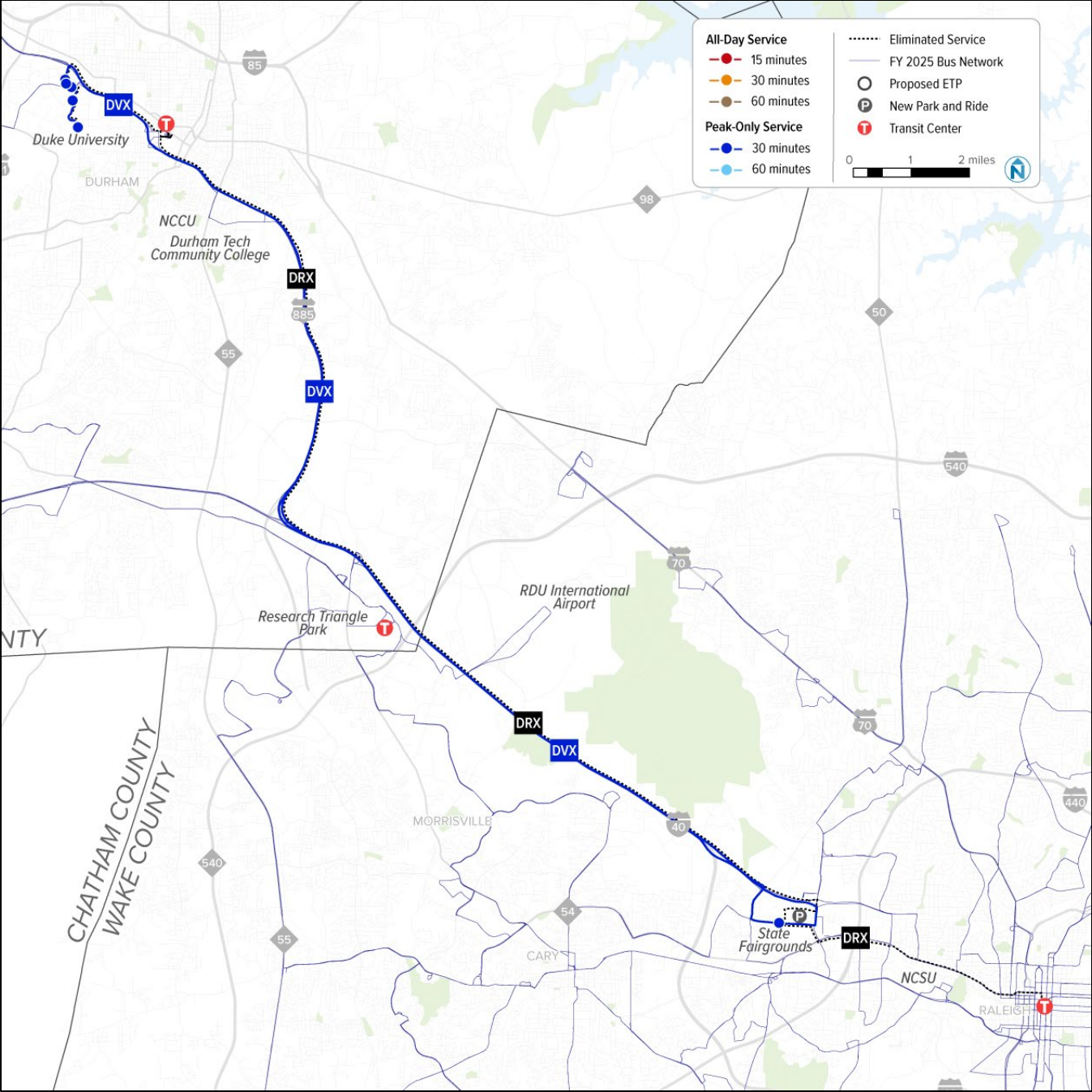
Related capital investments: None

Related service investments:

- 100X Raleigh- RTC-Durham
- RDU Shuttle
- Discontinuation of 105 Raleigh-RTC
- Discontinuation of 700 Durham-RTC
- Discontinuation of DRX

	Existing	Proposed Phase 1	Proposed Phase 2
	DRX Durham-Raleigh Express	DVX Duke-VA Express	DVX Duke-VA Express
Span of Service			
Weekday	6 AM – 9 AM 3 PM – 8 PM	6 AM – 10 AM 3 PM – 8 PM	6 AM – 10 AM 3PM – 8 PM
Saturday	-	-	-
Sunday	-	-	-
Frequency			
Weekday			
AM Peak	30	30	30
Midday	-	-	-
PM Peak	30	30	30
Early Evening	60	60	30

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CRX CHAPEL HILL-RALEIGH EXPRESS

Project Type: Alignment Change, Frequency Improvements

Project overview: To reflect pandemic recovery ridership trends and improve schedule reliability, this project re-aligns the CRX to travel along Route 54 at all times. The streamlined alignment shortens the route, which allows for 30-minute peak service compared to the current 35-minute service. Midday connections are possible for riders on this route by taking route 800 to and transferring to route 100X at the Regional Transit Center. This provides additional midday service connections that are not available now. The route would serve a new park and ride at NC 54 and I-40, replacing the Eubanks Park and Ride. The new location is better situated to capture a larger segment of the Chapel Hill, Carrboro, and Southwest Durham to Raleigh travel market, relative to the current location north of Chapel Hill.

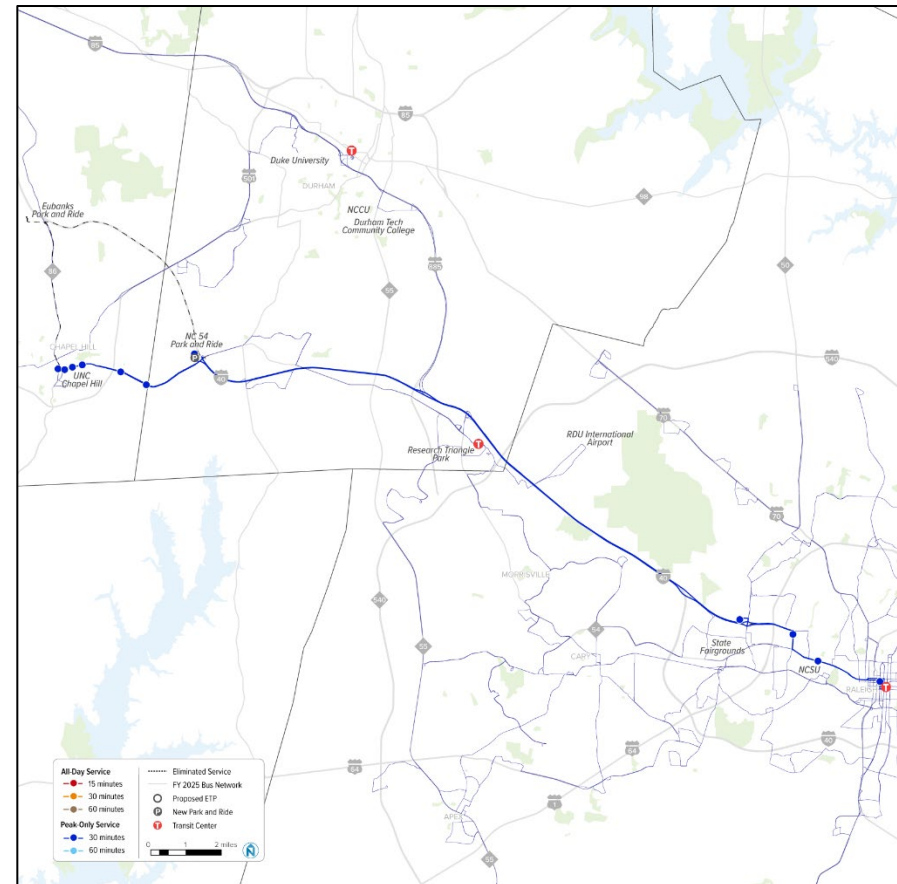
Major destinations: Downtown Raleigh, University of North Carolina, North Carolina State University, District Drive Park and Ride, NC 54 Park and Ride (new)

Related capital investments:

- NC 54 Park and Ride

Related service investments: None

	Existing	Proposed
	CRX	CRX
Span of Service		
Weekday	6 AM – 9 AM 3:30 PM – 7:30 PM	6 AM – 9 AM 3:30 PM – 7:30 PM
Saturday	-	-
Sunday	-	-
Frequency		
Weekday		
AM Peak	30	30
Midday	-	-
PM Peak	35	30
Evening	-	-



300 CARY-RALEIGH (FY25 AND FY29)

Project Type: Alignment Change, Span and Frequency Improvements

Project overview: This project implements a slight downtown Raleigh alignment change as well as span and frequency improvements in FY26. Buses will run from 6 AM to midnight both weekdays and Sundays, and 30-minute service will last later into the evenings on weekdays. Late night service will be hourly. Route 300 will be discontinued with the operation of the Western BRT halfway through FY29.

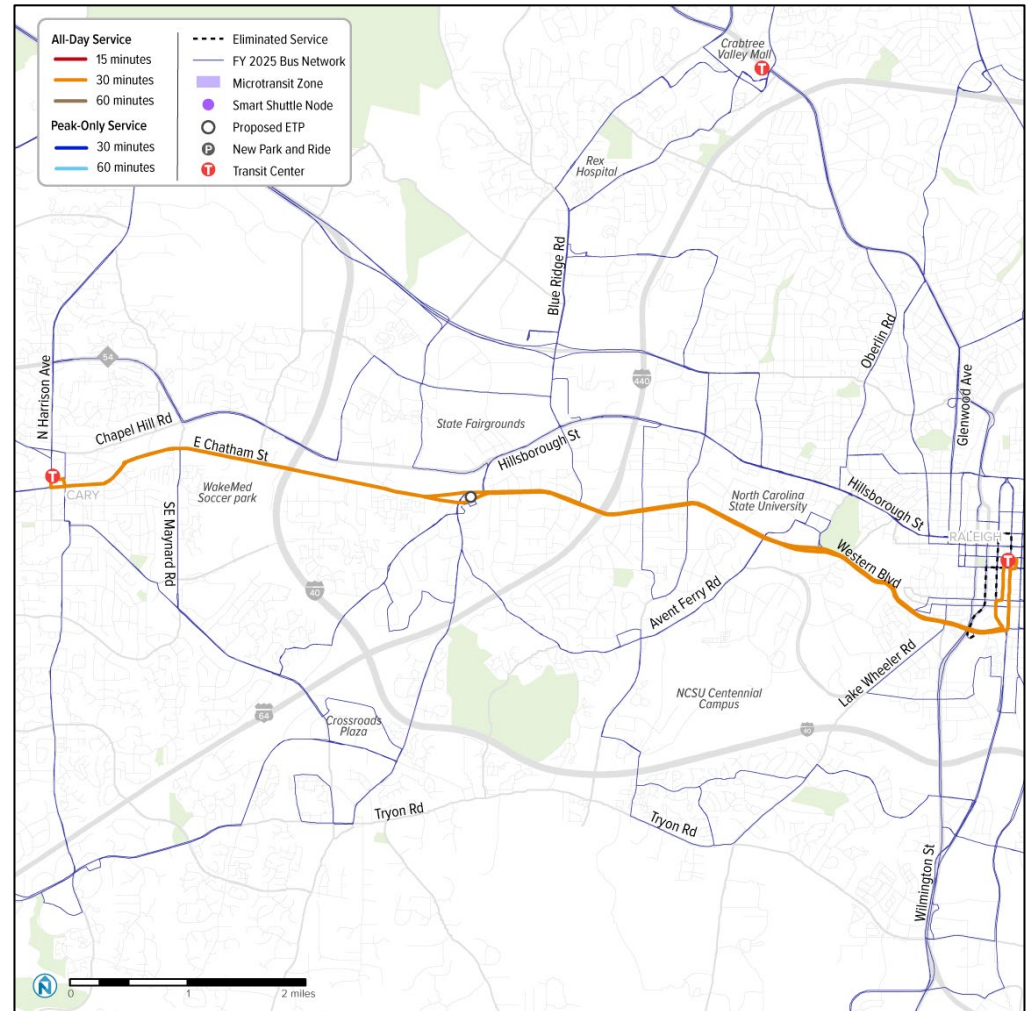
Major destinations: Downtown Raleigh, Downtown Cary, North Carolina State University

Related capital investments:

- Hillsborough & Jones Franklin Enhanced Transfer Point

Related service investments: Western BRT

	Existing	Proposed (FY25)
	300 Cary-Raleigh	300 Cary-Raleigh
Span of Service		
Weekday	6 AM – 10 PM	6 AM – 12 AM
Saturday	7 AM – 10 PM	6 AM – 12 AM
Sunday	7 AM – 9 PM	7 AM – 9 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Early Evening	60	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



ZWX ZEBULON-WENDELL-RALEIGH (FY26)

Project Type: Alignment Change and Span Improvements

Project overview: This project adds midday service to the current peak-only express route and adjusts the alignment to serve shopping, residential neighborhoods, and other destinations in Wendell and Zebulon, such as Wendell Falls, the Eastern Regional Center and Walmart. The route change will be coordinated with the start of operation of the New Bern BRT. The route will end at the New Bern BRT station at WakeMed Hospital, with a connection to the New Bern BRT for trips continuing to Downtown Raleigh.

Major destinations: Zebulon, Wendell, Wendell Falls, Eastern Regional Center, WakeMed Raleigh

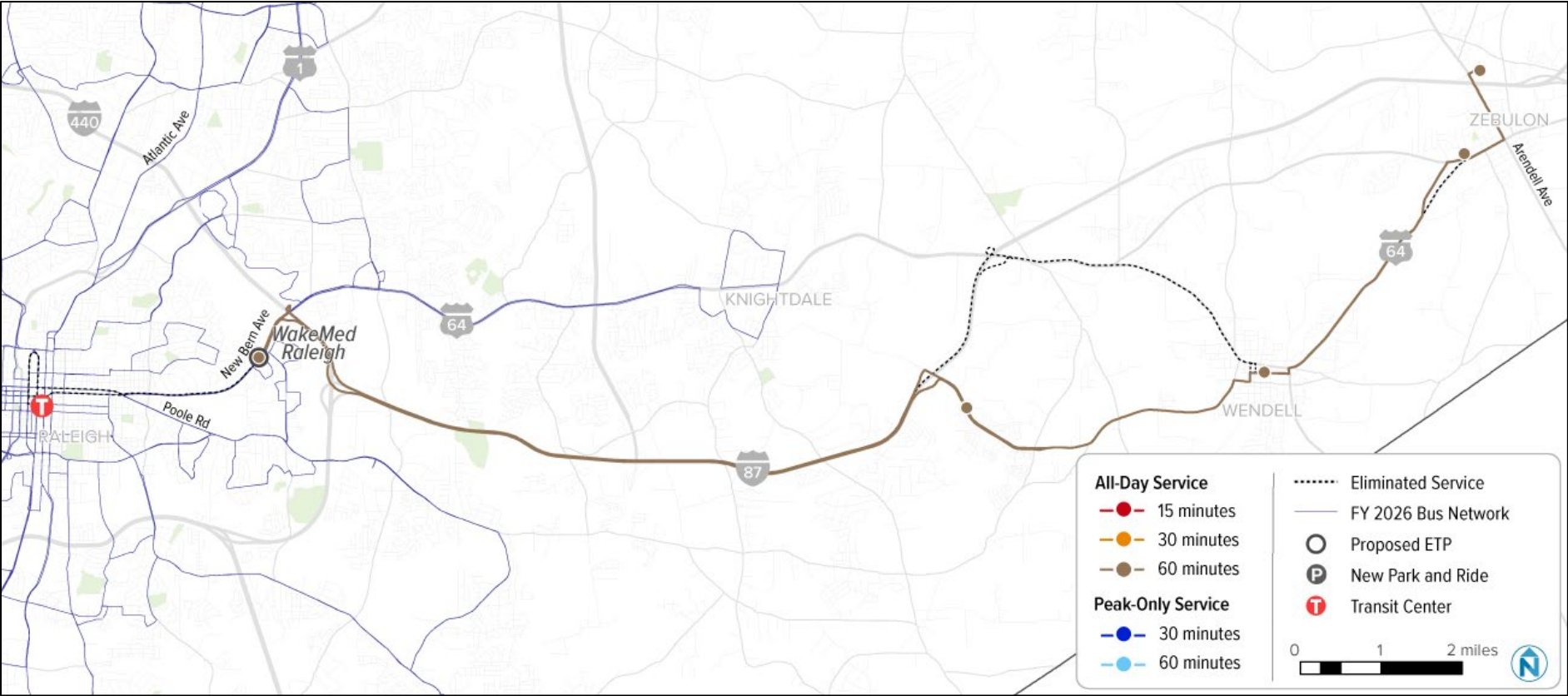
Related capital investments: Bus stop improvements to increase access to residential, shopping, and other destinations in Wendell and Zebulon

Related service investments:

- New Bern BRT

	Existing	Proposed
	ZWX	ZWX
Span of Service		
Weekday	6 AM – 9 PM 4 AM – 7 PM	6 AM – 7 PM
Saturday	-	-
Sunday	-	-
Frequency		
Weekday		
AM Peak	60	60
Midday	-	60
PM Peak	60	60
Evening	-	-
Saturday		
Daytime	-	-
Evening	-	-
Sunday		
Daytime	-	-
Evening	-	-

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305 HOLLY SPRINGS-APEX-RALEIGH (FY24, FY25, AND 27)

Project Type: Alignment Change, Span and Frequency Improvements

Project overview: This project improves the span, days of service, and frequency of Route 305. Phase 1 of the project in FY 2024 will add midday service between Apex and Raleigh on weekdays so that there is consistent hourly service from 6AM to 9PM. Hourly peak direction service from Holly Springs will continue with 3 trips in the morning from Holly Springs and 3 trips in the afternoon to Holly Springs. Phase 2 in FY 2025 adds hourly service between Apex and Raleigh on Saturdays from 6AM to 9PM and on Sundays from 7AM to 7PM. Phase 3 in FY 2027 expands service to Holly Springs for all trips with 30-minute frequency during weekday peak, 60-minute service during midday and evening hours, and weekend service.

Alignment changes to serve Lake Pine Drive in Apex will occur along with bus stop improvements that are under development already. In FY 2027, Route 305 will be extended to serve more destinations in Holly Springs and to provide bi-directional service along Main St.

Major destinations: Apex, Holly Springs, Compare Foods Park and Ride, Lake Pine Plaza Park and Ride, North Carolina State University, Downtown Raleigh

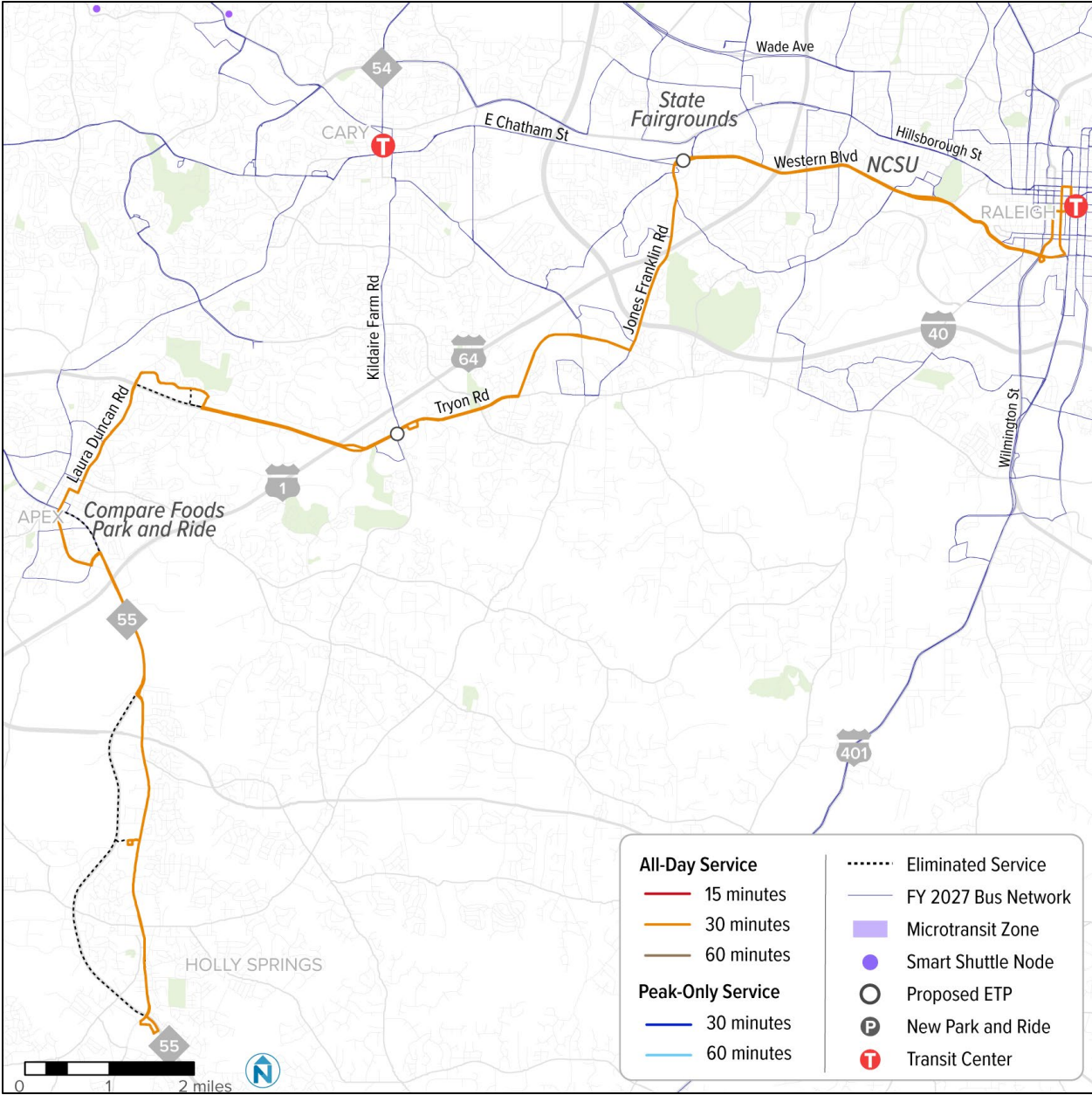
Related capital investments: None

Related service investments: None

Frequencies with a () denote the trips that serve Holly Springs in the peak travel direction only (AM starting in Holly Springs and PM ending in Holly Springs). Frequencies with a (**) denote trips that do not serve Holly Springs.*

	Existing	Proposed Phase 1	Proposed Phase 2	Proposed Phase 3
	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh
Span of Service				
Weekday	6:30 AM – 10:30 AM 4 PM – 8 PM	6 AM – 9 PM	6 AM – 9 PM	6 AM – 9 PM
Saturday	-	-	6 AM – 9 PM	6 AM – 9 PM
Sunday	-	-	7 AM – 7 PM	7 AM – 7 PM
Frequency				
Weekday				
AM Peak	60*	60*	60*	30
Midday	-	60*	60*	60
PM Peak	60*	60*	60*	30
Evening	-	60*	60*	60
Saturday				
Daytime	-	-	60**	60
Evening	-	-	60**	60
Sunday				
Daytime	-	-	60**	60
Evening	-	-	60**	60

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CAPITAL PROJECTS

Wake Transit Plan-funded capital projects include a series of investments in passenger and maintenance facilities. Between FY2025 and FY2027, the following projects sponsored by GoTriangle are scheduled for investment in the Wake Transit Plan:

- Construction and opening of Raleigh Union Station Bus Facility (RUS Bus)
- Construction and relocation of the Regional Transit Center (RTC)
- Improvements existing park-and-ride facilities
- Development of three Enhanced Transfer Points (ETPs) – at NCSU, near Meredith College, and a mobility hub in Wendell
- Expansion of GoTriangle Operations and Maintenance Facility
- Improvements to existing bus stops and development of new bus stops
- Replacement and expansion fixed route vehicles

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 most will also 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. All Centers will be fully ADA compliant. They 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
- Ticket vending machines
- Space for park and ride users (as appropriate)
- Bicycle parking

Park and Rides

Park-and-ride lots provide vehicle access to the transit network, either through drive and park, or drop off facilities. The Wake Bus Plan builds on the region's existing park and ride lots by adding additional facilities to support regional and frequent transit routes.

The Wake Bus Plan programmed Park-and-Ride lots with the following package of amenities and services:

- Park-and-ride lot identification markers
- Passenger shelter and benches
- ADA upgrades (curb cuts)
- Safety amenities, including lighting, security cameras and emergency phones
- Passenger information, including maps
- Trash and recycling bins
- Bike storage

Enhanced Transfer Points

The Wake Transit Plan creates opportunities for transfers between routes. The Wake Bus Plan will build enhanced transfer points 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

Short Range Transit Plan
GoTriangle

maintenance funds to support ongoing facility maintenance, such as cleaning and trash removal.

The Wake Bus Plan programmed Enhanced Transfer Points 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)

RALEIGH UNION STATION BUS FACILITY (RUS BUS)

Facility Type: Transit Center

Location: Downtown Raleigh

Project Description: RUS Bus facility will expand transit passenger and operational facilities in downtown Raleigh, including connections between Amtrak intercity passenger rail, planned commuter rail, bus rapid transit projects and local bus service. The facility will be bike- and pedestrian-friendly. No additional capital funding is assigned to this project, instead Wake Bus Plan includes funding from GoTriangle to the Bus Plan to account for funding from a state grant that was delayed.

The Wake Bus Plan assumes the RUS Bus will be a staffed facility with have indoor, climate-controlled passenger waiting areas. Staffing assumptions included in the Wake Bus Plan are high level estimates only and reflect an assumption that the RUS BUS will be open 365 days per year and with 18 hours of staff time per day. The refinement and deployment of these resources will be refined as part of a facility staffing plan. .

Estimated Operating and Maintenance Costs by Year

Year	Cost
FY25	\$265,347*
FY26	\$543,638
FY27	\$557,228
FY28	\$571,159

*assumes half-year of funding

Services using Facility:

- TBD



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

REGIONAL TRANSIT CENTER (RTC)

Facility Type: Transit Center

Location: Slater Road – Durham

Project Description: The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional services, offering connections to Wake, Durham, and Orange counties as well as the Raleigh Durham International Airport (RDU) and the Research Triangle Park (RTP). RTC will relocate the existing facility in a location with more convenient freeway access and better positioned to serve RTP. Investment costs associated with this project include relocation costs as well as updates to the passenger amenities. The Wake Bus Plan also includes funding to support ongoing operating and maintenance costs associated with the facility. Relocation of the RTC is scheduled so the facilities open in FY26.

Estimated Cost by Year

Year	Capital Costs	Phase	Operating & Maintenance Costs
FY24	\$4,900,000	Construction	
FY25	\$9,800,000	Construction	
FY26	\$4,900,000	Construction	
FY27	-		\$182,963
FY28	-		\$157,537

Services using Facility:

- RTP Connect
- GoTriangle routes

IMPROVEMENTS TO EXISTING FACILITIES

Facility Type: Park-and-Ride

Location: All locations

Project Description: The Wake Transit Plan provides resources to upgrade existing park-and-ride lots to enhance customers' experience. Improved facilities will include:

- Lot identification
- New or upgraded shelter with bench
- Lighting, security cameras and emergency phones
- Bus service information (signs, maps)
- ADA improvements as needed
- Other amenities to enhance passenger comfort

Estimated Cost by Year

Year	Cost
FY24	\$355,000
FY25	\$57,000
FY27	\$57,000



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

WENDELL MOBILITY HUB

Facility Type: Enhanced Transfer Points

Location: Zebulon and Wendell

Project Description: Planning, design, right-of-way, and construction for transfer point, mobility hub, or bus stop improvements along the ZWX: Zebulon-Wendell-Raleigh route to support the increase in service during midday. More stops will be installed to increase access to shopping, residential neighborhoods, and other destinations.

Estimated Cost by Year

Year	Cost	Phase
FY25	\$1,489,780	Design/Land Acquisition
FY26	\$1,678,484	Construction



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

GOTRIANGLE BUS OPERATIONS AND MAINTENANCE FACILITY

Facility Type: Maintenance Facility

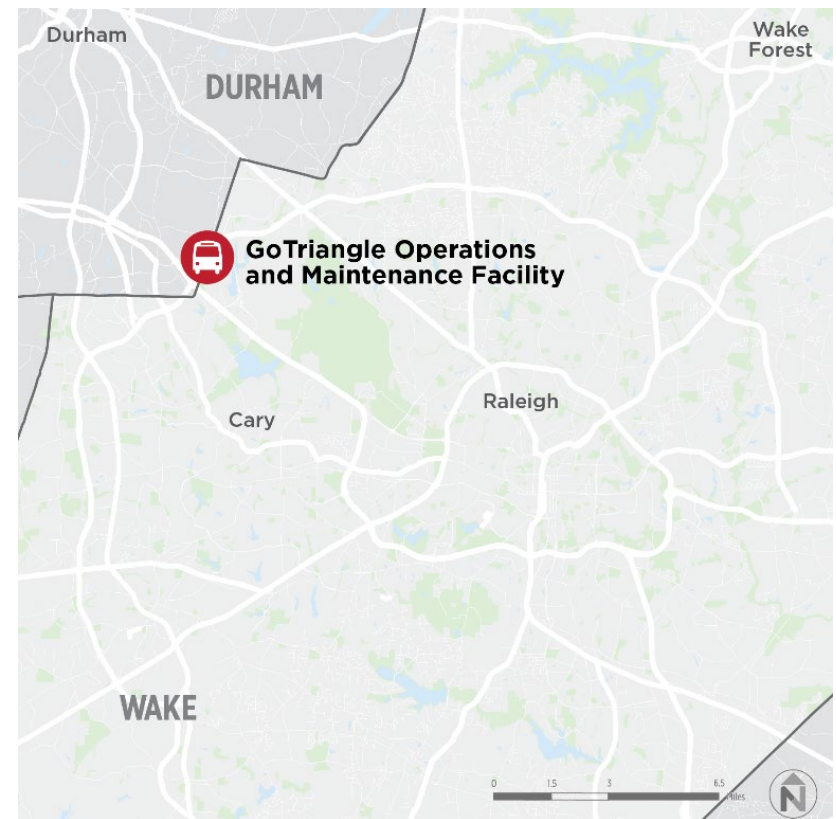
Location: Western Wake County/southwest Durham County (TBD)

Project Description: The GoTriangle Operations and Maintenance Facility was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. The existing facility has multiple deficiencies, including maintenance base, administrative space, and parking.

Wake Bus Plan funding will support new site planning and design as well as construction. Costs for the facility will be shared across multiple partners.

Estimated Cost by Year

Year	Cost	Phase
FY24	\$1,930,000	Design/Planning
FY25	\$1,307,7696	Construction
FY26	\$8,717,464	Construction



Representative site plans, project elements and design will vary

BUS STOPS

The Wake Transit Plan provides funding to upgrade existing bus stops to meet ADA standards (as practical) and improve passenger safety/ 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 (where practical).

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: vehicle type, size, and appearance will vary by project operator.

Year	Existing Bus Stop Improvements (Estimate)	Development of New Bus Stops (Estimate)
FY24	\$292,000	-
FY25	\$304,000	\$2,878,200
FY26	\$316,000	-
FY27	\$329,000	-
FY28	\$342,000	-
FY29	\$356,000	-
FY30	\$370,000	-

FIXED-ROUTE BUS FLEET – GOTRIANGLE

Capital Investment Type: Fleet

Project overview: The Wake Transit Plan provides resources to purchase fixed-route buses for GoCary, GoRaleigh, and GoTriangle. Bus purchases will support service expansion associated with the Wake Transit Plan and replace vehicles that reach the end of their useful life. The Wake Bus Plan funding assumes funding for clean fuel vehicles.

Related service investments: Service/route expansions related to the Wake Operating Model

GoTriangle (Wake Fleet) Fleet Investment Schedule by Year by Transit Provider

Year	Cost	Replacement Vehicles	Expansion Vehicles
FY24	\$1,500,000	2	-
FY25	\$3,900,000	3	2
FY26	\$4,056,000	3	2
FY27	\$2,530,944	3	-
FY28	\$2,632,182	3	-
FY29	\$2,737,469	3	-
FY30	\$2,846,968	3	-



Appendix A: 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)

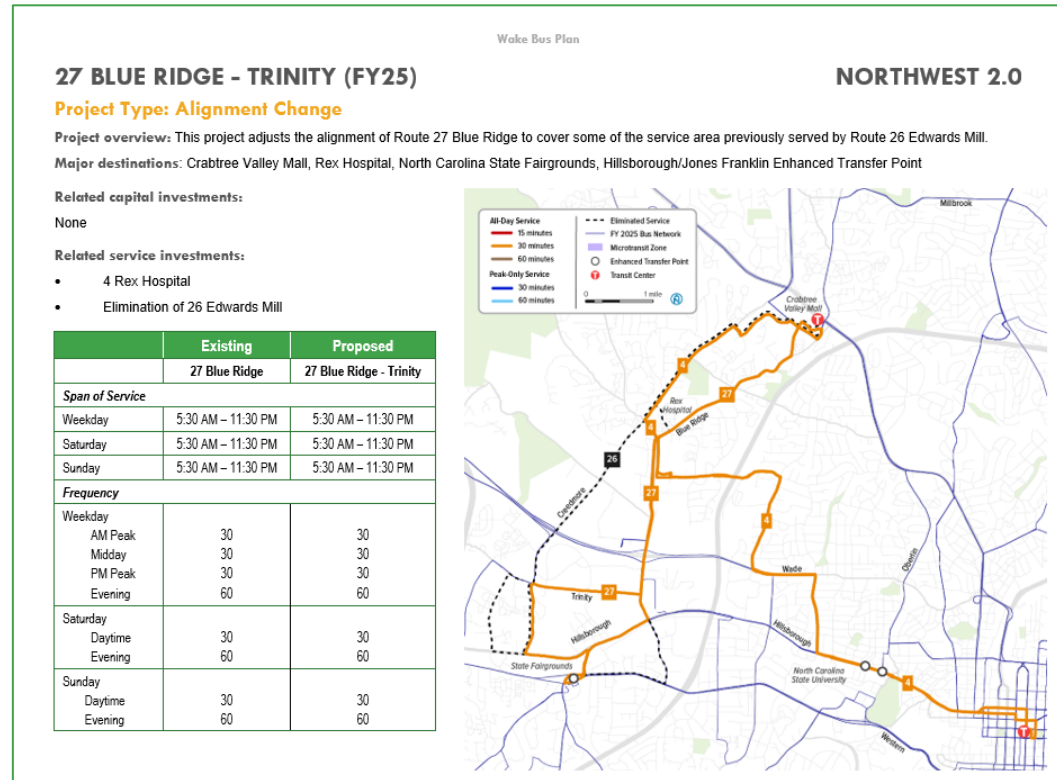
The Wake Bus Plan financial plan is expressed in fiscal years (FY). Wake Transit Plan fiscal years run from July 1 through June 30. For example, FY25 starts on July 1, 2024, and ends on June 30, 2025.

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.

	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	-	-

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, sometimes earlier
- 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.

The map also includes key points of interest, such as universities and RDU Airport.

CAPITAL PROJECTS

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 (as appropriate).