

Service Provided by the Wake County Transit Plan Detailed by Municipal Area

Version 8/24/2016

Purpose of this Document

The goal of this document is to have a similar bullet point for a similar “type of service” or connection for all Wake County municipalities. The transit services for each area are listed in the following categories and in the following order (if applicable):

- 1) All Day (19 hour) Services to and through the Community** - All day services added or continued in each community.
- 2) Linkage to the All Day (19 Hour) Network** - There are multiple options, i.e. walk to transit, bike to transit, taxi to transit, car trip to drop off, for non-drivers to access the all-day network and there are lots of places to go once one accesses the network. Although the commuter rail and peak bus feeders will link to this network they are not included in this statement so a trip at 9:00 AM and 11:00 PM can be treated the same.
- 3) Capital Support for Bus Reliability** - Includes BRT for the Cary and Raleigh areas as funding in the first phase of the transit plan.
- 4) Peak Services to and through the Community** – Peak hour connections provided to every community.
- 5) Extended Hour Connection to RDU** – All Day (19 Hour) services or connections to RDU. Although the commuter rail and peak bus feeders will link to RDU they are not included in this statement so a trip at 9:00 AM and 11:00 PM can be treated the same.
- 6) Extended Hour Park and Ride Opportunities** – All Day (19 hour) options to park and access the network.
- 7) Peak Hour Park and Ride Opportunities** – Peak hour options to park and access the transit network.
- 8) Connections to Durham and Chapel Hill / Commuter Rail** - How different communities are connected to routes to Durham, Chapel Hill and the commuter rail.
- 9) Partnering Opportunities for local Service** – The plan set aside funding to help municipalities that don't fund or operate transit to start and grow these types of services in their municipality. Various solutions will be explored in each area.

Grouping 1- Wake Forest, Rolesville

Wake Forest

- An all-day transit route from Downtown Wake Forest through Wakefield to Raleigh.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The transit connections through Raleigh travel via Capital Boulevard and Falls of Neuse Road.
- 2 efficient peak connections to RTP and Downtown Raleigh.
- Efficient (19 hour) drop off location to access RDU near Triangle Town Center.
- An extensive hour (19 hour) Park and Ride service location near Triangle Town Center with access to Raleigh.
- Peak-hour park and ride locations along US 1 (in Wake Forest) and near Triangle Town Center with access Raleigh at RTP.
- Connections to routes to Chapel Hill and Durham, including commuter rail can be accessed through Raleigh and RTP.
- Available resources to partner with and provide funding to the Town of Wake Forest to continue operations of the Wake Forest Loop service or another transit service to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Rolesville

- Drop off access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The closest all day transit locations will be located near the Wake Technical College - North Campus on US 401 and at Triangle Town Center.
- A peak connection from Rolesville connected to Wake Technical College - North Campus and Triangle Town Center. The service provides express service access to Downtown Raleigh and RTP.
- Efficient (19 hour) drop off location to access RDU near Triangle Town Center.
- An extensive hour (19 hour) Park and Ride service location near Triangle Town Center with access to Raleigh.
- Peak-hour park and ride locations along US 1 (in Wake Forest) and near Triangle Town Center with access Raleigh at RTP.
- Connections to routes to Chapel Hill and Durham, including commuter rail can be accessed through Raleigh and RTP.
- Available resources to partner with the Town of Rolesville to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Grouping 2 -Knightdale, Wendell, Zebulon

Knightsdale

- An all-day transit route from Knightdale to Downtown Raleigh.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The transit connections through Raleigh will travel via New Bern Avenue.
- Efficient (19 hour) linkage to access RDU via New Bern Avenue, Downtown Raleigh and I-40.
- Two extensive hour (19 hour) Park and Ride service locations at US 64 Business in Knightdale and along New Bern Avenue at New Hope Road with access to Raleigh.
- Peak-hour park and ride location in Wendell.
- Connections to routes to Chapel Hill and Durham, including commuter rail can be accessed through Raleigh.
- Available resources to partner with the Town of Knightdale to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Wendell

- Drop off access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The closest all day transit location will be located in the Knightdale area likely along US 64 Business.
- A peak connection from Wendell to Downtown Raleigh.
- Efficient (19 hour) drop off locations to access RDU in Knightdale and Downtown Raleigh.
- Two extensive hour (19 hour) Park and Ride service locations at US 64 Business in Knightdale and along New Bern Avenue at New Hope Road with access to Raleigh.
- Peak-hour park and ride locations in Wendell and Zebulon.
- Connections to routes to Chapel Hill and Durham, including commuter rail can be accessed through Raleigh.
- Available resources to partner with the Town of Wendell to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Zebulon

- Drop off access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The closest all day transit location will be located in the Knightdale area likely along US 64 Business.
- A peak connection from Zebulon, through Wendell, to Downtown Raleigh.
- Efficient (19 hour) drop off locations to access RDU in Knightdale and Downtown Raleigh.

- Two extensive hour (19 hour) Park and Ride service locations at US 64 Business in Knightdale and along New Bern Avenue at New Hope Road with access to Raleigh.
- Peak-hour park and ride locations in Wendell and Zebulon.
- Connections to routes to Chapel Hill and Durham, including commuter rail can be accessed through Raleigh.
- Available resources to partner with the Town of Zebulon to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Grouping 3 - Apex, Cary, Holly Springs, Morrisville

Apex –

- 2 all day transit options from Downtown Apex and the Kildaire Farm Road area (Regency) to Cary and Raleigh.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The transit connection through Cary travels via Kildaire Farm Road and the transit connection through Raleigh travels via Avent Ferry Road.
- 3 Efficient peak connections to RTP, Cary, NCSU and Downtown Raleigh.
- Efficient (19 hour) linkage to access RDU via Kildaire Farm Road, Downtown Cary and Airport Road (Potentially a single trip from Regency Park depending on Cary system bus design).
- An extensive hour (19 hour) Park and Ride service location in the Kildaire Farm Road area (Regency) to with access Raleigh, Cary and RTP.
- A Peak-hour park and ride location in the Beaver Creek area to access Cary and RTP.
- Connections to routes to Chapel Hill and Durham, including commuter rail through Cary.
- Available resources to partner with the Town of Apex to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Cary

- An expanded and more efficient Town transit network that includes new connections to Morrisville, Apex, RTP and West Raleigh (Blue Ridge Road).
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. A spur of the frequent network would run approximately along Chatham Street to connect with the Cary area bus network.
- Resources to construct dedicated bus infrastructure on frequent, every 15 minute, routes in Cary to ensure reliable service.
- 3 Efficient peak connections to RTP, Apex, NCSU and Downtown Raleigh.

- Efficient (19 hour) linkage to RDU through Morrisville via Weston Parkway and Airport Road.
- An extensive hour (19 hour) Park and Ride service location in the Kildaire Farm Road area (Regency) to with access NCSU, Raleigh, RTP.
- A Peak-hour park and ride locations in the Beaver Creek area and High House Road area to access RTP.
- A commuter rail stop in Downtown Cary with access to Raleigh, Garner and Durham.

Holly Springs

- Drop off access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The transit connection through Cary travels via Kildaire Farm Road and the transit connection through Raleigh travels via Avent Ferry Road.
- 2 Efficient peak connections to RTP, Cary, NCSU and Downtown Raleigh.
- Efficient (19 hour) drop off location to access RDU in the Kildaire Farm Road (Regency).
- An extensive hour (19 hour) Park and Ride service location in the Kildaire Farm Road area (Regency) to with access Raleigh, Cary and RTP.
- Peak-hour park and ride locations along NC 55 and in the Beaver Creek area to access Cary and RTP.
- Connections to routes to Chapel Hill and Durham, including commuter rail through Cary.
- Available resources to partner with the Town of Holly Springs to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Morrisville

- 2 all day transit options from Davis Drive and the McCrimmon Parkway area to RTP, Cary and Raleigh
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. Both transit connections travel through Cary; one via Davis Drive and Weston Parkway, the other via NC 54.
- Efficient (19 hour) linkage to RDU via Airport Road with a key stop at McCrimmon Parkway.
- A Peak-hour park and ride location in the RTP area to access Raleigh and Durham.
- A commuter rail stop at McCrimmon Parkway with access to Raleigh, Garner and Durham.
- Available resources to partner with the Town of Morrisville to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Grouping 4 - Garner

Garner

- 2 all day transit options along Garner Road, Aversboro Road and Timber Drive to provide access Downtown Garner, White Oak and Raleigh.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. A spur of the frequent network would run approximately along Wilmington Street into Garner near Tryon Road and US 401.
- 2 Efficient peak connections to RTP, Cary and NCSU and Downtown Raleigh.
- Efficient (19 hour) linkage to RDU via Wilmington Street or Garner Road and Downtown Raleigh.
- 2 extensive hour (19 hour) Park and Ride service locations. One at the Tryon Road / US 401 area and the other near the Wake Technical College Main Campus.
- A Peak-hour park and ride location in the Greenfield Parkway area to access Raleigh, Durham Cary and RTP.
- A commuter rail stop near Downtown Garner and at Greenfield Parkway with access to Raleigh, Cary and Durham.
- Available resources to partner with the Town of Garner to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Grouping 5 - Fuquay-Varina

Fuquay-Varina

- Drop off access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. The closest all day transit location will be located near the Wake Technical College - Main Campus on US 401.
- A peak connection from Fuquay-Varina connected to Wake Technical College - Main Campus to Downtown Raleigh
- Efficient (19 hour) drop off location to access RDU at Wake Technical College - Main Campus on US 401.
- An extensive hour (19 hour) Park and Ride service location at the Wake Technical College - Main Campus on US 401 with access Raleigh, Cary and RTP.
- Peak-hour park and ride locations in near downtown Fuquay-Varina and Wake Technical College – Main Campus with access to Raleigh and along NC 55 (in Holly Springs) and in the Beaver Creek area (in Apex) with access Cary and RTP.
- Connections to routes to Chapel Hill and Durham, including commuter rail through Cary, Garner and Raleigh.

- Available resources to partner with the Town of Fuquay-Varina to establish local services to meet vital community needs like access for the elderly, disabled, low income or students or connections to important retail, recreation or employment areas.

Grouping 6 – Raleigh

Southeast Raleigh

- An expanded and more efficient City transit network that includes new cross town connections and routes designed to run more efficiently. This includes new and extended services on Poole Road, Barwell Road and Rock Quarry Road.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. Portions of the frequent network run along Wilmington Street, State Street, Martin Luther King Boulevard, New Bern Avenue, Lassiter Mill Road and Sunnybrook Road.
- Resources to construct dedicated bus infrastructure on key north/ south and east/ west frequent, every 15 minute, routes in Raleigh to ensure reliable service.
- 2 Efficient peak connections on Poole Road and into Garner.
- An efficient linkage to RDU via I-40.
- An extensive hour (19 hour) Park and Ride service location in the New Bern Avenue at New Hope Road Area and Tryon and US 401 in Garner.
- Commuter rail stops along or near Tryon Road and in Downtown Raleigh.

North Raleigh

- An expanded and more efficient City transit network that includes new cross town connections and routes designed to run more efficiently.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. Portions of the frequent network run along Blue Ridge Road, Glenwood Avenue, Lassiter Mill Road, Six Forks Road Capital Boulevard, Brentwood Road and Glascock Street.
- Resources to construct dedicated bus infrastructure on key north/ south and east/ west frequent, every 15 minute, routes in Raleigh to ensure reliable service.
- 2 Efficient peak connections to Triangle Town Center and NC 50 at Strickland.
- Efficient linkage to RDU via I-40.
- An extensive hour (19 hour) Park and Ride service location in the Creedmore Road area, Triangle Town Center area and Glenwood Avenue Corridor.
- A Peak-hour park and ride location in the Triangle Town Center area .
- Connections to routes to Chapel Hill and Durham, including commuter rail can be accessed through stations in Downtown Raleigh, West Raleigh and RTP.

West Raleigh

- An expanded and more efficient City transit network that includes new cross town connections and routes designed to run more efficiently.
- Drop off or transit access to the 19 hour frequent network that provides efficient service to 80% of the areas jobs, major retail centers, entertainment areas, and medical facilities. Portions of the frequent network run along Blue Ridge Road, Oberlin Road, Hillsboro Street, Western Boulevard and Avent Ferry Road.
- Resources to construct dedicated bus infrastructure on key north/ south and east/ west frequent, every 15 minute, routes in Raleigh to ensure reliable service.
- A peak connection to Apex and Cary.
- Efficient linkage to RDU via Hillsborough Street and I-40.
- An extensive hour (19 hour) Park and Ride service location in near the PNC arena.
- A Peak-hour park and ride location near the PNC arena .
- Commuter rail stops near the PNC arena, in Downtown Raleigh and in Downtown Cary.