



Choose Our Transit

WTS NC Triangle Chapter
June 24, 2015

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Purpose

The Wake County Transit Investment Strategy process will establish a vision for a future transit network that reflects the values and priorities of the **community**.

Advisory Committee

Town/City Councils	Residents	NC Justice Center	Chambers of Commerce	Apex	Cary
ITT Tech	Dorcas Ministries	Transit Riders	Commissioners	Fuquay-Varina	Garner
Town/City Managers	Mayors	Planning Boards	Raleigh Passenger Rail Task Force	Holly Springs	Knightdale
Transit Authorities and Agencies	Businesses	New Bern Avenue Corridor Alliance	Neighborhood Groups	Morrisville	Raleigh
Real Estate Agents	Southeast Raleigh Advocates	DHHS NC	Alliance of Disability Advocates	Rolesville	Wake Forest
NC Legislature	NC State University	RDU	State of North Carolina	Wendell	Zebulon

Where are we in the process

- Introduced Important Concepts

January 2015 – May 2015



- Developed Four Alternatives within which community values are and will be further explored

May 2015 – September 2015

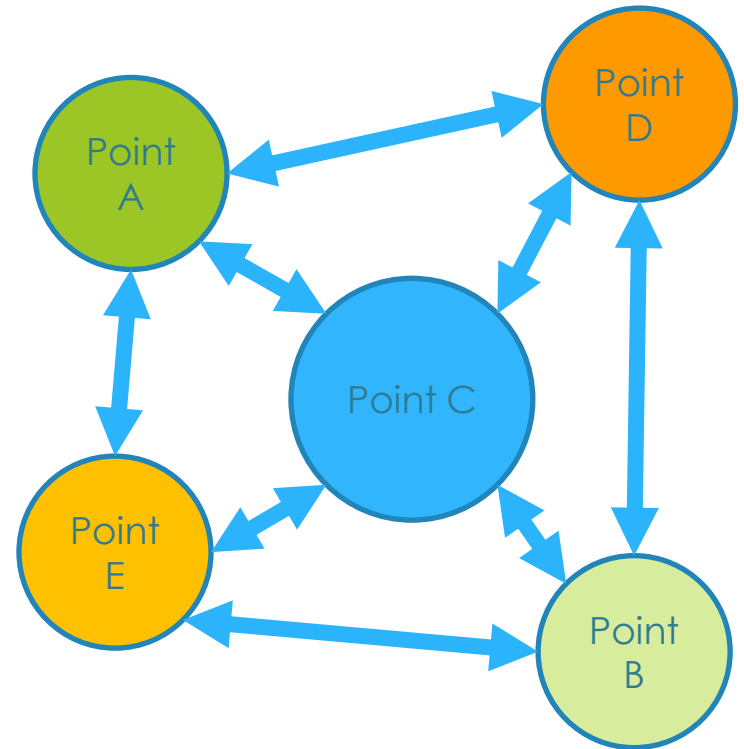
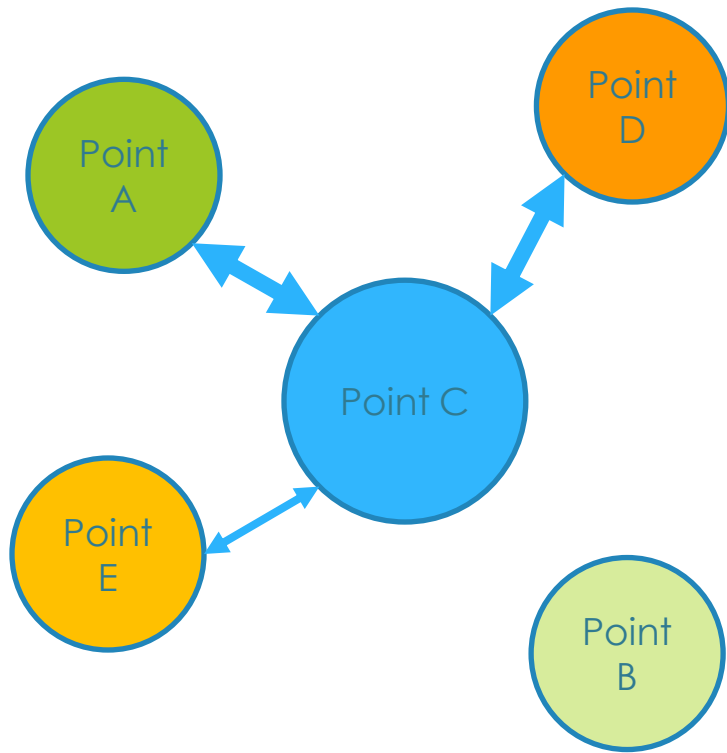


- Final plan will be developed based on public feedback received this summer

Review of Important Concepts

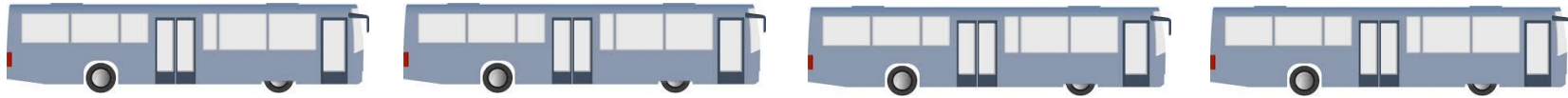
- A Connected Network
- The Importance of Frequency
- The Hard Choices (Spectrums)
 - Ridership versus Coverage
 - Infrastructure versus Service

A Connected Network



Vehicle Frequency

Every 15
minutes



Every 30
minutes

Wait Time



Wait Time



Every 60
minutes

Wait Time



Wait Time

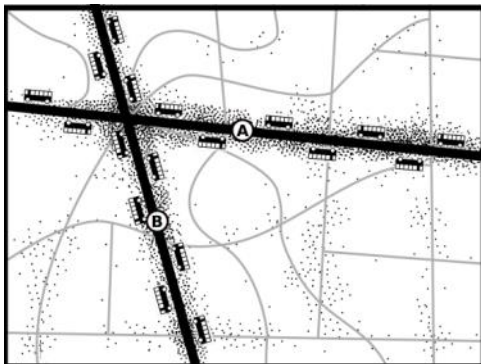
Wait Time

Vehicles Per Hour

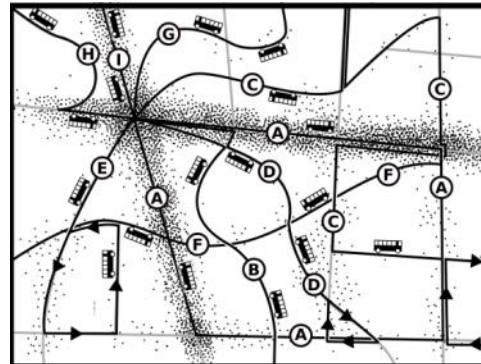
Vehicle Frequency



Ridership / Coverage Spectrum

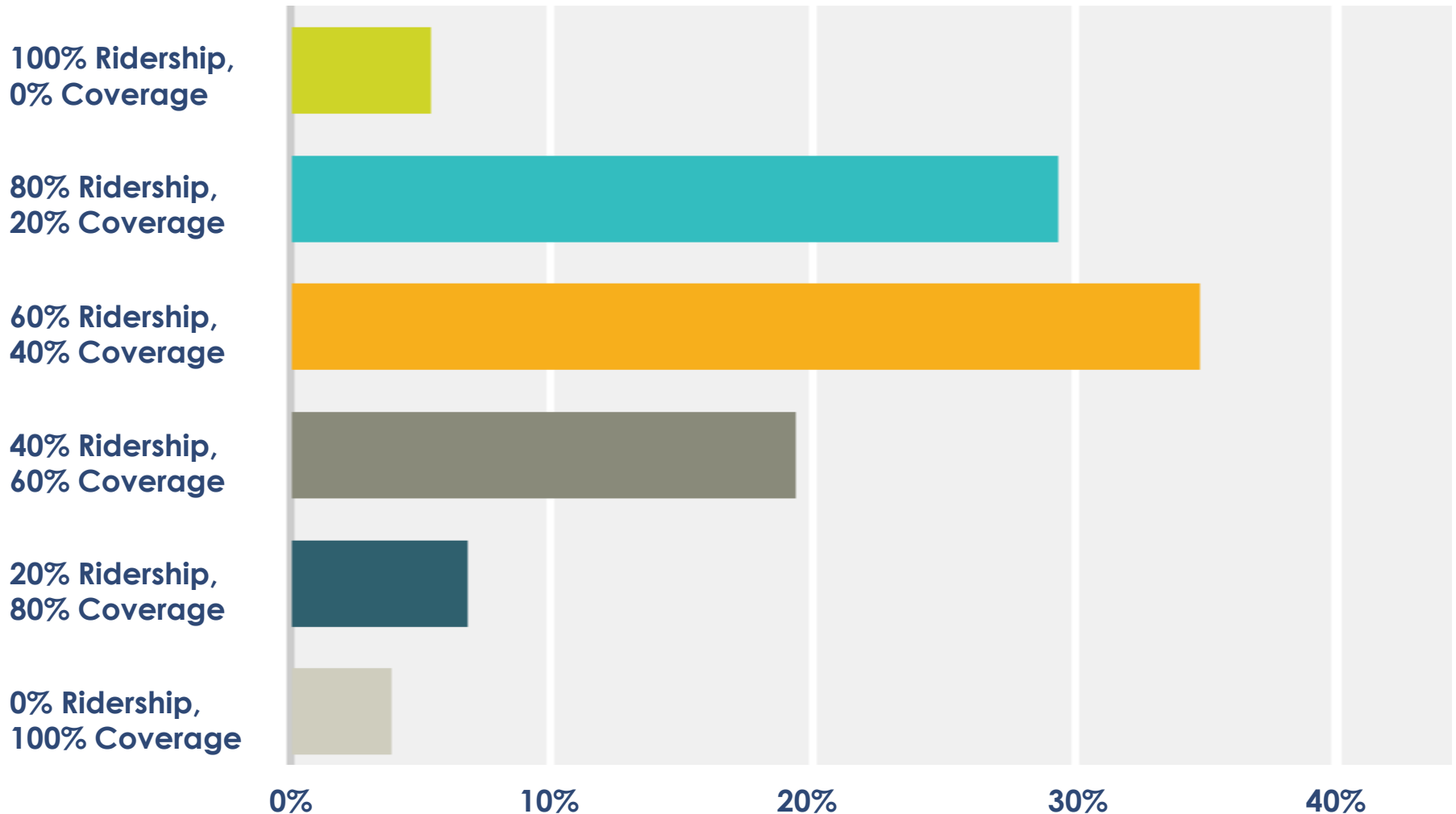


- Ridership Goal
 - “Think like a business.”
 - Focus where ridership potential is highest.
 - Support dense and walkable development.
 - Max. competition with cars
 - Maximum VMT reduction



- Coverage Goal
 - “Access for all”
 - Services for hard-to-serve areas, despite low ridership.
 - Support suburban low-density development.
 - Lifeline access for everyone.
 - Service to every member city.

How would you split Wake County's transit budget between ridership and coverage?



Infrastructure / Service Spectrum

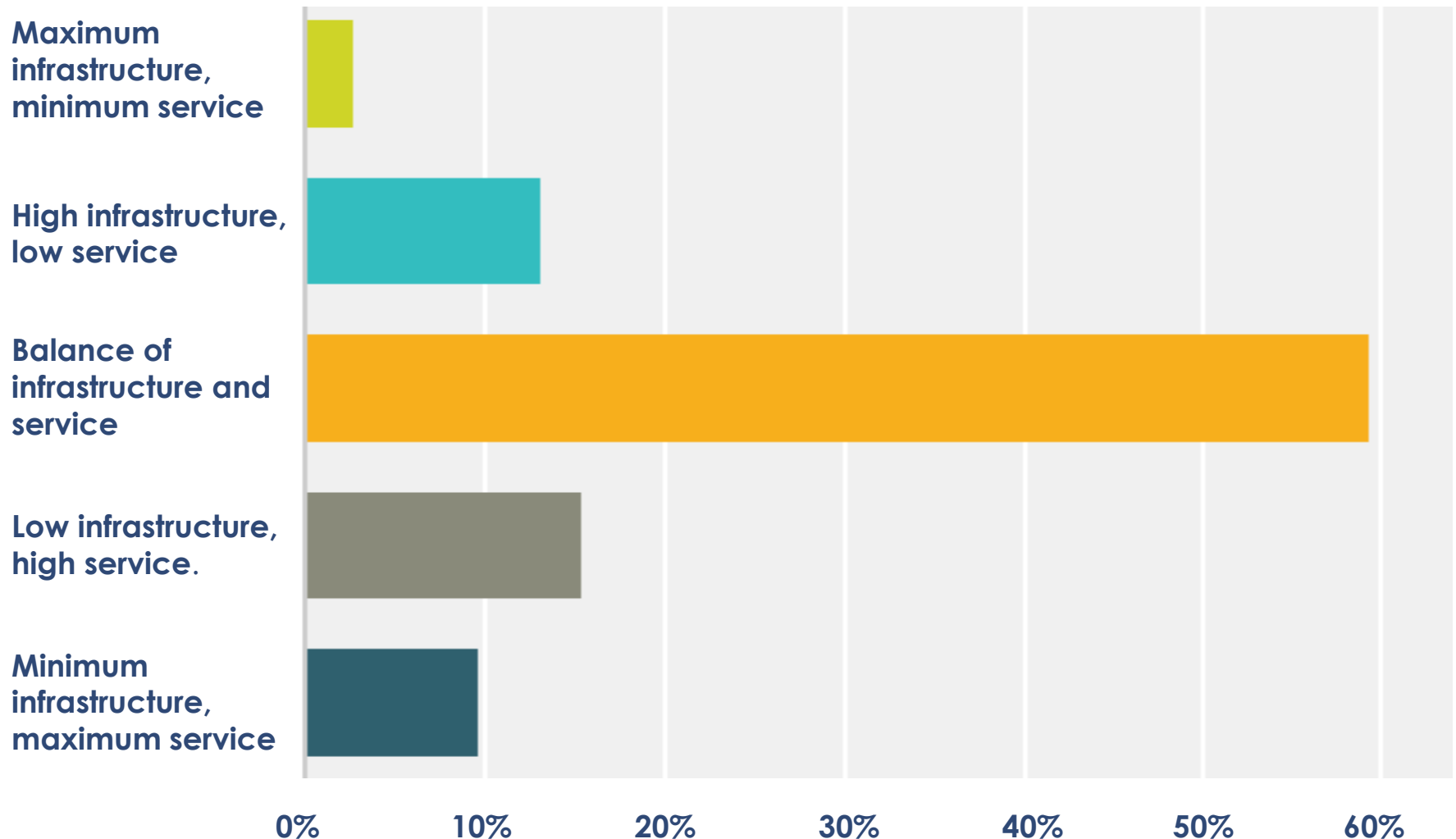


- Capital Goal
 - “Invest to make transit look, feel and operate differently”
 - Focused on the customer experience
 - Focused where congestion causes delays.



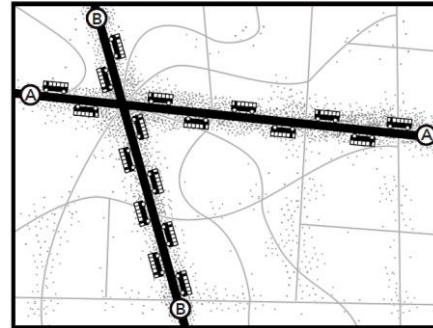
- Operating Goal
 - “Deliver Better Service ASAP ”
 - Focused on potentially connecting more areas
 - Service delays are limited by frequency

How would you split Wake County's transit budget between infrastructure and service?

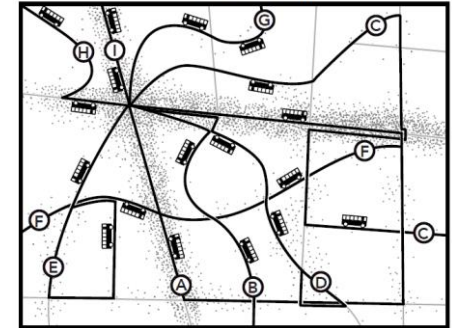


The Alternative Space

Ridership Goal
"Think like a business"



Coverage Goal
"Access for all"



More Ridership ← → More Coverage



More Infrastructure



More Service

	Rail Rapid Transit Ridership			Rail Rapid Transit Coverage	
	Bus Rapid Transit Ridership			Bus Rapid Transit Coverage	

Key Notes on the Alternatives

- All Alternatives increase Span and Frequency

Existing Span

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

Proposed Span

- 17-20 hrs all routes every day

Existing Frequency

- Peak-based on weekdays
- Limited off-peak and weekend service

Proposed Frequency

- All day, every day

- Majority of existing bus boarding's are reached in all options but the service plan may be different (figure 60)

Bus Rapid Transit

- Dedicated guideway or mixed traffic as needed
- ½ to 1 mile station spacing
- Scalable infrastructure
- 20 mph average speed



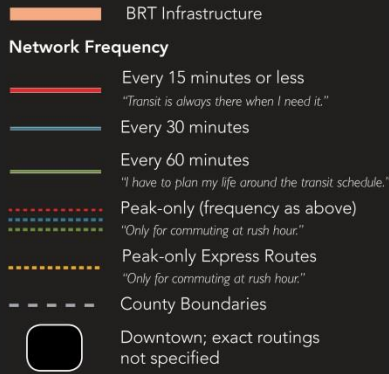
Rail Rapid Transit

- FRA compliant to operate in freight rail corridor
- Will operate as a hybrid blend of light rail and commuter rail.
 - 2 mile station spacing
 - 45 mph average speed



Bus Rapid Transit - Ridership

BRT Ridership



What could change?

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

What happens in Durham County?

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

Is this all the transit we'd get?

No! These maps show a level of transit that could be funded in the first decade of new revenue after a successful vote. Service and infrastructure could continue to expand in future years.

I-40 Express Service: Every 30 minutes all day via RDU, with peak hour service every 10 minutes bypassing airport.

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

Franklin

Bunn

Rolesville

Zebulon

Wendell

Archer Lodge

Johnston

Wilson's Mills

Clayton

Garner

Wake

Fuquay-Varina

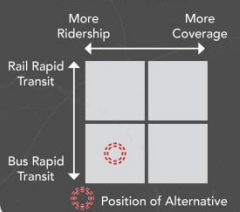
Holly Springs

Morrisville

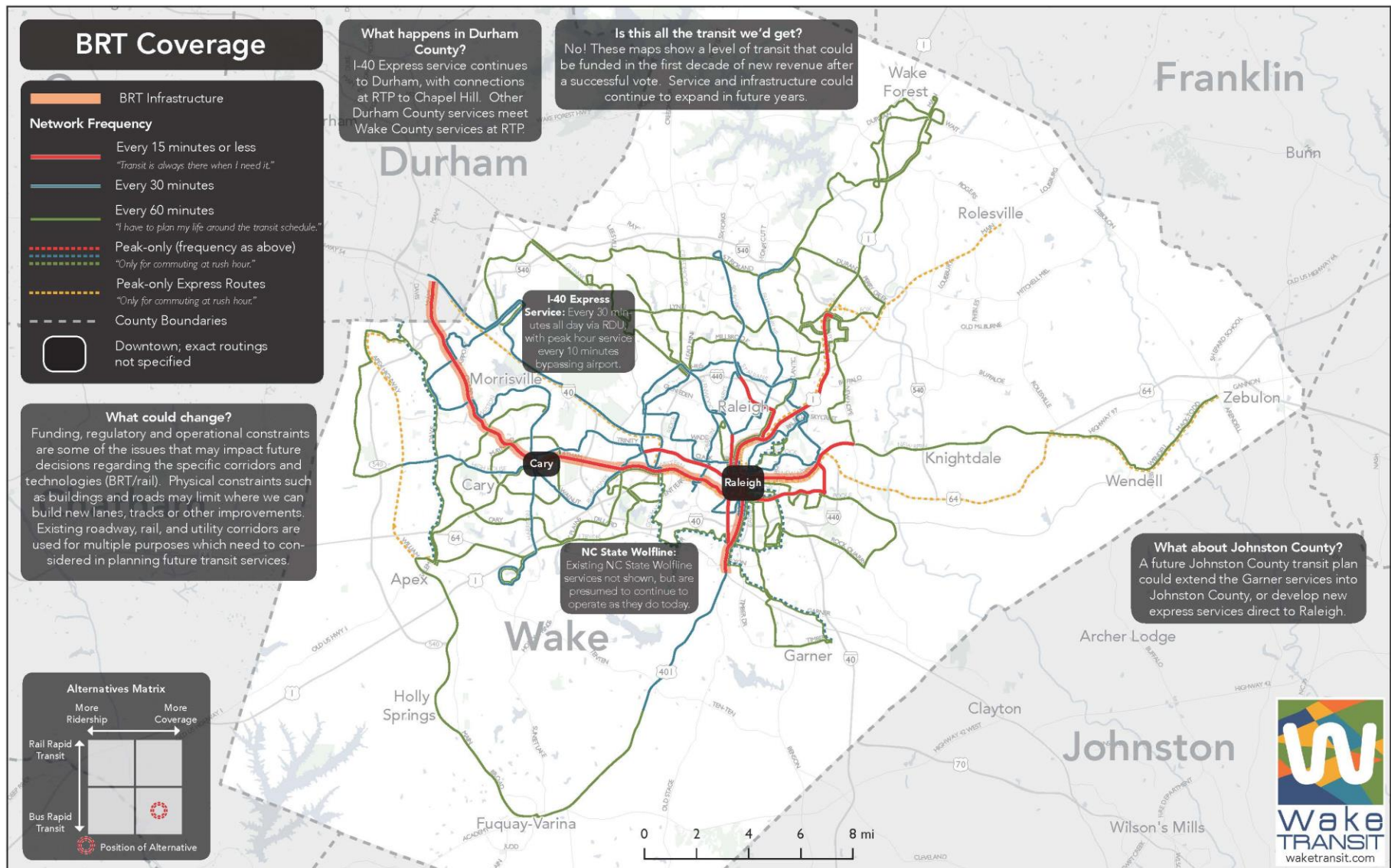
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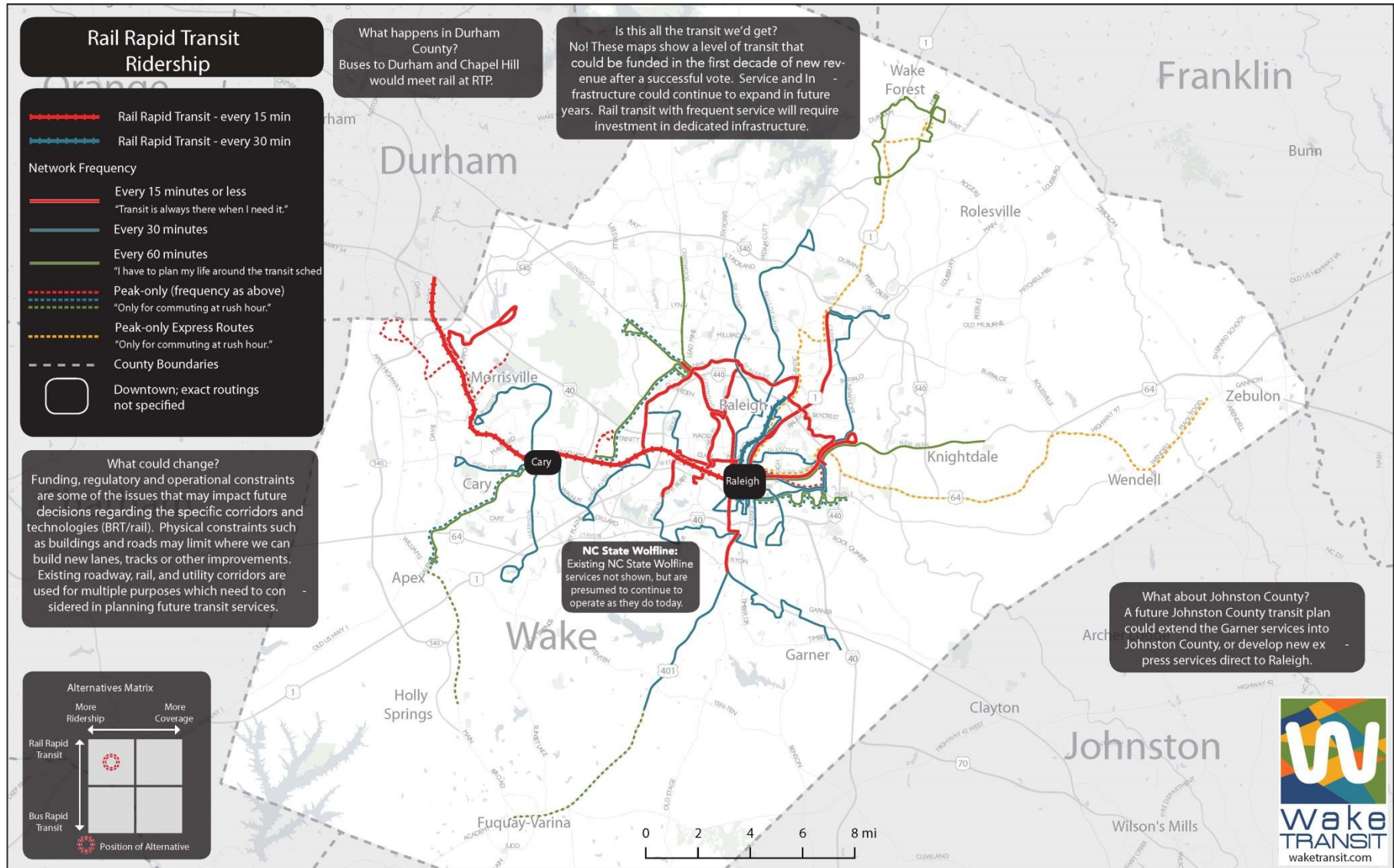
Alternatives Matrix



Bus Rapid Transit - Coverage





Rail Rapid Transit - Ridership



Rail Rapid Transit - Coverage

Rail Rapid Transit Coverage

-  Rail Rapid Transit - every 15 min
-  Rail Rapid Transit - every 30 min

Network Frequency

-  Every 15 minutes or less
"Transit is always there when I need it."
-  Every 30 minutes
"I have to plan my life around the transit shed"
-  Every 60 minutes
"Only for commuting at rush hour."
-  Peak-only (frequency as above)
"Only for commuting at rush hour."
-  Peak-only Express Routes
"Only for commuting at rush hour."
-  County Boundaries
-  Downtown; exact routings not specified

What could change?

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

What happens in Durham County?

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

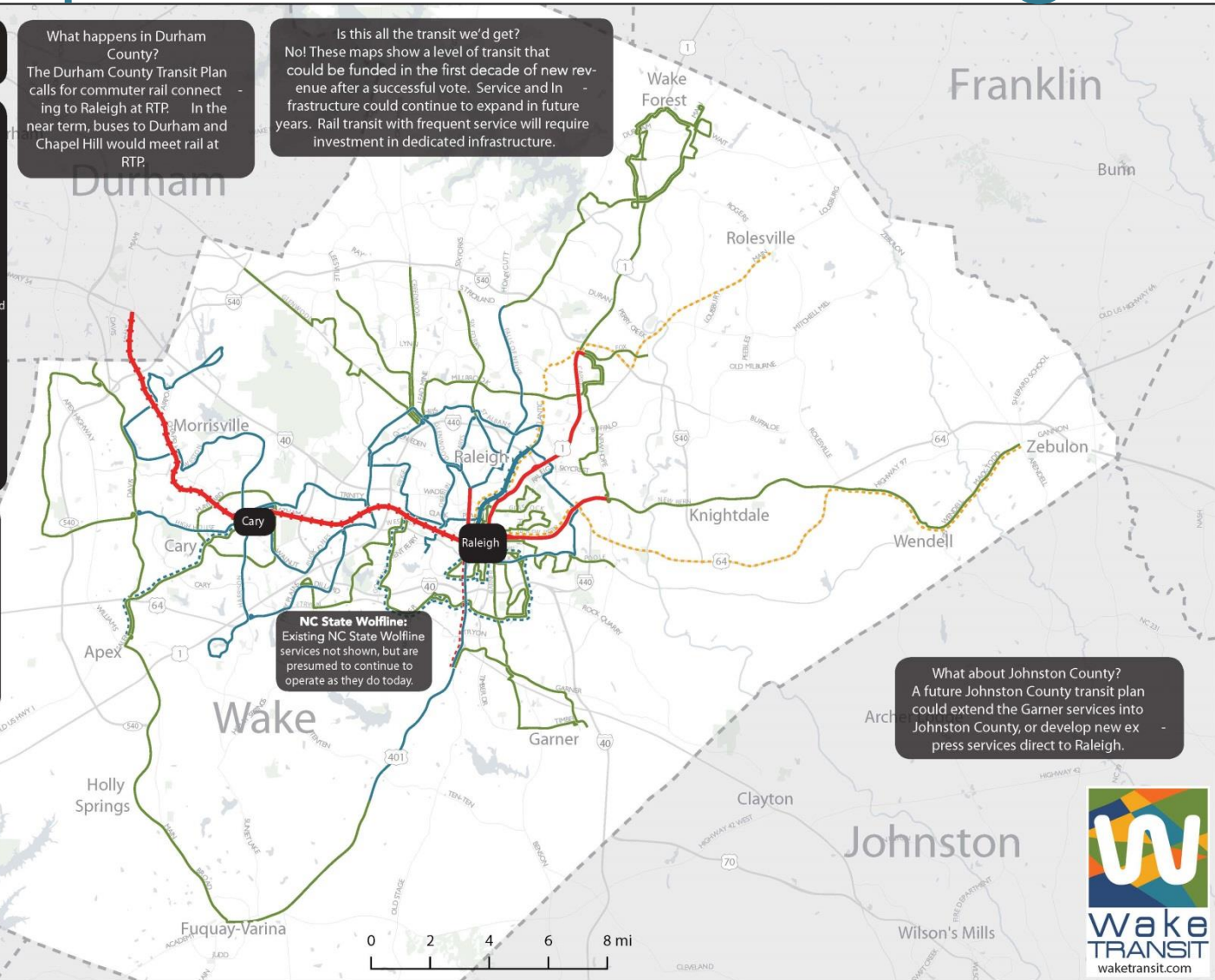
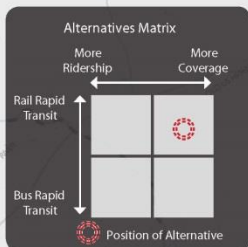
Is this all the transit we'd get?

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

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

What about Johnston County?

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



Questions for You

1. Which alternative most closely resembles what you would prefer?
2. Do you like the balance of ridership and coverage goals in this scenario, or would you move it one way or the other?
3. Do you like the balance of infrastructure and service in the scenario or would you move it one way or the other?

Working Schedule

May	Release the Expanded Transit Choice Report & Four Scenarios
May – Aug.	Public Surveys
May – Aug.	Public outreach on Expanded Transit Choices Report
Aug. – Sept.	Evaluate Feedback and Prepare Final Recommended Plan
October	Present Final Recommended Plan

Stay Involved



- Read the Expanded Choices Report
- Take the survey
- Sign-up for future updates
- Follow @waketransit
- Request / attend meetings and workshops
- Share your thoughts