

Wake Transit Plan and Referendum

Overview summary

by the Regional Transportation Alliance
business coalition

letsgetmoving.org

General goals for transit

- **Create alternative** to driving, congestion, parking
- **Increase travel options** as we continue to grow
- **Expand access** to jobs, healthcare, education, civic life
- **Focus land use**, support sustainable/walkable development
- **Attract/retain talent** in our growing community

Benefits of the plan

Our situation

High growth market
Growing traffic congestion
Dispersed county, region
Inconvenient travel options
Limited funding
Rapid technology change

Approved plan

Rapid expansion
Peak relief
Network approach
Frequent service
Scalable system
Short-term completion

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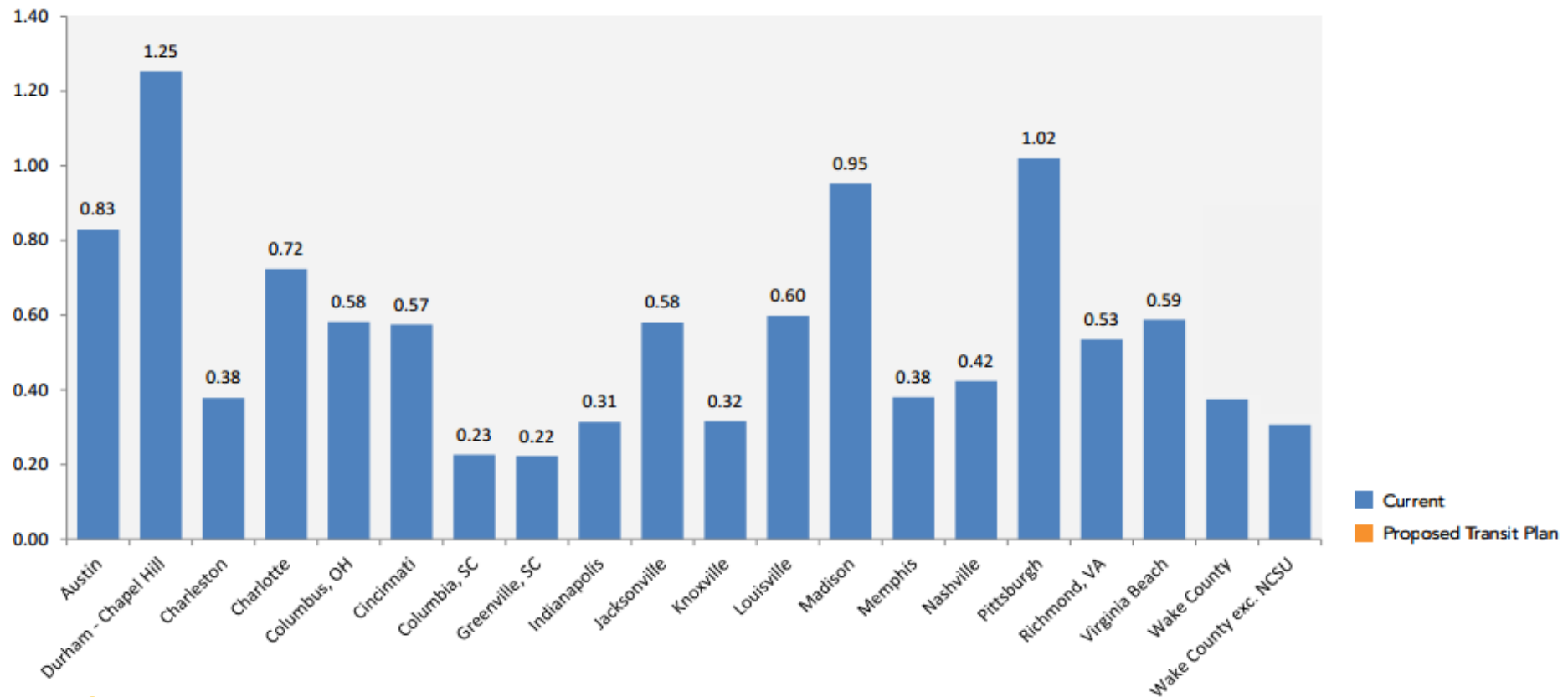
Rapid expansion

Some improvements may begin immediately

- Increased service hours
- More frequent service
- Expanded transit fleet and network

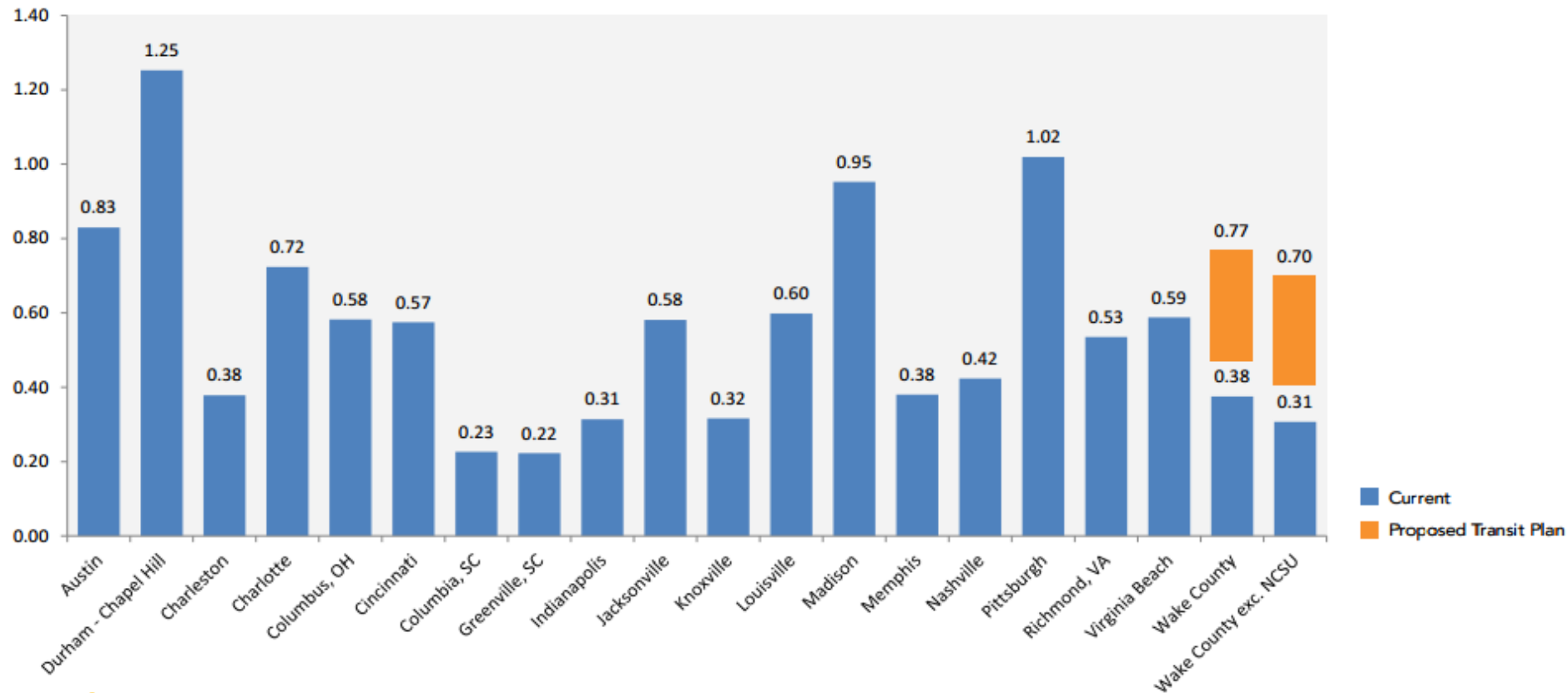
Rapid expansion

Transit Service Abundance (Revenue Hours per Capita)



Rapid expansion

Transit Service Abundance (Revenue Hours per Capita)



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Peak relief

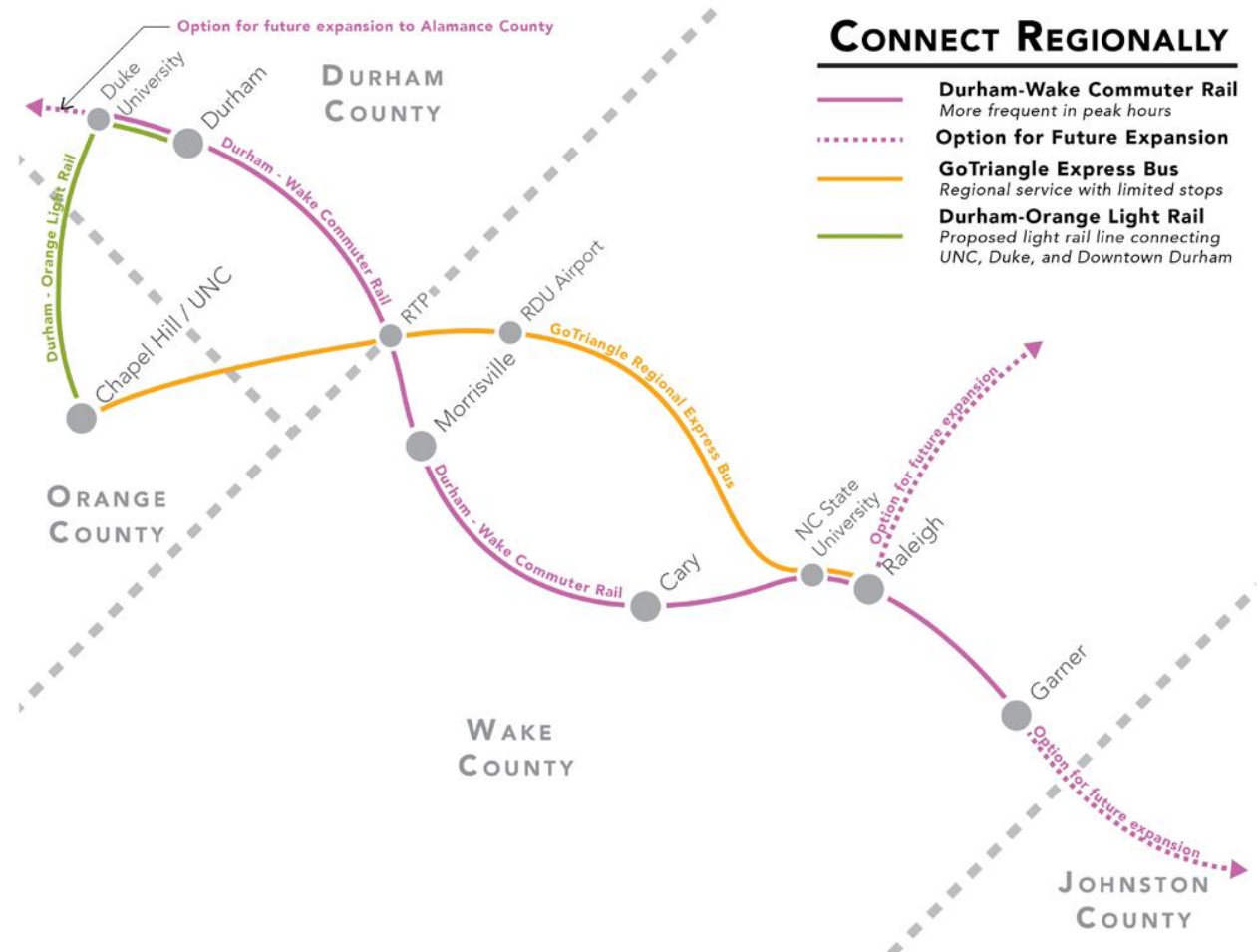
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Peak relief

37 mile
commuter rail
parallel to I-40

and

enhanced
regional express
bus



CONNECT REGIONALLY

- **Durham-Wake Commuter Rail**
More frequent in peak hours
- - - **Option for Future Expansion**
- **GoTriangle Express Bus**
Regional service with limited stops
- **Durham-Orange Light Rail**
Proposed light rail line connecting UNC, Duke, and Downtown Durham

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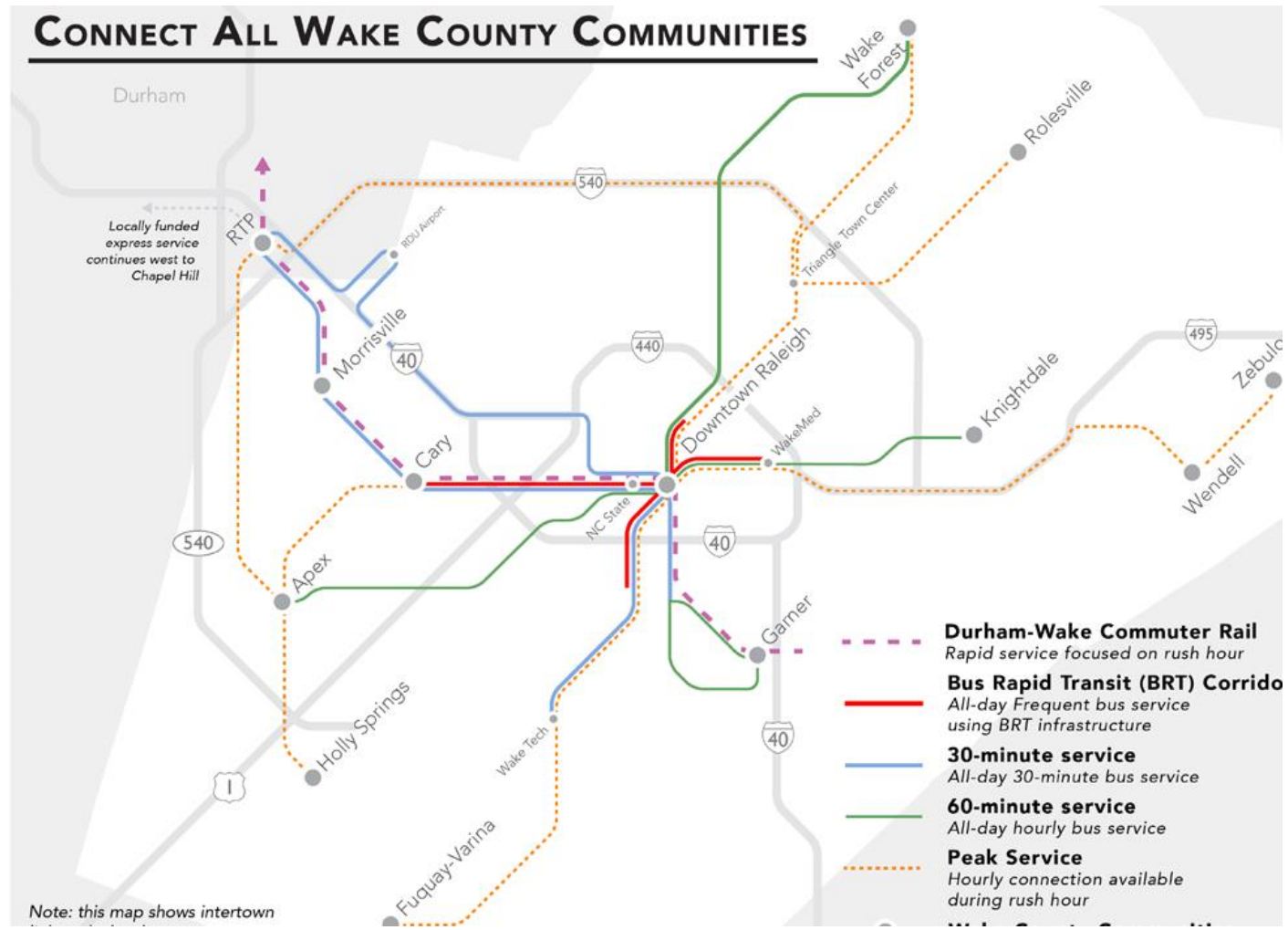
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Network approach

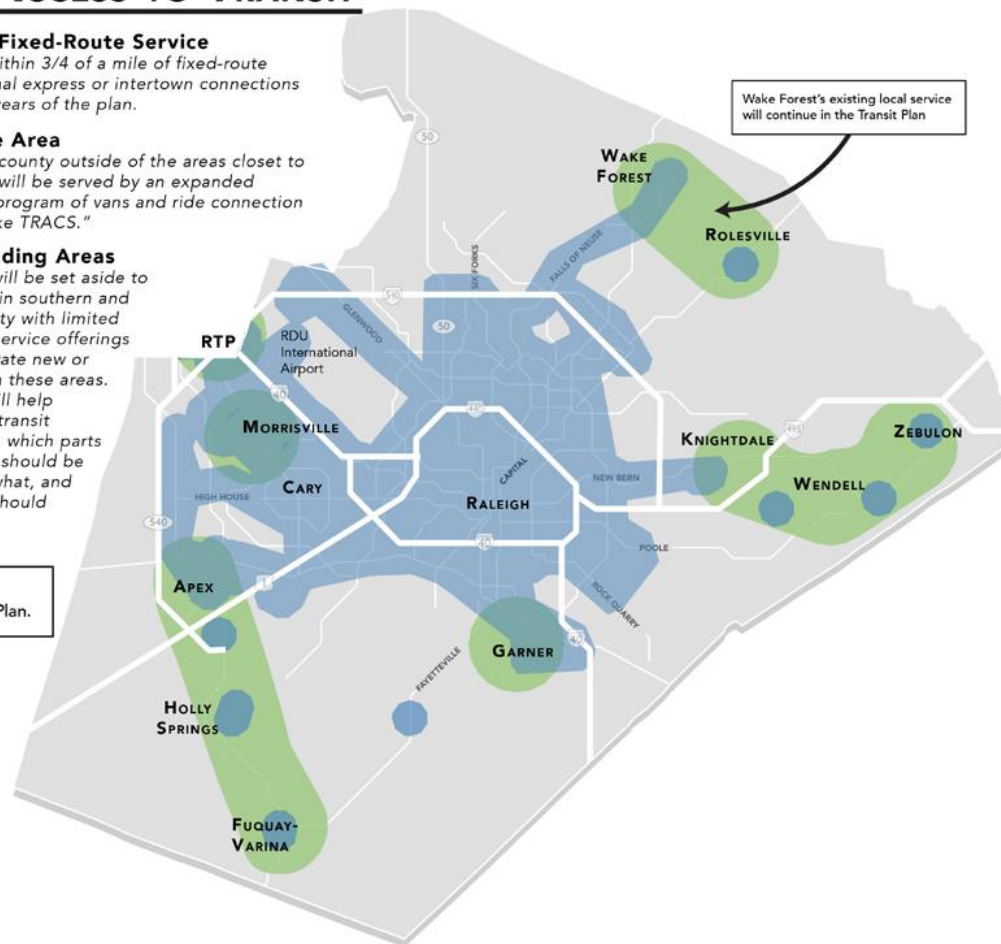


Network approach

ENHANCED ACCESS TO TRANSIT

- 
Areas Close to Fixed-Route Service
 Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.
- 
Flexible Service Area
 The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."
- 
Community Funding Areas
 Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

Existing bus service will be roughly tripled in the Transit Plan.



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Frequent service

Bus Rapid Transit along Chatham St/Western Blvd
between Cary and Raleigh



Frequent service

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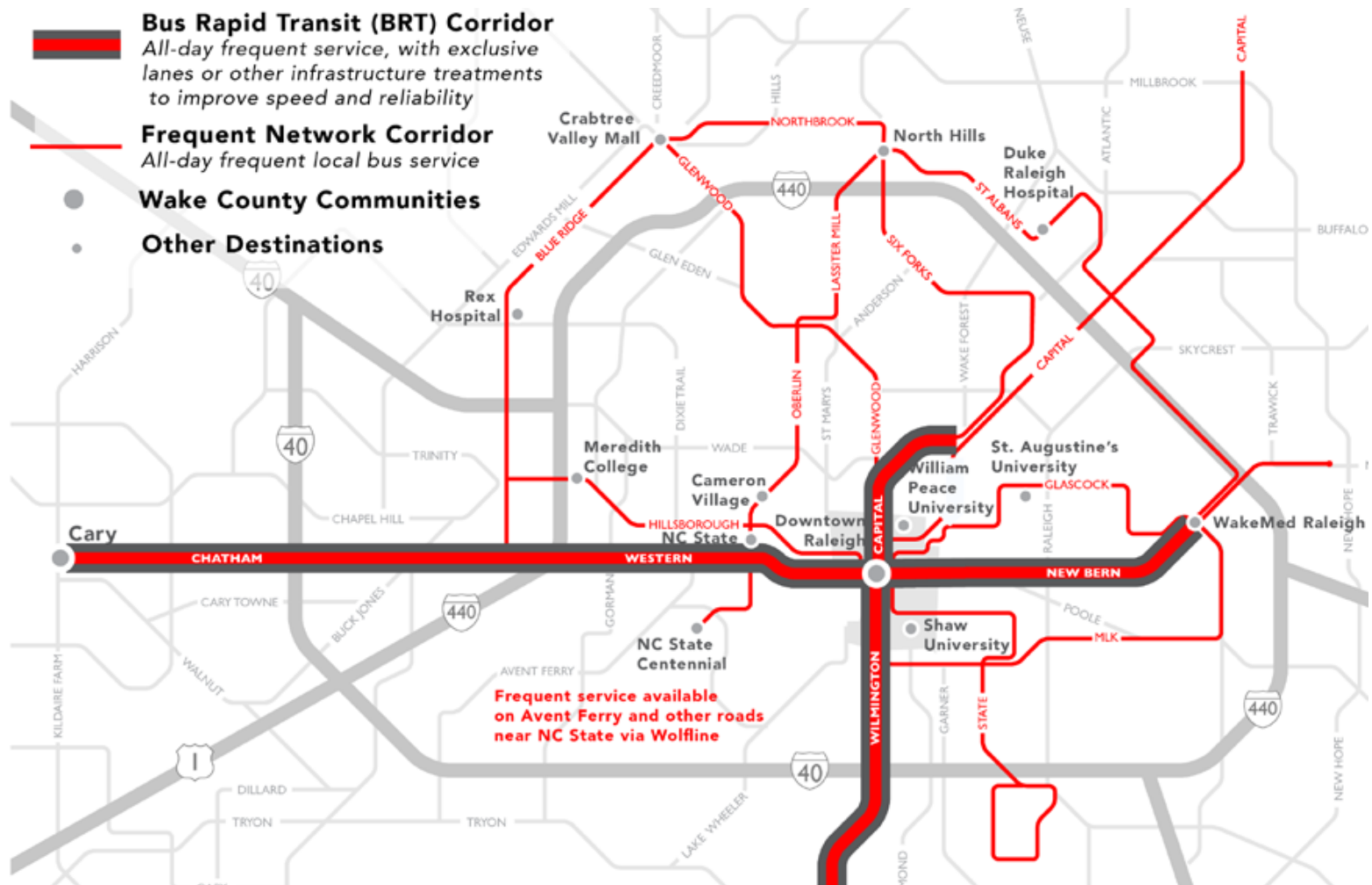


Frequent service

Frequent network (15 min. or better all day)
in Raleigh and Cary: from 17 to 83 miles



Frequent service



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Scalable system

Bus Rapid Transit is inherently scalable

- Can begin with higher frequency
- Signal priority at intersections
- Dedicated “queue jump” lanes at intersections



Scalable system

Bus Rapid Transit is inherently scalable

- Near-level boarding at stations
- “Off-board” ticket purchases at stations
- Dedicated lanes for entire corridor



Scalable system

Commuter rail can also be scaled

- Begin with some trains during peak periods
- Minimize initial required infrastructure outlay
- Expand service and capital expenditures based on need/funding availability



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Entire plan can be implemented in 10-12 years

- Faster results
- Avoid long-term obsolescence

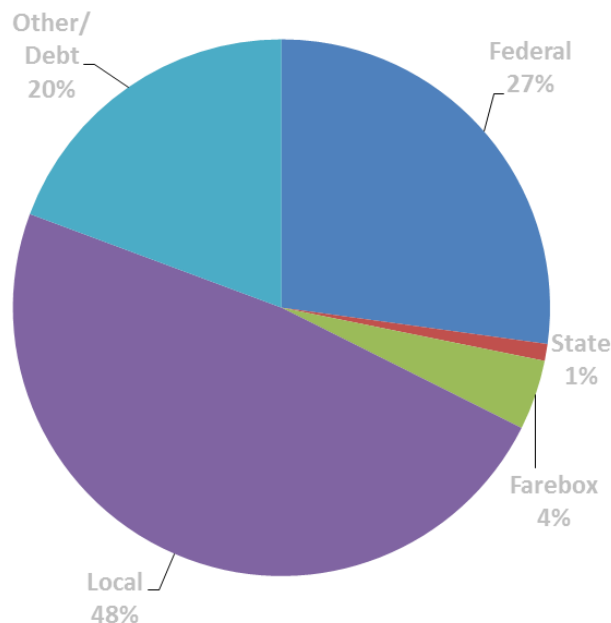


Wake Transit Plan – summary

	2012 draft plan	2016 approved plan
Commuter rail	37 miles	37 miles
Bus rapid transit	0	20 miles, 4 corridors
Enhanced bus service	2x existing bus service	3x existing bus service
Additional frequent network	0	66 miles
Time horizon	20 years	10 years
Light rail	17 mile corridor	n/a

Wake Transit Plan – summary

Federal and State Contributions
Through 2027



\$1.2 billion - Wake Co. share

- New half-cent local sales tax
- New \$7 vehicle fee
- Existing 5% vehicle rental tax
- Transit fares

\$2.4 billion - total plan cost

The transit referendum

- We are voting this fall on a referendum for a **new, locally-controlled, dedicated funding source**
 - ½-cent sales tax; others can help pay
- The **bipartisan plan** has **already been approved** by unanimous votes of:
 - Wake County, Capital Area MPO, GoTriangle
- And **endorsed by regional business community**
- Transit **complements** other transportation projects
 - Transit provides relief/alternative/options

The transit referendum

**Wake County residents will vote
on the ½ cent sales tax referendum on**

November 8, 2016

Learn more:

letsgetmoving.org/waketransit

waketransit.com

wakegov.com/elections

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