

Capital Area Short Range Transit Plan

Improving Local Bus Services in the Capital Area

INTRODUCTION

The City of Raleigh/Capital Area Transit (CAT) *2012 Short Range Transit Plan* will present recommendations to implement the initial phases of the long-range transit service and capital improvements developed for Wake County. The plan calls for the development of an enhanced bus system that complements an expansion of bus service throughout the Triangle and the introduction of a potential long-range rail transit system. Enhancing the existing bus service system will allow the city to meet future economic and environmental sustainability initiatives including improving overall quality of life, reducing environmental impacts, and ensuring the long-term economic vitality for the region. In order to achieve these overall goals, the *2012 Short Range Transit Plan* strives to meet the following objectives:



- improving mobility choices
- increasing regional connectivity between major activity and employment centers
- creating new jobs
- reducing the impacts of traffic congestion.



The planning timeframe used for the *2012 CAT Short Range Transit Plan* is a three- to five-year horizon. Essentially, it represents the bus transit changes that are recommended to occur in Raleigh prior to the introduction of commuter rail service in the region. The horizon timeline is flexible reflecting the current uncertainty over the available funding for transit. While numerous improvements can be made within the existing resources being spent on transit, the full implementation of these changes will require additional

sources of funding. One potential source, but not the only one, is a half-cent sales tax dedicated to transit; a source recently approved in Durham County and currently under consideration for Wake County.

Draft recommendations organized by both year and type of improvement are on the following pages.



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FY 2013

- 1. Holiday Service:** *Provide Saturday or Sunday levels of service*
 - a. For routes with regular Saturday service, provide a Saturday level of service on Thanksgiving Friday, Christmas Eve, New Year's Eve, and Martin Luther King Jr. Day
 - i. If a holiday falls on a Sunday, provide Sunday service
 - b. For routes with regular Sunday service, provide a Sunday level of service on the Fourth of July, Labor Day, New Year's Day, and Memorial Day
 - i. If a holiday falls on a Saturday, provide Sunday service
- 2. Off Peak Services:** *Merge night and early morning services into daytime services, adjust fringe trips, and add service to 1 Capital*
 - a. Eliminate separate nighttime service
 - b. Add or remove early and late trips based on ridership
 - i. Add earlier/late trip when boardings are greater than 20
 - ii. Remove early/late trip when boardings are less than 5
 - c. Maintain a minimum service span of 6 AM to 6 PM
- 3. Weekend Service:** *Adjust Saturday and Sunday services based on ridership and identified needs*
 - a. Increase or remove Saturday service based on ridership
 - i. Increase Saturday service (30-minute headways) on more heavily used routes, including 1 Capital and 15 WakeMed
 - ii. Remove Saturday service on poorly used routes - 16 Oberlin past Crabtree Valley Mall, 23C Millbrook, and 70e Brier Creek
 - b. Add or remove Sunday service based on identified needs and ridership
 - i. Add Sunday service to 2 Falls of Neuse to Millbrook, 4 Rex Hospital to Crabtree, 5 Biltmore Hills, 7 S. Saunders, and 15 WakeMed
 - ii. Remove separate Sunday routes (but maintain 31 New Hope Commons for coverage)
- 4. Southeast Raleigh Service Additions:** *Increase frequencies and eliminate duplicate services*
 - a. Decrease headways to 15 minutes during all weekday daylight hours
 - b. Restructure Chavis Heights service to eliminate duplicate services
 - i. Delete 13 Chavis Heights route
 - ii. Reroute 22 State Street to provide coverage
 - iii. Reinvest savings from 13 Chavis Heights into 15 WakeMed



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FY 2014

New Bern Avenue

- Extend 15 WakeMed to Walmart
- Decrease Sunday headway on 15 WakeMed to 30 minutes
- Extend 19 Apollo Heights to cover apartments
- Replace 15C with new New Hope Crosstown and Northeast Crosstown
- Connect Walmart to Triangle Town Center
- Connect Wake Med to Highwoods, Duke Raleigh, North Hills, and Crabtree

Northside

- Consolidate Routes 8C with 8
- Provide continuous service along Six Forks corridor
- Add Sunday service
- Switch Pleasant Valley service from Route 6 to Route 16
- Switch Rex service from Route 16 to Route 6
- Switch Peace service from Route 12 to Route 16
- Stagger Route 6 and Route 16 between Crabtree mall and downtown Raleigh
- Add Sunday service on Route 16 Oberlin

Westside

- Stagger schedules of Routes 4 and 12
- Decrease headway of Route 11C from 60 minutes to 30 minutes
- Stagger schedules of Routes 11 and 11C
- Decrease headway of Route 7 to 15 minutes peak, 30 minutes midday, Saturday, and Sunday

Capital

- Begin Moore Square renovation, with the potential to accelerate if funding is available
- Begin Work on New Bern Walmart Transit Center
- Begin New Bern Premium Corridor Improvements (sidewalks and shelters)
- Install general pedestrian improvements

Miscellaneous

- Implement policy headways of 30 peak/hourly midday for 25C, 40e, and 70e (midday)



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FY 2015 – FY 2016

Triangle Town Center Area

- Replace Route 25C with Durant/Strickland Crosstown, Atlantic Avenue, Spring Forest crosstown
- Decrease Sunday headway on 1 Capital to 30 minutes
- Extend 2 Falls of Neuse to WakeMed North
- Provide two-way service



Crabtree Area

- Replace Route 70e with new Route 57 Umstead Crosstown from Pleasant Valley to Brier Creek
- Reroute Route 23C Millbrook to Pleasant Valley and restore Saturday service

Capital

- Install Triangle Town Center Park and Ride - transition to future LRT station
- Implement Capital Blvd Premium Corridor Improvements (sidewalks and shelters)
- Implement Transit Center improvements
- Install general pedestrian improvements
- Build WakeMed Transit Center
- Construct Pecan and Wilmington Transit Center to become a future commuter rail station
- Build Gorman and Avent Ferry Transit Center as a joint facility with Wolfline

Enhance Premium Corridors

- Add a new local route along Hillsborough Street to Cary and a new Blue Ridge crosstown route
- Extend Avent Ferry service to Crossroads and consolidate Routes 11 and 11C
- Extend Route 5 further south and reroute Route 22 State Street loop; improves Rock Quarry service



South and Eastside

- Extend Route 7C Carolina Pines Connector west to Buck Jones; cover portion of Route 11C
- Extend Route 21 Caraleigh along Lake Wheeler
- Extend Route 3 Glascock and Route 10 Longview to WakeMed
- Increase R-line service downtown



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