

Wake Bus Plan

Short Range Transit Plans

Proposed Transit Service Projects and Changes

Volume 1 **GoRaleigh**



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

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There are dedicated project sheet volumes for each route provider:

GoRaleigh (Volume One) **GoTriangle (Volume Two)** **GoCary (Volume Three)**

This is GoRaleigh (Volume One). Refer to the Project Sheet Index on the next page for instructions on finding the sheets related to your route(s).

Project Sheet Route Index

Some route numbers change before 2025. To find your existing route's project sheet, locate its number in the first column of the table below. Read across for the future route number and the project sheet's page number. Click a page or route number to jump to the corresponding project sheet. Clicking a Package name will take you to the summary for that package. If you do not see a page for your route, it is subject to no changes before 2025.

GoRaleigh Routes – Volume One

Existing Route #	Name	Operator	Package	Future Route #	Vol 1 Page #s
1	Capital	GoRaleigh	No changes before 2025		
2	Falls of Neuse	GoRaleigh	FALLS OF NEUSE	2	44
3	Glascocock	GoRaleigh	No changes before 2025		
4*	Rex Hospital	GoRaleigh	NORTHWEST RALEIGH	4, 36	16,19
5	Biltmore Hills	GoRaleigh	BILTMORE HILLS/GARNER	5	30
6	Crabtree	GoRaleigh	GLENWOOD	6, 6L, 6La	60, 61, 62
7	South Saunders	GoRaleigh	No changes before 2025	7	
7L	Carolina Pines	GoRaleigh	No changes before 2025	7L	
8*	Six Forks	GoRaleigh	OBERLIN/SIX FORKS	8, 8L, 16	66, 67, 68
-	Hillsborough	GoRaleigh	-	9	34
10	Longview	GoRaleigh	No changes before 2025	10	
11	Avent Ferry	GoRaleigh	No changes before 2025	11	
11L	Buck Jones	GoRaleigh	No changes before 2025	11L	
12	Method	GoRaleigh	No changes before 2025	12	
13*	Chavis Heights	GoRaleigh	BILTMORE HILLS/GARNER, SOUTHEAST RALEIGH	19, 20	12, 31
15	WakeMed	GoRaleigh	No changes before 2025	15	
15L	Trawick	GoRaleigh	No changes before 2025	15L	
16*	Oberlin	GoRaleigh	OBERLIN/SIX FORKS, GLENWOOD, NORTHWEST RALEIGH	4, 6, 16, 27	16, 60, 68, 18
-	Rock Quarry	GoRaleigh	SOUTHEAST RALEIGH	17	10
18*	Worthdale	GoRaleigh	SOUTHEAST RALEIGH	18, 18S	11, 12
19	Apollo Heights	GoRaleigh	SOUTHEAST RALEIGH	19	13
-	Garner South	GoRaleigh	BILTMORE HILLS/GARNER	20L	32
21	Caraleigh	GoRaleigh	-	21	54
22*	State Street	GoRaleigh	BILTMORE HILLS/GARNER	5, 20	30, 31
23L	Millbrook	GoRaleigh	No changes before 2025	23L	
24L	North Crosstown	GoRaleigh	No changes before 2025	24L	
25L*	Triangle Town Center	GoRaleigh	FALLS OF NEUSE	25, 32	46, 47
-	Edwards Mill	GoRaleigh	NORTHWEST RALEIGH	26	17
-	New Hope-Knightdale	GoRaleigh	-	33	20
-	Wake Tech North	GoRaleigh	-	34	38
40X*	Wake Tech Express	GoRaleigh	FUQUAY	29, 40X	50, 51
55X	Poole Road Express	GoRaleigh	No changes before 2025	55X	
70X	Brier Creek Express	GoRaleigh	GLENWOOD	6L	61
-	Rolesville	GoRaleigh	-	401	26
-	Fuquay Express	GoRaleigh	FUQUAY	FRX	52
R	R-LINE	GoRaleigh	Route eliminated	-	
WFL	Wake Forest Loop	GoRaleigh	No changes before 2025	WFL	
WRX	Wake Forest-Raleigh Express	GoRaleigh	No changes before 2025	WRX	
ZWX	Zebulon-Wendell-Raleigh Express	GoRaleigh	No changes before 2025	ZWX	

* See Package/Future Route #/Vol 1 Page #s columns for details about future rerouting.



Information on W

Short Range Transit Plans




ake Bus Plan



How to read a project sheet

This booklet is a set of “project sheets,” which contain maps and information designed to help you understand the changes proposed in the Wake Bus Plan. Project sheets contain a wealth of information, and this page helps you understand what each item means.


Route number and name



Wake Bus Plan

5 Biltmore Hills

Route type:
FREQUENT



BILTMORE HILLS/GARNER

FY24

Operator:
GoRaleigh

Project overview: The route alignment will change, and the new route will be part of the frequent network. The intent is to focus the frequent service on a shorter and more direct path. This route will continue to serve downtown Raleigh.

At this time, the existing Route 13 Chavis Heights and Route 22 State Street will be discontinued.

FY17 performance: **AVERAGE**

Major destinations: North Carolina Correctional Institution for Women, Downtown Raleigh

Connection points: Cross Link/Rock Quarry, MLK/Rock Quarry, GoRaleigh Station

PACKAGE NAME

Some projects include more than one route change scheduled to happen at the same time. The package name is shown at the top of each page to indicate the changes are part of a group, or package.

Fiscal year of implementation

The Wake Bus Plan financial plan is expressed in fiscal years (FY) that run from July 1 through June 30. For example, FY20 starts on July 1, 2019 and ends on June 30, 2020.

Operator:

GoRaleigh, GoTriangle, and GoCary all operate transit service in Wake County. This field tells you which one of these agencies is responsible for putting buses in service each day.

Route type:

- FREQUENT** High-capacity services that operate along densely developed primary arterials and offer a high level of frequency, forming the “backbone” of the service network. Frequent service runs every 15 minutes, 7 days a week.
- LOCAL** Relatively frequent, simple and direct service operating along primary arterials, but in areas of less dense development patterns, and with stops spaced so people don’t have to walk too far to get to the route. Local service runs every 30-60 minutes, 7 days a week.
- CORE REGIONAL** Longer-distance service connecting the major activity centers across jurisdictions and providing the backbone of the region’s transit network. Core regional routes have limited stops to provide fast travel times and use highways where appropriate. Core regional service runs every 30-60 minutes, 7 days a week.
- EXPRESS** Services specifically designed to bring people from residential areas to employment centers. They operate during peak commute periods and make few stops, often at park & ride facilities or transit centers, before traveling non-stop to the destination via highways. Express service runs Monday-Friday during rush hours and at other times if warranted.

Project overview: This section describes the route, what is changing (if anything), and why the project is being proposed.

FY17 performance:

HIGH

AVERAGE

LOW

These badges indicate how well a route is doing compared to other routes in the system in terms of ridership. “High” generally means a route is in the top quarter of routes in the system, “low” generally means a route is in the bottom quarter of routes in the system, and “average” routes are in between. Different operators may score routes differently, so this measure is meant to give you a quick gauge of an existing route’s success. If a route is mostly or completely new, a performance assessment is not provided.

Major destinations: List of major activity centers served by the route.

Connection points: List of transit centers, transfer points, and park-and-ride locations where riders can connect to the route.



How to read a project sheet, continued

The table on the bottom half of the front page describes how service looks before (“Existing”) and after (“Proposed”) the project is implemented. If service is completely new, the “Existing” column will be blank.

Span of Service

Span 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 different time periods*:

AM Peak: typically 6:00 – 9:00 AM

Midday: typically 9:00 AM – 3:00 PM

PM Peak: typically 3:00 – 6:00 PM

Evening: typically 6:00 – 10:00 PM, but sometimes later

*Time periods may vary by route and by operator.

	Existing	Proposed
	22 State Street	22 State Street
Span of Service		
Weekday	5:30 AM – 10:00 PM	5:30 AM – 12:30 AM
Saturday	6:30 AM – 10:00 PM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 10:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	15 minutes
Midday	30	15
PM Peak	30	15
Evening	60	30
Saturday	30-60	15-30
Sunday	30-60	15-30

Related capital investments:

- Transfer Point at Cross Link/Rock Quarry

Related service investments:

- Route 20 Garner Road
- Route 20L Garner Road (Outer)

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Related capital investments: Passenger facilities that will be built or improved as part of the Wake Bus Plan and that will be served by the route are listed here. Some capital projects may open after the start of bus service.

- A **Transit Center** is a major transfer facility designed to accommodate passenger travel between multiple routes. It usually has restrooms, enhanced waiting areas, and other amenities such as real-time arrival information and ticket/pass sales.
- An **Enhanced Transfer Point** is a “super stop” served by multiple routes with enhanced passenger amenities such as larger shelters, lighting, and real-time passenger information.

Related service investments: This section lists any other routes or other changes to the bus service that will be implemented at or near the same time and that affect connectivity and access for riders.

How to read the full-page map

The project sheet also contains a detailed map showing the route or routes included in the project.

- Area No Longer Served
- ▬ Area Newly Served
- 2027 Network
- P Park & Ride
- T Transit Center
- Enhanced Transfer Point

Proposed Route Frequency

- 15 Mins
- 30 Mins
- 60 Mins
- 60 Mins Peak Periods Only

Area No Longer Served: A dashed magenta line displays portions of existing route(s) that will no longer be served.

Area Newly Served: A solid line outlined in black displays portions of the route(s) that will have service but are not provided with existing service.

2027 Network: A solid grey line type represents the 2027 Wake Transit Plan network so that you can see where other service will operate.

Park & rides, transit centers, and enhanced transfer points, where existing or proposed, are shown on the map using their respective icons.

Proposed Route Frequency: The color used to display the proposed route in the map corresponds with the route’s frequency during weekday rush hours (peak periods). For example, a route shown in red would run every 15 minutes.

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



GoRaleigh Operat



ed Routes



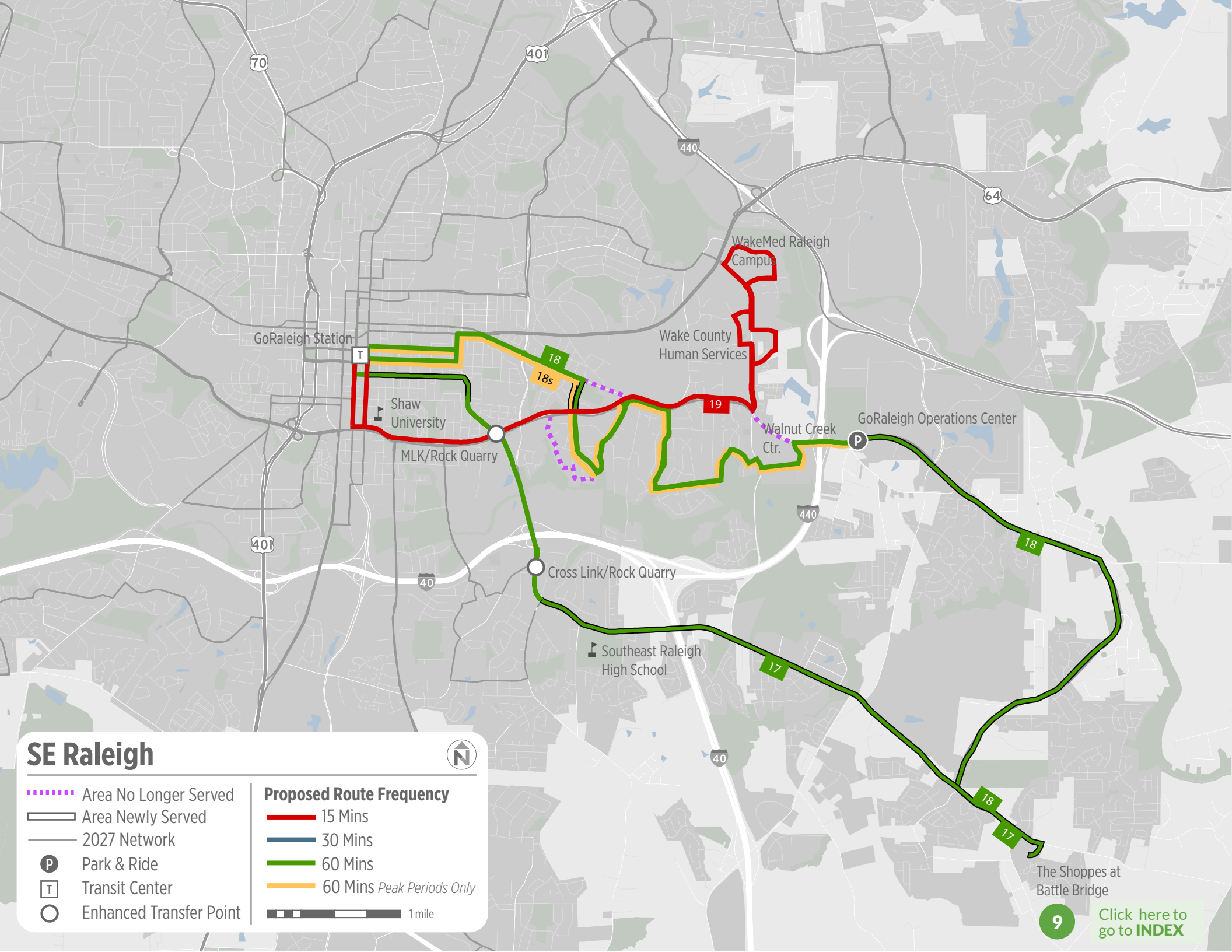
Southeast Raleigh (Routes 17, 18, 18S, and 19)

FY19

Operator:
GoRaleigh

Route	17 Rock Quarry	18 Poole/Barwell	18S Poole	19 MLK/Sunnybrook
Type	LOCAL	LOCAL	LOCAL	FREQUENT
Proposed start date	January 2019	January 2019	January 2019	January 2019
Wake Transit Plan reference	43 Rock Quarry	38 Poole	38S Poole (shortline)	9 MLK
Wake Transit Plan status	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan

NOTE: Cost data not available for this package.



SE Raleigh

- Area No Longer Served
- Area Newly Served
- 2027 Network
- P Park & Ride
- T Transit Center
- Enhanced Transfer Point

Proposed Route Frequency

- 15 Mins
- 30 Mins
- 60 Mins
- 60 Mins *Peak Periods Only*

1 mile



17 Rock Quarry

FY19

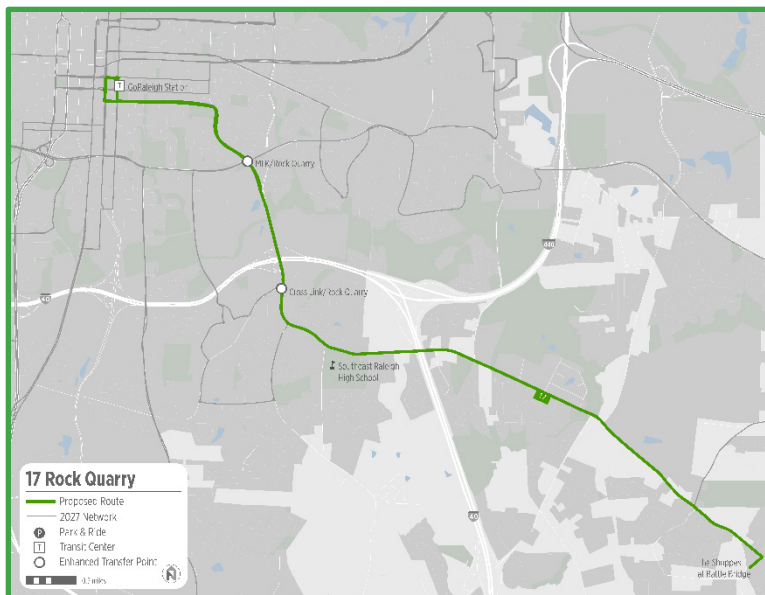
Route type:

LOCAL

Operator:

GoRaleigh

Route Map



Project overview: This new route extends service to the southeast along Rock Quarry road in areas that currently have no service. This route will directly serve Southeast Raleigh High School, and connect with Route 18 Poole/Barwell at The Shoppes at Battle Bridge.

FY17 performance: N/A

Major destinations: The Shoppes at Battle Bridge, Southeast Raleigh High School, Downtown Raleigh

Connection points: The Shoppes at Battle Bridge, Cross Link/Rock Quarry, MLK/Rock Quarry, GoRaleigh Station

	Existing	Proposed
	N/A	17 Rock Quarry
Span of Service		
Weekday	N/A	6:00 AM – 11:30 PM
Saturday	N/A	6:30 AM – 11:30 PM
Sunday	N/A	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	60 minutes
Midday	N/A	60
PM Peak	N/A	60
Evening	N/A	60
Saturday	N/A	60
Sunday	N/A	60

Related capital investments:

- Enhanced Transfer Points at Cross Link/Rock Quarry and MLK/Rock Quarry

Related service investments:

- Route 18 Poole/Barwell
- Route 19 MLK/Sunnybrook
- Route 18S Poole



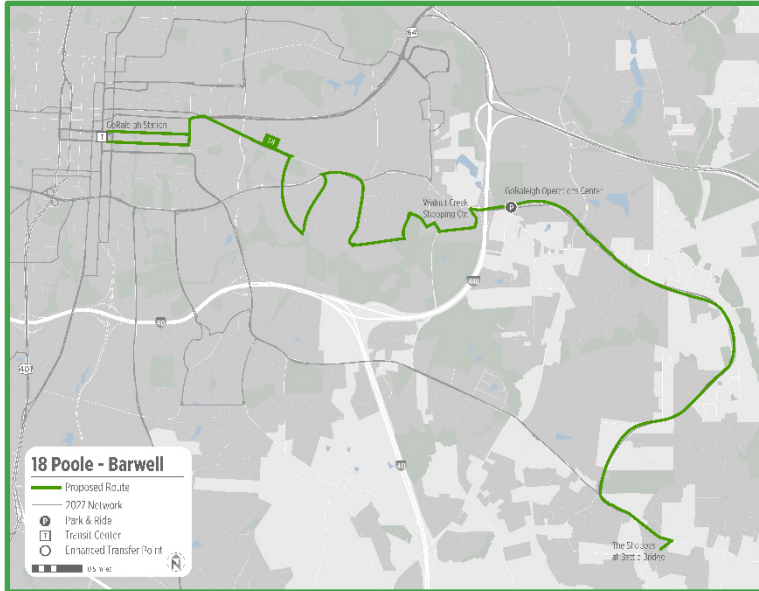
18 Poole/Barwell

FY19

Route type:
LOCAL

Operator:
GoRaleigh

Route Map



Project overview: The alignment of the new route extends further southeast than the existing Worthdale route. While the frequency of this new route is hourly, there will also be a separate Route 18S Poole (shortline) operating during peak periods between downtown and the GoRaleigh Operations Center on Poole Road at Bus Way. The combined frequency of the new Routes 18 and 18S will be every 30 minutes during rush hours, the same as the existing Route 18 Worthdale.

FY17 performance: **AVERAGE**

Major destinations: GoRaleigh Operations Center, Walnut Creek Shopping Center, The Shoppes at Battle Bridge, Downtown Raleigh

Connection points: GoRaleigh Station

	Existing	Proposed
	18 Worthdale	18 Poole/Barwell
Span of Service		
Weekday	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
Saturday	6:30 AM – 11:30 PM	6:30 AM – 11:30 PM
Sunday	6:30 AM – 11:30 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	60 minutes
Midday	60	60
PM Peak	30	60
Evening	60	60
Saturday	60	60
Sunday	60	60

Related capital investments:

- Park-and-Ride at the GoRaleigh Operations Center - proposed

Related service investments:

- Route 17 Rock Quarry
- Route 19 MLK/Sunnybrook
- Route 18S Poole



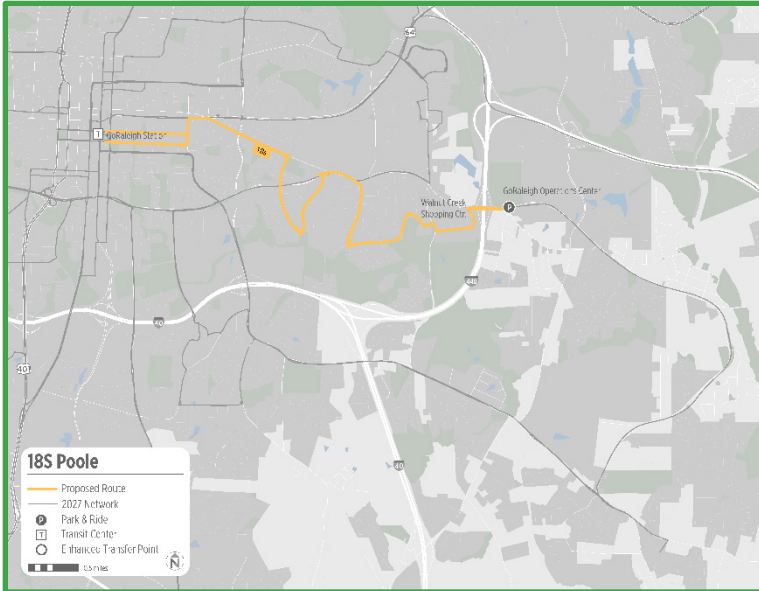
18S Poole

FY19

Route type:
LOCAL

Operator:
GoRaleigh

Route Map



Project overview: This route operates during peak periods only, and supplements Route 18 service between downtown Raleigh and the GoRaleigh Operations Center on Poole Road at Bus Way. The combined frequency of the new Routes 18 and 18S will be every 30 minutes during rush hours, the same as the existing Route 18 Worthdale.

FY17 performance: AVERAGE

Major destinations: GoRaleigh Operations Center, Walnut Creek Shopping Center, Downtown Raleigh

Connection points: GoRaleigh Station

	Existing	Proposed
	18 Worthdale	18S Poole
Span of Service		
Weekday	6:00 AM – 11:30 PM	6:00 AM – 9:00 AM and 4:00 PM – 7:00 PM
Saturday	6:30 AM – 11:30 PM	--
Sunday	6:30 AM – 11:30 PM	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	60 minutes
Midday	60	--
PM Peak	30	60
Evening	60	--
Saturday	60	--
Sunday	60	--

Related capital investments:

- Park-and-Ride at the GoRaleigh Operations Center - proposed

Related service investments:

- Route 17 Rock Quarry
- Route 19 MLK/Sunnybrook
- Route 18 Poole/Barwell



19 MLK/Sunnybrook

FY19

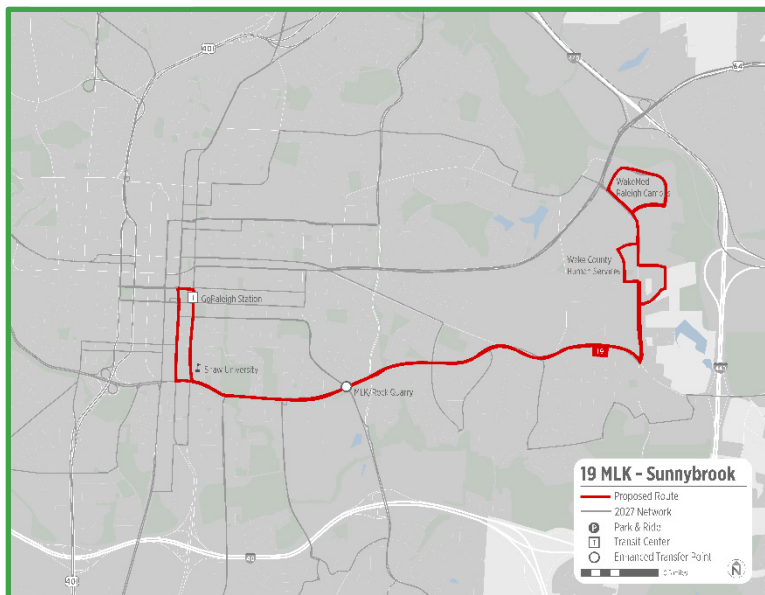
Route type:

FREQUENT

Operator:

GoRaleigh

Route Map



Project overview: The alignment of the new route is similar to the existing Apollo Heights route, but the new route will have improved span of service and frequency. This route will be part of the Frequent Network, and connects to both WakeMed Raleigh Campus and downtown Raleigh. The frequencies shown below will be in place for the January 2019 implementation, but it is expected that weekend frequency will increase to every 15 minutes on or around August 2021.

FY17 performance: AVERAGE

Major destinations: WakeMed Raleigh Campus, Wake County Human Services, Shaw University, Downtown Raleigh

Connection points: WakeMed Raleigh Campus, MLK/Rock Quarry, GoRaleigh Station

	Existing	Proposed
	19 Apollo Heights	19 MLK/Sunnybrook
Span of Service		
Weekday	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
Saturday	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
Sunday	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	15 minutes
Midday	60	15
PM Peak	30	15
Evening	60	30
Saturday	60	30
Sunday	60	30

Related capital investments:

- Enhanced Transfer Point at MLK/Rock Quarry

Related service investments:

- Route 17 Rock Quarry
- Route 18 Poole/Barwell
- Route 18S Poole



Northwest Raleigh (Routes 4, 26, 27, and 36)

FY19

Operator:
GoRaleigh

Route	4 Rex Hospital	26 Edwards Mill	27 Blue Ridge	36 Creedmoor
Type	LOCAL	LOCAL	LOCAL	LOCAL
Proposed start date	January 2019	January 2019	January 2019	January 2019
Wake Transit Plan reference	5 Clark/Dixie Trail	17 Edwards Mill	4 Blue Ridge	36 Creedmoor
Wake Transit Plan status	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan

NOTE: Cost data not available for this package.

26 Edwards Mill:

30 min *Peak* Frequency

60 min *Midday* Frequency

NW Raleigh



..... Area No Longer Served

▬ Area Newly Served

— 2027 Network

P Park & Ride

T Transit Center

○ Enhanced Transfer Point

Proposed Route Frequency

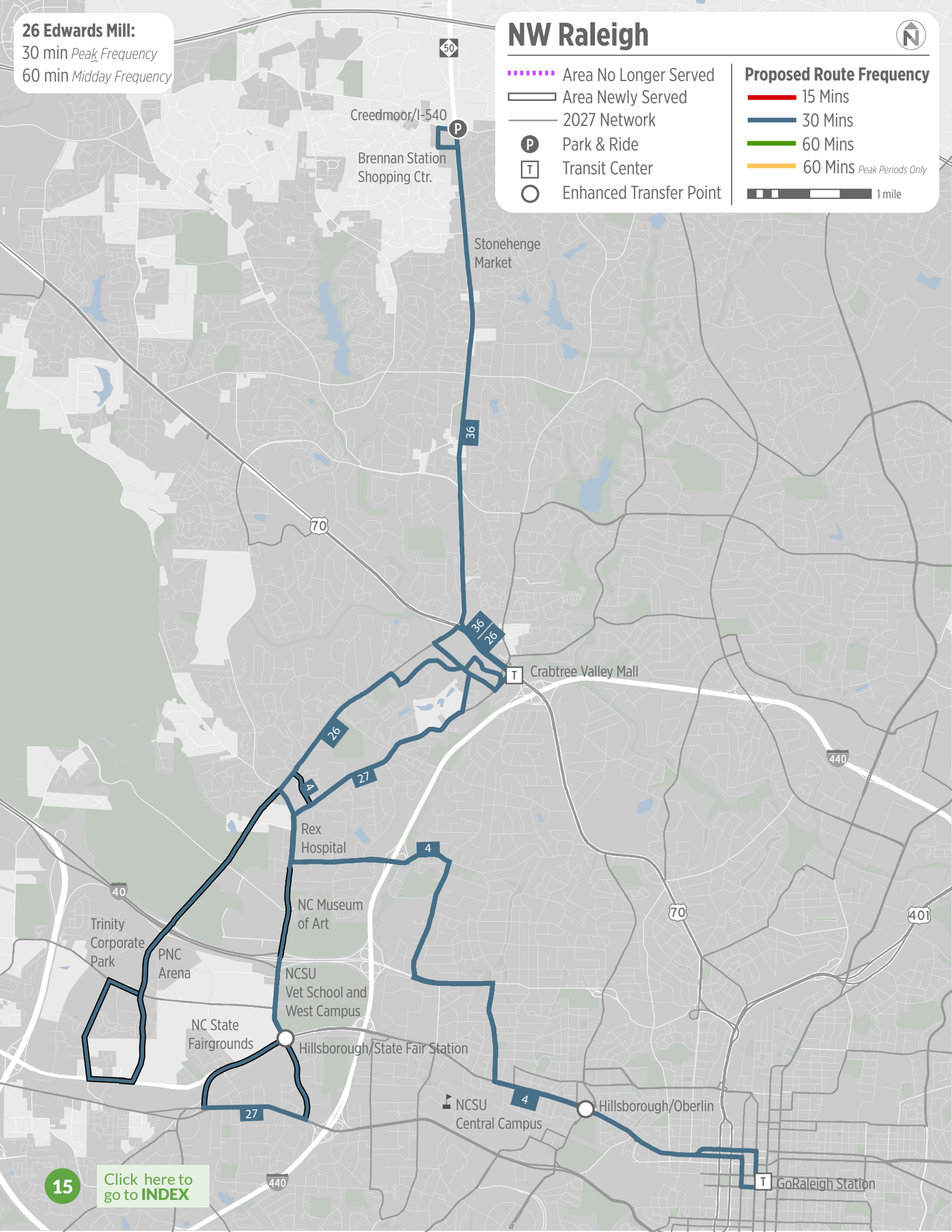
▬ 15 Mins

▬ 30 Mins

▬ 60 Mins

▬ 60 Mins *Peak Periods Only*

▬ 1 mile



15

[Click here to go to INDEX](#)



4 Rex Hospital

FY19

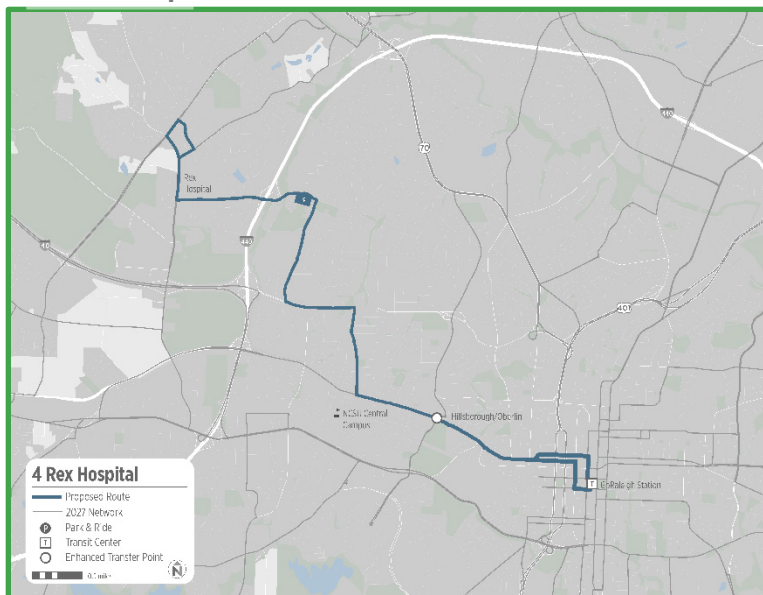
Route type:

LOCAL

Operator:

GoRaleigh

Route Map



Project overview: This new route will be shorter than the current Route 4 Rex Hospital, since it will operate only between UNC Rex Hospital and downtown Raleigh, while the northern segment of the existing route will be covered by another new route 36 Creedmoor. The new route 4 will have increased frequency. The alignment shown at left will be in place for FY19, but when the new Route 9 Hillsborough begins service in August 2020, the alignment of Route 4 Rex Hospital is expected to move to Clark Avenue or Cameron Street.

FY17 performance: AVERAGE

Major destinations: Rex Hospital, NCSU Central Campus, Downtown Raleigh

Connection points: Rex Hospital, Hillsborough/Oberlin, GoRaleigh Station

	Existing	Proposed
	4 Rex Hospital	4 Rex Hospital
Span of Service		
Weekday	4:30 AM – 11:30 PM	4:30 AM – 11:30 PM
Saturday	5:00 AM – 11:30 PM	5:00 AM – 11:30 PM
Sunday	5:00 AM – 11:30 PM	5:00 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	30 minutes
Midday	60	30
PM Peak	30	30
Evening	60	60
Saturday	60	30-60
Sunday	60	30-60

Related capital investments:

- Enhanced Transfer Point at Hillsborough/Oberlin

Related service investments:

- Route 26 Edwards Mill
- Route 27 Blue Ridge
- Route 36 Creedmoor



26 Edwards Mill

FY19

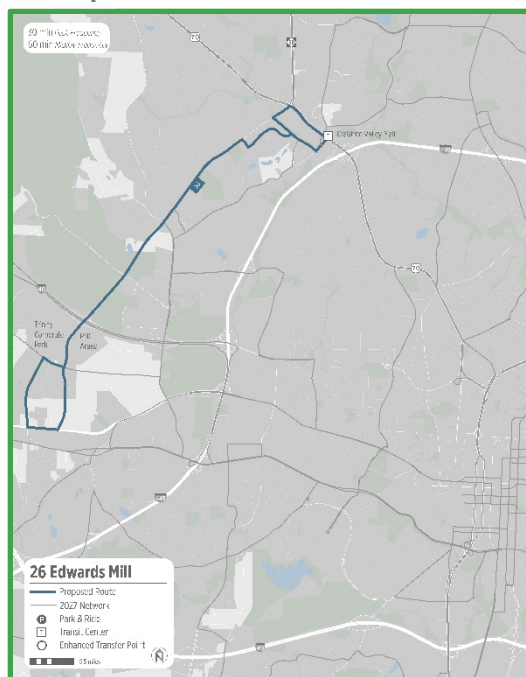
Route type:

LOCAL

Operator:

GoRaleigh

Route Map



Project overview: This new route on Edwards Mill Road extends service southward to areas that have no service today. The route will operate between Edwards Mill/Chapel Hill Road and Crabtree Valley Mall, where there are connections to multiple bus routes.

FY17 performance: N/A

Major destinations: Trinity Corporate Park, PNC Arena, Crabtree Valley Mall

Connection points: Crabtree Valley Mall

	Existing	Proposed
	N/A	26 Edwards Mill
Span of Service		
Weekday	N/A	6:30 AM – 11:30 PM
Saturday	N/A	6:30 AM – 11:30 PM
Sunday	N/A	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	30 minutes
Midday	N/A	60
PM Peak	N/A	30
Evening	N/A	60
Saturday	N/A	60
Sunday	N/A	60

Related capital investments:

- Improved Transit Center at Crabtree Valley Mall

Related service investments:

- Route 4 Rex Hospital
- Route 27 Blue Ridge
- Route 36 Creedmoor



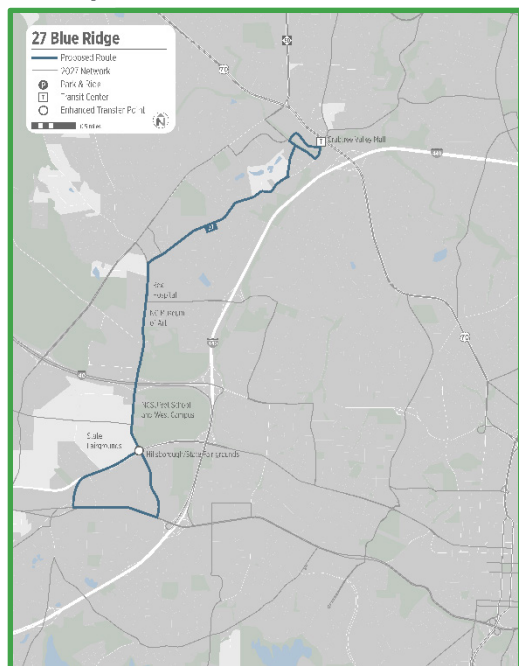
27 Blue Ridge

FY19

Route type:
LOCAL

Operator:
GoRaleigh

Route Map



Project overview: This new route on Blue Ridge Road connects Crabtree Valley Mall with Western Boulevard. The new route is not similar to an existing route, since it covers some segments that are currently served by other routes, as well as some segments that are currently unserved. The frequencies listed below will be in place when the route begins, but it is expected that 15-minute frequency will begin in August 2024.

FY17 performance: N/A

Major destinations: Crabtree Valley Mall, Rex Hospital, NC Museum of Art, NCSU Vet School and West Campus, State Fairgrounds

Connection points: Crabtree Valley Mall, Rex Hospital, Hillsborough/State Fairgrounds

	Existing	Proposed
	N/A	27 Blue Ridge
Span of Service		
Weekday	N/A	5:30 AM – 11:30 PM
Saturday	N/A	5:30 AM – 11:30 PM
Sunday	N/A	5:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	30 minutes
Midday	N/A	30
PM Peak	N/A	30
Evening	N/A	60
Saturday	N/A	30-60
Sunday	N/A	30-60

Related capital investments:

- Improved Transit Center at Crabtree Valley Mall
- Enhanced Transfer Point at Hillsborough/State Fairgrounds

Related service investments:

- Route 4 Rex Hospital
- Route 26 Edwards Mill
- Route 36 Creedmoor



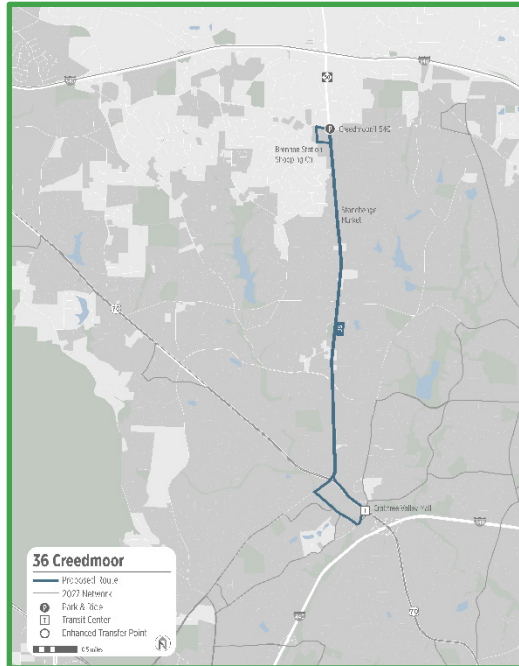
36 Creedmoor

FY19

Route type:
LOCAL

Operator:
GoRaleigh

Route Map



Project overview: This new route on Creedmoor Road connects Crabtree Valley Mall with Brennan Station Shopping Center and the Park-and-Ride at Creedmoor/I-540. The new route will serve the northern portion of what is currently the Route 4 Rex Hospital.

FY17 performance: **AVERAGE**

Major destinations: Crabtree Valley Mall, Stonehenge Market, Brennan Station Shopping Center, Creedmoor/I-540 Park-and-Ride

Connection points: Crabtree Valley Mall

	Existing	Proposed
	4 Rex Hospital	36 Creedmoor
Span of Service		
Weekday	5:00 AM – 10:00 PM	5:00 AM – 11:30 PM
Saturday	5:30 AM – 7:00 PM	5:30 AM – 11:30 PM
Sunday	5:30 AM – 7:00 PM	5:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	30 minutes
Midday	60	30
PM Peak	30	30
Evening	60	60
Saturday	60	30-60
Sunday	60	30-60

Related capital investments:

- Improved Transit Center at Crabtree Valley Mall
- Park-and-Ride at Creedmoor/I-540 - proposed

Related service investments:

- Route 4 Rex Hospital
- Route 26 Edwards Mill
- Route 27 Blue Ridge



33 New Hope-Knightdale

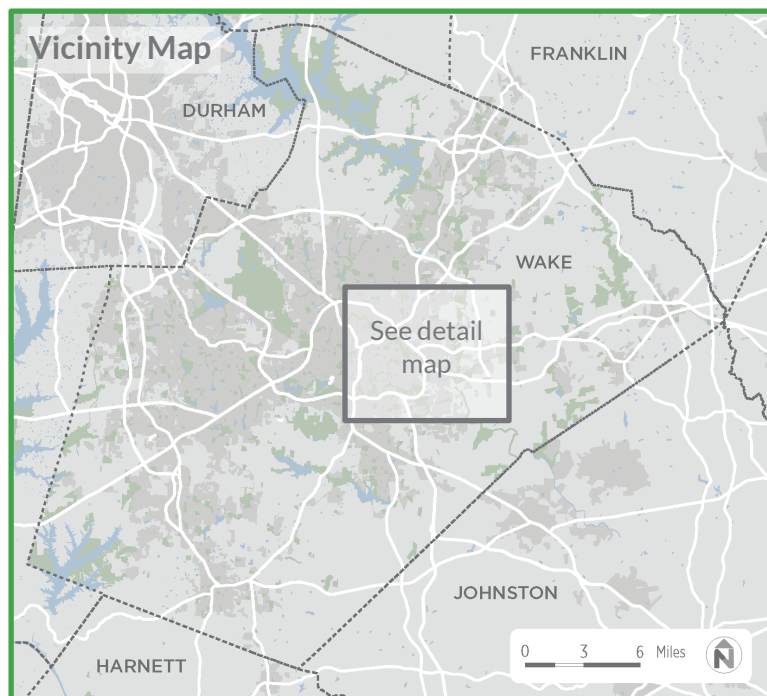
FY20/23

Route type:

LOCAL

Operator:

GoRaleigh



Project overview: This route will replace the existing KRX Knightdale-Raleigh Express peak service. The new route will no longer serve downtown Raleigh directly, but will provide all day and weekend service. Transfers will be available at East Raleigh Transit Center to multiple bus routes and frequent service. All day service on weekdays begins in FY20 and weekend service is added in FY23.

FY17 performance:

LOW

Major destinations: Knightdale, Rex Hospital of Knightdale, New Hope Commons

Connection points: East Raleigh Transit Center at New Hope/New Bern

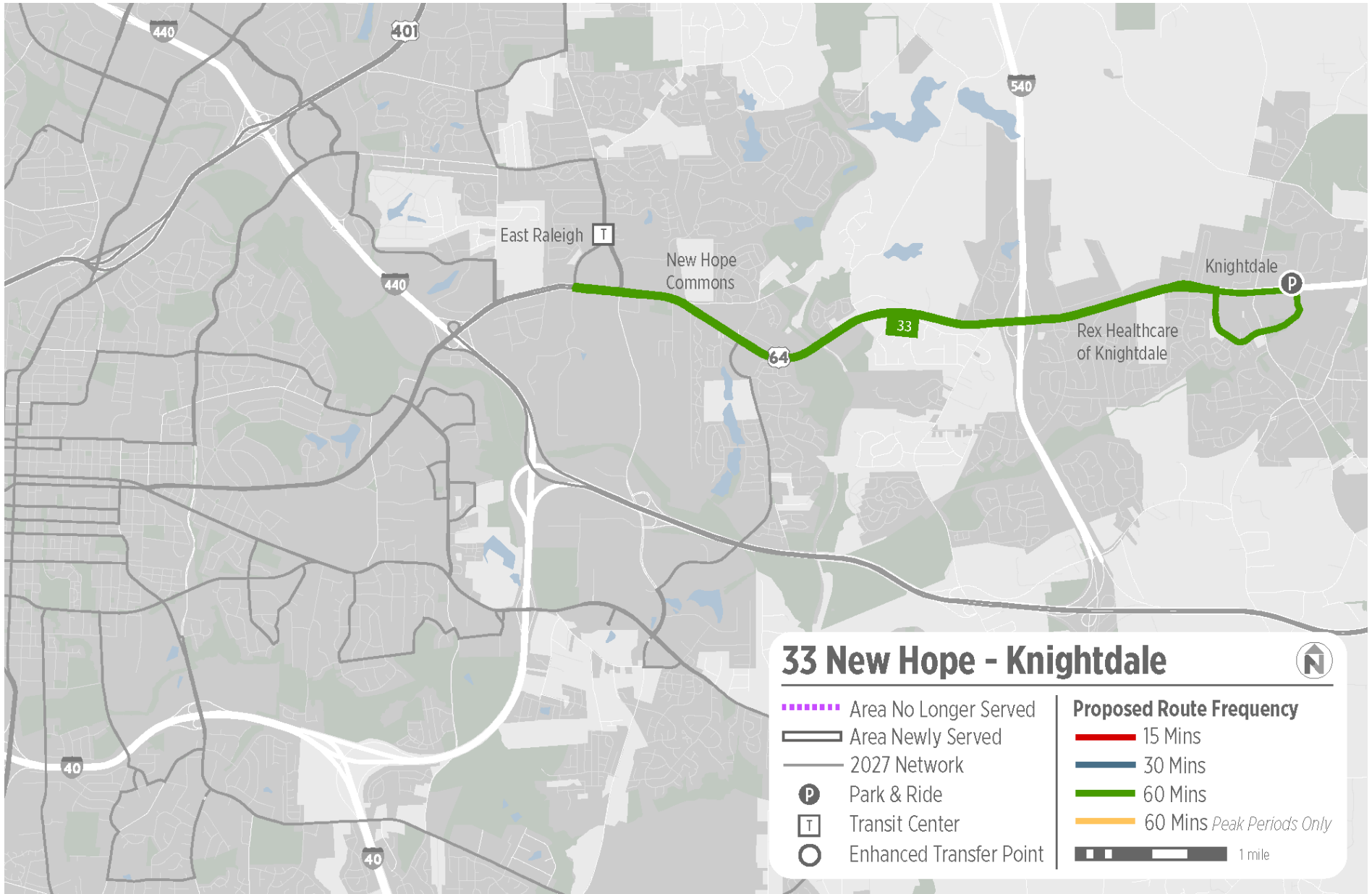
	Existing	Proposed - FY20	Proposed - FY23
	<i>KRX Knightdale-Raleigh Express</i>	<i>33 New Hope-Knightdale</i>	<i>33 New Hope-Knightdale</i>
Span of Service			
Weekday	6:20 – 8:25 AM, 4:00 – 6:36 PM	6:00 AM – 9:00 PM	6:00 AM – 9:00 PM
Saturday	-	-	6:00 AM – 9:00 PM
Sunday	-	-	7:00 AM – 7:00 PM
Frequency	Buses depart every:	Buses depart every:	Buses depart every:
Weekday			
AM Peak	3 inbound trips, 2 round trips	60 minutes	60 minutes
Midday	-	60	60
PM Peak	3 inbound trips, 2 round trips	60	60
Evening	-	60	60
Saturday	-	-	60
Sunday	-	-	60

Related capital investments:

- Knightdale Park-and-Ride, proposed improvement to existing site at Walmart
- East Raleigh Transit Center at New Hope/New Bern

Related service investments:

- None





33 New Hope-Knightdale

FY20/23

Operator:
GoRaleigh

Proposed start date	Weekday service - August 2019, Weekend service - August 2022
Adult one-way fare	\$1.25 or future adopted fare for this route type
Wake Transit Plan reference	2L New Bern (outer to Knightdale)
Wake Transit Plan status	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost	\$ 351,631	\$ 360,422	\$ 369,432	\$ 524,790	\$ 537,909	\$ 551,357	\$ 565,141	\$ 579,269
Net cost	\$ 254,719	\$ 261,087	\$ 267,614	\$ 420,426	\$ 430,936	\$ 441,710	\$ 452,752	\$ 464,071
Total vehicles	1	1	1	1	1	1	1	1
Net vehicles	0	0	0	0	0	0	0	0

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- This service should be scheduled for timed transfers at East Raleigh Transit Center in the peak direction, as much as possible

Other notes:

- Existing KRX service is discontinued as part of starting Route 33 New Hope-Knightdale

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401 Rolesville

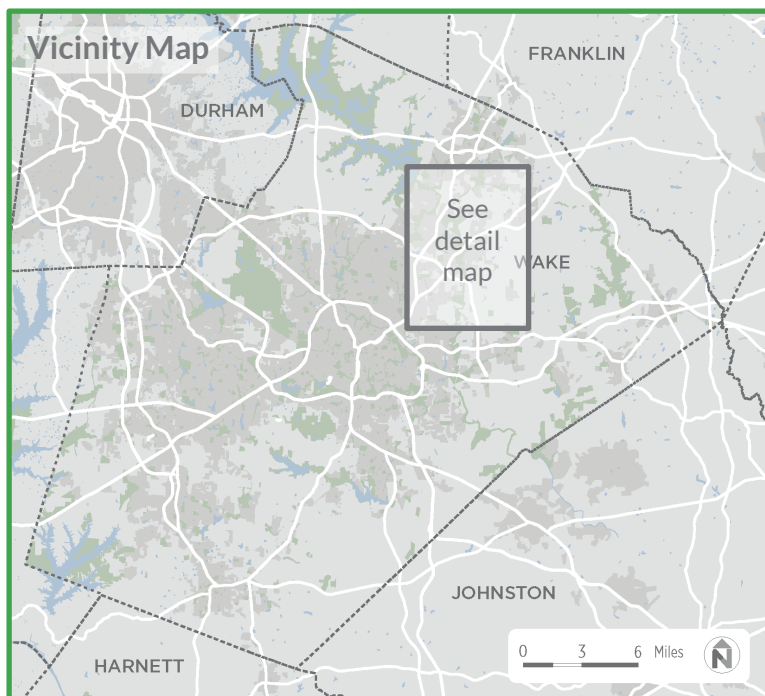
FY20

Route type:

EXPRESS

Operator:

GoRaleigh



Project overview: This new service will connect Rolesville with Triangle Town Center during peak hours only. Connections to multiple bus routes and frequent service will be available at Triangle Town Center.

FY17 performance: N/A

Major destinations: Rolesville, Rolesville Park-and-Ride, Wake Tech Northern Wake Campus, Triangle Town Center

Connection points: Triangle Town Center

	Existing	Proposed
	N/A	401 Rolesville
Span of Service		
Weekday	N/A	6:00 AM – 9:00 AM and 4:00 PM – 7:00 PM
Saturday	N/A	--
Sunday	N/A	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	60 minutes
Midday	N/A	--
PM Peak	N/A	60
Evening	N/A	--
Saturday	N/A	--
Sunday	N/A	--

Related capital investments:

- Rolesville Park-and-Ride - proposed
- Improved Transit Center at Triangle Town Center

Related service investments:

- None



401 Rolesville

FY20

Operator:
GoRaleigh

Proposed start date	August 2019
Adult one-way fare	\$1.25 or future adopted fare for this route type
Wake Transit Plan reference	401 Rolesville Peak Express
Wake Transit Plan status	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost	\$ 140,652	\$ 144,169	\$ 147,773	\$ 151,467	\$ 155,254	\$ 159,135	\$ 163,114	\$ 167,192
Net cost	\$ 140,652	\$ 144,169	\$ 147,773	\$ 151,467	\$ 155,254	\$ 159,135	\$ 163,114	\$ 167,192
Total vehicles	1	1	1	1	1	1	1	1
Net vehicles	1	1	1	1	1	1	1	1

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- Service to and from Rolesville should be scheduled for timed transfers at Triangle Town Center as much as possible

Other notes:

- The lower local fare is shown due to the forced transfer

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Biltmore Hills/Garner (Routes 5, 20, and 20L)

FY20/FY24

Operator:
GoRaleigh

Route	5 Biltmore Hills	20 Garner	20L Garner South
Type	FREQUENT	LOCAL	LOCAL
Proposed start date	August 2023	August 2019/August 2023	August 2019/August 2023
Adult one-way fare	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type
Wake Transit Plan reference	29 State Street	20 Garner Road	20L Garner (longline)
Wake Transit Plan status	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost	\$1,336,198	\$1,369,603	\$1,403,843	\$1,438,939	\$5,091,112	\$5,218,390	\$5,348,850	\$5,482,571
Net cost	\$1,197,752	\$1,227,696	\$1,258,388	\$1,289,848	\$3,410,423	\$3,495,684	\$3,583,076	\$3,672,653
Total vehicles	3	3	3	3	8	8	8	8
Net vehicles	2	2	2	2	4	4	4	4

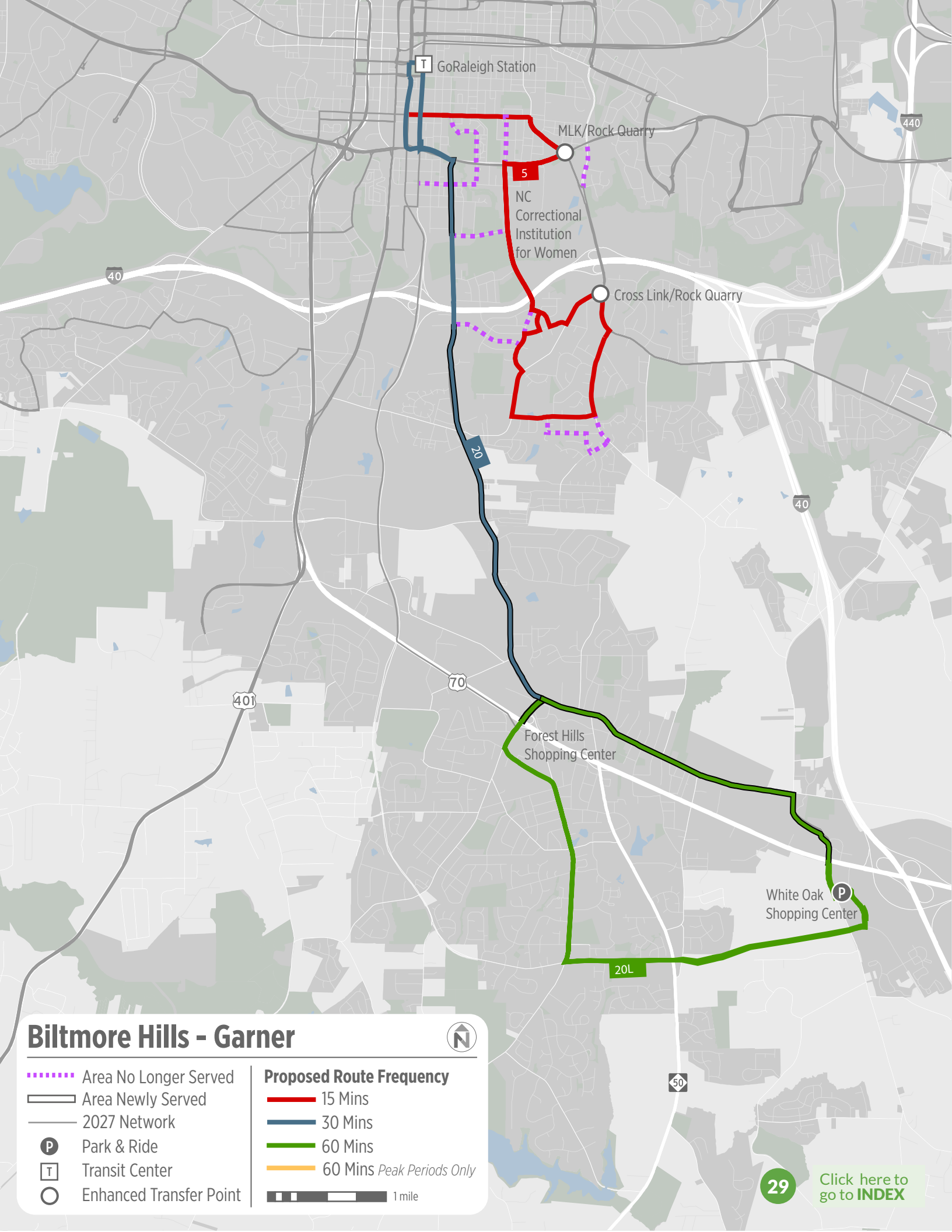
Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- Route 20 will be through-routed with Route 20L, with the same bus continuing through the Forest Hills area in both directions
- Alternating trips will serve the 20L loop in opposite directions, one clockwise and one counter-clockwise

Other notes:

- As part of instituting this package, existing Route 22 State Street and Route 13 Chavis Heights will be discontinued in August 2023
- In August 2019, Route 20 and 20L replace the existing Route 102, with the alignment changing to Garner Road; hourly weekday service only for both routes 20 and 20L
- In August 2023, the full implementation of all routes on all days takes place, with the full service levels
- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.



Biltmore Hills - Garner

- Area No Longer Served
- Area Newly Served
- 2027 Network
- Park & Ride
- Transit Center
- Enhanced Transfer Point

- ### Proposed Route Frequency
- 15 Mins
 - 30 Mins
 - 60 Mins
 - 60 Mins *Peak Periods Only*
- 1 mile

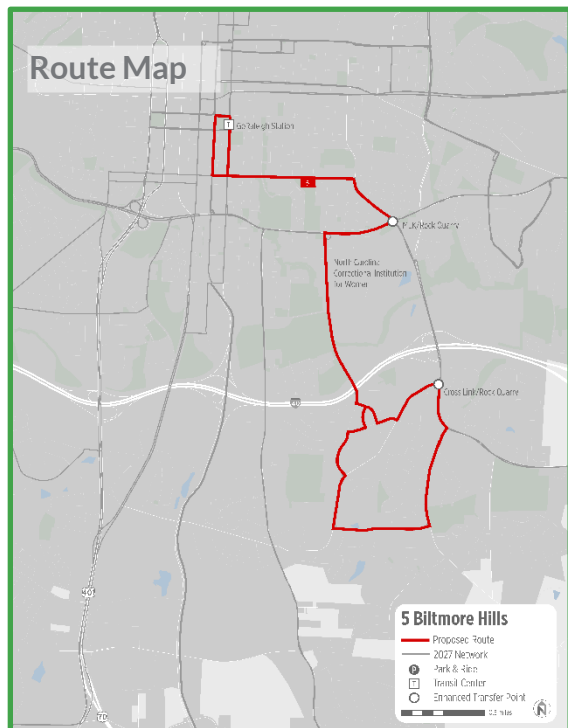


5 Biltmore Hills

FY24

Route type:
FREQUENT

Operator:
GoRaleigh



Project overview: The route alignment will change, and the new route will be part of the frequent network. The intent is to focus the frequent service on a shorter and more direct path. This route will continue to serve downtown Raleigh.

FY17 performance: **AVERAGE**

Major destinations: North Carolina Correctional Institution for Women, Downtown Raleigh

Connection points: Cross Link/Rock Quarry, MLK/Rock Quarry, GoRaleigh Station

	Existing	Proposed
	<i>5 Biltmore Hills</i>	<i>5 Biltmore Hills</i>
Span of Service		
Weekday	5:30 AM – 12:00 AM	5:30 AM – 12:30 AM
Saturday	6:30 AM – 12:00 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 12:00 AM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	15 minutes
Midday	60	15
PM Peak	30	15
Evening	60	30
Saturday	30-60	15-30
Sunday	30-60	15-30

Related capital investments:

- Enhanced Transfer Point at Cross Link/Rock Quarry
- Enhanced Transfer Point at MLK/Rock Quarry

Related service investments:

- Route 20 Garner
- Route 20L Garner South



20 Garner

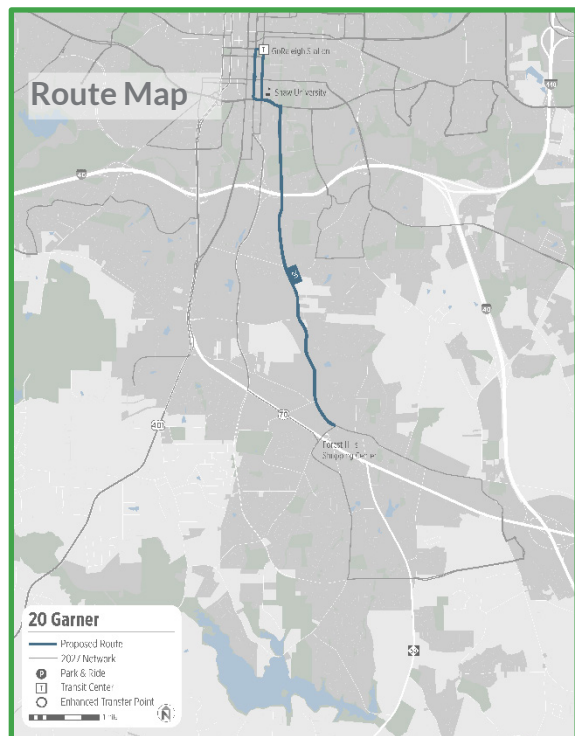
FY20/FY24

Route type:

LOCAL

Operator:

GoRaleigh



Project overview: The route alignment will move from Hammond Road to Garner Road, and service that is now peak-only will become all day. The current route will be split into two routes – this one will serve the inner portion while 20L will serve the outer portion. However, the same bus will continue through between Route 20 and 20L in both directions, so that a transfer is not required. In August 2019, hourly weekday service will begin. In August 2023, weekday frequency will increase, and weekend service will be added.

FY17 performance: AVERAGE

Major destinations: Forest Hills Shopping Center, Shaw University, Downtown Raleigh

Connection points: GoRaleigh Station

	Existing	Proposed FY20	Proposed FY24
	102 Garner-Raleigh	20 Garner	20 Garner
Span of Service			
Weekday	6:30 AM – 9:00 AM and 3:00 – 7:00 PM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	--	--	5:30 AM – 12:30 AM
Sunday	--	--	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:	Buses depart every:
Weekday			
AM Peak	3 round trips	60 minutes	30 minutes
Midday	--	60	30
PM Peak	4 round trips	60	30
Evening	--	60	60
Saturday	--	--	30-60
Sunday	--	--	30-60

Related capital investments:

- Improvements to existing Park-and-Ride at Forest Hills Shopping Center

Related service investments:

- Route 5 Biltmore Hills
- Route 20L Garner South



20L Garner South

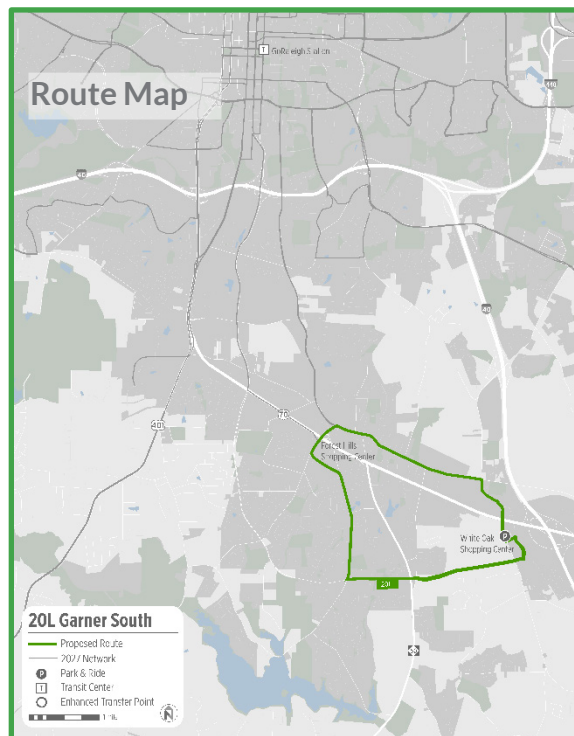
FY20/FY24

Route type:

LOCAL

Operator:

GoRaleigh



Project overview: The route alignment will move from Hammond Road to Garner Road, and service that is now peak-only will become all day. The current route will be split into two routes – this one will serve the outer portion while Route 20 will serve the inner portion. However, the same bus will continue through between 20 and 20L in both directions, so that a transfer is not required. In August 2019, hourly weekday service will begin. In August 2023, weekend service will be added. Alternating trips will serve the loop alignment shown here in opposite directions, one clockwise and one counter-clockwise.

FY17 performance: AVERAGE

Major destinations: Forest Hills Shopping Center, White Oak Shopping Center

Connection points: GoRaleigh Station (on Route 20)

	Existing	Proposed FY20	Proposed FY24
	102 Garner-Raleigh	20L Garner South	20L Garner South
Span of Service			
Weekday	6:30 AM – 9:00 AM and 3:00 – 7:00 PM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	--	--	5:30 AM – 12:30 AM
Sunday	--	--	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:	Buses depart every:
Weekday			
AM Peak	3 round trips	60 minutes	30 minutes
Midday	--	60	30
PM Peak	4 round trips	60	30
Evening	--	60	60
Saturday	--	--	30-60
Sunday	--	--	30-60

Related capital investments:

- Improvements to existing Park-and-Ride at White Oak Shopping Center

Related service investments:

- Route 5 Biltmore Hills
- Route 20 Garner

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9 Hillsborough

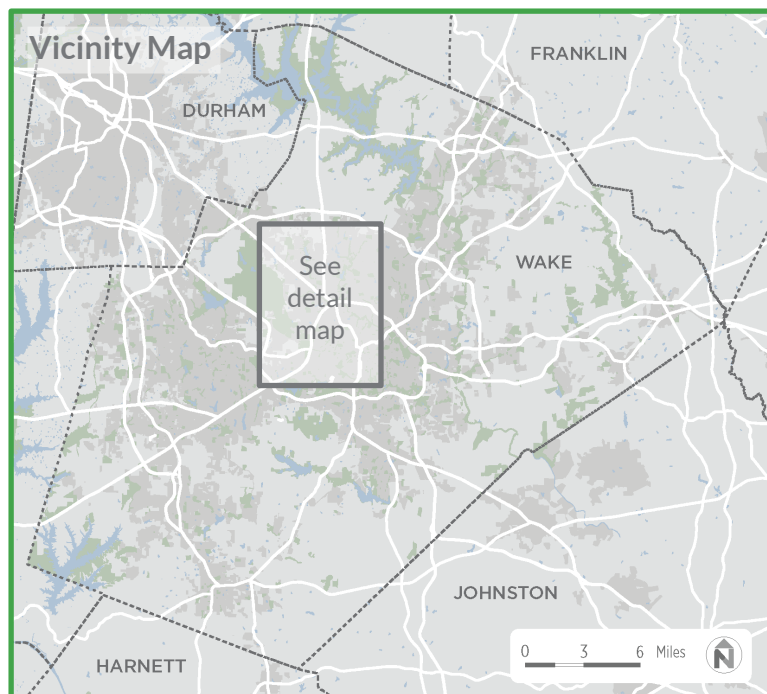
FY21

Route type:

FREQUENT

Operator:

GoRaleigh



Project overview: This route will provide frequent service on the inner part of the Hillsborough corridor, between the NC State Fairgrounds and downtown Raleigh. It is not similar to existing service, which currently covers various segments of the corridor with multiple routes.

FY17 performance: N/A

Major destinations: NCSU Central Campus, Meredith College, NC State Fairgrounds, Downtown Raleigh

Connection points: Hillsborough/State Fairgrounds, Hillsborough/Gorman, Hillsborough/Oberlin, GoRaleigh Station

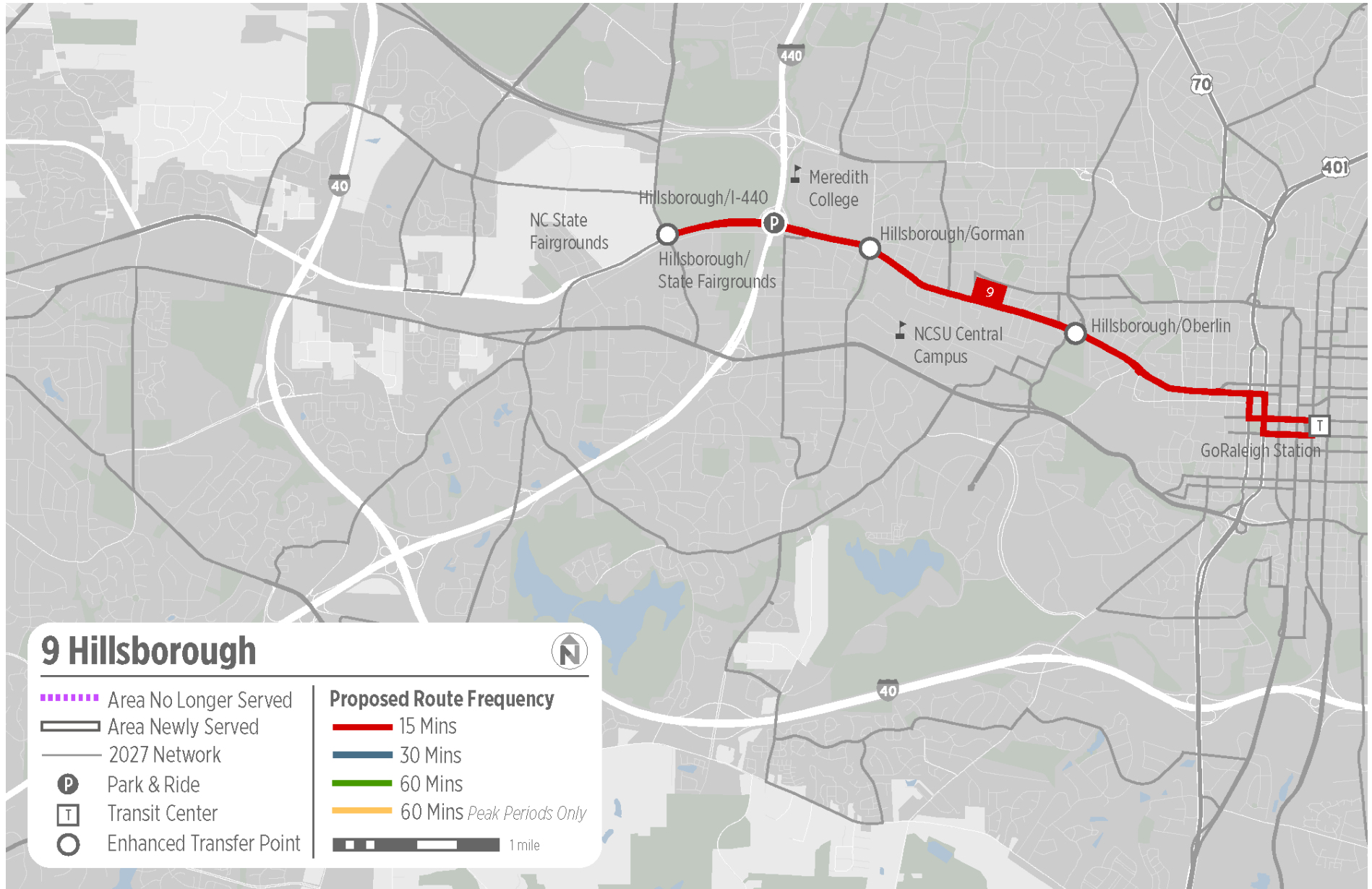
	Existing	Proposed
	N/A	9 Hillsborough
Span of Service		
Weekday	N/A	5:30 AM – 12:30 AM
Saturday	N/A	5:30 AM – 12:30 AM
Sunday	N/A	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	15 minutes
Midday	N/A	15
PM Peak	N/A	15
Evening	N/A	30
Saturday	N/A	15-30
Sunday	N/A	15-30

Related capital investments:

- Park-and-Ride at Hillsborough/I-440 - proposed
- Enhanced Transfer Point at Hillsborough/State Fairgrounds
- Enhanced Transfer Point at Hillsborough/Gorman
- Enhanced Transfer Point at Hillsborough/Oberlin

Related service investments:

- None



9 Hillsborough

FY21

Operator:
GoRaleigh

Proposed start date	August 2020
Adult one-way fare	\$1.25 or future adopted fare for this route type
Wake Transit Plan reference	8 Hillsborough
Wake Transit Plan status	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost		\$ 1,934,217	\$ 1,982,572	\$ 2,032,136	\$ 2,082,940	\$ 2,135,013	\$ 2,188,389	\$ 2,243,098
Net cost		\$ 1,934,217	\$ 1,982,572	\$ 2,032,136	\$ 2,082,940	\$ 2,135,013	\$ 2,188,389	\$ 2,243,098
Total vehicles		4	4	4	4	4	4	4
Net vehicles		4	4	4	4	4	4	4

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- When service begins on the branches to Buck Jones and Trinity, those branch services should be scheduled for timed transfers to and from Route 9 at Hillsborough/State Fairgrounds in the peak direction

Other notes:

- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.

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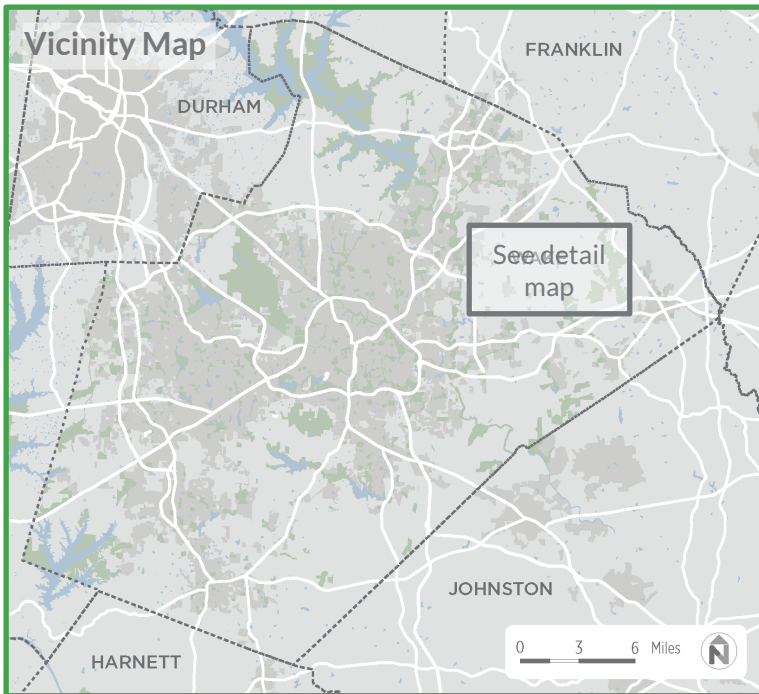


34 Wake Tech North

FY23

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: This service will operate between the Wake Tech Northern Wake Campus and Triangle Town Center, where there will be connections to multiple bus routes and frequent service. This route will operate Monday-Friday only, as the Wake Tech North campus will be served by the new Route 25 Durant also. Currently, the campus is served by Route 25L, which will be replaced by Route 25 Durant as part of the Falls of Neuse route package at the same time. However, this new route 34 will be much shorter than 25L, and therefore is not similar to any existing service.

FY17 performance: N/A

Major destinations: Wake Tech Northern Wake Campus, Triangle Town Center

Connection points: Triangle Town Center

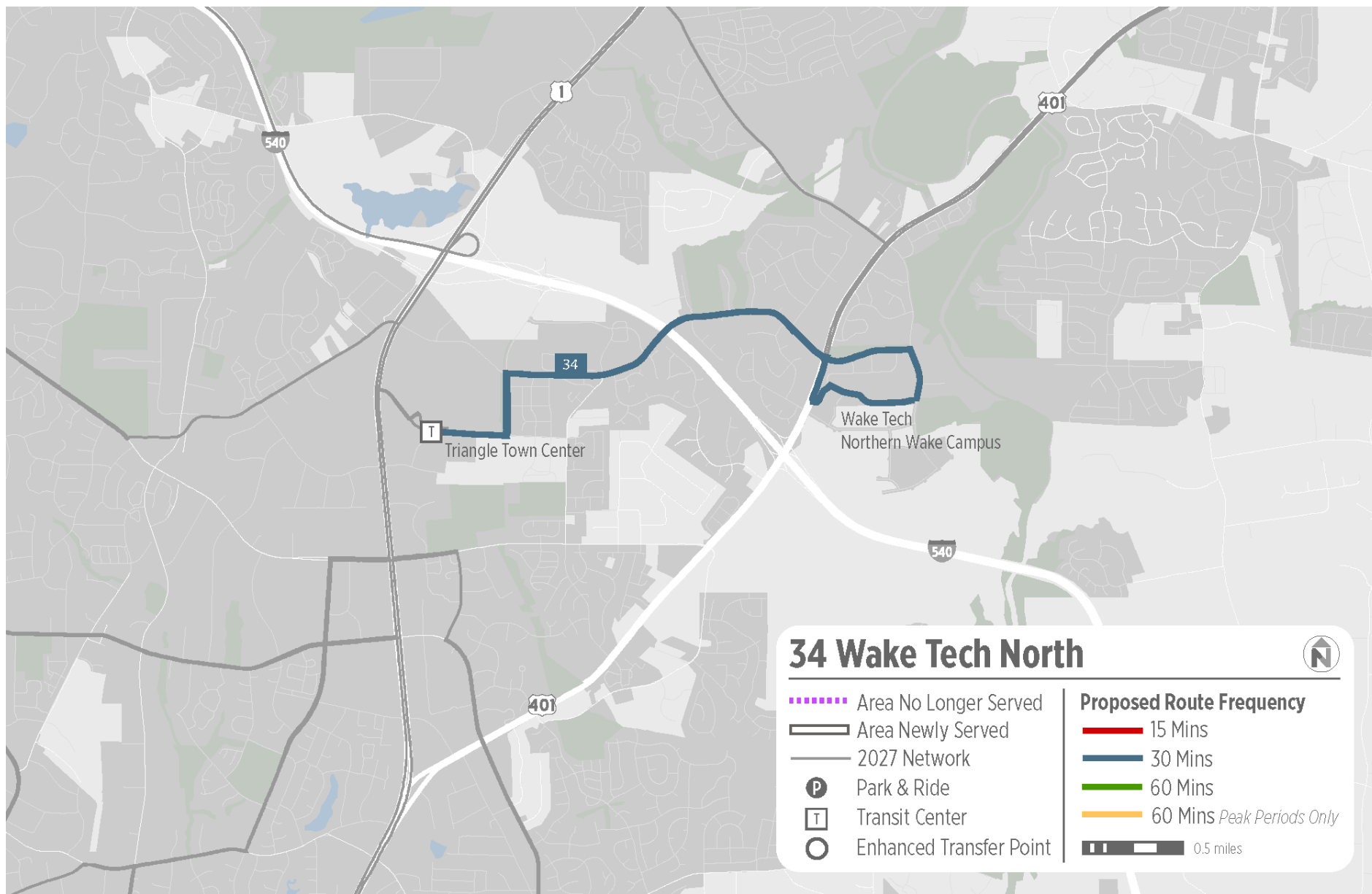
	Existing	Proposed
	N/A	<i>Wake Tech North</i>
Span of Service		
Weekday	N/A	6:00 AM – 9:00 PM
Saturday	N/A	--
Sunday	N/A	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	30 minutes
Midday	N/A	30
PM Peak	N/A	30
Evening	N/A	30
Saturday	N/A	--
Sunday	N/A	--

Related capital investments:

- Improved Transit Center at Triangle Town Center

Related service investments:

- Falls of Neuse Package



34 Wake Tech North

FY23

Operator:
GoRaleigh

Proposed start date	August 2022
Adult one-way fare	\$1.25 or future adopted fare for this route type
Wake Transit Plan reference	34 Wake Tech Feeder
Wake Transit Plan status	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost				\$ 378,668	\$ 388,135	\$ 397,838	\$ 407,784	\$ 417,979
Net cost				\$ 378,668	\$ 388,135	\$ 397,838	\$ 407,784	\$ 417,979
Total vehicles				1	1	1	1	1
Net vehicles				1	1	1	1	1

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- Schedule should allow for timed transfers at Triangle Town Center in the peak direction as much as possible

Other notes:

- As noted above, this service should be implemented at the same time as the Falls of Neuse package, which discontinues the current Route 25L Triangle Town Center and begins the new Route 25 Durant

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Falls of Neuse (Routes 2, 25, 2L and 32)

FY23

Operator:
GoRaleigh

Route	2 Falls of Neuse	25 Durant	2L Falls of Neuse North	32 Lynn-Spring Forest
Type	LOCAL	LOCAL	LOCAL	LOCAL
Proposed start date	August 2022	August 2022	August 2022	August 2022
Adult one-way fare	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type	\$1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type
Wake Transit Plan reference	18 Falls of Neuse	18A Falls of Neuse (Durant)	18B Falls of Neuse (Wake Forest)	41 Lynn/Spring Forest
Wake Transit Plan status	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost				\$4,660,638	\$4,777,154	\$4,896,583	\$5,018,998	\$5,144,472
Net cost				\$2,369,281	\$2,428,513	\$2,489,226	\$2,551,456	\$2,615,243
Total vehicles				8	8	8	8	8
Net vehicles				3	3	3	3	3

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- Branch routes 25 and 2L should be scheduled for timed transfers to and from Route 2 at WakeMed North Hospital in the peak direction

Other notes:

- As part of instituting this package, existing Route 25L Triangle Town Center will be discontinued
- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.

Falls of Neuse



Area No Longer Served

Area Newly Served

2027 Network

P

Park & Ride

T

Transit Center

O

Enhanced Transfer Point

Proposed Route Frequency

15 Mins

30 Mins

60 Mins

60 Mins *Peak Periods Only*

1 mile

The map displays the Falls of Neuse area with various transit routes. A legend in the top left corner defines the symbols: a dotted purple line for 'Area No Longer Served', a solid black line for 'Area Newly Served', a thin grey line for '2027 Network', a 'P' in a circle for 'Park & Ride', a 'T' in a circle for 'Transit Center', and a circle with a dot for 'Enhanced Transfer Point'. A 'Proposed Route Frequency' legend shows four line styles: red for 15 Mins, dark blue for 30 Mins, green for 60 Mins, and orange for 60 Mins Peak Periods Only. A scale bar indicates 1 mile. The map shows several transit centers (T) including Crabtree Valley Mall, Triangle Town Center, and GoRaleigh Station. Park & Ride locations (P) are marked at Wake Forest, Wake Forest/Wakefield, Falls of Neuse/I-540, and Falls of Neuse/Spring Forest. Major roads like I-540, I-401, and I-440 are shown. Landmarks such as WakeMed North Hospital, WakeMed North, Millbrook High School, North Ridge Shopping Center, Duke Raleigh Hospital, WRAL Soccer Complex, and Wake Tech Northern Wake Campus are labeled. Route numbers 2, 25, 2L, 32, and 43 are visible along the routes. A green circle with the number 43 is in the bottom left corner.

[Click here to go to INDEX](#)

2 Falls of Neuse

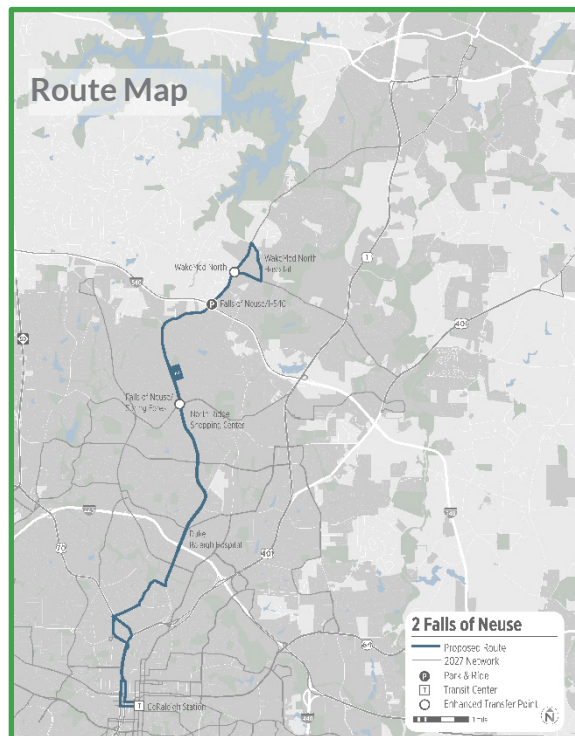
FY23

Route type:

LOCAL

Operator:

GoRaleigh



Project overview: This trunk route will be similar to existing service, although slightly extended to the north, and with some added weekend frequency and span of service. This route will now connect with two branches 25 Durant and 2L Falls of Neuse North to extend service even further north and east.

FY17 performance: AVERAGE

Major destinations: WakeMed North Hospital, North Ridge Shopping Center, Duke Raleigh Hospital, Downtown Raleigh

Connection points: GoRaleigh Station, WakeMed North, Falls of Neuse/Spring Forest

	Existing	Proposed
	2 Falls of Neuse	2 Falls of Neuse
Span of Service		
Weekday	5:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 11:00 PM	5:30 AM – 12:30 AM
Sunday	5:30 AM – 11:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	30 minutes
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday	60	30-60
Sunday	60	30-60

Related capital investments:

- Park and Ride at Falls of Neuse/I-540 - proposed
- Enhanced Transfer Points at WakeMed North and Falls of Neuse/Spring Forest

Related service investments:

- Route 25 Durant
- Route 2L Falls of Neuse North
- Route 32 Lynn-Spring Forest

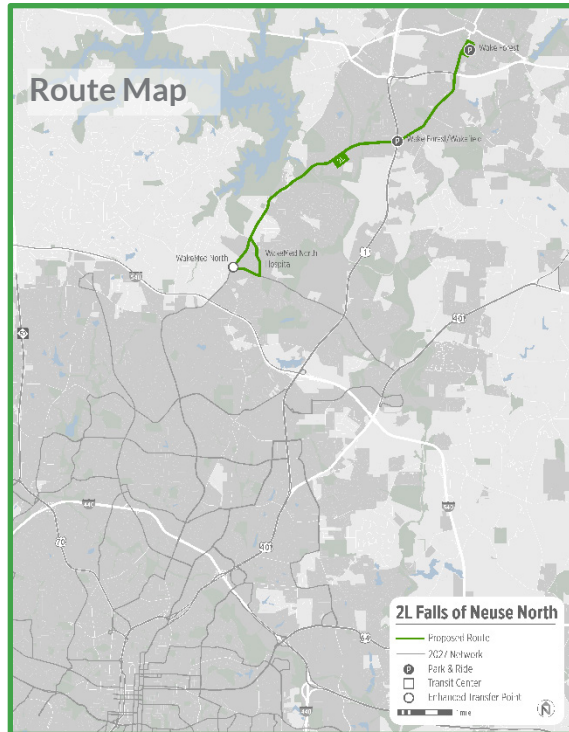


2L Falls of Neuse North

FY23

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: This branch route will connect with the trunk service on Route 2 Falls of Neuse, and provide a link to downtown Wake Forest. This service is new.

FY17 performance: N/A

Major destinations: WakeMed North Hospital, downtown Wake Forest

Connection points: WakeMed North

	Existing	Proposed
	N/A	2L Falls of Neuse North
Span of Service		
Weekday	N/A	6:00 AM – 9:00 PM
Saturday	N/A	6:00 AM – 9:00 PM
Sunday	N/A	7:00 AM – 7:00 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	60 minutes
Midday	N/A	60
PM Peak	N/A	60
Evening	N/A	60
Saturday	N/A	60
Sunday	N/A	60

Related capital investments:

- Park-and-Ride in downtown Wake Forest
- Enhanced Transfer Point at WakeMed North

Related service investments:

- Route 2 Falls of Neuse
- Route 25 Durant
- Route 32 Lynn-Spring Forest

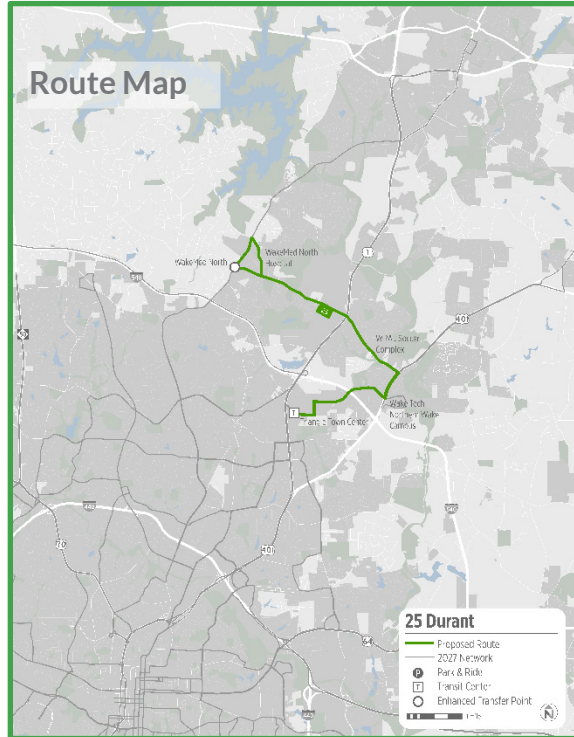


25 Durant

FY23

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: This branch route will connect with the trunk service on Route 2 Falls of Neuse, and provide a link to the Triangle Town Center. The span of service on all days will be extended.

FY17 performance: **AVERAGE**

Major destinations: WakeMed North Hospital, WRAL Soccer Complex, Wake Tech Northern Wake Campus, Triangle Town Center

Connection points: Triangle Town Center, WakeMed North

	Existing	Proposed
	25L Triangle Town Link	25 Durant
Span of Service		
Weekday	5:30 AM – 8:00 PM	5:30 AM – 12:30 AM
Saturday	8:00 AM – 8:00 PM	5:30 AM – 12:30 AM
Sunday	8:00 AM – 8:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	60 minutes	60 minutes
Midday	60	60
PM Peak	60	60
Evening	60	60
Saturday	60	60
Sunday	60	60

Related capital investments:

- Improved Transit Center at Triangle Town Center
- Enhanced Transfer Point at WakeMed North

Related service investments:

- Route 2 Falls of Neuse
- Route 2L Falls of Neuse North
- Route 32 Lynn-Spring Forest

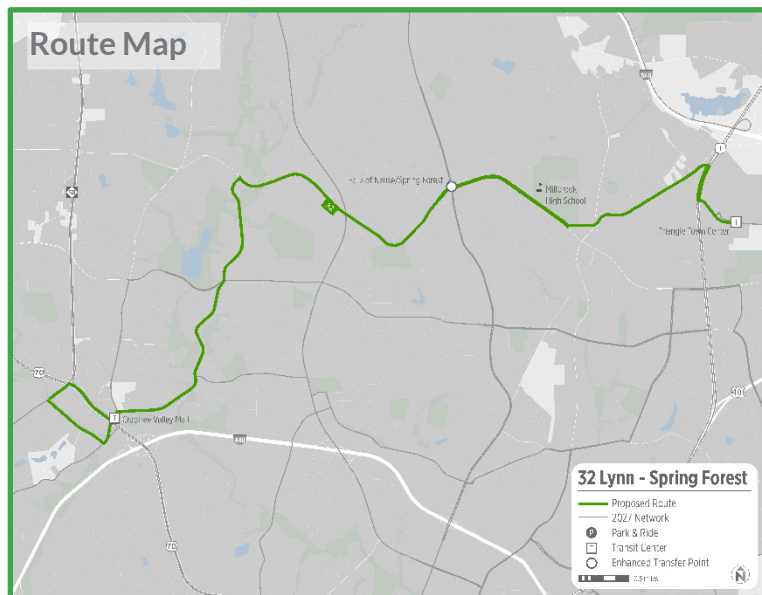


32 Lynn-Spring Forest

FY23

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: This local route will connect Crabtree Valley Mall and Triangle Town Center, which are both sites where transfers to multiple bus routes will be available. This service is not similar to any existing route, since the new route will serve segments currently covered by multiple routes, as well as some segments that are currently unserved.

FY17 performance: N/A

Major destinations: Crabtree Valley Mall, Millbrook High School, Triangle Town Center

Connection points: Crabtree Valley Mall, Triangle Town Center, Falls of Neuse/Spring Forest

	Existing	Proposed
	N/A	32 Lynn-Spring Forest
Span of Service		
Weekday	N/A	6:00 AM – 9:00 PM
Saturday	N/A	6:00 AM – 9:00 PM
Sunday	N/A	7:00 AM – 7:00 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	60 minutes
Midday	N/A	60
PM Peak	N/A	60
Evening	N/A	60
Saturday	N/A	60
Sunday	N/A	60

Related capital investments:

- Improved Transit Centers at Triangle Town Center and Crabtree Valley Mall
- Enhanced Transfer Point near the intersection of Falls of Neuse and Spring Forest Roads

Related service investments:

- Route 2 Falls of Neuse
- Route 25 Durant
- Route 2L Falls of Neuse North

Fuquay (Routes 29, 40X and FRX)

FY23

Operator:
GoRaleigh

Route	29 Garner-Wake Tech	40X Wake Tech Express	FRX Fuquay Express
Type	LOCAL	EXPRESS	EXPRESS
Proposed start date	August 2022	August 2022	August 2022
Adult one-way fare	\$ 1.25 or future adopted fare for this route type	\$1.25 or future adopted fare for this route type	\$ 3.00 or future adopted fare for this route type
Wake Transit Plan reference	19 Fayetteville	40X Wake Tech Express	19L Fuquay/Wake Tech Express
Wake Transit Plan status	Included in Wake Transit Plan	Assumed to continue, paid by Wake Tech	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost				\$ 403,913	\$ 414,011	\$ 424,361	\$ 434,970	\$ 445,844
Net cost				\$100,978	\$103,503	\$106,090	\$108,742	\$111,461
Total vehicles				4	4	4	4	4
Net vehicles				0	0	0	0	0

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

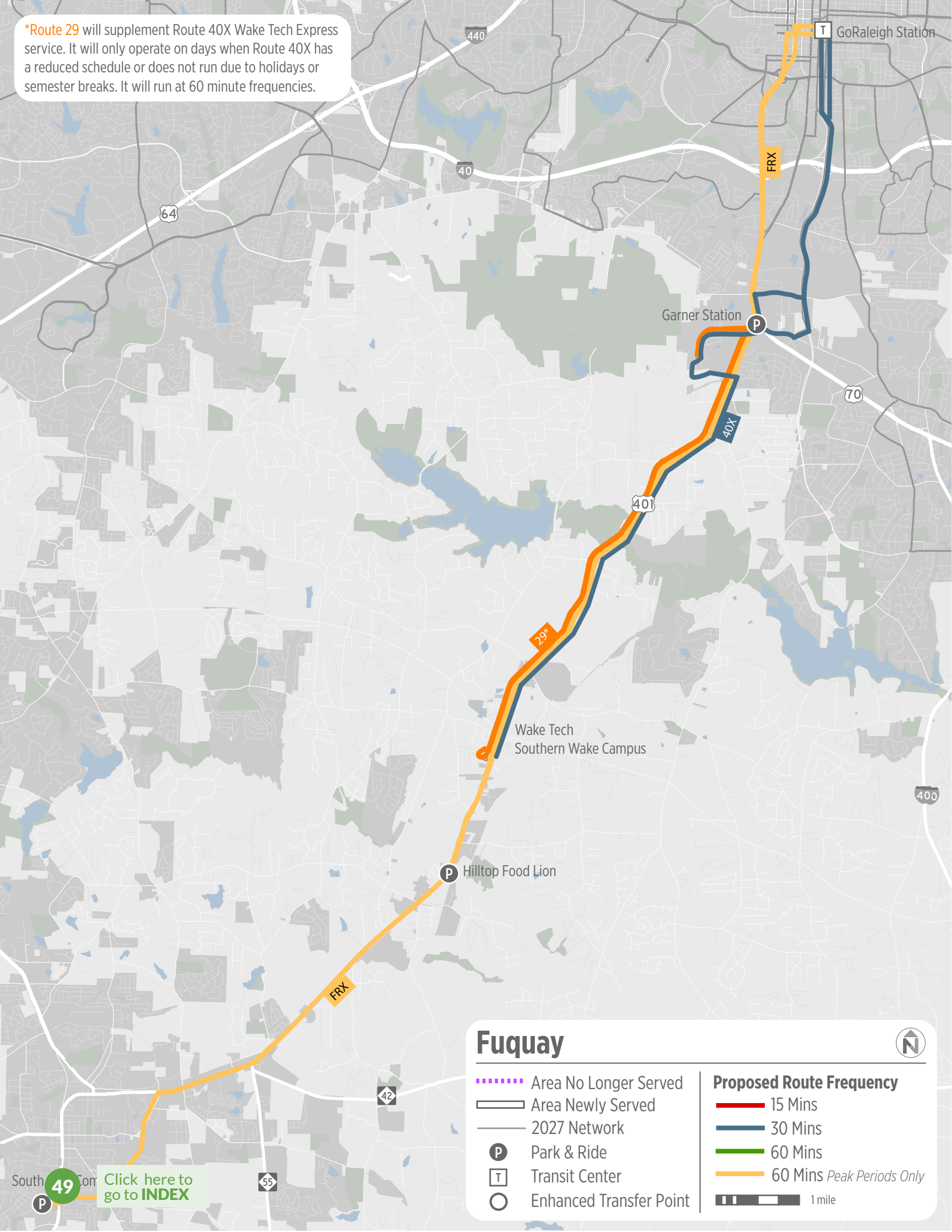
Schedule notes:

- Route 29 will operate only on days when the Route 40X does not operate a full schedule (Fridays during the summer and semester breaks)

Other notes:

- The Route 40X service will continue to be paid by Wake Tech
- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.

*Route 29 will supplement Route 40X Wake Tech Express service. It will only operate on days when Route 40X has a reduced schedule or does not run due to holidays or semester breaks. It will run at 60 minute frequencies.



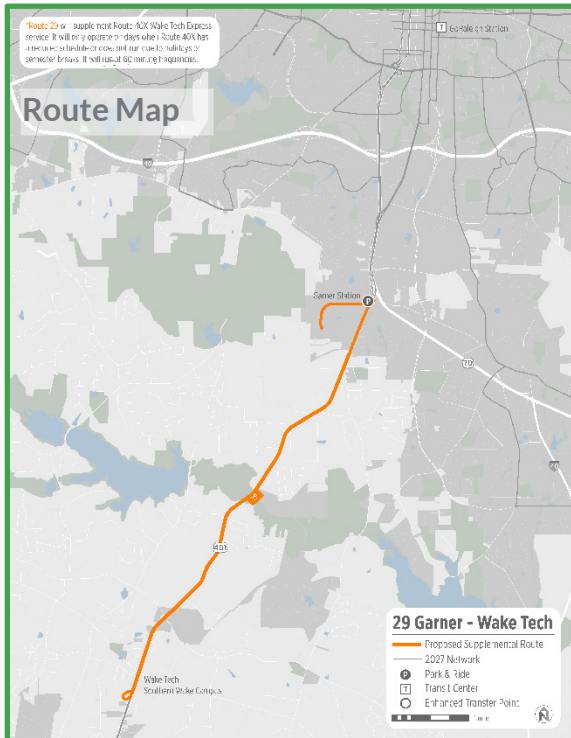


29 Garner-Wake Tech

FY23

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: This route will provide weekday service only, between Wake Tech Southern Wake (Main) Campus, the Garner Station Park-and-Ride and an enhanced transfer point located on Garner Station Boulevard. This route will supplement Route 40X Wake Tech Express service, and will **only** operate on days when the Route 40X has a reduced schedule or does not operate due to holidays or semester breaks. This is a new service.

FY17 performance: N/A

Major destinations: Wake Tech Southern Wake (Main) Campus

Connection points: Garner Station Boulevard

	Existing	Proposed
	N/A	29 Garner-Wake Tech
Span of Service		
Weekday	N/A	6:30 AM – 6:30 PM
Saturday	N/A	--
Sunday	N/A	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	N/A	60 minutes
Midday	N/A	60
PM Peak	N/A	60
Evening	N/A	--
Saturday	N/A	--
Sunday	N/A	--

Related capital investments:

- Improvements to existing Park-and-Ride at Garner Station
- Enhanced Transfer Point at Fayetteville/Garner Station Boulevard

Related service investments:

- Route FRX Fuquay Express
- Route 40X Wake Tech Express

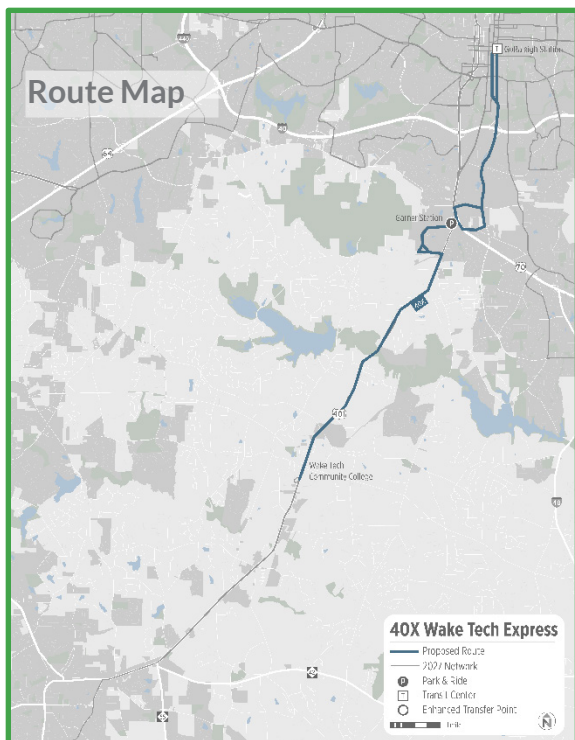


40X Wake Tech Express

FY23

Route type:
EXPRESS

Operator:
GoRaleigh



Project overview: This route will continue the existing Route 40X service between Wake Tech Southern Wake (Main) campus and downtown Raleigh, with a stop at the Garner Station Park-and-Ride. This route operates a reduced schedule or has no service when school is not in session due to holidays or semester breaks. On those days, a new Route 29 Garner-Wake Tech will operate instead. The net cost of this service is paid by Wake Tech Community College.

FY17 performance: **LOW**

Major destinations: Wake Tech Southern Wake (Main) Campus, downtown Raleigh

Connection points: GoRaleigh Station

	Existing	Proposed
	40X Wake Tech Express	40X Wake Tech Express
Span of Service		
Weekday	6:30 AM – 6:30 PM	6:30 AM – 6:30 PM
Saturday	--	--
Sunday	--	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	30 minutes
Midday	30	30
PM Peak	30	30
Evening	--	--
Saturday	--	--
Sunday	--	--

Related capital investments:

- Improvements to the existing Park-and-Ride at Garner Station

Related service investments:

- Route 29 Garner-Wake Tech
- Route FRX Fuquay Express

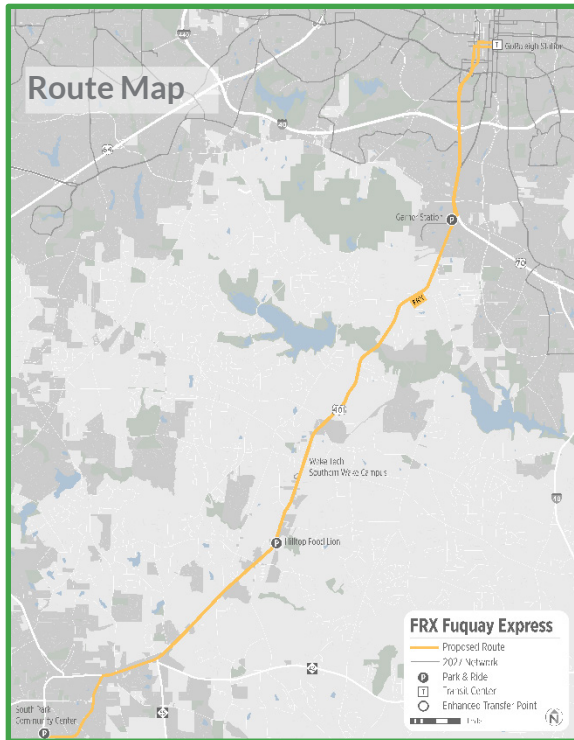


FRX Fuquay Express

FY23

Route type:
EXPRESS

Operator:
GoRaleigh



Project overview: This route will provide peak hour express service only, between Fuquay-Varina and downtown Raleigh, including stops at Wake Tech Southern Wake (Main) Campus and a Park-and-Ride at Hilltop Food Lion. This is very similar to existing service on Route FRX, with an additional stop for the Wake Tech Southern Wake (Main) Campus.

FY17 performance: **LOW**

Major destinations: Wake Tech Southern Wake (Main) Campus, Fuquay-Varina, downtown Raleigh

Connection points: GoRaleigh Station

	Existing	Proposed
	FRX Fuquay-Varina Express	FRX Fuquay Express
Span of Service		
Weekday	6:00 AM – 9:00 AM and 4:00 – 7:00 PM	6:00 AM – 9:00 AM and 4:00 – 7:00 PM
Saturday	--	--
Sunday	--	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	3 inbound trips, incl. 1 round trip	60 minutes
Midday	--	--
PM Peak	3 outbound trips, incl. 1 round trip	60
Evening	--	--
Saturday	--	--
Sunday	--	--

Related capital investments:

- Improvements to existing Park-and-Ride lots at South Park Community Center in Fuquay-Varina and at Hilltop Food Lion

Related service investments:

- Route 29 Garner-Wake Tech
- Route 40X Wake Tech Express

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21 Caraleigh

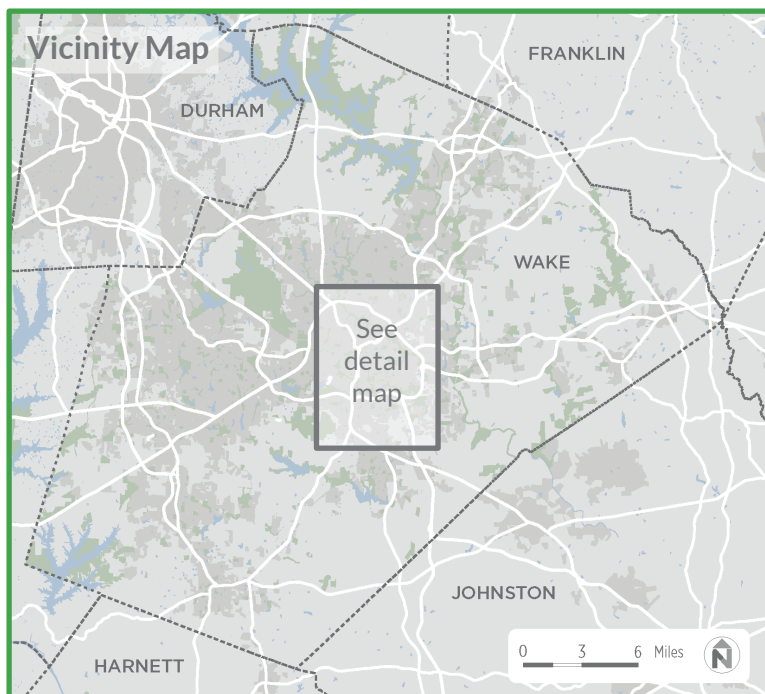
FY24

Route type:

LOCAL

Operator:

GoRaleigh



Project overview: This route will be very similar to existing service, with added span and frequency since the existing route has relatively high passengers per hour. The alignment shown below will be operated in a clockwise loop, as it is today.

FY17 performance:

HIGH

Major destinations: South Wilmington Street Center, Shaw University, State Farmer's Market, Downtown Raleigh

Connection points: GoRaleigh Station

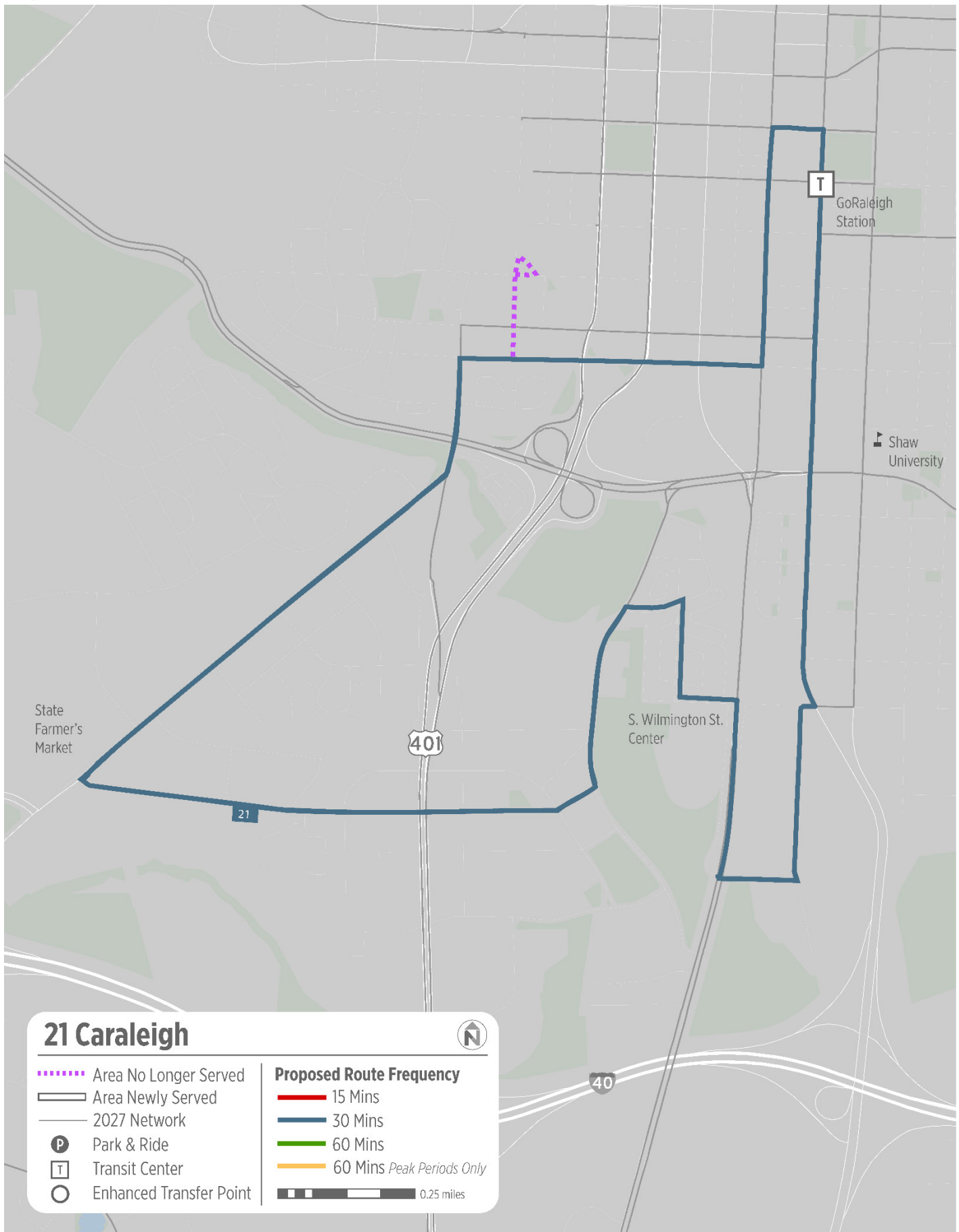
	Existing	Proposed
	21 Caraleigh	21 Caraleigh
Span of Service		
Weekday	5:30 AM – 10:00 PM	5:30 AM – 12:30 AM
Saturday	6:30 AM – 10:00 PM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 10:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	30 minutes
Midday	60	30
PM Peak	30	30
Evening	60	60
Saturday	60	30-60
Sunday	60	30-60

Related capital investments:

- None

Related service investments:

- None





21 Caraleigh

FY24

Operator:
GoRaleigh

Proposed start date	August 2023
Adult one-way fare	\$1.25 or future adopted fare for this route type
Wake Transit Plan reference	25 Lake Wheeler
Wake Transit Plan status	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total Cost					\$1,235,740	\$1,266,634	\$1,298,300	\$1,330,757
Net cost					\$ 887,160	\$ 909,339	\$ 932,072	\$ 955,374
Total vehicles					2	2	2	2
Net vehicles					1	1	1	1

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- To be operated in a clockwise loop; only 45-minute cycle time needed, could be opportunities for interlining at GoRaleigh Station

Other notes:

- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.

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Glenwood (Routes 6, 6L, and 6La)

FY24

Operator:
GoRaleigh

Route	6 Glenwood	6L Glenwood North	6La Glenwood Pleasant Valley
Type	FREQUENT	LOCAL	LOCAL
Proposed start date	August 2023	August 2023	August 2023
Adult one-way fare	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type
Wake Transit Plan reference	7 Glenwood	7L Glenwood (outer)	7La Glenwood (peak overlay)
Wake Transit Plan status	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost					\$3,948,321	\$4,047,029	\$4,148,205	\$4,251,910
Net cost					\$2,616,163	\$2,681,567	\$2,748,606	\$2,817,322
Total vehicles					7	7	7	7
Net vehicles					3	3	3	3

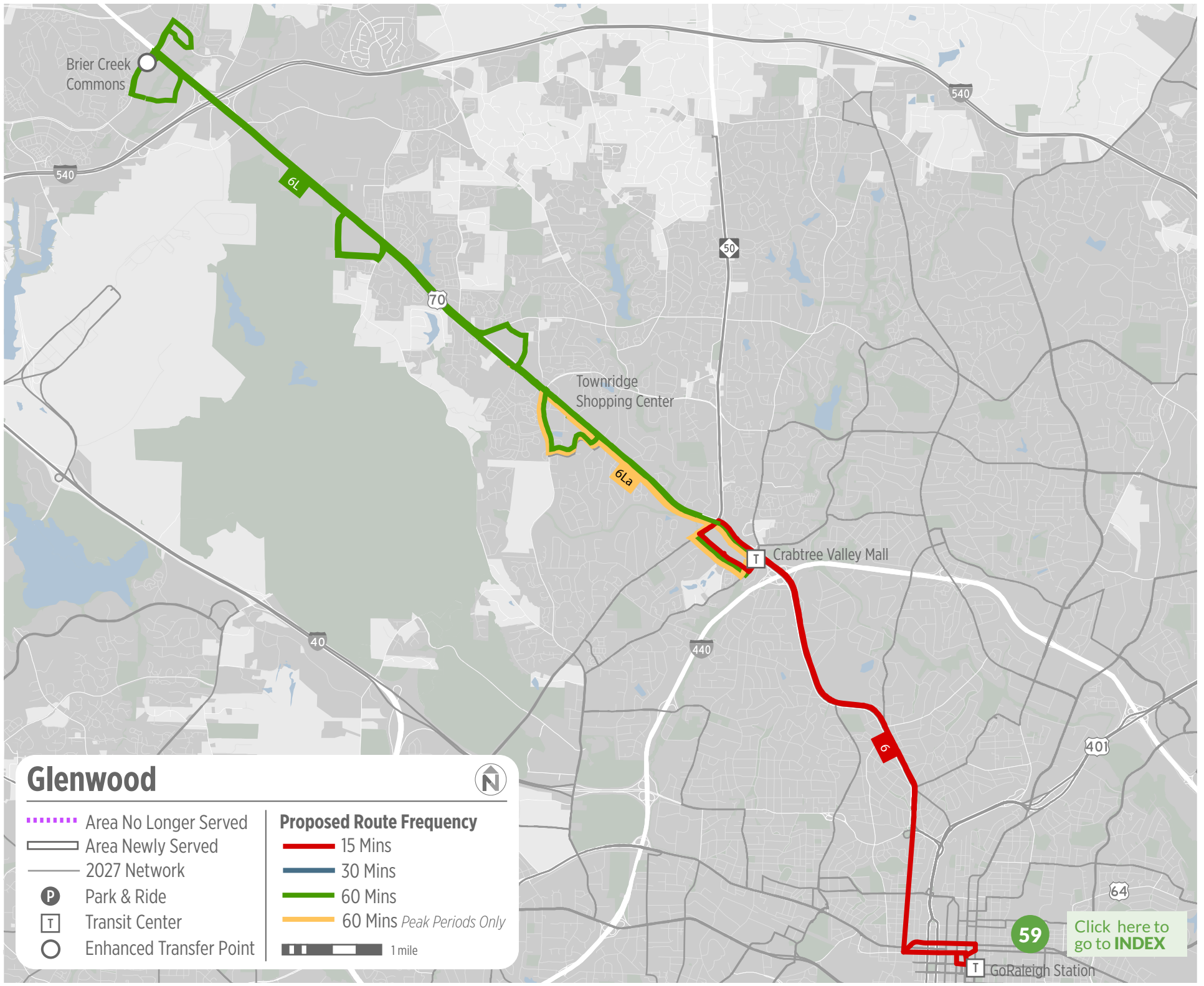
Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- Routes 6L and 6La should be scheduled for timed transfers to and from Route 6 at Crabtree Valley Mall in the peak direction

Other notes:

- As part of instituting this package, existing Route 70X Brier Creek Express will be discontinued
- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.



Glenwood



- Area No Longer Served
- Area Newly Served
- 2027 Network
- Park & Ride
- Transit Center
- Enhanced Transfer Point

Proposed Route Frequency

- 15 Mins
- 30 Mins
- 60 Mins
- 60 Mins *Peak Periods Only*

1 mile

59

[Click here to go to INDEX](#)

GoRaleigh Station



6 Glenwood

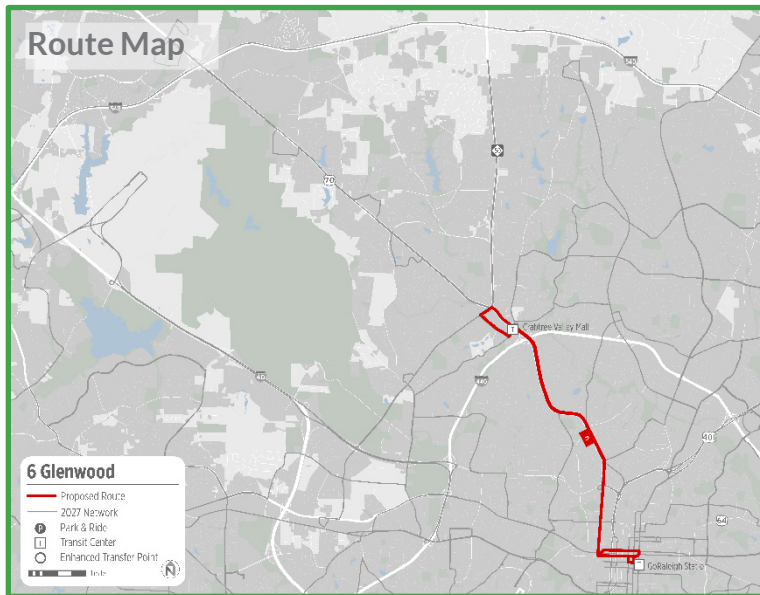
FY24

Route type:

FREQUENT

Operator:

GoRaleigh



Project overview: The new service will have a similar alignment to existing service, although there will now be three routes – this route is for frequent service on the inner portion of Glenwood. There will also be Route 6L for the outer portion of Glenwood and 6La for peak-hour-only supplemental service.

FY17 performance: AVERAGE

Major destinations: Crabtree Valley Mall, Downtown Raleigh

Connection points: Crabtree Valley Mall, GoRaleigh Station

	Existing	Proposed
	6 Crabtree	6 Glenwood
Span of Service		
Weekday	6:00 AM – 9:00 PM	5:30 AM – 12:30 AM
Saturday	7:00 AM – 10:00 PM	5:30 AM – 12:30 AM
Sunday	7:00 AM – 10:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	15 minutes
Midday	60	15
PM Peak	30	15
Evening	60	30
Saturday	60	15-30
Sunday	60	15-30

Related capital investments:

- Improved Transit Center at Crabtree Valley Mall

Related service investments:

- Route 6L Glenwood North
- Route 6La Glenwood Pleasant Valley

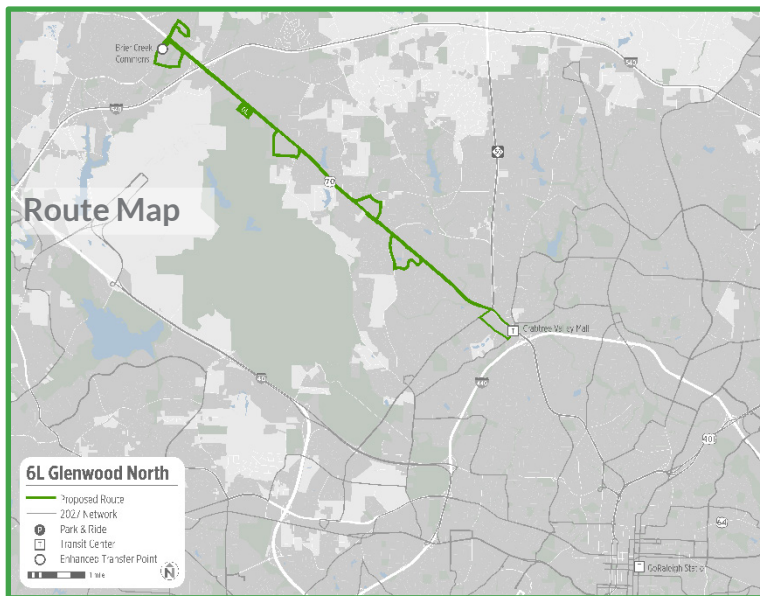


6L Glenwood North

FY24

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: The new service will have a similar alignment to existing service, although there will now be three routes – this route is for local service on the outer portion of Glenwood. There will also be Route 6 for frequent service on the inner portion of Glenwood and 6La for peak-hour-only supplemental service.

FY17 performance: **AVERAGE**

Major destinations: Crabtree Valley Mall, Brier Creek Commons

Connection points: Crabtree Valley Mall, Brier Creek Commons

	Existing	Proposed
	6 Crabtree	6L Glenwood North
Span of Service		
Weekday	6:00 AM – 9:00 PM	5:30 AM – 11:30 PM
Saturday	7:00 AM – 10:00 PM	5:30 AM – 11:30 PM
Sunday	7:00 AM – 10:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	60 minutes
Midday	60	60
PM Peak	30	60
Evening	60	60
Saturday	60	60
Sunday	60	60

Related capital investments:

- Improved Transit Center at Crabtree Valley Mall
- Enhanced Transfer Point at Brier Creek Commons

Related service investments:

- Route 6 Glenwood
- Route 6La Glenwood Pleasant Valley

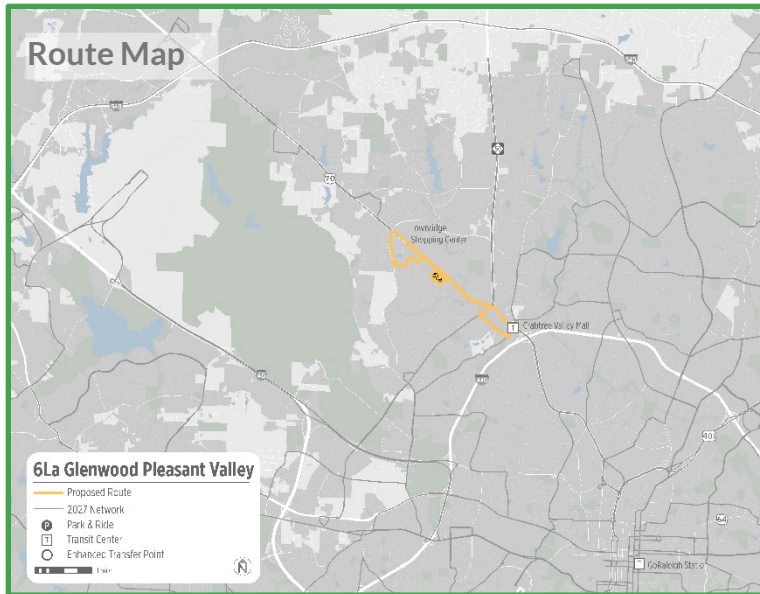


6La Glenwood Pleasant Valley

FY24

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: The new service will have a similar alignment to existing service, although there will now be three routes – this route is for extra peak service on some of the outer portion of Glenwood, between Townridge Shopping Center and Crabtree Valley Mall. There will also be Route 6 for frequent service on the inner portion of Glenwood and 6L for the outer portion of Glenwood.

FY17 performance: **AVERAGE**

Major destinations: Crabtree Valley Mall, Townridge Shopping Center

Connection points: Crabtree Valley Mall

	Existing	Proposed
	6 Crabtree	6La Glenwood Pleasant Valley
Span of Service		
Weekday	6:00 AM – 9:00 PM	6:00 AM – 9:00 AM and 4:00 PM – 7:00 PM
Saturday	7:00 AM – 10:00 PM	--
Sunday	7:00 AM – 10:00 PM	--
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	60 minutes
Midday	60	--
PM Peak	30	60
Evening	60	--
Saturday	60	--
Sunday	60	--

Related capital investments:

- Improved Transit Center at Crabtree Valley Mall

Related service investments:

- Route 6 Glenwood
- Route 6L Glenwood North

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Oberlin/Six Forks (Routes 8, 8L, and 16)

FY24

Operator:
GoRaleigh

Route	8 Six Forks Midtown	8L Six Forks North	16 Centennial-Midtown
Type	FREQUENT	LOCAL	FREQUENT
Proposed start date	January 2024	January 2024	January 2024
Adult one-way fare	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type	\$ 1.25 or future adopted fare for this route type
Wake Transit Plan reference	12 Six Forks	12L Six Forks (outer)	11 Oberlin
Wake Transit Plan status	Included in Wake Transit Plan	Included in Wake Transit Plan	Included in Wake Transit Plan

Annual operating cost and vehicles required

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Total cost					\$3,781,296	\$7,751,658	\$7,945,449	\$8,144,085
Net cost					\$2,839,713	\$5,821,411	\$5,966,946	\$6,116,120
Total vehicles					12	12	12	12
Net vehicles					7	7	7	7

Total costs and vehicles reflects costs associated with operating the new route. Net costs reflects cost of new route net of the costs of service replacements or reductions associated with implementation of the new route.

Schedule notes:

- Route 8L should be scheduled for timed transfers to and from Route 8 at Midtown in the peak direction

Other notes:

- Routing through downtown Raleigh may change based on the recommendations of the Raleigh Downtown Transportation Plan.

Oberlin - Six Forks

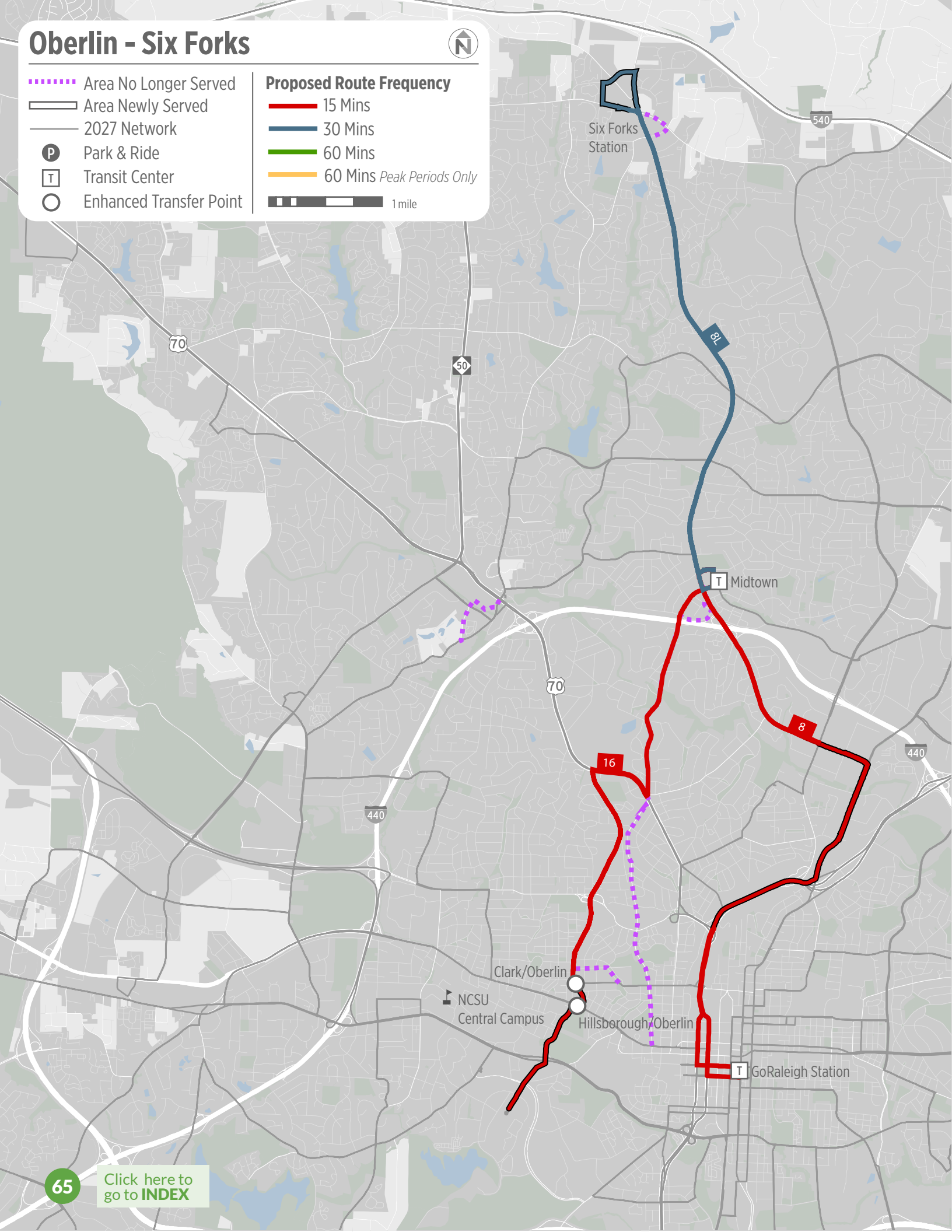


- Area No Longer Served
- Area Newly Served
- 2027 Network
- P Park & Ride
- T Transit Center
- O Enhanced Transfer Point

Proposed Route Frequency

- 15 Mins
- 30 Mins
- 60 Mins
- 60 Mins *Peak Periods Only*

1 mile





8 Six Forks Midtown

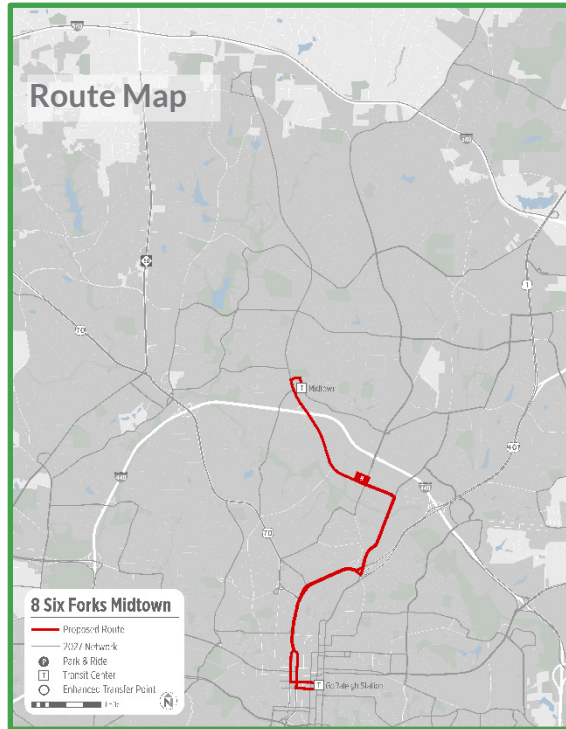
FY24

Route type:

FREQUENT

Operator:

GoRaleigh



Project overview: The route alignment will change, and the new route will be part of the frequent network. The current route will also be split into this route serving the inner portion, and the 8L serving the outer portion. This route will continue to serve downtown Raleigh.

FY17 performance:

AVERAGE

Major destinations: Midtown, Downtown Raleigh

Connection points: Midtown Transit Center

	Existing	Proposed
	8 Six Forks	8 Six Forks Midtown
Span of Service		
Weekday	6:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Saturday	7:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Sunday	7:00 AM – 11:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	15 minutes
Midday	60	15
PM Peak	30	15
Evening	60	30
Saturday	60	15-30
Sunday	60	15-30

Related capital investments:

- Improved Midtown Transit Center

Related service investments:

- Route 16 Centennial-Midtown
- Route 8L Six Forks North

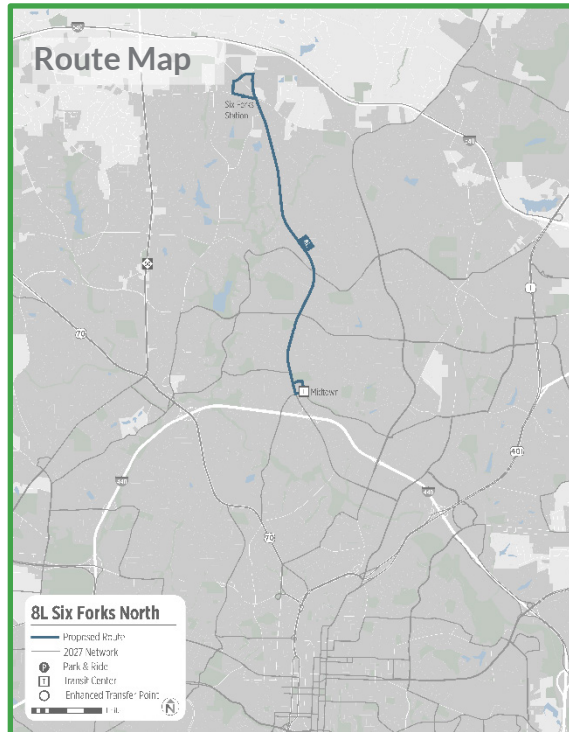


8L Six Forks North

FY24

Route type:
LOCAL

Operator:
GoRaleigh



Project overview: The current route will be split into two routes. This route 8L will serve the outer portion of the existing Six Forks route, while the Route 8 serving the inner portion will be part of the frequent network.

FY17 performance: **AVERAGE**

Major destinations: Six Forks Station

Connection points: Midtown Transit Center

	Existing	Proposed
	8 Six Forks	8L Six Forks North
Span of Service		
Weekday	6:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Saturday	7:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Sunday	7:00 AM – 11:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	30 minutes
Midday	60	30
PM Peak	30	30
Evening	60	60
Saturday	60	30-60
Sunday	60	30-60

Related capital investments:

- Improved Midtown Transit Center

Related service investments:

- Route 16 Centennial-Midtown
- Route 8 Six Forks Midtown



16 Centennial-Midtown

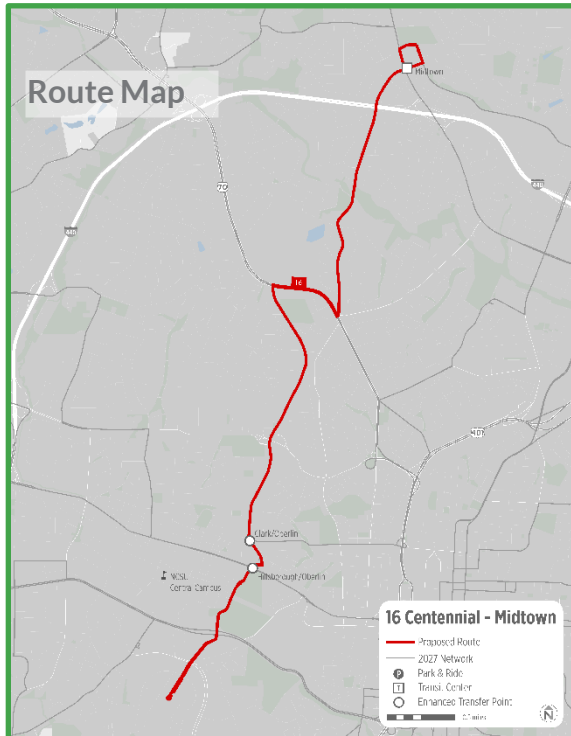
FY24

Route type:

FREQUENT

Operator:

GoRaleigh



Project overview: The Oberlin route will no longer serve downtown Raleigh, but will now serve NC State University (NCSU). This route will be part of the frequent network, with transfers available to multiple other frequent routes and the Western BRT line.

FY17 performance: AVERAGE

Major destinations: NCSU Central Campus

Connection points: Midtown Transit Center, Clark/Oberlin, Hillsborough/Oberlin

	Existing	Proposed
	16 Oberlin	16 Centennial-Midtown
Span of Service		
Weekday	6:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Saturday	7:00 AM – 11:00 PM	5:30 AM – 12:30 AM
Sunday	7:00 AM – 11:00 PM	6:30 AM – 11:30 PM
Frequency	Buses depart every:	Buses depart every:
Weekday		
AM Peak	30 minutes	15 minutes
Midday	60	15
PM Peak	30	15
Evening	60	30
Saturday	60	15-30
Sunday	60	15-30

Related capital investments:

- Improved Midtown Transit Center
- Enhanced Transfer Point at Clark/Oberlin
- Enhanced Transfer Point at Hillsborough/Oberlin

Related service investments:

- Route 8 Six Forks Midtown
- Route 8L Six Forks North

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