

Action Plan for Public Transportation in Wake County: Questions and Answers

Why isn't light rail to Knightdale, Wendell, and Zebulon in the plan?

There are two primary reasons why the Eastern Wake County corridor is anticipated to be served by rubber-tire transit in the future.

1. The projected land use intensity in 2035 reported to the STAC by planning staff in Eastern Wake municipalities is much lower than other corridors in Wake County, including the US 1 corridor and the Raleigh-Cary-Morrisville corridor that roughly follows I-40. Along the US 64 / 264 corridor, there are no Travel Market Places with over 10 trips per acre east of the Neuse river. Most of the corridor generates less than 10 trips per acre.
2. The rail line from Zebulon into Raleigh is in a poor state of repair and has many curves which would slow trains down significantly. Highway 264 is new and built to modern specifications, which would allow a bus from Zebulon to be significantly more competitive with private automobile travel in the corridor. A faster bus service may attract more riders than a slower rail service.

What is the spending on bus and rail in the plan?

Rail Capital, NW Cary to Spring Forest:	38%
Rail Operating Cost to 2035:	11%
Bus Capital (Buses and Maint. Facility)	5%
Bus Operating Cost to 2035	21%
Debt Service Costs	25%

Can we front-load more of the bus service?

Adding more buses in the first four years is possible, but there is a tradeoff between adding buses and having the capacity to extend rail service to additional communities in the future.

It is important to note that when the rail line opens, many, if not all of the buses providing service in the same corridor can be re-deployed elsewhere. The STAC report estimates that rail from NW Cary to Durant Rd would free up as many as 22 buses to be re-deployed elsewhere in Wake County. With this proposal using Spring Forest as the northern terminus of the initial line, it is reasonable to assume that roughly 18 buses could be redeployed at the opening of the rail line.

What is the capacity of the plan for future rail extensions?

Without additional frontloading of buses (meaning there are still 75 new buses on the road by 2013) it is possible to extend from NW Cary to Triangle Metro Center by the year 2023 while maintaining bus services and the first rail segment in operation.