Requested Board Action

Adopt a relocation strategy:
- Preferred relocation site
- Conceptual program
- Implementation approach
Regional Transit Center Relocation Study

Feasibility Study → Concept Design → Engineering → Construction
Agenda

- Study Purpose
- Site Search & Evaluation
- Preferred Site Location
- Conceptual Program
- Implementation Approach
- Next Steps
Study Purpose

Purpose: Evaluate opportunities to relocate and improve the Regional Transit Center to enhance functionality, connectivity, and reliability.
Existing Regional Transit Center
Existing Conditions

- Serves 10 routes
- 1,000 daily boardings
- 100 daily park & ride users
- Own headquarters building
- Lease park & ride and RTC
Safety and Accessibility

- Platform space limited and constrained
- Limited separation between users
- Buses share driveway with other vehicles
Passenger Amenities

What would improve the experience outside on the bus platforms? (Choose all that apply)

- More shelters: 61%
- WiFi access: 48%
- Wayfinding signage: 48%
- More benches: 44%
Passenger Amenities

- Limited shelter coverage
- Duke Energy Easement precludes ability to add more shelters on site
Access

What would improve the experience at the RTC?

60% Shops and Services Nearby
Connectivity
Reliability

56%  Arrive late and/or miss transfer due to delays

- Shared, unsignalized entrance to the site causes delays for buses
- Boarding platform location creates access conflicts between cars and buses
Speed

82% Rated improving bus speeds as important or very important

- Access to freeway network
- Multiple areas of delay
Site Search and Evaluation
Site Requirements

- Multiple points of entry
- 1 mile max. from I-40
- Close to other major freeways
- Signalized and dedicated entrance
- 200 park-and-ride spaces min.
- **Without** headquarters: 7 acres min.
- **With** headquarters and/or potential Joint Development: 14 acres min.

Parcel Search Process

Round 1
- 113 sites

Round 2
- 97 sites

Round 3
- 43 sites

Round 4
- 19 Sites

Round 5
- 6 sites
Parcel Search Process – Results

- Parcel search process yielded 6 potential sites
- 3 sites are GoTriangle identified opportunity sites
Top Scoring Sites
# Location Evaluation

<table>
<thead>
<tr>
<th>Goal</th>
<th>HUB</th>
<th>Park Point</th>
<th>TMC</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility (30%)</strong></td>
<td>3.80</td>
<td>3.80</td>
<td>3.00</td>
<td>2.60</td>
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<tr>
<td>Reduce travel time to and from highway network</td>
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<td></td>
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<tr>
<td><strong>Community (20%)</strong></td>
<td>4.50</td>
<td>4.50</td>
<td>3.00</td>
<td>1.25</td>
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<tr>
<td>Improved access to goods, services, and potential development</td>
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<td></td>
</tr>
<tr>
<td><strong>Viability (20%)</strong></td>
<td>3.40</td>
<td>3.40</td>
<td>3.80</td>
<td>2.40</td>
</tr>
<tr>
<td>Ease of acquisition and constructability</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Walk Access (10%)</strong></td>
<td>2.00</td>
<td>3.00</td>
<td>4.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Access to existing employment</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Multimodal (20%)</strong></td>
<td>3.60</td>
<td>5.00</td>
<td>5.00</td>
<td>1.35</td>
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<tr>
<td>Provide connections to commuter rail and BRT</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
<td>3.64</td>
<td>4.02</td>
<td>3.66</td>
<td>1.88</td>
</tr>
</tbody>
</table>
Conceptual Program:

The following design concepts and renderings are illustrative and they are intended to convey the approximate size, connections, capacity, and level of investment in the facility. They are not indicative of final site layout and are subject to change.
Conceptual Program

- Bus-only driveway and traffic signal at NC 54
- Access to planned Bus Rapid Transit, Commuter Rail, Triangle Bikeway
- First / mile last mile connectivity to Hub RTP
Conceptual Program

- 10 Bus Boarding Bays
- 2 Out-of-Service Bays
- Drop-Off Loop
- Pass sales booth & comfort station on boarding platform
- 5,000 SF Waiting room / meeting space / office
- Potential administrative building on site
Renderings
Implementation Approach
Implementation Approach

- Begin design and implementation of transit center
- Fund design and land acquisition in FY22 County Transit Plan annual workplans
- Continue to evaluate potential relocation of GoTriangle admin space to the new regional transit center location
Next Steps

**Concept Design**
Spring 2021

- Coordination with NCDOT and RTP
- Coordination with CRT and BRT Studies
- Coordination with property owner on land acquisition and future development potential
- Develop federal grant strategy

**Engineering**
2021-2023

- Apply for federal grant
- Final design
- Coordination with NCDOT and RTP
- Coordination with CRT and BRT studies
- Coordination with property owner
- Entitlements

**Construction**
2023-2024

- Construction
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