

# FACT SHEET

## Triangle Regional Transit Program Alternatives Analysis



### QUESTION

## How would the RBC Center be Served by Transit?

### ANSWER

The Wake Corridor Alternatives Analysis Conceptual Screening included the analysis of a fixed-guideway transit alignment as an option for serving the RBC Center. The analysis determined that a more appropriate way to serve the RBC Center would be through a well coordinated shuttle bus service that provides direct, event specific connections from the proposed Fairgrounds rail transit station to the RBC Center.

The fixed guideway transit alignment to the RBC Center was eliminated for the following reasons:

- > **Low Daily Transit Ridership.** In transit terms, the RBC Center is considered a “special trip generator” and experience in other cities has shown that special trip generators such as arenas and stadiums typically attract low ridership due to the relatively small number of full-time weekday employees and the irregularity of the remaining trips generated at these types of facilities. The presence of abundant free and/or fee-based parking, which is found at many arenas and stadiums including the RBC Center, also contributes to low transit ridership. While the RBC Center hosts over 150 sporting and entertainment events annually, most events are ticketed, held in the evenings and weekends, and enjoyed by audiences that extend well beyond the transit corridors’ service areas.
- > **Increased System-wide Travel Time.** Serving the RBC would add approximately one mile to the entire fixed-guideway system along a route that would include sharp turns and changes in grade, both of which contribute to slower operating speeds. The resulting increase in travel time along the entire line would reduce ridership, particularly during peak hour travel times
- > **Added Cost.** The additional mile of fixed-guideway infrastructure required to serve the RBC Center would add approximately \$80 million per mile. This cost would be difficult to offset

by the low ridership which is typical of special trip generators, particularly when they are located outside of core employment areas.



- > **Increased Travel Time.** Adding an additional mile to the transit alignment would increase travel time for the entire line, resulting in lower ridership across the entire system, particularly during peak periods when the RBC Center would generate lower transit trips.
- > **Insufficient Right-of-Way.** Accessing the RBC Center with a fixed guideway transit alignment would require a connection from either the North Carolina Railroad right-of-way or Chapel Hill Road to Trinity Road using either Youth Center Drive or Blue Ridge Road. Youth Center Drive is not a feasible route for fixed-guideway service because it would result in unacceptable impacts to the Westover neighborhood located along the west side of the road. Impacting the significant natural features which are part of the State Fairgrounds on the east side of Youth Center Drive would also be unacceptable. Along Blue Ridge Road there is insufficient right-of-way to support fixed-guideway transit service because of current vehicular congestion, need for future roadway expansion, and the proposed grade separation of Blue Ridge Road and the North Carolina Railroad corridor. In addition, development on the NC State University College of Veterinary Medicine campus on the east side of Blue Ridge Road and the historic State Fairgrounds facilities along the west side of the road prevent right-of way expansion.

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