



GoTriangle
Planning & Legislative Committee
January 27, 2021 2:30 pm-3:45 pm
Eastern Time

Based on NC Safer At Home executive orders in response to COVID-19, the GoTriangle Planning & Legislative Committee will meet remotely on Wednesday, January 27, 2021.

Click here to: Join Webex Meeting
Meeting Number / Access code: 171 485 3127 #
Password: 1234
Or dial: +1 415-655-0003

I. Call to Order and Adoption of Agenda

(1 minute Will Allen III)

ACTION REQUESTED: Adopt agenda.

II. Draft Minutes - November 18, 2020

(1 minute Michelle Dawson)

ACTION REQUESTED: Approve minutes.

III. Bus Stop Improvement Process

(15 minutes Erin Convery)

Presentation

IV. RTC Feasibility Study and Relocation Strategy

(45 minutes Jay Heikes)

ACTION REQUESTED: Recommend that the board adopt the Regional Transit Center feasibility study and relocation strategy.

V. Adjournment

(Will Allen III)

GoTriangle Board of Trustees
Planning & Legislative Committee Meeting Minutes
November 18, 2020
Held Remotely via Webex

Committee Members Present:

Will Allen III, Chair
Sig Hutchinson

Wendy Jacobs (left 2:40 pm)
Mark Marcoplos

Committee Members Absent:

Michael Fox

Other Board Members Present:

Michael Parker

Steve Schewel

Committee Chair Will Allen III called the meeting to order at 1:00 p.m.

I. Adoption of Agenda

Action: On motion by Jacobs and second by Marcoplos the agenda was adopted. The motion was carried unanimously.

II. Approval of Minutes

Action: On motion by Hutchinson and second by Jacobs the minutes of the October 28, 2020, meeting were approved. The motion was carried unanimously.

III. Update on Current and Future Potential Bus Rapid Transit Projects

Katharine Eggleston introduced the presentation on current BRT projects underway and an overview of future high capacity transit corridors identified in anticipation of updates to the three county transit plans. Jay Heikes' presentation is attached and hereby made a part of these minutes. He shared general information on five current BRT projects: the North-South BRT in Chapel Hill and four in Raleigh: New Bern BRT, Southern BRT, Western BRT and Northern BRT. He also reviewed four high capacity transit corridors from the 2045 metropolitan transportation plans: Morrisville - Clayton, Chapel Hill - Durham, Durham - RTP and Carrboro - RTP.

The committee discussed various issues and planning related to BRT, including bicycle and pedestrian facilities, electric vehicles; Transit Advisory Committee input; potential development along corridors; design standards to ensure operational flexibilities, facilities that can accommodate various size vehicles and a seamless passenger experience; process of addressing redundancy of service; and dedicated lanes.

Heikes presented a list of potential elements of high capacity transit projects grouped into three categories: priority lanes, intersection treatments and stop enhancements.

Jacobs left.

IV. Adjournment

Action: Chair Allen adjourned the meeting was adjourned at 2:47 p.m.

Will Allen III, Committee Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board of Trustees



Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Planning & Legislative Committee
FROM: Capital Development
DATE: January 12, 2021
SUBJECT: Update on Bus Stop Improvement Process

Strategic Objective or Initiative Supported

2.4 Ensure an attractive and accessible transit environment

Action Requested

Staff requests that the Committee receive an update on the status of GoTriangle's bus stop improvement process

Background and Purpose

Staff will deliver a presentation with a brief update on GoTriangle's ongoing bus stop improvement efforts.

The Planning and Capital Development department manages a program of systemwide bus stop improvements for GoTriangle in Wake, Durham, and Orange Counties, as well as for the GoDurham system (through the City of Durham's planning contract with GoTriangle). The improvement process includes planning, design, permitting, right-of-way acquisition, and construction of flatwork (e.g., boarding/alighting pad, passenger waiting area, sidewalk connections) and amenities (e.g., seating, shelters, lighting). Making these types of improvements connects GoTriangle and GoDurham customers with safe, comfortable, and ADA accessible locations to board and disembark from the bus.

Table 1 below details the progress of bus stop improvement projects since 2018. This progress is also highlighted in online interactive maps developed by GoTriangle planning staff; the GoDurham map can be accessed at godurhamtransit.org/stops, and the GoTriangle map will be going live this Spring.



*Table 1: Bus Stop Improvements**

	In Design	Construction	Completed
GoTriangle - Wake County	23	2	3
GoTriangle - Orange County	6	4	--
GoTriangle - Durham County	13	--	2
GoDurham	65	31	56

* This table includes stops improvements managed by GoTriangle. In addition to GoTriangle's internal bus stop improvement programs, bus stop improvements can also be built by partner municipalities and agencies or by private developers. GoTriangle coordinates closely with these entities to ensure the construction of high quality, accessible bus stops through these avenues.

GoTriangle will be requesting funding in the Wake, Orange, and Durham FY22 work plans to continue the design and construction of bus stops, with the goal of improving the accessibility and comfort of bus stops throughout the system. GoTriangle was also recently awarded FY22 Locally Administered Projects Program (LAPP) funding for 24 additional bus stop improvements in Wake County. The sections below outline the bus stop improvement process that GoTriangle implements to move these projects forward.

Existing Conditions

In 2020, GoTriangle staff conducted a field inventory of all GoTriangle and GoDurham bus stops, recording attributes such as location, amenities, and accessibility. Through this undertaking, GoTriangle now has detailed information of existing conditions at over 1,300 stops in the two systems. These existing conditions help identify which stops are in need of improvement, either to meet basic accessibility standards or to meet thresholds for installation of amenities based on ridership set by each system.

Planning and Prioritization

Once stops have been identified as in need of improvement, stops are prioritized for design. GoTriangle staff, in coordination with the City of Durham, has developed a prioritization methodology for GoDurham bus stops which considers factors such as ridership; location in Environmental Justice (EJ) and Black, Indigenous, and People of Color (BIPOC) neighborhoods and communities; access to destinations that serve seniors, youth, and persons with disabilities; and roadway safety issues. Moving forward, GoTriangle will be working with partners in Wake, Orange and Durham Counties to develop prioritization methodologies for GoTriangle stops that may consider factors like these, or others such as geographic equity, access to jobs, etc.

Design and Construction

When a package of stops has been scoped for improvements, GoTriangle's Project Delivery team works with design consultants to produce designs for each stop, and to obtain appropriate permitting and approvals from partner municipalities, agencies, and NCDOT in order to begin construction. GoTriangle also contracts with a third party to assist with right-of-way acquisitions and negotiations as required. Based on the most recent work conducted by GoTriangle, the typical



cost for the design and construction of a bus stop with a “standard package” of amenities (shelter, bench, pedestrian lights, trash or recycling bins, ADA curb cuts, sidewalk connections, and professional services) is estimated to be \$50,000 per stop. This figure represents approximately \$8-10,000 in design costs, and approximately \$40,000 for construction of flatwork and purchase and installation of amenities. This figure also accounts for construction of sidewalk and crosswalk connections as needed. While these connections can increase the cost of stop improvements, they are often necessary, given that relative to other systems, GoTriangle often operates on wider and faster roads that lack adequate pedestrian infrastructure.

Financial Impact

None

Attachments

- None

Staff Contact(s)

- Erin Convery, Senior Transportation Planner, 919-314-8701, econvery@gotriangle.org
- Meg Scully, Planning Manager, 919-485-7455, mscully@gotriangle.org





BUS STOP IMPROVEMENTS

AGENDA

- Progress Update
- Bus Stop Improvement Process
- Next Steps



MERIWETHER DR AT OLD OXFORD RD (SB)

PROGRESS UPDATE



RENAISSANCE PKWY AT SOUTHPOINT MALL (WB)



FAYETTEVILLE RD AT CROOKED CREEK PKWY

PROGRESS
UPDATE

STOPS SINCE 2018

System	In Design	Construction	Completed
GoTriangle – Wake County	23	2	3
GoTriangle – Orange County	6	4	--
GoTriangle – Durham County	13	--	2
GoDurham	65	31	56

PROGRESS UPDATE


INTERACTIVE MAP

Bus Stop Improvements Map


This is a map showing stop improvements since 2018.

Completed


In-Progress




Glenn View Station at Walmart




The Streets at Southpoint




Chapel Hill Rd at Palmer St (EB)



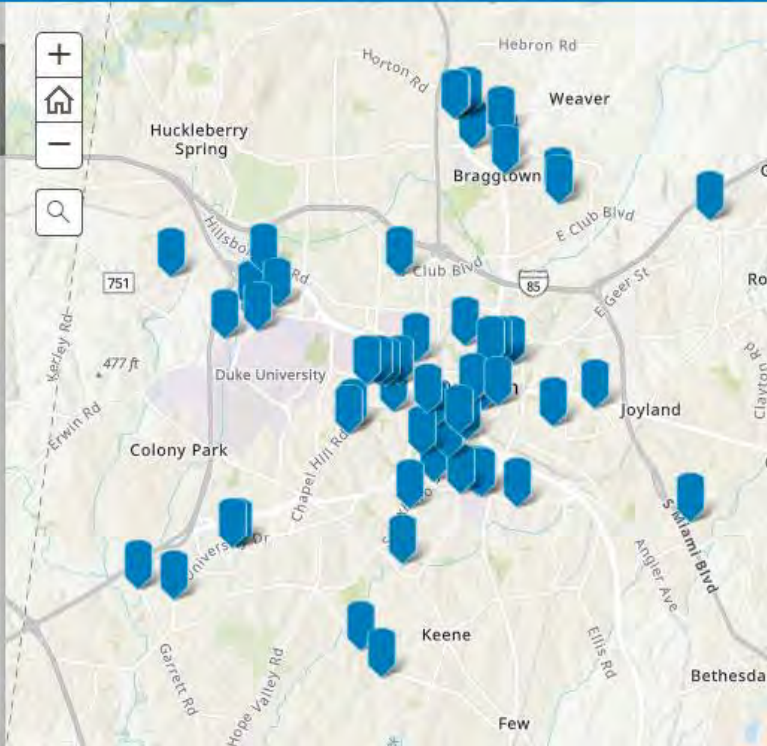
E Main St at Dillard St (EB)



Hinson Dr at Waring St



Fayetteville Rd at Crooked Creek Pkwy




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Home

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Search



[GODURHAMTRANSIT.ORG/STOPS](https://godurhamtransit.org/stops)

BUS STOP IMPROVEMENT PROCESS

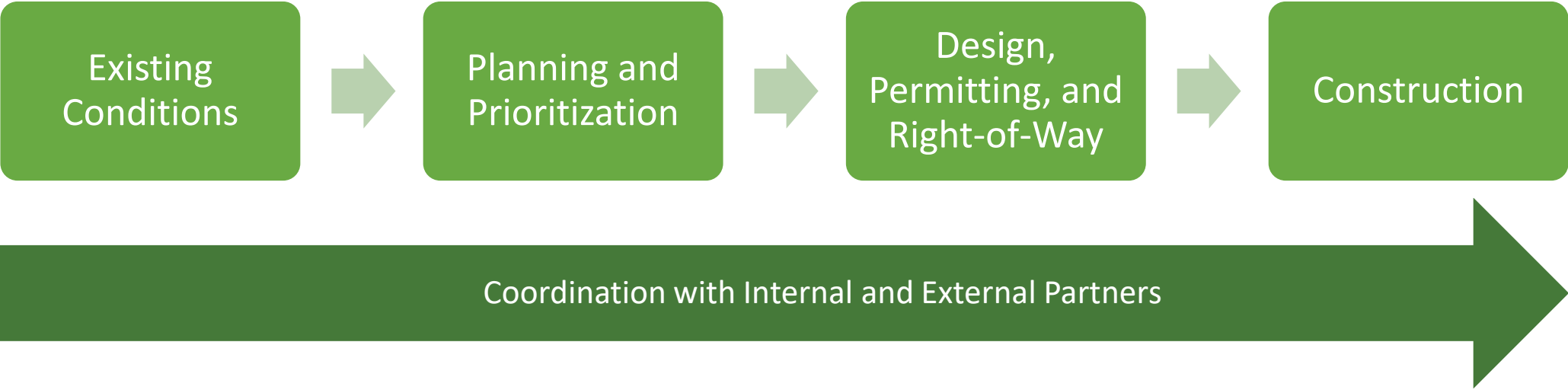


GLENN VIEW STATION AT WALMART



WAKE TECH SOUTH PARK AND RIDE

OVERVIEW



BUS STOP IMPROVEMENT PROCESS

EXISTING CONDITIONS

- 2020 Field Inventory
 - Location
 - Amenities
 - Conditions
 - Accessibility
- Identifying Needs
 - Basic Accessibility
 - Amenities Thresholds



LAWSON ST AT NCCU TRACK (EB)

BUS STOP IMPROVEMENT PROCESS

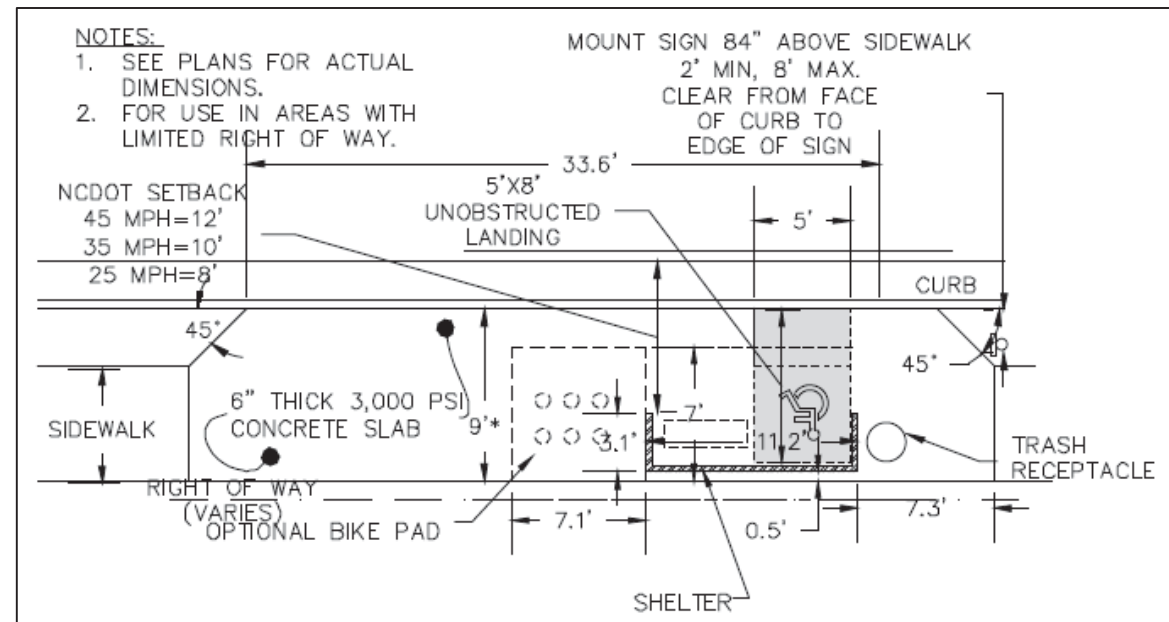
PLANNING & PRIORITIZATION

- Prioritization factors:
 - Ridership
 - Environmental Justice (EJ) and Black, Indigenous, and People of Color (BIPOC) communities
 - Access to destinations that serve seniors, youth, persons with disabilities
 - Roadway safety issues
 - Geographic equity, Access to jobs...
- Scoping and Feasibility
 - Staff working group

BUS STOP IMPROVEMENT PROCESS

DESIGN & ENGINEERING

- Survey and Design
- Permitting and Approvals
- Right-of-Way Acquisition



BUS STOP IMPROVEMENT PROCESS

CONSTRUCTION

- Construction-related permits
- Contractor oversight
- Quality assurance and inspections



NC 54 AT PARK DR

NEXT STEPS



DUKE UNIVERSITY RD AT UNDERWOOD AVE



HINSON DR AT WARING ST

WHAT'S NEXT?

- FY22 Work Plan funding requests in Wake, Orange, and Durham Counties
- FY22 LAPP funding for 24 stops in Wake County
- Standard technical details update
- GoTriangle interactive map
- Continued coordination with partner municipalities and agencies

QUESTIONS?



SPORTSMANSHIP WAY AT TING PARK PARK-AND-RIDE



PACIFIC AVE AT ROXBORO RD (WB)

MEMORANDUM

TO: Planning & Legislative Committee
FROM: Capital Development
DATE: January 21, 2021
SUBJECT: **Regional Transit Center (RTC) Feasibility Study and Relocation Strategy**

Strategic Objective or Initiative Supported:

- 1.2 Pursue service improvements and expansion opportunities

Action Requested

Provide feedback to staff on the relocation strategy and recommend that the GoTriangle Board adopt the Regional Transit Center feasibility study and relocation strategy.

Staff Recommendation

Staff recommend the adoption of the study and a relocation strategy for the Regional Transit Center, inclusive of a preferred location, conceptual program, and implementation approach, consisting of the following:

- Preferred location: “Park Point,” located approximately at the northwest quadrant of NC 54 and the NCRB railroad tracks. This location is intended to facilitate convenient first- and last-mile transit connections to the planned Greater Triangle Commuter Rail project.
- Conceptual Program: Transit center with covered platform for fixed-route buses, separate covered platform for para-transit and microtransit, enhanced passenger amenities, park-and-ride spaces, and a footprint for a future development adjacent to the site which could accommodate GoTriangle administrative space, among other uses.
- Implementation approach: Initiate design and implementation activities for the transit center. Fund design and land acquisition in FY22 county transit plan annual workplans. Continue to evaluate the relocation of GoTriangle administrative offices to the new Regional Transit Center in coordination with project design as well as the Regional Fleet and Facilities study.

The GoTriangle Strategic Plan and the county transit plans for Wake, Durham, and Orange counties identify the need for the relocation of the Regional Transit Center to improve route efficiency, connect to planned capital investments, and improve passenger amenities. The Regional Transit Center serves as a hub and park-and-ride for ten bus routes that directly serve Raleigh, Durham,

Research Triangle Park, Chapel Hill, Cary, Apex, Morrisville, and RDU Airport. Nearly 1,000 passengers board a bus at the Regional Transit Center each weekday. At its October 23, 2019 meeting, the GoTriangle Board of Trustees authorized consulting services to complete a feasibility study to identify and evaluate potential sites and produce conceptual site plans for a relocated facility. The Planning and Legislative Committee received an update on the study progress and provided direction to staff at its October 28, 2020 meeting.

Over the past year, the consultant and GoTriangle staff have completed an existing conditions assessment, identified site operational and location criteria, conducted public and stakeholder engagement, performed a site search, and evaluated six final candidate sites. Two sites, “HUB RTP”, located at the northwest corner of Davis Drive and NC 54, and “Park Point”, located at the northwest corner of the existing railroad tracks and NC 54 scored the highest among final candidates. The sites were scored based on improved access to the freeway network, proximity to planned bus rapid transit and commuter rail, access to employment, ease of site acquisition and construction, and the potential for transit-oriented development as well as access to existing retail and services.

At its October 28, 2020 meeting, The Planning and Legislative Committee expressed a strong preference for a site that provides a direct connection to the planned commuter rail station, expressed support for integrating the transit center within a transit-supportive development, and requested that staff further evaluate the “Triangle Metro Center” site at the southwest quadrant of NC 54 and the NCCR tracks. “Triangle Metro Center” was a planned station location from the legacy regional rail project in the early 2000s. Following the meeting, staff undertook further evaluation of the three final sites, including coordination with the respective owners of each site, to assess the following: viability of public-private partnership, potential timing, real-estate needs, site access, potential risks, and cost. The results of the further evaluation confirmed that the “Park Point” site remains the highest scoring site based on the technical criteria and that relocation to the site would be viable. The site presents an opportunity for public-private partnership that could enable the Regional Transit Center to leverage planned investments in commuter rail and bus rapid transit and support transit-oriented development adjacent to the transit center, increasing the project’s competitiveness for federal grant funding.

Next Steps

Once the GoTriangle Board adopts the study and relocation strategy, staff would proceed with design and implementation efforts, including the following:

- Initiate site and facility design, including continued coordination with the commuter rail study as well as coordination with the bus rapid transit extension major investment study
- Develop a federal grant strategy and secure local funding
- Continued coordination with the property owner and evaluation of public-private partnership opportunities, including the potential relocation of administrative space
- Coordination with the soon-to-be-underway Regional Fleet and Facilities Study



- Completing environmental review, including adoption of a locally preferred alternative
- Continued stakeholder coordination and public engagement

Project Need

The Regional Transit Center opened on Slater Road in December of 2008, adjacent to the Plaza office building that GoTriangle had recently purchased. It has always been envisioned as a temporary facility until a permanent transit center could be located and constructed. As GoTriangle grew service and ridership over the intervening years, the increased usage of the Regional Transit Center has highlighted its limitations. Onsite, buses mix with other traffic, creating conflict points with other buses, vehicles picking up or dropping off passengers, drivers accessing the park-and-ride and adjacent properties, and pedestrians. Overhead high-voltage electrical lines prevent the installation of improved passenger amenities such as more substantial overhead canopies to protect riders from the elements.

The distance of the Regional transit Center from I-40 and NC-147 necessitates the overlap of several bus routes along I-40 and Slater Road, resulting in duplicative routing and added time and operating cost to travel to and from I-40. The current site lacks a signalized entrance and buses experience significant delays entering and exiting the Regional Transit Center driveway as well as delay at nearby intersections during peak periods. As Imperial Center, Perimeter Park, and surrounding areas continue to add office space and traffic grows, the time and operating cost of serving the current facility will also continue to increase. Finally, the current location of the Regional Transit Center is not proximate to planned investments in bus rapid transit along NC 54 or commuter rail. Relocation to a new location is necessary to address the onsite and offsite limitations of the current Regional Transit Center.

Financial Impact

None in FY21

Proposed in FY22-24 county transit plan annual workplans: \$28.5 over three years, split 70%, 20%, and 10% among Wake, Durham, and Orange counties, respectively. These amounts do not account for potential federal grant funding. Any federal funds would offset these local shares.

- Wake \$19,950,000
- Durham \$5,700,000
- Orange \$2,285,000

Staff Contact(s)

- Jay Heikes, 919-314-8741, jheikes@gotriangle.org
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