



GoTriangle  
Planning & Legislative Committee  
February 24, 2021  
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, February 24, 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 - January 27, 2021**  
*(1 minute Michelle Dawson)*  
ACTION REQUESTED: Approve minutes.
- III. **2027 World University Games**  
*(15 minutes Charles Lattuca, Hill Carrow)*
- IV. **Wake BRT Program Update**  
*(20 minutes Mila Vega)*
- V. **Equitable Development around Transit: Planning and Implementation in Raleigh**  
*(20 minutes Jason Hardin)*
- VI. **15-501 Corridor Transit Enhancement Opportunities**  
*(30 minutes Jay Heikes)*  
Presentation
- VII. **Adjournment**  
*(Will Allen III)*

**GoTriangle Board of Trustees**  
**Planning & Legislative Committee Meeting Minutes**  
**January 27, 2021**  
Held Remotely via Webex

**Committee Members Present:**

Will Allen III, Chair  
Brenda Howerton

Sig Hutchinson  
Renée Price (left 3:59 p.m.)

**Committee Members Absent:**

Michael Fox

Committee Chair Will Allen III called the meeting to order at 3:34 p.m.

**I. Adoption of Agenda**

**Action:** On motion by Howerton and second by Price the agenda was adopted. Upon vote by roll call, the motion was carried unanimously.

**II. Approval of Minutes**

**Action:** On motion by Hutchinson and second by Howerton the minutes of the November 18, 2020, meeting were approved. Upon vote by roll call, the motion was carried unanimously.

**III. Bus Stop Improvement Process**

Erin Convery's presentation is attached and hereby made a part of these minutes.

Allen asked if GoTriangle will adopt a standard bus stop, which would decrease costs. Convery stated that GoTriangle's shelters vary because many stops are shared with other agencies and different municipalities have different streetscape requirements.

Hutchinson asked about sidewalk connectivity and how that is prioritized. Convery stated a ridership threshold is used to determine whether shelters and benches are installed. She said that installing sidewalks is beyond the scope of an individual bus stop improvement, but a stop can be connected to an existing sidewalk network.

Price asked if shelters would include marquees that announce bus arrival time. Convery stated that staff has been looking into those. Lattuca added that they are expensive to install and maintenance is high. He pointed out that information is available to passengers on mobile devices.

#### IV. RTC Feasibility Study and Relocation Strategy

Jay Heikes' presentation is attached and hereby made a part of these minutes. He reviewed current conditions at the exiting regional transit center and the amenities that passengers have said would improve their experience. He discussed the site search and evaluation process, including the site requirements. Three potential locations - the HUB, Park Point and Triangle Metro Center - along with the existing site, were scored based on established goals related to location and site design as well as cost. He report that the preferred site was determined to be Park Point. Heikes also shared a conceptual site plan.

Price left.

Allen asked about the potential for a commuter rail station on the site. Heikes responded that platforms could be located north and south of NC 54. He added that this property owner is willing to entertain a different location on the property site if the commuter rail platform needs to be shifted.

Allen pointed out the traffic signal. Heikes stated that was one benefit of this site and added that it could have some level of transit signal preemption if NCDOT agrees.

Heikes noted the opportunities for public private partnership and an interested partner in the property owner.

Allen asked how riders would get to and from their places of employment. Heikes replied being located near commuter rail centralizes and optimizes the ability to do that with fixed routes, but microtransit and on demand service could connect people within the Research Triangle Park.

Hutchinson asked about bike access. Heikes stated that he has had conversations with the project manager of the Triangle Bikeway Study and both parties are supportive of continuing to work together.

Lattuca said he would like to explore combining operations and administrative staff into one facility if possible.

**Action:** On motion by Hutchinson and second by Howerton the committee voted to recommend board approval of the Regional Transit Center feasibility study and relocation strategy. Upon vote by roll call, the motion was carried unanimously.

**V. Adjournment**

**Action:** Chair Allen adjourned the meeting was adjourned at 4:25 p.m.

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Will Allen III, Committee Chair

Attest:

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

Draft

Transportation - Transit

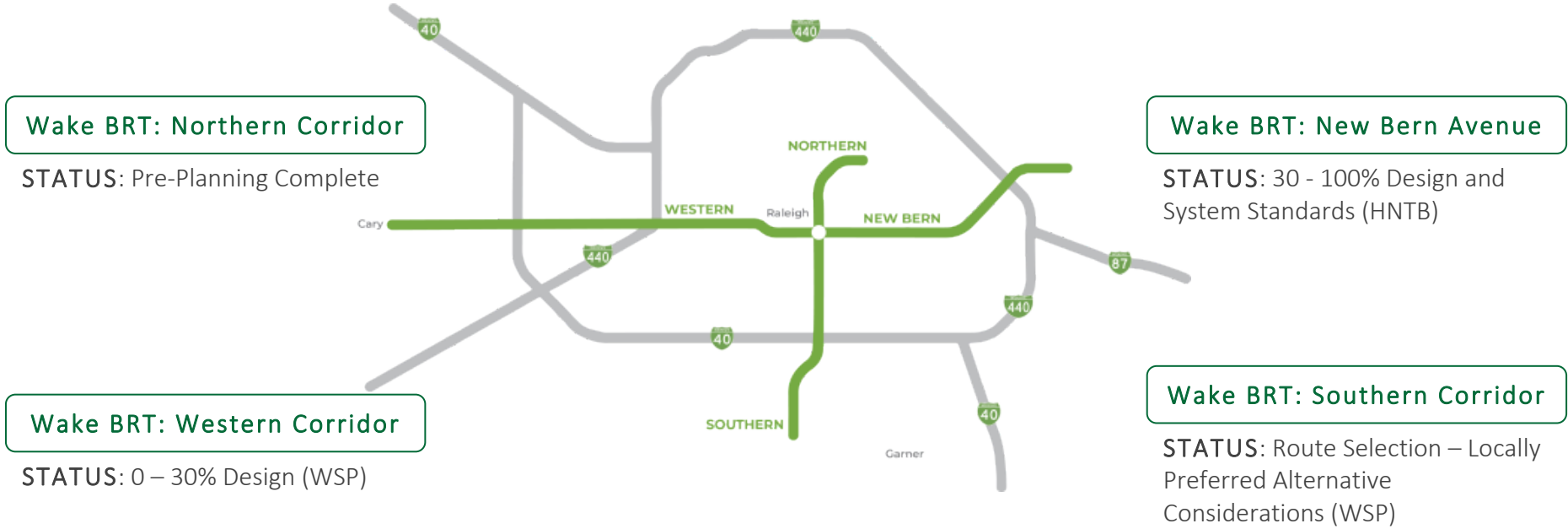
# Wake Bus Rapid Transit Program Update

*GoTriangle Planning and Legislative  
Committee*

February 24, 2021



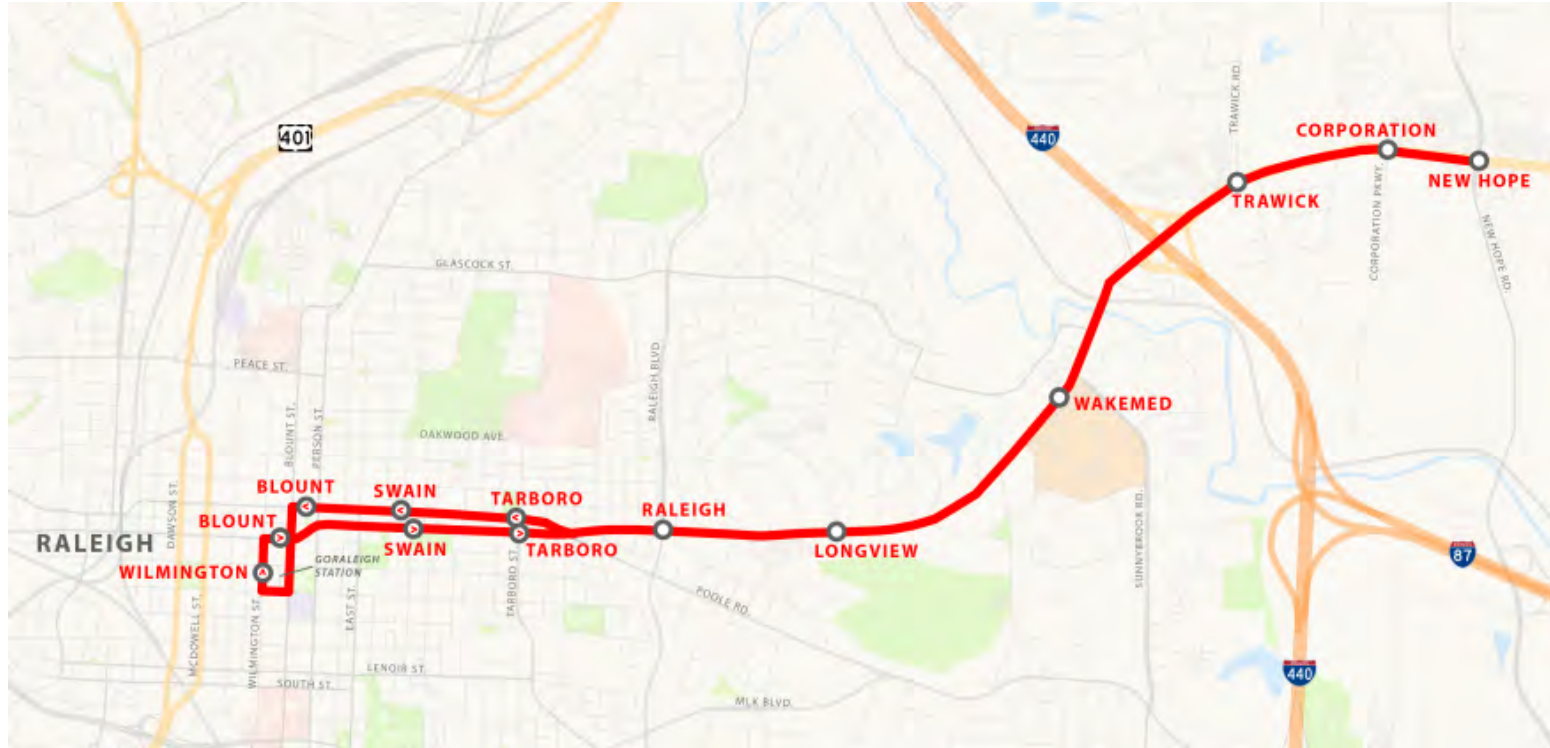
# Wake BRT Program Overview



# Wake BRT: New Bern Avenue Project Background

Date	Milestone
Spring 2020	30% design plans complete by WSP (March 17) Pedestrian Improvements and BRT projects consolidation
Summer 2020	HNTB chosen for final design team
Summer/Fall 2020	Review of 30% design plans & begin 60% design plans
December 17, 2020	\$35 million allocation from FTA
February 2021	Complete 60% design plans

# Wake BRT: New Bern Avenue





# Wake BRT New Bern Federal Funding

NEW BERN



## STEP 1: Project Development

- *PD Application*
- *Review Alternatives*
- *Locally Preferred Alternative (LPA)*
- *Local Funding Commitment*
- *Ratings Application*
- Environmental Review (NEPA & SHPO)
- 3<sup>rd</sup> Party Agreements (NCDOT)
- Complete Engineering, Design, and Utility Coordination

## STEP 2: Full Funding Grant Agreement

- Construction

NOTE – project must receive federal funding allocation before initiating Step 2

New Bern Avenue BRT received \$35M federal funding allocation on December 17, 2020

# Wake BRT: New Bern Ave Road to Construction

Date	Milestone
Winter 2021	60% design plans submitted to COR, NCDOT
Spring 2021	FTA document updates
Summer 2021	Value engineering
Late Summer/Early Fall 2021	Complete 90% design
Late Fall/Early Winter	Complete final design

# Wake BRT: New Bern Ave

## Memorandum of Understanding with NCDOT

- Will be brought to City Council for authorization on Feb 2, 2021
- Developed between NCDOT and City of Raleigh specific to New Bern BRT project
- Memorializes NCDOT's approval to allow the project within NCDOT roadway facilities and ROW
- Memorializes City of Raleigh's responsibilities associated with construction, maintenance and operation of the project
- Also includes the responsibilities for review & oversight of final design

# Wake BRT Public Engagement

- Virtual Open House (VOH) – 1,178 views in November
- Live Q&A Session on Nov 19 – 60+ viewers
- 17,000+ postcards sent out on Oct 28
- Station design survey polling boards – 7 total (Nov 21 – 30)
- Outreach to faith-based orgs – 175 contacted
- Downtown Outreach
  - Spring 2020, focused on downtown parking & loading zones with DRA
  - Fall 2020 met with multiple DRA business owners to discuss downtown impacts (Oct 5 – Oct 8)

*Next round of public engagement is planned for April 2021*




**Wake BRT Virtual Open House**

# Wake BRT Public Engagement

## Faith Based Outreach

- 175 organizations identified along the 4 BRT corridors
- All organizations contacted by email & phone, multiple times
- Follow up with materials for distribution, including flyers, presentations, corridor specific promotion packets, etc.
  - 15 organizations accepted project information

**Wake Bus Rapid Transit:  
Southern Corridor**



**What is Bus Rapid Transit (BRT)?**  
Wake Bus Rapid Transit (BRT) is coming to our region! Planning is underway for fast, reliable, frequent service along four key corridors.  
BRT is a high-capacity transit system that delivers fast and efficient bus service. The Wake BRT corridors may include dedicated lanes, busways and traffic signal priority. It also may include off-board fare collection, elevated platforms and enhanced stations.

**Wake BRT: Southern Corridor**  
The Wake BRT: Southern Corridor will be approximately 5 miles of BRT service, with portions of the route anticipated to be dedicated bus lanes. The project will also include enhanced stations and transit signal priority at traffic lights, allowing buses to stay on schedule.

**Corridor Updates**  
In order to identify a preferred route for this corridor, the selection process was divided into two sections - north and south. There were two potential routes in the northern section - South Wilmington Street or South Saunders St.  
Based on previous planning efforts and public input received, South Wilmington Street was identified as the preferred northern route option. This routing was endorsed by the City of Raleigh Council in October 2020.  
As a result, there are two route options for southern section of the corridor - South Wilmington Street Extension and Fayetteville Road. Further analysis and coordination is underway to identify the preferred route for the southern section. A decision is anticipated early 2021.

**Quick Facts**  
**BRT Route:**  
The Wake BRT: Southern Corridor connects Downtown Raleigh with North South Station and Pumper Drive in Garner.  
**Current Project Phase:**  
Planning

**Timeline**

- 2021
  - Finalize Locally Preferred Alternative
  - Finalize station locations
  - Develop station footprints
  - Refine BRT runningway designs
  - Refine cost estimates
- 2023
  - Complete final design
- 2024 - 2025
  - Begin construction
- 2027

[raleighnc.gov/brt](http://raleighnc.gov/brt)

Contact: Mel Pate at mel.pate@wakegov.gov or (919) 996-5122

# Additional Wake BRT Program Highlights

## Western Corridor

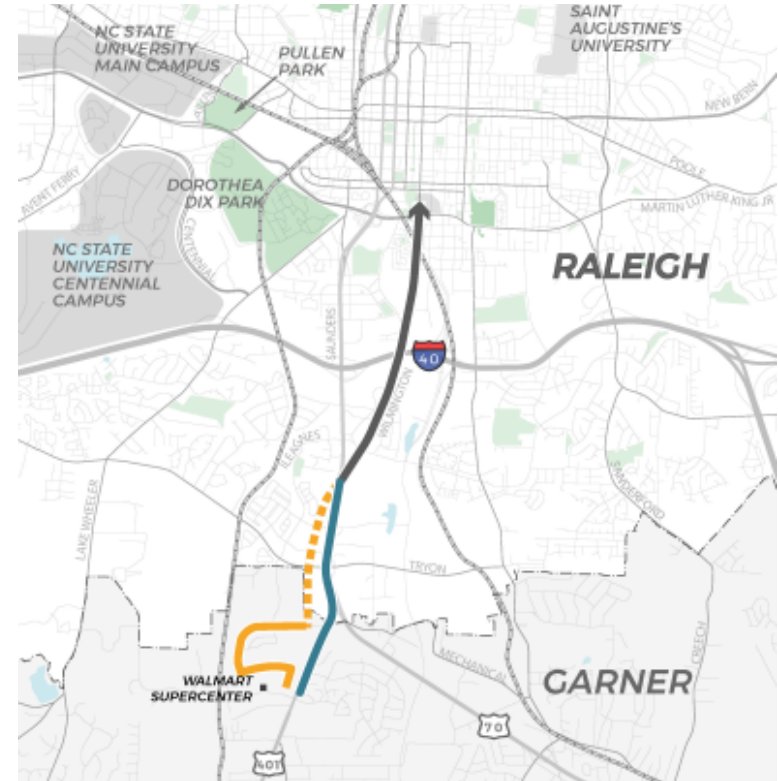
- Locally Preferred Alternative (LPA) endorsed by Town of Cary – July 2020 and City of Raleigh – August 2020
- Accepted into Project Development December 23, 2020
- Kicked off preliminary design, 0 – 30% and NEPA; approximately 20 months to complete
- Initiated Small Starts ratings application development



— Western Extension + Cary Towne Blvd + Maynard Alternative Alignment

# Southern Corridor

Date	Milestone
January 2020	Began LPA selection process
February 2020	Public Engagement
October 2020	City of Raleigh City Council endorsed S. Wilmington Street as preferred route for the northern Section
December 2020	Began Wilmington Extension at Tryon Road Traffic Impact Analysis (TIA)
Summer 2021	Begin 0 – 30% design and NEPA
Fall 2022	Complete 0 – 30% design and NEPA



# Wake BRT: Branding

Branding Process is underway, with final branding concept is expected early 2021.

- ✓ Completed Peer Review
- ✓ Branding Survey – Public and Stakeholder
- ✓ 3 Stakeholder Listening Sessions

## **Emerging Themes:**

- Create a brand with regional personality / geographical reference
- Opportunity to integrate with existing “Go” Brand



# Wake BRT: Station Design

Station Design process is underway, with final design concepts expected early 2021.

- ✓ Station Typologies (urban, suburban, curbside, median)
- ✓ Design Workshop #1 and #2 completed
- ✓ Integrate with 60% design work
- ✓ Design Workshop #3 scheduled March 8<sup>th</sup> with PMT

## Emerging Themes:

- Design with a modern form, shape and style
- Incorporate natural materials
- Design should be functional, yet unique and reflective of the area



# Next Steps

## **Key Milestones & Council Touchpoints**

- Review 60% design, branding, station design (Spring 2021)
- Southern Corridor Locally Preferred Alternative (LPA) – TARGET (Spring-Summer 2021)
- Small Starts Ratings Application for Western Corridor – TARGET (Fall 2021)

## **Public Engagement & Communication – April 2021**

- A Virtual Open House (VOH) is planned for the end of April extending into May
- Program update and information on all projects will be shared
- Will include both virtual and non – virtual engagement

# Transportation - Transit

## Thank you

February 24, 2021







# Equitable Development around Transit: Creating a More Sustainable, Equitable Raleigh



Why plan around transit?  
Vision  
Policy  
Implementation





# Equitable Development around Transit

## The Context

Wake County has 1.1 million people and is projected to grow by 600,000 people by 2040

Raleigh is closing in on 500,000 and is projected to grow by up 200,000 people by 2040



Grow More Around Transit

Grow More Around Driving



### What are the Trade-Offs?

# Equitable Development around Transit

## The Context

As commutes grow longer ...



Demand for walkable places closer to opportunity rises





# Equitable Development around Transit

## The Process

- Kickoff meeting, two workshops, final open houses
- 1000+ survey participants
- Talking with transit riders
- 60,000+ postcards
- Dozens of “pop-up” events, community meetings, BRT events



# Equitable Development around Transit

## Working Through Tradeoffs

- Playing a game
- Each block represented future residents and jobs
- Place the blocks where it makes the most sense to allow people to live and work







# Equitable Development around Transit

## What People Said

It's important to ensure affordable housing options exist near BRT

84%

I strongly support taller buildings if that means more affordable housing is provided

72%

A broader range of housing types should be allowed in residential areas near BRT

85+%



# Equitable Development around Transit

## What People Said

Is it important to reduce carbon emissions from transportation, even if that means more density and building height near BRT?

93%

Other than housing, what is the top equity issue around BRT stations?

Safe, walkable streets



# Equitable Development around Transit

## What People Said

I live in a walkable place with fast, frequent transit

46%

I want to live in a walkable place with fast, frequent transit

88%



# Equitable Development around Transit

## What People Said

Don't change

2%

Some additional  
transit support

23%

Grow around  
transit

75%

# Equitable Development around Transit Goals

- Grow Around Transit
- Enhance Affordability and Minimize Displacement with focus on Deeper Affordability
- Guarantee Pedestrian Safety
- Preserve Existing Businesses
- Generate Job Opportunities
- Ongoing Input, Measuring Results





# Equitable Development around Transit Policy



# Equitable Development around Transit

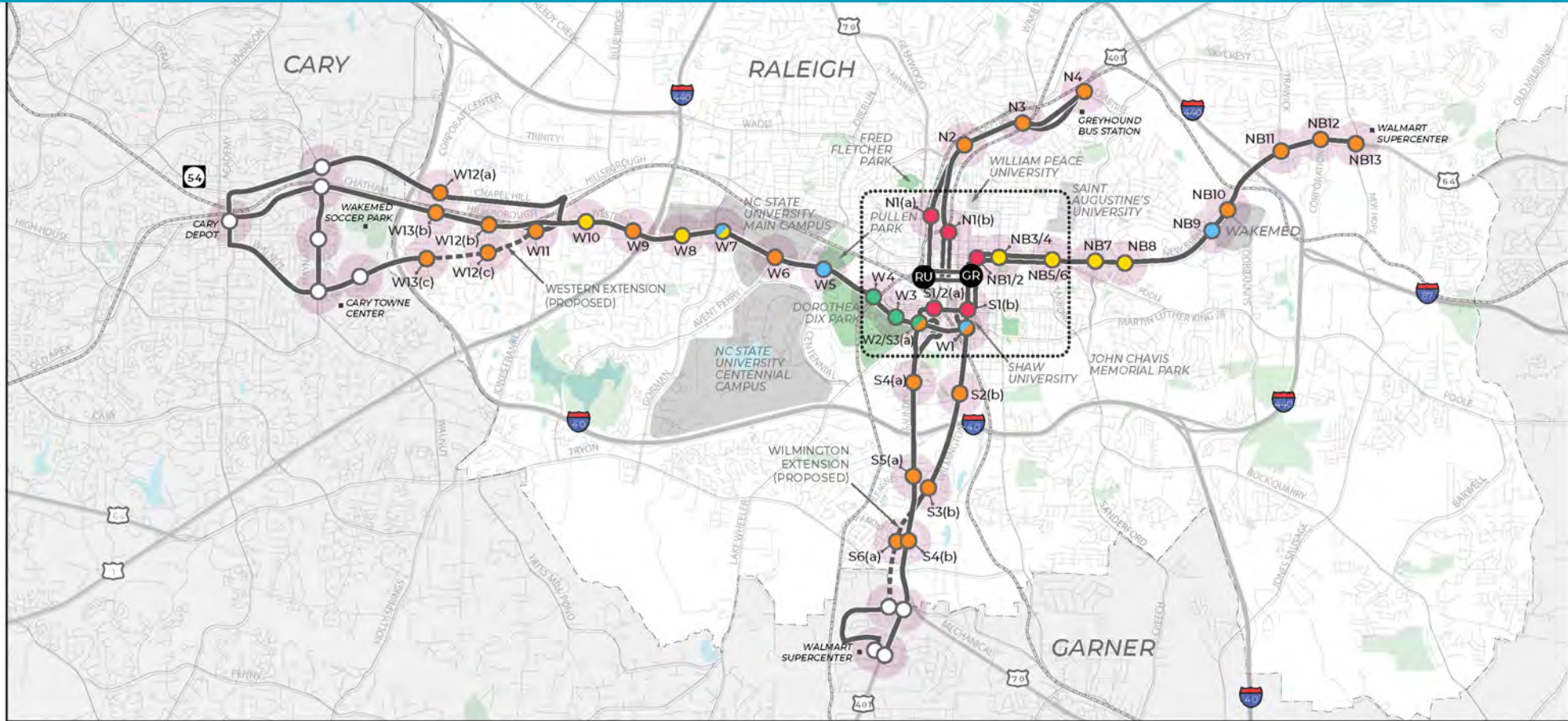
## Recommendations: Growing around Transit

The Growth Framework Map seeks to direct a full 60 percent of this future growth into downtown and a series of growth centers ... Of this 60 percent allocation of the city's projected growth, half should be accommodated within the four Bus Rapid Transit corridors.





# Equitable Development around Transit Recommendations: Growing around Transit



**Raleigh Equitable Development Around Transit Framework Station Area Typology**

- |                                      |                       |                                 |                               |                          |
|--------------------------------------|-----------------------|---------------------------------|-------------------------------|--------------------------|
| Raleigh Union                        | Half-Mile             | <b>Raleigh Station Typology</b> | Park                          | <b>Significant Areas</b> |
| GoRaleigh                            | Jurisdictional Bound- | Down-                           | Campus or Neighborhood Center | Campu                    |
| Proposed BRT                         | Reference Loca-       | Emerging                        | Park or Emerging              | Park                     |
| Proposed BRT Route on Proposed Road- |                       | Neighborhood                    | Campu                         |                          |
| Rail-road                            |                       | Campu                           | Cary / Garner                 |                          |

0.0 0.25 0.5 1.0 1.5 2.0 Miles






Note: Downtown routing and station areas are conceptual and subject to change, individual corridor routing will be developed during the planning and design process.





# Equitable Development around Transit

## Station Area Types

<p>Type</p>	 <p>Downtown</p>	 <p>Urban Center</p>	 <p>Neighborhood Center</p>	 <p>Campus</p>	 <p>Park</p>
<p>Examples</p>	<p>GoRaleigh Station, Union Station</p>	<p>Western at 440; New Bern east of 440</p>	<p>Method, New Bern inside 440</p>	<p>Shaw, NCSU, WakeMed</p>	<p>Dix Park</p>
<p>Height</p>	<p>40 stories</p>	<p>Up to 12 in the core, up to 20 in larger centers</p>	<p>Up to seven in the core</p>	<p>Depends on needs of institution</p>	

# Equitable Development around Transit Equity



AVOIDING  
DISPLACEMENT  
OF EXISTING  
HOMEOWNERS  
AND RENTERS



PRESERVATION OF  
EXISTING HOUSING



NEW HOUSING  
AND SUPPORTIVE  
LAND USES



JOB OPPORTUNITIES  
AND SUPPORT OF  
LOCAL BUSINESSES

# Equitable Development around Transit

## Equity: Pedestrian Safety

### **Guarantee Pedestrian Safety**

Transit usage depends on safe and comfortable, well-connected streets for people walking and biking. No transit rider should be exposed to streets that are unsafe because they are designed for motorists first.





# Equitable Development around Transit Implementation

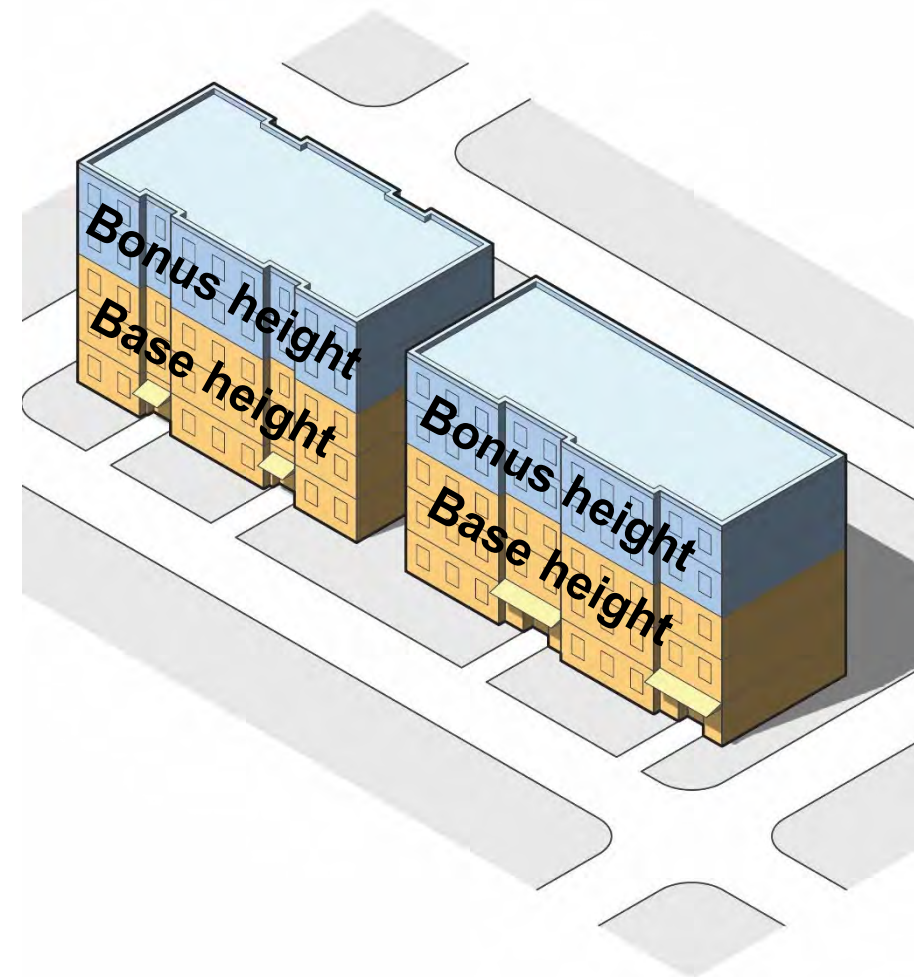




# Equitable Development around Transit

## Transit Overlay District

- Directly address affordability and employment
  - Height bonus for providing affordable units. Paired with subsidies and removed parking requirements, this can produce significant numbers of units
  - Height bonus for commercial space
- Directly address pedestrian safety
  - Buildings closer to street, wider sidewalks
- No vehicle parking required



# Equitable Development around Transit

## Transit Overlay District-Residential

- Allow triplex/fourplex/other small-scaled buildings
- Including maximum unit sizes as a direct means of addressing affordability and displacement.
- Remove parking requirements



ALLOWING MISSING MIDDLE HOUSING TYPES



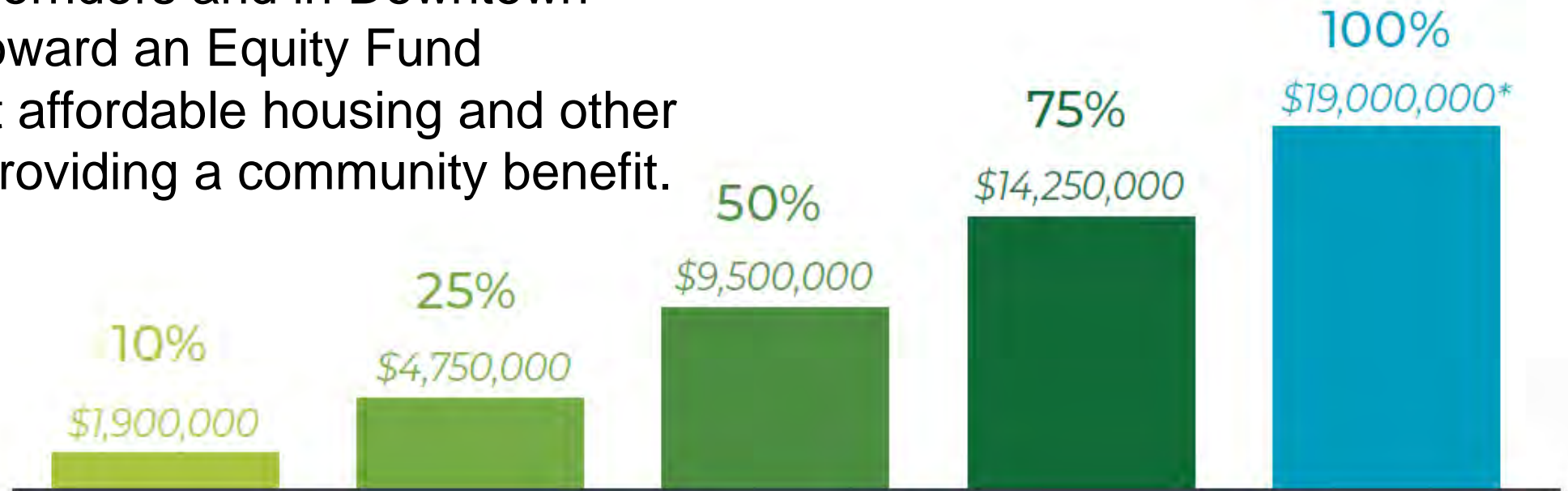


# Equitable Development around Transit

## Equity: Affordability

### New Tool: The Equity Fund

A percentage of new tax revenue generated within each of the BRT corridors and in Downtown Raleigh toward an Equity Fund to support affordable housing and other projects providing a community benefit.



Example of Potential Annual Equity Fund Revenue



# Equitable Development around Transit

## Action Items: Now/Near Term

- Develop station area plans for each BRT corridor and apply additional TOD
  - 2021: New Bern under way, public events spring-fall
  - 2022+ Other corridors to follow
- Apply the TOD overlay along the BRT corridors
  - 2022: New Bern as part of station area planning
  - 2021: Narrow application along other corridors, broader application to follow station area planning
- 2021-22: Expand the Equitable Development planning and programs to include BRT extensions, commuter rail, and frequent bus routes
- 2021: Acquire property along the corridors for affordable housing





# Equitable Development around Transit

## MEMORANDUM

**TO:** GoTriangle Board of Trustees Planning & Legislative Committee  
**FROM:** Capital Development  
**DATE:** February 10, 2020  
**SUBJECT:** **15-501 Corridor Transit Enhancement Opportunities**

### Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

### Action Requested

Staff requests that the Committee receive an update on the opportunities for transit enhancements in the 15-501 corridor and provide feedback to staff.

### Background and Purpose

Staff will deliver a brief presentation discussing ongoing studies in the 15-501 corridor, travel patterns, planned investments, and opportunities to provide a range of transit enhancements.

Regional transportation partners, including GoTriangle, are in the process of updating county transit plans for Orange and Durham counties, as well as the 15-501 Corridor Study. Existing condition reports and travel market analysis from all three studies highlight the regional significance of transit in this corridor. The regional, long range 2045 Metropolitan Transportation Plan (MTP) and local land use and mobility plans further underscore the importance of transit, bike and pedestrian facilities, and compact walkable, development patterns to the future of this corridor.

In particular, the 2045 MTP includes bus rapid transit along 15-501 connecting UNC and UNC Hospitals, Duke University and Medical Center and Downtown Durham. The county transit plans, which have a horizon year of 2040, will also include draft scenarios with varying levels of investment in the corridor as a part of public engagement for the update process. The 15-501 bus rapid transit corridor, as described in the 2045 MTP, overlaps existing GoTriangle regional routes as well as local routes, providing the opportunity to enhance those services. This corridor also presents the opportunity to leverage committed NCDOT roadway projects to include transit priority infrastructure as a part of the project, potentially enabling more cost-effective capital investments than could otherwise be achieved by constructing transit infrastructure as a separate project.

The transit plan scenario development and evaluation process provide a valuable opportunity to evaluate varying levels of service and infrastructure investment within the corridor. In addition to adding service or increasing frequency of existing services, there may be opportunities to coordinate convenient connections between GoTriangle, GoDurham, and Chapel Hill transit routes at one more locations within the corridor such as Patterson Place, Eastowne, and/or Eastgate Crossing. Following adoption of the transit plans, GoTriangle will submit a request for transit plan funding for a major investment study to further evaluate transit infrastructure in the 15-501 corridor and to coordinate with the design of committed NCDOT roadway projects. GoTriangle will also continue to coordinate incremental investments in transit enhancements in the 15-501 corridor to ensure the provision of fast, reliable, and convenient service connecting important destinations along the corridor.

### Financial Impact

None

### Attachments

- Presentation

### Staff Contact(s)

- Jay Heikes, Senior Transportation Planner, 919-314-8741, [jheikes@gotriangle.org](mailto:jheikes@gotriangle.org)
- Meg Scully, Manager of Planning and TOD, 919-485-7455, [mmscully@gotriangle.org](mailto:mmscully@gotriangle.org)



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