

**RALEIGH TRANSIT AUTHORITY  
FEBRUARY 8, 2018  
MINUTES**

The Raleigh Transit Authority met on Thursday, February 8, 2018 at 3:30 p.m in the Council Chamber, Raleigh Municipal Building, 222 W. Hargett Street, with the following present:

Ray Magsanoc, presiding  
Tolulupe Omokaiye  
Nathan Spencer  
Michael Stevenson  
Linda Wire

Staff present: David Eatman, Marie Parker, David Walker

The meeting was called to order by Vice Chair Magsanoc.

The following items were discussed with actions taken as shown:

**AGENDA – APPROVED AS AMENDED**

Mr. Eatman indicated an item would be added to the agenda regarding New Bern Avenue improvements. Mr. Spencer stated he would like to discuss the addition of a new standing committee. Without objection, the agenda was approved as amended.

**MINUTES – DECEMBER 14, 2017 – APPROVED**

Members received the minutes of the December 14, 2017 meeting prior to the meeting. Ms. Wire moved approval of the minutes. Her motion was seconded by Mr. Spencer, unanimously passed. Vice Chair Magsanoc ruled the motion adopted.

**INFORMATION ITEMS**

**WAKE TRANSIT PLAN – UPDATE RECEIVED**

Adam Howell, CAMPO, was present to provide an update of what TPAC has and will be done in regard to the Wake Transit Plan. The proposed Bus Service Enhancements for 7/3/18-6/30/19 for GoRaleigh and GoTriangle were reviewed. He reported TPAC is working on logistics for the free fare for youths for riders 18 years old or younger and stated they are excited about this

initiative. Additional proposed transit investments were reviewed including purchase of new buses, bus stop enhancements throughout the region, Park and Ride expansion, Union Station and a new operational maintenance facility being built in Cary. In regard to longer term investments, Mr. Howell stated 41% of the funds will be placed in reserve for development of bus rapid transit and the commuter rail study. In regard to the major investments for commuter rail, work is ongoing with railroad representatives and other groups to outline a memorandum of understanding for all partners involved which needs to cover everything needed. He reviewed a map of the bus rapid transit study area. In response to a question from Mr. Stevenson, Mr. Eatman explained the commuter rail from Garner to Durham would be a regional connection this plan would emphasize. There will be bus rapid transit between Downtown Raleigh and Downtown Cary. The corridor to the south is from Downtown Raleigh to Garner Station. New Bern Avenue would be from Downtown Raleigh to WakeMed. Capital Boulevard would be from Downtown to the Wake Forest Exit off Capital Boulevard Expressway area. Brief discussion followed regarding level boarding with Mr. Eatman noting we are looking for speed and level boarding will speed up boarding. In response to a question, Mr. Eatman stated this is a financially constrained plan for 10 years and while we don't know termination points at station levels, we know how far financially we can go but will know more later this summer. Mr. Spencer asked if we can choose to extend BRT more in five years with Mr. Howell responding there will be evaluations for potential future expansion. He stated they have asked all partner agencies to throw out any other corridors to be looked at before the analysis is done which will help aid the analysis. Mr. Howell reviewed the Performance and Design Standards which is still in the process of development. Public Engagement plans, areas of study in the short and long term, market strategies and methods were explained.

The update was received as information.

## **DOWNTOWN PLAN KICKOFF – INFORMATION RECEIVED**

Mr. Eatman stated we are going through a number of studies and as studies move forward, they are not ignoring Downtown. He indicated it is difficult to plan in the Downtown Area as there are many things competing and things need to happen but Downtown is not safe for everything in every corridor.

Richard Adams, Kimley Horne, was present to provide an overview of the scope of the Downtown Study noting there will be a kickoff in the near future. This study will be a very important component of every element associated with the Wake Transit Plan. Kimley Horne is under contract to provide this study and will start having initial meetings with the City shortly. They are the lead consultant to the Wake Transit Plan. During the process the team working on the Wake Transit Plan put a black box over Downtown and said they would not get to that level of detail now since it is so complicated. Now the team will delve into Downtown. The study

area came from the Downtown Raleigh Plan study area including Downtown and extends out to the west and north. Mr. Adams pointed out the study area on a map available at the meeting. The project approach was reviewed with Mr. Adams explaining rather than looking at each mode separately, they will be looking at all modes and issues at the same time. This will include mobility visioning, scenario modeling, designing network, rolling the plan out and implementation and a streetscape master plan for Downtown. Mr. Eatman explained the streetscape master plan will assure all cross sections are defined. Staff envisions the study to start with a blank slate and look at each corridor independently to its best function and various purposes.

Mr. Stevenson stated he is glad the City is looking at this. Mr. Spencer stated transit ridership is falling and looking at this from a blank slate and how we get people in and out and how we serve all walks of life and income levels is important. He felt approaching this from a blank slate would be really helpful.

Mr. Adams stated there will be a lot of talk coming forward about trade off noting things are changing Downtown and curb space is becoming more important. In regard to public involvement, Mr. Adams stated there is not a detailed plan yet but there is a need and it is important to reach out to the entire Raleigh community and particularly the Downtown community. Street cross sections is also an important element of the plan. Street visions will look at what some typical streets will look like under various scenarios. Multi modal performance measures were reviewed in detail.

Betty White, Kimley Horne, explained how they will bring the information all together to a plan would involve selecting one recommended scenario that will advance forward. How documentation, implementation and roll out as well as the proposed 12-14 month project schedule were reviewed. She referred to the streetscape master plan explaining they will look at cross sections and proposed streets to have different priorities and will provide a design of what these streets would look like with various amenities. Mr. Eatman pointed out there is a very robust public participation plan included in this project. The kickoff will have representatives from the various departments and include a full gamut of individuals. Mr. Eatman again stressed this plan follows the existing Downtown Plan study area that will incorporate the Downtown core and other areas needed..

The report was received and information.

## **NEW BERN AVENUE SIDEWALK AND TRANSIT IMPROVEMENTS – INFORMATION RECEIVED**

David Savage, Project Manager, was present to review the New Bern Avenue sidewalk and transit improvement project. This is a major route into and out of Raleigh and involves huge demand for pedestrian facilities. The project totals 2.2 miles from Tarboro Road to Sunnybrook Road. Project considerations and constraints, pedestrian safety issues, etc. were reviewed. Lighting is not an issue in this area as this is one of the best lit corridors in the City. Lighting will be retained but there will be some pole improvements made. Minimizing impact on utilities and existing businesses as well as the need to avoid doing anything that would be torn out when BRT comes through in five years was discussed. Sidewalks will be installed on both sides of the street.

Mr. Savage reviewed the project in 2 sections. Section 1 is located between Tarboro Road and Raleigh Boulevard which is the most urban section and totals ½ mile. 99% of this portion has existing sidewalks at the back of the curb. Upgraded transit stops, street scaping, pedestrian signals and landscaping areas were reviewed. A proposed stormwater rain garden was explained along with a rendering of the completed project. Discussion took place regarding the improved transit stop with Mr. Savage noting he had worked with transit staff to get the stops proposed properly. When the BRT project comes through, all above ground things can be moved. Staff is planning on starting construction of the project in early 2019.

Section 2 of the project was reviewed from Raleigh Boulevard to Sunnybrook Road totaling 1.7 miles in length and includes 8' sidewalks/multi use path aligned with the greenway. Discussion followed regarding various aspects of the proposed project including lighting, right-of-way, etc. Mr. Magsanoc expressed concern about having lighting for the bus stops in neighborhoods. Mr. Spencer stated the need to get customers safely to the bus stops noting some have to get off the bus and walk ½ mile while is dangerous is unlit areas. He felt there needs to be enough lighting to be safe in Phase 2 for people going to and from the bus stops. Mr. Savage pointed out lighting is not a part of the scope of work but will bring this subject up to staff. Changes would require amending the scope of work and budgets. Mr. Eatman stated staff will bring back to the authority additional information on lighting in Section 2 of the proposal. Locations of all transit stops in Section 2 were pointed out. The timeline for the project was reviewed with construction beginning in February, 2019 and completed in December, 2019. Mr. Savage reported the public meeting on this project was very positive and the people who had impact were pleased. The project will make the area safer and better. Staff is trying to find a way to get the bicycle track to the greenway at Crabtree Creek.

The report was received as information.

## **UDO CHANGE – TRANSIT AMENITIES – INFORMATION RECEIVED**

Tim Bender, Senior Transit Planner, reviewed the Text Change that went into effect on January 1 regarding requiring developers to install transit stops when a project generates a certain number of people. He reviewed the exceptions and noted the Transportation Director has authority over site locations for stops. Infrastructure where required, design standards and specifications were reviewed. Mr. Spencer asked if this text change indicates we as a City through the UDO are providing benefit to developers for installing transit stops with Mr. Bender responding there are no specific elements like that included. There will be no more transit easements as a condition of approval as transit amenities are now a codified part of the UDO which establishes consistency. The Transit Authority has adopted a transit amenities policy with specifications. Mr. Eatman indicated this text change is to insure we get facilities in planned corridors where we have development that would generate enough traffic to warrant shelters. Mr. Bender indicated this will be part of the plan review process.

The report was received as information.

## **POSSIBLE LAND USE COMMITTEE – INFORMATION RECEIVED**

Mr. Spencer stated he would like to open for discussion the addition of a standing committee called Land Use Impact Committee that would take into account how this authority's recommendations as well as recommendations of other agencies and organizations related to transit impact land use noting currently recommendations are forwarded to the City Council. He explained the key thing is this body discusses transit and our needs but don't look outside the box. He indicated the authority's recommendations will have large effect on how business and housing is impacted, particularly without density or good land use there is no transit.

Mr. Stevenson indicated going forward it would be beneficial for more collaboration between planning and the transit side and there could possibly be a liaison from transit with planning.

Mr. Eatman indicated the chair or a majority of the board can develop or dissolve committees. From a staff level, he would see if there is the possibility to incorporate this into an existing committee which might be better from a logistic standpoint. Since Mr. Horne was not present at this meeting, Mr. Eatman indicated he would like the chair's input. He also suggested the possibility of doing this as a committee or something less formal and communicate with the Planning Commission. He indicated land use and transit are important in everyone's eyes noting there had previously been a joint meeting with the Planning Commission.

It was agreed to place this item on next month's agenda. Vice-chair Magsanoc stated input from staff on options is also needed as well as determining if planning has a subcommittee for transit

where this body could have a liaison member plugged into that subcommittee. Mr. Eatman indicated possibly at the next meeting this could be referred to the Route Committee which would provide a forum to discuss this in detail.

## **COMMITTEE REPORTS**

### **MARKETING COMMITTEE REPORT – RECEIVED**

Ms. Omokaiye reported the Marketing Committee met on February 1, 2018 and made the following recommendations:

#### **Together Raleigh Update:**

Ms. Wright reported the call for artists has gone out for Together Raleigh. This is a collaboration with the Raleigh Arts Office, GoRaleigh, the News and Observer, the North Carolina Museum of Art and Together Raleigh for artists to create original designs for select GoRaleigh bus shelters. There will be 11 shelters selected for artwork plus 1 community driven shelter. Selected artists will each receive a \$750 honorarium and the opportunity to have their artwork displayed on a bus shelter for at least one year, beginning in July, 2018. Mr. Eatman reviewed criteria for artists and once the calls come back, 11 artists will be chosen

This item was received as information.

### **ROUTE COMMITTEE – REPORT RECEIVED**

Mr. Magsanoc reported the Route Committee met on February 6, 2018 and made the following recommendations:

#### **Bus Stop on Raleigh Boulevard at Glascock Street/Food Lion:**

Mr. Eatman stated there is a stop in this location with limited right-of-way and the stop will have to go out of the right-of-way requiring confirmation by the board that the design of that stop is acceptable. It is understood it will take additional space to build a shelter as staff would like. Prior to installation, staff will make sure we have the necessary right-of-way. He explained the authority needs to confirm it likes the stop in order for this to move forward. Mr. Spencer indicated this is a high frequency stop and very close to a large amount of affordable housing, public housing and a very popular grocery store. Mr. Spencer stated he supports this stop as proposed.

Mr. Stevenson pointed out as he travels around the City, he has noticed there are pads that are not level and are leaning once they get bolted down which is unappealing. He recommended as new ones are built this should be taken into account. Mr. Eatman stated staff will be sure as we look at additional facilities, that the leveling component is considered.

Mr. Spencer moved approval of the bus stop as proposed. His motion was seconded by Mr. Stevenson. It was noted the item could not be voted upon due to the lack of a quorum present at the meeting.

### **Bus Stop on New Bern Avenue at Dickens Drive:**

Mr. Eatman indicated this item received public comments in the Route committee that requested this stop remain throughout construction and final removal would not occur until all sidewalk connections are completed and pedestrian access provided to the new stop. Staff pointed out the location on a map available at the meeting noting there will be 2 new facilities at Clarendon Crescent. Public comments resulted in moving one on the south side. It was proposed to remove the 2 at Dickens and the new stop be located at Clarendon Crescent.

Mr. Spencer indicated he agreed with this in part because of the plan to increase BRT and having to consolidate a stop going westbound on the opposite side of Clarendon Crescent would increase our ability to have on time and better frequency service. This will become that much harder once we get BRT to have multiple stops and we can serve riders better having consolidated stops. He noted those that have used the Dickens stop will have to walk a little bit further. Mr. Eatman pointed out the location on the eastbound lane is in front of a gas station and that is supposed to be located to the far side of Clarendon Crescent. This is closer to the stop removal in the eastbound lane. There will be an improved intersection with pedestrian signals which will be a much safer location.

Since there was no quorum at the meeting, it was agreed to table any motion to the next meeting.

### **STAFF REPORTS – RECEIVED**

Members received in their agenda packets the following staff reports:

1. Statement of Income (December 2017))
2. Variance Analysis (December 2017)
3. Go PASS Ridership Summary (December 2017)
4. Go PASS Ridership by Agency (December 2017)
5. Accessible Raleigh Transportation Summary (December 2017)
6. Operating Statistics (December 2017)
7. Route Statistics (December 2017)
8. Ridership Percentage by Time Period (December 2017)

9. Evaluation by Route (December 2017)
10. Advertising Update (Decemberr 2017)
11. On time Performance Report (December 2017)
12. Monthly Talking Points (January 2018)

## **ADJOURNMENT**

There being no further business the meeting was adjourned at 5:30 pm.

Respectfully submitted,

Brenda Hunt