

RALEIGH TRANSIT AUTHORITY
MARCH 8, 2018
MINUTES

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

Jason Horne, presiding
Sheritta McCullers
Tolulupe Omokaiye
Tony Pecoraro
Nathan Spencer
Linda Wire

Staff present: David Eatman, Marie Parker, David Walker

The meeting was called to order by Chairman Horne.

The following items were discussed with actions taken as shown:

AGENDA – APPROVED AS AMENDED

Mr. Eatman indicated he would be adding an action item relating to the FY19 Work Plan. Members were provided with a memo relating to this item. He explained the public comment period expires next Wednesday. There are 2 items that are in reserve within our regular 2019 budget and staff is requesting the authority to send a letter as provided today or the letter can be amended if desired. He noted he would provide additional clarification on this later in the meeting.

Mr. Eatman further pointed out members had received a budget hand out which needs to be added to the agenda. A presentation and plan update will be provided and indicated this item should be discussed as a Finance Committee recommendation. This is the first time the authority would be seeing the budget and noted he would like to have authority adoption in April.

Without objection, the agenda was approved as amended.

MINUTES – JANUARY & FEBRUARY, 2018 – APPROVED AS AMENDED

Members received the minutes of the January and February, 2018 meetings prior to the meeting. Mr. Spencer indicated the January minutes should be amended to include him as present. Ms. Wire moved approval of the minutes as amended. Her motion was seconded by Ms. McCullers, unanimously passed. Chairman Horne ruled the motion adopted.

STAFF ITEMS

WESTERN BOULEVARD CORRIDOR PLAN – INFORMATION RECEIVED

Mr. Eatman indicated the Planning Department has completed 3 of the 4 BRT corridor plans that included South Saunders/Wilmington corridor, New Bern Avenue corridor and Capital Boulevard corridor. The 4th corridor is Western Boulevard which staff and TPAC have been working on this. This is a local initiative and tied to the Transit Plan. \$350,000 was requested from the Wake Transit Plan and \$150,000 from the planning budget and \$150,000 from the budget before the authority today.

Mr. Eatman indicated an engineering position has been put in reserve. This engineer would help as we envision BRT moving into the engineering phase. They would also be useful as projects go into development. He explained staff is requesting to be allowed to bring this engineer on board as early as October which would be the second quarter of next fiscal year but no later than January 1, 2019. This would align with the TPAC schedule. If the authority agrees, the letter would need to be signed by the chairman. The letter can be edited. All other elements in the Wake Transit Plan remain as submitted. In response to a question from Mr. Pecoraro, Mr. Eatman explained this project engineer will fall under the Engineering Services Department under the roadway design group and act as project manager over engineering phases of the Wake Transit Plan.

Mr. Spencer moved approval of bringing an additional project engineer on board as outlined by Mr. Eatman. His motion was seconded by Mr. Pecoraro, unanimously passed. Chairman Horne ruled the motion adopted.

TRANSIT PLANNING – UPDATE RECEIVED

Mr. Eatman provided a presentation describing the various elements of the planning process to date, how the process flows, key projects and the FY19 Work Plan. The presentation included Data used in exploring ridership markets including population density, employment density, households without cars, persons with disabilities, low income individuals, those over 65 years of age, persons in the work place age 30 or younger, etc. Transit demand for 2040, how to serve

the community, building out 10-year plan and a flow chart of how we go through the planning process were reviewed. Public involvement and what is occurring now were reviewed with Mr. Eatman noting a multi-year bus service implementation plan is being developed currently. A facility to support the paratransit activities in the future will be needed. Mr. Eatman reviewed what the plan will not cover. He referred to Major Investment Studied noting recommendations will be made soon on BRT including preliminary station locations, project sponsors, service standards, etc. The plan will not locate precise station locations. The BRT Major Investment Study will have the project sponsor determined in the Fall of 2018. The Major Investment Study for Commuter Rail Transit timeline was reviewed with alternatives in the fall of 2018 and determinations made in the winter of 2019. The Downtown Mobility and Operations Plan will determine who we flor through Downtown and has a 14-month schedule. Operating priorities and priorities of capital funding items were reviewed. Capital items included replacement buses (delivery in 14 months or less and depending on manufacturer could be as early as 8-9 months); expansion buses, bus shelters & amenities, bus leases, area plan and community transit center. This center in the New Hope area would include 4 with a maximum of 6 bays. He indicated the FY19 budget would cover property, if property could be found, and determining how to move forward with that with future funding in 2020 and beyond.

Ms. McCullers asked when the youth fare would begin with Mr. Eatman responding this will be available July 1. Mr. Pecoraro asked the timeline on terminal investments with Mr. Eatman responding the goal of the Transit Plan is to have these projects available in the 2027 timeframe and would be phased over that time frame. In response to a question from Mr. Pecoraro, Mr. Eatman indicated the Paratransit Plan is a major component and will be bringing up our needs as well as Wake County's needs for a facility.

The update was received as information.

PUBLIC COMMENTS – RECEIVED

Joseph Johnston, 750 Weaver Dairy Road, Apt. 215, Chapel Hill, was present as a member of a model train club that meets at 1615 Old Louisburg Road, across from Watkins Grill. Crabtree Boulevard inbound goes by this location but there is no stop currently there. To get to a bus stop requires crossing Atlantic Avenue and walking past Watkins Grill and past Circus Restaurant to the bus stop. That area is not well kept and many times is muddy. He has slipped and fallen at that stop. He requested that the bus stop that was originally in front of 1615 Old Louisburg Road that was originally located there be restored which would avoid this dangerous crossing. Chairman Horne requested that the Route Committee review this request.

COMMITTEE REPORTS

MARKETING COMMITTEE – REPORT RECEIVED

Ms. Omokaiye reported the Marketing Committee met on March 1, 2018 and discussed the following item:

Together Raleigh Update:

Ms. Omokaiye the authority will be approving this is the April/May timeframe. She stated she is on the judging panel.

Ms. Omokaiye further stated the committee discussed the bus shelter design update, changing the name of the Raleigh Transit Authority, how to get the word out for meetings, public meeting updates and the \$250,000 advertising budget.

Mr. Eatman indicated the status of 2 shelters will be on the next agenda.

Ms. Wire indicated the candidates running for election should be provided whatever information possible so when they are meeting the public they will have information on the Wake Transit Plan and how money is being allocated in the future.

Discussion followed regarding how long the artwork would stay before they are replaced. Mr. Eatman stated staff would request waiving replacement until the artwork is aged out which would be a 24-36 month life span.

ROUTE COMMITTEE – REPORT RECEIVED

Mr. Spencer reported the Route Committee met on March 6 and made the following recommendations:

Bus Stop on New Bern Avenue at Dickens Drive

(This item was also discussed at the February RTA Meeting).

Mr. Spencer reported reviewed the location of the bus stop on New Bern Avenue and reviewed the proposed location once improvements are made. None of the bus stop improvements will be made until the sidewalk, lighting and improvements are completed.

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 land 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.

Mr. Spencer noted this is his neighborhood and hated to take away a stop but need to think about efficiency and availability for more riders; however, the walk ways will be lit and the added distance for the riders will not be terrible. Mr. Eatman stressed staff tries to be sure stops are at intersections whenever possible and this intersection will have a pedestrian crossing on both sides. Mr. Eatman reviewed the process for changing stop locations including multiple public meetings since this is part of a pedestrian and transit improvement project.

Ms. McCullers moved approval of the changes to stop location as proposed. Her motion was seconded by Ms. Wire with all members present voting in the affirmative with the exception of Ms. Omokaiye who voted in opposition. Chairman Horne ruled the motion adopted.

Bus Stop at Raleigh Boulevard at Glascock Street/Food Lion

(This item was also discussed at the February RTA meeting)

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 the committee supports this stop as proposed.

In response to a question, it was pointed out this has been in Real Estate Committee for 1 year in an effort to get the needed easement. Approving this stop location is being requested and working with the property for an easement will continue. Mr. Eatman indicated staff was asking for confirmation that members feel this is an appropriate location for the stop noting it is supported by staff. If Real Estate is not able to address the easement, other options could be moved into. Mr. Spencer indicated the Route Committee stated we need to keep this stop.

Ms. McCullers moved that the RTA confirm the proposed location of this stop. Her motion was seconded by Ms. Omokaiye, unanimously passed. Chairman Horne ruled the motion adopted.

Route 13

Mr. Spencer reported the Route Committee discussed Route 13 going in a loop between Union Station and Moore Square Station. The route takes a circle around Downtown before stopping at Moore Square Station and then turning into Route 21. The idea was for it to do a loop from Moore Square to Union Station and back and then go into being Route 21. This item was discussed extensively at the meeting. Some concerns related to the time for drivers to stop and rest and the fact the route is based on bus convenience and not on the commuter rail schedule. The concern related to being able to find a nice middle. Mr. Eatman reviewed the time that would be needed to amend schedules, mapping and making sure operationally it would work. This is not a long-term solution but would provide a regularly scheduled service to the station with a 30 minute headway. Mr. Eatman stated staff requests this administrative amendment to the route in order to move forward on the Authority's approval noting this is just adding a loop to the route. Mr. Eatman indicated staff will be trying to make important decisions on Downtown in the next few months and Union Station will be part of that discussion. He stressed this change will provide an interim solution and will be budget neutral. Mr. Spencer suggested sending this to the Route Committee to review Route 13 and take into account other options and future commuter rail needs.

Bus Shelter Update

Mr. Spencer reported the Route Committee discussed the bus shelter design coming into play noting this is the shelter that won the design competition and has been in engineering review. He indicated the information is not ready to send to NCDOT and are waiting for a report from the architect. He reported this item is moving forward.

FINANCE AND POLICY COMMITTEE – REPORT RECEIVED

Mr. Pecoraro reported the Finance and Policy Committee met on March 7 and provided the following report:

Wake County Public School Day Passes

Mr. Pecoraro reported Wake County Public Schools requested 45 youth day passes. Last year Wake County started Score Academy to give drop outs between 16 – 22 a second chance to obtain their diplomas. Some of these students have transportation hardships. Wake County Schools has 6500 in this drop out category with 300 students in Score Academy. Of those 300, 15 students monthly would receive passes totaling \$1,012.50. Mr. Pecoraro indicated the committee recommended approval of this expenditure.

Mr. Pecoraro moved approval for 45 youth day passes as requested. His motion was seconded by Mr. McCullers, unanimously passed. Chairman Horne ruled the motion adopted.

Mr. Spencer noted the authority is walking the line of giving something out that may bite back. We are looking from the standpoint of a band aid for youth passes. He indicated there is value in exploring the idea of students going back to school and the authority should look at this in the future noting this is a band aid.

Budget

Mr. Pecoraro reported the committee will be reviewing the budget at the next meeting. Chairman Horne suggested that members review the budget prior to the meeting.

STAFF REPORT – RECEIVED

Members received in their agenda packets the following staff reports:

1. Statement of Income (January 2018))
2. Variance Analysis (January 2018)
3. Go PASS Ridership Summary (January2018)
4. Go PASS Ridership by Agency (January 2018)
5. Accessible Raleigh Transportation Summary (January 2018)
6. Operating Statistics (January 2018)
7. Route Statistics (January 2018)
8. Ridership Percentage by Time Period (January 2018)
9. Evaluation by Route (January 2018)
10. Advertising Update (January 2018)
11. On time Performance Report (January 2018)
12. Monthly Talking Points (January 2018)

CONCLUDING REMARKS – RECEIVED

Mr. Pecoraro asked if we are going to have the same fare structure for BRT. Mr. Eatman explained there are fare work groups meeting with all service providers currently. They are looking at fare structure and how that will integrate with technologies. He noted this may be tweaked to make it easier for the consumer. This will be done in advance of BRT which will be 4-5 years down the road.

ADJOURNMENT

There being no further business, the meeting adjourned at 5:00 pm.

Respectfully submitted,

Brenda Hunt