Raleigh Bus Rapid Transit (BRT):
Equitable Development Around Transit

Equity and Affordability Workshop
October 12, 2019
Agenda

1. Project Overview
2. Let’s Talk

- Wake County Transit Plan
- Equity
- Housing Affordability
- A Growing City and Region
- Equity Tools
Wake County Transit Plan: Funded 2016

Expand Frequent Service
Expand existing frequent (15 mins) bus service from 17 to 83 miles.

Commuter Rail
Develop 37-mile system with service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.

Bus Rapid Transit
Implement 20 miles of Bus Rapid Transit.
What is Bus Rapid Transit (BRT)?

- Transit Signal Priority
- Frequent On-Time Service
- Dedicated Lanes
- Specialized Vehicles
- Enhanced Fare Collection Systems
- Enhanced Stations
Raleigh BRT Corridors

- Western Boulevard
- New Bern Avenue
- Capital Boulevard
- Wilmington/S. Saunders
Transit Planning - and Planning *With* Transit

- Finalizing the BRT routes
- Designing New Bern BRT

- Equitable Development around Transit
  - Future station area plans
Equitable Development around Transit
Sustainability
Livability
Opportunity
Equity
Equitable Development around Transit

How much should Raleigh grow around transit in the future?

How do we make sure the benefits of BRT are shared broadly and equitably?
Equity
“Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential.”
Keys to Equity with BRT

• Ensuring that communities are at the center of decisions
• Ensuring that the communities along BRT corridors benefit from the investment
• Ensuring access to BRT, which provides access to opportunity across the city and region
• Ensuring affordability exists along the BRT corridors and minimizing displacement
• Ensuring safe streets for people walking to BRT
Affordability today
Affordability is a growing issue.
What We’ve Heard

Percentage of Income for Housing

- 55% Less than 30%
- 23% 30-39%
- 7% 40-49%
- 6% Prefer not to answer
- 5% 50-59%
- 4% Others

Should Affordable Housing Investments be Prioritized Near Transit?

- 78% Yes
- 8% No
- 14% Not sure
What is Affordable Housing: Affordable to Who?

**Home Health Aide**
- Single parent, three children
- Income $27,800
- Below 30 percent of area median income

**Electrician**
- Two parent, two children
- Income $43,100
- 50% - 60% of area median income

**Media Specialist**
- Two parent, two children
- Income $64,100
- 70% - 80% of area median income
The corridors and Downtown contain 14% of total dedicated affordable units in the city – 1,300 out of 9,400. Nine percent of housing in these areas is dedicated affordable.
Only larger apartment complexes are shown – other units do exist.
The corridors and Downtown contain 6% of total NOAH units in the city – 3,400 out of 54,000.
24 percent of the housing in these areas is “naturally occurring”
How did we get here – and where do we go?
Do Buildings Bring People or Do People Bring Buildings?
Why Plan Around BRT? Opportunity = Growth

America’s Top Spots for Tech Jobs

<table>
<thead>
<tr>
<th>Area</th>
<th>Increase (%)</th>
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<tbody>
<tr>
<td>San Francisco</td>
<td>71.6%</td>
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<tr>
<td>Raleigh</td>
<td>38.5%</td>
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<tr>
<td>Austin</td>
<td>37.2%</td>
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<tr>
<td>Nashville</td>
<td>30.0%</td>
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<tr>
<td>San Jose</td>
<td>28.7%</td>
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<td>Atlanta</td>
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<td>Salt Lake City</td>
<td>22.0%</td>
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<tr>
<td>San Antonio</td>
<td>19.4%</td>
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<tr>
<td>Chicago</td>
<td>18.7%</td>
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Source: NY Times
Raleigh’s History: Growing Outward

Population: 480%
Land Area: 1,670%
Implications: Housing Affordability

As commutes grow longer …

Demand for places closer to opportunity goes up
Housing: Why is the Rent So High?
One Reason: When There Aren’t Enough Homes, Everyone Competes For Them – and Rent Goes Up
People Get Priced Out of the City and Travel Farther to Get to Work
More Housing is Part of the Solution (But Not the Only One)
Current City Programs

- **2015**: The Affordable Housing Improvement Plan is adopted
- **2016**: 1 Cent Property Tax for Affordable Housing is passed (Penny for Housing)
- **2017**: A new Affordable Housing goal of 570 units per year is adopted (5,700 units in 10 years)

**Programs**
- Homebuyer Assistance
- Homeless Program Assistance
- Subsidies for Building Affordable Rental Units
Transit and equity: Other cities
Transit: Increasing Access to Opportunity
Hartford: 6,000 MORE JOBS ACCESSIBLE BY TRANSIT
CREATED 4,000 CONSTRUCTION JOBS
CUT TRAVEL TIMES IN HALF
Transit: Reducing Household Expenses

Portland: Households living within a half-mile of rail transit spend **10 percent less** on housing/transportation expenses.

Households without cars save **$9,500** annually.
Diving into Equity

Denver: Created a TOD fund to purchase land for affordable housing near stations

More than 1,300 homes, a new library, and commercial and nonprofit space
Diving into Equity

Charlotte: Zoning for Affordability

More height if affordable housing included
Removing parking requirements that drive up housing cost
Equitable Development around Transit
Goal: The Equitable Community

- Housing choice
- Housing security
- Access to opportunity
- Community health
- True civic participation
- Valuing and celebrating diversity
- Thriving and community-rooted small businesses along corridors
- Strong community organizations
Last Note Before Our Conversation: Next Steps

Workshop 2: Growing Around Transit (Oct. 26)
• Saturday, October 26, 10 a.m. Martin Street Baptist Church
• Or take our online survey! Go to planningforraleigh.com and click on “Bus Rapid Transit (BRT) Projects”

Open House/Prioritization (Early 2020)
• Draft plan and tools to make it happen

Planning Around Stations (2020-onward)
• Smaller conversations about what kind of scale and uses are right for BRT station areas
Planning Transit

New Bern Avenue Design
• A BRT route that connects downtown with WakeMed and New Hope Road.
• Meeting on Tuesday, October 29 at 4-7 p.m., Martin Street Baptist Church

Western Boulevard Corridor Study
• Considering the best route from Raleigh to Cary
• Land use along the corridor
• Open house on November 12 from 4-8 p.m. at the McKimmon Center
Today’s Work: Let’s Talk

• We’ll start with table discussions
• With your friends (and new friends), let’s have conversations
• Each table will report out main conclusions. Choose a person to report your group’s thoughts
• We have some questions we’d like to explore. Those questions involve setting city priorities for addressing the issue
• We know you have other thoughts and issues on your mind, and we want to hear those as well
• After the tables: open mic for anyone who didn’t have a chance to speak
Today’s Work: Let’s Talk

- How important is it to ensure affordable housing exists near BRT stations? Should it be prioritized there or spread evenly across the city?
- Is there a particular corridor where we should prioritize affordable housing investment? Explore reasons why.
  - Perception of available land?
  - Heightened risk of displacement along corridor and desire for residents to remain in neighborhood?
  - Greatest access to opportunity?
- Should we prioritize deeper affordability (down to 30 percent of AMI) or more units?
- Would you support moderately taller buildings if that meant more affordable housing could be provided?
- What does an equitable community look like?
Let’s Hear from You!

• Each group pick a spokesperson
• Come up up to the microphone
• Please limit time to 2 minutes, so other groups get a chance as well
• After the groups go, we’ll have open mic for anyone else
• At noon, we’ll wrap up
• Thanks for coming!