Agenda

1. Bus Rapid Transit/Equitable Development around Transit
   • Project background and updates

2. Lego Game!
   • Future growth of Raleigh

3. Report Back and Open House
   • Let us hear from you
Wake County Transit Plan: Funded 2016

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

**Commuter Rail**
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)?
Raleigh BRT Corridors

- Western Corridor
- New Bern Avenue
- Capital Corridor
- S 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
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>Percentage Increase</th>
<th>Rank</th>
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</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>71.6%</td>
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<tr>
<td>Raleigh</td>
<td>38.5%</td>
<td>2</td>
</tr>
<tr>
<td>Austin</td>
<td>37.2%</td>
<td>3</td>
</tr>
<tr>
<td>Nashville</td>
<td>30.0%</td>
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<td>San Jose</td>
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<td>Charlotte</td>
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<td>9</td>
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<tr>
<td>Salt Lake City</td>
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<td>10</td>
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<td>San Antonio</td>
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<tr>
<td>Chicago</td>
<td>18.7%</td>
<td>12</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
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)
What We’ve Heard

Do you currently live in a walkable area near transit?

- 46% Yes
- 54% No

“I live in northwest Raleigh, near Brier Creek, it is not pedestrian friendly … Need a car to go anywhere.”

Would you like to live in a walkable area near transit?

- 88% Yes
- 5% No
- 7% Not Sure

“At what point did society decide this is not what people want?”
What is Transit-Supportive Development?

**It is:**

<table>
<thead>
<tr>
<th>Connected &amp; Accessible</th>
<th>Focused &amp; Compact</th>
<th>Mixed-Use</th>
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**It is NOT:**

<table>
<thead>
<tr>
<th>Isolated</th>
<th>Sparse</th>
<th>Separated &amp; Homogeneous</th>
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</thead>
<tbody>
<tr>
<td><img src="image4.png" alt="Isolated" /></td>
<td><img src="image5.png" alt="Sparse" /></td>
<td><img src="image6.png" alt="Separated &amp; Homogeneous" /></td>
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Question is not whether Raleigh grows, but how

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 to 200,000 people by 2040.

Grow More Around Transit  Grow More Around Driving

What are the Trade-Offs?
Understanding the Trade-Offs

Grow More Around Driving

- Means less change around transit stations
- Likely means more change in places such as Brier Creek or other areas on the edges of the city
- More driving per person
- Higher carbon and other air pollution emissions than growing around transit
- Walking trips typically more recreational
Understanding the Trade-Offs

Grow More Around Transit

- Means more change around transit stations
- Less driving per person
- Reduces carbon emissions and other air pollution
- Allows more people to live a walkable lifestyle
- Creates more housing options and opportunities for new affordable housing units near transit
- Connects transit users to more job opportunities
- Better supports the investment in transit
City Council recently set a goal for greenhouse gas reductions: 80% by 2050
Main Sources of Emissions

- Buildings: Commercial & Institutional (28%)
- Buildings: Residential (23%)
- Transportation (42%)
- Manufacturing Industries & Construction (4%)
- Local Government Operations (2%)
- Community Waste (1%)
Reducing Emissions by Creating More (And New) Walkable Places

Prioritizing pedestrian safety and comfort

Encouraging healthy living and social activity
Equity and Opportunity
Transit and Equity
Hartford: 6,000 more jobs accessible by transit
Created 4,000 local construction jobs
Cut travel times in half
Transit and Equity

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.
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
Growing around Transit

Three scenarios

• Don’t Change
• Moderate Transit Support
• Grow Around Transit
Growing around Transit: Where, Exactly?

Primarily existing commercial or mixed-use areas
Final decisions about zoning worked out in future station-area plans
Growing around Transit: Where, Exactly?

Station Area Place Typologies

- Neighborhood Center or Emerging Center
- Cary / Garner Stations
- Existing Downtown Transit Station
Don’t Change

- Retain existing zoning along corridors – largely three stories
- Accommodates 20 percent or less of future growth
- More driving/carbon emissions than other scenarios
#### Moderate Transit Support

- **Four stories in smaller centers, seven stories in larger centers. Taller heights in exchange for some affordable units**
- **Accommodates 20-30 percent of future growth**
- **Higher transit use/lower carbon emissions than “Don’t Change”**

<table>
<thead>
<tr>
<th>Campus / Park</th>
<th>Neighborhood Center</th>
<th>Emerging Center</th>
<th>Downtown</th>
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<tbody>
<tr>
<td>Depends on Local Context</td>
<td>Maximum 4 Stories</td>
<td>Maximum 7 Stories</td>
<td>Ranges from three stories along the edges to 40 in the core. Changes could result from future planning around specific stations.</td>
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Grow Around Transit

- Up to seven stories in smaller centers, 12 stories in larger centers
- Taller heights in exchange for some affordable units
- Accommodates 30-40 percent of future growth
- Highest transit use/lowest carbon emissions than other scenarios
“Missing Middle” housing

- In between detached single-unit houses and larger-scale apartments
- Duplexes, fourplexes, backyard cottages, townhouses
- Commonly found in older Raleigh neighborhoods but generally not permitted in residential zones

Which types are appropriate in areas near BRT?
How much of Raleigh’s future growth should be accommodated near BRT?

Where does it make sense to accommodate growth?
You decide
How to play?

Step 1
Think about where it makes sense for the city to grow
Talk about it with others at your table

Step 2
Place the Lego blocks and discuss your thoughts
If you are... a single parent with two kids

Affordable housing in northwest Raleigh

Works at NC State, mostly shops at Walmart

Now I take the bus to work, a hour one way!

If I have the opportunity to move to affordable housing in the BRT corridors, daily life will be easier

“\textit{I vote for...}”

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<th>30</th>
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<tbody>
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<td>BRT Corridors &amp; Downtown</td>
<td>70</td>
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If you are... a senior couple who rely on transit

- Single-family home near Lions Park
- Medical appointments at WakeMed
- Regular senior programming at McKimmon Center
- We sometimes take the bus, but don’t travel a lot
- We would rather not see larger changes near where we live

“We vote for...”

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<tbody>
<tr>
<td>BRT Corridors &amp; Downtown</td>
<td>20</td>
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</table>
If you are... a working couple who prefer not to drive

- We want to move to south Raleigh to be closer to family and downtown.
- He works at Research Triangle Park, she works downtown.
- We need two cars now, but would love to use transit to reduce our transportation costs and carbon footprint.
- Will there be enough services around so we can really get rid of one car?

“*We vote for...*”

<table>
<thead>
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<th>Other Areas in the City</th>
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</thead>
<tbody>
<tr>
<td>BRT Corridors &amp; Downtown</td>
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</table>
Let us hear from you!

Where do you live?

Where do you want to go?

How will you use BRT?

What are your concerns?
Let's hear from you!

Today/Upcoming Events
• Groups will report out
• After reporting out, time for discussions at boards around the room
• Stop by our “Equity and Opportunity” area for more group discussion!
• Upcoming events:
  • New Bern Avenue Design Open House: Oct. 29
  • Western Boulevard Study: Nov. 12

Equitable Development: Next Steps
• 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