Thank you to our
Stakeholder Committee Members

African American Caucus
Alianza Latina Pro-Educaacion en Salud (ALPES)
Alliance of Disability Advocates
Bicycle and Pedestrian Advisory Committee (BPAC)
Capital Area Ride for Safety
Citizen’s Advisory Councils
City of Raleigh Planning Commission
Centro para Familias Hispanas (CPFH)
Developers Groups
Downtown Living Alliance
Downtown Raleigh Alliance
El Pueblo

Great Raleigh Convention and Visitor’s Bureau (CVB)
Housing Authority
Kane
Meredith College
NC Department of Administration
New Bern Corridor Alliance
North Carolina State University
Oaks & Spokes
Partnership Raleigh Program
Que Pasa
Raleigh Bikeshare
Raleigh Chamber of Commerce
Raleigh Transit Authority
Regional Transportation Alliance
Sacred Heart Catholic Church
Shaw University
St. Augustine’s University
Triangle J Council of Governments (TJCOG)
Transit Planning Advisory Committee (TPAC)
Transit Citizen Advisory Committee (GoTriangle)
Wake Tech
Wake Med
WakeUp Wake County / Capital Area Friends of Transit
William Peace University
Agenda

1. Introductions and Meeting Purpose
   - Mila Vega

2. Equitable Development Around Transit
   - Jason Hardin

3. WSP Update
   - Greg Saur

4. HNTB Introductions
   a. Leadership Team Introductions
      - Mark Huffer
   b. Scope of Work
      - Mark Huffer

5. Design Standards vs. System Policies
   a. Standards Process
      - Mona Elabbady

6. Branding
   - Cherie Gibson

7. Artist in Residency Program
   - Kelly McChesney & Dare Coulter

8. Wrap Up/Next Steps
   - Mila Vega
Recap of Previous Meeting

- Last meeting took place December 2019
- Stakeholder Committee reviewed initial ideas for BRT short video
  - Wake Bus Rapid Transit: New Bern Avenue Corridor – Raleigh, North Carolina
- Committee discussed & prioritized station amenities
Wake BRT Stakeholder Committee

Purpose of Webinar

• Provide the Stakeholder Committee with a Wake BRT project update
  • Work completed over last 6 months
  • Work to be completed over the next 6 months
• Introduce new members of the project team
• Next steps & public engagement opportunities
  • Stakeholder feedback needed, for example: branding, station design, landscape and user experience.
Equitable Development Around Transit

Jason Hardin | City of Raleigh Planning and Development
EDAT: Purpose of the Study

• How much of the City’s future growth should be accommodated near BRT?
• How do we ensure benefits are shared?
Raleigh’s History: Growing Outward
Implications: Housing Affordability

As commutes grow longer ...

Demand for walkable places closer to opportunity, rises
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 200,000 people by 2040

Grow More Around Transit  
Grow More Around Driving

What are the Trade-Offs?
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
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
What We Heard: Outreach

- Kickoff meeting
- Two workshops
- Final open houses
- 1000+ survey participants
- Talking with riders at GoRaleigh Station and on the bus
- 60,000+ postcards
- Dozens of “pop-up” events, community meetings, BRT events
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%+
Station Place Type: Emerging Urban Center
Station Place Type: Neighborhood Center
What We Heard:
How Much Should We Grow Around Transit?

- **DON’T CHANGE**
  - Retain Current Zoning
  - Maximum 3 Stories
  - <20%

- **MEDIUM DENSITY**
  - Moderate Transit Support
  - Maximum 4 Stories
  - 20-30%

- **HIGHER DENSITY**
  - Grow Around Transit
  - Maximum 7 Stories
  - 30+%
What We Heard: How Much Should We Grow Around Transit? A lot.

- Don’t change: 2%
- Some additional transit support: 23%
- Grow around transit: 75%
Zoning for Affordability, not Exclusion

Density Bonus for Affordable Housing
To ensure the maximum number of affordable housing units can be built, the density bonus will be calibrated as 50% additional height over existing base zoning. In areas which allow a 3-story building, a 5-story building will be allowed.
Affordable Housing Tools

• Control the Land: Acquire Properties for Housing
• Ease Tax Burdens – Rebates for Low-Income Residents
• Keep Residents in Place: Homeowner Rehab Assistance
• Stop the Musical Chairs: Allow More Homes
More Equity Tools

- Anti-Predatory Purchase
- Tenant Legal Assistance
- Youth Skills and Local Workers
- Small Business Retention Program
  - BRT Construction
  - Small Business Grant
  - Small Business Revolving Loan
Walkable, Safe, Comfortable Streets
How Can These Tools be Funded?

Affordable Housing Fund

• Expand existing fund
• Bond, corporate contributions

Equity Fund

• A percentage of future new tax revenue along corridors goes directly back into equity goals
Next Steps

1. Final Report: Policy/Funding Recommendations – July
2. Create and Apply the Affordability Bonus
3. Plan Around Stations
   - Community-focused process
   - Looks closely at land use, public space, pedestrian safety near stations
   - Begin next year along New Bern, other corridors follow
WSP Update

Greg Saur | WSP Project Manager
Wake BRT Program

30% Design and NEPA – WSP Scope

Wake BRT: New Bern Avenue
STATUS: 30% Design Complete (WSP)
Developed informational video
NEXT STEP: 30-100% Design and System Standards (HNTB)

Wake BRT: Northern Corridor
STATUS: Pre-Planning Complete
NEXT STEP: Route Selection in Fall 2020 (WSP)

Wake BRT: Western Corridor
STATUS: Route Selection Kicked off in November 2019 (WSP)
NEXT STEP: 30% Design and NEPA in Fall 2020 (WSP)

Wake BRT: Southern Corridor
STATUS: Route Selection kicked off in February 2020 (WSP)
NEXT STEP: 30% Design and NEPA in Fall 2020 (WSP)
Wake BRT Program

Upcoming Work Efforts – WSP

Once preferred routes are identified for Southern and Western corridors:

• Initiate 0-30% design and environmental documentations (NEPA)
• This work will take approximately 24 months
• Coordination with municipal partners, Wake Transit Plan partners, NCDOT and FTA

What is included in 30% design?

• Propose meetings with NCDOT, stakeholders, and public at 5%, 10%, 30%
• BRT runningway concepts and determination, tentative location of stations, intersection modifications, preliminary right-of-way (ROW) identification, initial stormwater investigation, and Preliminary cost estimating
HNTB Introductions

Mark Huffer | Project Manager and System Design Lead
HNTB Team Introductions

HNTB
Mark will lead the project team including leading the System Standards work effort

- National leader in the BRT industry.
- Developed multiple BRT projects and worked as both an owner/operator/consultant for BRT design.
- Current chair of the American Public Transportation Association (APTA) BRT Standards Committee, he brings best practices and emerging trends from around the country.
HNTB Team Introductions

**JOHN HORNBECK, PE**

**EDUCATION**
BS, Civil Engineering

**YEARS OF EXPERIENCE**
27

**PROFESSIONAL REGISTRATION**
Professional Engineer: NC (47963), FL (56791)

**PROFESSIONAL AFFILIATIONS**
ASCE, Transportation Technical Group

**DEPUTY PROJECT MANAGER**

**BRIAN BLACKWELL, PE**

**EDUCATION**
BS, Civil Engineering

**YEARS OF EXPERIENCE**
9

**PROFESSIONAL REGISTRATION**
Professional Engineer: NC (043122), TX (123839)

**PROFESSIONAL AFFILIATIONS**
American Society of Civil Engineers (ASCE)

**ROADWAY PROJECT ENGINEER/DESIGN REVIEW**

HNTB
John will lead the New Bern Avenue Final Design including roadway design work effort

HNTB
Brian will lead the Roadway Project Engineering/Design Review
HNTB Team Introductions

**SRF**
Mona will lead the Transit Design task including FTA Coordination and user experience work effort

**HNTB**
Cherie will lead the Public Engagement task including the branding work effort
# HNTB Team Introductions

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Design Standards vs System Standards

Mark Huffer | Project Manager and System Design Lead
Wake BRT Program

Purpose of Policy Discussion

1. To ensure that BRT operations are consistent, reliable and safe

2. To define identity & user expectations of system-wide BRT service
Wake BRT Program

Policies & Standards - Characteristics

System Policies

How transit agencies conduct operations & establishes expectations of riders, operators and other transit-related activities

System Standards

Look and feel of built environment, frames design development

- Creates attractive, informative station area
- Fit with the surrounding land uses
- Promote a safe and secure environment
- Incorporate advancements in technology
- Balance aesthetics with funding availability
Standards Process

Mona Elabbady | System Standards and FTA Coordination Lead
Original Peer Review List (MIS):

- RTA HealthLine (Cleveland, OH)
- Metro Orange Line (Los Angeles, CA)
- LTD EmX (Eugene, OR)
- Community Transit Swift BRT (Snohomish County, WA)
- Albuquerque Rapid Transit (Albuquerque, NM)
- KCATA MAX (Kansas City, MO)
- Metro A Line (Minneapolis, MN)
- South Miami-Dade Busway (Miami-Dade County, FL)
- Pittsburgh Busways (Pittsburgh, PA)

Potential Additional Peer Review:

- GRTC Pulse (Richmond, VA)
- IndyGo (Indianapolis, IN)
Wake BRT Program

BRT Standards

Why do we need System standards?

• Set the foundation for BRT in Wake County
• Provide consistency amongst corridors
• Keep the design on schedule

Examples of Standards needed:

• Station design
• BRT vehicles
• Technology
• Identify & Branding
• Safety & Security
• Traffic Operations
Wake BRT Program

BRT Standards

Stakeholder Engagement

• Fall 2020 workshops to get input on:
  • Station design kit-of-parts
  • Multimodal Infrastructure
  • Wayfinding
Branding

Cherie Gibson | Branding and Communication Lead
Wake BRT Timeline | New Bern Avenue Final Design and System Standards

Agency Coordination and Stakeholder Engagement

- Open House (2020)
- Open House (2021)

Brand Development

- Final

System Standards (e.g., Station Design Kit-of-Parts)

System Policies (e.g., Fare Payment, Operations, Enforcement)

- 30% Design
- 60% Design
- Value Engineering
- 90% Design
- 100% Design

Construction Phase (RFQ and NTP)

LEGEND

- Green: Agency Coordination, Stakeholder Engagement and Public Engagement
- Blue: Branding
- Orange: System Standards
- Light Blue: System Policies
- Dark Blue: New Bern Avenue Final Design
- Purple: New Bern Avenue Construction RFQ and NTP

1 Contingent on federal funding availability and federal process
Wake BRT Program

Branding – Stakeholder Input Needed

PHASE 1

• BRT Branding Survey #1 sent to Committee
• Incorporate survey results into initial branding design concepts
• One (1) Virtual Focus Group with members of the Committee
• Incorporate feedback into initial concepts
• Three (3) Virtual Listening Sessions with members of the Committee
• Incorporate feedback into initial concepts

PHASE 2

• Round 1 of brand design concepts presented
• Branding Survey #2 sent to Committee
• Branding Survey #2 informs Round 2 of brand design concepts
• Round 2 of brand design concepts presented
Artist In Residence

Overview

• Artist In Residence (AIR) program places an artist as a creative strategist to assist with art integration into the Wake BRT program, as a member of BRT Final Design Team

• Year long program with opportunities for future extensions

• Managed by Raleigh Arts (Parks, Recreation and Cultural Resources Department)
  • Additional funding may become available through Wake Transit Plan (Art Policy under development)
Wake BRT Program

Artist in Residence

Scope of Work

1. **On a System Level**, identify and create conceptual ideas for art integration & placement, working with the HNTB Team on identifying “canvases” – (appropriate areas to integrate art)

2. **Along the Wake BRT: New Bern Avenue** corridor, identify and create conceptual ideas and inspiration for art integration, through community engagement & outreach

*NOTE: No art will be produced as part of this phase of work*
Wake BRT Program

Artist In Residence

Selection Process

• Raleigh Arts received 11 submittals
• Selection committee reviewed & scored to select 4 semi-finalists for interviews
• Interviewed 4 semi-finalists
• Dare Coulter selected as the Artist in Residence
AIR: Dare Coulter

- Dare Coulter – sculptor, muralist, illustrator and artist
- Graduated from NC State, Bachelors in Art + Design
- Local artist who has lived in the area for 16 years
- Believes that “public art provides an unparalleled opportunity to create a lasting impact...that community members can look at with pride and say I helped do that!”
- Extensive professional experience with community engagement and storytelling
AIR: Community Engagement

Listening in the time of COVID

- The objective is to make sure everyone is heard regardless of the difficulties faced by our current health crisis.
  - Creativity in outreach
  - Being open to the fact that we don’t know what’s coming

"Amid all the challenges presented by COVID-19, social distancing is limiting how we engage with communities and requiring innovation and creative thinking to continue to reach affected populations. As we consider what it takes to be a good partner during this time and whatever comes next..."

- www.Medium.com, Pivoting Community Engagement during COVID-19 by The Urban Institute
Wake BRT Program

AIR: Dare Coulter
AIR: Dare Coulter

My Objectives:

• Be a community partner to make sure that the story that is told is that of the people to whom these neighborhoods belong, and document what is requested

• Facilitate listening via *as many avenues as necessary*
Next Steps & Upcoming Public Engagement

Mila Vega | Wake BRT Program Manager
Upcoming Public Engagement

1. Western Boulevard Corridor Study (Aug 2020 – Sept 2020)
   • Virtual engagement on project updates and Transit-Oriented Development (TOD) scenarios

   • On-line survey and engagement through stakeholder committee and partner agencies

3. Wake BRT Update for all corridors in design (October 2020 – November 2020)
   • Design updates for New Bern Avenue, Southern Corridor and Western Corridor
   • System Standards, User Experience and Art Integration