

Department of Transportation
Transit

*Wake BRT: New Bern Avenue
Stakeholder Committee Meeting*

08.29.2019





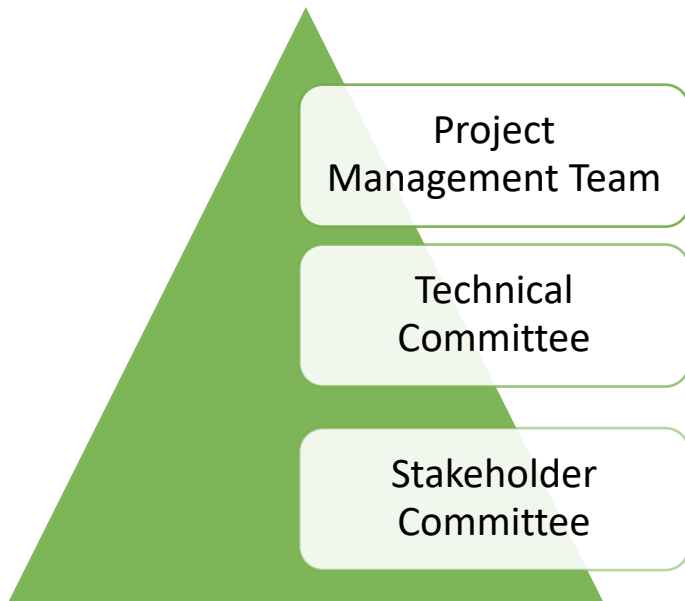
Agenda / Presentation Overview

- Introduction
- Purpose and Roles of Stakeholder Committee
- Wake Transit Plan
- Upcoming Public Engagement Opportunities
- New Bern Avenue BRT Project Overview/Update
- New Bern Avenue BRT Conceptual Design
- Project Schedule



Wake BRT Committees

- **Project Management Team**
 - Provide oversight and direction throughout the project on behalf of each perspective department or organization.
 - Very high-level project decisions and streamline approval process.
- **Technical Committee**
 - Review technical information and provide feedback in their perspective areas of technical expertise.
- **Stakeholder Committee**
 - Receive updates on the status of the project, represent interests of their organizations, provide input from the perspective of the community on tradeoffs and priorities, as well as, give feedback on specific needs, desires and concerns of each group.





Stakeholder Committees

- Purpose and Role
 - Receive updates on the status of the project, represent interests of their organizations, provide input and give feedback on specific needs, desires and concerns of each group.
 - Review and communicate timely and accurate project information to respective organizations

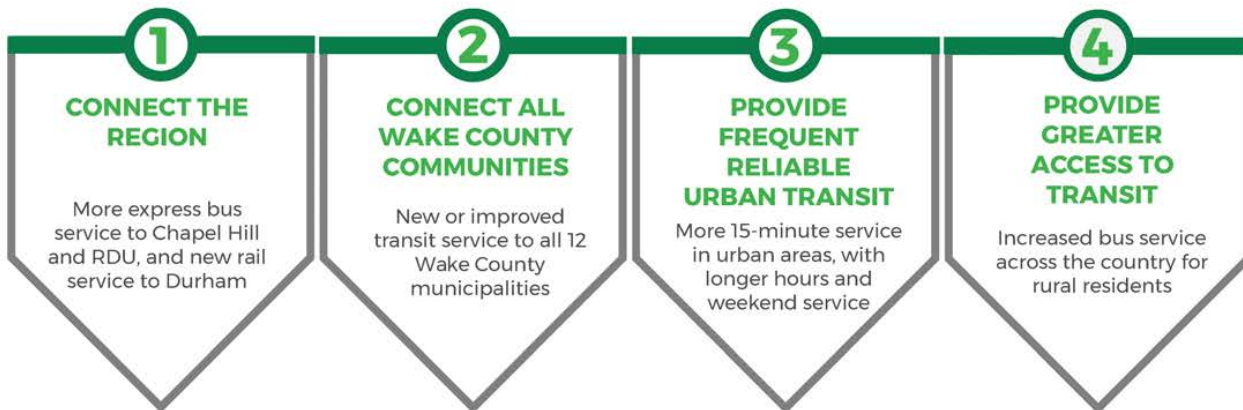


Stakeholder Committees - Members

- African American Caucus
- Alianza Latina Pro-Educacion en Salud (ALPES)
- Alliance of Disability Advocates
- Bicycle and Pedestrian Advisory Commission (BPAC)
- Capital Area Ride for Safety
- Citizen's Advisory Councils
- City of Raleigh Planning Commission
- Centro para Familias Hispanas (CPFH)
- Developers Groups
- Downtown Living Advocates
- Downtown Raleigh Alliance
- El Pueblo
- Greater Raleigh Convention and Visitor's Bureau (CVB)
- Housing Authority
- Kane
- Meredith College
- NC Department of Administration
- New Bern Corridor Alliance
- North Carolina State University
- Partnership Raleigh Program
- Que Pasa
- Raleigh Bikeshare
- Raleigh Chamber of Commerce
- Raleigh Transit Authority
- Regional Transportation Alliance
- Sacred Hearth 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
- WakeMed
- WakeUp Wake County/Capital Area Friends of Transit
- William Peace University



The Wake County Transit Plan Includes Four “BIG MOVES”



Implement Bus Rapid Transit (BRT)



BRT creates dedicated bus lanes on local roads so bus operators can bypass traffic and keep their routes on schedule.

Fund Local Service



The Plan also expands transit in Wake County for municipalities that currently do not have service by allowing them to apply for matching funds to develop and operate local bus service.

Increase Bus Service



Expand existing frequent bus service from 17 to 83 miles, with service at least every 15 minutes.

Expand Rural On-Demand Service



Many Wake County residents depend on rural, on-demand transit services to get to necessary destinations.

Implement Commuter Rail Transit (CRT)



CRT will use existing railroad tracks to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.



Key Projects through 2027

Bus Service Plan

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

Expand 30-60 mins service to connect all communities within the county.

Commuter Rail

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

Bus Rapid Transit

Implement 4 BRT corridors (approximately 20 miles)



2027 Wake BRT Network



Recommended Project Sequencing

Summer 2019 – Summer 2020

Submit **Western BRT**,
S. Saunders/Wilmington BRT and
Capital BRT Project Development
Applications

Summer 2021

Begin construction of New
Bern BRT while advancing
design on all other corridors

Winter 2027

All 4 BRT projects are in
revenue service

Winter 2019

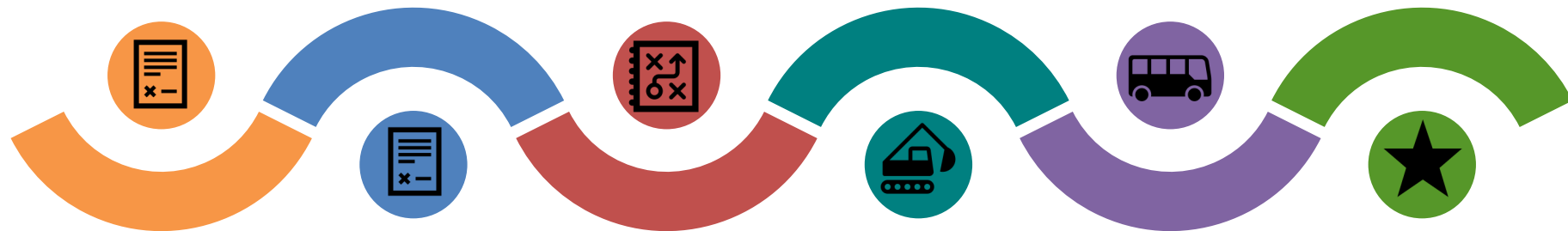
Submit **New Bern BRT**
Project Development
Application to enter federal
process

Summer 2020 – Summer 2021

All BRT projects are advancing
through Design and NEPA

Winter 2023

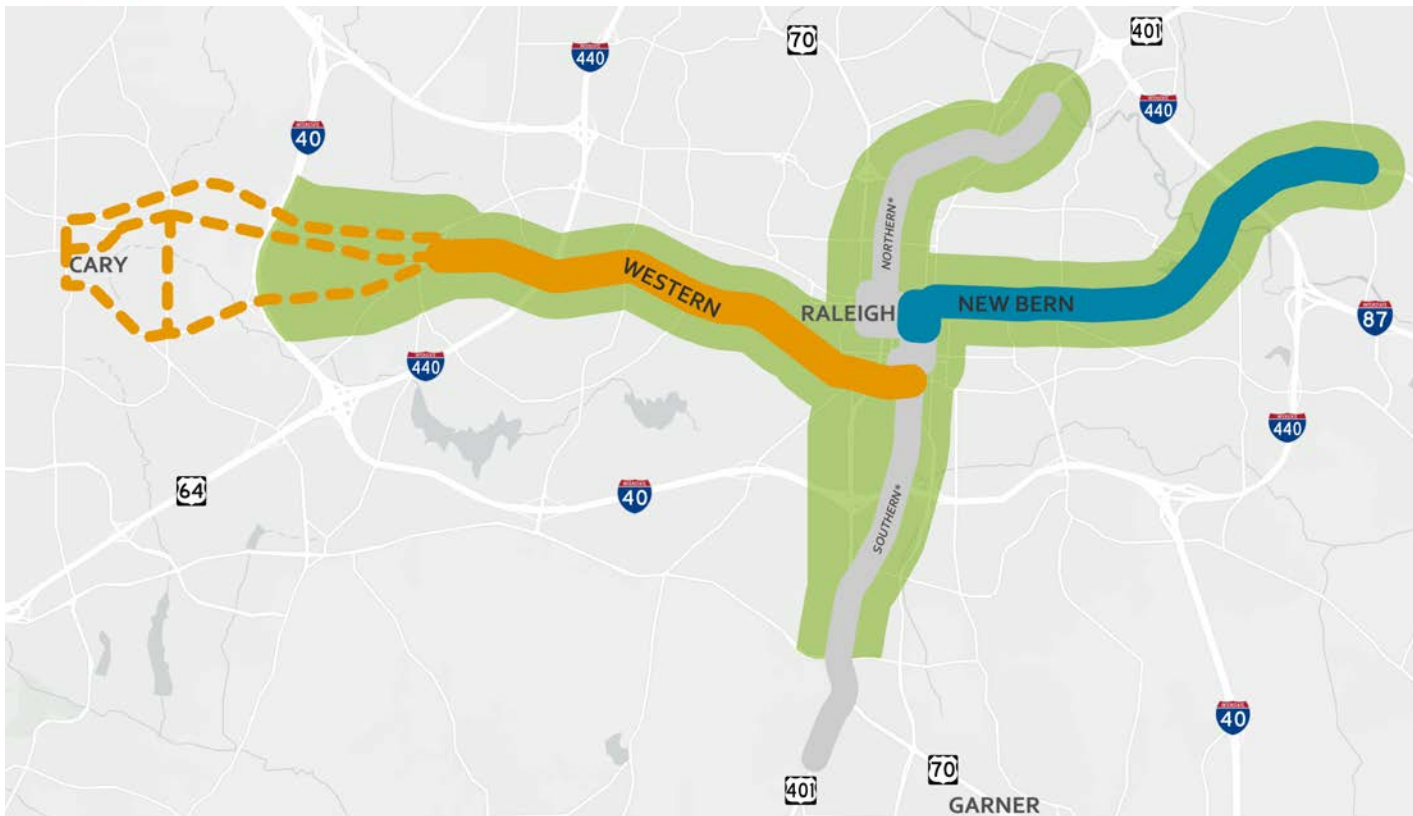
First BRT revenue service could
begin as early as 2023





Ongoing Projects

Supporting Wake Transit Plan Implementation



Wake BRT: Western Blvd. Corridor Study

- Alternatives Alignment Evaluation – dashed lines
- TOD Potential and Redevelopment Strategy
- Zoning and Regulatory Analysis
- Multimodal and Safety Analysis
- Coordination with Other Projects

Raleigh BRT: Equitable Development Around Transit

- The EDAT project limit covers BRT segments that are within Raleigh City Limits
- Desired Growth along BRT Corridors
- Goals for Affordable Housing around BRT
- Citywide Land Use Policy Framework
- TOD Guidebook

Wake BRT: New Bern Avenue

- FTA Coordination and Small Starts Application
- Data Collection, Survey, ROW and Utilities
- Traffic Analysis
- 30% Design
- NEPA Analysis

Wake BRT: Future Projects

- Southern BRT Corridor: S Wilmington St. / S Saunders St. between Raleigh and Garner
- Northern BRT Corridor: Capital Blvd. / West St. between Raleigh and Crabtree Blvd.



Timelines and Public Engagement Opportunities

Bus Rapid Transit (BRT)



Wake BRT: Western Blvd. Corridor Study

You're Invited!

Please join us for the Wake Bus Rapid Transit (BRT): Western Blvd. Kickoff Meeting! We will outline the Wake Transit Plan and discuss how Western Blvd. will connect downtown Raleigh, NC State University, and downtown Cary. Transit staff will be there to provide information, answer questions, and get your feedback.



Thursday, September 5th 5:30 PM-7:30 PM

(Presentation at 6 PM)

McKimmon Center

1101 Gorman Street, Raleigh, NC 27606

Busing in? GoRaleigh 12, GoTriangle 300/301/305, and Wolfline 5.

Be sure to ask meeting staff for a free transit day pass!

Bringing little ones? We will have a kid's activity table full of crafts and toys.

¿habla español? Habrán intérpretes presente en la reunión.

(If nothing else, come help us eat all the cookies and cannoli!)



raleighnc.gov/BRT

2019

2020

April	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
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Raleigh BRT: Equitable Development Around Transit

Planning Phase



Wake BRT: New Bern Avenue

Design Phase



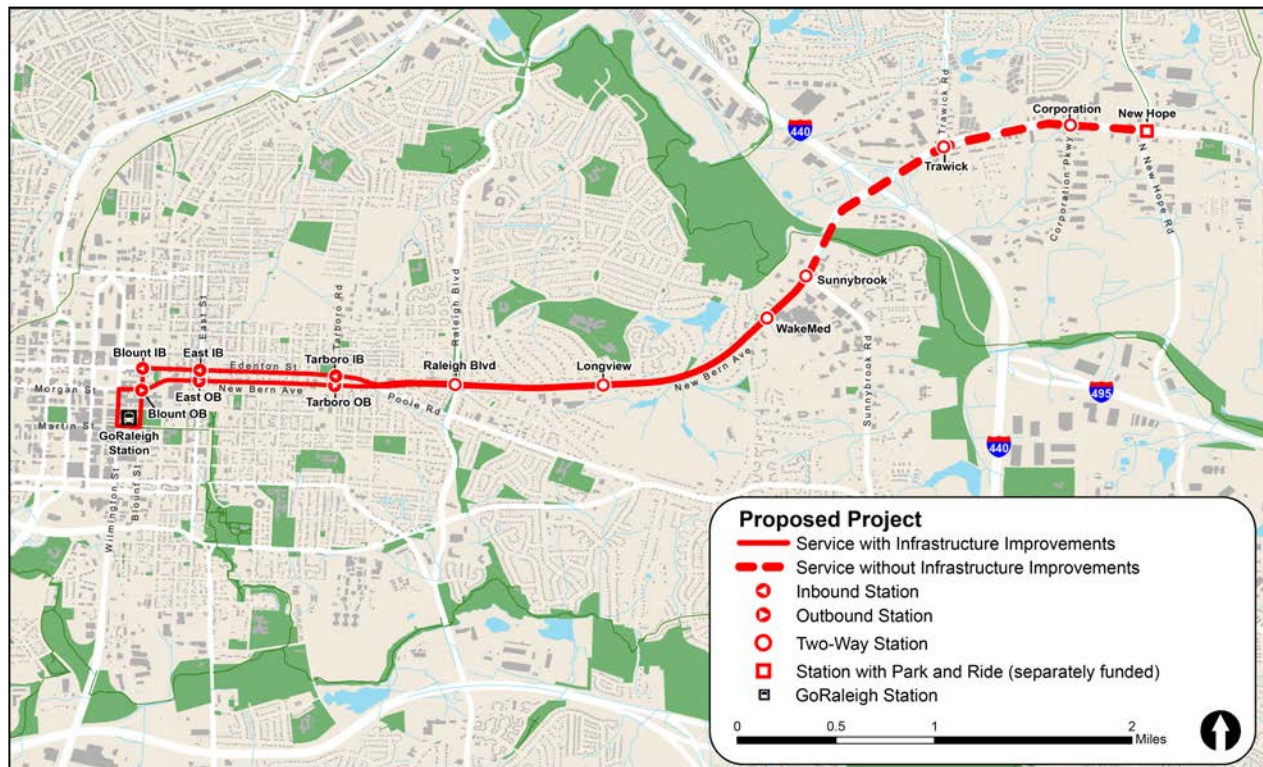
Wake BRT: Western Blvd. Corridor Study

Planning Phase





Wake BRT: New Bern Avenue (~5.1 miles)



Learn About Bus Rapid Transit (BRT)

Coming to New Bern Avenue

☒ Drop-In Public Meeting

Tuesday, June 25

4:00 - 7:00 p.m.

Martin Street Baptist Church

1001 E. Martin St.



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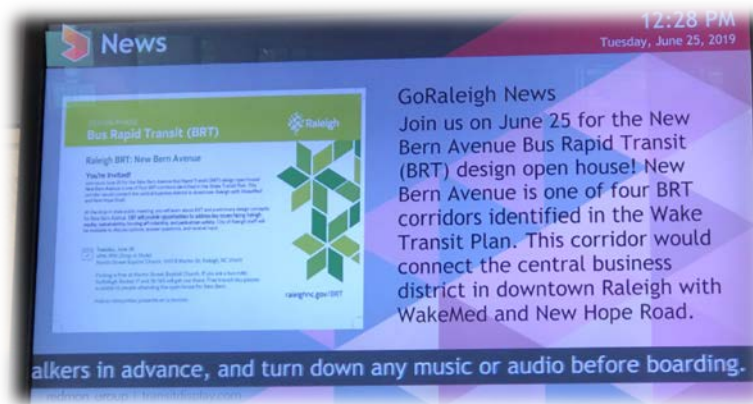


Various design concepts for the corridor were presented to the public for review and feedback



Public Participation – Advertising Methods

- **Websites and mailing lists:** *City of Raleigh, CAMPO/TPAC, GoTrianlge* (www.goforwardnc.org)
- **Social Media**
- **Signs (physical and digital):** *buses, corridor bus stops, GoRaleigh station*
- **Newspaper Ads**
- **Direct Mailers** (4,500 postcards)
- **Cross-promotion at the Equitable Development Around Transit kick-off open house**
- **Flyers distribution at the GoRaleigh Station**





Public Participation Summary - Statistics

Preliminary Design Open House | *June 25th*

Purpose of Meeting:

- Educate the community on the benefits of BRT
- Present preliminary station locations and BRT design concepts
- Receive public input

Attendance & Feedback:

- 124 Attendees
- 27 Comment Forms
- 26 Comment Wall Activity Comments

Online Survey:

- July 2nd – July 23rd
- 557 Participants
- 37 Subscribers





Public Participation Summary – Themes






- Excited about **bus only dedicated lanes**, specifically the transitway section.
- Excited about **faster, efficient and reliable service.**
- Concerns about **bicycle infrastructure** or lack thereof and **pedestrian safety.**
- Concerns about enforcement of bus only lanes.
- Questions about pedestrian access to BRT station areas.

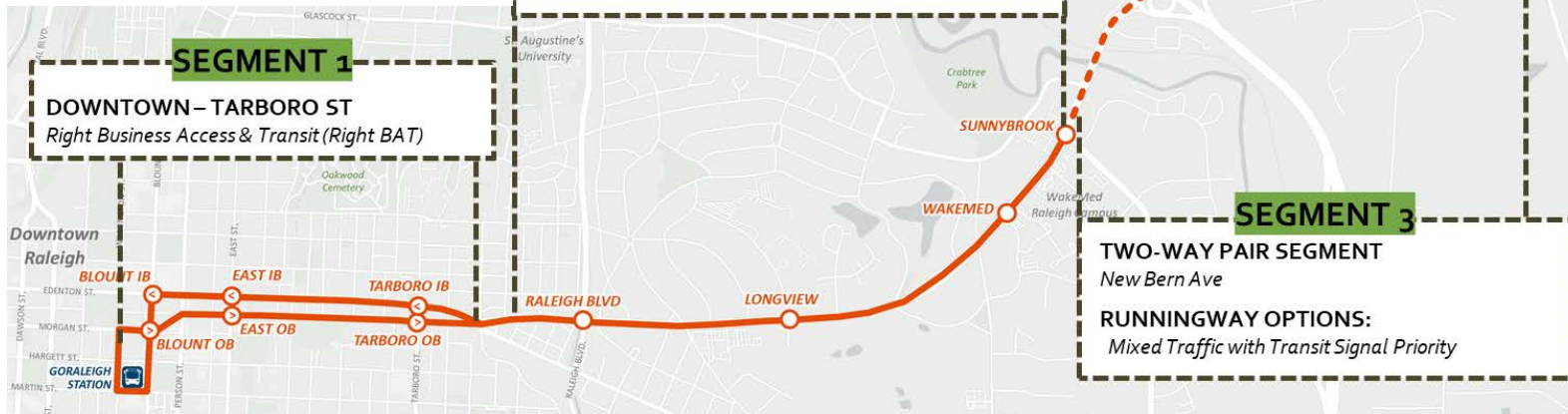




Recommended Design for Small Starts Budget Development

NEW BERN AVENUE BRT - LEGEND

-  DEDICATED LANE WITH TRANSIT SIGNAL PRIORITY
-  MIXED-TRAFFIC WITH TRANSIT SIGNAL PRIORITY
-  POTENTIAL STATIONS
-  OUTBOUND (OB)  INBOUND (IB)



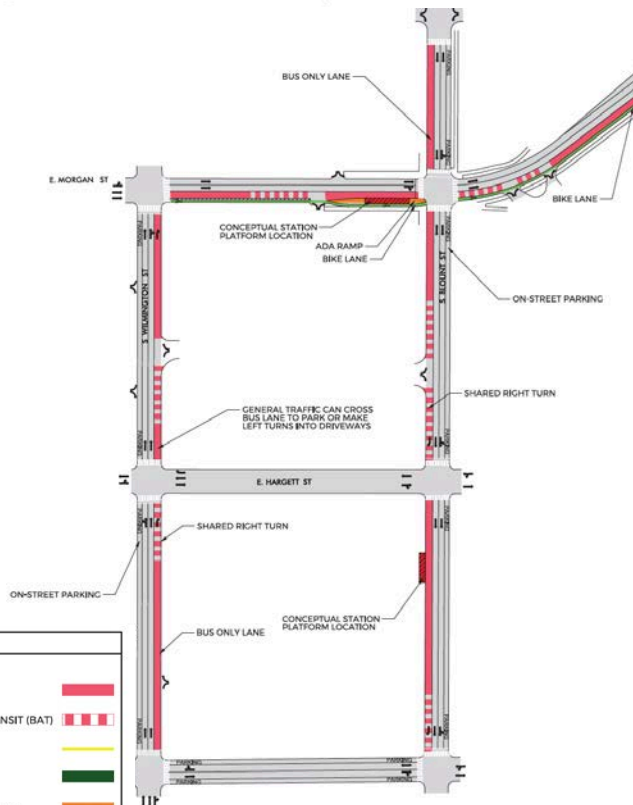


Downtown Area (Right BAT)

DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT

Allows right turns across bus lane into driveways

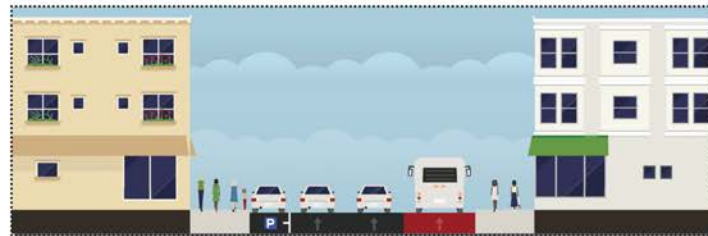
SEGMENT 1



TYPICAL CROSS SECTION



LOCATION: BLOUNT STREET



LOCATION: WILMINGTON STREET

LEGEND

BRT STATION		BRT ONLY LANE	
LANE ARROWS		BUSINESS ACCESS & TRANSIT (BAT)	
RIGHT IN/RIGHT OUT		TRAFFIC SEPARATOR	
BIKE LANE		MEDIAN	
		PROPOSED STATION RAMPS	

RIGHT BUSINESS ACCESS AND TRANSIT CHARACTERISTICS

- Allows general traffic to make right turns into driveways
- Semi-exclusive lane (painted/striped)
- Curbside station integrates with sidewalks
- Interacts with general purpose traffic
- Mixed flow traffic to the left of buses

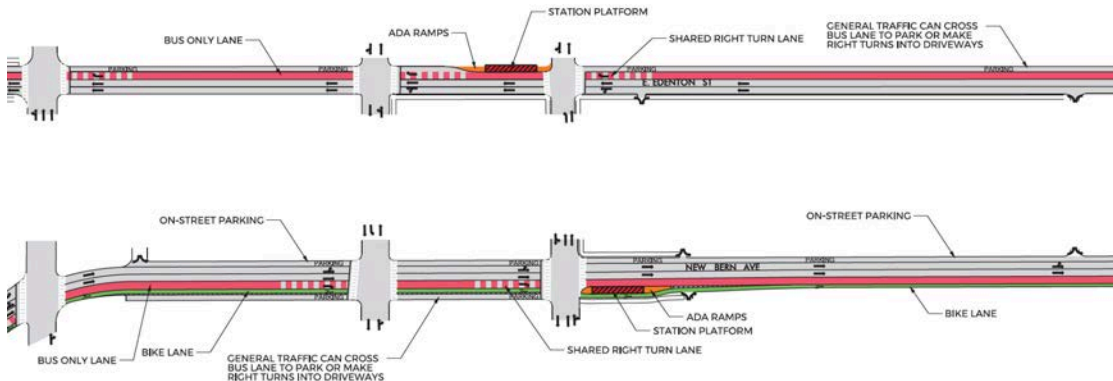


Edenton and New Bern (Right BAT)

DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT

Allows right turns across the bus lane into driveways

SEGMENT 1 *continued*



LEGEND			
BRT STATION		BRT ONLY LANE	
LANE ARROWS		BUSINESS ACCESS & TRANSIT (BAT)	
RIGHT IN/RIGHT OUT		TRAFFIC SEPARATOR	
BIKE LANE		MEDIAN	
		PROPOSED STATION RAMPS	

TYPICAL CROSS SECTION



LOCATION: EDENTON STREET



LOCATION: NEW BERN AVENUE

RIGHT BUSINESS ACCESS AND TRANSIT CHARACTERISTICS

- Allows general traffic to make right turns into driveways
- Semi-exclusive lane (painted/striped)
- Interacts with general traffic
- More driveways than the left
- Vehicles are allowed to cross BRT lane to park on street



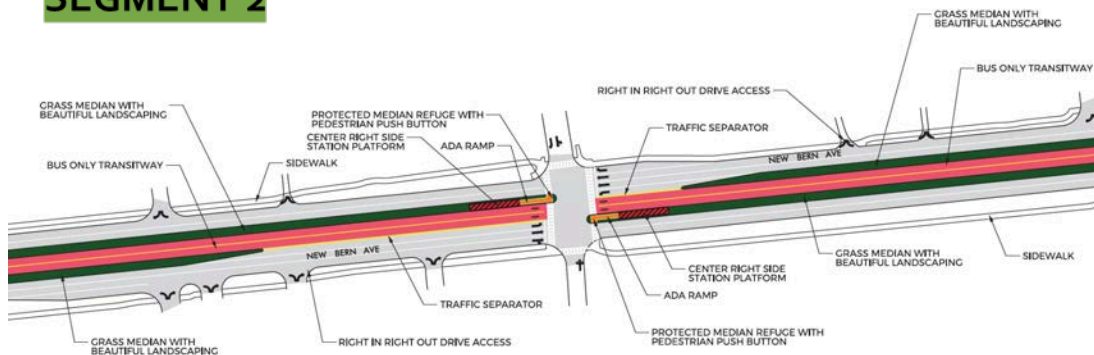
New Bern - Median Running Transitway

Tarboro St – Sunnybrook Dr

DESIGN CONCEPT: MEDIAN RUNNING TRANSITWAY

Bus only lane that is physically separated from general traffic by a median

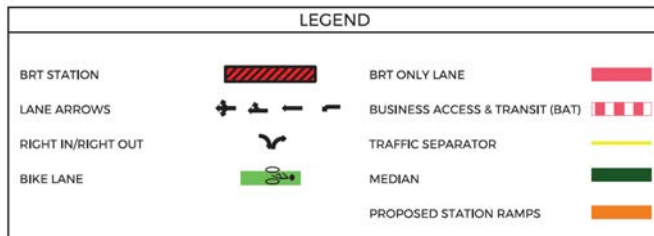
SEGMENT 2



TYPICAL CROSS SECTION



LOCATION: NEW BERN AVENUE



MEDIAN RUNNING TRANSITWAY CHARACTERISTICS

- Opportunity for beautiful landscaping
- Provides safe pedestrian refuge at median stations
- Utilizes existing median right-of-way
- Most exclusive and visible
- Straightest, smoothest ride
- Physically separated from general purpose traffic
- Limited interaction with general purpose traffic
- Restricts left turns between intersections
- Ideal travel time and reliability



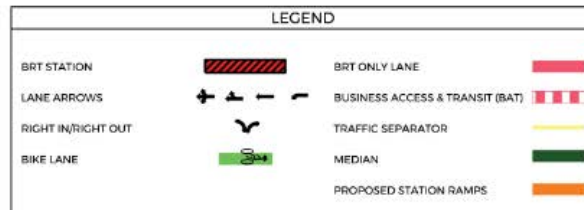
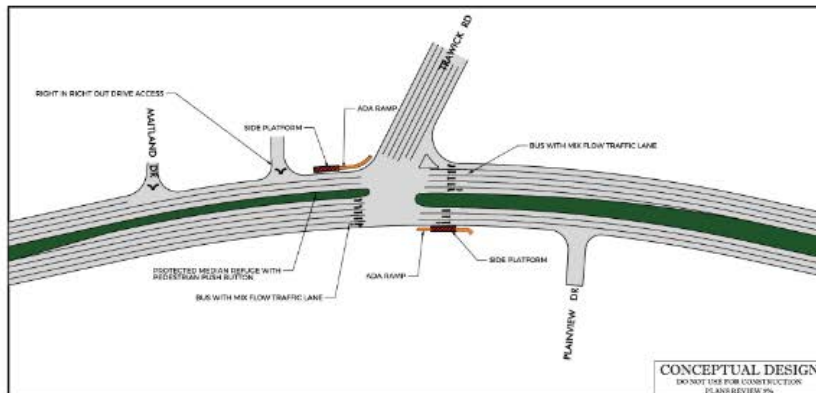
New Bern – Mixed-Traffic with Signal Priority

Sunnybrook Dr – New Hope Rd

DESIGN CONCEPT: MIXED-TRAFFIC WITH TRANSIT SIGNAL PRIORITY

Bus only lane that is physically separated from general traffic by a median

SEGMENT 3



MIXED-TRAFFIC CHARACTERISTICS

- Operates in general purpose traffic in the right curb lane
- Stops at full-amenity BRT stations
- Transit signal priority at intersections, similar to existing local bus service

TYPICAL CROSS SECTION

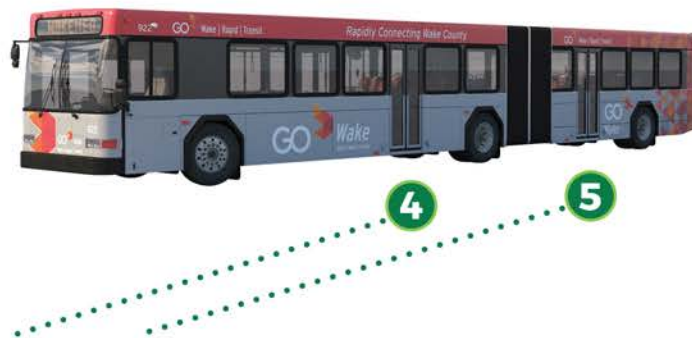
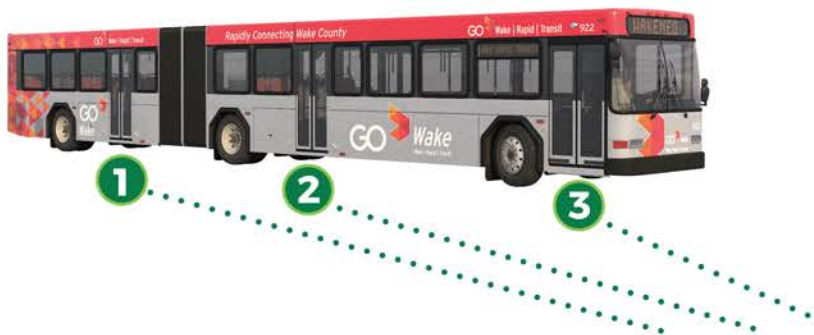


LOCATION: NEW BERN AVENUE



Conceptual Design – Vehicle Option

- **Options for fleet vehicles**
 - 40' Coach and/or 60' Articulated
 - Doors on right side & left side



Multiple doors on left and right side of vehicle



New Bern Ave BRT Small Starts Application:

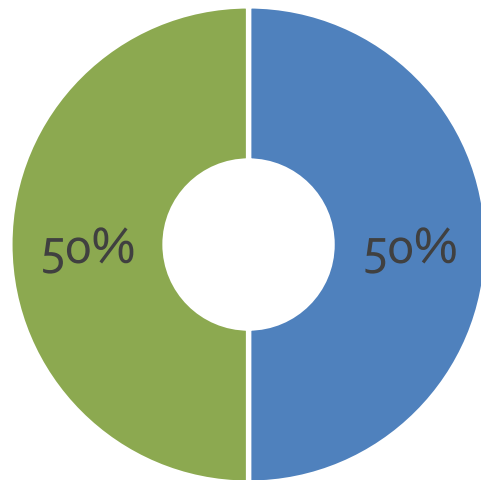
IT DOES:

- Define federal participation amount;
- Define overall project scope (length, mode, termini)

IT DOES NOT:

- Lock in final design elements or station locations*

**these elements will be defined between 30%-60% design level*





Community Benefits Considerations

for inclusion in the FTA Small Starts Application

Aspirational Goals

- A. Gentrification Mitigation
- B. Community Engagement and Empowerment
- C. Heritage Preservation



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New Bern Avenue BRT Schedule

Apr 19	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2020	2021-2022	2023
 Open House						 Open House	 Open House				
Confirm BRT route alignment and length			Refine station locations			Finalize station locations			Complete Final Design	Construction	BRT Service Begins
Identify initial station locations			Select one BRT runningway and vehicle option			Develop station footprint					
Introduce BRT runningway design concepts			Introduce transit signal priority options			Refine BRT runningway design					
Coordinate with other transportation projects			Develop preliminary cost estimates			Refine cost estimates					
			Submit Small Starts Grant Application								

**FREQUENCY OF SERVICE**
Every 10-15 Minutes

**3.3 LINEAR MILES**
Dedicated transit lanes from GoRaleigh Station to WakeMed

**SPAN OF SERVICE**
Weekdays: 4 am – 12 am
Weekends: 5:30 am – 12 am

**UP TO 12 STATIONS**
Key residential, employment, and shopping destinations

**5.1 LINEAR MILES**
GoRaleigh Station to New Hope Road



Key Actions

- ✓ FTA Project Development Acceptance – COMPLETE
- ✓ Locally Preferred Alternative defined (mode, termini, alignment) – COMPLETE
- ✓ New Bern Avenue BRT Federal Application – COMPLETE
 - Western Corridor Kick Off – September 5, 2019
 - Raleigh BRT: Equitable Development Around Transit Open House - October 12 & October 26, 2019 (*tentative dates*)
 - Wake BRT: New Bern Avenue Design Open House – end of October



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Questions?

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