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”

1. **CONNECT THE REGION**
   - More express bus service to Chapel Hill and RDU, and new rail service to Durham

2. **CONNECT ALL WAKE COUNTY COMMUNITIES**
   - New or improved transit service to all 12 Wake County municipalities

3. **PROVIDE FREQUENT RELIABLE URBAN TRANSIT**
   - More 15-minute service in urban areas, with longer hours and weekend service

4. **PROVIDE GREATER ACCESS TO TRANSIT**
   - Increased bus service across the country for rural residents

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**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.
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 continuing to Durham.

Bus Rapid Transit
Implement 4 BRT corridors (approximately 20 miles)
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 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

**Winter 2027**
All 4 BRT projects are in revenue service
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

Raleigh BRT: Equitable Development Around Transit
Planning Phase

Wake BRT: New Bern Avenue
Design Phase

Wake BRT: Western Blvd. Corridor Study
Planning Phase

PLANNING PHASE
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)
Mckinnon Center
1101 Gorman Street, Raleigh, NC 27606

Questions? Call 919-836-5999 or email BRT@raleighnc.gov

Busing in? GoRaleigh 12, GoTriangle 300/310/305, and WakeLine 5.
Be sure to ask meeting staff for a free transit day pass!

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

¿Habla español? Habrá intérpretes presente en la reunión.

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

raleighnc.gov/BRT
Wake BRT: New Bern Avenue (~5.1 miles)

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, GoTriangle (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)

**SEGMENT 1**
DOWNTOWN – TARBORO ST
Right Business Access & Transit (Right BAT)

**SEGMENT 2**
TWO-WAY PAIR
New Bern Ave
RUNNINGWAY OPTIONS:
Median Running Transitway

**SEGMENT 3**
TWO-WAY PAIR SEGMENT
New Bern Ave
RUNNINGWAY OPTIONS:
Mixed Traffic with Transit Signal Priority
Downtown Area (Right BAT)

**DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT**
Allows right turns across bus lane into driveways

**TYPICAL CROSS SECTION**

- **LOCATION: BLOUNT STREET**
- **LOCATION: WILMINGTON STREET**

**LEGEND**
- **BRT STATION**
- **BRT ONLY LANE**
- **LANE ARROWS**
- **BUSINESS ACCESS & TRANSPORT (BAT)**
- **RIGHT IN/RIGHT OUT**
- **TRAFFIC SEPARATION**
- **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)

SEGMENT 1 continued

DESIGN CONCEPT: RIGHT BUSINESS ACCESS AND TRANSIT
Allows right turns across the bus lane into driveways

TYPICAL CROSS SECTION

LOCATION: EDENTON STREET

LOCATION: NEW BERN AVENUE

LEGEND

- BRT STATION
- BRT ONLY LANE
- LANE ARROWS
- BUSINESS ACCESS & TRANSIT (BAT)
- RIGHT IN/RIGHT OUT
- TRAFFIC SEPARATOR
- BIKE LANE
- MEDIAN
- PROPOSED STATION RAMPS
- CENTRAL TRAFFIC CAN CROSS BUS LANE TO PARK OR MAKE RIGHT TURNS INTO DRIVEWAYS
- SHARED RIGHT TURN LANE
- SHARED-RIGHT TURN LANE
- ADA RAMPS
- STATION PLATFORM
- ON-STREET PARKING

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

LEGEND

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

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
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
## New Bern Avenue BRT Schedule

### Frequency of Service
- **3.3 Linear Miles**: Dedicated transit lanes from GoRaleigh Station to WakeMed
- **5.1 Linear Miles**: GoRaleigh Station to New Hope Road
- **Every 10-15 Minutes**
- **Span of Service**: Weekdays: 4 am – 12 am, Weekends: 5:30 am – 12 am
- **Up to 12 Stations**: Key residential, employment, and shopping destinations

### Timeline

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<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
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<th>Nov</th>
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<th>2020</th>
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<tr>
<td>Confirm BRT route alignment and length</td>
<td>Open House</td>
<td>Refine station locations</td>
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<td>Finalize station locations</td>
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<td>Complete Final Design</td>
<td>Construction</td>
<td>BRT Service Begins</td>
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<td>Identify initial station locations</td>
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<td>Select one BRT runningway and vehicle option</td>
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<td>Develop station footprint</td>
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<td>Introduce BRT runningway design concepts</td>
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<td>Introduce transit signal priority options</td>
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<td>Refine BRT runningway design</td>
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<td>Coordinate with other transportation projects</td>
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<td>Develop preliminary cost estimates</td>
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### Key Dates
- **April 19**: Confirm BRT route alignment and length
- **May**: Open House
- **June**: Refine station locations
- **July**: Select one BRT runningway and vehicle option
- **August**: Introduce transit signal priority options
- **September**: Introduce BRT runningway design concepts
- **October**: Develop preliminary cost estimates
- **November**: Submit Small Starts Grant Application
- **December**: Finalize station locations
- **2020**: Complete Final Design
- **2021-2022**: Construction
- **2023**: BRT Service Begins
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