WAKE BRT | Transit Stakeholders Committee

STATION DESIGN WORKSHOP

Thank you to our
Stakeholder Committee Members

African American Caucaus

Alianza Latina Pro-Educacion 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

WORKSHOP AGENDA

December 12th, 2019

1 INTRODUCTIONS

3 STATION DESIGN
- presentation
- discussion

2 BRT SHORT VIDEO
- initial ideas
- committee feedback

4 STATION AMENITIES
- presentation
- activity
- discussion

WAKE Bus Rapid Transit

BRT SHORT VIDEO

OVERVIEW

- Purpose of the video:

  - *convey BRT information to the public while generating interest and excitement*

- Time frame: 3 -4 minutes

- Graphic information

  - Flyover of the corridor

  - Close-up of station models

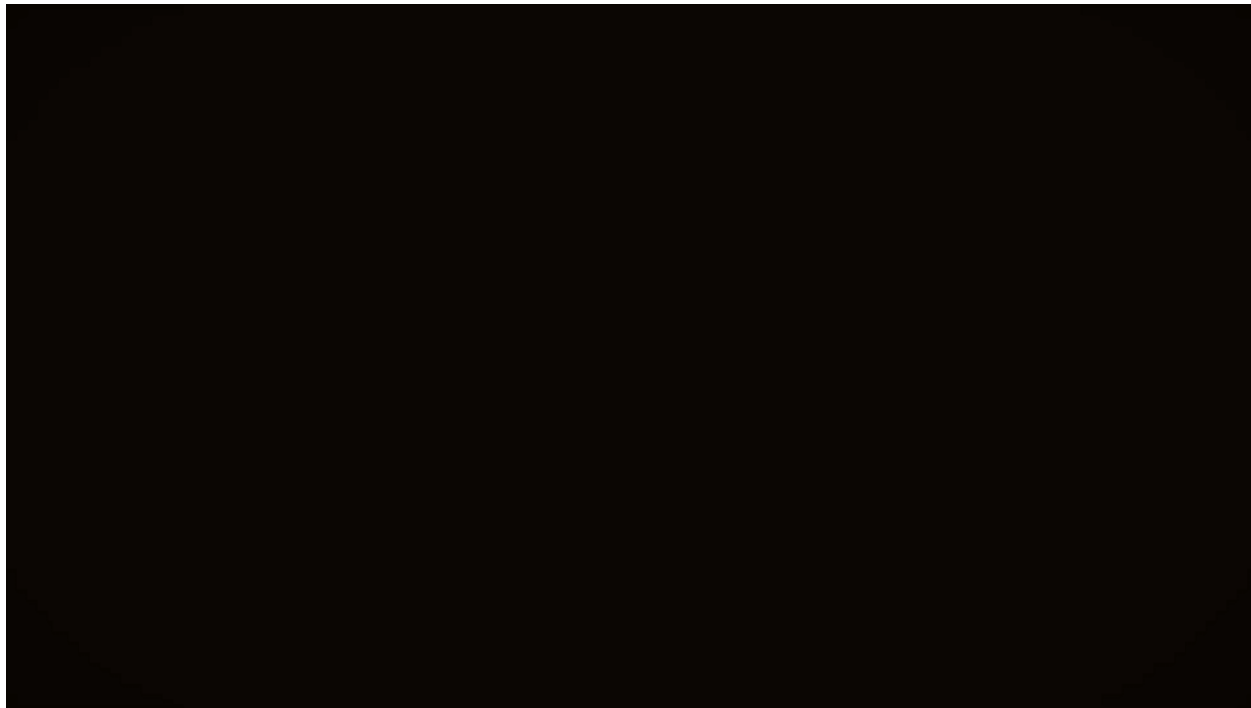 - Different rider experiences & processes

- Text & audio information

FLYOVER OF THE CORRIDOR

- "flying over" with a bird's eye view

- proposed roadway design

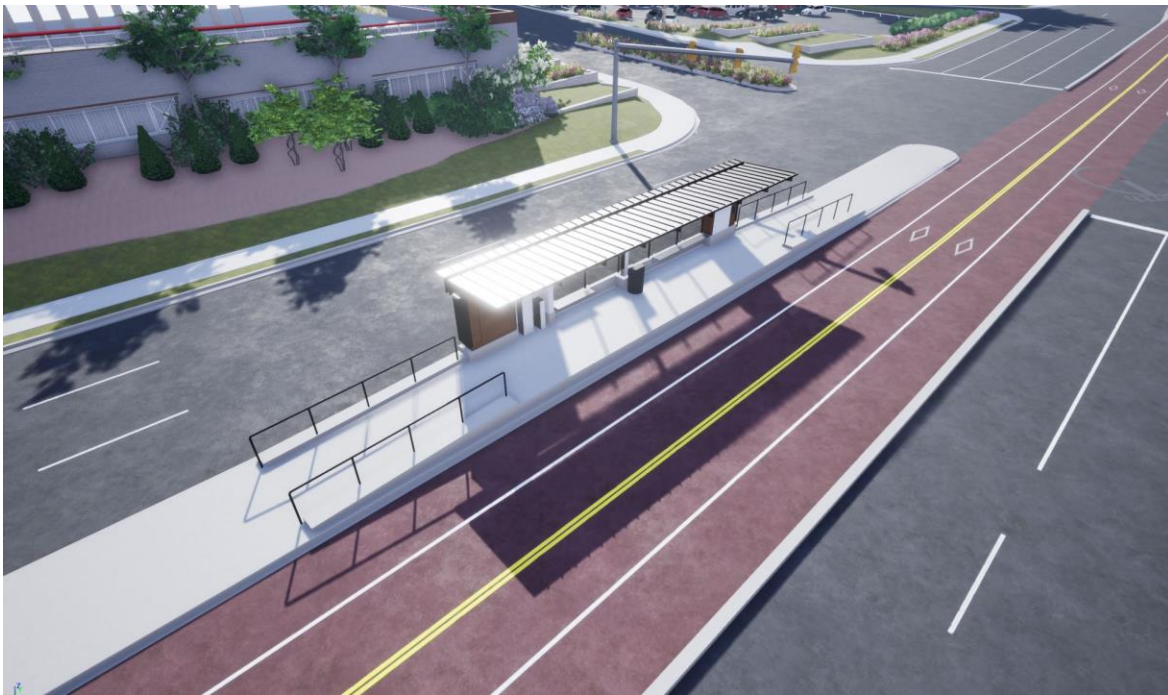- brief text annotations

- "drop" into specific station areas

CLOSE – UP OF STATION MODELS

- show latest conceptual station models

- stations within real – world environment, site specific

- multiple station types

- show cyclists and pedestrians

*conceptual station rendering (not a proposed design)

CLOSE – UP OF STATION MODELS
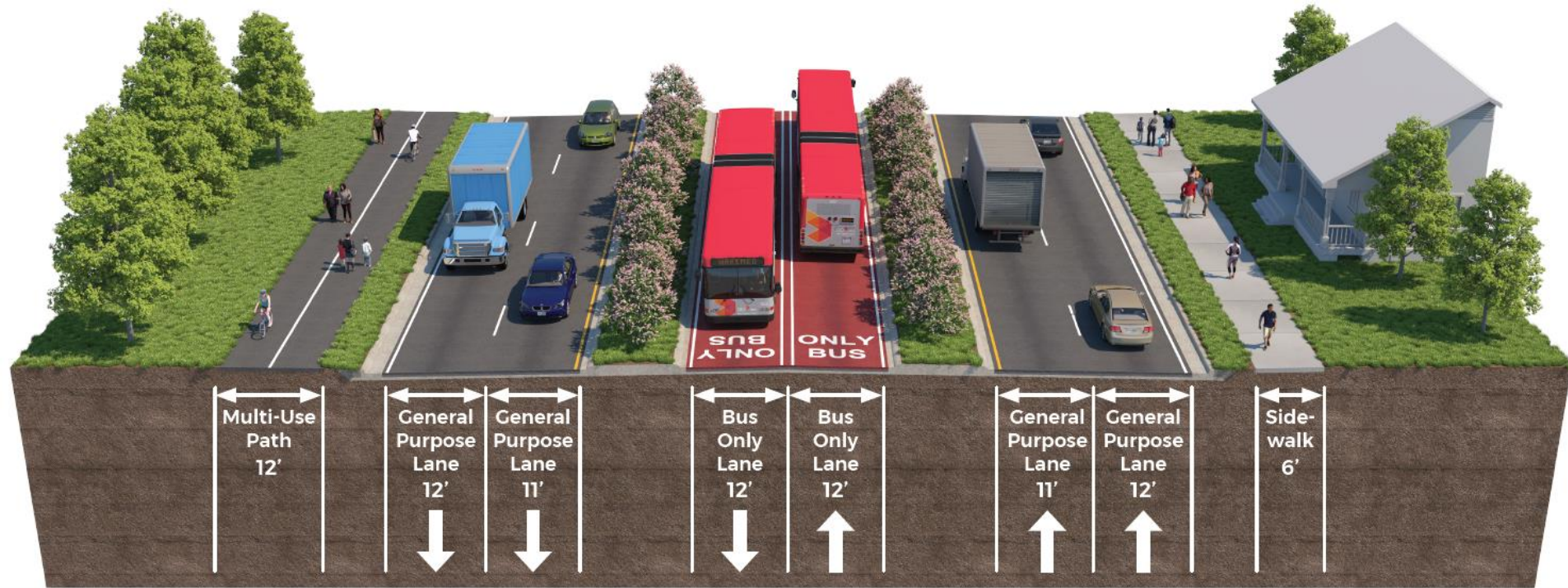

*conceptual station rendering (not a proposed design)

CLOSE – UP OF STATION MODELS
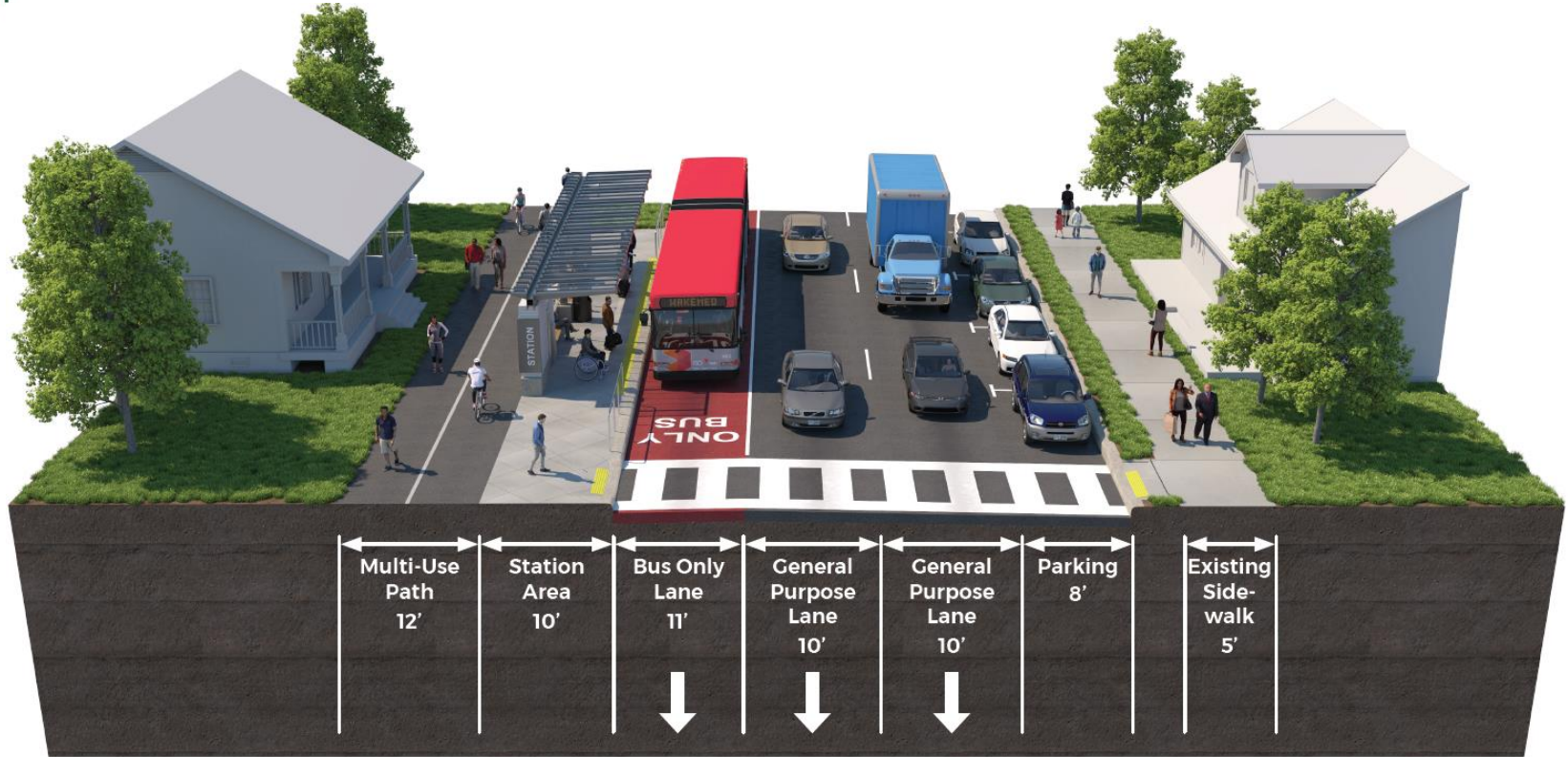

*conceptual station rendering (not a proposed design)

CONCEPTUAL SECTION - TRANSITWAY

Multi-Use Path 12'

General Purpose Lane 12'

General Purpose Lane 11'

Bus Only Lane 12'

Bus Only Lane 12'

General Purpose Lane 11'

General Purpose Lane 12'

Side-walk 6'

*subject to ongoing coordination with the New Bern Ave pedestrian improvements project

CONCEPTUAL SECTION – RBAT*

| Multi-Use Path 12' | Station Area 10' | Bus Only Lane 11' | General Purpose Lane 10' | General Purpose Lane 10' | Parking 8' | Existing Side-walk 5' |

Right Business Access & Transit (RBAT)

RIDER EXPERIENCES & PROCESSES

Possibilities include:

- Buying a ticket

- Boarding the bus with a wheelchair or stroller

- Crossing sidewalk to reach station

RIDER EXPERIENCES & PROCESSES

Step 1: Press the push button and wait for the walk icon & crossing announcement.

Step 2 : Cross the street using the sidewalk.

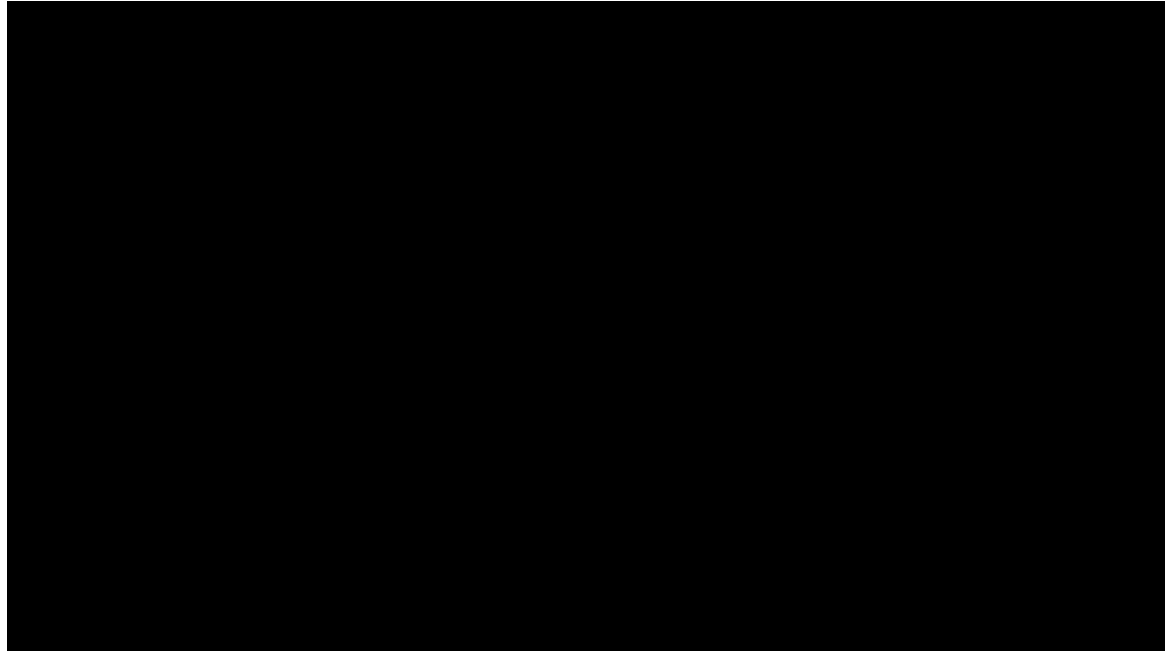**Step 3**: Use the ramp to access the raised platform station area.

Step 4: Purchase your ticket and wait for the bus to arrive.

TEXT & AUDIO INFORMATION

Possibilities include:

- Frequency

- Hours of operation

- Fares

- Project schedule

DISCUSSION

- Which video features would be the most interesting & informative?

- Are there any geographic areas along the corridor we should focus on?

- Which steps of the rider experience are most important to show?

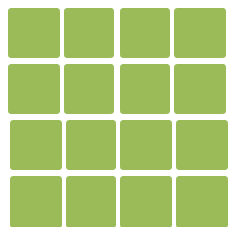- What is the most important information to communicate?
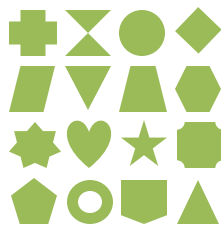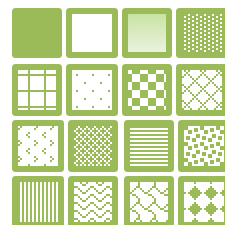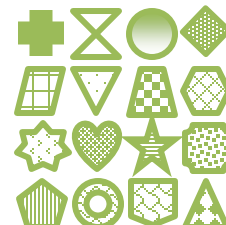
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STATION DESIGN

Station Identity

UNIFORM

FORM VARIATION

MATERIAL VARIATION

UNIQUE

UNIFORM

FORM VARIATION

MATERIAL VARIATION

UNIQUE

The Pulse, in Richmond, VA

Metroway in Crystal City, VA

Train Stops in Hanover, Germany

MAX BRT, in Calgary, Canada

Rapid Ride, in Seattle, WA

IndyGo, in Indianapolis, IN

METAL PANELING

GLASS

PERFORATED SCREEN

BRICK

WOOD

CONCRETE

DISCUSSION

- How do we create a strong BRT system identity/branding?

- How can we incorporate the history & context of neighborhoods?

- Which elements, if any, should have flexibility in design?

- Out of the four types, which station identity appeals the most?

WAKE Bus Rapid Transit

STATION AMENITIES

OFF-BOARD FARE COLLECTION

Purchase fare inside the station and authorize on bus entry or with fare monitors for reduced queuing.

LEVEL BOARDING

Elevate universal accessibility and decrease in time per passenger to board and alight.

SHELTERS

Larger shelters with signature design features like easy-to-understand information, enhanced seating or waiting areas, or landscaping elements improve perceived wait times and general passenger satisfaction.

INFORMATION & WAYFINDING

Every transit stop must include information about routes served at the stop in a clear, legible manner.

GREEN INFRASTRUCTURE

Green infrastructure complements transit by calming traffic, enhancing comfort and aesthetics, providing wayfinding and corridor identity, treating stormwater, and creating opportunities for safer pedestrian circulation.

BIKE / PED INTERACTION

Station design can improve transit speeds and comfort and safety of pedestrians and cyclists at the same time, while also making it easier to access transit by bike or on foot.
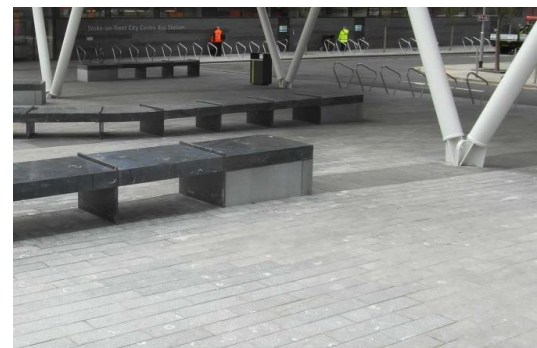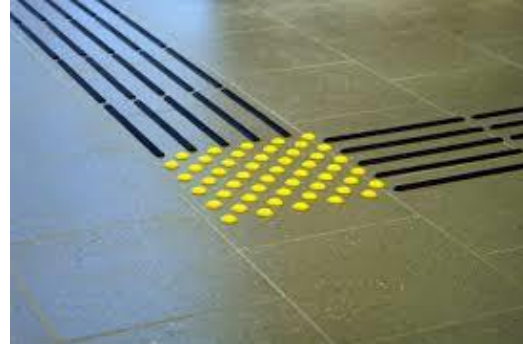
RECREATION & ENTERTAINMENT

Incorporating high-quality design and amenities into projects creates a sense of community and promote transit streets as a desirable place in the urban fabric.

- Level boarding

- Detectable warning strips

- Accessible ramp

- Vegetative buffers
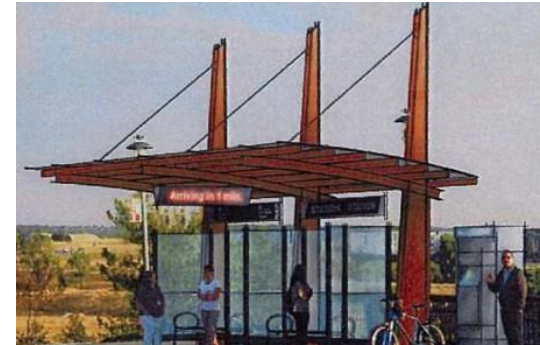
- Bike facilities

- Hardscape areas

SITE

- Shading
- Public artwork
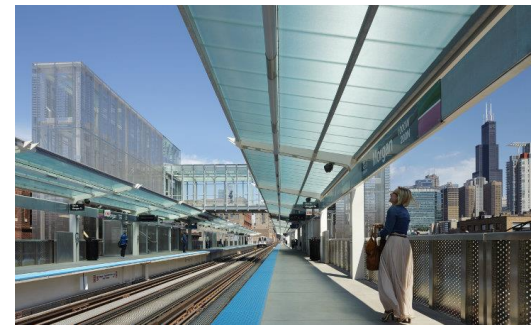- Seating
- Leaning rails
- Signage

SHELTER

- Emergency telephones
- Emergency service access
- High visibility
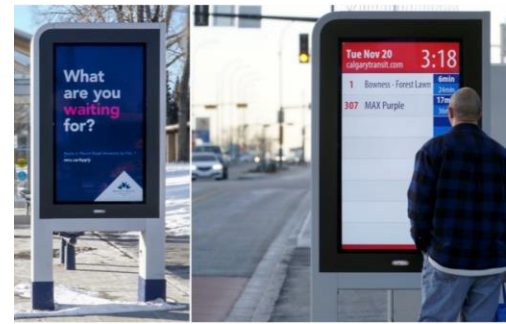- Video monitoring
- Site lighting

SAFETY

- Lighting and power
- Solar energy
- Water fountains
- Digital signage
- Public WIFI
- Speaker systems
- Waste and recycling

SERVICES

ADAPTABLE PROGRAM

Category A

elements necessary for the station to function properly and should be at every station

Category B

elements that would be great to have while considering context, space restraints, or other limiting factors

Category C

elements that could be added for enhanced customer experience but may not be feasible everywhere or necessary

STATION AMENITIES ACTIVITY

STATION AMENITIES ACTIVITY

In groups, sort station amenities into 3 categories.

If you think something is missing, write your own!

After 10 minutes, tables will share with the whole group.

Category A

elements necessary for the station to function properly, and should be at every station regardless of location.

Category B

elements that should be added, while considering restraints and contexts.

Category C

elements that would be amazing, but not necessary or always feasible.

STATION AMENITIES ACTIVITY

Security Cameras	Digital "Real Time Display"	Bike Lockers
Detectable Warning Pavers	Bus Arrival	Covered Waste Collection
Traffic Protection	Auditory Platform Instructions	Signage
Emergency Phone	Off-Board Fare Payment	Digital Art Display
Analog Map Information	Bike Facilities	Directional Pavers
Vegetative Buffers	Phone Charging	Branding Elements
Public Artwork	Additional Hardening (Safety)	WiFi
Wayfinding	Weather Protection (Wind + Rain)	Citrix Stations
Recreational Structures	Speaker System	Water Fountains
Radiant Heat	Fans + Misters	Dedicated Landscape Area
Shading	Book share	Seating + Leaning
Site Lighting	Full Canopy	Bike Fix - It Stations
Level Boarding	Stormwater Infrastructure	Lockers

Category A

elements necessary for the station to function properly, and should be at every station regardless of location.

Category B

elements that should be added, while considering restraints and contexts.

Category C

elements that would be amazing, but not necessary or always feasible.

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THANK YOU for your time and input.