WAKE BRT | Transit Stakeholders Committee

STATION DESIGN WORKSHOP
Thank you to our Stakeholder Committee Members

African American Caucus
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
2. BRT SHORT VIDEO
   - Initial ideas
   - Committee feedback
3. STATION DESIGN
   - Presentation
   - Discussion
4. STATION AMENITIES
   - Presentation
   - Activity
   - Discussion
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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

*subject to ongoing coordination with the New Bern Ave pedestrian improvements project
CONCEPTUAL SECTION – RBAT*

*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.
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**
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
GO RALEIGH

CURRENT

STATION STOCK
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?
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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.
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.
Every transit stop must include information about routes served at the stop in a clear, legible manner.
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.
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.
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
• Shading
• Public artwork
• Seating
• Leaning rails
• Signage

SHELTER
SAFETY

- Emergency telephones
- Emergency service access
- High visibility
- Video monitoring
- Site lighting
• 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
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
Detectable Warning Pavers
Traffic Protection
Emergency Phone
Analog Map Information
Vegetative Buffers
Public Artwork
Wayfinding
Recreational Structures
Radiant Heat
Shading
Site Lighting
Level Boarding

Digital "Real Time Display"
Bus Arrival
Auditory Platform Instructions
Off-Board Fare Payment
Bike Facilities
Phone Charging
Additional Hardening (Safety)
Weather Protection (Wind + Rain)
Speaker System
Fans + Misters
Book share
Full Canopy
Stormwater Infrastructure

Bike Lockers
Covered Waste Collection
Signage
Digital Art Display
Directional Pavers
Branding Elements
WiFi
Citrix Stations
Water Fountains
Dedicated Landscape Area
Seating + Leaning
Bike Fix - It Stations
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.
THANK YOU for your time and input.