



# Wake Transit

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# Implementation Update

BOC Transit Committee  
February 12, 2018

# The Wake Transit Plan includes “Four Big Moves”

1

**CONNECT**  
the region



2

**CONNECT**  
all Wake County  
communities



3

**CREATE**  
frequent, reliable  
urban mobility



4

**ENHANCE**  
access to transit



# **Board of Commissioner Transit Objectives**

- Monitor and oversee the deliverables and processes established by the transit governance interlocal agreement.
- Continue to support and seek public participation in the development and implementation of the transit plan, including consumer experience goals and service metrics.
- Promote opportunities to maintain affordability for transit services and address needs for rural access.
- Evaluate opportunities for communities in need.
- Collaborate with municipal, community and private partners to encourage best development practices in corridors and areas identified for transit investment, including serving communities in need and creating affordable housing.
- Seek opportunities to increase collaboration between transit providers and the Wake County School System.

# Wake Transit Plan | Planning Underway to Inform Implementation

## **Bus Implementation Plan**

- Ten Year Operating and Capital Plan Draft Spring 2018

## **Staffing Model and Expectations Plan**

- Many FY 2019 Requests but Staffing Plan Not Finalized

## **Major Investment Study**

- MIS to inform Project Development Timeframes and Update Costs Modeled

## **Community Funding Area Program Management**

- Plan will guide process for FY 2020 and beyond

## **Public Engagement Strategy**

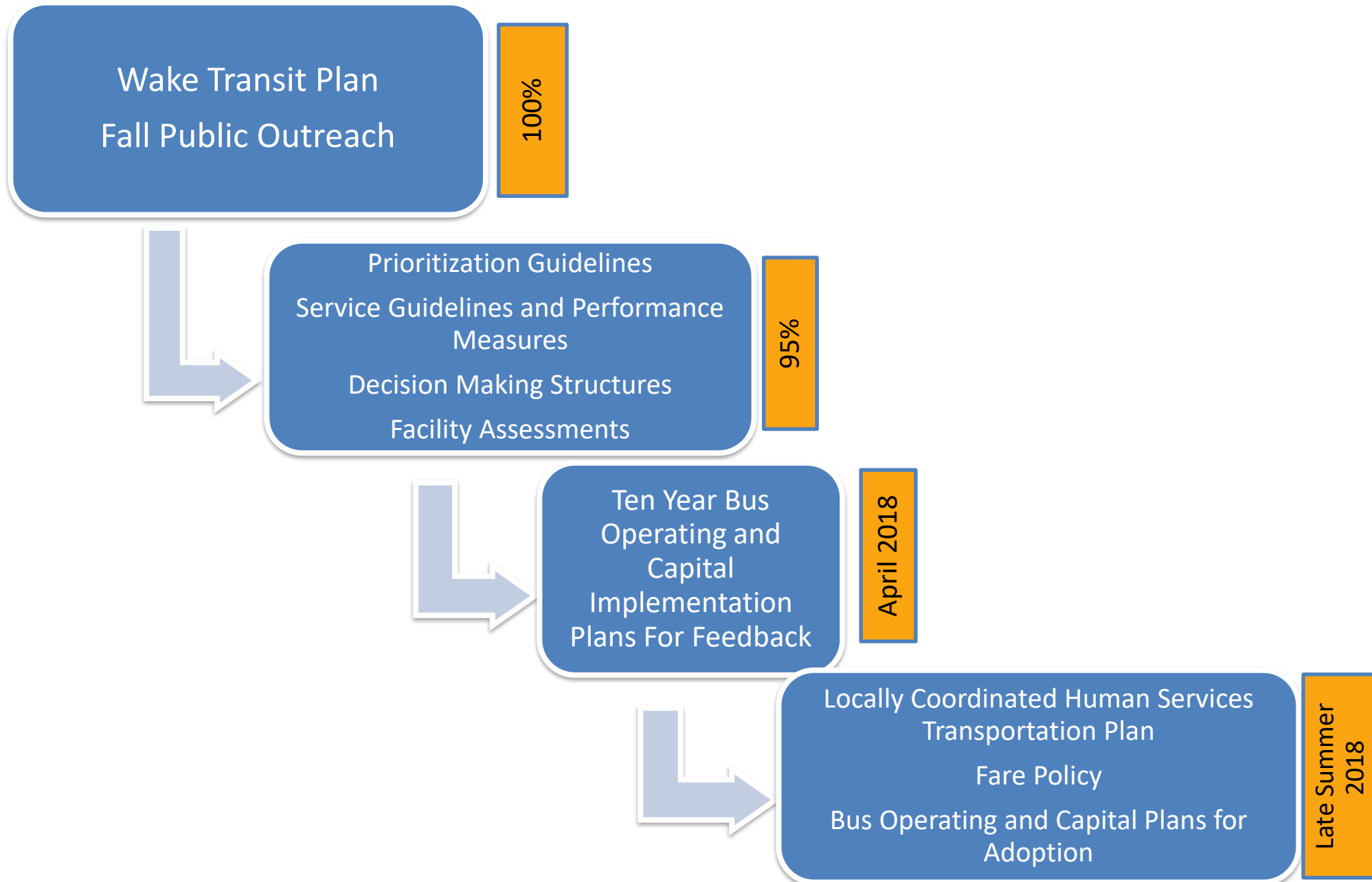
- Will Guide Public Comment and Engagement for 2019 Work Plan

# Fall Public Outreach: Survey and Public Meetings



- 2,513 people completed the survey
- Held 12 public meetings from late October to mid-November
  - Seven meetings held in Raleigh, two in Cary, and one each in Fuquay-Varina, Wake Forest, and Zebulon
- Met with over 164 attendees at public meetings,
- Collected 54 paper surveys and recorded 50 formal comments

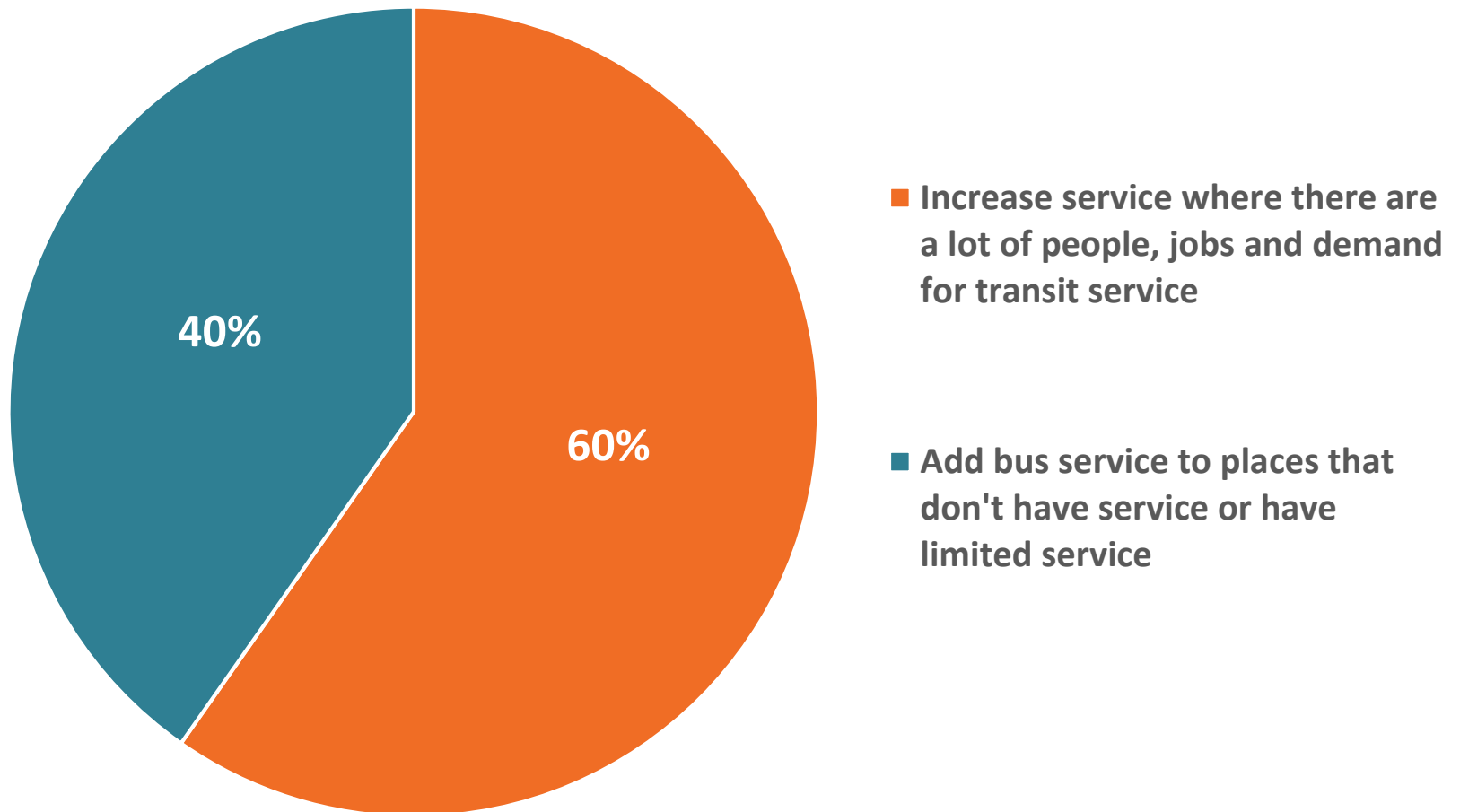
# Wake Bus Plan Progress



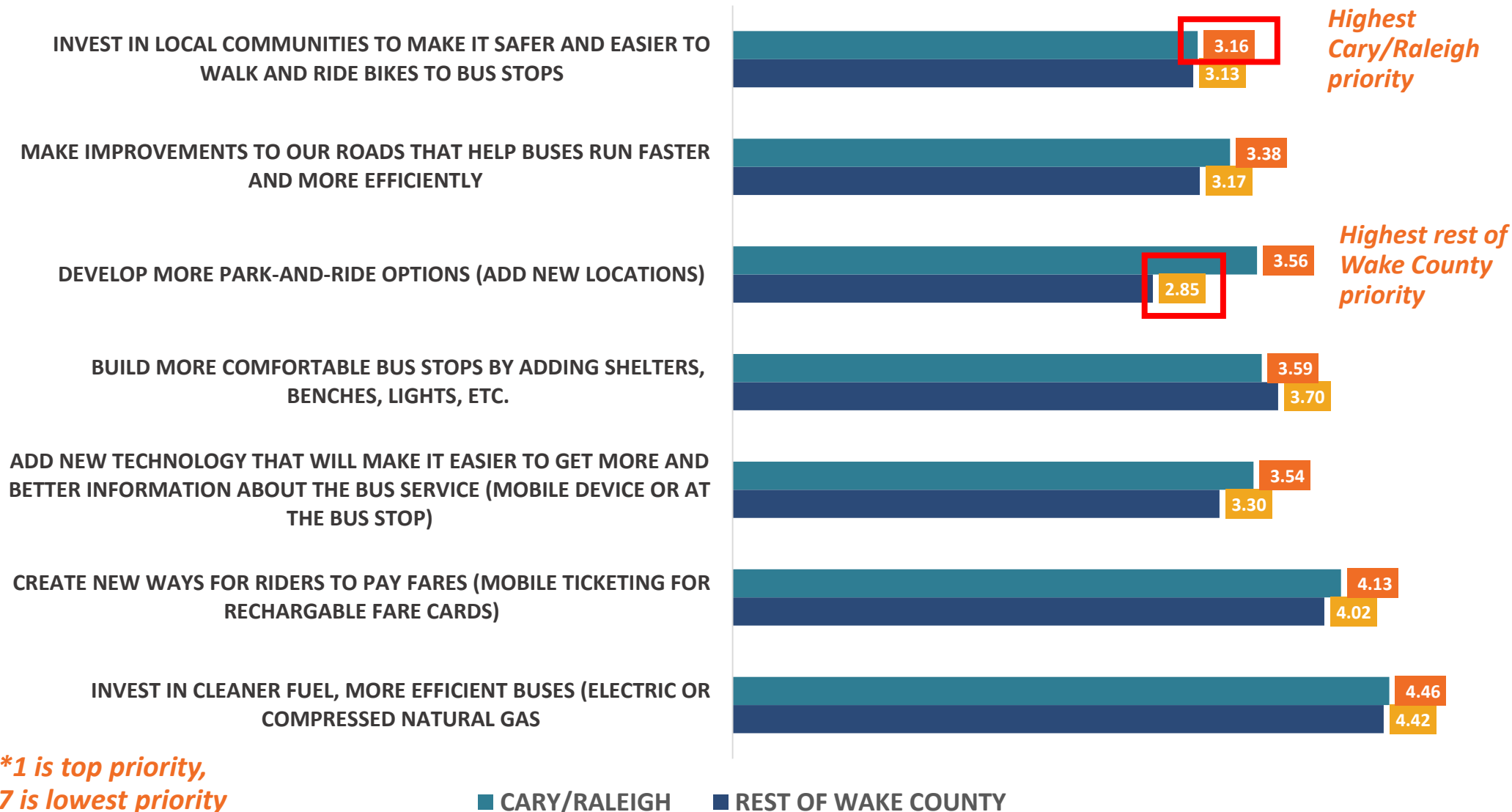
# Which Wake Transit improvement should happen first?



*All respondents*



# Which Wake Transit improvements are the most important to you?





# Prioritization Guidelines



Objective	2019-2021	2022-2024	2025-2027
Balance network to 70% ridership and 30% coverage	Balance investment portfolio to 50% productivity / 50% coverage	Balance investment portfolio to 60% productivity / 40% coverage	Balance investment portfolio to 70% productivity / 30% coverage
Infrastructure Spending	Ensure that the projects promised in the Wake Transit Plan can be delivered.	Ensure capital investments support 2025-2027 projects	Ensure remaining critical system-wide investments are funded
Connect Wake County Communities	All Wake County communities have access to commuter or regional bus	Connect highest need communities with all day bus service	Connect all communities with all day bus service (as appropriate)
Connect Wake County Communities	Balance investment portfolio to bring service to 45% residents /70% jobs	Balance investment portfolio to bring service to 50% residents /75% jobs	Balance investment portfolio to bring service to 54% residents /80% jobs
Prioritize Customer Service and User Experience	Assign at least 20% of capital spending to customer service	Assign at least 15% of capital spending to customer service	Assign at least 10% of capital spending to customer service

# Performance Guidelines

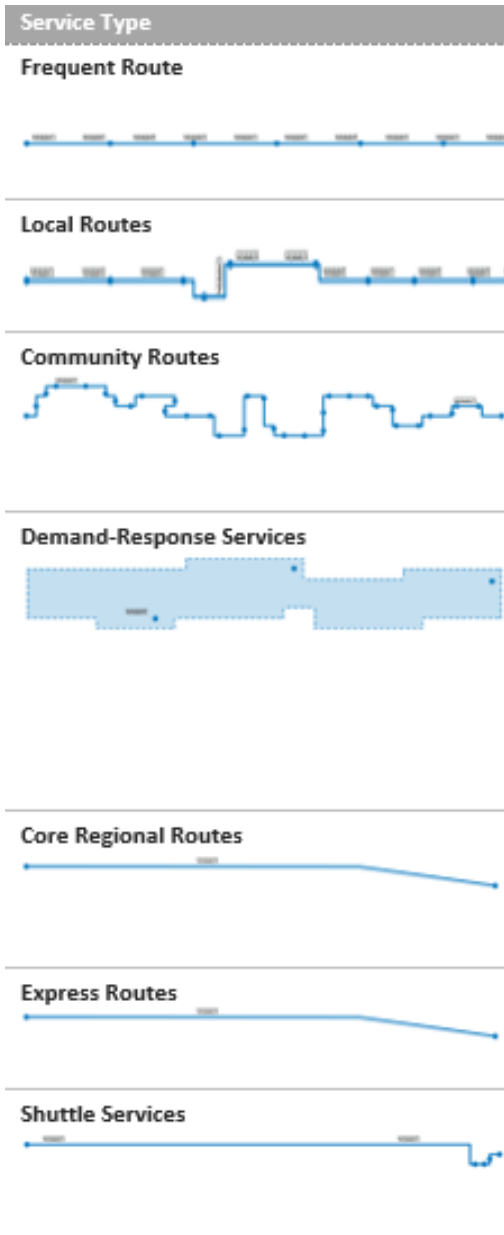


Figure 4 | Transit Supportive Population and Employment Densities



- Percentage of residents within walking distance (3/4 of a mile) of all-day service
- Percentage of jobs within walking distance (3/4 of a mile) of all-day service
- Performance and Productivity Measures
- On Time Performance
- Customer Satisfaction

# Example Guidelines for Bus Stops

## Bus Stop and Transit Station Types

### BASIC BUS STOP

**ELEMENTS:**  
Bus stop sign  
Paved boarding area  
Sidewalk connection  
Street lighting

**APPROXIMATE COST:**  
\$20,000-\$25,000

**MODE:**  
Bus

**TYPICAL RIDERSHIP:**  
Fewer than 25 daily passenger boardings

### BUS STOP + SHELTER

**ELEMENTS:**  
Bus stop sign  
Paved boarding area  
Shelter/seating  
Sidewalk connection  
Street lighting  
Pavement markings

**APPROXIMATE COST:**  
\$25,000-\$30,000

**MODE:**  
Bus

**TYPICAL RIDERSHIP:**  
25-75 daily passenger boardings

### HIGH VOLUME BUS STOP

**ADDITIONAL ELEMENTS:**  
Real-time display  
Bus pad on roadway

**APPROXIMATE COST:**  
\$35,000-\$45,000

**MODE:**  
Bus

**TYPICAL RIDERSHIP:**  
75-200+ daily passenger boardings

### TRANSIT STATION / SUPER STOP

**ADDITIONAL ELEMENTS:**  
Station signage  
Raised platform/level boarding  
Large shelter/seating  
Bicycle racks/parking  
Branding elements  
Distinctive design  
Off-board fare payment  
Newspaper vending machines

**APPROXIMATE COST:**  
\$100,000 - \$500,000

**MODE:**  
Bus, Bus Rapid Transit (BRT)

**TYPICAL RIDERSHIP:**  
200-1000+ daily passenger boardings

**EXAMPLE:**  
Crestline Valley Mall Station

### BUS TRANSIT CENTER

**ADDITIONAL ELEMENTS:**  
Lighting and Security  
Trash receptacle(s)  
Off-street bus bays  
Enclosed waiting areas/restrooms  
Park-and-Ride lot/garage  
Bicycle access/parking  
Kiss-and-Ride/taxi facilities  
Enhanced passenger amenities  
Information/commuter center

**APPROXIMATE COST:**  
\$5 million-\$50 million

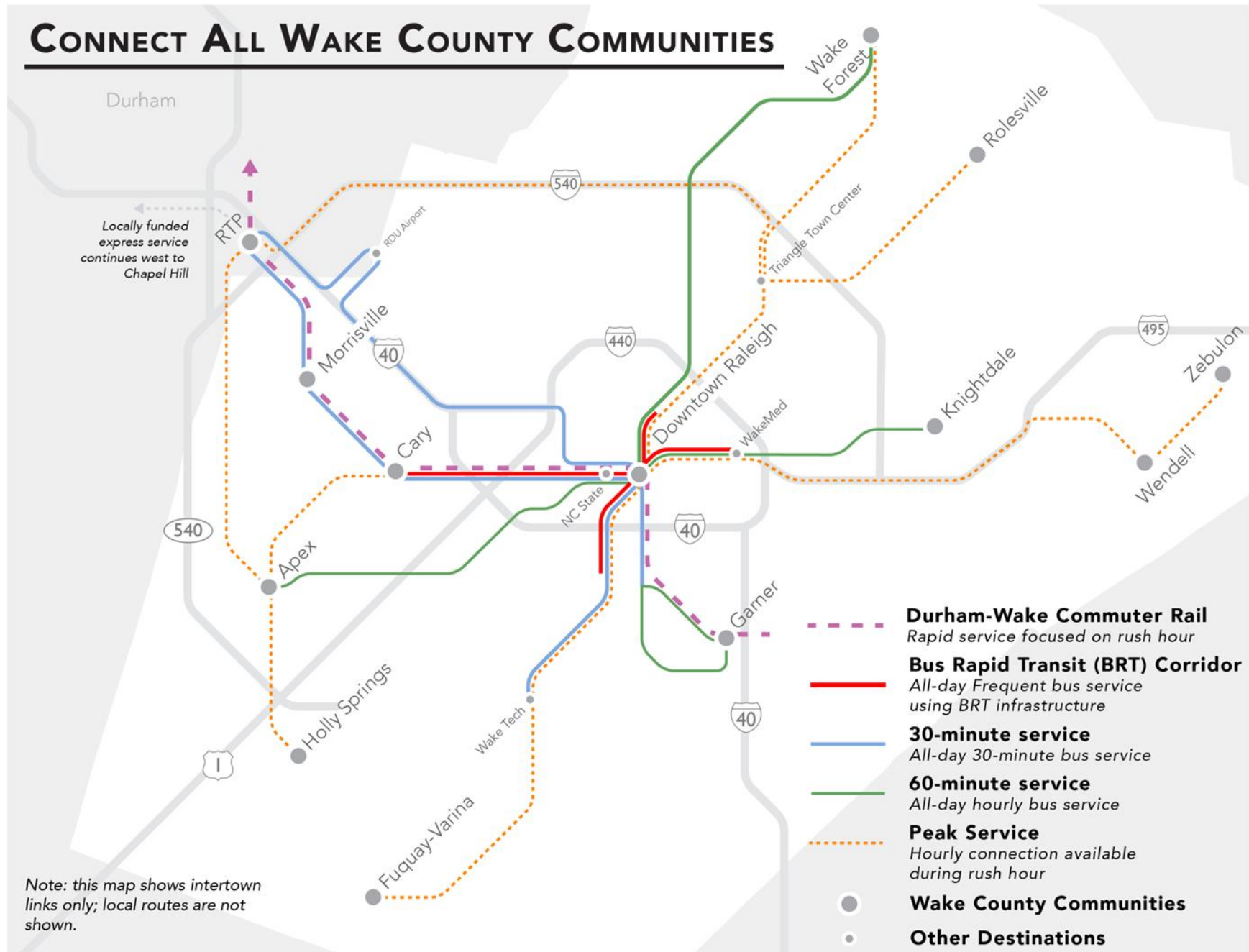
**MODE:**  
Bus, Bus Rapid Transit (BRT)

**TYPICAL RIDERSHIP:**  
1000+ daily passenger boardings

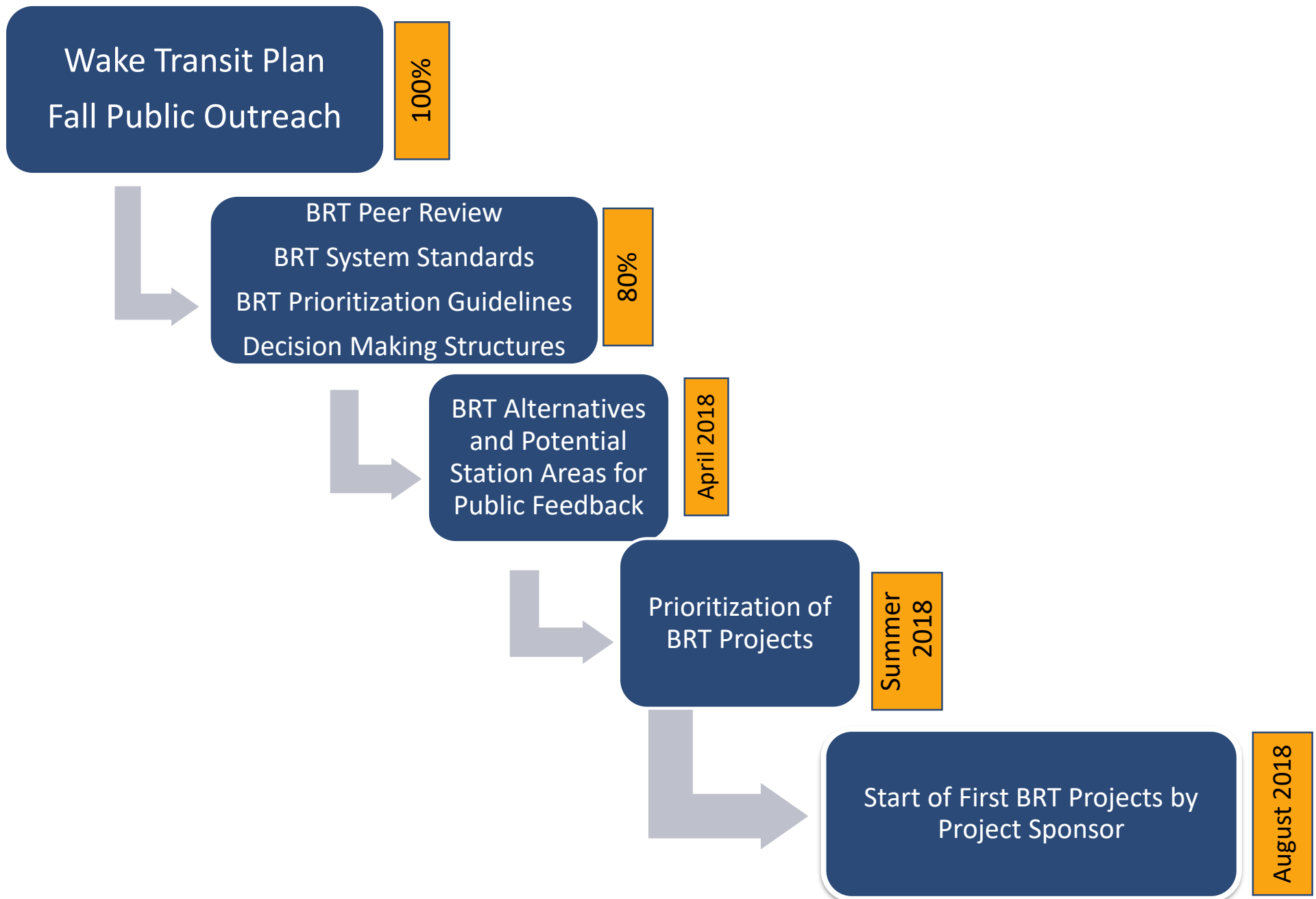
**EXAMPLE:**  
GoReleigh Station



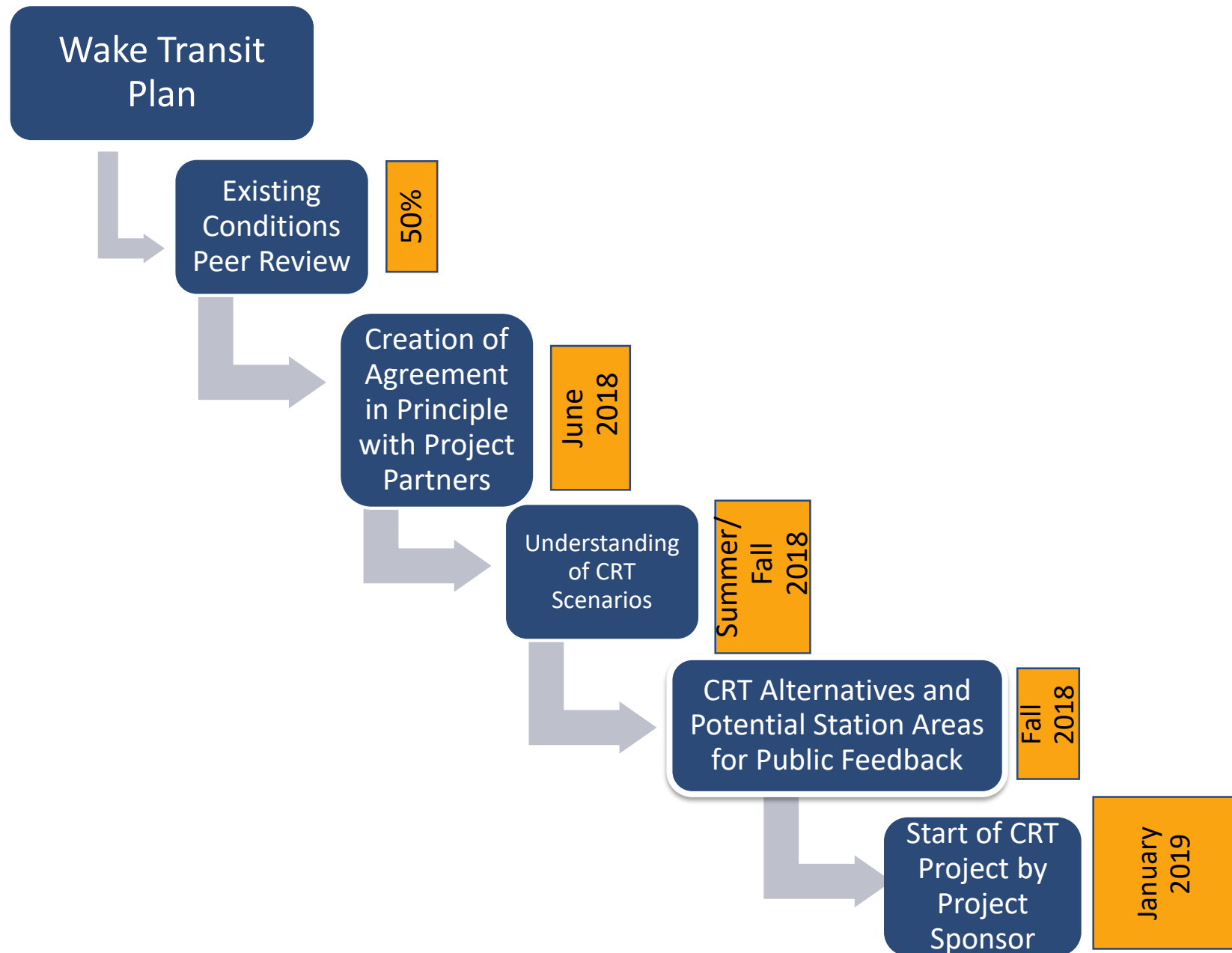
# April: Public Feedback for Potential Bus Network Phasing (2021/2024/2027)



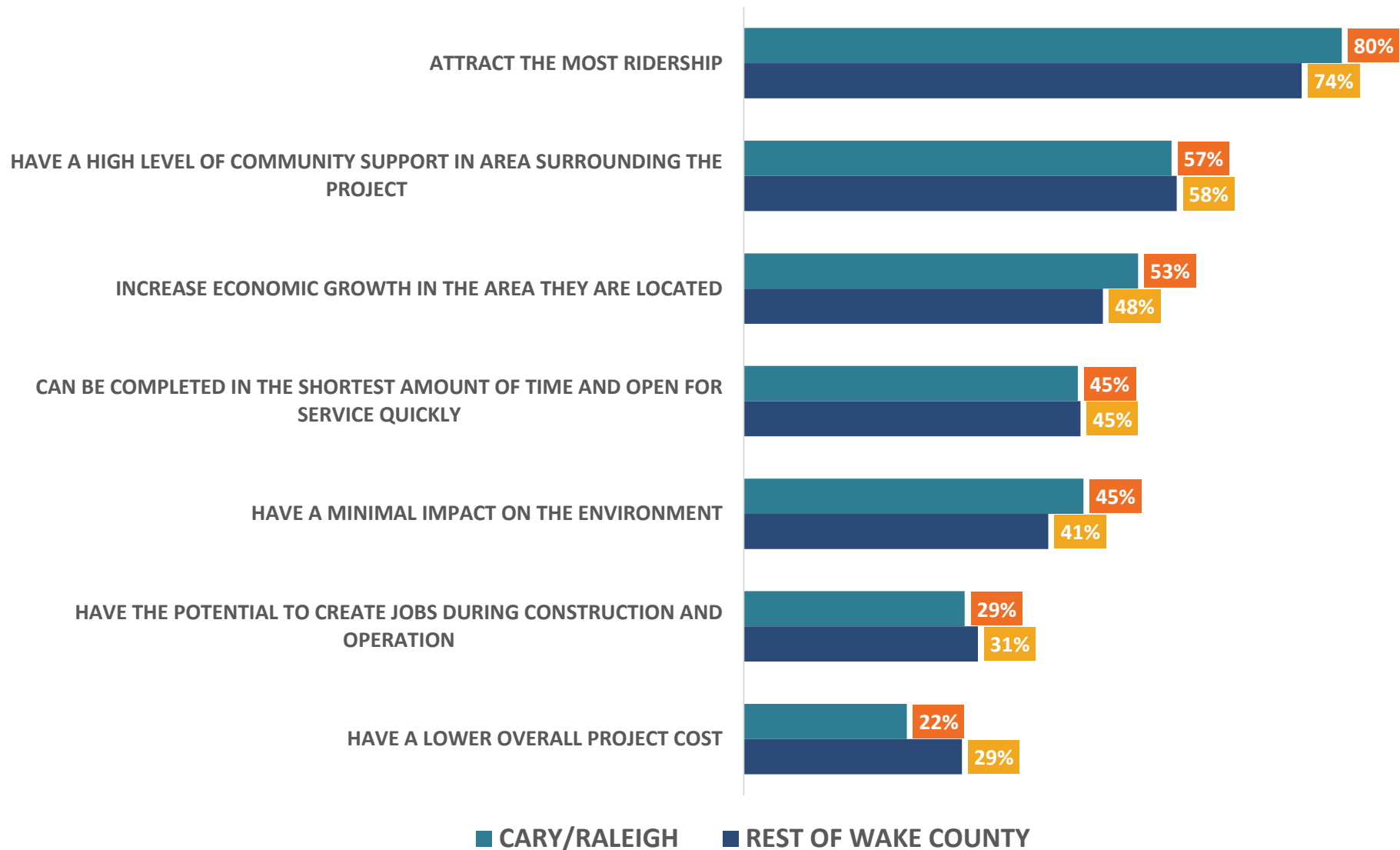
# Wake Major Investment Study Progress – Bus Rapid Transit



# Wake Major Investment Study Progress – Commuter Rail

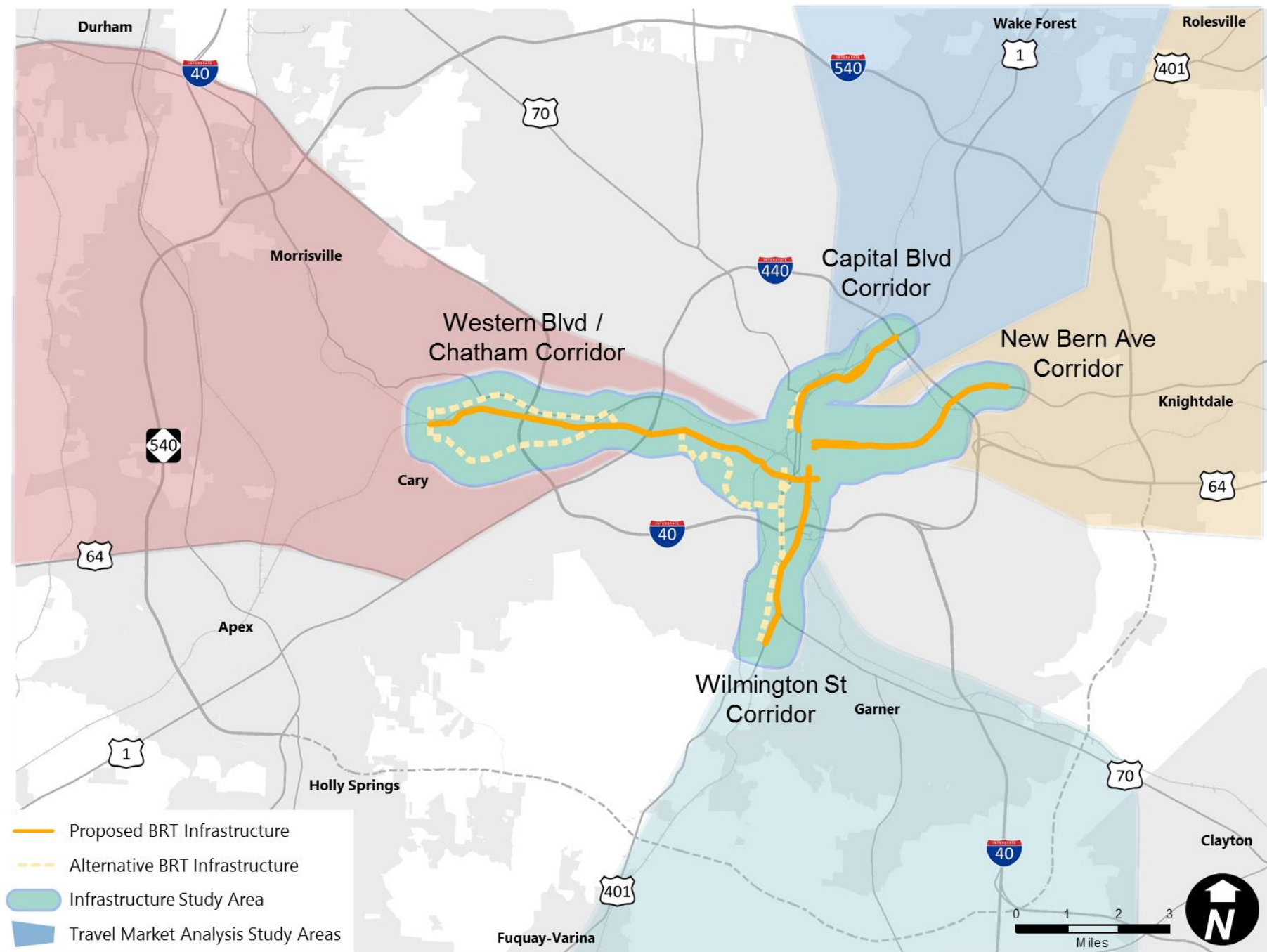


# How should the Wake County Transit Plan prioritize large projects?





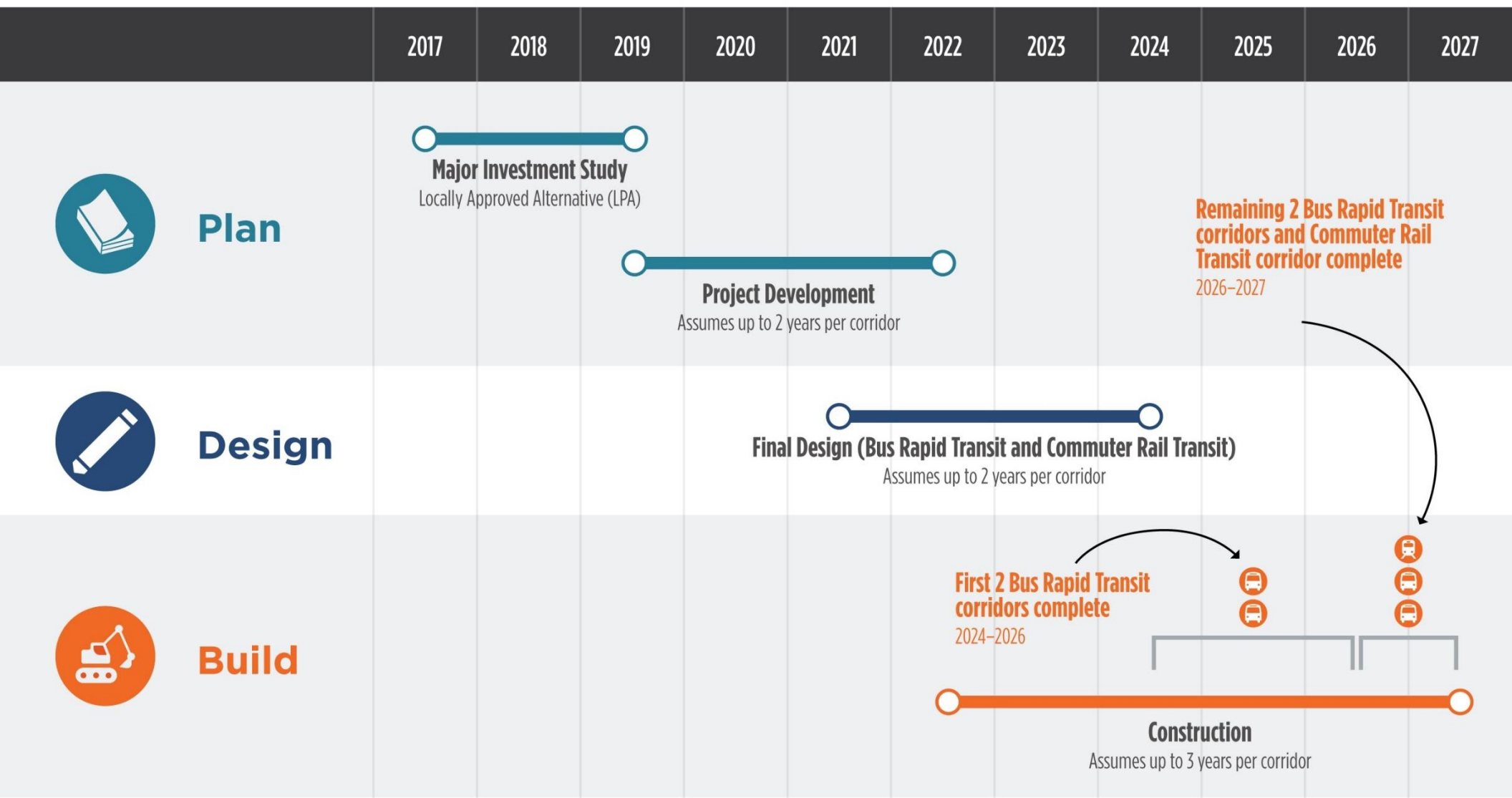
# April: Public Feedback for BRT Corridor Prioritization



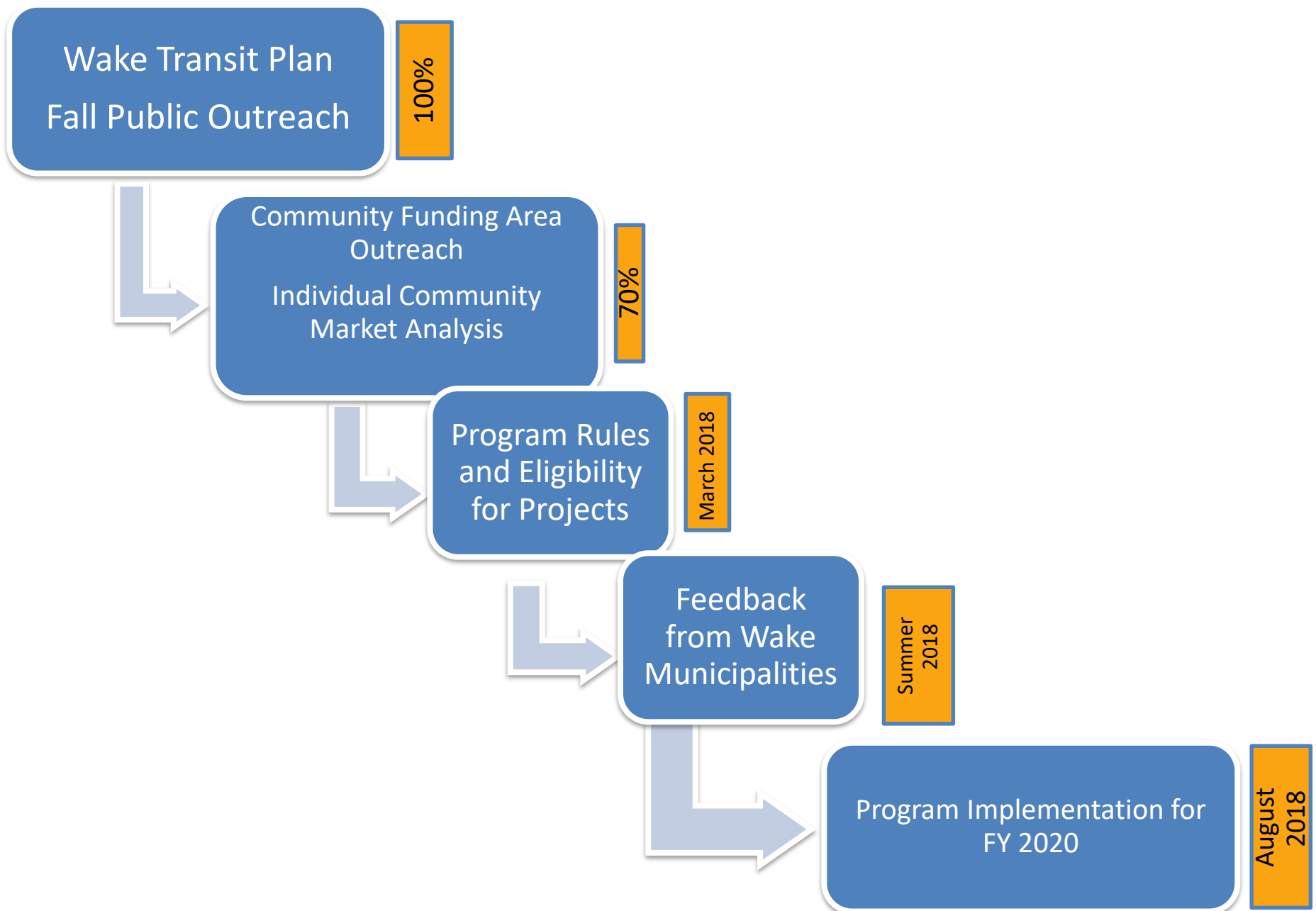


# Implementation Timeline

for High Capacity Transit in Wake County



# Wake– Community Funding Area Progress



## Affordable Housing and Transit:

### **TJCOG Wake Transit Corridor Land Use & Housing Project**

- Review of existing housing and land use policies and plans for all jurisdictions
- Inventory of legally-binding affordable units and naturally-occurring affordable apartments
- GIS-based opportunity sites analysis to identify properties that may be suitable for affordable housing development along transit corridors
- Research best practices for codes and policies that promote transit-oriented development
- Land use and affordable housing inventory as criteria for corridor prioritization
- Recommendations for municipal land use regarding affordable housing decisions and how it is factored into state and federal transit funding decisions

# Affordable Housing and Transit: Wake County Affordable Housing Plan

- Disposition of public land for affordable housing along proposed high frequency transit corridors and “opportunity sites” near (within ½ mile of) proposed BRT and CRT station areas
- Land Use recommendations for municipalities:
  - Accessory dwelling units for affordable housing, especially along transit corridors and near proposed station areas
  - Support higher by-right residential development
  - Affordable housing overlays to allow extra density or offer developer incentives in areas served by transit
  - Designation of critical infrastructure special assessment districts
- Acquisition and Preservation Fund
- Rental Loan Program prioritizes funding along transit corridors

# **Next Steps: Continued Progress in Other Priority Areas**

- Youth Fares and Coordination with WCPSS (Implementation with FY 2019 Work Plan)
- Other Fare Programs and Vulnerable Communities (Fare Strategy Complete by Late Summer 2018)
- Human Services Locally Coordinated Transportation Plan (Late Summer 2018)
- Fare Technology (Study Funded in FY 2019 Work Plan, in conjunction of results of Fare Strategy)

# **Next Steps in Implementation**

- FY 2019 Draft/Recommended Work Plan
- April: Public Feedback in Phasing of Bus Plan and Bus Capital Projects
- April: Public Feedback for BRT Corridor Alternatives and Station Areas
- Late Summer/Early Fall 2018: Adoption of Bus Plan, Start of Design of First BRT Corridor, Community Funding Area Program Implementation Begins

Questions?