



Wake Transit Implementation and FY 2019 Draft Work Plan

Wake County Board of Commissioners
February 19, 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

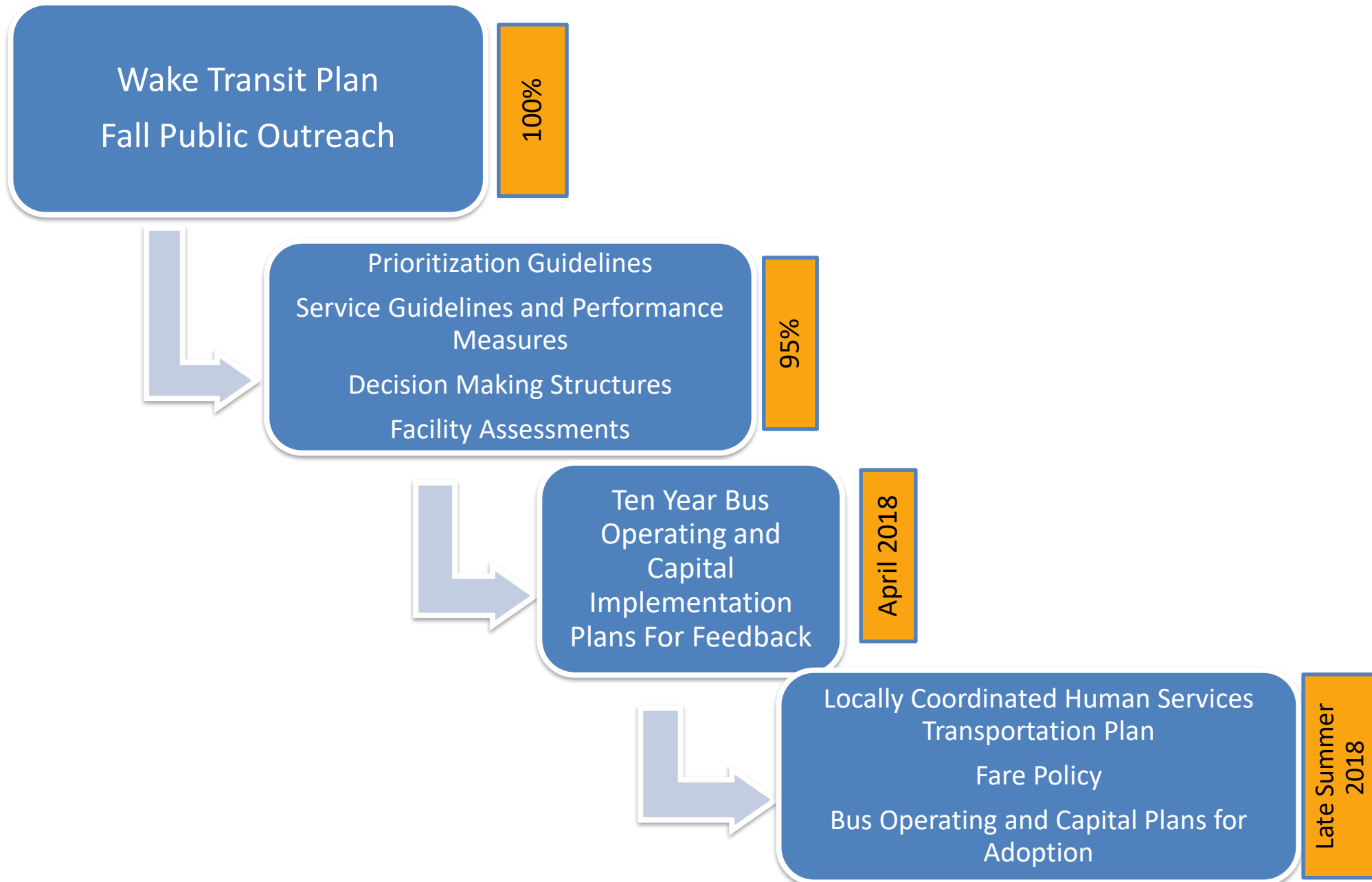


4

ENHANCE
access to transit



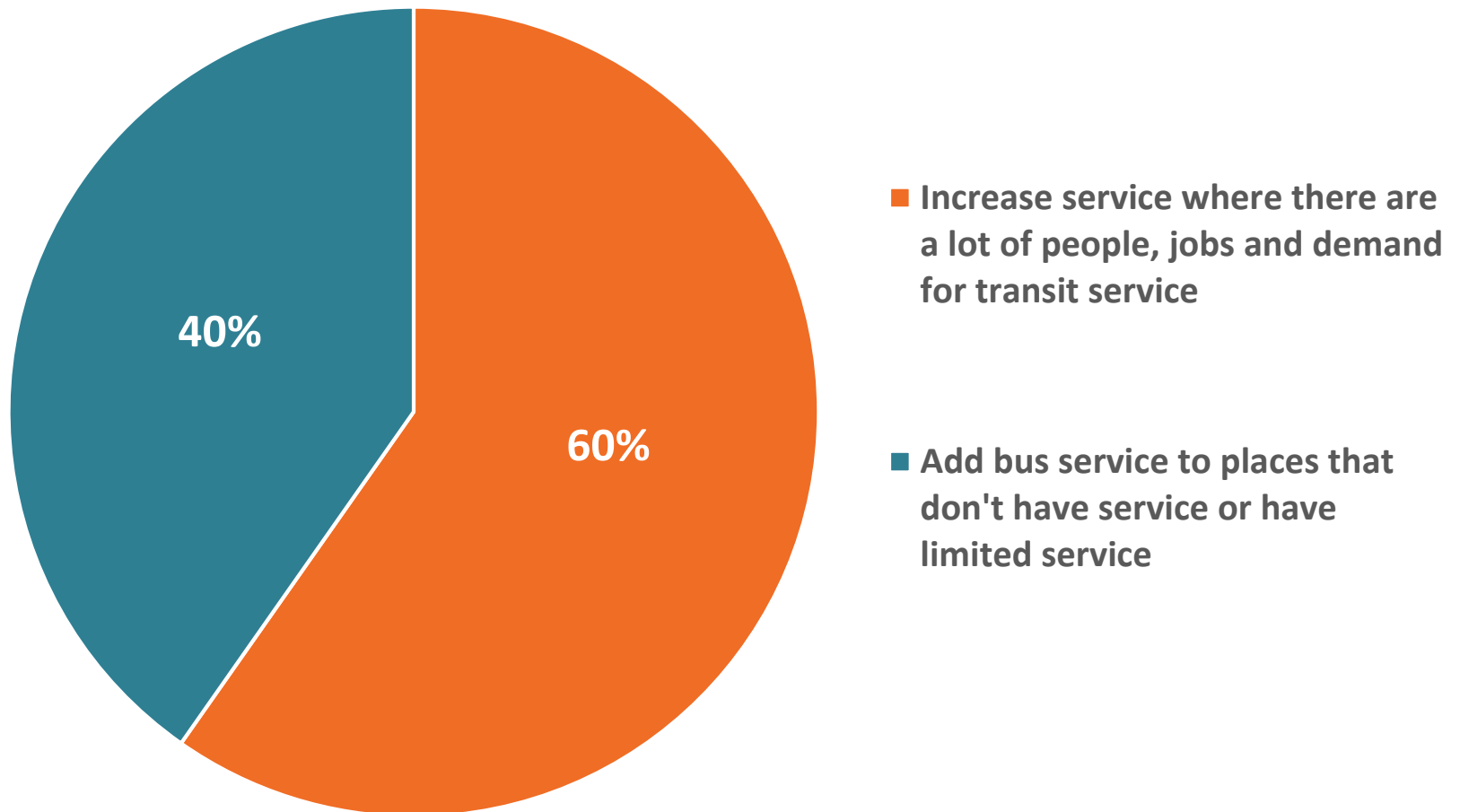
Wake Bus Plan Progress



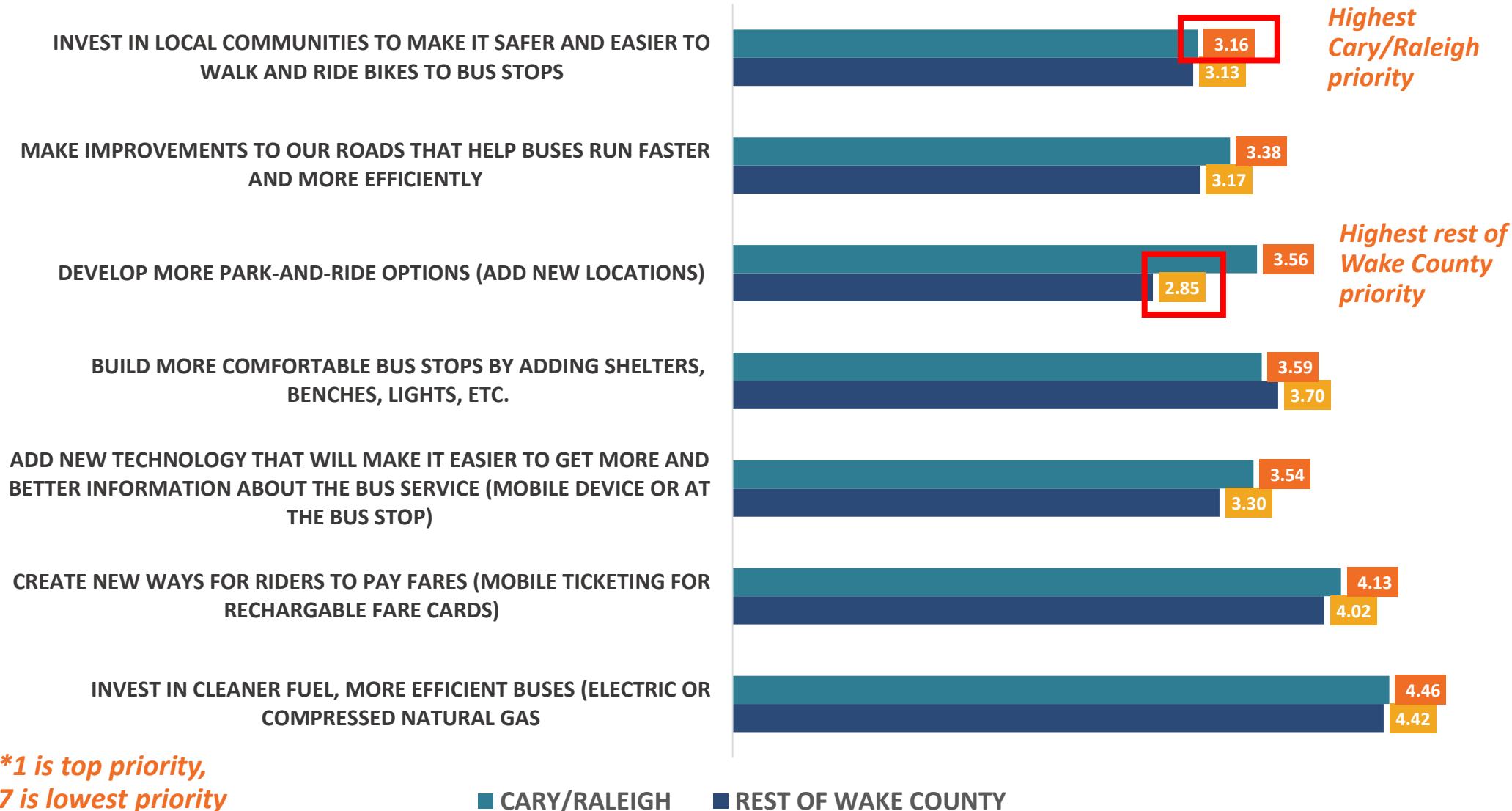
Which Wake Transit improvement should happen first?



All respondents



Which Wake Transit improvements are the most important to you?



Performance Guidelines

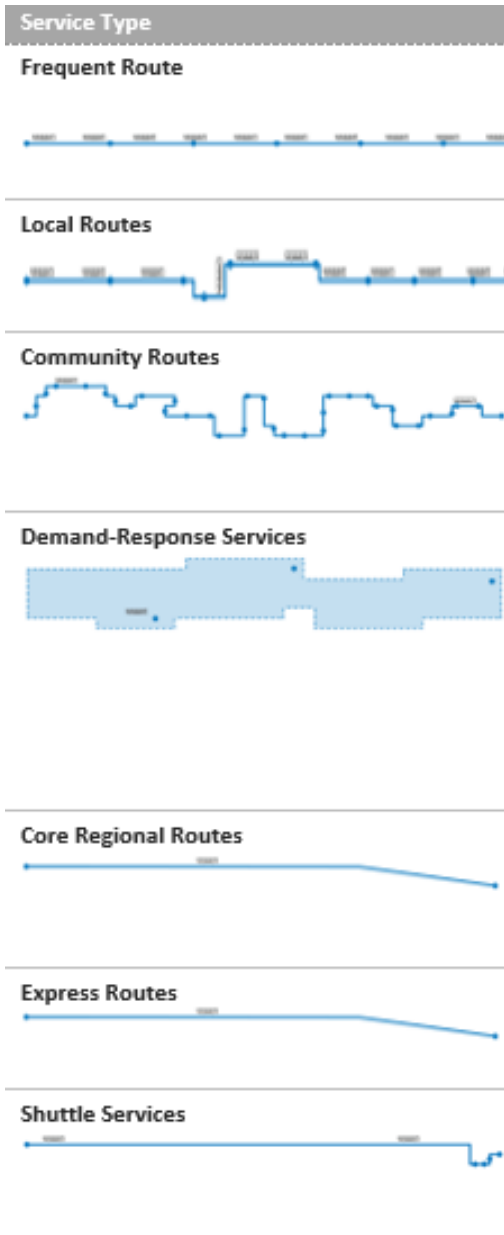


Figure 4 | Transit Supportive Population and Employment Densities



- 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

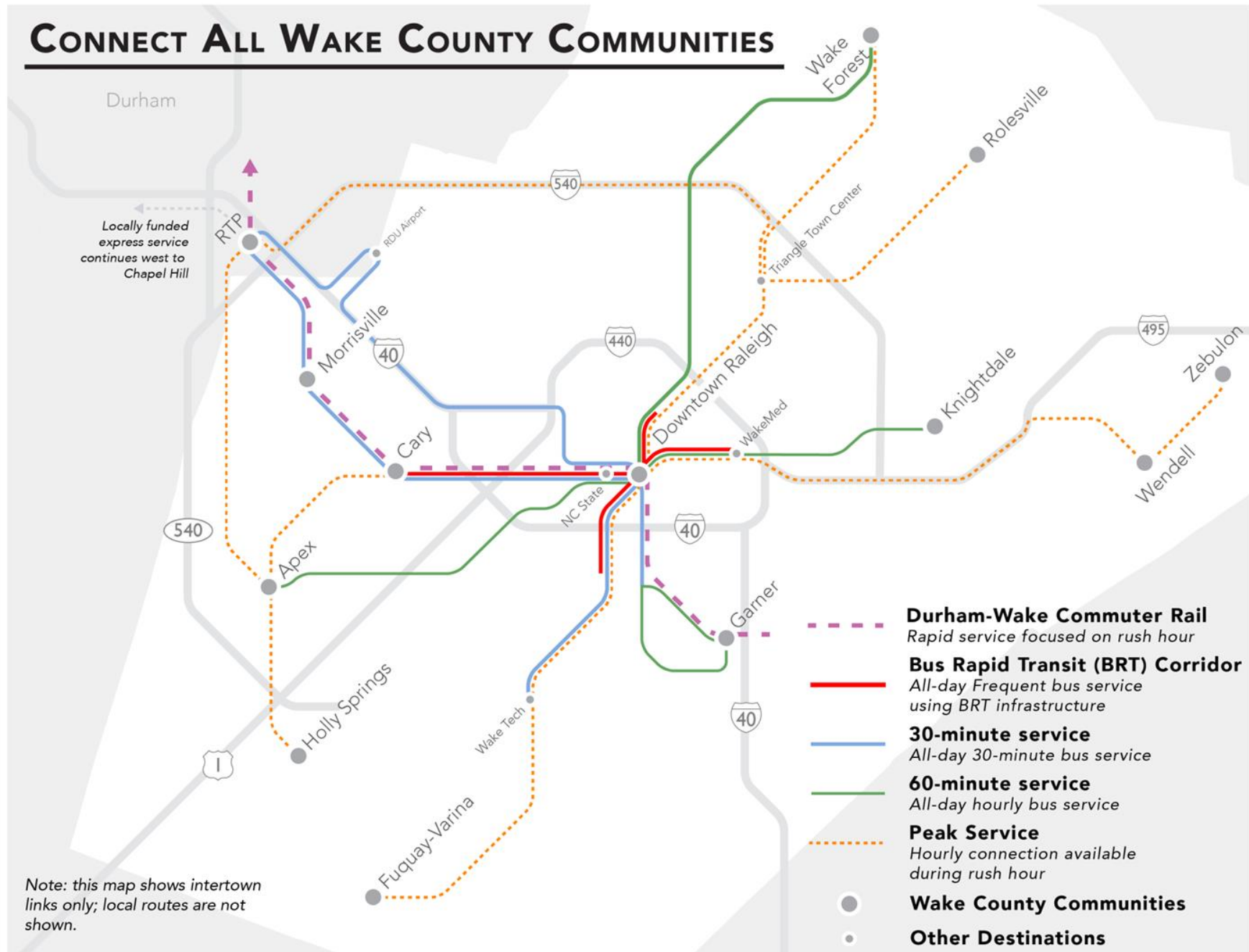
MODE:
Bus, Bus Rapid Transit (BRT)

TYPICAL RIDERSHIP:
1000+ daily passenger boardings

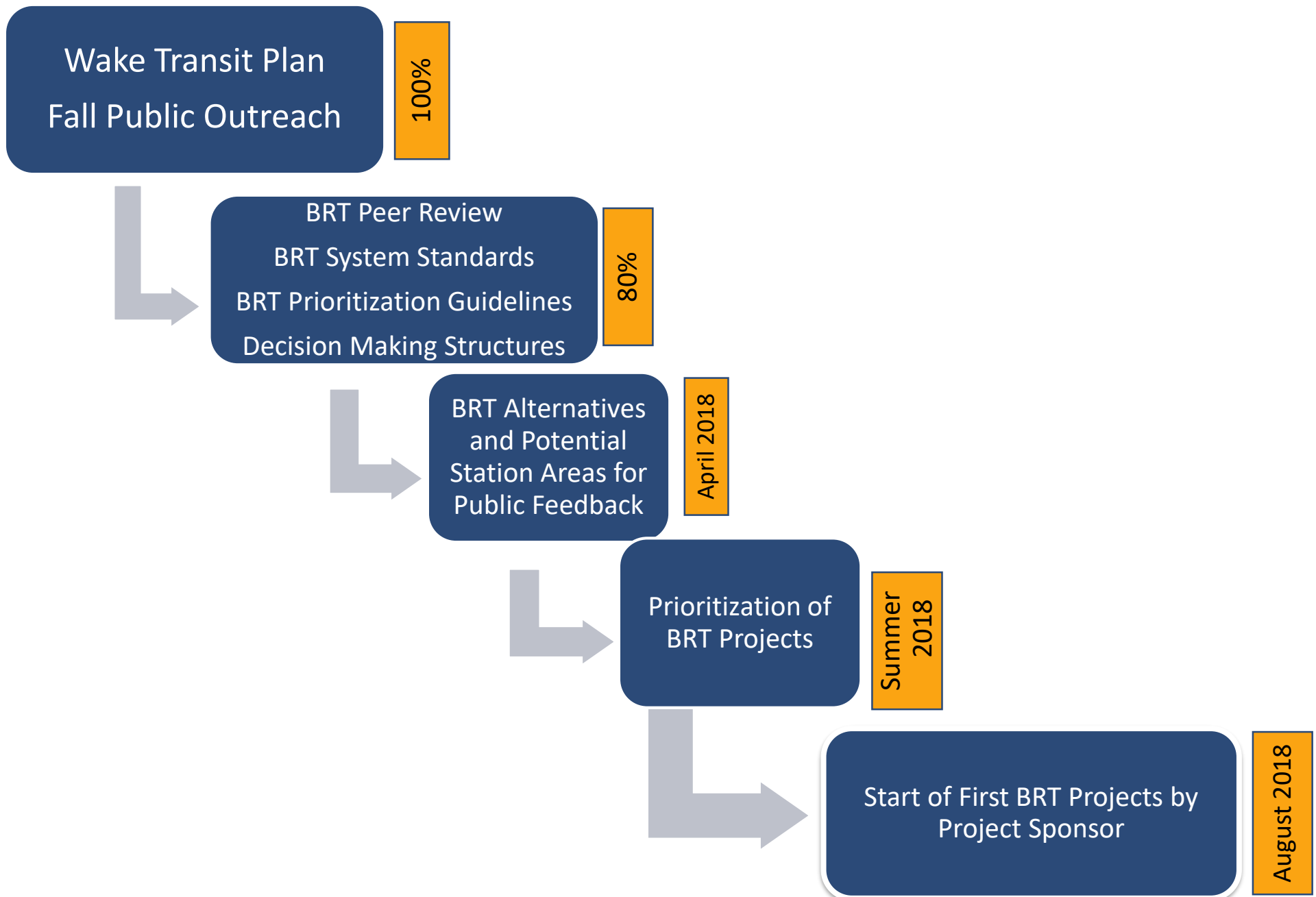
EXAMPLE:
GoRaleigh Station



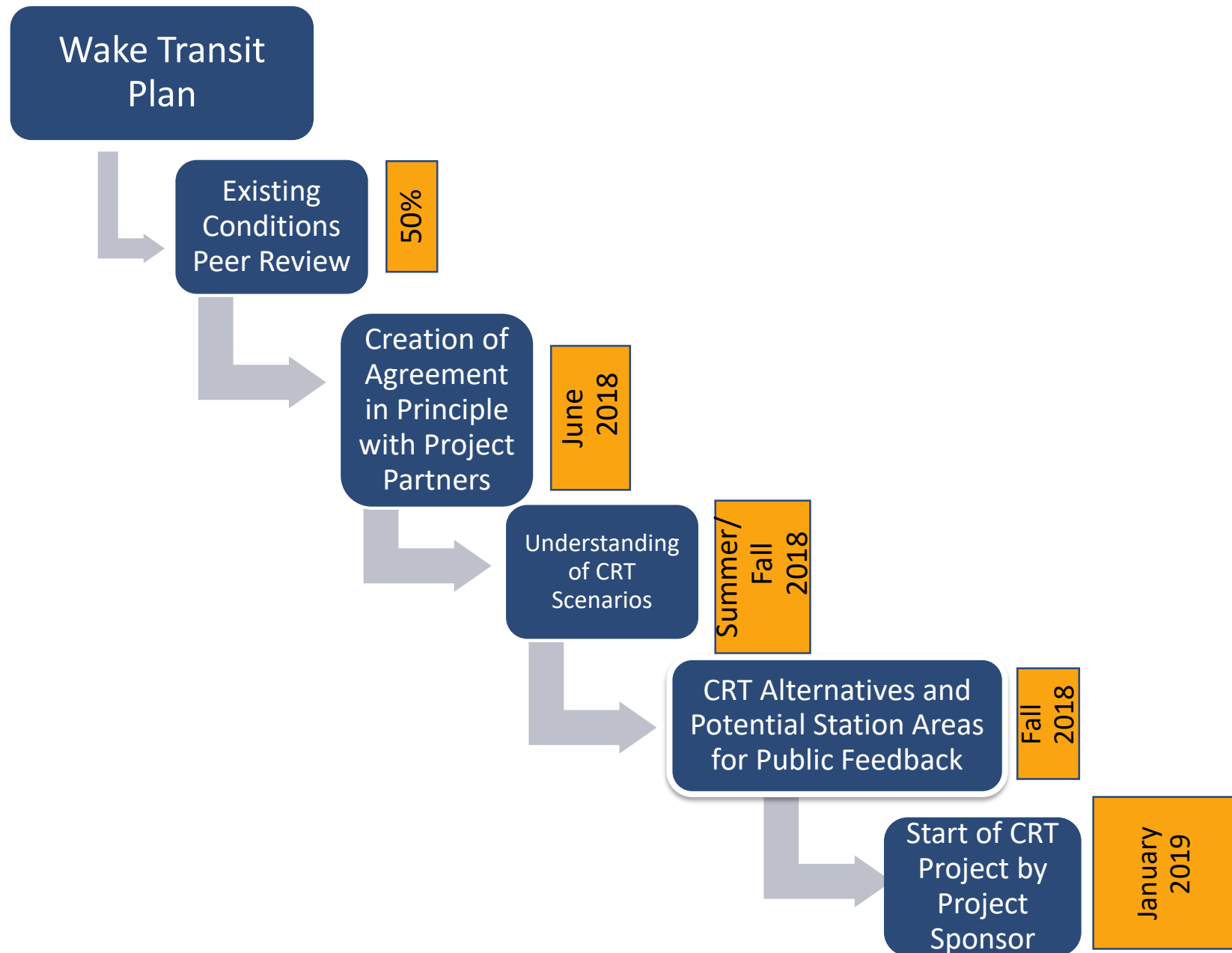
April: Public Feedback for Potential Bus Network Phasing (2021/2024/2027)



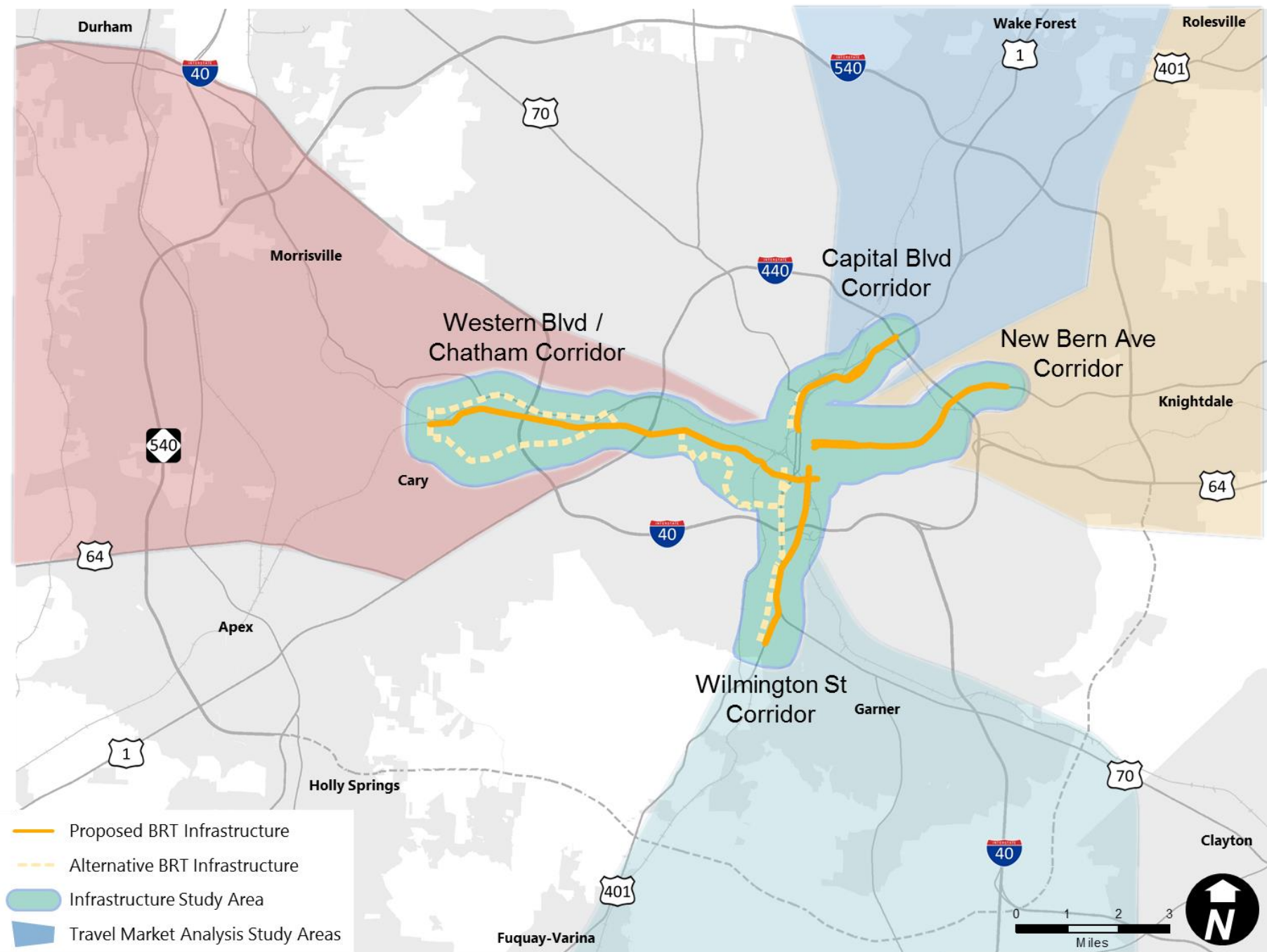
Wake Major Investment Study Progress – Bus Rapid Transit



Wake Major Investment Study Progress – Commuter Rail

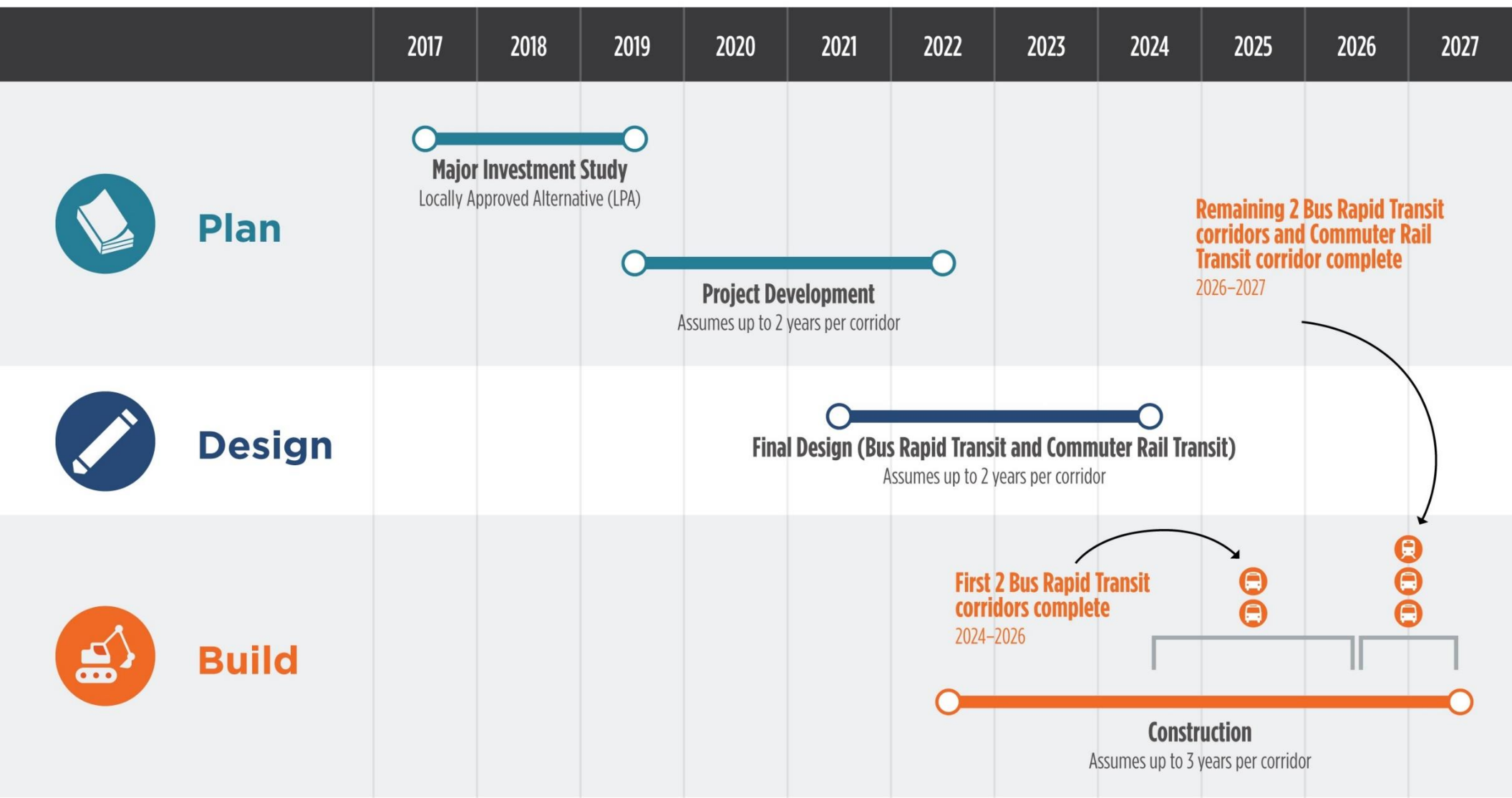


April: Public Feedback for BRT Corridor Prioritization



Implementation Timeline

for High Capacity Transit in Wake County



Affordable Housing and Transit:

TJCOG 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
- 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

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, including those along transit corridors
- 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)

Proposed investments for July 1, 2018 – June 30, 2019

Fiscal Year 2019 Draft Work Plan

Your investment at work



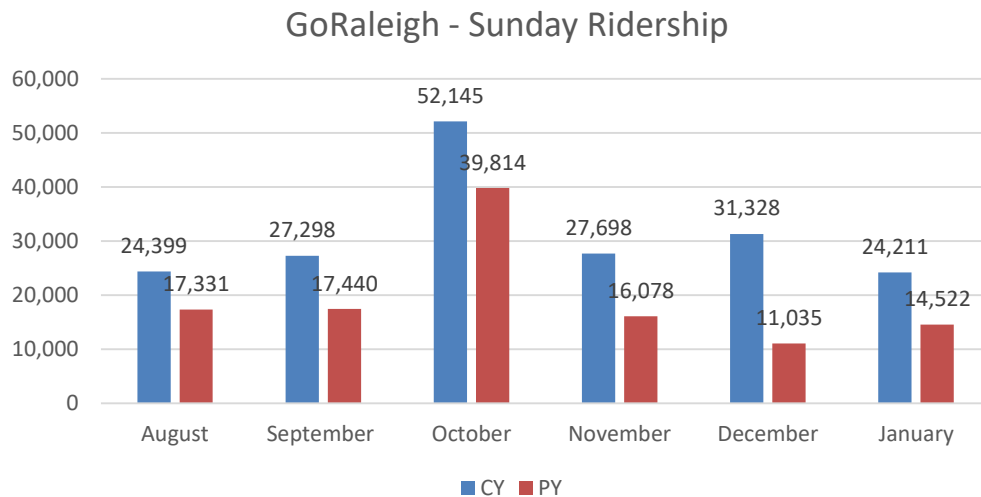
Bus service expanded in 2017 through the Wake Transit Plan



- Increased Sunday service on all routes to match Saturday levels.
 - Expanded South Saunders route to 15-minute all-day service.
 - Funded 15 bus stop improvements throughout the system.
- Increased all four Downtown Cary routes to all-day, every 30 minutes, six days a week.
 - Added Sunday service on all routes.
 - Funded 220 bus stop signs and 35 ADA compliant bus stops.
- Increased frequency from every hour to every 30 minutes Monday through Friday on Route 100 to RDU International Airport, NC State and Downtown Raleigh.
 - Expanded service between Cary and Raleigh on Sunday.

Wake Transit Plan | NEW BUS SERVICE

GoTriangle: Since August 6, 61% Increase in Sunday Ridership, 71,000 increased rides



GoTriangle: Since August 6, approximate 20% Increase in Weekday Ridership



71% Increase in Riders on Labor Day



GoCary: 31% increase in Weekend and Weekly Ridership; over 7,800 new Sunday riders

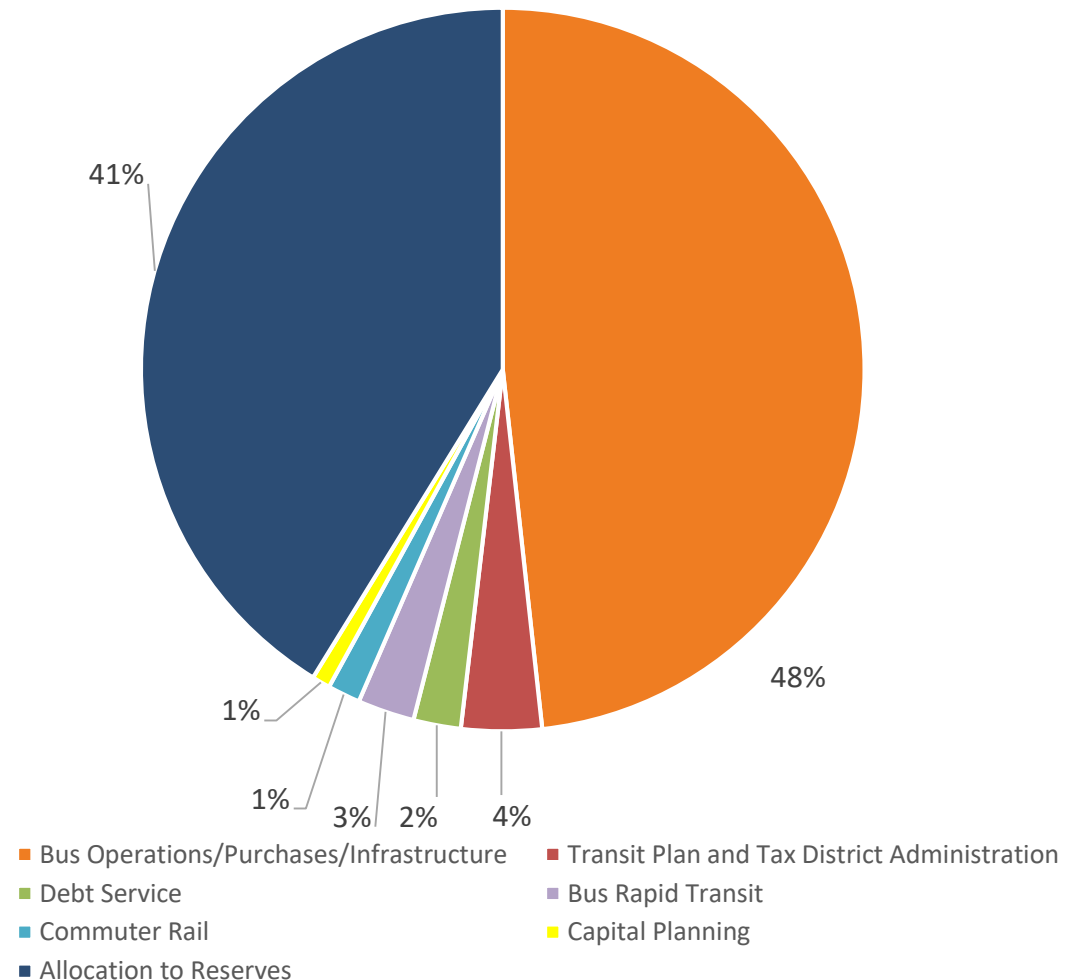
Anticipated revenue and investments fiscal year 2019

This is the second year of a 10-year plan

Revenues

Half-cent local option sales tax	\$86.7 million
Vehicle rental tax	\$4.1 million
\$7 county vehicle registration tax	\$6 million
\$3 increase to regional vehicle registration tax	\$2.6 million
Total local	\$99.4 million
Other (federal, state, fares and debt proceeds)	\$16.8 million
Total	\$116.3 million

Expenditures



Free fare for youths

We're making transit more accessible to **riders 18 and younger** who need to get to school, jobs, museums and other places to encourage them to become life-long transit riders.



Proposed bus service expansion

for July 1, 2018 – June 30, 2019



- Realign the Worthdale and Apollo Heights routes by starting four new routes along Poole, Barwell, Rock Quarry, Martin Luther King Jr. and Sunnybrook roads to add much needed service to schools, shopping and a community center in Southeast Raleigh.
- Realign the Rex Hospital route by starting four routes along Blue Ridge and Edwards Mill roads to serve the NC Museum of Art, the NC Fairgrounds and the PNC Arena.



- Create a new route serving Cary's largest employment corridor, Weston Parkway, and Park West Village in Morrisville.



- Add more than 3,600 trips for the on-demand service that allows customers who are elderly or disabled to get where they need to go.



- Increase frequency on the express route between Durham and Raleigh (DRX) and the express route between Chapel Hill and Raleigh (CRX).
- Add service hours to Route 100, which serves Raleigh-Durham International Airport, and Route 300, which runs between Cary and Raleigh.
- Add operating hours at the Regional Transit Information Center, 919-485-RIDE (7433).

Additional proposed transit investments

July 1, 2018 – June 30, 2019

- Buy additional and replacement buses for GoRaleigh and for GoTriangle to support additional bus service in the years ahead.
- Improve 55 bus stops.
- Add more park-and-ride lots and improve existing ones.
- Design the Raleigh Union Station Bus Facility.
- Build a regional operations and maintenance facility in Cary.
- Develop a strategy for new transit technology to enhance the customer experience.

Longer-term investments

Nearly \$47 million (41%) of transit-dedicated revenue collected in the next fiscal year will go toward future transit projects including the planning, design and construction of:



Bus Rapid Transit Dedicated bus lanes on roads in four of the busiest corridors so bus operators can bypass traffic and keep their routes on schedule. The plan calls for adding approximately 20 miles of bus rapid transit lanes, priority treatment at traffic signals and faster boarding and easier access for passengers to get on and off the bus.



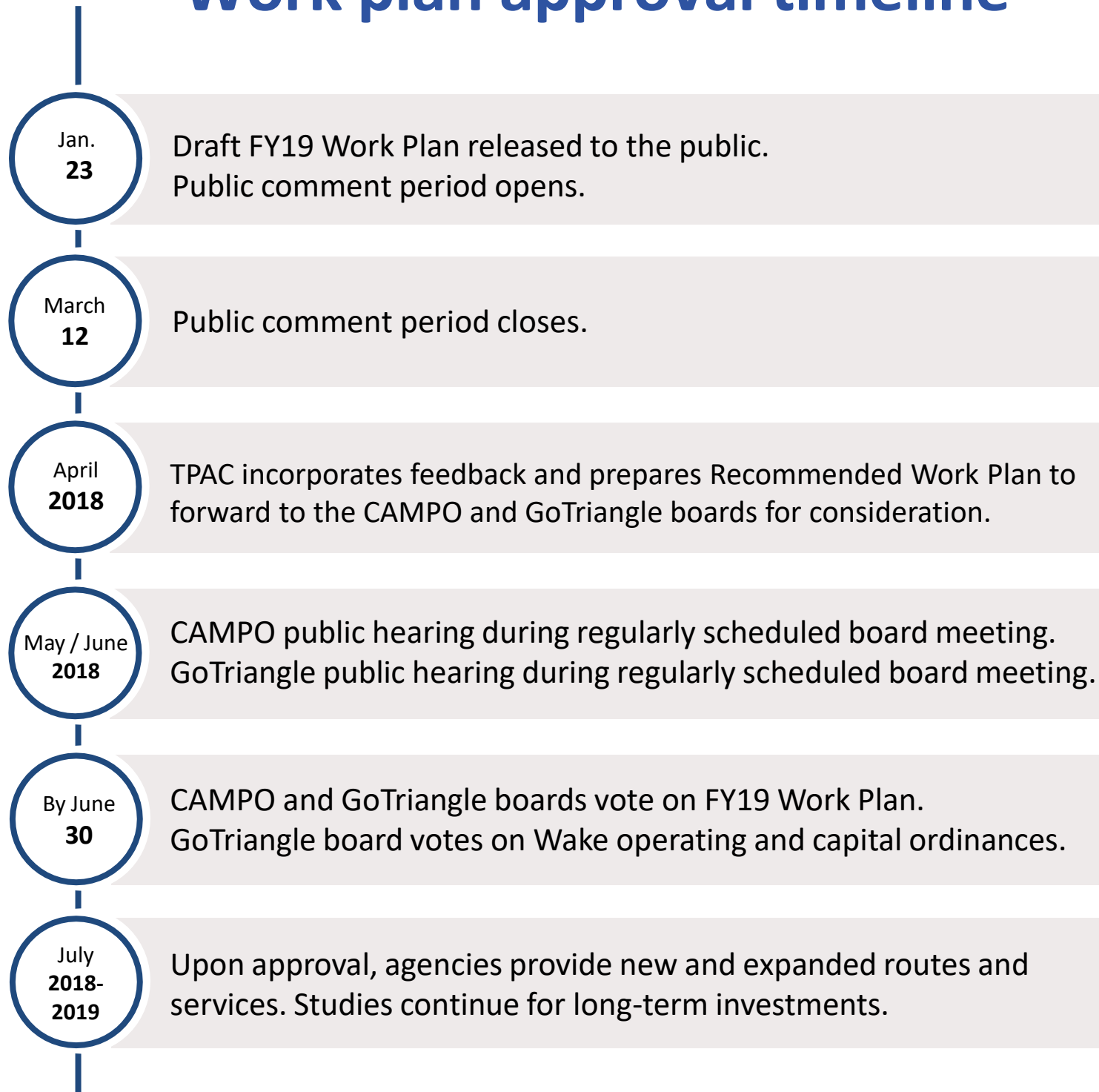
Commuter Rail Transit 37 miles of rail service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham. Will use existing railroad tracks to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.

In addition to the reserve funds, \$4.7 million will be invested in required studies and planning to advance the larger bus rapid transit and commuter rail projects in 2018 and 2019.

Proposed Feedback

- Request that municipalities share in the cost of area land use studies requested to be funded by Wake Transit.
 - Land use studies should be specific to transit corridors and that land uses supporting transit investments result from those studies.
- Collaborate with the Wake County Public School System as the Youth Fare Program is Implemented.
- Request multi-year bus replacement plans that leverage federal, state, and municipal dollars for buses previously purchased with non-Wake Transit Revenue. Continue to encourage alternative fuels technology for these vehicles.
- Request a review for cost savings and synergies in marketing, staffing, or other cost items that could be streamlined. Encourage marketing efforts of pass programs towards employers and employees to try transit.
- Continue work of fare strategies in conjunction with the Wake Bus Plan, including vulnerable populations, studies to coordinate Human Services and other rural/on-demand transportation, and fare technology options.

Work plan approval timeline



Questions?