

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

WHAT IS EQUITABLE DEVELOPMENT AROUND TRANSIT?



EQUITABLE DEVELOPMENT AROUND TRANSIT

This is a community discussion about future goals. The intent is to make sure the community gets the most out of the decision by Raleigh and Wake County residents to fund a bus rapid transit system.

WHAT ARE THE MAIN QUESTIONS?

The bus rapid transit system will make it easier than ever for residents to connect to opportunities quickly and reliably using transit. It also means a cleaner, greener form of transportation that doesn't emit as much carbon into the air. Making the most of that investment means thinking about future development near BRT stations and making sure walking around them is safe and comfortable. This plan asks two big questions:

- 1) Because Raleigh has a strong economy, we know it will continue to grow. How much of that future growth should be accommodated near transit, as opposed to places where driving is more common?
- 2) What should be the goal for housing affordability along the BRT corridors?

WHO SHOULD PARTICIPATE?

Anyone interested in the future of Raleigh, and anyone who cares about sustainability and equity should participate.

WHAT DOES THE PLAN MEAN BY "EQUITABLE"?

The plan recognizes that affordability is becoming a challenge in Raleigh. While BRT alone is not likely to add significantly to these pressures, it does provide an opportunity to address this challenge. It's important that residents of all income levels benefit from the higher-quality transit service and share in the opportunities that BRT will bring.

WHAT ARE THE NEXT STEPS?

This meeting is about setting the stage for the conversation. Later this summer, we'll have workshops that will seek to answer the two big questions asked here. The process will wrap up by the end of the year.

WHAT WILL THE FINAL PLAN LOOK LIKE?

Using the input we receive from the community, the final product will be policies that will shape the future growth and affordability of the area.

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

RALEIGH BRT CORRIDORS



WHAT IS BRT?

Bus Rapid Transit (BRT) is a flexible, high capacity transit solution that combines physical and operational elements to improve speed and reliability. BRT creates dedicated bus lanes on local roads so bus operators can bypass traffic and keep their routes on schedule. The plan calls for building approximately 20 miles of BRT lanes. Along these BRT corridors, buses will have priority treatment at traffic signals. BRT stops will feature raised platforms, making it easier for passengers with wheelchairs, strollers or bicycles to board the bus. Fares are collected on the platform so riders can board without delay.



Transit Signal Priority

Intersection improvements including transit signal priority (TSP) allow buses to bypass congestion. TSP does so by giving buses longer green lights.



Bus Rapid Transit Branding

Unique designs make buses and stations more visible, raising awareness by distinguishing BRT from other transit services.



Dedicated Lanes

Bus-only lanes separate transit from traffic, and may be painted red or another color to increase their visibility.



Specialized Vehicles

Custom buses provide more capacity, more doors and lower floors for easier loading and unloading, and unique designs.



Enhanced Stations

BRT stations include raised platforms, ticket vending machines, real-time arrival information, larger shelters, quality lighting, and other passenger amenities.



Frequent On-time Service

BRT buses would operate at least every 15 minutes for more than 12 hours a day.



Enhanced Fare Collection System

Off-board fare collection using ticket vending machines, card readers and other tools at stations allows passengers to load without waiting in line to pay their fares.

Source: GoForward

BENEFITS OF BRT

Improve Mobility: Connect people to jobs, education resources, and other opportunities

Transit-Oriented, Sustainable Development: Support walkable places that support both housing and commercial destinations

Reduce Emissions: Improve air quality by reducing the number of vehicles on the road

Enhance Equity: Save money for households who drive less or opt out of car ownership altogether

U.S. CITIES WITH BRT



PRECEDENTS



BRANDED BUS AND STATION WITH REAL-TIME ARRIVAL INFORMATION
CTfastrak, Central Connecticut, CT



DEDICATED BUS WAY
Pulse BRT, Richmond, VA



DEDICATED BUS WAY
EmX, Eugene, OR



MODERN STATION WITH SHELTERS AND LIGHTING
MAX BRT, Kansas City, MO



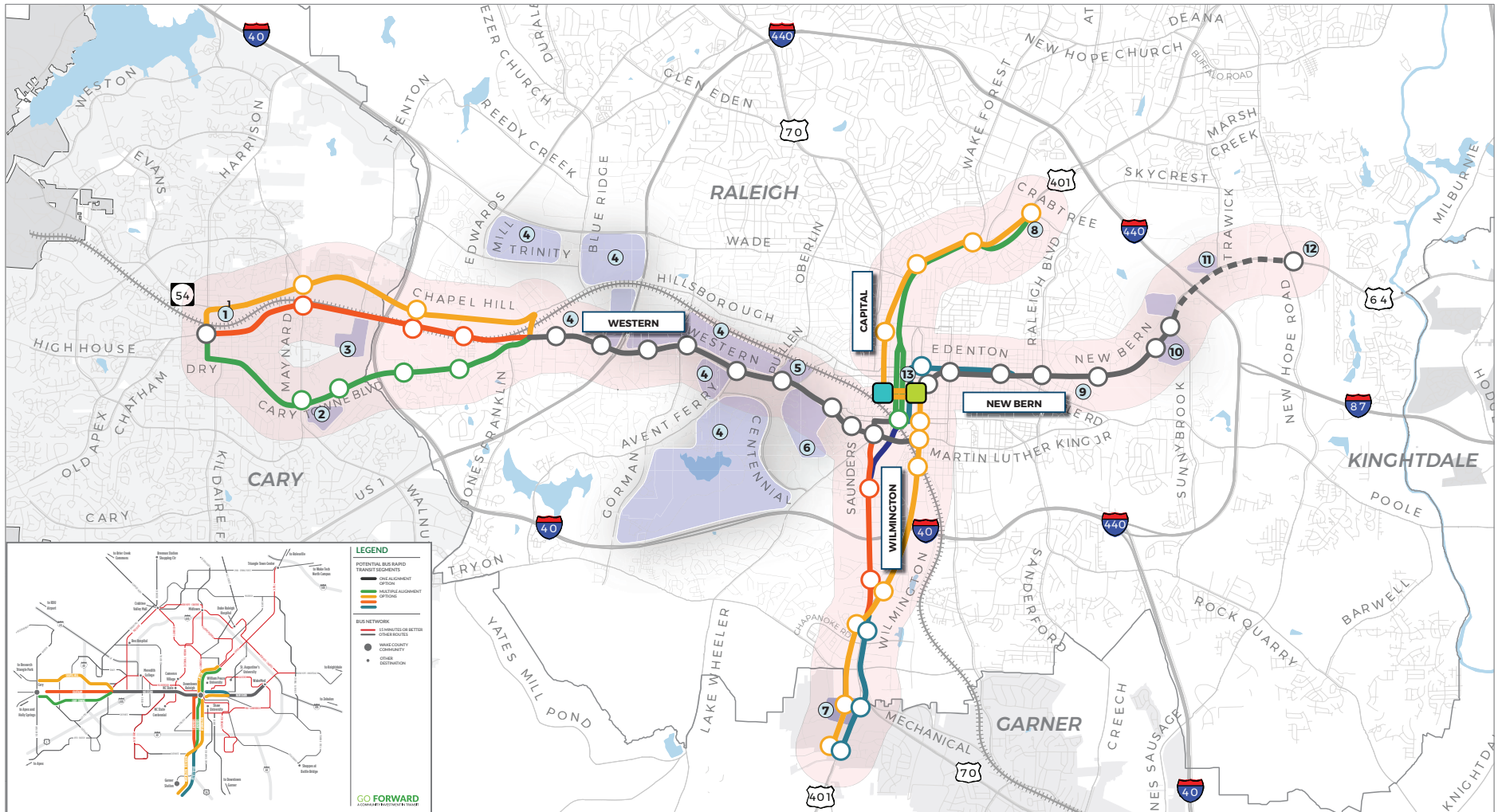
STATION WITH SHELTERS AND AMENITIES
Orange Line, Los Angeles, CA



IMPROVED STATION AREA STREETSCAPE
Health Line, Cleveland, OH

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

RALEIGH BRT CORRIDORS



— Bus Rapid Transit Corridor (Infrastructure Improvements)

- - - Bus Rapid Transit Corridor (Service Improvements)

— Bus Rapid Transit Corridor (Alternative Alignments)

||||| Commuter Rail Corridor

Half-Mile Buffer along the BRT Corridor

■ Raleigh Union Station

■ GoRaleigh Station

○ Potential BRT Station Location

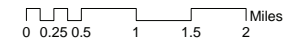
■ Key Destinations

1. Downtown Cary
2. Cary Town Center
3. Wake Med Soccer Park
4. North Carolina State University

5. Pullen Park
6. Dorothea Dix Park
7. South Station Shopping Center
8. Greyhound Bus Station

9. Longview Shopping Center
10. Wake Med Raleigh Campus
11. Tower Shopping Center
12. Walmart at New Hope Road

13. State Capitol



RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT TRANSIT SUPPORTIVE PLANNING

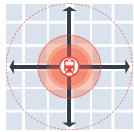


WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

TOD is physical development oriented to transit. TOD is centered around quality public transportation and often includes a mix of housing, office, retail, and other uses to meet daily needs. TOD creates walkable neighborhoods around transit and provides a focus for a community. It allows for mobility choice to improve quality of life and spur economic development. TOD is designed specifically to its context and can take many forms, but is generally higher density than the surrounding uses to allow for a mix of uses within a short walk from transit.

TOD IS:

CONNECTED & ACCESSIBLE



FOCUSED & COMPACT

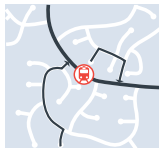


MIXED-USE



TOD IS NOT:

ISOLATED



SPARSE



SEPARATED & HOMOGENEOUS



BENEFITS OF TOD



- Expands choices for getting around
- Connects between different transit modes
- Promotes walkability and an active lifestyle



- Creates vibrant centers of activity
- Creates places to live/work/play
- Enhances the public spaces



- Brings shops, jobs, and homes closer together to promote a community that is walkable
- Enhances the local tax base with compact, high value development



- Provides a space for growth without impacting existing neighborhoods
- Promotes economic development and can increase adjacent property values

DEVELOPMENT SCALES IN RALEIGH



18-STORY OFFICE, RESIDENTIAL, AND RETAIL
The Dillon, Raleigh, NC



FOUR-STORY RESIDENTIAL OVER RETAIL
401 Oberlin apartment building, Raleigh, NC



THREE-STORY SUBSIDIZED RENTAL HOUSING
The Village at Washington Terrace, Raleigh, NC



TWO-STORY TOWNHOUSES
St. Mary's Townhomes, W. Hargett Street, Raleigh, NC



FOURPLEX APARTMENT
122 Hillcrest, Raleigh, NC

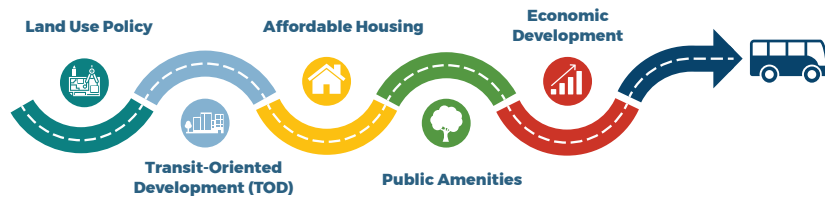
Bus Rapid Transit (BRT)

raleighnc.gov/BRT

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT TRANSIT SUPPORTIVE PLANNING



LEVERAGE TRANSIT INVESTMENTS FOR MORE SUSTAINABLE GROWTH



BENEFITS FOR RALEIGH

- Improving access to the region's prosperity by connecting people to jobs, education, and other opportunities.
- Supporting mixed-use, walkable places, which are economically more productive and environmentally more sustainable, reducing carbon emissions and other air pollutants.
- Saving money for households, enabling them to avoid car ownership or reduce the number of vehicles owned.

PLANNING AROUND TRANSIT IMPROVES SUSTAINABILITY AND EQUITY

Transit Corridor Focuses and Accommodates Regional Growth



Rosslyn-Ballston Metrorail corridor, Arlington, VA

Transit Spurs Economic Growth



Health Line, Cleveland, OH

Transit Increases Access to Jobs



CTfastrak, Central Connecticut, CT

Transit Reduces Travel Expenses



Light rail, streetcar, bus, Portland, OR

Transit Can be Coordinated with Affordable Housing



BRT, light rail, commuter rail, Denver, CO

Transit Reduces Carbon Footprint and Promotes Health



Health Line, Cleveland, OH

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

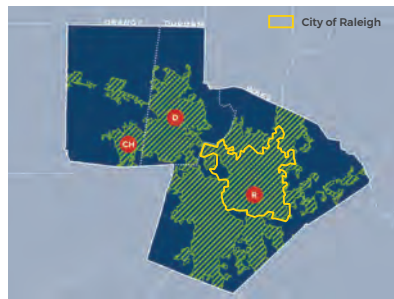
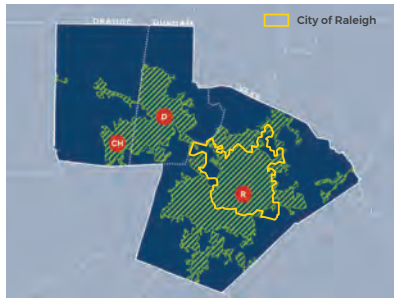
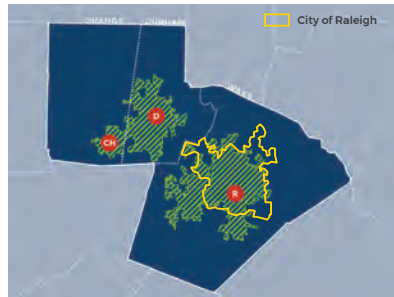
CITY AND REGIONAL GROWTH



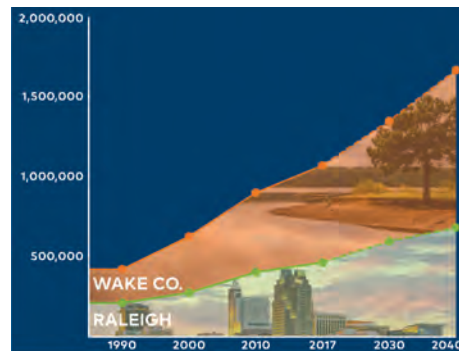
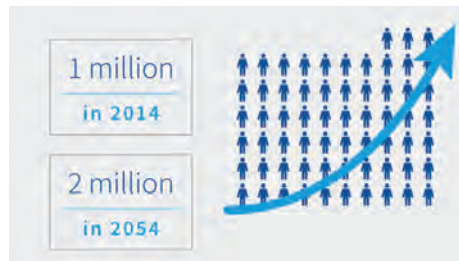
POPULATION GROWTH AND PROJECTIONS

During the last 30 years, growth in Raleigh, and the surrounding Research Triangle Region, has consistently and significantly exceeded the nation. This stems from the region's investments in higher education, including N.C. State, UNC, and Duke, as well as the creation of Research Triangle Park in 1959.

Urbanization Over Time



Wake County Growth: 63 People Per Day



WHAT CREATES GROWTH



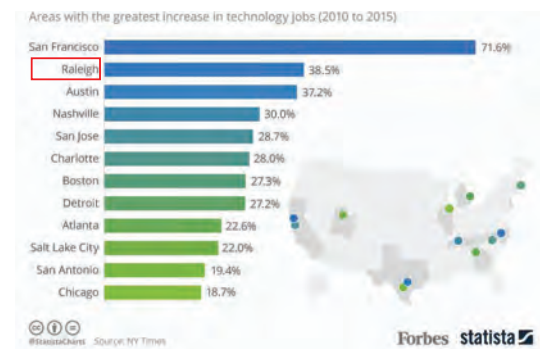
Raleigh has one of the nation's highest levels of opportunity because many of its jobs are in growing or stable sectors such as technology, higher education, health, and state government.

Largest Employers in Wake County

Duke University and Health System	38,591
State of North Carolina	24,083
Wake County Public School System	19,845
Walmart	16,135
IBM Corporation	10,000
WakeMed Health & Hospitals	9,105
North Carolina State University	9,069
Target	8,000
UNC Rex Healthcare	7,400
SAS Institute, Inc.	5,632
Cisco Systems, Inc.	5,000
Harris Teeter	5,000
Blue Cross and Blue Shield North Carolina	4,700
North Carolina Department of Health & Human Services	3,800

Source: Wake County

America's Top Spots for Tech Jobs



RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT CITY AND REGIONAL GROWTH



WHERE ARE THE BEST PLACES TO ACCOMMODATE POPULATION AND JOB GROWTH?



Main Street Retail – Alpharetta, GA



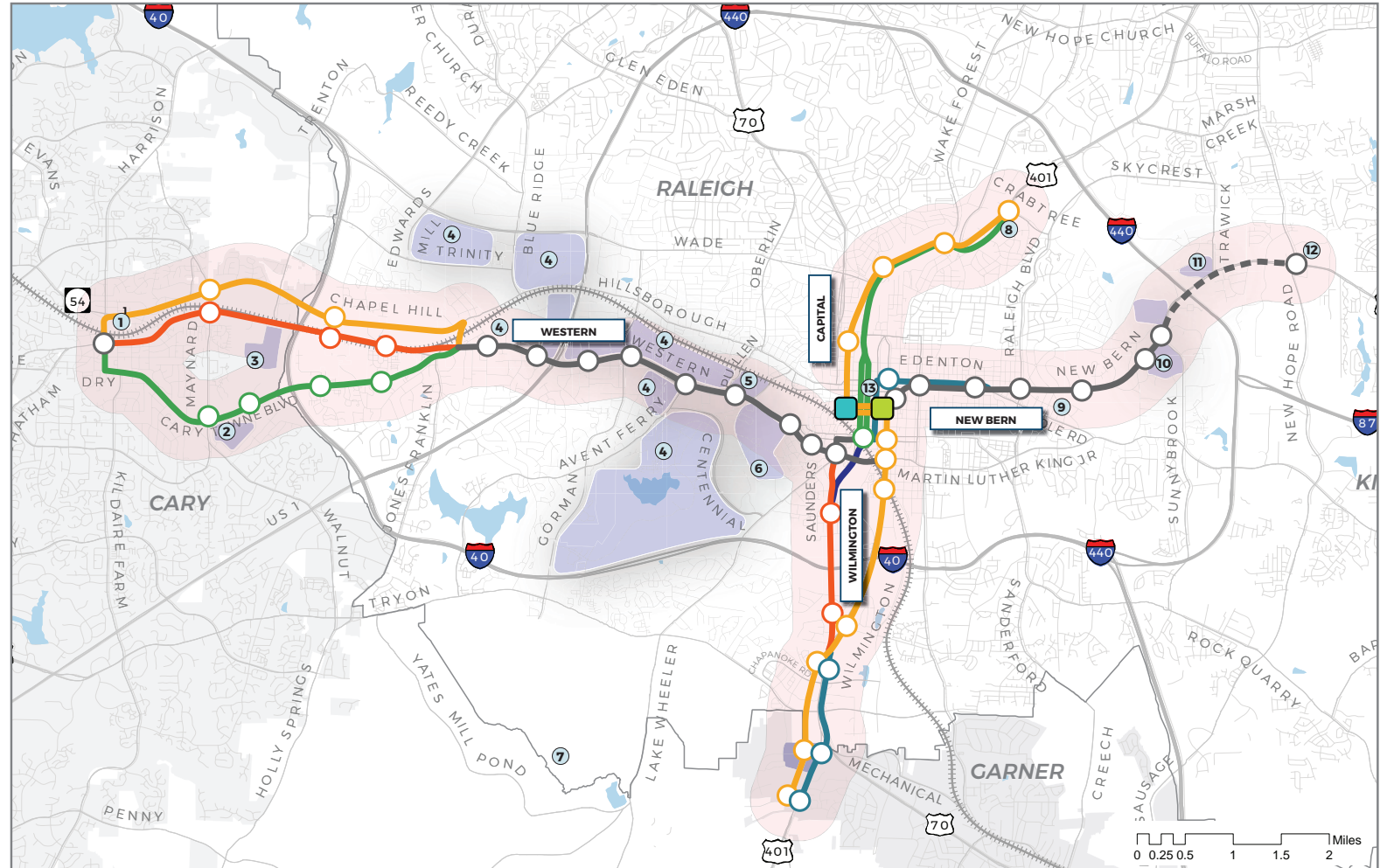
Office – San Jose, CA



Mixed-use – Morristown, NJ



Residential – Harrison, NJ



- | | | | |
|--|---|--------------------------------|------------------------------------|
| Bus Rapid Transit Corridor (Infrastructure Improvements) | Commuter Rail Corridor | Raleigh Union Station | Key Destinations |
| Bus Rapid Transit Corridor (Service Improvements) | Half-Mile Buffer along the BRT Corridor | GoRaleigh Station | 1. Downtown Cary |
| Bus Rapid Transit Corridor (Alternative Alignments) | | Potential BRT Station Location | 2. Cary Town Center |
| | | | 3. Wake Med Soccer Park |
| | | | 4. North Carolina State University |
| | | | 5. Pullen Park |
| | | | 6. Dorothea Dix Park |
| | | | 7. South Station Shopping Center |
| | | | 8. Greyhound Bus Station |
| | | | 9. Longview Shopping Center |
| | | | 10. Wake Med Raleigh Campus |
| | | | 11. Tower Shopping Center |
| | | | 12. Walmart at New Hope Road |
| | | | 13. State Capital |

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

EQUITY AND AFFORDABILITY



TRANSIT IMPROVES EQUITY

- **Prioritize** transit service for the people who need it the most
- Plan and **operate inclusively**
- Support construction **jobs** for local residents
- Enhance **sustainability** by saving energy and improving air quality
- Plan for **housing affordability** and **local businesses**



WHAT IS AFFORDABLE HOUSING?

- Total housing cost \leq 30% of a household's gross income
- May be for rent or own
- Constructed & maintained to local housing standards

WHO DOES IT SERVE?



Home Health Aide

SINGLE PARENT
3 CHILDREN

INCOME: \$27,800

<30% AMI*



Retail Associate

SINGLE PERSON
0 CHILDREN

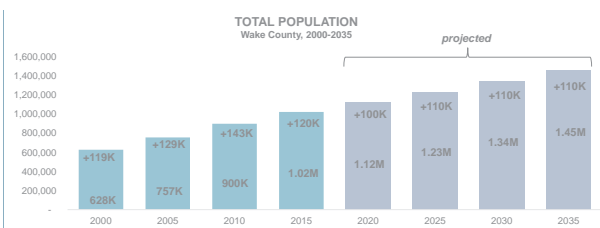
INCOME: \$32,450

30%-50% AMI

THE NEED FOR AFFORDABLE HOUSING

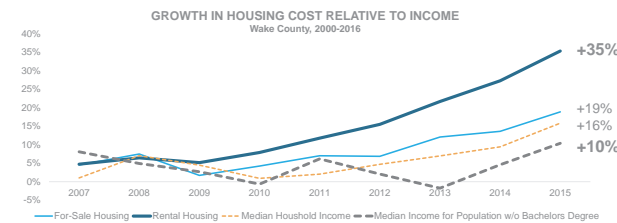
- Rapid population growth increases demand for new housing
- New developments mostly target higher income households
- Household incomes are not keeping pace with escalating housing costs

Wake County's rapid population growth is generating upward pressure on the cost of rental and ownership housing



Source: U.S. Census, North Carolina Office of State Budget & Management; HR&A Advisors

Household incomes are not keeping pace with escalating housing costs, especially for the lowest-income households



Source: U.S. Census; CoStar Group; Zillow; HR&A Advisors



Preschool Teacher

SINGLE PARENT
1 CHILD

INCOME: \$37,100

30%-50% AMI



Firefighter

TWO PARENT
2 CHILDREN

INCOME: \$55,620

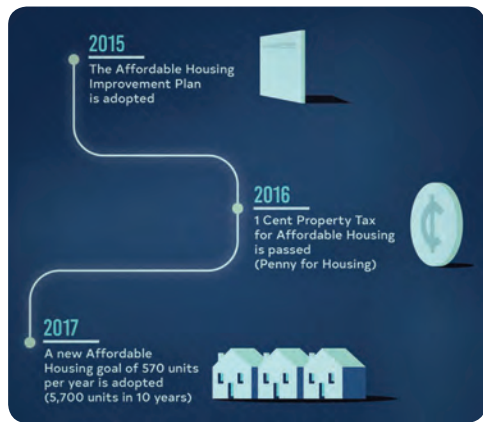
50%-60% AMI

* AMI: Area Median Income. The median income for all cities across the country is defined each year by U.S. Department of Housing and Urban Development (HUD). Raleigh is \$78,800. (Source: Fannie Mae.)

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT EQUITY AND AFFORDABILITY



WHAT IS RALEIGH DOING NOW?



CURRENT PROGRAMS

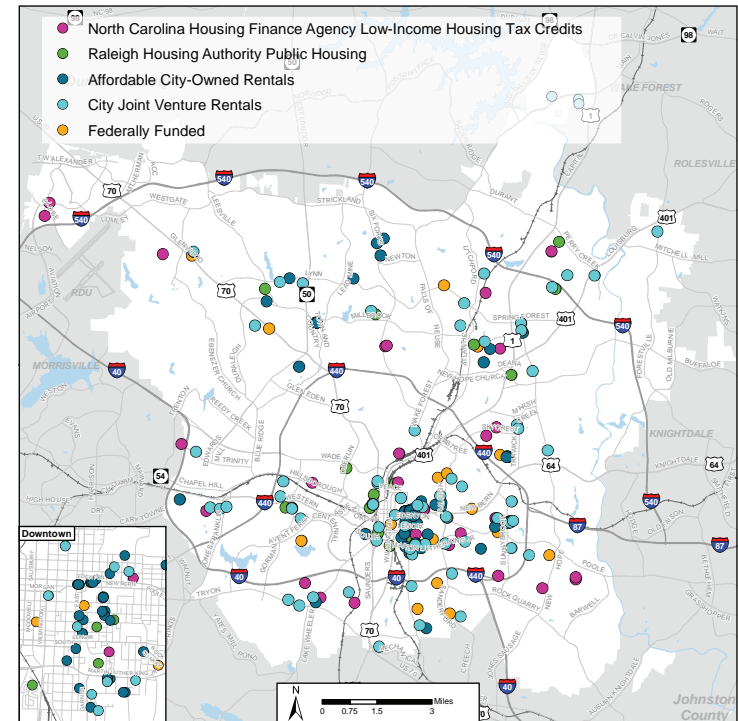


- ◀ HOMEBUYER ASSISTANCE
- ▶ HOMELESS PROGRAM ASSISTANCE
- ▼ SUBSIDIES FOR BUILDING AFFORDABLE RENTAL UNITS



Washington Terrace Redevelopment Project

SUBSIDIZED AFFORDABLE HOUSING



CITY'S APPROACHES TO AFFORDABILITY IN DIFFERENT INCOME CATEGORIES

Lowest to highest income →

	Up to 30 %	Up to 50 %	Up to 60 %	Up to 80 %	81-120 %
% of area median income (AMI) top limit	Up to 30 %	Up to 50 %	Up to 60 %	Up to 80 %	81-120 %
Top income for family of four	\$24,060	\$40,100	\$48,120	\$64,150	\$96,200
Eligible household type	Extremely low income renters or homeless	Very low income renters	Low income renters	Moderate income homeowners	Slightly above moderate income homeowners
Subsidy programs availability	Existing programs: City ESG grants to nonprofits to address homelessness. Development of facility for coordinated entry / assessment at Oak City Center. Needs also addressed by RHA (rent vouchers and public housing).	Existing programs: City-owned rentals. City loan terms favor income mixing (i.e., units set aside for <40 percent AMI and <50 percent AMI, as well as <60 percent AMI	Existing programs: Local funding and federal HOME funds for preservation of existing / produce new affordable apartments – usually combined with federal Housing Tax Credits	Existing programs: Citywide \$20,000 second mortgage program for first time LMI buyers; infill single-family housing on city-owned lots near downtown; housing rehabilitation loans of no or low interest.	Existing programs: None. No public subsidy for households over 80 percent AMI (N.C. state law often uses federal definitions of affordability). City uses land use policies to assure diversity of housing types to serve this group.

TAKE A STICKY NOTE AND TELL US WHAT YOU THINK

What should we know about equity and affordability?

What are your concerns?

What other issues and concerns should the plan address?

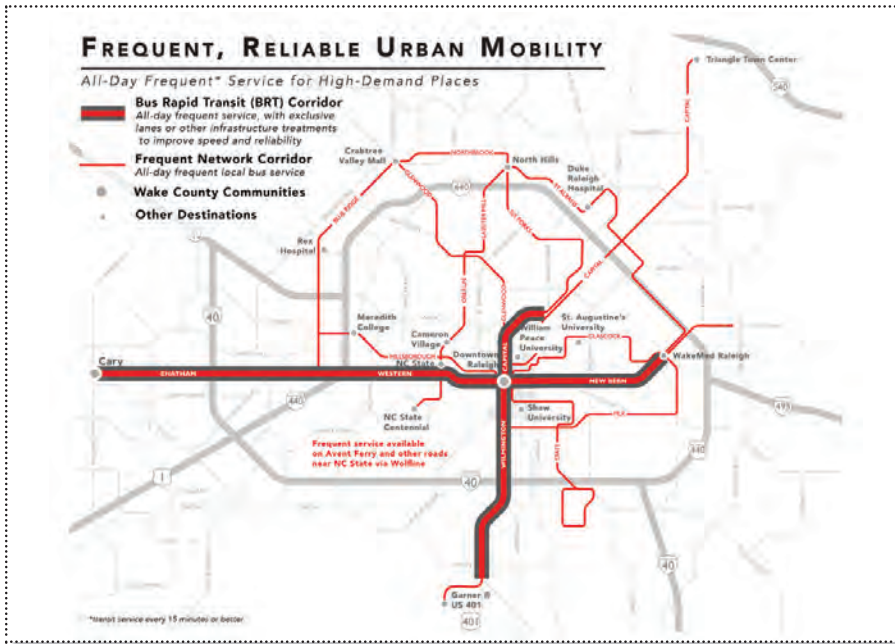
RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

NEW BERN AVENUE CORRIDOR BRT



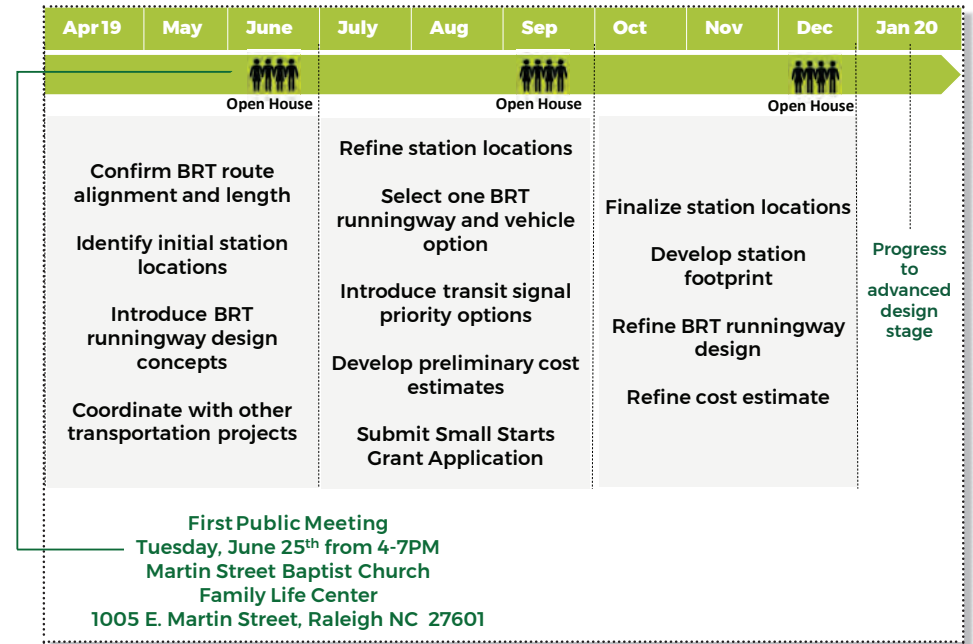
WAKE TRANSIT PLAN

The Wake Transit Plan, adopted in November 2016, creates more frequent bus services that cover larger service areas and span longer hours to connect Wake County. The Plan includes four BRT corridors, shown below.



RALEIGH BRT: NEW BERN AVENUE

The New Bern Avenue Corridor BRT is one of four BRT corridors identified in the Wake Transit Plan and was selected as the first corridor.



DIVERSITY
Economically, socially, and demographically diverse

CONGESTION REDUCTION
Helps more people get to work, shopping, and appointments

POPULATION GROWTH
Transportation needs and desires of Wake County Residents also grow

MORE TRANSIT OPTIONS
Better accommodates citizens' needs and lifestyles

TRANSIT CONNECTIVITY, FREQUENCY, RELIABILITY
Throughout all of Wake County

FREQUENCY OF SERVICE
Every 10-15 Minutes

3.3 LINEAR MILES (65%)
Dedicated transit lanes from GoRaleigh Station to WakeMed

SPAN OF SERVICE
Weekdays: 5AM - 12AM
Saturdays: 6AM - 12AM
Sundays: 7AM - 12AM

UP TO 12 STATIONS
Key residential, employment, and shopping destinations

5.1 LINEAR MILES
GoRaleigh Station to New Hope Road

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

NEW BERN AVENUE CORRIDOR BRT

