



Raleigh Bus Rapid Transit (BRT): Equitable Development Around Transit

Public Meeting - Growing Around Transit

October 26, 2019



Agenda

1. Bus Rapid Transit/Equitable Development around Transit

- *Project background and updates*

2. Lego Game !

- *Future growth of Raleigh*

3. Report Back and Open House

- *Let us hear from you*





Wake County Transit Plan: Funded 2016

Expand Frequent Service

Expand existing frequent (15 mins) bus service from 17 to 83 miles.

Commuter Rail

Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.

Bus Rapid Transit

Implement 20 miles of Bus Rapid Transit.



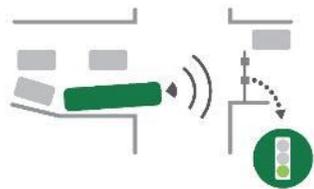
What is Bus Rapid Transit (BRT)?



FREQUENT ON-TIME SERVICE



ENHANCED FARE COLLECTION SYSTEMS



TRANSIT SIGNAL PRIORITY



BUS RAPID TRANSIT BRANDING



DEDICATED LANES



SPECIALIZED VEHICLES

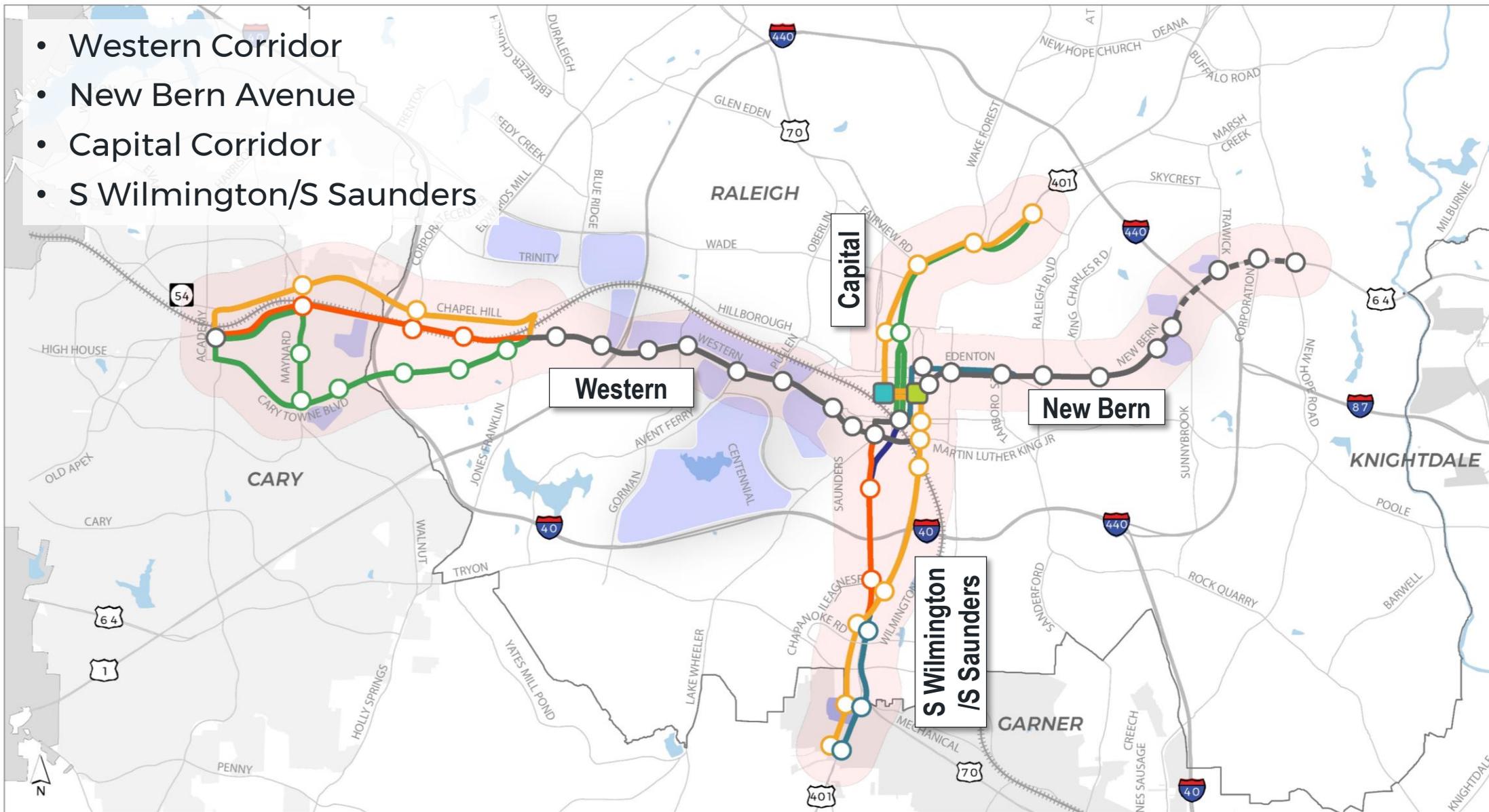


ENHANCED STATIONS



Raleigh BRT Corridors

- Western Corridor
- New Bern Avenue
- Capital Corridor
- S Wilmington/S Saunders





Transit Planning - and Planning *With* Transit



**Transit
Planning**

**Finalizing the BRT routes
Designing New Bern BRT**



**Planning *With*
Transit**

**Equitable Development around
Transit
Future station area plans**

Equitable Development around Transit

Sustainability

Livability

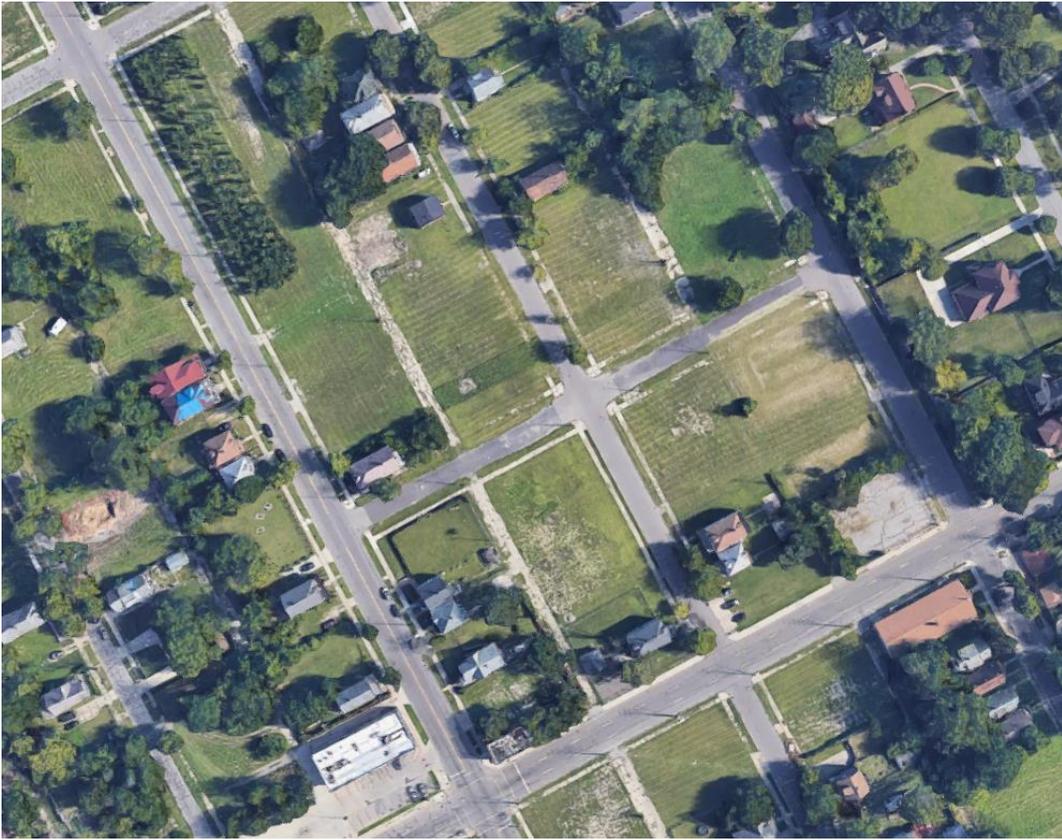
Opportunity

Equity





Do Buildings Bring People or Do People Bring Buildings?

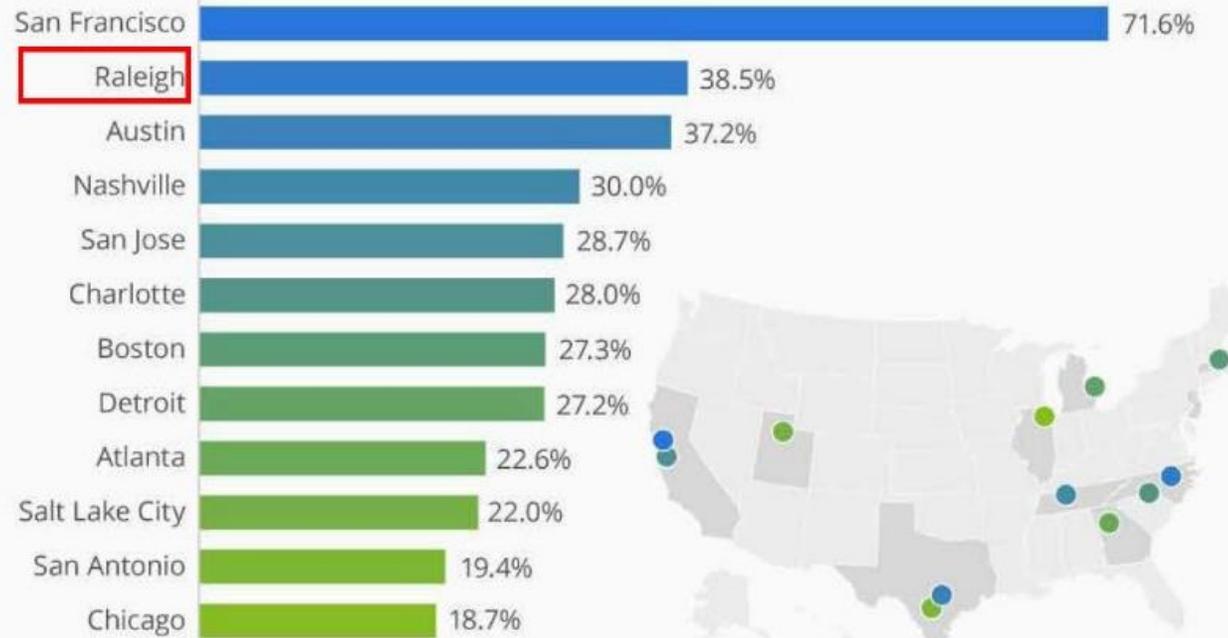


Why Plan Around BRT? Opportunity = Growth



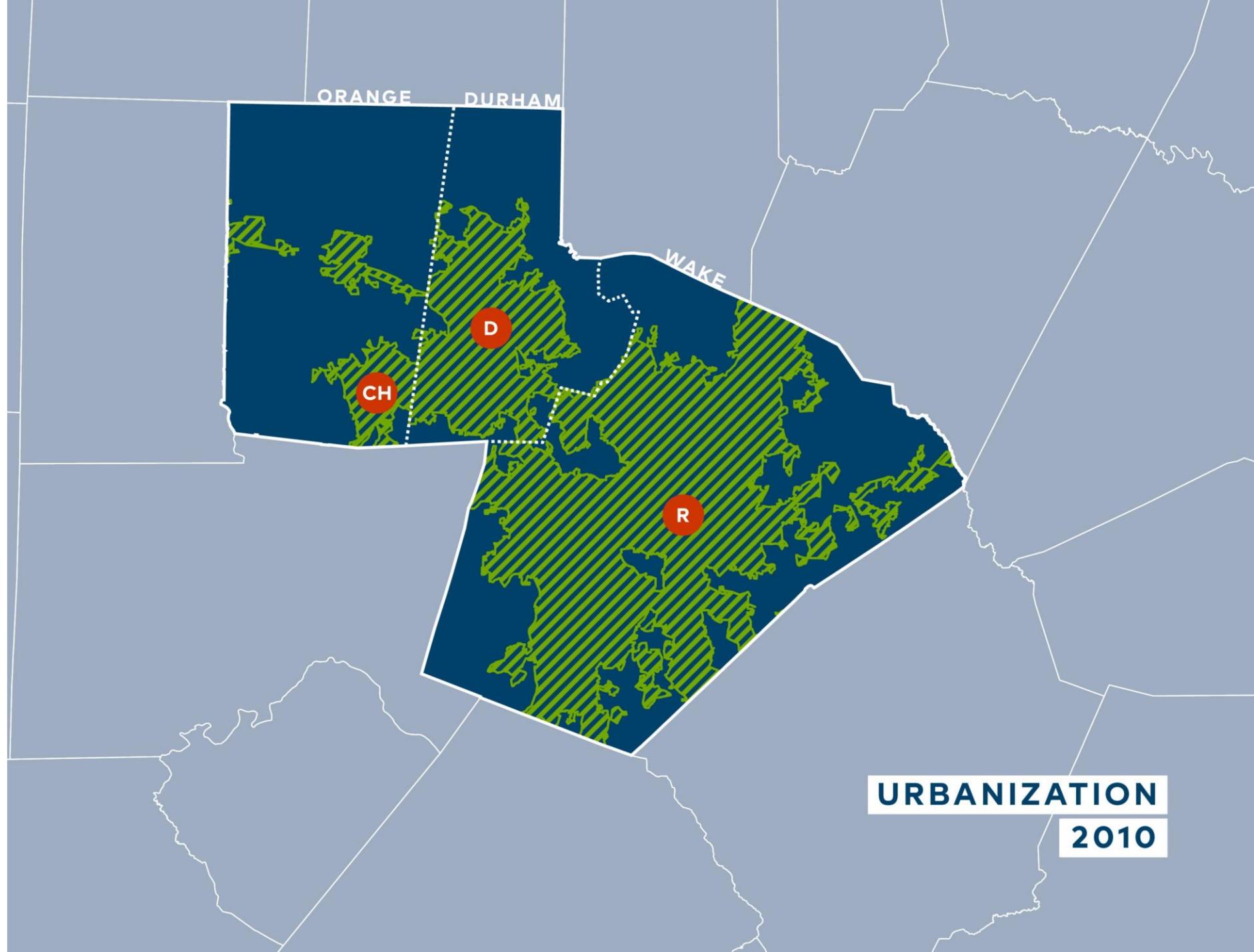
America's Top Spots for Tech Jobs

Areas with the greatest increase in technology jobs (2010 to 2015)



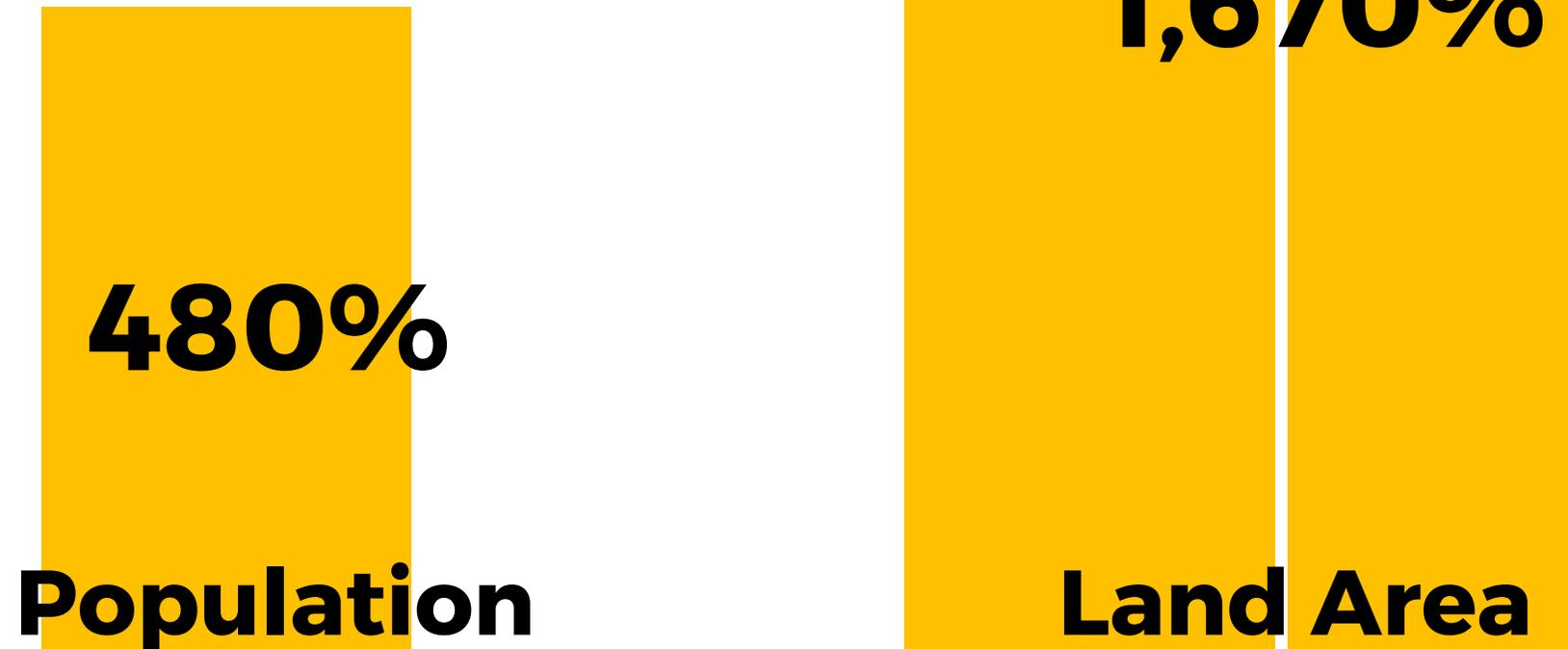


Raleigh's History: Growing Outward





Population and Urban Growth: 1950-2000





Implications: Housing Affordability

As commutes grow longer ...



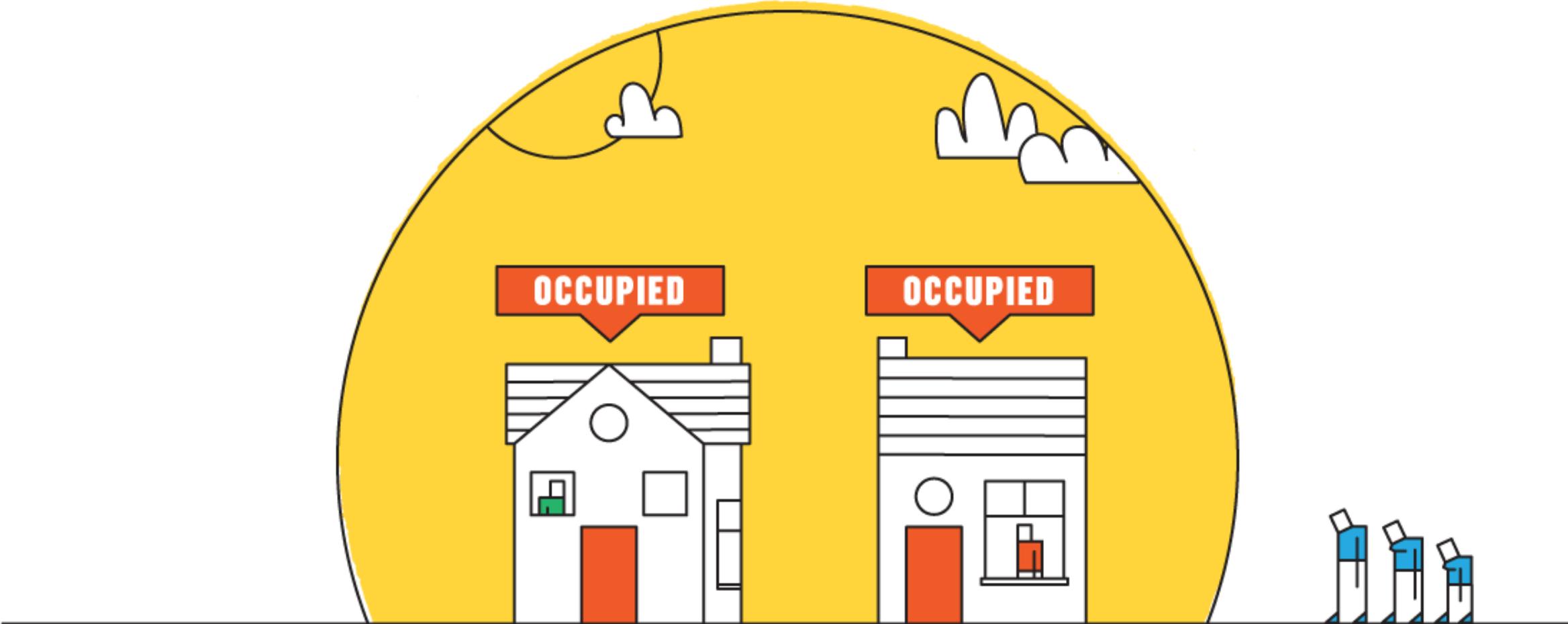
Demand for places closer to opportunity goes up



Housing: Why is the Rent So High?



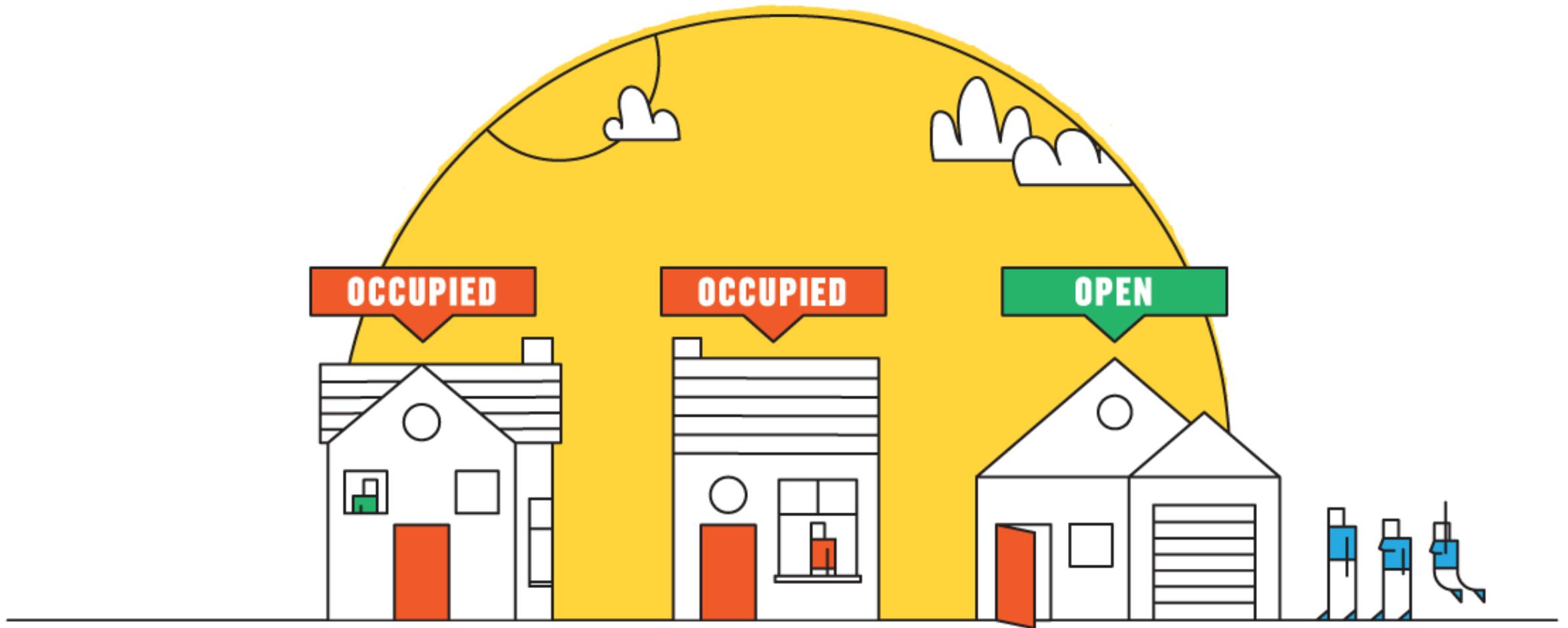
One Reason: When There Aren't Enough Homes, Everyone Competes For Them – and Rent Goes Up



People Get Priced Out of the City and Travel Farther to Get to Work



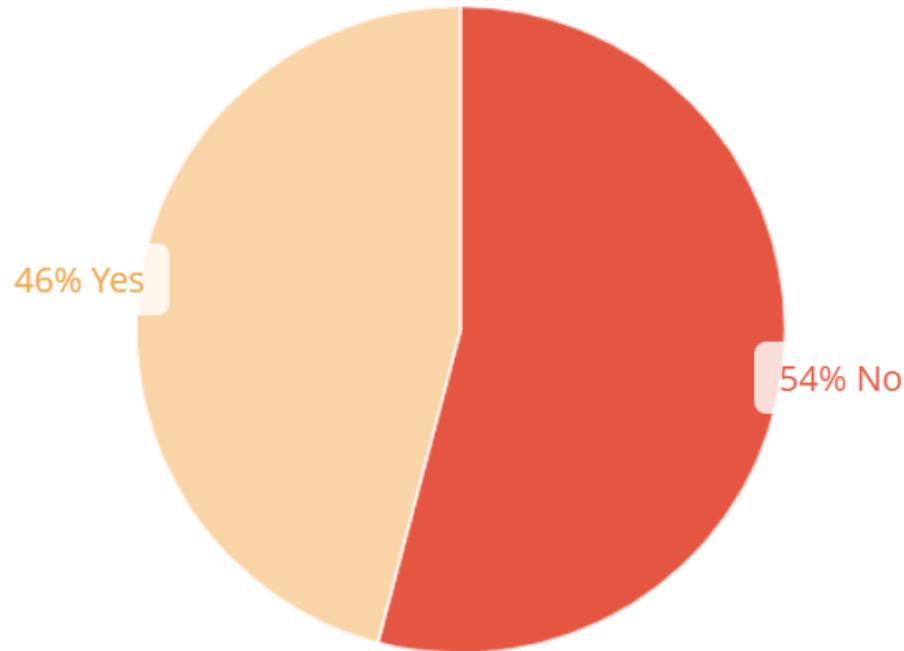
More Housing is Part of the Solution (But Not the Only One)





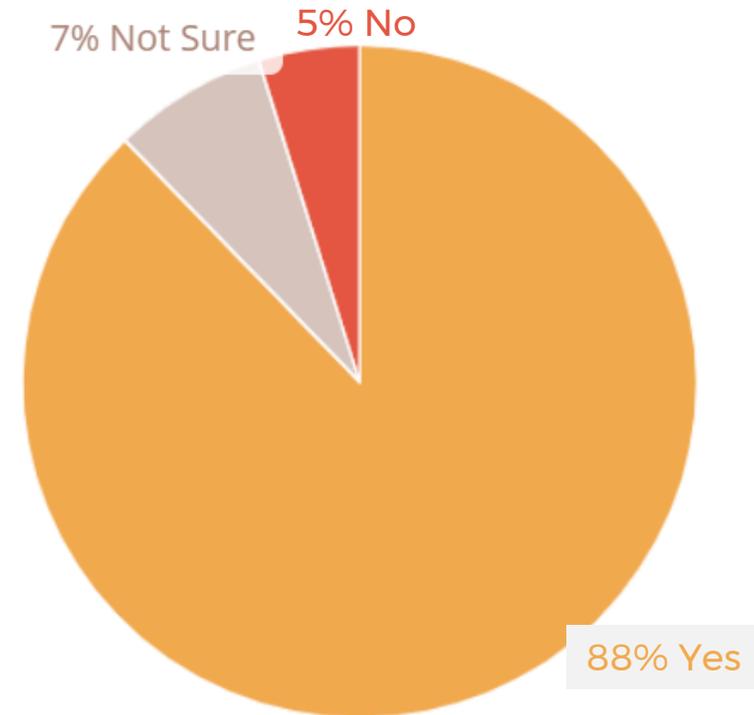
What We've Heard

Do you currently live in a walkable area near transit?



“I live in northwest Raleigh, near Brier Creek, it is not pedestrian friendly ... Need a car to go anywhere.”

Would you like to live in a walkable area near transit?

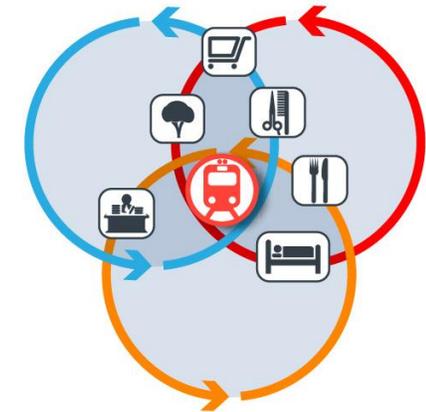
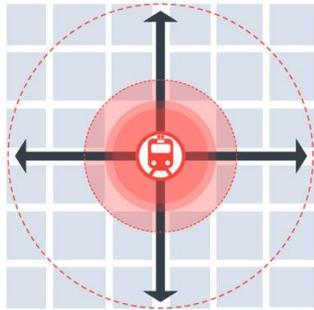


“At what point did society decide this is not what people want?”

What is Transit-Supportive Development?

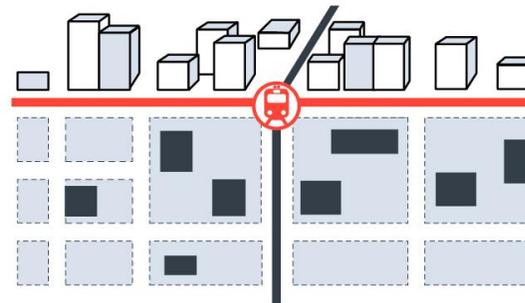
It is:

Connected & Accessible **Focused & Compact** **Mixed-Use**



It is NOT:

Isolated **Sparse** **Separated & Homogeneous**





Question is not *whether* Raleigh grows, but *how*

Wake County has 1.1 million people and is projected to grow by 600,000 people by 2040

Raleigh is closing in on 500,000 and is projected to grow by up to 200,000 people by 2040



What are the Trade-Offs?

Understanding the Trade-Offs

Grow More Around Driving

- Means less change around transit stations
- Likely means more change in places such as Brier Creek or other areas on the edges of the city
- More driving per person
- Higher carbon and other air pollution emissions than growing around transit
- Walking trips typically more recreational





Understanding the Trade-Offs

Grow More Around Transit

- Means more change around transit stations
- Less driving per person
- Reduces carbon emissions and other air pollution
- Allows more people to live a walkable lifestyle
- Creates more housing options and opportunities for new affordable housing units near transit
- Connects transit users to more job opportunities
- Better supports the investment in transit

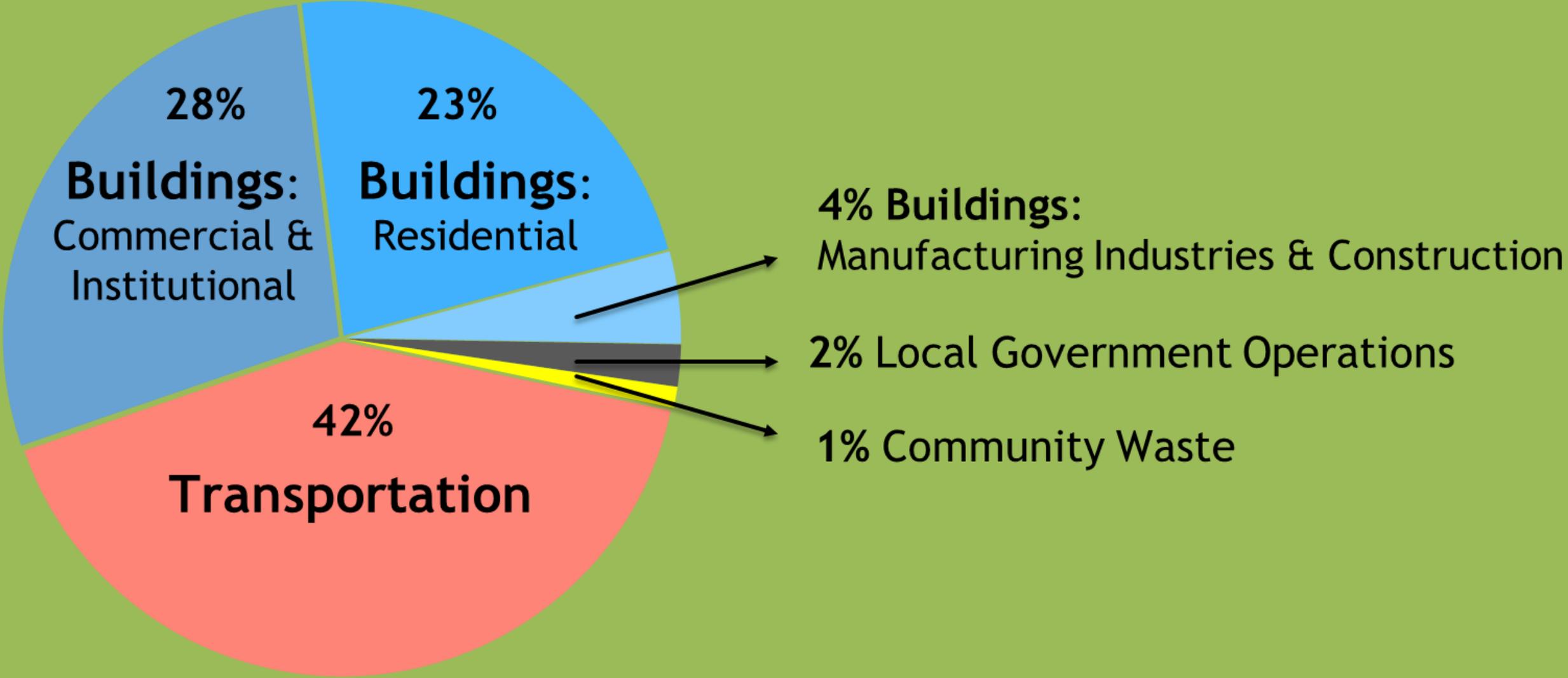


Sustainability



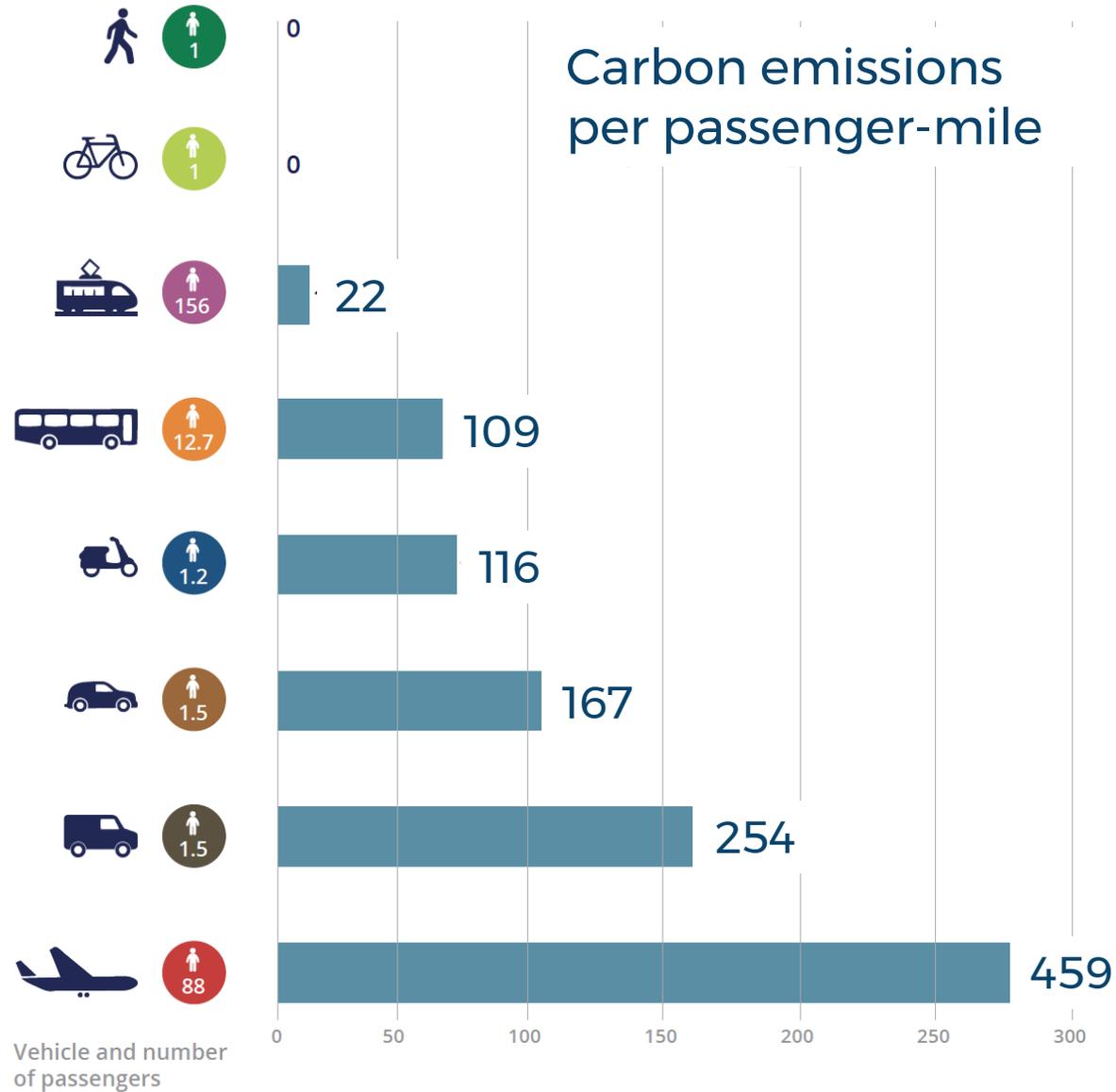
City Council recently set a goal for
greenhouse gas reductions:
80% by 2050

Main Sources of Emissions





Transportation Choices Affect Emissions



Reducing Emissions by Creating More (And New) Walkable Places



Prioritizing **pedestrian safety** and comfort
Encouraging **healthy** living and social activity

Equity and Opportunity



Transit and Equity

Hartford: **6,000** more jobs accessible by transit

Created **4,000** local construction jobs

Cut travel times **in half**



Transit and Equity

Portland: Households living within a half-mile of rail transit spend **10 percent less** on housing/transportation expenses

Households without cars save **\$9,500** annually

Transit and Equity

Denver: Created a TOD fund to purchase land for affordable housing near stations



More than **1,300** homes, a new **library**, and commercial and nonprofit space



Growing around Transit

Three scenarios

- **Don't Change**
- **Moderate Transit Support**
- **Grow Around Transit**



Growing around Transit: Where, Exactly?

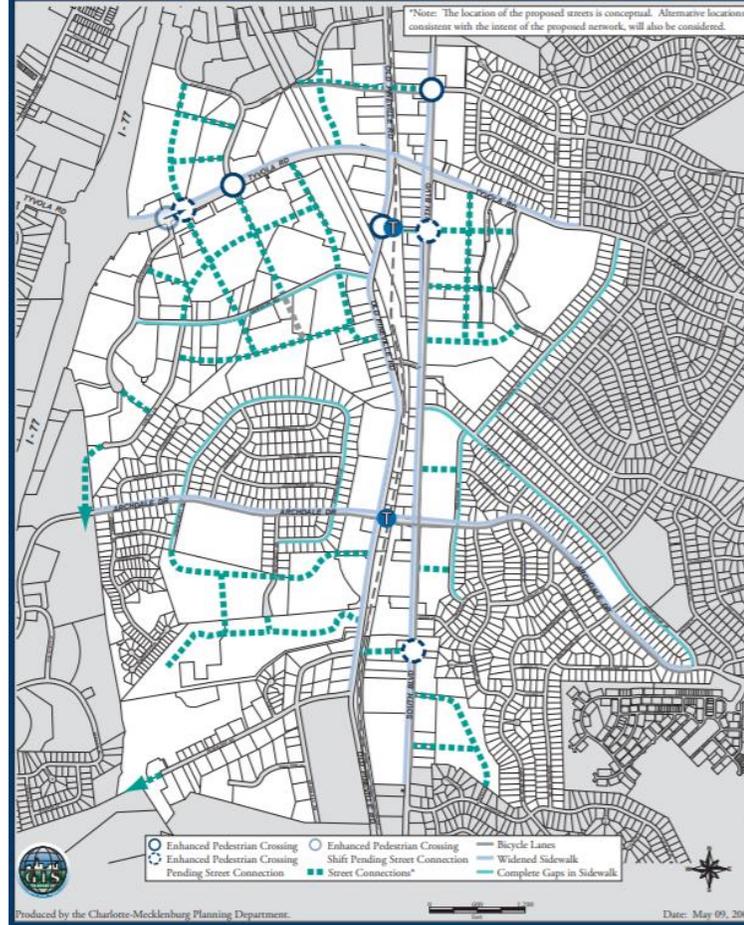
Primarily existing commercial or mixed-use areas

Final decisions about zoning worked out in future station-area plans

Tyvola & Archdale Transit Station Area Plan
Map 2: Concept Plan

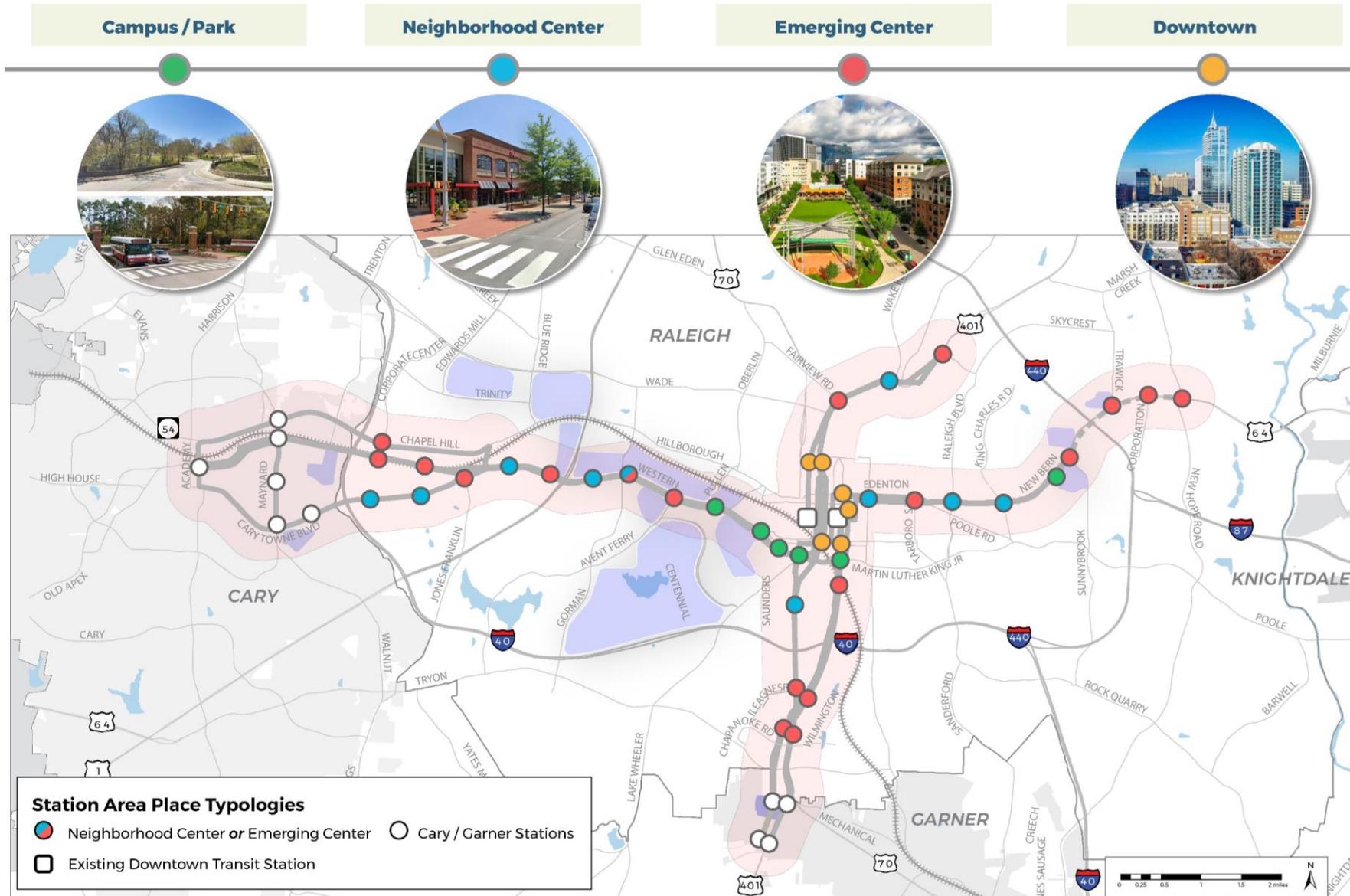


Tyvola & Archdale Transit Station Area Plan
Map 4: Future Transportation Network





Growing around Transit: Where, Exactly?





Don't Change

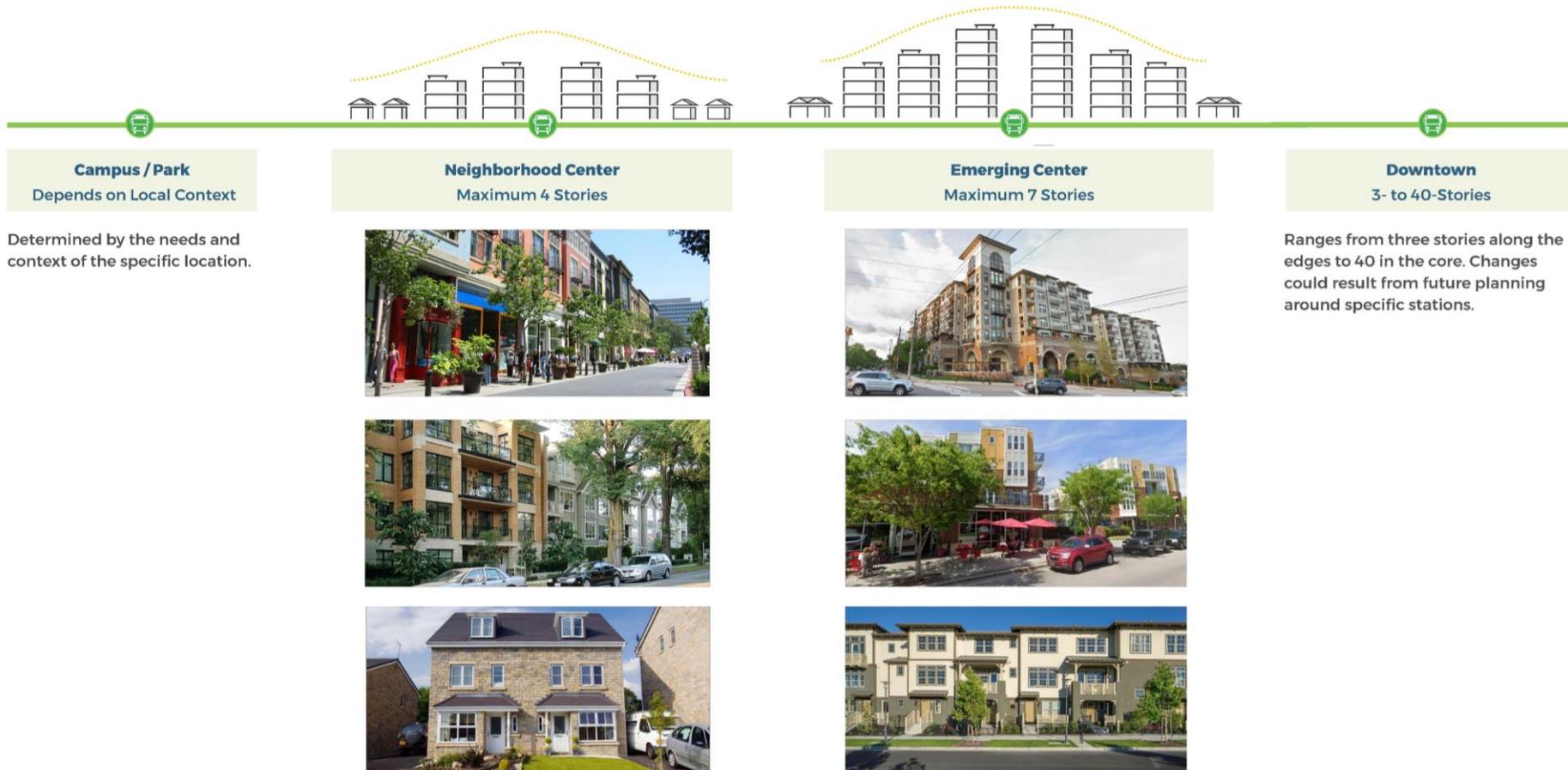
- Retain existing zoning along corridors – largely three stories
- Accommodates 20 percent or less of future growth
- More driving/carbon emissions than other scenarios





Moderate Transit Support

- **Four stories in smaller centers, seven stories in larger centers. Taller heights in exchange for some affordable units**
- **Accommodates 20-30 percent of future growth**
- **Higher transit use/lower carbon emissions than “Don’t Change”**





Grow Around Transit

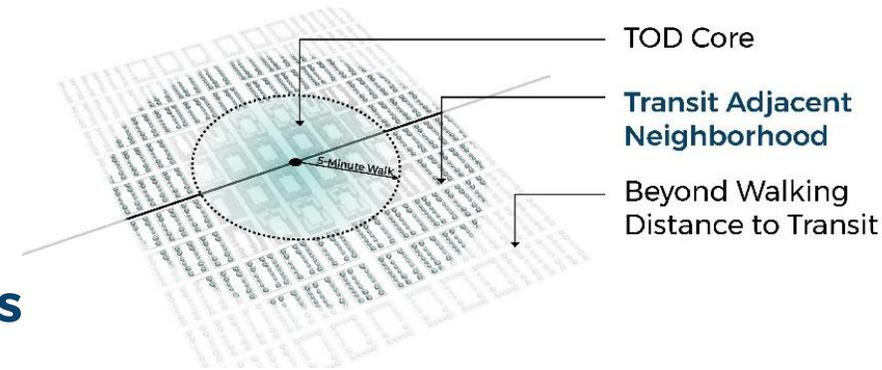
- Up to seven stories in smaller centers, 12 stories in larger centers
- Taller heights in exchange for some affordable units
- Accommodates 30-40 percent of future growth
- Highest transit use/lowest carbon emissions than other scenarios





“Missing Middle” housing

- In between detached single-unit houses and larger-scale apartments
- Duplexes, fourplexes, backyard cottages, townhouses
- Commonly found in older Raleigh neighborhoods but generally not permitted in residential zones



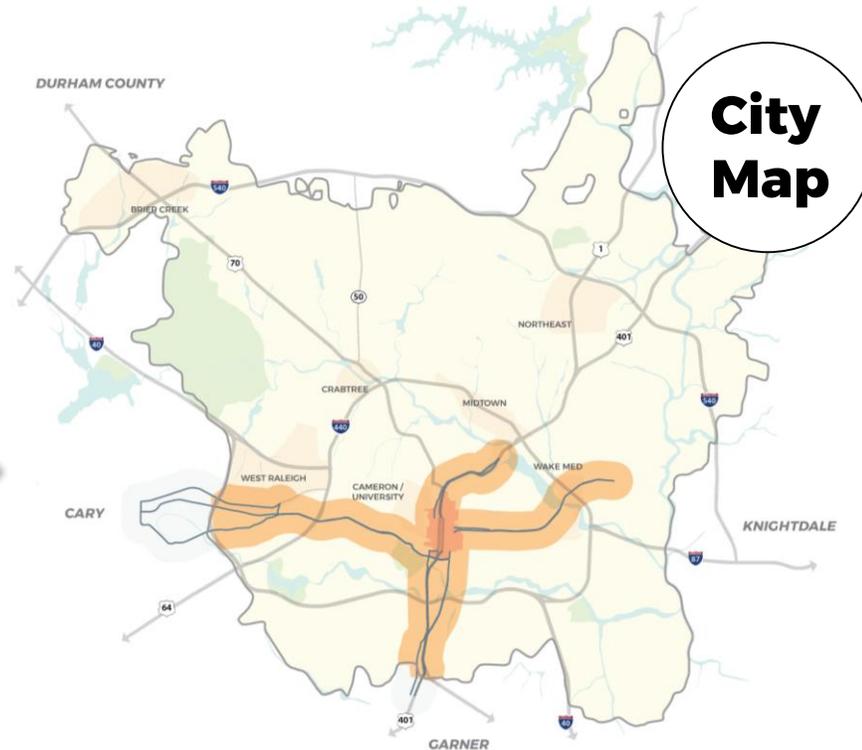
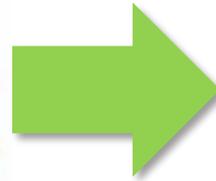
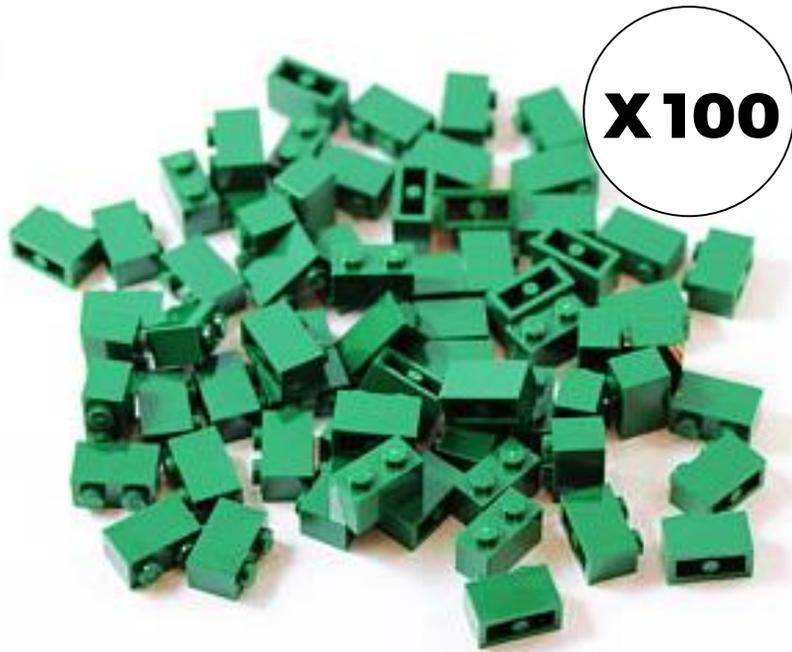
Which types are appropriate in areas near BRT?





How much of Raleigh's future growth should be accommodated near BRT ?

Where does it make sense to accommodate growth?
You decide





How to play?

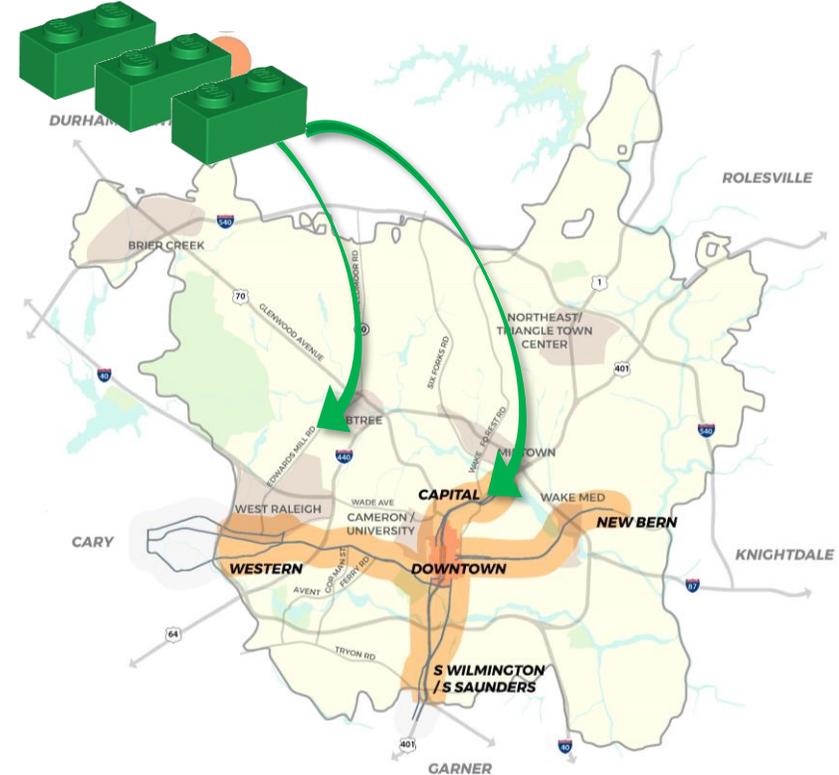
Step 1

Think about where it makes sense for the city to grow

Talk about it with others at your table

Step 2

Place the Lego blocks and discuss your thoughts



If you are... a single parent with two kids



Affordable housing in northwest Raleigh



Works at NC State, mostly shops at Walmart



Now I take the bus to work, a hour one way!



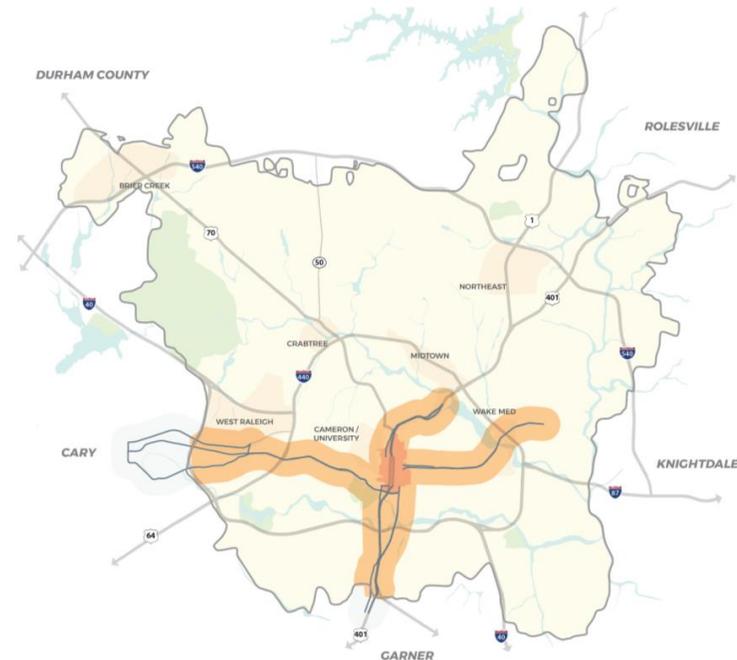
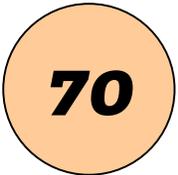
If I have the opportunity to move to affordable housing in the BRT corridors, daily life will be easier

"I vote for..."

Other Areas in the City



BRT Corridors & Downtown





If you are... a senior couple who rely on transit



Single-family home near Lions Park



Medical appointments at WakeMed
Regular senior programming at McKimmon Center



We sometimes take the bus, but don't travel a lot



We would rather not see larger changes near where we live

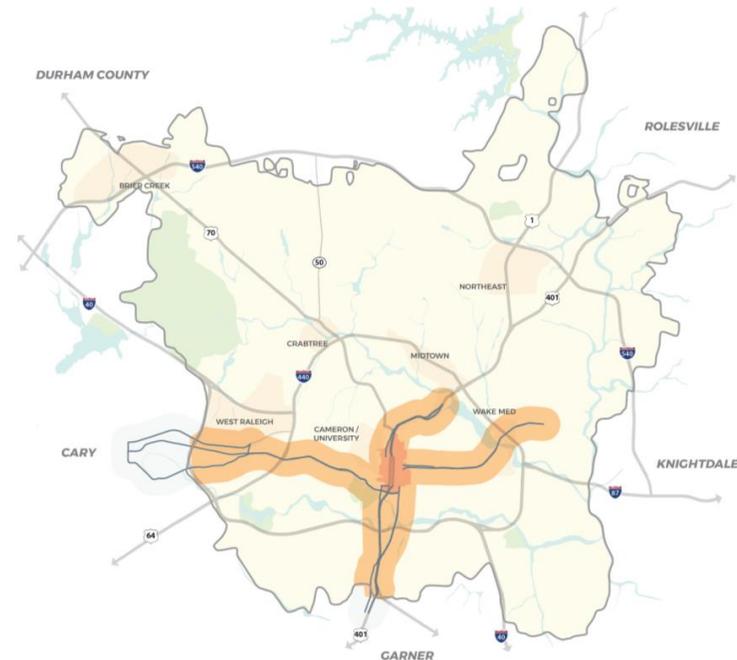
"We vote for..."

**Other Areas
in the City**

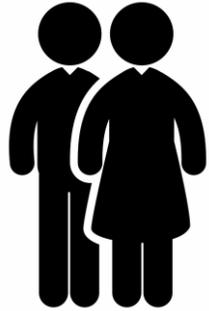
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**BRT Corridors
& Downtown**

20



If you are... a working couple who prefer not to drive



We want to move to south Raleigh to be closer to family and downtown



He works at Research Triangle Park
She works downtown.



We need two cars now, but would love to use transit to reduce our transportation costs and carbon footprint



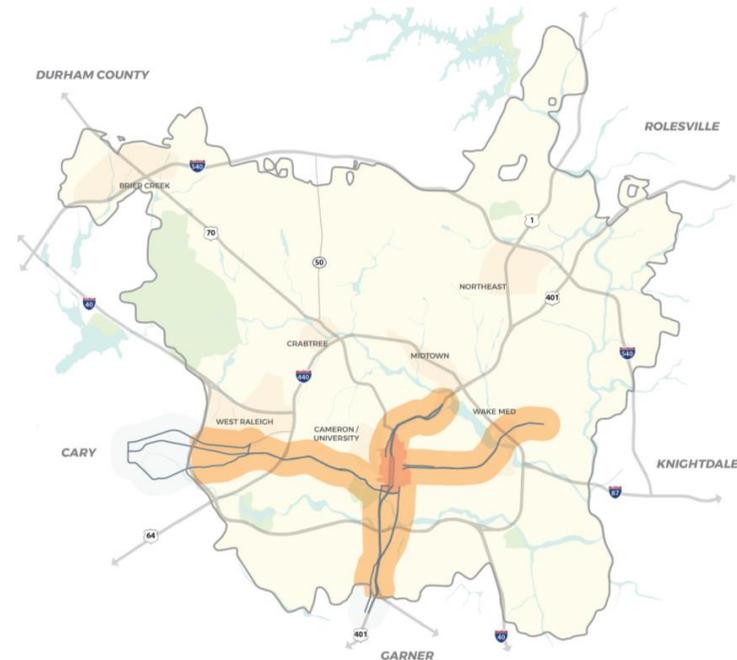
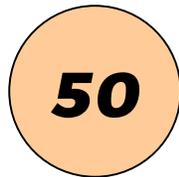
Will there be enough services around so we can really get rid of one car?

"We vote for..."

**Other Areas
in the City**



**BRT Corridors
& Downtown**





Let us hear from you!



Where do you live?



Where do you want to go?



How will you use BRT?



What are your concerns?



Let's hear from you!

Today/Upcoming Events

- Groups will report out
- After reporting out, time for discussions at boards around the room
- Stop by our “Equity and Opportunity” area for more group discussion!
- Upcoming events:
 - New Bern Avenue Design Open House: Oct. 29
 - Western Boulevard Study: Nov. 12

Equitable Development: Next Steps

- Open House/Prioritization (Early 2020). Draft plan and tools to make it happen
- Planning Around Stations (2020-onward). Smaller conversations about what kind of scale and uses are right for BRT station areas