



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

Public Meeting 1
June 6, 2019



Agenda

1. Project Overview

2. Transit-supportive Planning

3. Next Steps

- How We Got Here
- Wake County Transit Plan
- A Growing City and Region
- Let's Talk Equity
- Housing Affordability
- Opportunities for Everyone
- Purpose of the Study



Sustainability
Livability
Opportunity
Equity





Wake County Transit Plan: Funded 2016

Expand Frequent Service

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



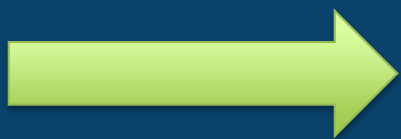
Commuter Rail

Develop 37-mile system with service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.



Bus Rapid Transit

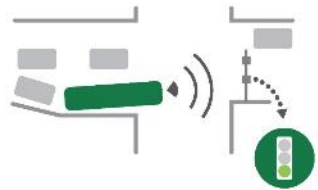
Implement 20 miles of Bus Rapid Transit.



What is Bus Rapid Transit (BRT)?



ENHANCED FARE
COLLECTION
SYSTEMS



TRANSIT
SIGNAL PRIORITY



FREQUENT ON-TIME
SERVICE



DEDICATED LANES



SPECIALIZED
VEHICLES

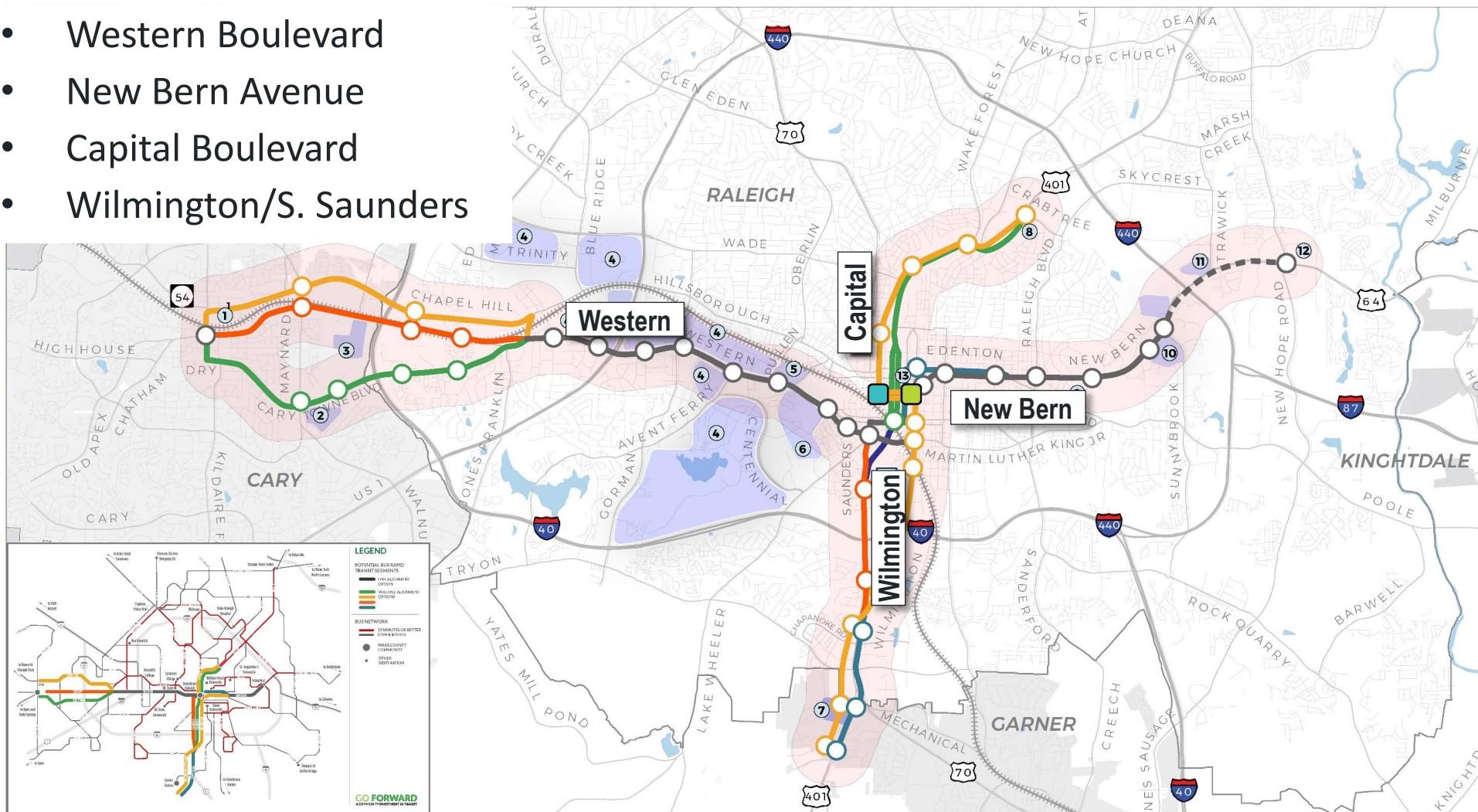


ENHANCED STATIONS



Raleigh BRT Corridors

- Western Boulevard
- New Bern Avenue
- Capital Boulevard
- Wilmington/S. Saunders



<ul style="list-style-type: none"> — Bus Rapid Transit Corridor (Infrastructure Improvements) - - - Bus Rapid Transit Corridor (Service Improvements) — Bus Rapid Transit Corridor (Alternative Alignments) 	<ul style="list-style-type: none"> ----- Commuter Rail Corridor ■ Half-Mile Buffer along the BRT Corridor 	<ul style="list-style-type: none"> ■ Raleigh Union Station ■ GoRaleigh Station ○ Potential BRT Station Location 	<ul style="list-style-type: none"> ■ 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 	<p>0 0.25 0.5 1 1.5 2 Miles</p>
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Transit Planning - and Planning *With* Transit



Finalizing the BRT routes
Designing New Bern BRT



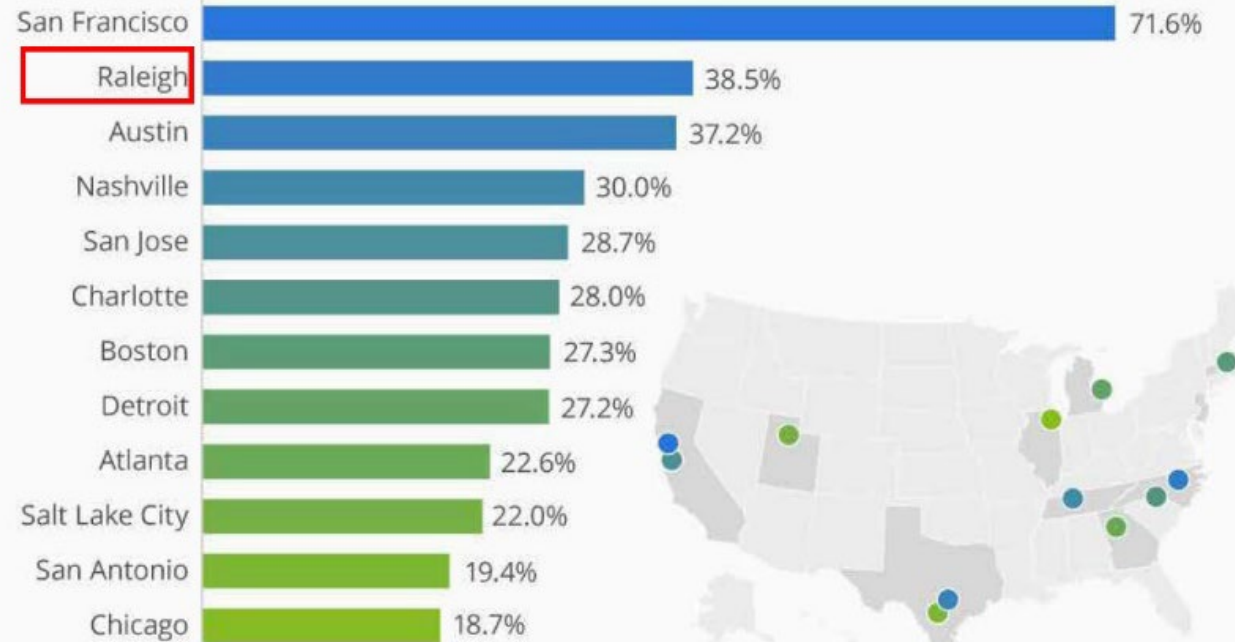
Equitable Development around Transit
Future station area plans

Why Plan Around BRT? Opportunity = Growth



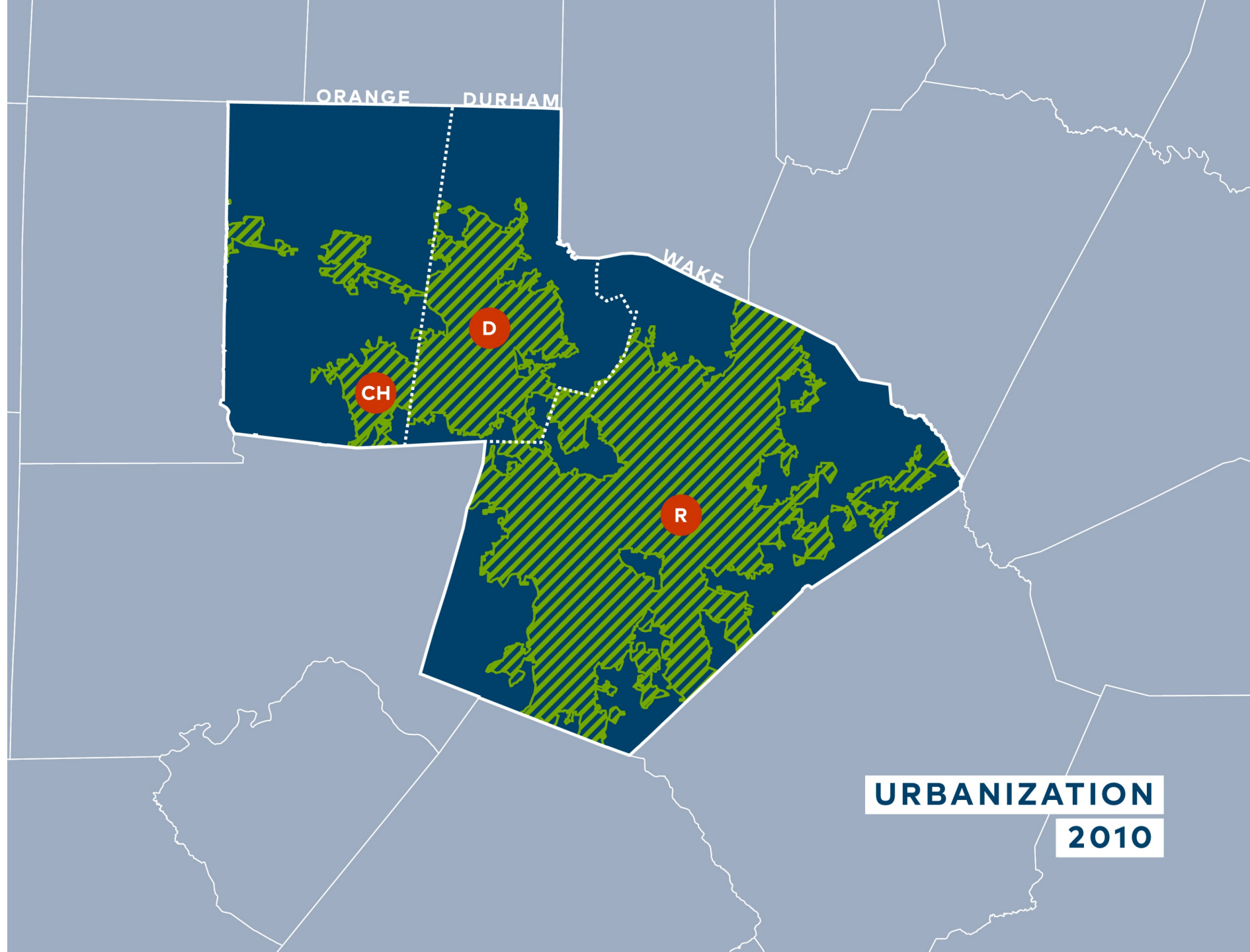
America's Top Spots for Tech Jobs

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





Raleigh's History: Growing Outward





Population and Urban Growth: 1950-2000

Population

480%

Land Area

1,670%



Implications:
More vehicle miles travelled
Decreased air quality
Increased carbon emissions



Implications: Housing Affordability

As commutes grow longer ...



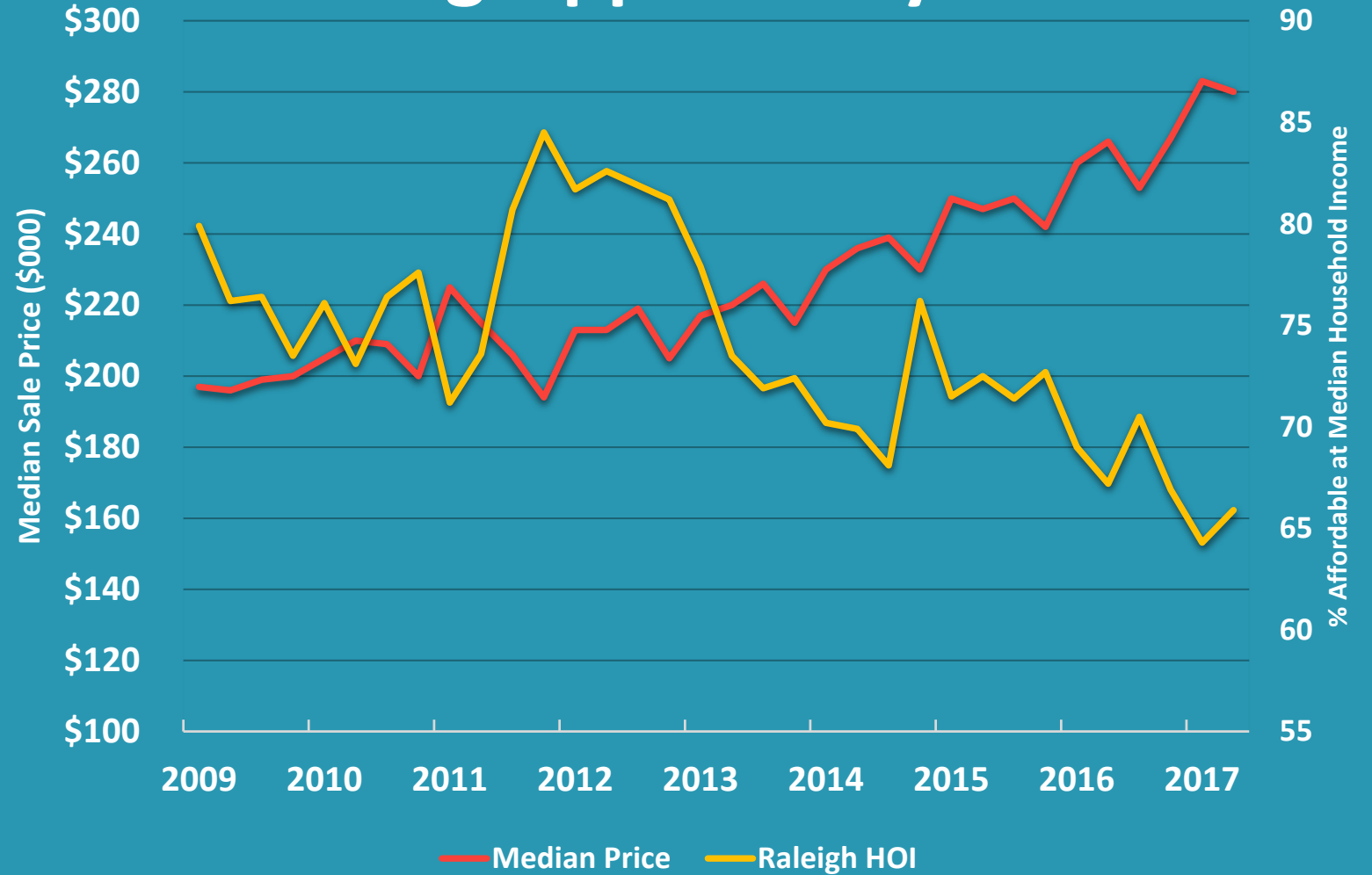
Demand for places closer to opportunity goes up





Affordability Is a Growing Issue

Housing Opportunity Index





Equity and Opportunity

- The plan recognizes that affordability is becoming a challenge in Raleigh
- Key equity issues:
 - *Maintaining and enhancing affordability*
 - *Ensuring accessibility to the service from existing residential areas*
 - *Minimizing displacement from rising real estate values*
- Improving opportunity and job access through transit and planning around transit



What is Affordable Housing: Affordable to Who?



Home Health Aide

Single parent, three children
Income \$27,800
Below 30 percent of AMI



Preschool Teacher

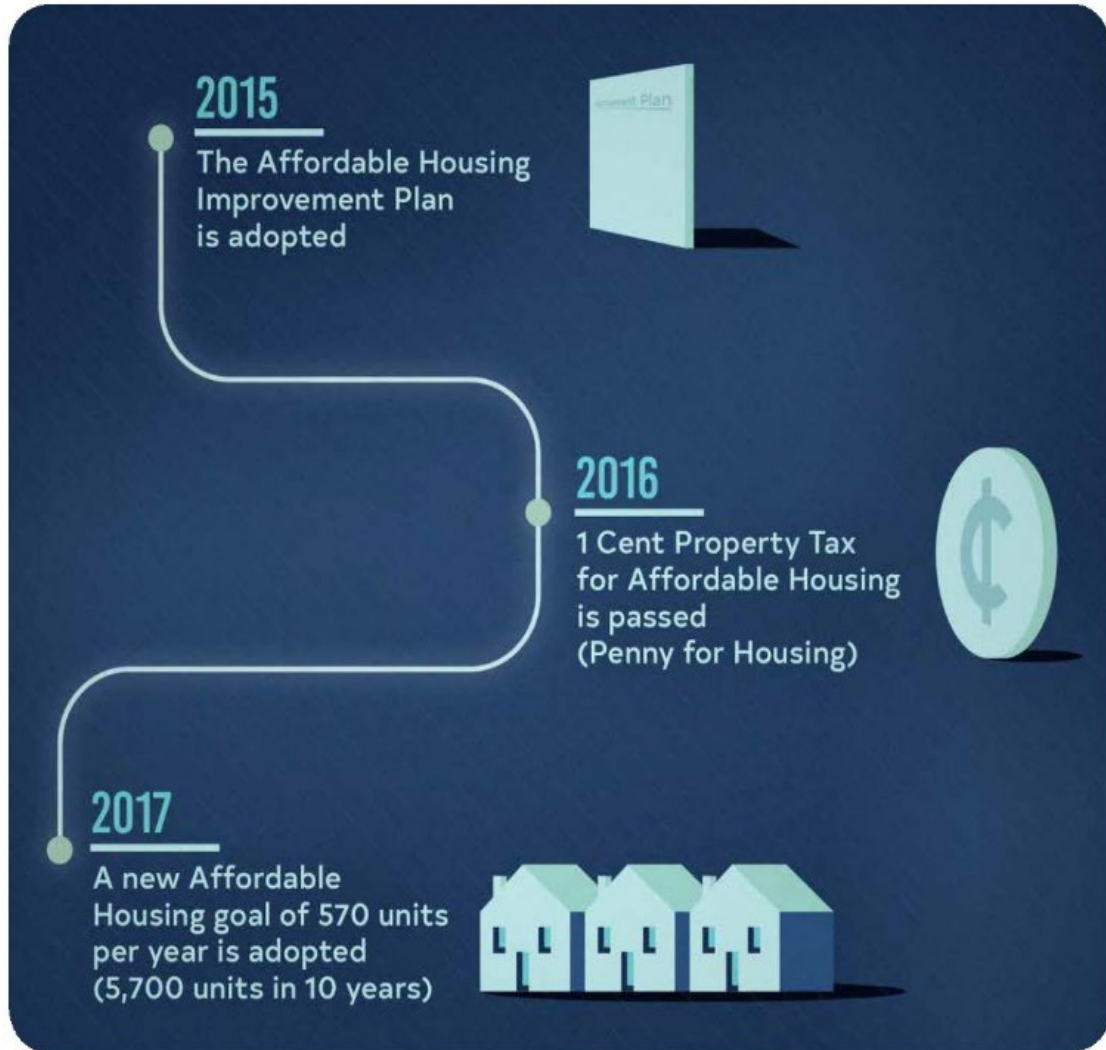
Single parent, one child
Income \$37,100
30% - 50% of AMI



Assistant Manager

Two parent, two children
Income \$55,620
50% - 60% of AMI

Current City Programs



2015
The Affordable Housing Improvement Plan is adopted

2016
1 Cent Property Tax for Affordable Housing is passed (Penny for Housing)

2017
A new Affordable Housing goal of 570 units per year is adopted (5,700 units in 10 years)



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





Listening

- What are your hopes?
- What are your concerns?
- How much is affordability an issue for you?
- What else do we need to know?





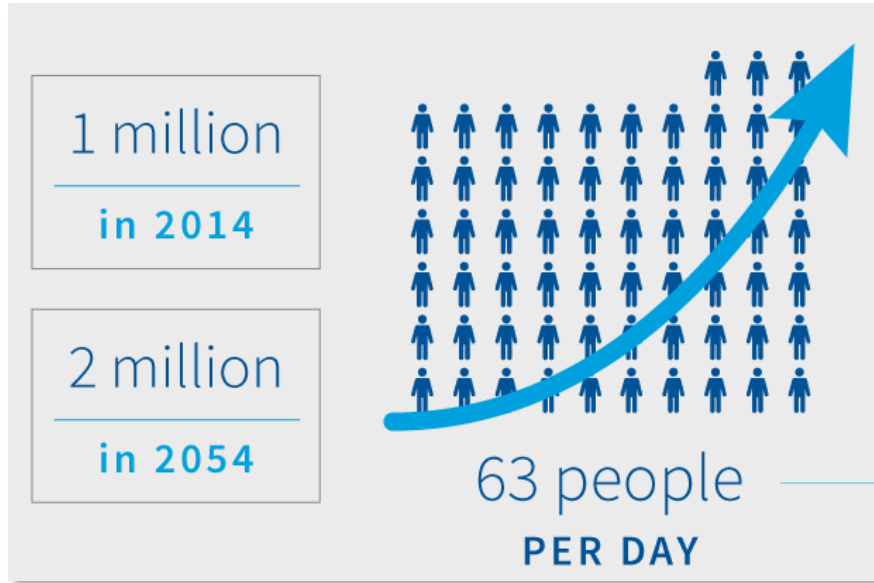
Transit *Improves* Equity

- Highways tend to spread jobs and opportunity out; transit makes them **more accessible**
- **Improved** transit service provides mobility for people **who need it the most**
- Supports construction **jobs** in local communities
- Enhances **sustainability** by saving energy, reducing carbon, and improving air quality
- Provides the opportunity to coordinate **housing affordability** and **mobility**

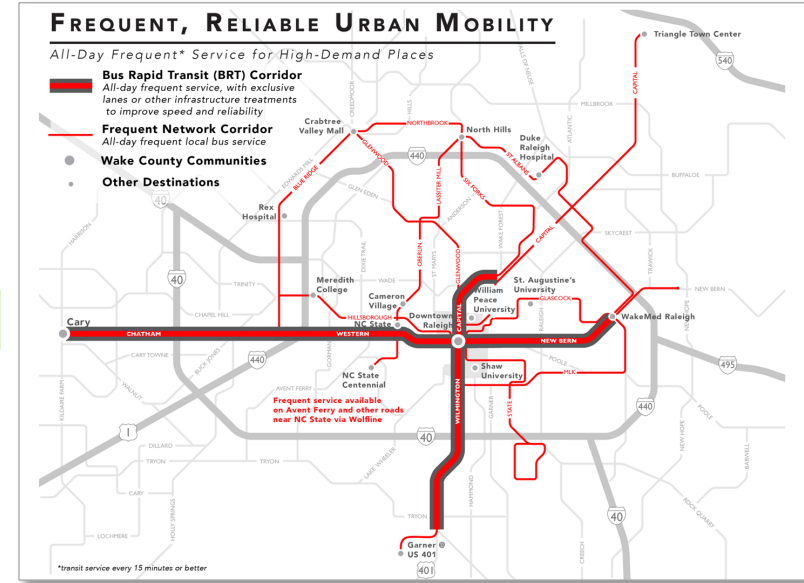




Purpose of the Study: Solve Issues with BRT



ISSUE



OPPORTUNITY

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

What is the goal for affordable housing near BRT?

Agenda

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2. Transit-supportive Planning

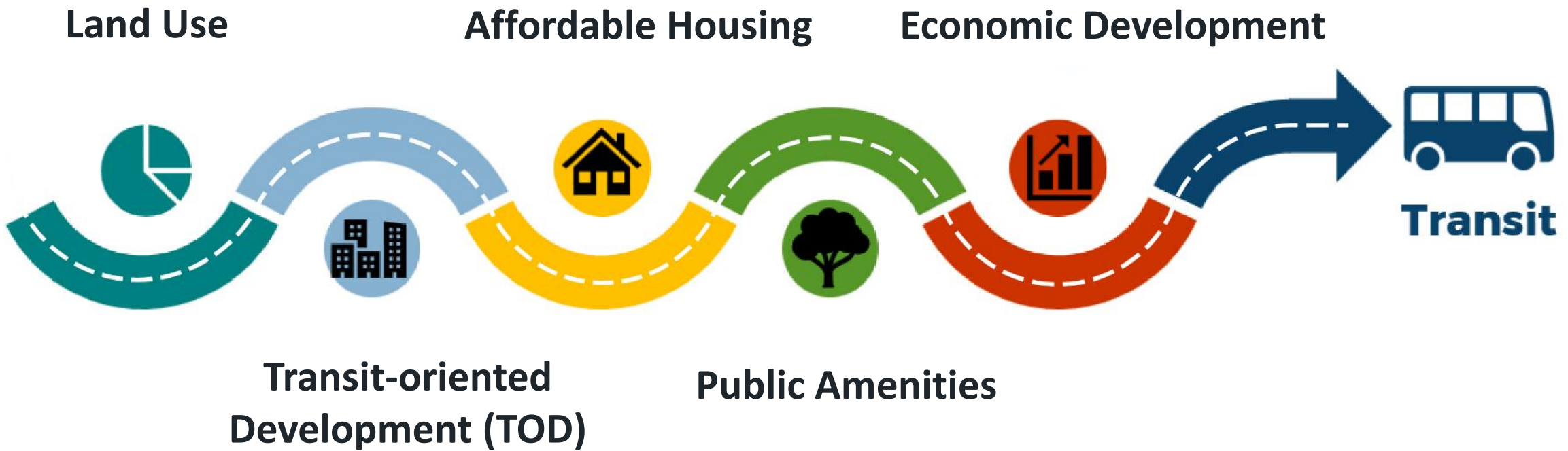
3. Next Steps

- The Principles
- Case Studies
- The Benefits for Raleigh



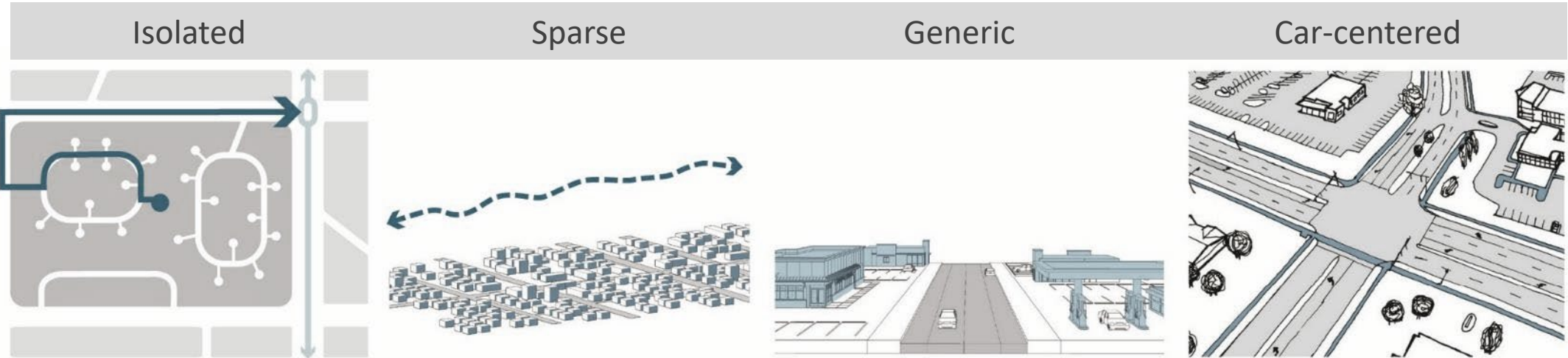


Planning Around Transit

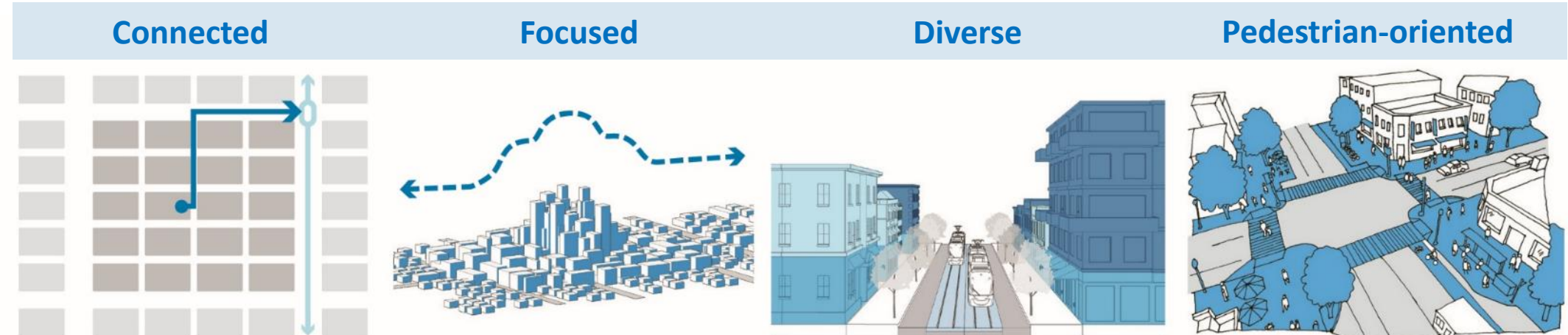


What Does Planning Around Transit Look Like?

IT ISN'T:



IT IS:





Goal: Use BRT to Achieve More Equitable and Sustainable Places



High Quality Transit such as BRT and light rail can...

Transit: Increasing Access to Opportunity

Hartford: **6,000** MORE JOBS ACCESSIBLE BY TRANSIT

CREATED **4,000** CONSTRUCTION JOBS

CUT TRAVEL TIMES **IN HALF**



Transit: Reducing Household Expenses

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: Pairing with Affordable Housing

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



600 units under construction, **1,000** more planned

Transit: Focusing Growth

Arlington Metro Corridor

Lower Density Zoning

Lower Density Zoning

Higher densities **near stations**

50 percent of residents along the corridor take transit to work



Transit: Reducing Carbon Footprint

Cleveland: **4.5 million** transit trips annually on BRT

30,000 fewer metric tons of carbon emissions annually
Steep drop in harmful air pollutants



Transit: Creating Places

Everywhere: **Walkable, beautiful** public spaces



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



How to maximize these benefits in Raleigh?

- Consider the share of growth that should occur near BRT
- Plan for sharing the benefits of BRT equitably across the city
- Plan for the areas around BRT stations

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- 3. Next Steps**

- September workshops
- Late fall open house
- 2020: Begin station-area planning



September workshops

Let's play a game about
land use and
development

Not a game with only
one winner





September workshops

Let's play a game

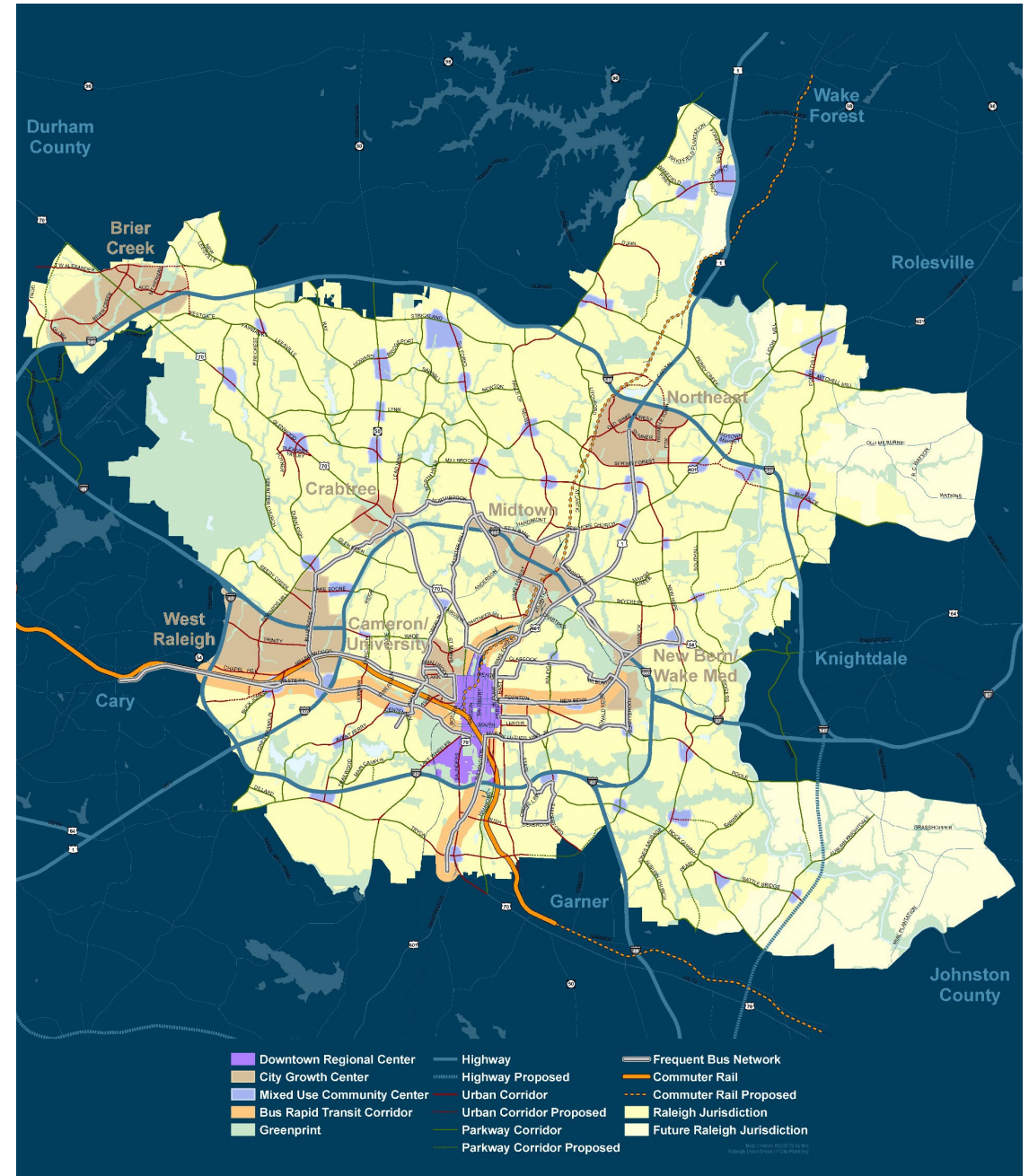
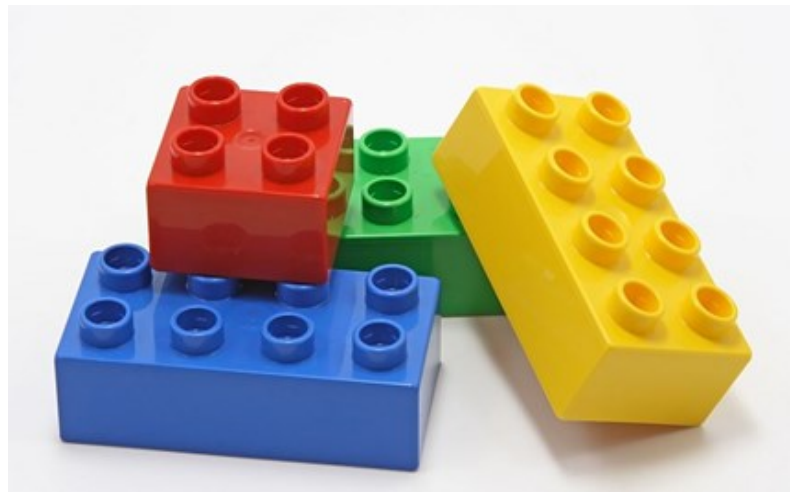




September workshops

Let's play a game

- You get: A map and blocks
- Each block equals a certain number of people
- Where are the places that makes the most sense to accommodate growth?
- What are the trade-offs?





Station Area Typologies

- Stations has different land uses, scale, density, and characteristics
- A typology framework sets the guiding principles based on context

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



Project Timeline and Plan Implementation

Timeline

- June: Project Kickoff
- September: Workshops
- Late 2019: Wrap-up open house
- 2020-onward: Station area plans

Products

- City policy for growing around transit
- City policy for affordability around transit
- A guide for station-area planning
- Tools to meet affordability goals

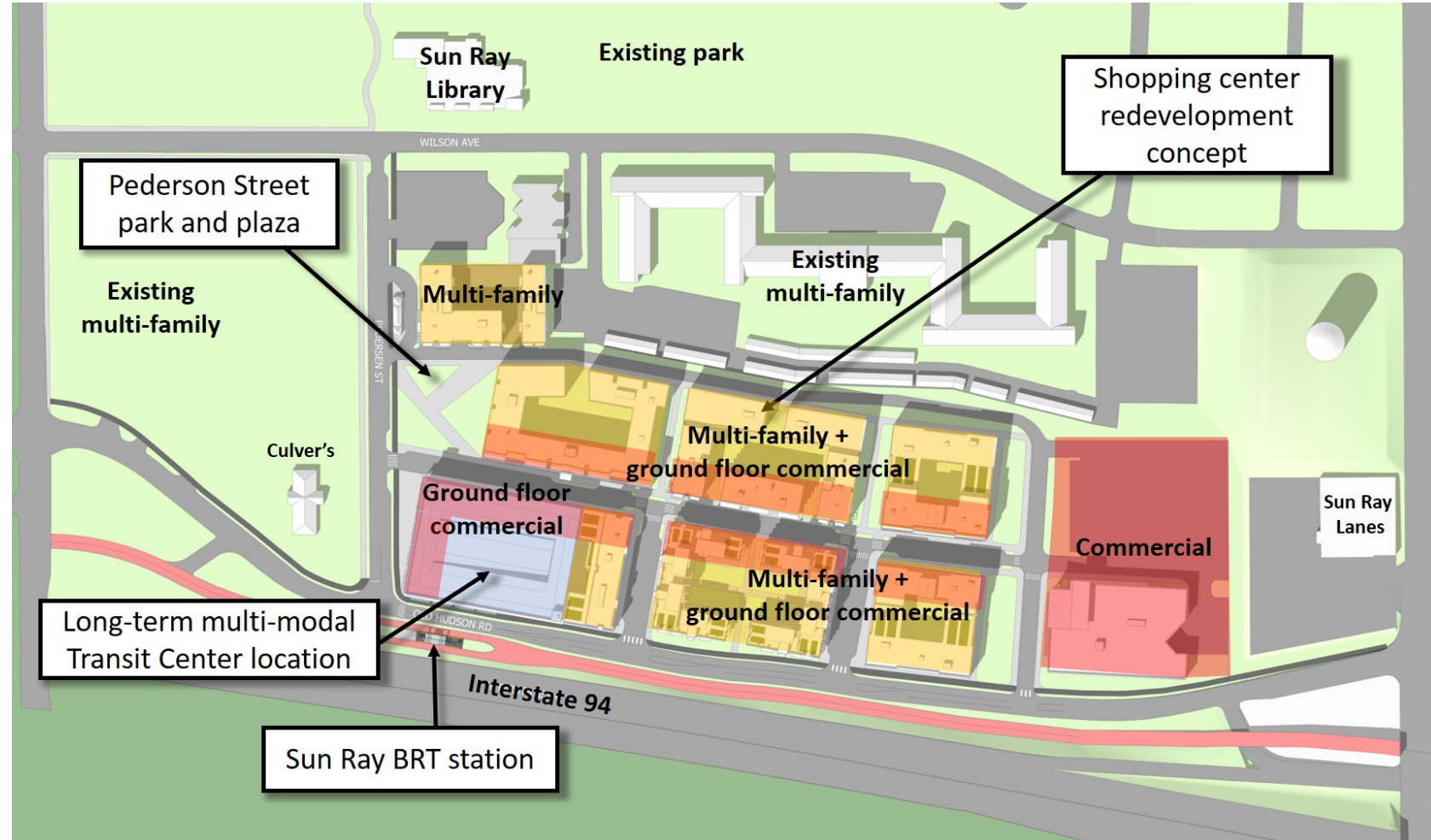


Station Area Planning/Affordability: 2020-onward

Diving into the details of **planning near stations:**

- Uses
- Walkability
- Public spaces

Considering tools to **address affordability**





**Next steps:
Let's get together as a
community and talk
Thanks!**

#Planning100x100

RCP