



Kimley»»Horn



# Recommended Wake County Transit Plan

NCAMPO Conference

Wednesday, May 11, 2016

# Wake County Background

- **Wake County:** 12 municipalities, multiple major employment centers, urban/rural mix, diverse population
- **Today:** 1,000,000 people, 470,000 employees, more than 60,000 college students.
- **Tomorrow:** 600,000 more people in the next 20 years + related job growth.

# Emerging Trends

- For varied community types including highly walk-able communities.
- For transportation options that don't demand the attention of driving.
- For connections between employers and potential employees

# Our Transit Planning Process

## *The Old Way...*

- Built around technologies
- Unrealistic funding assumptions
- Limited look at service areas

## *The New Way...*

- Built around education
- Conservative funding assumptions
- Detailed look at service areas



# Key Elements

- The consultant team presented a **new approach** focused on education and how transit really works.
- Through education and **strategic exercises**, the advisory committee helped guide the study's **direction**.
- **Diverse perspectives** were at the table throughout the process.



[Click here for a video invitation from Bob Geolas](#)



TOWN of CARY

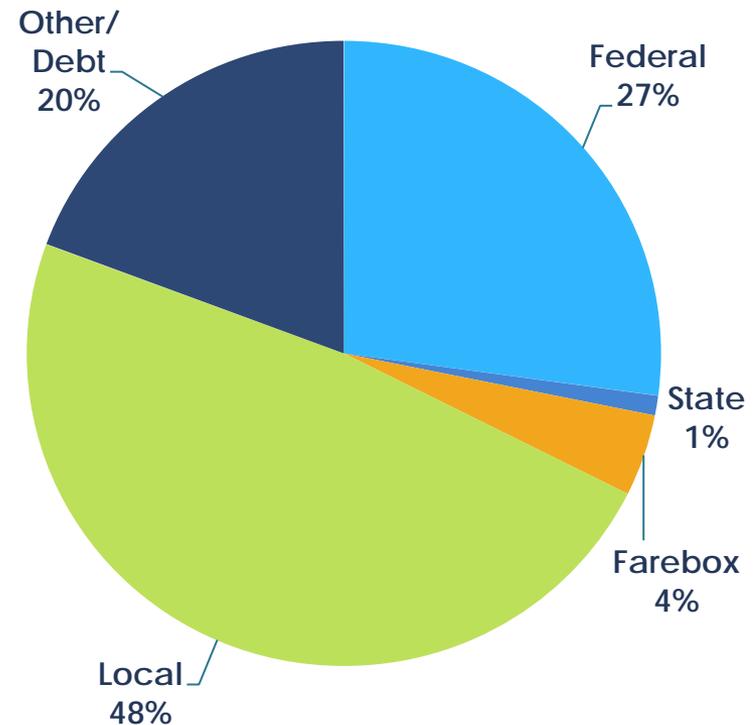


# How Do We Fund All of This?

# Federal and State Funding Assumed

Recommended Plan assumes federal and or state funding for many planned projects

Federal and State Contributions Through 2027



# Local Revenues

- Half-cent local sales tax
- New \$7 county vehicle registration fee
- Increase from \$5 to \$8 regional vehicle registration fee
- Existing 5% vehicle rental tax
- Fare box revenue

# Twenty Year Allocation

## Recommended Transit Plan 2017 - 2037\* (\$1,000's)

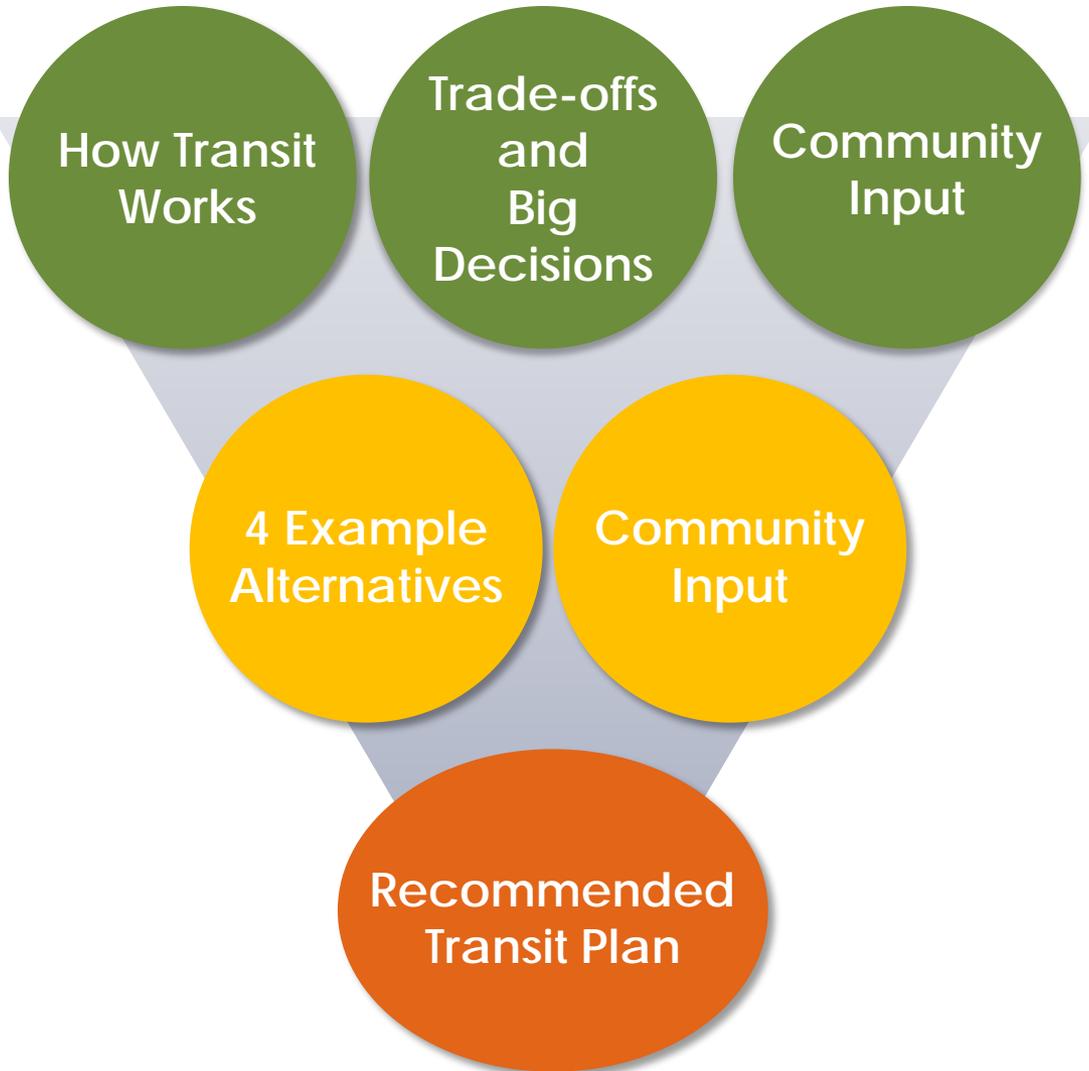
BRT, Enhanced Bus Service and Bus Infrastructure	\$ 2,950,000	58%
Commuter Rail	1,580,000	31%
Future Capital Projects and Operating	460,000	9%
Fund Balance Allocation	120,000	2%
<b>Total</b>	<b>\$ 5,110,000</b>	<b>100%</b>

# Milestone Dates



- **Adopt Wake Transit Plan:**  
Spring 2016
- **Transit Referendum:**  
November 2016

# Transit Plan Development Process



Early 2015

Summer 2015

Winter 2015

# Phase I – Education and Input

## How Transit Works

- Driving is less popular
- Emerging reasons for people to try transit
- Urban areas benefit from a strong transit system
- Challenge binary thinking: “choice” vs. “captive” rider



# Phase I – Education and Input

How Transit Works

Frequency Matters:

“Turn up and go.”

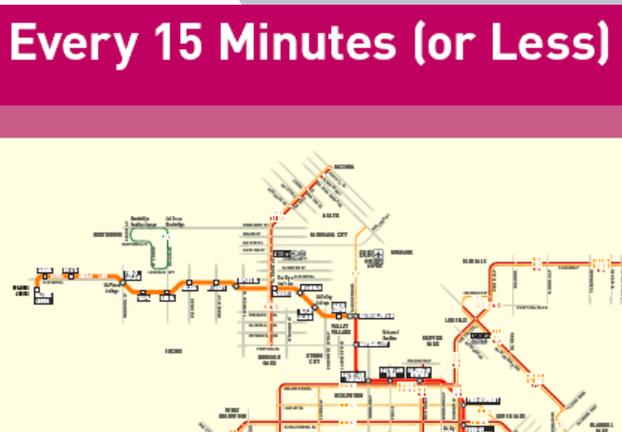
“The wait is over”

A network for people in a hurry.

Frequency is Freedom

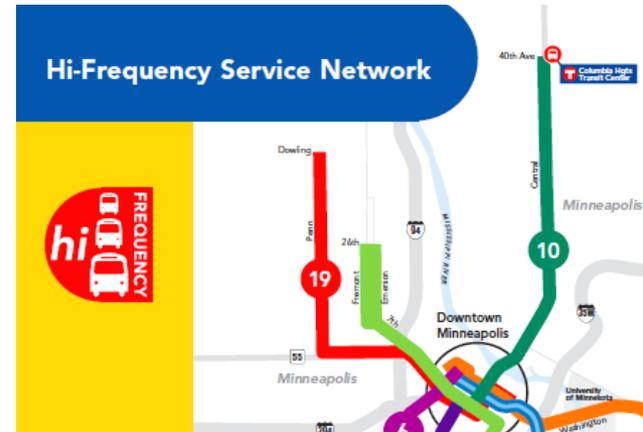
Los Angeles

Every 15 Minutes (or Less)



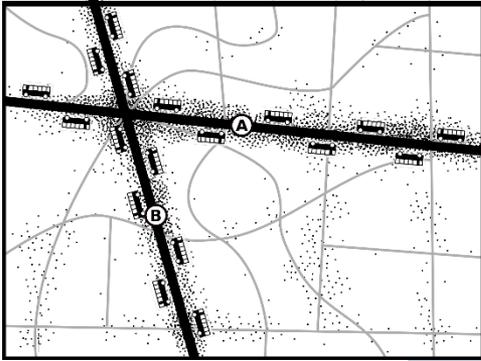
Minneapolis

Hi-Frequency Service Network

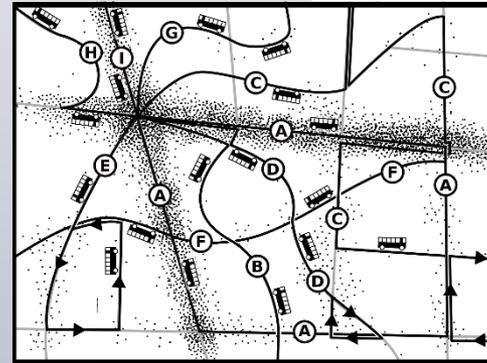


# Ridership vs. Coverage

Trade-offs  
and  
Big  
Decisions



Ridership Goal



Coverage Goal



# Infrastructure vs. Service

Trade-offs  
and  
Big  
Decisions

## Infrastructure Goal:

- \* Speed
- \* Amenities
- \* Reliability

## Service Goal:

- \* Routes
- \* Frequency
- \* Duration

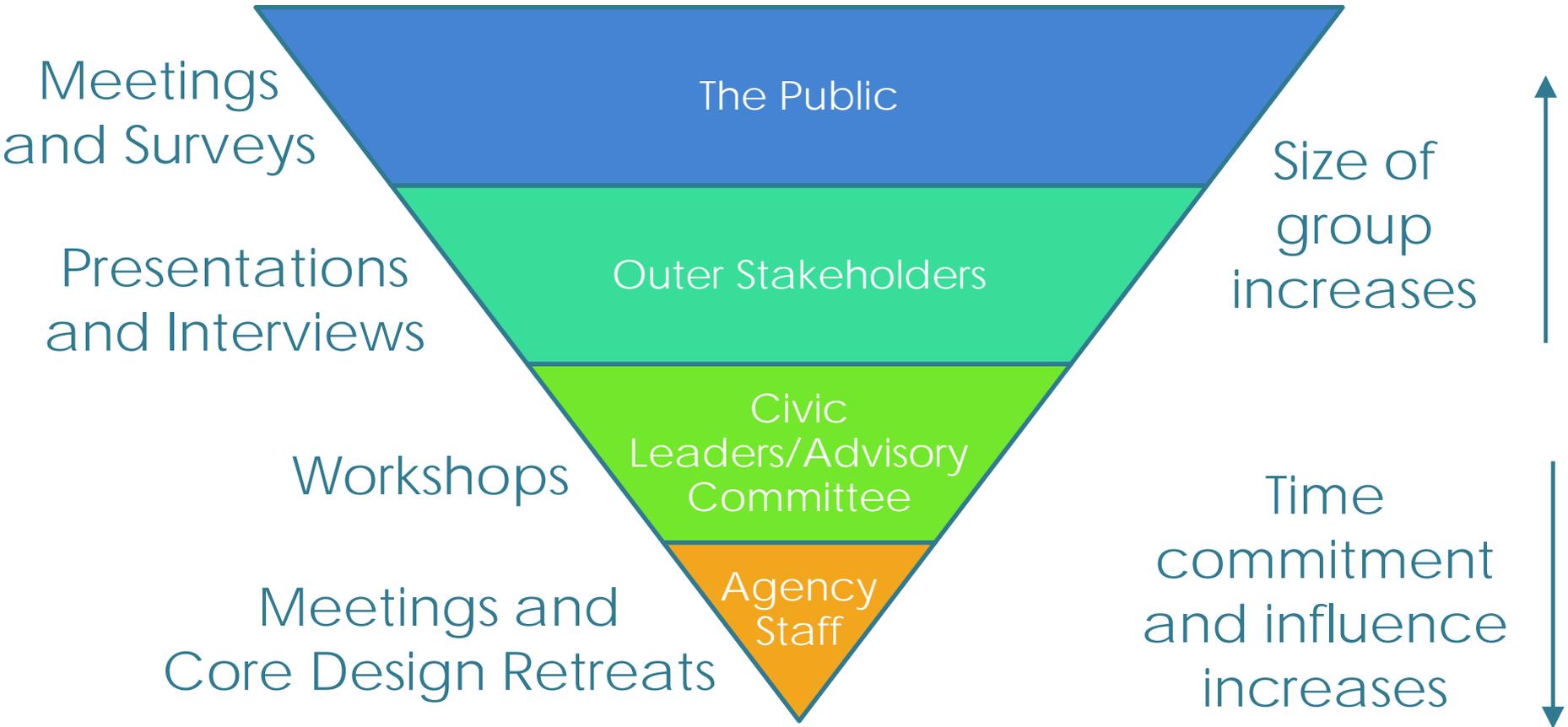
# Public Outreach – Phase I



Community  
Input

- Advisory Committee members: 76
- Attendees at the Kick-Off meeting: 550
- Community meetings held: 90+
- Online video views : 9,000+
- @waketranisit Twitter followers: 423
- Twitter users that used #waketranisit: 62
- Surveys completed: 4,000

# Public Engagement Idea



# Advisory Committee

Community  
Input

- December 2014
- January 2015
- April 2015
- October 2015

Town/City Councils

Residents

NC Justice Center

Chambers of Commerce

ITT Tech

Dorcas Ministries

Transit Riders

Commissioners

Town/City Managers

Mayors

Planning Boards

Raleigh Passenger Rail  
Task Force

Transit Authorities and  
Agencies

Businesses

New Bern Avenue  
Corridor Alliance

Neighborhood Groups

Real Estate Agents

Southeast Raleigh  
Advocates

DHHS NC

Alliance of Disability  
Advocates

NC Legislature

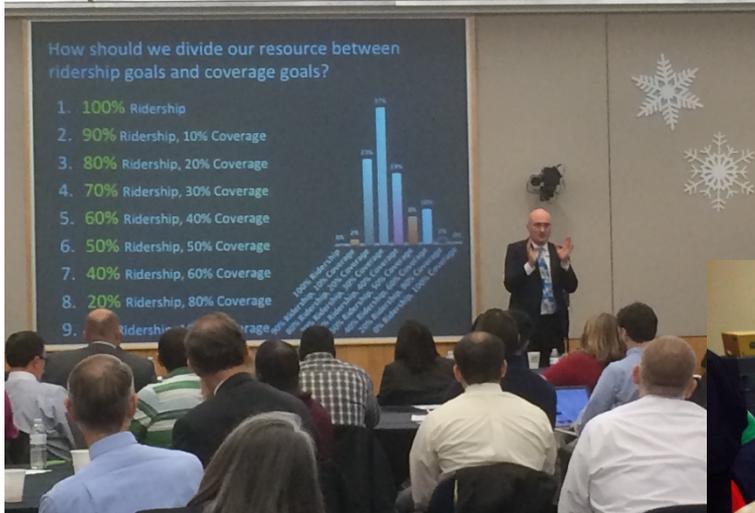
NC State University

RDU

State of North Carolina

# Advisory Committee

Community  
Input



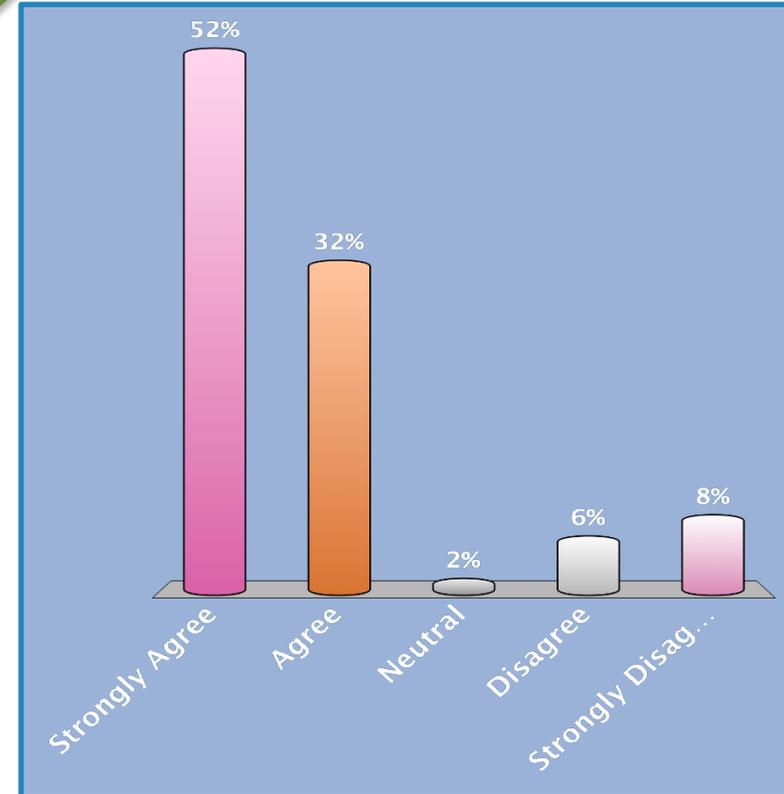
# Advisory Committee Polling

Example:

"Commuter Rail from Garner to Durham should be included in the High Infrastructure scenario."

Community Input

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



# Infrastructure Education

4 Example Alternatives

**LIGHT RAIL**

**PEAK SERVICE COMMUTER RAIL**

**REGIONAL RAIL**

**CORRIDOR BASED BRT**

**Proposed Characteristics**

- FRA-...
- track...
- Freq...
- Avera...
- Static...
- 1 - 5 m...

**Examples**

- Trinity Express
- A Train
- A Line
- Line C
- Capit...
- (Aust...

**Proposed Characteristics**

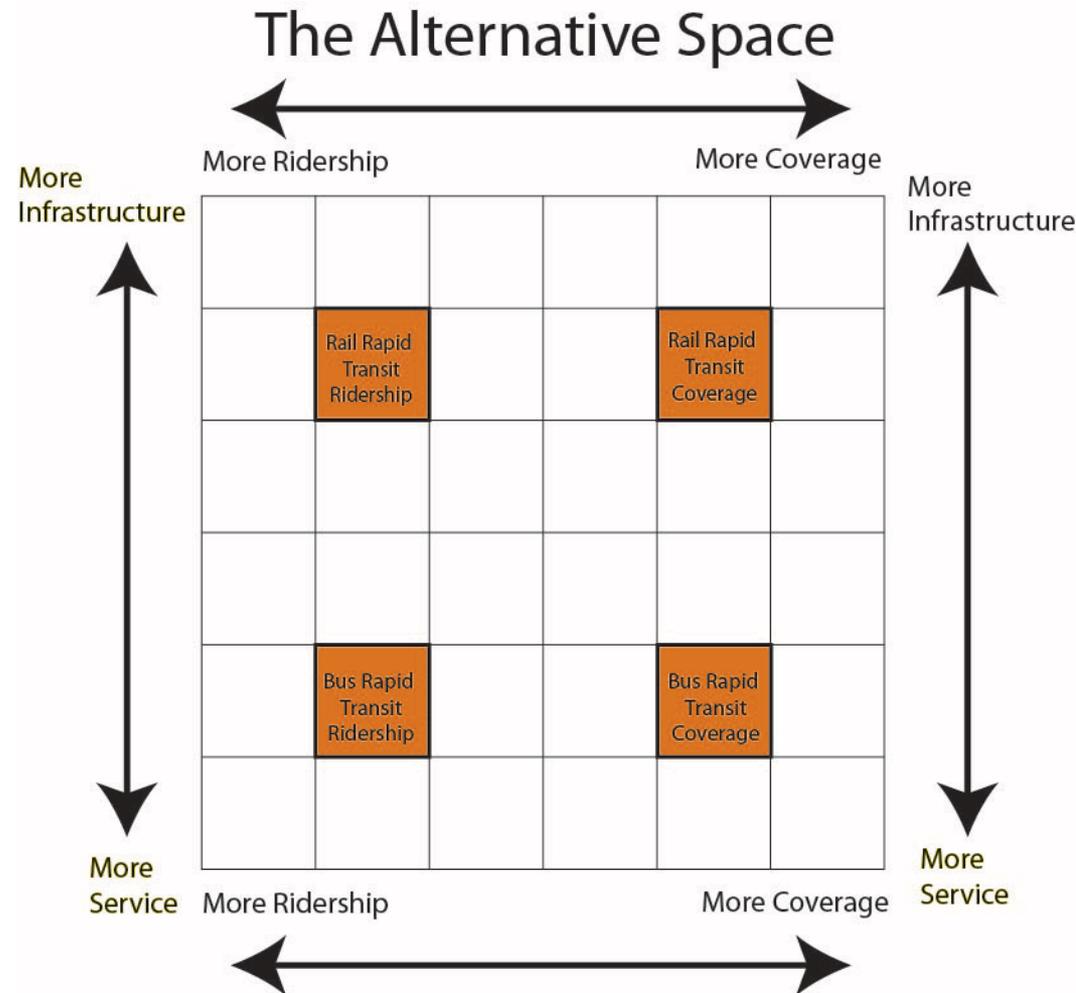
- The majority of the corridor operates in mixed vehicle traffic with portions of dedicated lanes, includes features such as defined stations, traffic signal priority, short headway, etc.

# Bus Rapid Transit

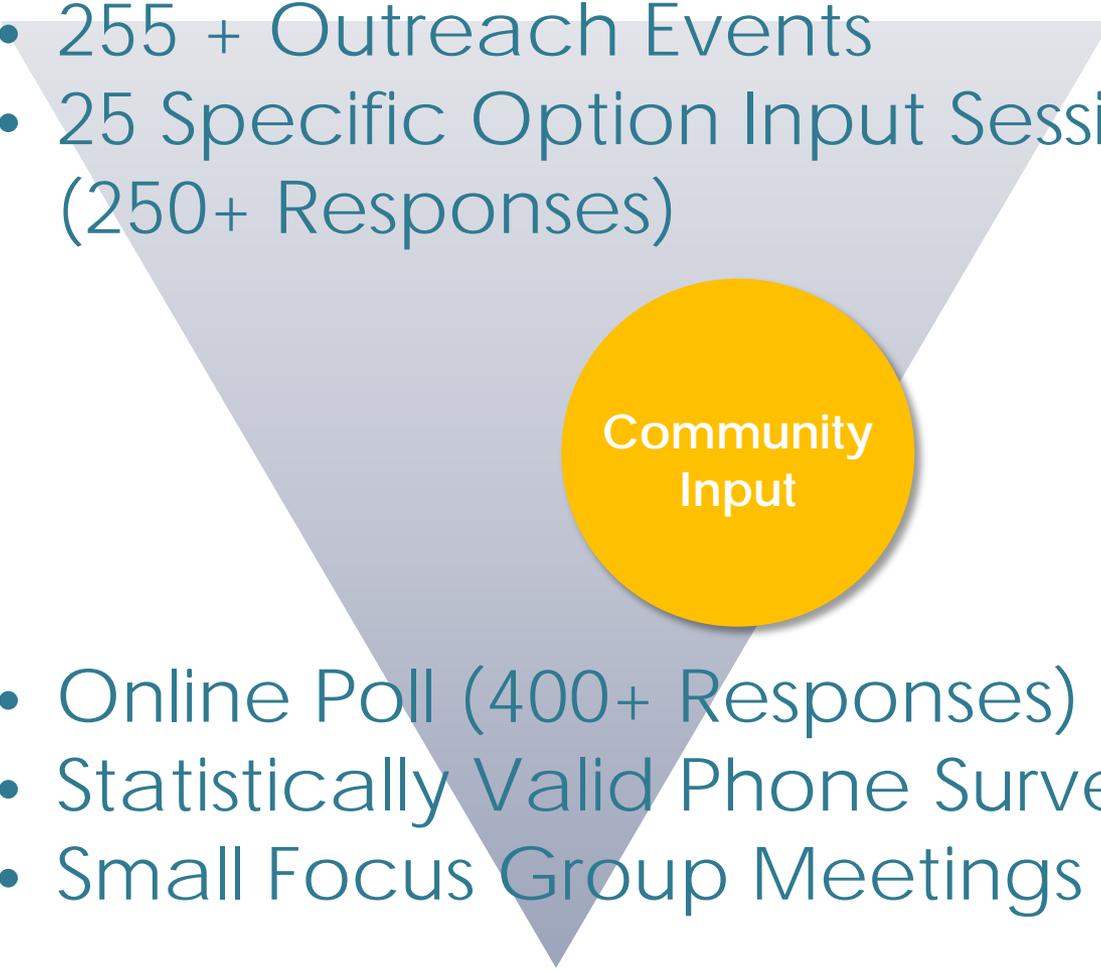


# Applying the Trade-Offs

4 Example Alternatives



# Community Input – Phase II

- 255 + Outreach Events
  - 25 Specific Option Input Sessions (250+ Responses)
- 
- Community Input
- Online Poll (400+ Responses)
  - Statistically Valid Phone Survey (550+ Responses)
  - Small Focus Group Meetings

# Recommended Plan

## Four Big Moves:

- Stronger regional connections
- Connections to all communities
- Frequent, Reliable Bus Service in Urban Areas
- Enhanced access to transit



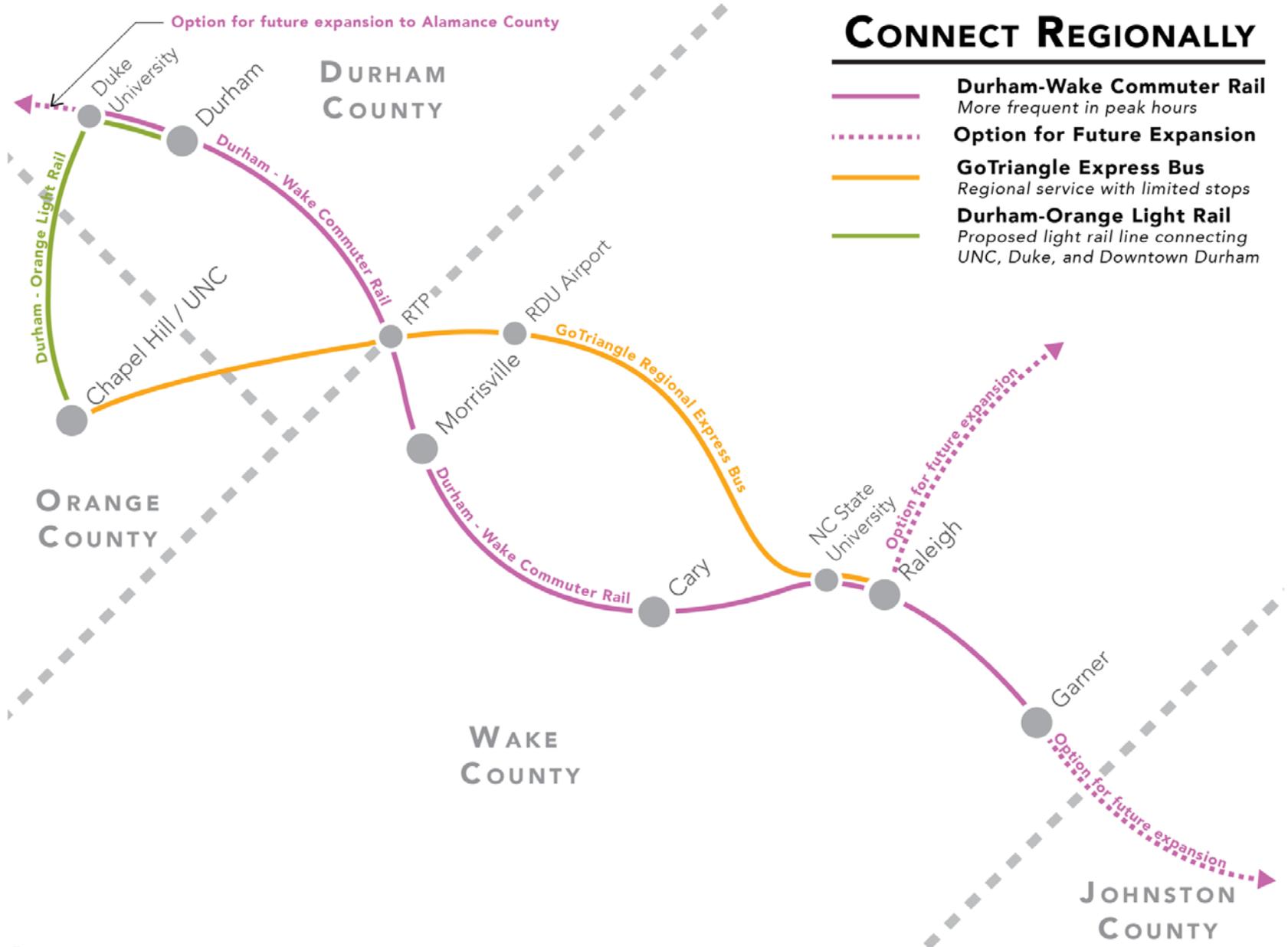
Recommended  
Transit Plan

## Key Elements:

- Commuter rail
- Bus rapid transit
- Frequent network
- Expanded local bus

# CONNECT REGIONALLY

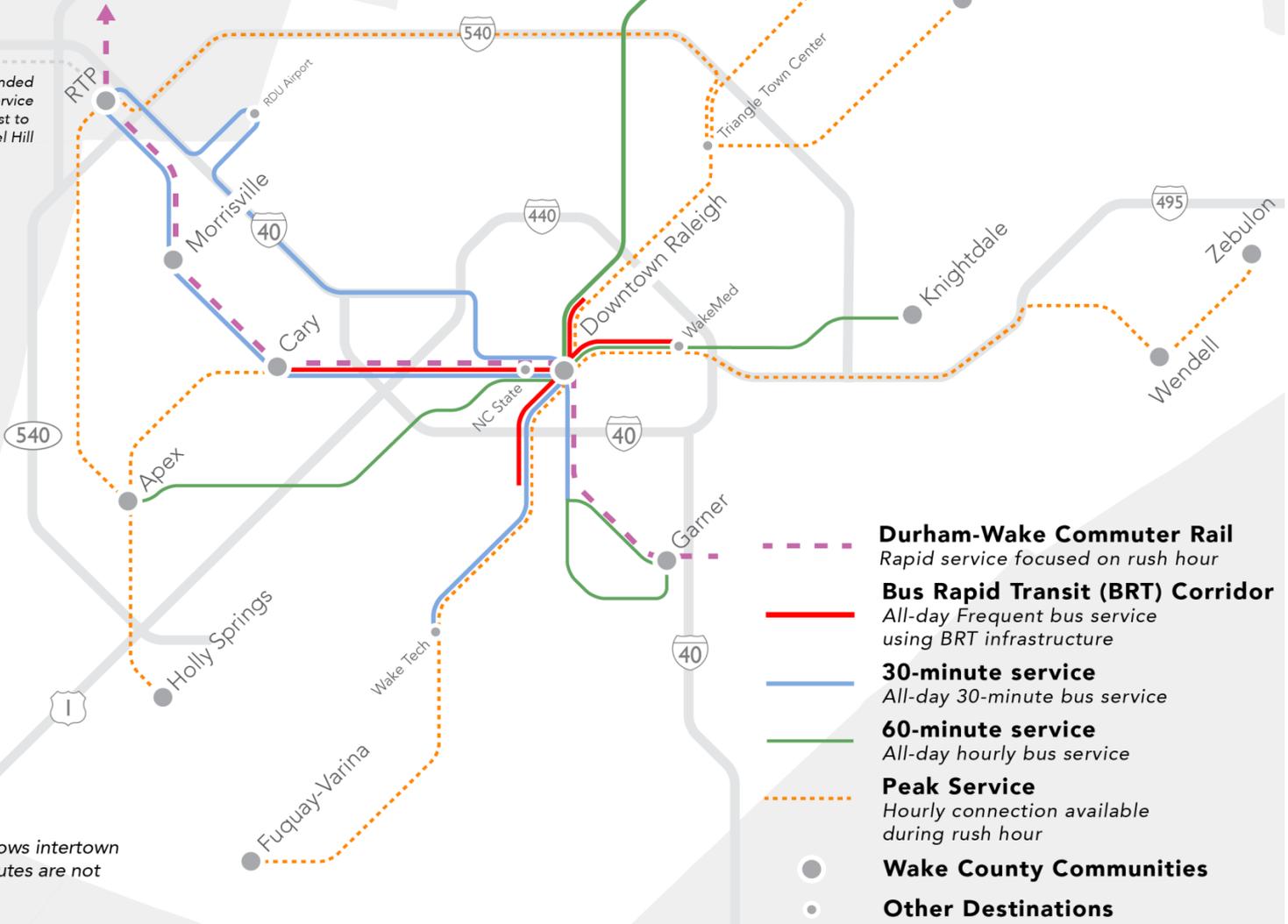
-  **Durham-Wake Commuter Rail**  
*More frequent in peak hours*
-  **Option for Future Expansion**
-  **GoTriangle Express Bus**  
*Regional service with limited stops*
-  **Durham-Orange Light Rail**  
*Proposed light rail line connecting UNC, Duke, and Downtown Durham*



# CONNECT ALL WAKE COUNTY COMMUNITIES

Durham

Locally funded express service continues west to Chapel Hill



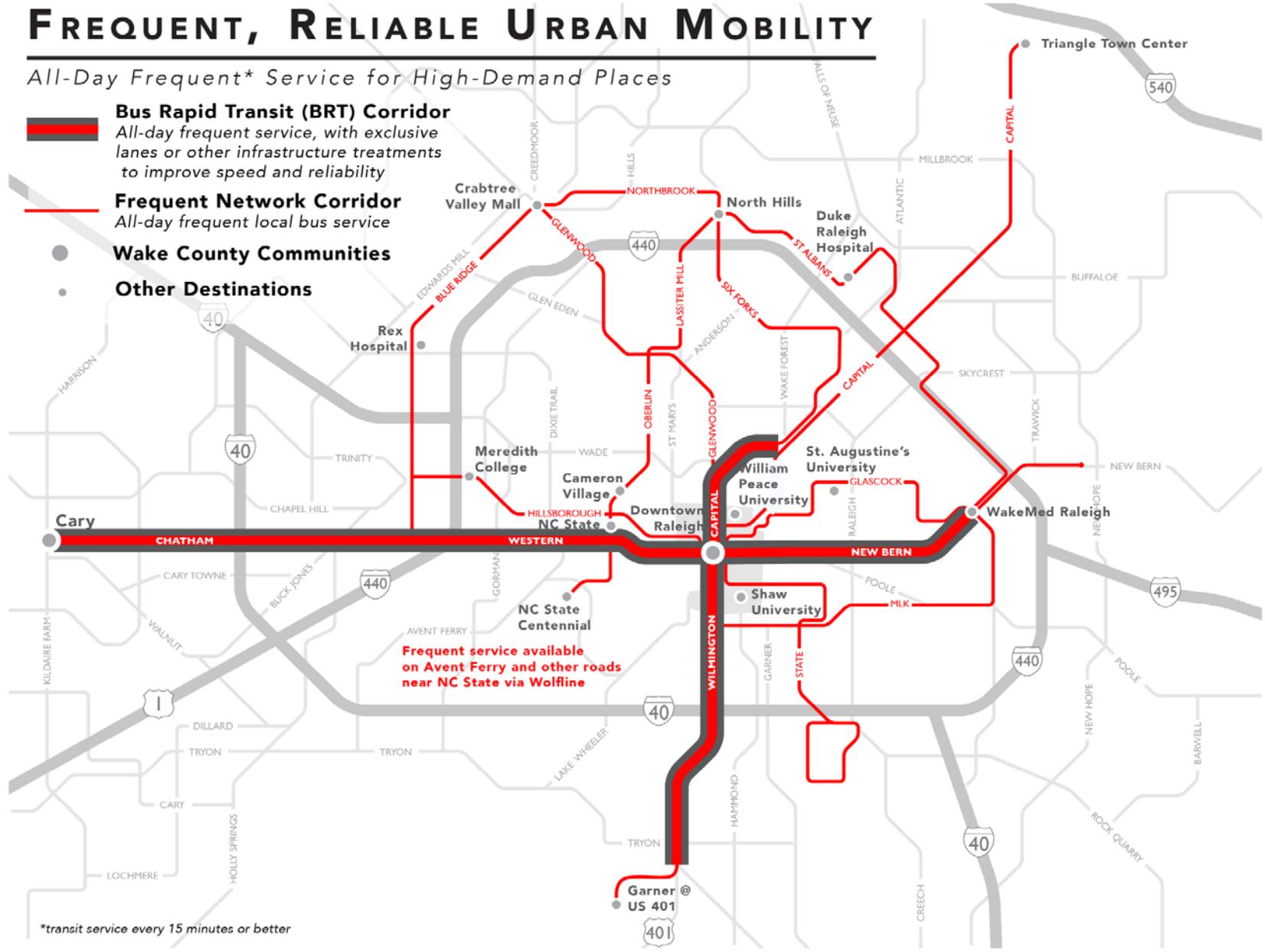
- Durham-Wake Commuter Rail**  
Rapid service focused on rush hour
- Bus Rapid Transit (BRT) Corridor**  
All-day Frequent bus service using BRT infrastructure
- 30-minute service**  
All-day 30-minute bus service
- 60-minute service**  
All-day hourly bus service
- Peak Service**  
Hourly connection available during rush hour
- Wake County Communities**
- Other Destinations**

Note: this map shows intertown links only; local routes are not shown.

# FREQUENT, RELIABLE URBAN MOBILITY

All-Day Frequent\* Service for High-Demand Places

-  **Bus Rapid Transit (BRT) Corridor**  
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability
-  **Frequent Network Corridor**  
All-day frequent local bus service
-  **Wake County Communities**
-  **Other Destinations**



Frequent service available on Avent Ferry and other roads near NC State via Wolfline

\*transit service every 15 minutes or better

# ENHANCED ACCESS TO TRANSIT



## Areas Close to Fixed-Route Service

Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.



## Flexible Service Area

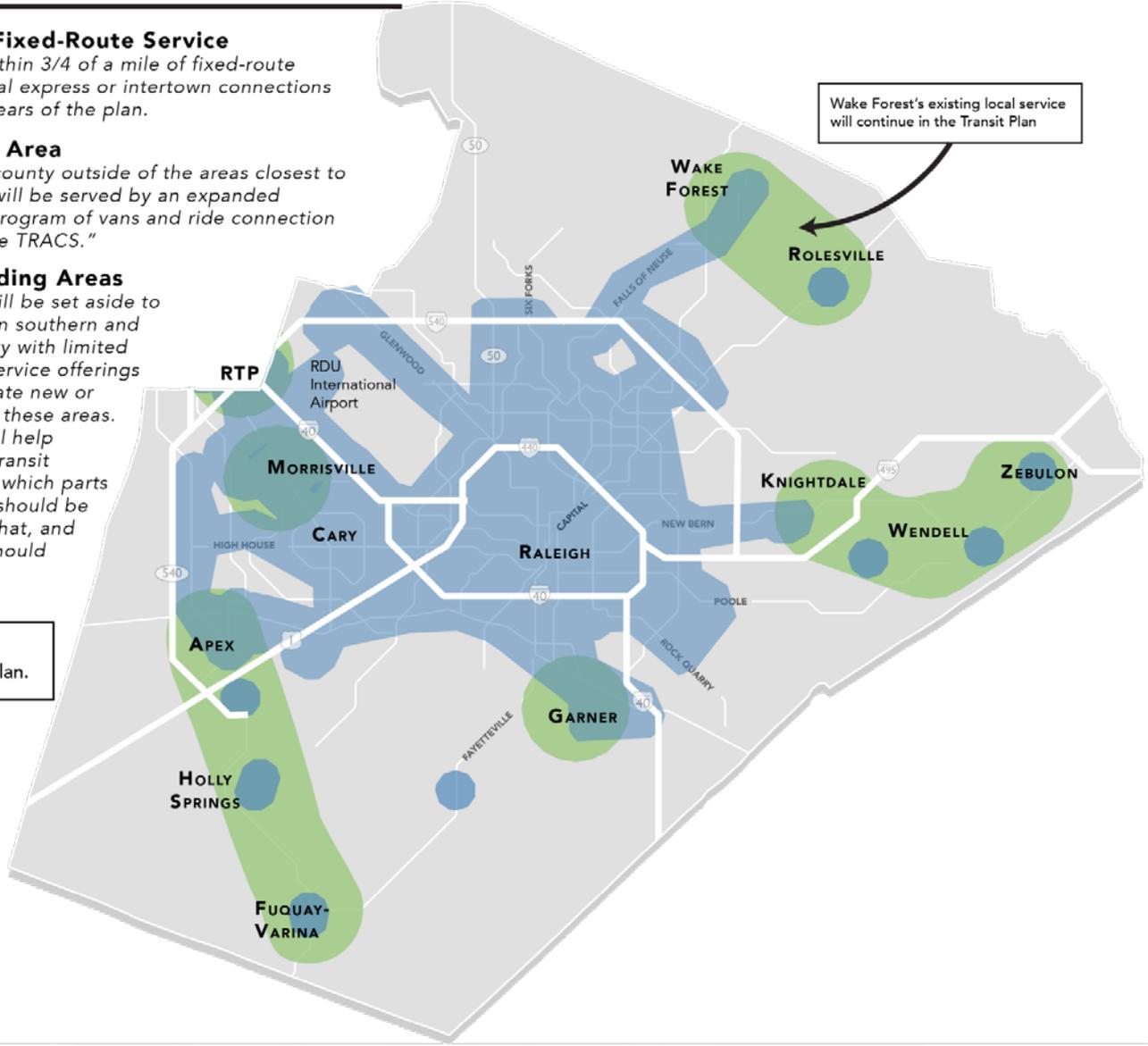
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."



## Community Funding Areas

Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

Existing bus service will be roughly tripled in the Transit Plan.



# Lessons Learned

- Broad support is possible!
- Education – from the beginning – was key to support and consensus.
- Approach the technical issues like a story.
- Utilize your steering committee:
  - Educate
  - Understand trade-offs
  - Vote early and often



Wake  
TRANSIT

# Connect with us!

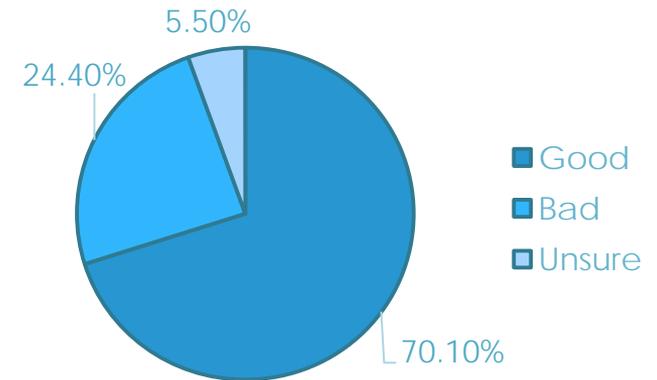
WakeTransit.com @waketransit #waketransit

Tim Gardiner,  
Tim.Gardiner@wakegov.com

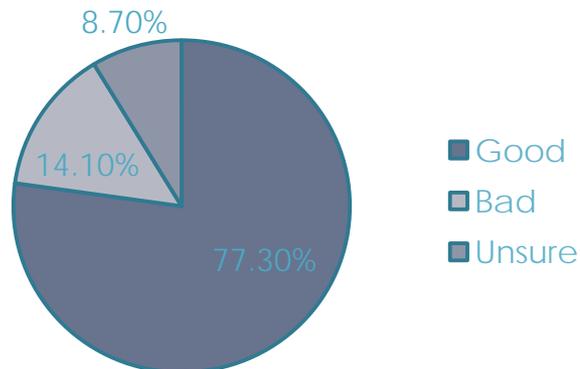
Richard Adams,  
Richard.Adams@Kimley-horn.com

# Poll Example: Is it a good or bad idea to...

Build peak period rail service from  
downtown Raleigh towards RTP?



Expand existing bus services  
(i.e., more routes, frequent  
pick-up times, bypass lanes)?



Construct a BRT system?

