

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

June 9, 2021

9:30 AM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Ben Howell, TPAC Chair

II. Adjustments to the Agenda

Ben Howell, TPAC Chair

III. General Public or Agency Comment

Ben Howell, TPAC Chair

IV. Wake Bus Plan Update: Scope and Schedule

Attachment A

Jenny Green, GoTriangle

Bus Plans and Short-Range Transit Plans Scope and Schedule Overview

Transit Planning Advisory Committee

June 9, 2021

Jennifer Green

GoTriangle

Transit Service Planning Supervisor

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Purpose and Outcomes

What are we trying to achieve?

- Confirm projects funded by Wake Transit continue to support the Four Big Moves
- Revise projects to respond to changes in travel needs
- Inform the FY24 Work Plan project submittals (due Oct 2022)

Why now?

- Every 4 years, update service and capital plans to respond to changes in land use, ridership trends, or other changes to commuting patterns
- Follows adoption of the Wake Transit Plan Update

Project Overview

- GoTriangle is lead agency to coordinate development of bus service implementation plans in Wake, but also in Durham and Orange counties
- Builds on recent and anticipated updates to county transit plans
- Define implementation details for bus projects identified in transit plans for FY 2024-2027
 - A unique planning effort to evaluate markets and route performance to confirm that projects are responsive to changes in travel needs
- Determine phasing of projects in FY 2028-2030

Major Deliverables

- Multi-year operating and capital plan for Wake Transit and Durham Transit for fiscal years 2024-2030
 - Approval by Governing Boards required
- Six (6) Short Range Transit Plans for fiscal years 2024 through 2027 for transit providers:
 - GoRaleigh, GoCary, GoWake Access, GoTriangle
 - GoDurham, GoDurham Access

Other Deliverables

- Regional Service Assessment
 - Market Analysis
 - Route Performance Evaluation
 - COVID-19 Scenario Planning and Impacts
 - Wake Gap Analysis
- Access to Transit Gap Analysis and Priorities Assessment
- Public Engagement Plan
- Project Prioritization Policy and Service Standards, if needed

The Community Engagement Plan will be developed with consultant, project management team and outreach committee around three phases:

Phase 1 Engagement: Access to Transit Projects

Present initial findings on Access to Transit Gap Analysis

Engage with community to better understand needs and priorities, which will support the prioritization of Access to Transit projects



Phase 2 Engagement: Draft Plans

Present draft plans and collect feedback to better understand community impacts of proposed expansion and new projects identified in:

- Short range transit plans for service expansion in FY24-27
- Bus plan projects for FY28-30
- Access to Transit projects



Phase 3 Engagement: Final Draft Plans

Summarize comments received in Phase 2 and how plans have been adjusted

Present final draft plans and collect feedback on projects identified in:

- Short range transit plans for service expansion in FY24-27
- Bus plan projects for FY28-30
- Access to Transit projects

Project Schedule

- Start work in summer 2021
 - Kick off meeting
 - Regional service assessment: Market assessment, route performance evaluation, COVID-19 service impact assessment, gap analysis
 - Public engagement plan
- Final plans by October 2022 for Wake County (15 months)
 - Wake Bus Plan – multi-year operating and capital plans
 - SRTP – GoRaleigh, GoCary, GoWake Access
- Final plans by February 2023 for Durham County and GoTriangle SRTP (20 months)
 - Durham Bus Plan - multi-year operating and capital plans
 - SRTP – GoDurham, GoTriangle, GoDurham Access

Stakeholder involvement

- Project Management Team
- Core Technical Team
- Outreach Team
- Steering committees for agency short range transit plans (TBD)
- Wake County TPAC

Questions?

Jennifer Green

Bus Plan Project Manager

Transit Service Planning Supervisor, GoTriangle

jgreen@gotriangle.org

919-485-7529

IV. Wake Bus Plan Update: Scope and Schedule

Requested Action:

Receive As Information

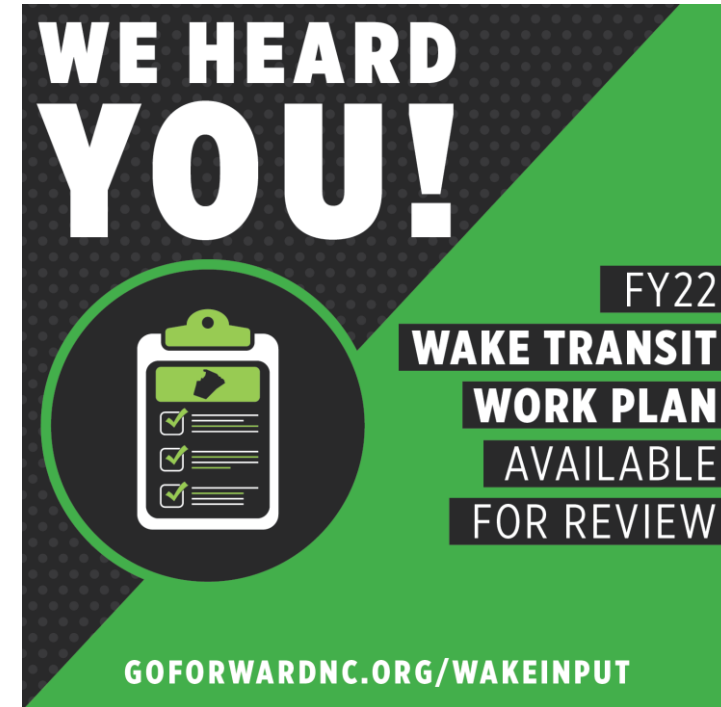
V. FY2022 Wake Transit Work Plan – Public Engagement Summary Report Attachment B

Liz Raskopf, GoTriangle

FY22 Wake Transit Work Plan Public Engagement

Draft: February 19-March 21 + Recommended: April 28-May 27

- 800 flyers
- 42 Tweets
- 8 Facebook Posts
- 8 Instagram Posts
- 17 geotargeted social posts to hard-to-reach populations
- 10 virtual community meetings:
 - Oak City Baptist Church
 - Habitat for Humanity
 - NC Society for Hispanic Professionals
 - Dorcas Ministries
 - StudentU
 - AmeriCorps VISTA
 - Olive Branch Baptist Church
 - Wake Up Wake County
 - Taylor Family YMCA
 - Wake Tech
- Email campaign to >1,100 subscribers
- TPAC partner distribution:
 - Raleigh, Holly Springs, Wake Forest, Cary, Apex, Morrisville, Wendell, Zebulon
- Coverage in local newsletters (58,000 subscribers)
 - RALToday, Downtown Raleigh Alliance, Raleigh Convergence



FY22 Wake Transit Work Plan Public Engagement Results

Social Media

- Twitter: 21,768 impressions; 310 engagements
- Facebook: 1,212 reached; 57 engagements
- Instagram: 781 reached; 30 engagements
- Geo-targeting: 79,205 impressions; 56,665 reached; 348 total link clicks

Website

- 1,549 unique page views
- 2:14 – 3:09 time on page

Comment Box

- 672 views; 16 participants; 5 subscribers; 14 comments



V. FY2022 Wake Transit Work Plan – Public Engagement Summary Report

Requested Action:

Receive As Information

VI. Art Funding Eligibility Policy – Overview and Next Steps

Attachment C

Meghan Finnegan, City of Raleigh

Wake Transit Art Funding Eligibility Policy

TPAC

June 9, 2021

Art Funding Eligibility Policy

Background

- Fall 2020 - TPAC initiated steps toward developing policies and procedures for integrating art into transit projects
- Jan 2021 – Art + Culture Workgroup was formed and tasked with developing a draft policy
- May 2021 – Draft Policy is handed over to Budget & Finance to for review

Examples of Art Integration



City of Raleigh

Vinyl Wrapped Bus Stops

Examples of Art Integration



Town of Garner

**United Arts Council,
Municipal Murals**

Examples of Art Integration

St. Albert, Canada

Historical, Laser Cut Art in Railing



Examples of Art Integration



Dallas, TX

Forest of Light at UT
Southwestern Medical
District



Examples of Art Integration

Lidzbark Warmiski, Poland

Glow Rocks in Multi-Use Path



Examples of Art Integration

Metro Transit, Minneapolis

Concrete Integration &
Wayfinding



Art Funding Eligibility Policy

Workgroup Process

- Peer Review of Art Policies – 11 total (5 local policies)
 - Art policies are common for transit systems
 - 1% funding percentage is typical, though there are ranges
 - Funding sources – percentage of CIP construction costs is most common
 - Scale of art varies, but all kinds are funded

Art Funding Eligibility Policy

Policy Outline

- Informed by the Peer Review & existing Wake Transit processes
- Reiterative process via the Workgroup
- Goal to make policy as simple as possible

1.0 – Introduction

- 1.1. History
- 1.2 Purpose
- 1.3 Goals

2.0 – Eligible Projects

3.0 – Funding

- 3.1 Art Funding Limitations
- 3.2 Other Funding Notes
- 3.3 Artist Retention Fee

4.0 – Policy Administration

- 4.1 Request for Art Funding
- 4.2 Amendment Policy
- 4.3 Retroactivity
- 4.4 Presentation of Art Components
- 4.5 Compliance

5.0 – Reporting and Reimbursements

- 5.1 Quarterly Reporting
- 5.2 Reimbursement Requests

6.0 – Appendix

Art Funding Eligibility Policy

- Policy will help achieve Wake Transit Plan goals to improve rider experience, attract new users, increase overall system ridership and enhance Wake County’s transit network.
- Important to note - *“This policy will be reviewed and updated on the same update schedule as the Wake Transit Plan, approximately every four (4) years.”*

Common Questions

Project Eligibility?	Based <u>only</u> on project type, not project cost
Types of eligible projects	Purpose of the policy is to make sure limited funds allocated for art go to projects/locations that have highest visibility and ridership. Policy will be reevaluated in next WTP update cycle.

Section 1 – Introduction

- History of how and why this policy came into existence, including the role of the workgroup
- Goals of the policy included
- Purpose of the policy – 4 parts:
 - Identify projects that are eligible to receive WT funding for art
 - Set limits on WT funding that can be used for artistic elements
 - Guide WT project sponsors through the process of requesting art funding
 - Provide program staff with info necessary to implement the policy

Art Funding Eligibility Policy

- Project types have been selected because they are highly visible, public – facing facilities
- Eligible project types that have been previously funded, are still eligible for art funding
- Highly debated section, keeping in mind current financial situation

Common Questions

Preliminary art design or mockup needed to approve funding?

No. The policy determines eligibility, it does not judge the merits of different types of art. Project sponsors will simply need to indicate their project’s eligibility, and if they are requesting use of funds for art. The Policy doe

Section 2 – Eligible Projects

- Project can be eligible to use WT funds for art elements, even if project is funded by multiple local agencies
- Project sponsors are not required to take or use WT funds to incorporate art into their eligible projects
- Capital projects for which art is an eligible expense of Wake Transit tax revenues include:
 1. Fixed Guideway Projects (BRT, CRT)
 2. Transit Centers

Art Funding Eligibility Policy

Total Construction Cost	Maximum Amount Eligible for Art
\$1 million to \$50 million	1%
\$50 million to \$100 million	\$500,000 + 0.50% of the amount over \$50 million
Greater than \$100 million	\$750,000 + 0.25% of the amount over \$100 million

Section 3 – Funding

3.1 – Percent for Art

- Art becomes an allowable expense
- Art funds dedicated to the selection, fabrication and installation of works of public art
- Amount of funding eligible to be used is determined by two factors:
 1. Total construction cost of project
 2. Maximum amount set limit for each construction cost range

Art Funding Eligibility Policy

	Total Construction Cost	Percent for Art	Maximum Amount Eligible for Art
Project A	\$49 million	1%	\$490,000
Project B	\$100 million	\$500,000 + 0.50% of the amount over \$50 million	\$750,000
Project C	\$1.8 billion	\$750,000 + 0.25% of the amount over \$100 million	\$5 million

Section 3 – Funding

3.2 – Other Funding Notes

- Maximum amount of funding eligible for art is \$5 million per project, regardless of total construction cost.
- But if calculated max amount is more than \$5 million, project’s max amount will be evaluated on a case-by-case basis through Wake Transit Work Plan development cycle or Work Plan amendment request

Art Funding Eligibility Policy

- Purpose of this section is to enable project sponsors to bring artist on board as a member of the design team
- Example: Artist in Residence programs

Common Questions

If the project is eligible, are project sponsors required to integrate art?

No, it's there if you want it! Also, you may begin the project with the plan on integrating art, and then it's no longer feasible/desired - that's okay too.

Can project sponsors ask for more money than the maximum amount stated?

If more money is needed, project sponsors will need to find another funding source. The only exception is if the project's calculated max amount is over the \$5 million dollar cap. They can request additional funds, but not guaranteed.

Section 3 – Funding

3.3 – Artist Retention Fee

- All project eligible for art funding entitled to \$30k lump sum during preliminary design
- Stand alone allocation, does not count towards funding limitations
- Lump sum would be added to allocation of funds budgeted for release during preliminary design phase

Art Funding Eligibility Policy

New projects,
eligible for use of WT
tax revenue for art



Project funding
request form*



Amendment
request form*

Previously funded
projects, eligible for
use of WT tax
revenue for art



Amendment
request form*

Section 4 – Policy Admin

4.1 – Request for Art Funding

- Project sponsors will request art funding via Wake Transit Work plan project funding request forms, or amendment request forms

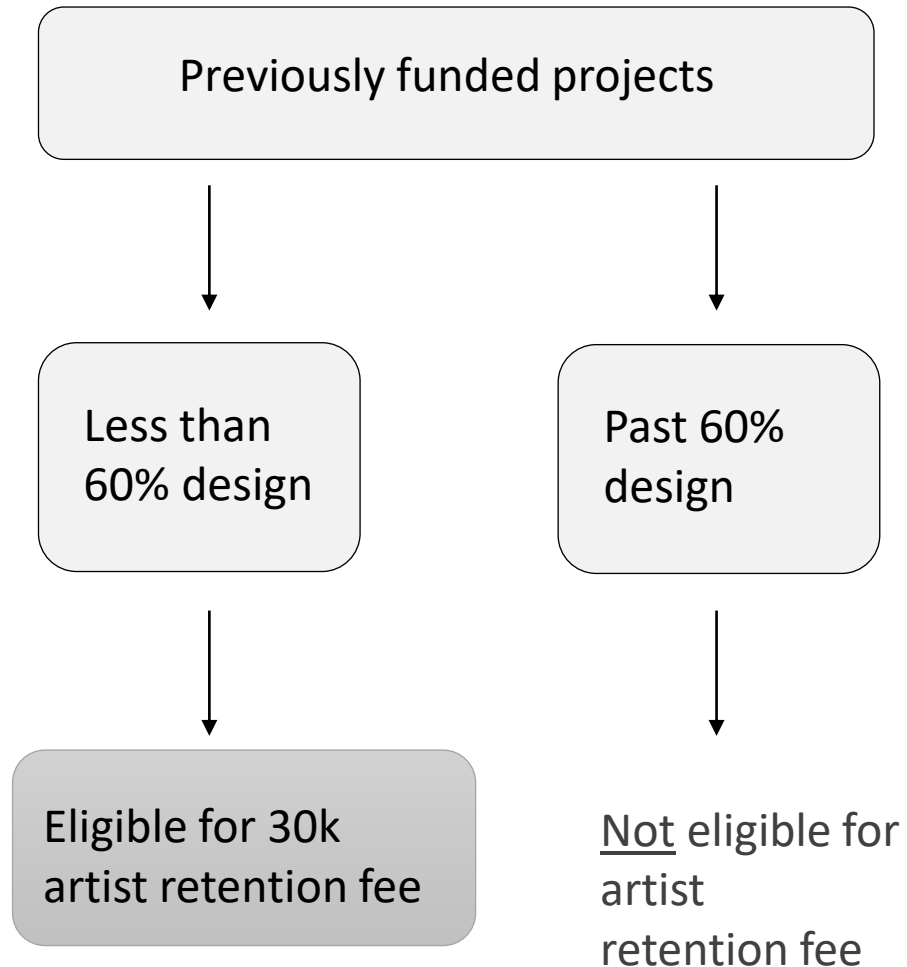
4.2 – Amendment Policy

- If estimated construction cost increases, project sponsor may submit an amendment request detailing the change, and request a recalculation of max amount of funding for art

* TPAC review and consideration

If construction cost increases

Art Funding Eligibility Policy



Section 4 – Policy Admin

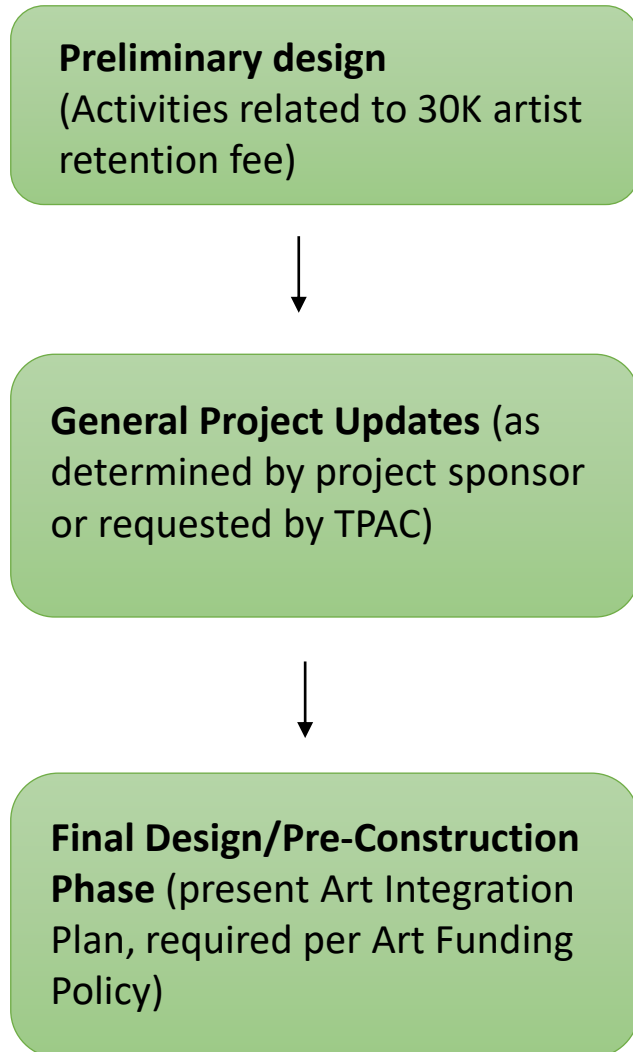
4.3 – Retroactivity

- Projects adopted prior to this policy are still eligible for art funding, subject to limits in this policy
- Projects under 60% design also eligible for 30K artist retention fee

~~4.4 – Presentation of Art Components~~

- ~~• Outline's components of a project's Art Integration Plan, to be presented as updates to TPAC~~

Art Funding Eligibility Policy



Example outline of updates to TPAC

Section 4 – Policy Admin

4.4 – Presentation of Art Components

- Update on art elements as part of standard progress updates to TPAC
- Outline's components of a project's Art Integration Plan, to be presented as updates to TPAC:
 - Name and Background of Artist(s)
 - Role of Artist(s)
 - Summary of community engagement activities
 - Description of the Art
 - Maintenance Plan
 - Location(s) of art installation(s)

Art Funding Eligibility Policy

Common Questions

Reporting?

Reporting built into existing process – no new procedures.

Quarterly reporting forms will include art updates & deliverables once policy is adopted. Otherwise, updates when appropriate or requested by TPAC. Policy only specifically requires sponsors to present Art Integration Plan during final design update to TPAC.

Section 5 – Reporting and Reimbursements

5.1 – Quarterly Reporting

- Project activities related to art should be included in “Project Status Updates” section of the quarterly progress report form

5.2 – Reimbursement Requests

- Project sponsors will be required to internally monitor their art funding allocations
- Quarterly reporting to tax district admin

Art Funding Eligibility Policy: Next Steps

<i>May 28</i>	<i>Budget & Finance Subcommittee – Info Item</i>
<i>June 4</i>	<i>Comment Period for B&F Ends</i>
June 9	TPAC meeting – Info Item
June 17	Budget & Finance Subcommittee – Action Item
Aug 11	TPAC meeting – Action Item

*Anticipate governing boards to consider policy for adoption in September 2021



Examples of Art Integration

Sun Link, Tucson, AZ

**LithoMosaic
Concrete Integration**

Examples of Art Integration

**Darling Harbour
in Sydney,
Australia**

**Concrete
Integration &
Wayfinding**



Examples of Art Integration

City of Raleigh

Union Station Plaza Canopy



Examples of Art Integration

96th Street Station
New York, NY

Digital Printing
onto Porcelain Tiles



Examples of Art Integration

**Coxe Avenue,
Asheville, NC**

Street Mural





Examples of Art Integration

3rd Street Station LYNX Blue Line, Light Installation

Examples of Art Integration

**Magic Carpet Murals
along Rail Trail**

Charlotte, NC



Examples of Art Integration

**Knoxville Steps for the City
of Knoxville, TN**

Concrete Art



VI. Art Funding Eligibility Policy – Overview and Next Steps

Requested Action:

Receive As Information

VII. Wake BRT Program Update

Mila Vega, City of Raleigh

City of Raleigh

Wake Bus Rapid Transit (BRT) System Standards Update

TPAC

June 9, 2021



Raleigh



Wake BRT Program Overview

Northern Corridor

STATUS: Pre – Planning Complete

NEXT STEPS: Route Selection (2021)

Western Corridor

STATUS: Preliminary Design

NEXT STEPS: Anticipated Final Design (2023)

Anticipated Construction (2024)

Anticipated Service (2027)

New Bern Ave Corridor

STATUS: Advance Design

NEXT STEPS: Construction Start (2022)

Anticipated Service (2024)

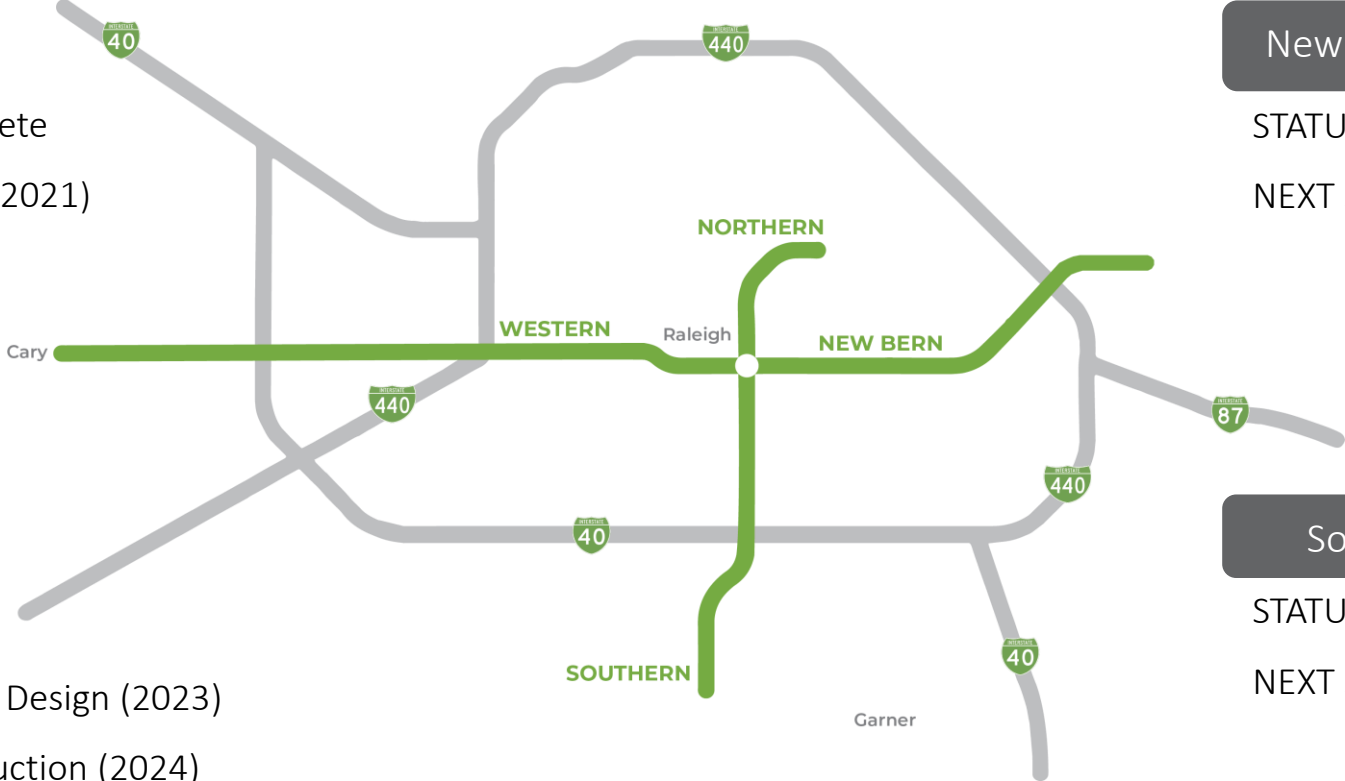
Southern Corridor

STATUS: Preliminary Design

NEXT STEPS: Anticipated Final Design (2024)

Anticipated Construction (2025)

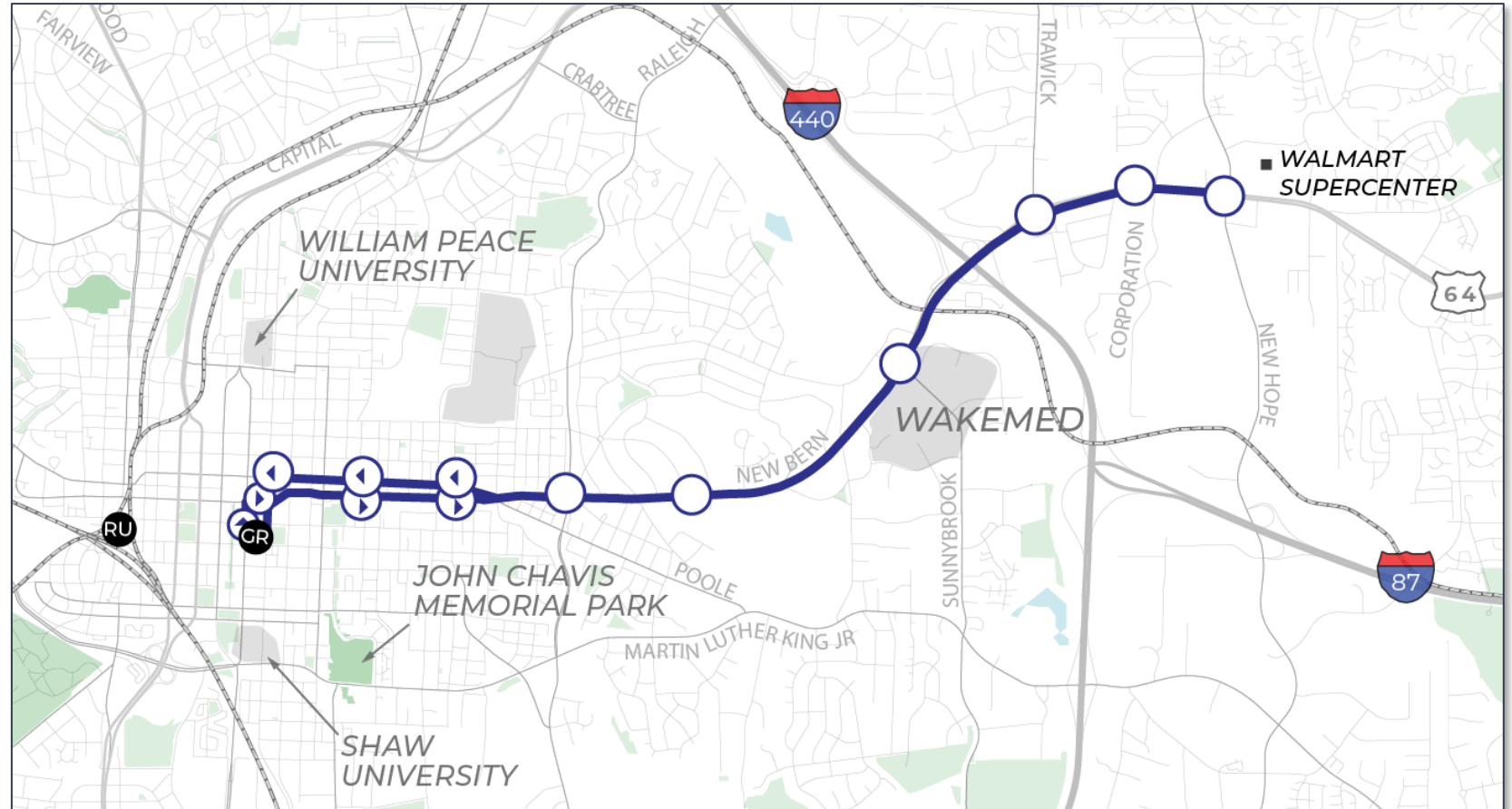
Anticipated Service (2027)



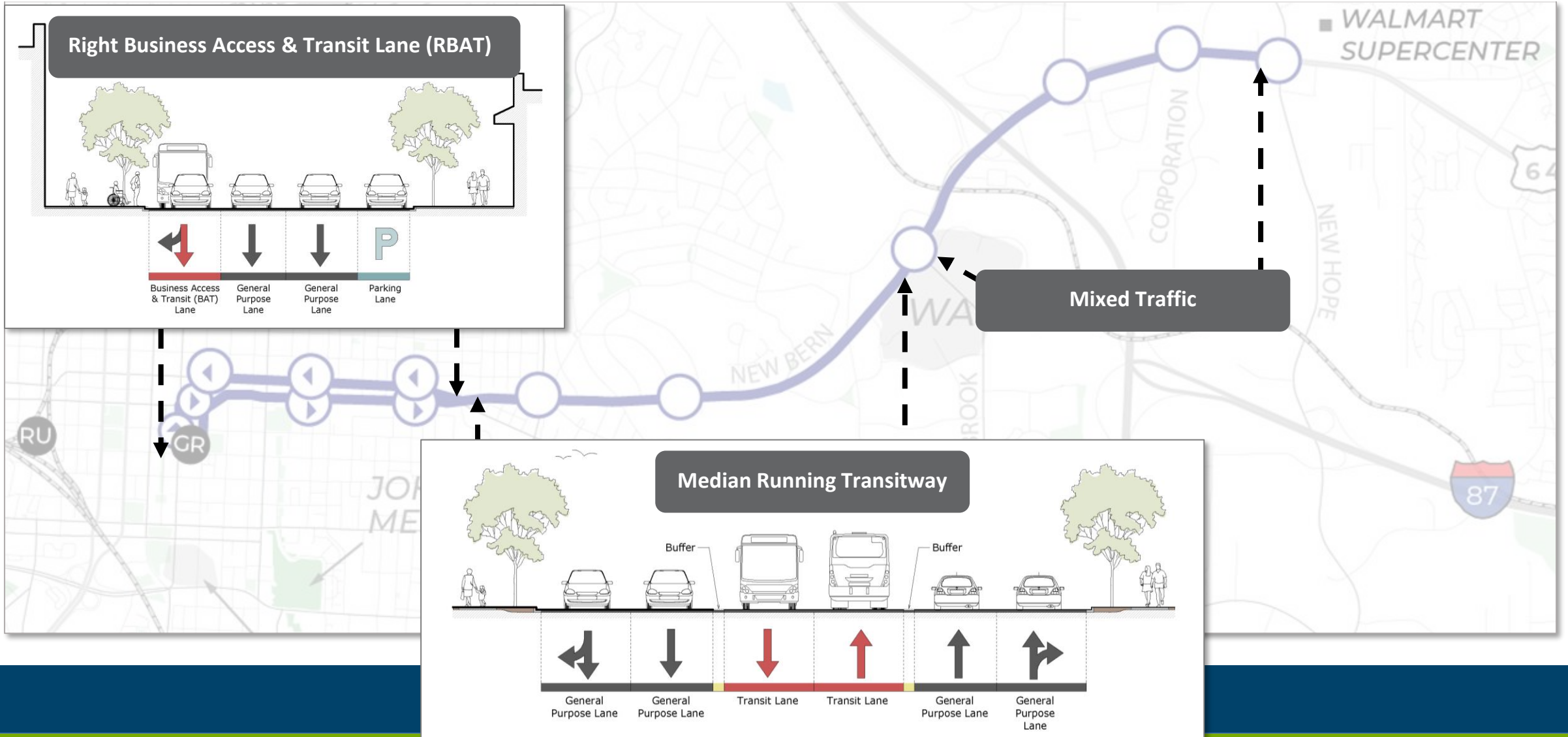
Wake BRT: New Bern Avenue

New Bern Avenue corridor from downtown Raleigh to New Hope Road

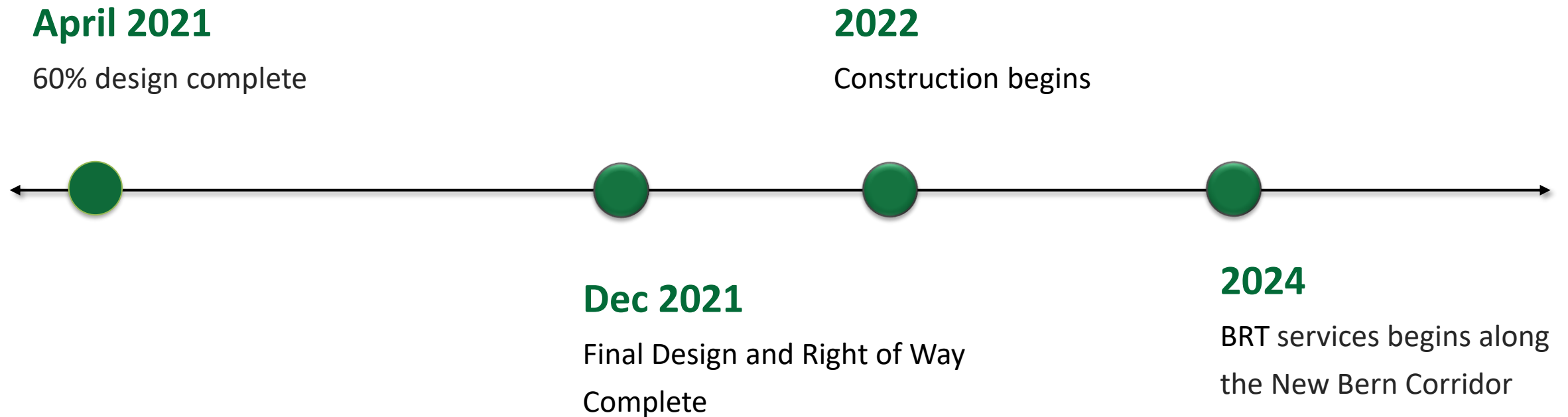
- Approximately 5.1 miles
- 19 BRT station platforms
- 3.3 miles of dedicated transit lanes
- Transit Signal Priority (TSP) at signalized intersections



Wake BRT: New Bern Ave BRT Runningway



Wake BRT: New Bern Avenue



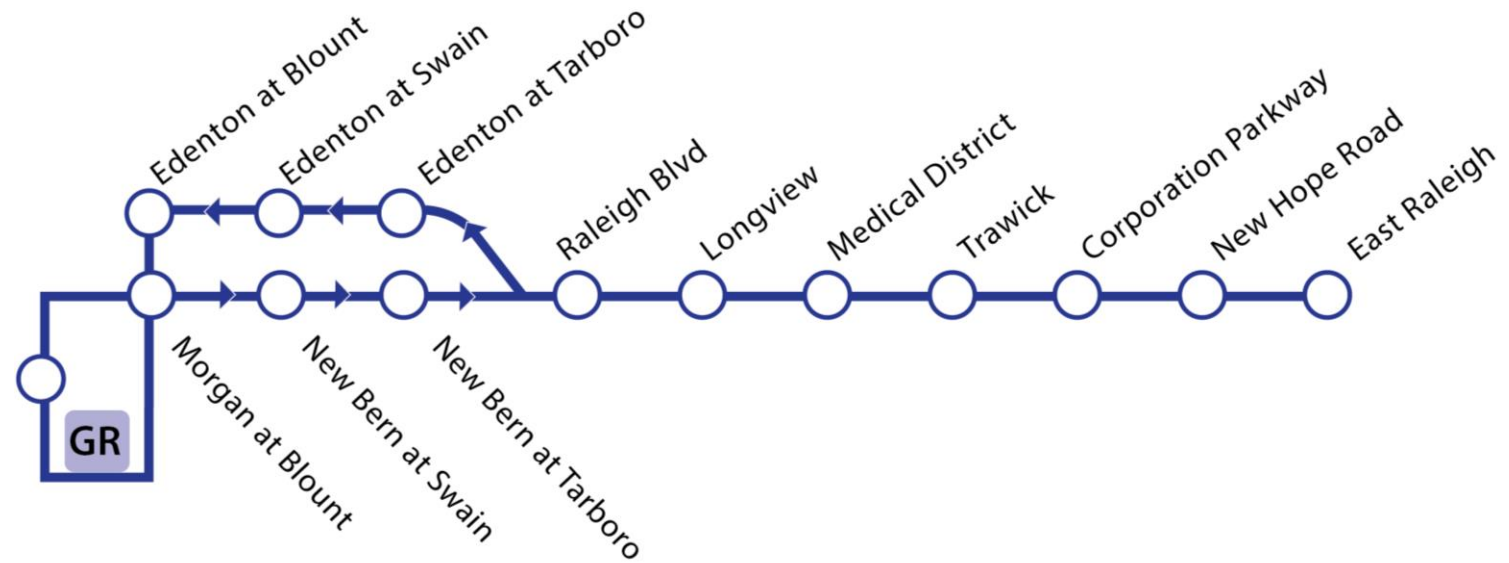
NOTE: Schedule will be updated at key milestones and is subject to change.

Construction and BRT service is contingent on Federal funding approval

Wake BRT System Standards

Naming Conventions

- Important that names are clear and concise
- Easy for people to locate via cross streets
- Logistically, can fit on vertical station elements



Wake BRT Station Design Process

Fall 2020

Peer Review and Station
Design Visual Preference
Survey

Spring 2021

Advance Design Concepts &
Survey #2

Fall 2020 – Spring 2021

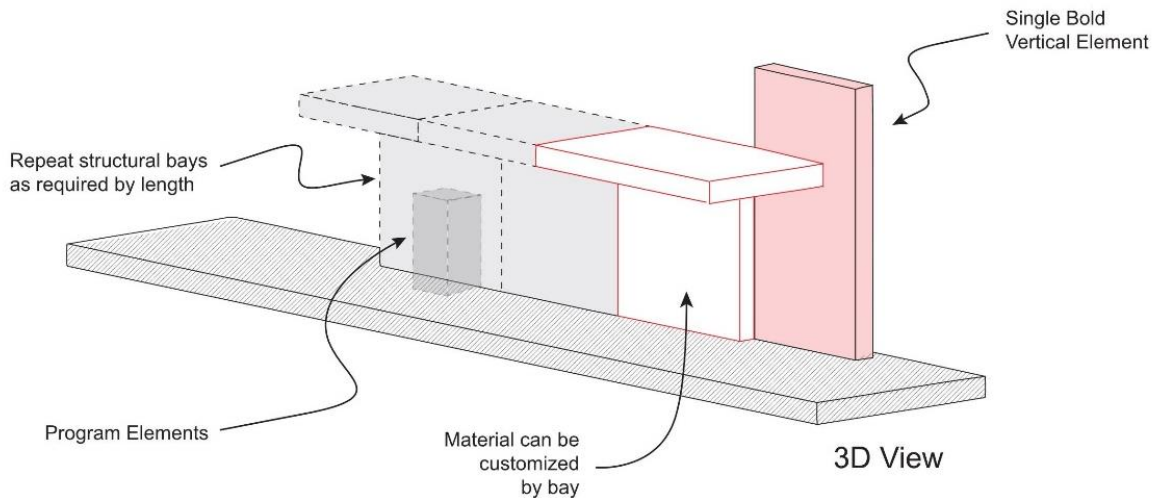
3 Workshops with Municipal Partners
and Project Management Team

Summer 2021

Final Station Design



Wake BRT Station Design



1

UNIFORMITY

Some elements of stations to be the same for uniformity, but provide an opportunity for some unique elements

2

SCALE

Design should be able to scale up/down depending on context

3

EXISTING STYLE

BRT stations should fit into current transit style

4

OPERATION & MAINTENANCE

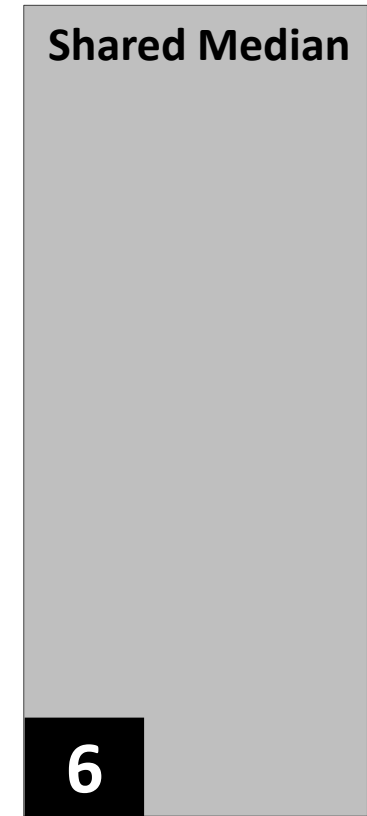
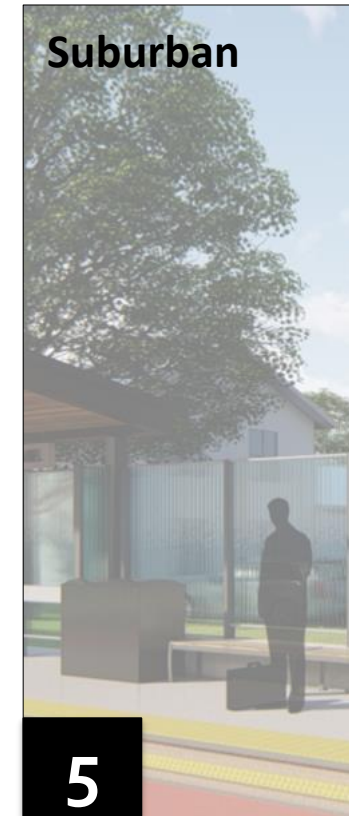
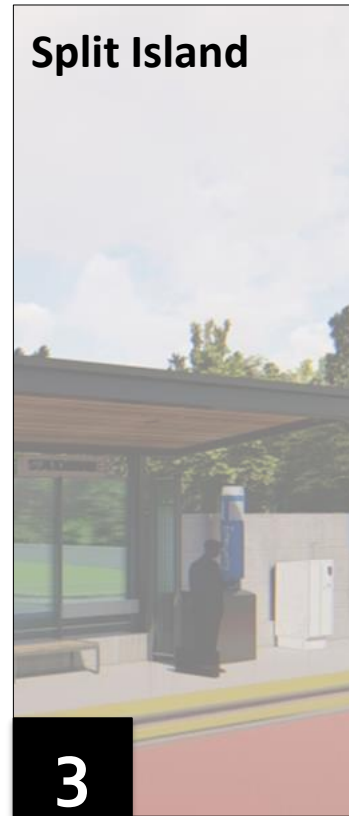
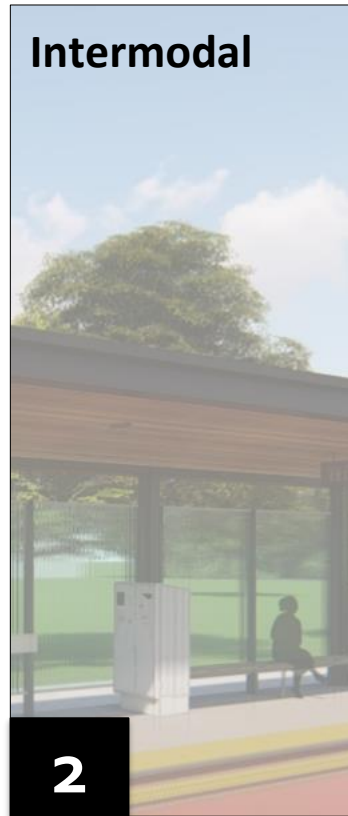
Use materials easy to obtain or replace if needed

5

COST

Design should be fiscally responsible

Wake BRT Station Types



Wake BRT Station Design



Conceptual rendering of Wake BRT station Split Island Station Type

Station Amenities

- Seating
- Weather protection
- ADA accessible boarding
- Digital signage
- Trash & recycling
- Real time arrival information
- Off – board ticketing
- Emergency phone
- Art integration
- USB Outlets for Charging

Wake BRT Station Design *Feedback*

Opportunity



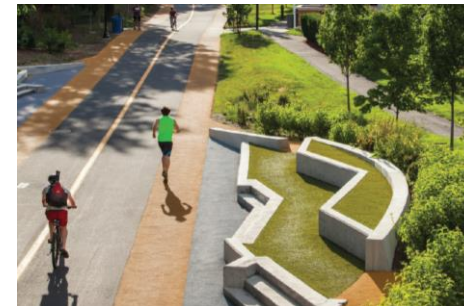
Wake BRT: Artist In Residence

Scope

- Dare Coulter chosen as the Artist In Residence, to assist with art integration into the Wake BRT program
- Along New Bern Avenue – work with community to create conceptual ideas and inspiration
- On a System Level – working with design team to identify “blank canvases” for art integration

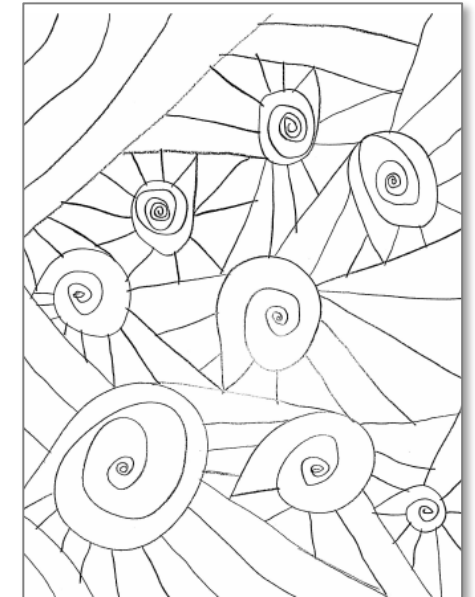
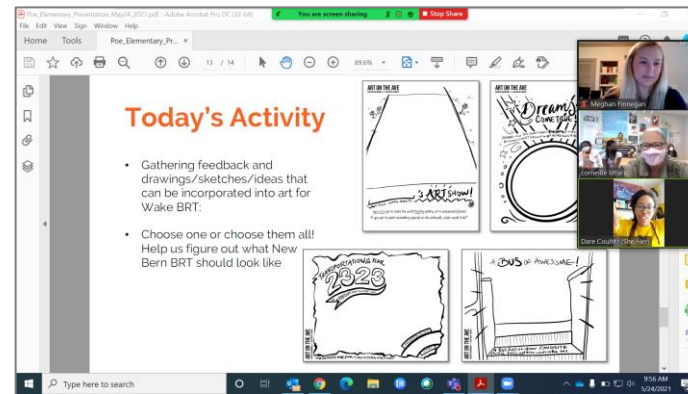
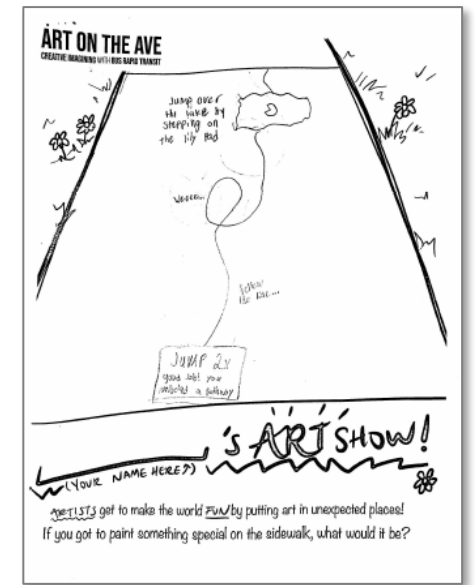
Next Steps

- Analyze feedback and input from residents & stakeholders on types of art and themes



Wake BRT: Artist In Residence

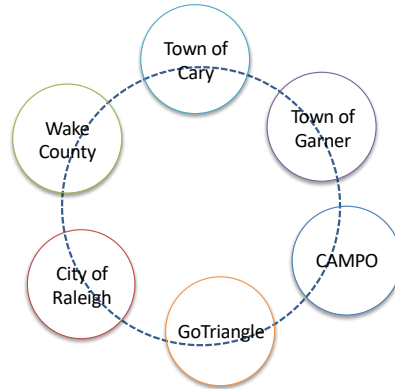
- Virtual meeting with Poe Elementary art class
- Students answered prompts related to art integration – ideas will be available to artists for inspiration for New Bern BRT
- Ideas shared include:
 - Portraits of NC
 - NC endangered species
 - 4 seasons of NC
 - Dogs & “save a bee”



Wake BRT Branding Process

Summer 2020

Research & Peer Review
Creation of Branding
Technical Committee



Spring 2021

Current Design Concept &
Branding Survey #2

Fall 2020 – Spring 2021

Branding Survey #1 &
Workshops with Municipal Partners
& Branding Technical Committee

Summer 2021

Final Branding Design
Concepts



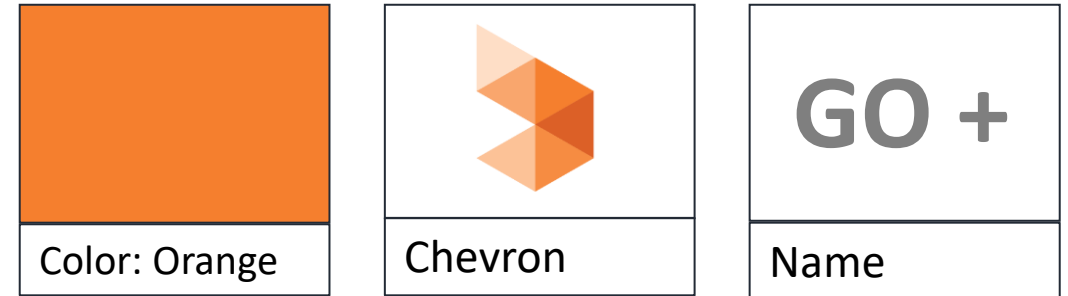
Wake BRT Branding

Concepts

- ✓ Refinement of concepts with Branding Technical Committee (Wake County, Town of Cary, Town of Garner, GoTriangle, CAMPO and City of Raleigh)
- ✓ Decision to pursue an extension of the “Go” brand
- ✓ Feedback gathered through Spring 2021 VOH

Next Steps

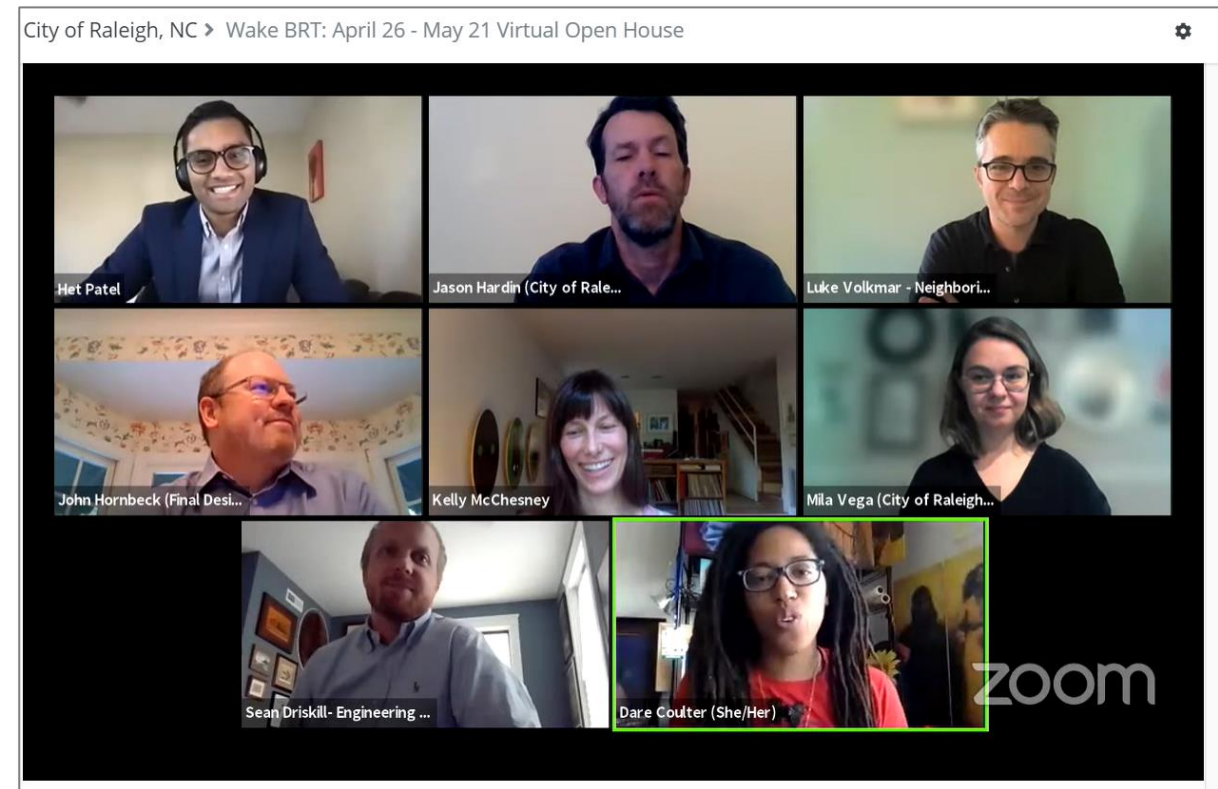
- Collect & analyze the public feedback
- Develop final brand recommendation and guidelines, including final logo, color palette and fonts.



Wake BRT Public Engagement Update

Spring 2021 Virtual Open House

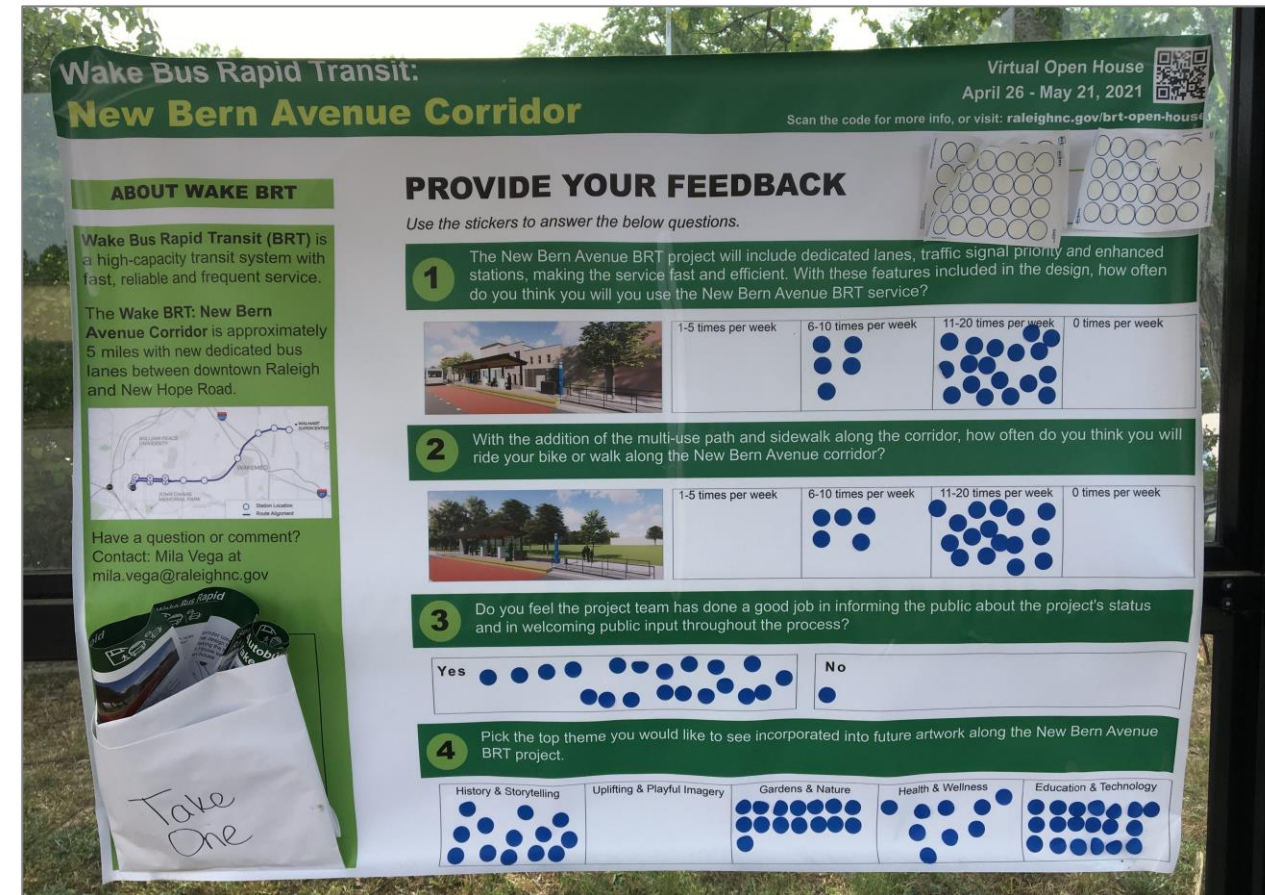
- Online webpage, pre-recorded presentation videos for BRT corridors, Station Design, Branding, Western Blvd Corridor Study and Artist in Residence (AIR) program
- April 26 – May 21
 - 2,426 site views
- 3 Live Q&A sessions
 - 100+ total viewers during the events
- 3 Corridor Surveys
 - 350+ responses total



Wake BRT Public Engagement Update

Non – Virtual Components

- 40-yard signs placed for advertisement
- 10 total polling boards placed along the corridors, at existing bus shelters and high-volume locations (parks, libraries, job centers, etc.)
 - People answered survey questions by placing stickers on the boards
 - 20+ day comment period
 - New Bern – 332 responses
 - Western – 398 responses
 - Southern – 219 responses



Polling board at Corporation Parkway bus shelter, on New Bern Avenue

Wake BRT: Western Corridor

Project Update

- 5% preliminary design
- Ongoing coordination with Town of Cary, NCDOT and NC State
- Western Boulevard Corridor Study Final Report published – comment period ends June 14

Next Steps

- Western BRT Small Starts Ratings Application due August 27, 2021
- Advance preliminary design and develop cost estimates



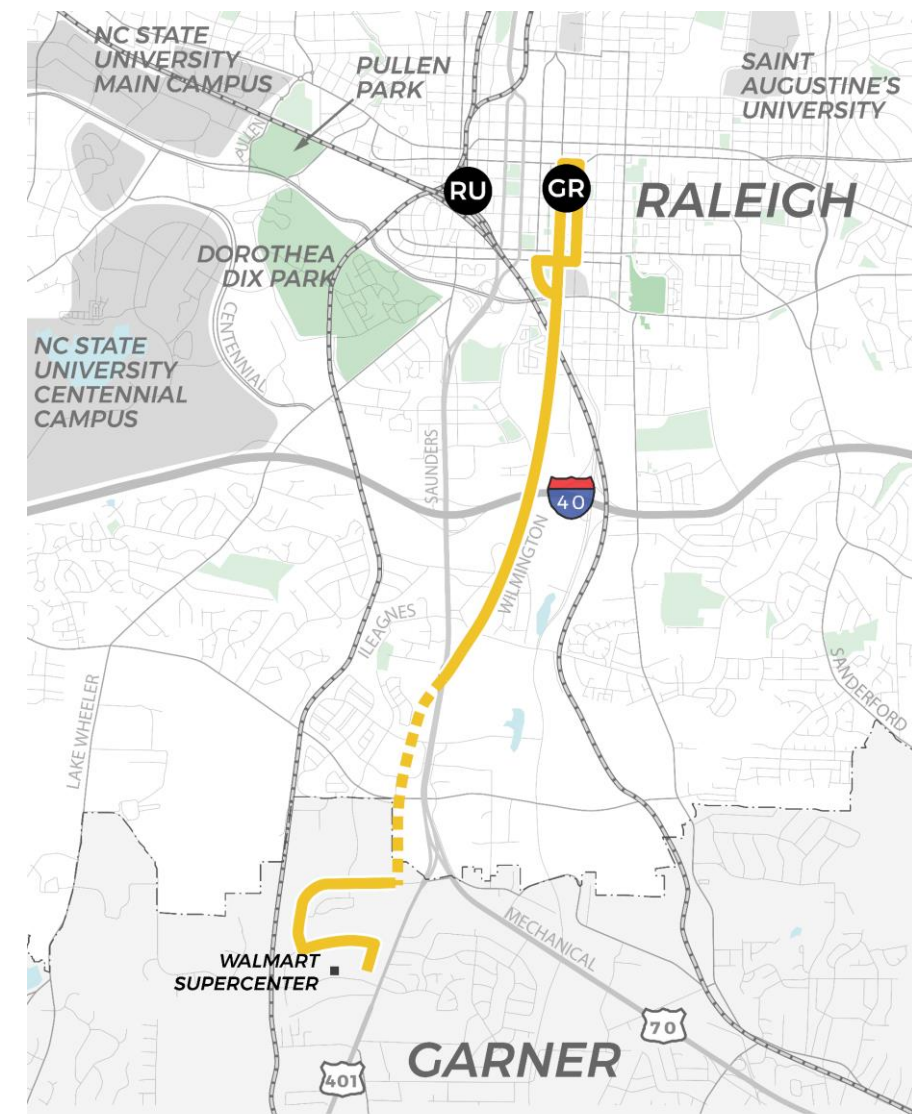
Wake BRT: Southern Corridor

Project Update

- LPA endorsed by Town of Garner and City of Raleigh in April 2021
- Project Development application submitted to FTA
- Ongoing coordination with Town of Garner, NCDOT and Shaw University

Next Steps

- Advance preliminary design and develop cost estimates

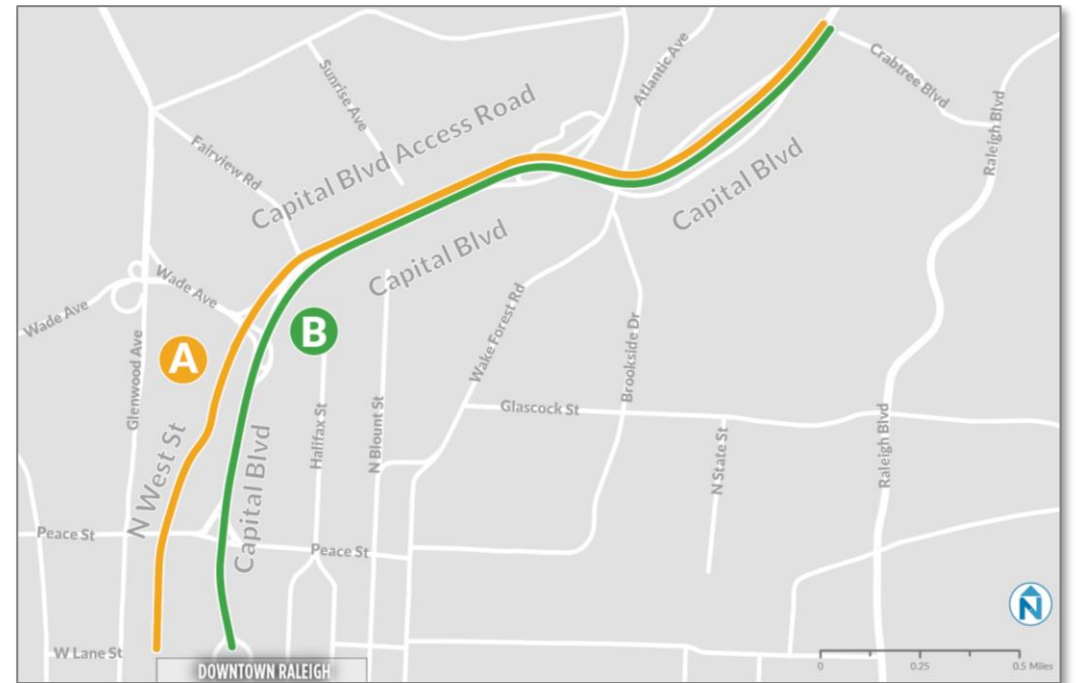


- Proposed Alignment
- - - Proposed Wilmington Extension

Wake BRT: Northern Corridor

Considerations

- Evaluation through the 2018 Wake Transit Plan Major Investment Study (MIS)
 - Two (2) alternatives: West St or Capital Blvd
- 2021 Wake Transit Plan Update
 - Called for extension of BRT infrastructure, including extensions to Triangle Town Center and North Hills
 - Called for further study to determine extent of projects that can be implemented by 2030 and to identify post 2030 investments in the corridor.
- Recent developments in the area, transit market growth & demand

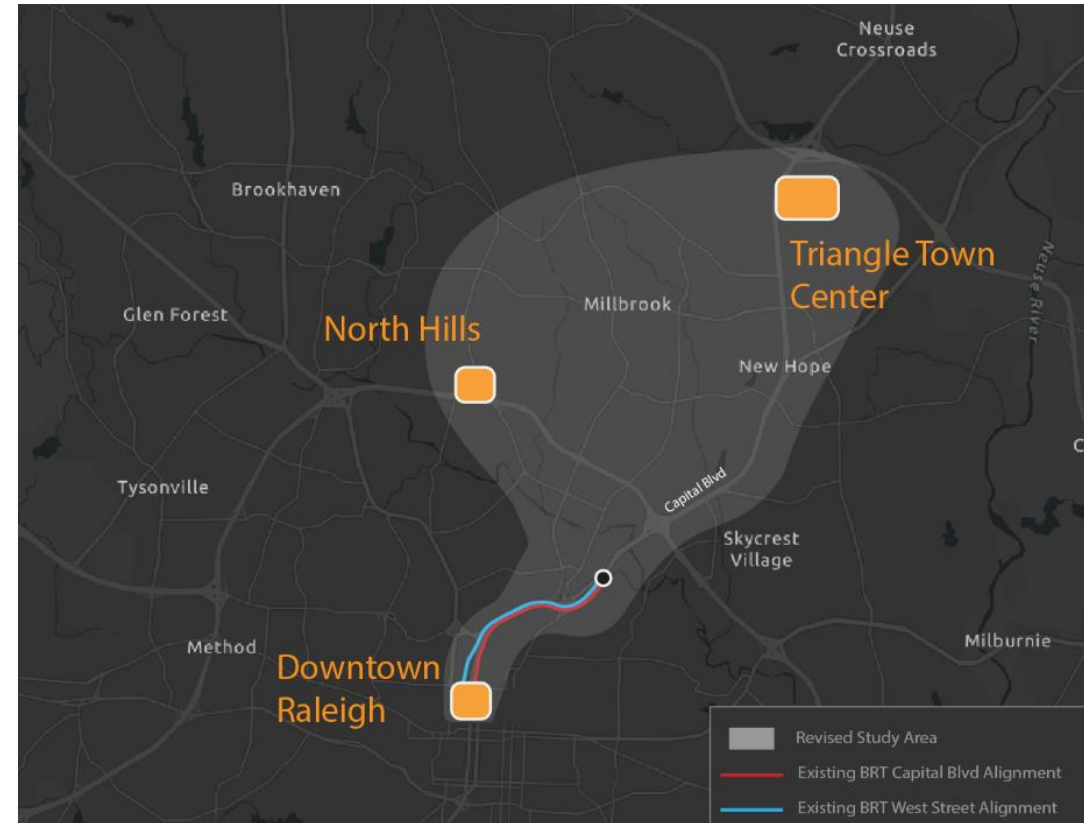


Northern Corridor Alignments from
2018 Wake Transit Major Investment Study

Wake BRT: Northern Corridor

Northern Corridor MIS Overview

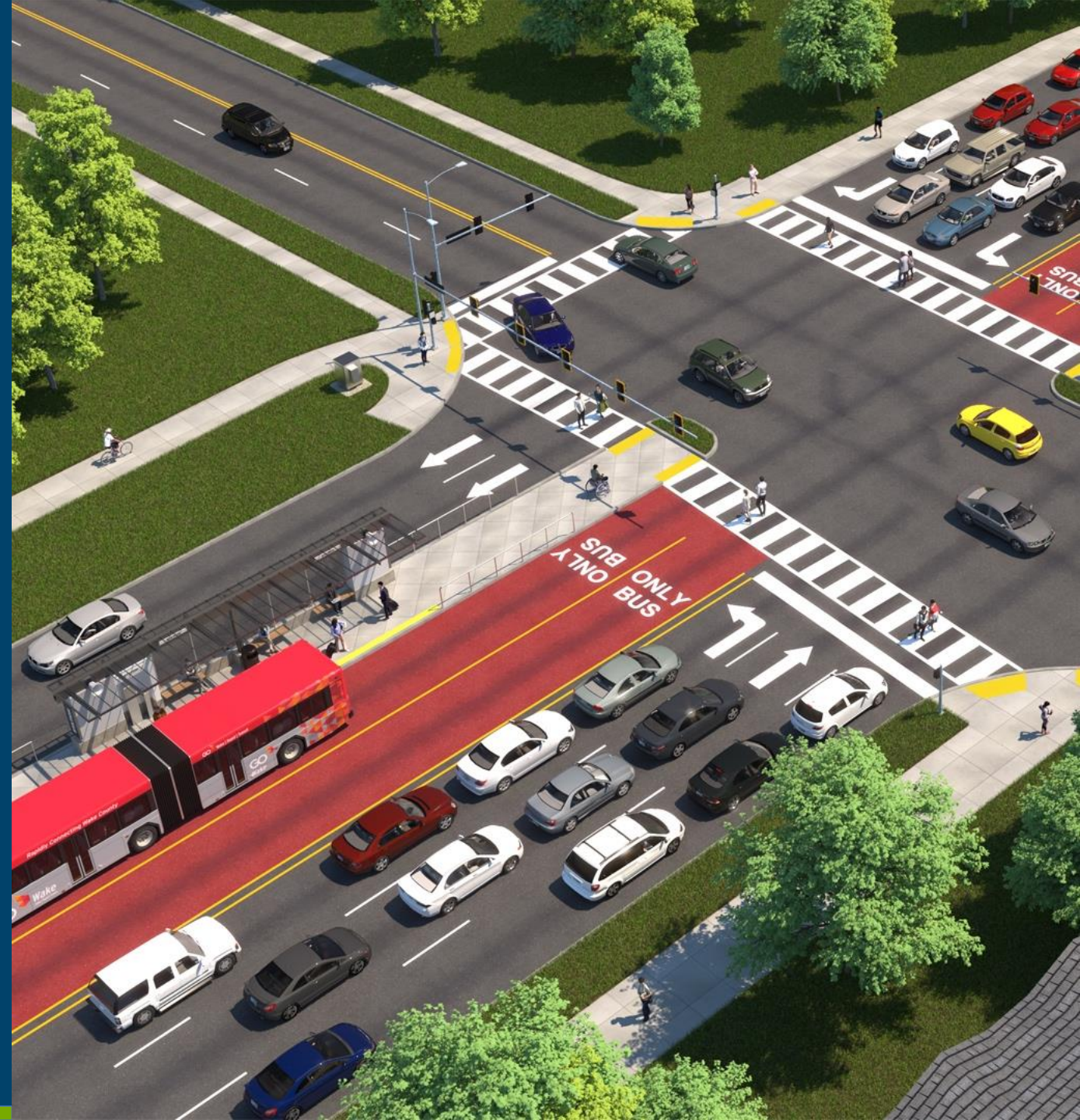
- Approximate timeframe: 12 – 18 months
- Will begin in Fall 2021
- Funded by local Wake Transit funds and federal funds
- Develop recommendations to connect to North Hills and Triangle Town Center
 - Understand infrastructure limitations and determine logical termini
- Develop implementation plan
 - Federal funding eligibility and competitiveness



City of Raleigh

Thank you

June 9, 2021



VII. Wake BRT Program Update

Requested Action:

Receive As Information

VIII. Subcommittee Report

Budget & Finance

June 17th, 1:30-3pm

Planning & Prioritization

June 22nd, 1:30-3:30pm

Community Engagement

June 24th, 1:30-3pm ***Vice Chair Nominations Opened May 27th**

XII. Other Business

TPAC Meeting Update: All TPAC and subcommittee meetings will continue to be virtual through the end of the calendar year. We will evaluate options when the 2022 meeting schedule is developed for the January Meeting.



Happy 5th Birthday: 1st TPAC meeting was held June 20th, 2016. A special thank you to those who have been here from the beginning.

- Tim Gardiner
- Tim Maloney
- Sandra Freeman
- Shelby Powell
- Chris Lukasina
- David Eatman
- Christine Sondej
- Shannon Cox
- Ben Howell
- Jason Brown
- Bret Martin
- Eric Lamb

XIII. Governing Board Activities

The CAMPO and GoTriangle governing boards will consider three TPAC recommended actions in June.

1. FY2022 Wake Transit Work Plan
2. Wake Transit Financial Policies and Guidelines Amendments
3. Policy Framework for use of Wake Transit Funds to Acquire Real Property

CAMPO will also vote to adopt a Locally Preferred Alternative (LPA) for the Southern BRT Corridor.

XIV. Adjourn

Next TPAC Meeting:

August 11, 2021 @ 9:30am

Reminder: No July TPAC Meetings