

NEW BERN CORRIDOR BRT CONCURRENCE PLAN

Concurrence Team Members:

Project Sponsor: City of Raleigh (with FTA as funding partner)

Definite Cooperating Agencies to be Invited:

- Capital Area Metropolitan Planning Organization
- North Carolina Department of Transportation
- North Carolina Department of Cultural Resources – State Historic Preservation Office

Participating Agencies to be Invited:

- Wake County
- GoTriangle
- Town of Garner
- Town of Cary
- Town of Knightdale

Proposed Concurrence Points:

- Single Concurrence Meeting
 - **Concurrence Point 1: Project Purpose and Need**
 - Review of Purpose and Need
 - **Concurrence Point 2: Identification of Alternatives to Study Further**
 - Identification of alternative(s) which satisfy the Purpose and Need (Mode, alignment, and termini)
 - This may just be one alternative
 - **Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives**
 - Based on effectiveness of alternative to satisfy Purpose and Need
 - Based on environmental avoidance or minimization associated with each alternative
 - If only one alternative is selected for further study at Concurrence Point 2, Concurrence Point 3 is not needed
 - **Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation**
 - This is a recommendation of the City of Raleigh on LPA for which the City of Raleigh will seek concurrence from the Cooperating Agencies
 - The recommended LPA would then be considered by CAMPO's TCC and Executive Board
 - The LPA would need to be appropriately integrated with the 2045 MTP with an MTP amendment; however, the City of Raleigh can

proceed with the concurrence process when the LPA adoption occurs

- At this point in the process, the project alignment, mode, and termini must be established. Although not required, preliminary station area identification would be valuable to have. Runningway options do not yet need to be determined and should be determined by applying appropriate evaluations through the NEPA process. Station areas can be further refined through the NEPA process.

- Later Concurrence Points

- **Concurrence Point 5: Least Environmentally Damaging Preferred Alternative (LEDPA) Recommendation**

- This is the NEPA preferred alternative. At this point, stations, preferred runningway solutions, termini, mode, alignment, ROW, pavement impacts, etc. should be known.
 - At this point, environmental avoidance and minimization should be discussed relative to the refined project details to select a LEDPA.
 - This is the point at which we optimize the design and benefits of the project while reducing environmental impacts to both the human and natural environment.

- **Concurrence Point 6: Agreement with Jurisdictions for Additional Concurrence Points**

- Opportunity for the project sponsor and cooperating agencies to reassess whether any remaining proposed project-level decisions will impact their jurisdictions.
 - If there are impacts, an agreement will be reached on future points for concurrence.

Proposed Tentative Schedule for Concurrence Process Through LPA Adoption

Action	Date
LPA Consideration of Adoption by Raleigh City Council	June 4 th
Send Concurrence Plan to Concurrence Team	June 7 th
Concurrence Daily Agenda Distributed to Concurrence Team	By June 24 th
Concurrence Meeting Information Packet Distributed to Concurrence Team	By July 1 st
Single Concurrence Meeting with Consideration of Concurrence on Points 1,2, 3, and 4	By July 15 th
30-Day Public Comment Period on LPA and Schedule CAMPO Executive Board Public Hearing	Comment period to open no later than July 22 nd

LPA Consideration of Recommendation to CAMPO Board by CAMPO TCC	August 1 st
LPA Consideration of Adoption by CAMPO Board	August 21 st
Concurrence Point 5: LEDPA	Early 2020
Concurrent Point 6: Agreement with Jurisdictions for Additional Concurrence Points	Spring 2020

The following documents support the definition to date of the New Bern Avenue Corridor BRT project:

- **Wake Transit Work Plan (annual, ongoing)**
 The Work Plan is an annual document that guides the ongoing planning, funding, expansion and construction of projects included in the Wake Transit Plan.
<http://goforwardnc.org/county/wake-county/the-plan/>
- **Wake County Transit Plan Major Investment Study (MIS) (2018)**
 GoTriangle, CAMPO and GoRaleigh managed the MIS, an in-depth analysis of the 20 miles of BRT infrastructure defined by the Wake Transit Plan, including the four (4) miles of BRT infrastructure along New Bern Avenue from downtown Raleigh to WakeMed. The MIS includes the following documents:

 - o Existing Conditions Report
 - o System Transportation Problem Identification: BRT Corridors
 - o BRT Evaluation Framework
 - o BRT Design Standards and Performance Measures
<http://goforwardnc.org/>
- **Wake County Transit Plan (2016)**
 The Wake Transit Plan is a strategy to expand the transit system in Wake County by offering more frequent bus service, including rapid bus services along major transportation corridors including New Bern Avenue.

http://goforwardnc.org/wp-content/uploads/2018/03/November-2016-Wake-Transit-Plan_small.pdf
- **City of Raleigh Comprehensive Plan Update (2018)**
 The 2030 Comprehensive Plan Update provides policy guidance for growth and development and contains action items directed to the City of Raleigh to implement. The Comprehensive Plan identifies New Bern Avenue as a BRT corridor.

<https://www.raleighnc.gov/business/content/PlanDev/Articles/LongRange/ComprehensivePlanUpdate.html>

- **Raleigh Downtown Transportation Plan (2018)**
The Raleigh Downtown Transportation Plan builds on the Wake County Transit Plan by expanding on the vision for transit, transportation, and mobility in downtown Raleigh.

<https://goraleigh.org/downtownplan>
- **New Bern Pedestrian Improvement Project (2017)**
This project consists of streetscape improvements on both sides of New Bern Avenue from Tarboro Road to Sunnybrook Road.

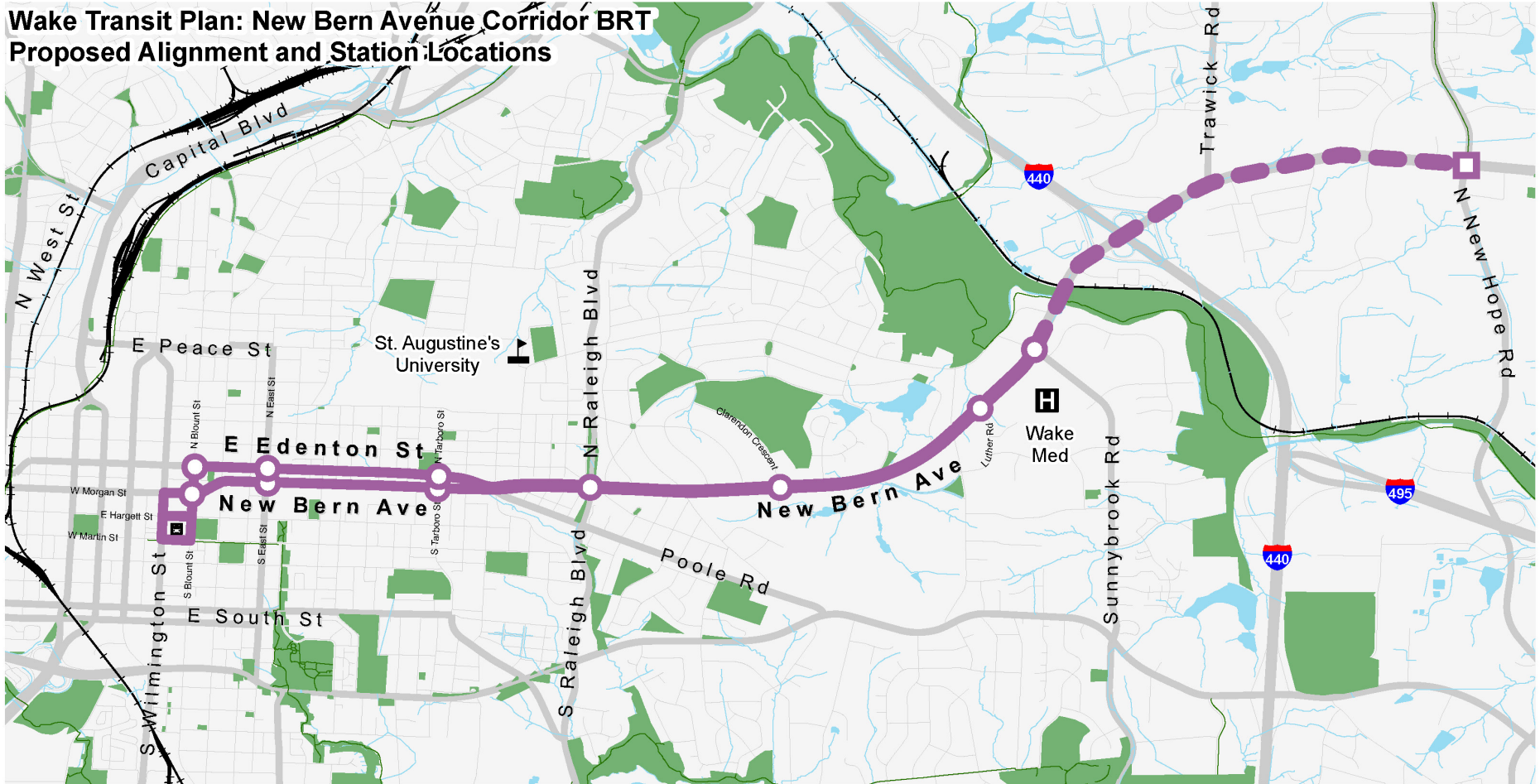
<https://www.raleighnc.gov/safety/content/PWksDesignConst/Articles/NewBernAvenue.html>
- **City of Raleigh Capital Improvement Program (CIP) (2014)**
The CIP is one of the City of Raleigh's long-term planning processes that bridges the gap between the Comprehensive Plan and short-term planning for infrastructure and operations. The CIP includes New Bern Avenue as a corridor that will receive funding for capital improvements.

<https://www.raleighnc.gov/safety/content/PlanDev/Articles/TransPlan/CapitalImprovementProgram.html>
- **New Bern Corridor Study (2012)**
The Raleigh City Council endorsed this study that proposes improvements to the New Bern Avenue Corridor. The study includes short- and long-term recommendations along New Bern Avenue.

<https://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/NewBernAvenueCorridorStudy.html>
- **2045 Metropolitan Transportation Plan (2018)**
The MTP identifies the BRT corridors but no specific alignments.

[http://files.www.campo-nc.us/transportation-plan/2045-metropolitan-transportation-plan/Final Report/2045 Joint MTP Adopted Chap1-10 combined.pdf](http://files.www.campo-nc.us/transportation-plan/2045-metropolitan-transportation-plan/Final%20Report/2045%20Joint%20MTP%20Adopted%20Chap1-10%20combined.pdf)

Wake Transit Plan: New Bern Avenue Corridor BRT Proposed Alignment and Station Locations



Legend

Proposed Project

- Service with Infrastructure Improvements
- Service without Infrastructure Improvements
- Station Location
- Station Location with Park and Ride

Existing Infrastructure

- Railroad
- Major Roads
- Streets
- GoRaleigh Station

- Greenways
- Open Space
- Water Body

