

Wake Bus Rapid Transit (BRT): Western Corridor Concurrence Team Meeting - Concurrence Points 3-4 Meeting Summary

October 16, 2020 (10:30am-12:00pm)
WebEx Virtual Meeting

Meeting Summary

1. Welcome and Introductions

Agency	Role	Names
City of Raleigh	Project Sponsor	Mila Vega, Het Patel, Meghan Finnegan
Capital Area MPO	Cooperating Agency	Bret Martin
Town of Cary	Cooperating Agency	Kelly Blazey
NC State University	Cooperating Agency	Than Austin
North Carolina Department of Environmental Quality (NCDEQ) – Division of Water Resources	Cooperating Agency	Rob Ridings
North Carolina Department of Transportation (NCDOT)	Cooperating Agency	Richard Hancock
North Carolina State Historic Preservation Office (SHPO)	Cooperating Agency	Not in Attendance
United States Army Corps of Engineers (USACE)	Participating Agency	Lyle Phillips
GoTriangle	Participating Agency	Meg Scully, Jay Heikes
Wake County	Participating Agency	Chris Dillon
Town of Morrisville	Participating Agency	Ben Howell
Town of Garner	Participating Agency	Gaby Lawlor
Research Triangle Foundation	Participating Agency	Hank Graham
Durham-Chapel Hill-Carrboro MPO	Participating Agency	Aaron Cain
WSP	Consultant	Rachel Gaylord-Miles, Greg Saur

2. Brief Review of CAMPO's Concurrence Process

Bret Martin, CAMPO, stated that he would not go into much detail this time on CAMPO's concurrence process, since everyone was involved in the process for the first concurrence team meeting for the corridor in March. Mr. Martin mentioned that he would send concurrence forms to the Cooperating Agencies following the meeting and reiterated that the Cooperating Agencies have concurrence authority. He mentioned that Participating

Agencies do not have concurrence authority but are invited to concurrence team meetings to provide input, if desired, because those agencies have interests that could benefit from or be impacted by the project sponsor's proposed action at each corresponding concurrence point. Mr. Martin further mentioned that although they may be indicated on the map for the locally preferred alternative (LPA), stations are not part of the consideration of the recommended LPA concurrence point.

3. Review of Project Background/Explanation and Review of Concurrence Points 1 and 2

Rachel Gaylord-Miles, WSP, provided an overview of the Wake BRT: Western Corridor project limits and alignment alternatives. She explained other characteristics of the proposed project, including traffic signal priority at signalized intersections, up to 15 weather-protected stations, level vehicle boarding at stations, and ADA accessibility. She mentioned that 50 percent or more of the corridor would include transit-dedicated infrastructure or runningway for transit vehicles. She summarized the purpose and need (concurrence point 1) for the project and the alternatives that were developed to attempt to address the purpose and need that were carried forward for further study (concurrence point 2).

4. Concurrence Point 3: Screening/Elimination of Alternatives

Rachel Gaylord-Miles, WSP, provided a thorough explanation of the evaluation applied to the four (4) potential alignment alternatives between Jones Franklin Road and downtown Cary to screen their suitability for addressing the project purpose and need and for minimizing impacts. Points of evaluation presented included constructability, compatibility with existing and future land uses and neighborhood character, development potential along the corridors, rail conflicts, public input, transit propensity, employment and population support, travel time, and National Environmental Policy Act (NEPA) impacts. Rachel's explanation included support for the elimination of three (3) alternatives, as they were determined to be not as capable of addressing the project purpose and need and impact minimization as the others. Mr. Martin mentioned that the concurrence team meeting packet was very thorough and well presented. Kelly Blazey, Town of Cary, agreed with that assessment.

5. Concurrence Point 4: Locally Preferred Alternative Recommendation

Rachel Gaylord-Miles, WSP, provided an overview of the City of Raleigh's proposed LPA for the Western BRT corridor, which is ultimately the alternative determined through the screening and elimination of alternatives to be the most suitable for addressing the project purpose and need. Ms. Gaylord-Miles mentioned the Town of Cary's and City of Raleigh's endorsement of the recommended LPA in August and September. Both Mr. Martin and Lyle Phillips, USACE, asked for clarity that the new location section of the LPA (Western Blvd extension) would involve only the roadway impacts of implementing BRT lanes or infrastructure with the subject project and not impacts associated with general purpose traffic lanes. Mila Vega, City of Raleigh, and Greg Saur, WSP, confirmed that it would only involve the BRT lanes.

Mr. Jay Heikes, GoTriangle, asked whether the routing for the recommended LPA in downtown Cary, where it would interface with a future multimodal facility, has been completely determined. Mr. Martin mentioned that the western terminus for the

recommended LPA isn't as locked down as is usual for an LPA because the exact layout of the multimodal facility has not been set. However, the routing from the south to the facility on either Harrison Avenue or Academy Street is known, and it is highly likely that the BRT corridor on the downtown surface streets will not involve additional infrastructure that would cause impacts such that knowing the exact routing would make difference in this process to evaluate and avoid, minimize, or mitigate potential impacts.

6. Next Steps

Mr. Martin mentioned that the next step following the concurrence team meeting is for the Cooperating Agencies to sign the concurrence forms or have the appointed representatives from those agencies indicate via email that they concur with the project sponsor's proposed actions. Mr. Martin mentioned that the next concurrence point in the process for the Western BRT corridor will come around the 30% design milestone, which is generally when the least environmentally damaging preferred alternative (LEPDA) will be considered by the concurrence team. He mentioned that the next step for the recommended LPA is that CAMPO will open a 30-day public comment period on October 16th, the CAMPO Executive Board will hold a public hearing at its October 21st meeting, and the CAMPO Executive Board is scheduled to consider action on adoption of the LPA at its November 18th regular meeting. CAMPO will need concurrence from all of the Cooperating Agencies before asking the Executive Board to take action.

Final Concurrence Result: The following Cooperating Agencies have concurred with the City of Raleigh's proposed screening/elimination of alternatives and locally preferred alternative recommendation as of October 22, 2020: Capital Area Metropolitan Planning Organization (CAMPO), North Carolina Department of Transportation (NCDOT), Town of Cary, North Carolina Department of Environmental Quality (NCDEQ), North Carolina State University, and North Carolina State Historic Preservation Office (SHPO). The project sponsor's proposed actions have achieved full concurrence.