

Meeting Notes

Wake Forest, NC Comprehensive Transportation Plan

June 27th, 2018 @ 3PM, Policy Steering Committee Meeting #2



Attendees

Mayor Vivian Jones, Wake Forest
Anne Reeve, Board of Commissioners, Wake Forest
Deanna Welker, Greenway Advisory Board
Zee Khan, Technology Advisory Board (by telephone)
Ray Boylston, Resident, Heritage
Alan Gibson, Heritage HOA
Scott Poole, Wake Forest Downtown, Inc.
Karen Mallo, St. Ives
Chip Russell, Wake Forest
Candace Davis, Wake Forest
Brendie Vega, Wake Forest
Bill Crabtree, Wake Forest
Suzette Morales, Wake Forest Project Manager
J. Scott Lane, Stantec Project Manager
Erin Puckett, Stantec
Tim Bissell, Stantec

Synopsis of Comments

Mr. Lane welcomed all attendees to the second Policy Steering Committee meeting of the Comprehensive Transportation Plan for Wake Forest. He explained the topic for this meeting would be transit, and introduced the three speakers who would be giving brief presentations on transit-related topics affecting Wake Forest.

First, Mr. Russell gave a presentation on the Wake Transit Plan (slide deck attached). This presentation included a description of funding, the role of the Transportation Planning Advisory Committee, and the four overarching “big moves” of the plan. He described the current status of the work being done, such as developing a public engagement policy and staffing plan, prioritizing bus projects, and developing customer surveys.

Mr. Keravuori followed Mr. Russell (slide deck attached) to first describe the history of the Wake Transit Plan, and then describe current services available in Wake Forest. He explained the express route to downtown Raleigh for commuters and the Wake Forest circulator route. The circulator route has expanded several times over the years, adding a peak hour extension to the north, and a mid-day extension to the east for senior living developments. Other improvements, such as benches, shelters, and bike racks on the front of buses have been added over time.

Mr. Keravuori noted that this is the 10-year anniversary of Wake Forest bus service, and in that time 206,000 riders have taken the express route to Raleigh, and 285,000 have ridden the Wake Forest circulator loop. He also noted the circulator route is free, and others commented that many residents were unaware of the service or were unaware that it was free. The Committee noted the need to better advertise the existing services. Mr. Lane added that several comments heard at the May Public Symposium spoke to transit needs, including the lack

of awareness. Some residents also wanted more service to senior living facilities, and some comments were made about the need for a Park-and-Ride lot on the west side of town.

Mr. Keravuori also mentioned that GoRaleigh is required to offer ADA service for residents who live within $\frac{3}{4}$ mile of a bus stop but cannot get to it on their own, but many are unaware of this option. It is quite expensive, however, to offer the ADA service with prices often exceeding four or five times the per-rider/per trip cost of regular bus transit.

Mr. Walker with the City of Raleigh / GoRaleigh then spoke to the future planned services from the Wake Transit Plan. These planned services include regional peak routes to be added, including service to Rolesville and Holly Springs. BRT is expected by 2027. Service to Wake Forest is proposed to expand to all day hourly service, including weekends.

The question was raised of why service would be expanded to Garner, when it is one of the slowest growing areas in the region. It was explained that there are fast-growing communities to the southwest of Garner who would use this route.

There was some discussion of the role a local ordinance could play in requiring developers to provide bus stops concurrent with new development. Wake Forest currently does not have such language in their ordinance, but Raleigh and Cary have both had success with codifying this requirement.

Mr. Walker also mentioned that under the community funding area portion of the plan, a market analysis would be developed for each locality, and showed an example of how the data could be used for Wake Forest. He then concluded with a discussion of next steps for carrying out the plan.

Mr. Lane continued the presentation (see attached slide deck), briefly going through the project schedule, and summarizing the maps and comments received at the May 23rd Public Symposium. He then directed attention to the draft Existing Conditions and Directions Report, and asked for meeting attendees to review the document and provide any suggestions or edits as needed within the next two weeks (approximately July 10th).

Mr. Lane reminded the Committee that the final document will be very visual and accessible. He presented the idea of housing and interactive version of the report online for public consumption. Ms. Puckett then described the capabilities of ArcGIS Online Story Maps and showed several examples of other reports that have been developed in a Story Map format.

Mr. Lane continued the presentation with a description and example of how Stantec will develop concept designs for identified hot spots. These will be detailed design solutions for six locations vetted by the committee.

Mr. Lane then presented the results of the nearly 600 survey respondents, which had been used to identify the eight largest problem intersections, per public opinion. He asked for Committee input into these hot spot concept design locations.

The committee discussed a number of potential hot spots, including the removal of several from consideration due to upcoming work. Comments included the following:

- Rogers Road and Heritage Lake/Forestville Intersection: Drivers often illegally go straight across the intersection from the right turn lane onto Rogers Road, as there are two lanes on the other side. Perhaps the right turn lane should be removed as a travel lane, as it causes confusion. Bicycle and/or pedestrian improvements are also needed at this intersection.

- Heritage Lake Road and Heritage Club Ave: There will be a light constructed at this intersection this summer; can be removed from hot spot consideration.
- Capital Boulevard (Burlington Mills to Harris): Improvements are already planned for this corridor and it can be removed from consideration.
- Retail Drive/Hampton Way and Durham Road: This intersection will become even worse as construction begins on other areas.
- Downtown: Congestion levels and the number of public comments in this area identify it as a potential hot spot.
- North Main Street and North Avenue: People driving south “double up” at the stop sign as there are no markings so people attempt to turn left and right at the same time. Pedestrian safety is also an issue here. High School traffic makes the situation worse. Possibility of a bulb out and/or removal of some parking (for a block or two, back to Walnut Ave).
- Burlington Mill and Ligon Mill: This intersection needs a redesign, possibly a shift to the west where the road peaks. Currently there are major sight issues. The greenway underpass will also be in proximity.
- Wait Ave and Traditions Grande Boulevard: Some comments have been heard about the odd configuration to get into Traditions. This was a DOT design, and although unique, it seems to work and people have adapted to it.
- South Main Street from Capital Boulevard to South Ave: There are major gaps in the bike lanes along this corridor; could be a good candidate for a bicycle hot spot.

A comment by Ray Boyleston that street signage could be better was discussed and agreed upon by others in the group with some noting that NCDOT street signs are often too small.

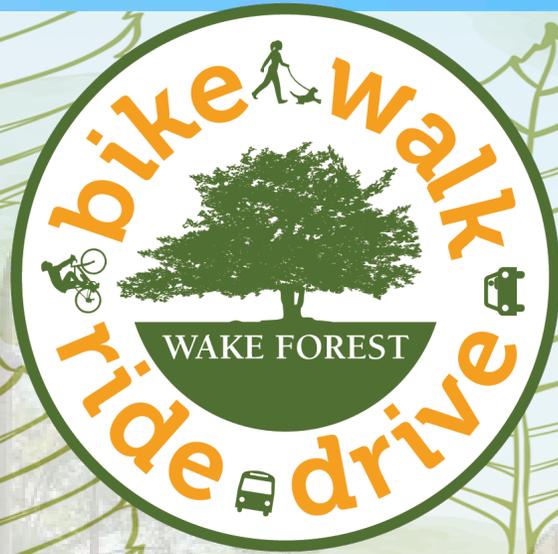
Mr. Lane thanked the committee for their input and said all comments and data will be incorporated and a list of potential projects will be developed for committee review. He then concluded the presentation with a brief description of next steps

The meeting adjourned at 4:50 pm.

Action Items:

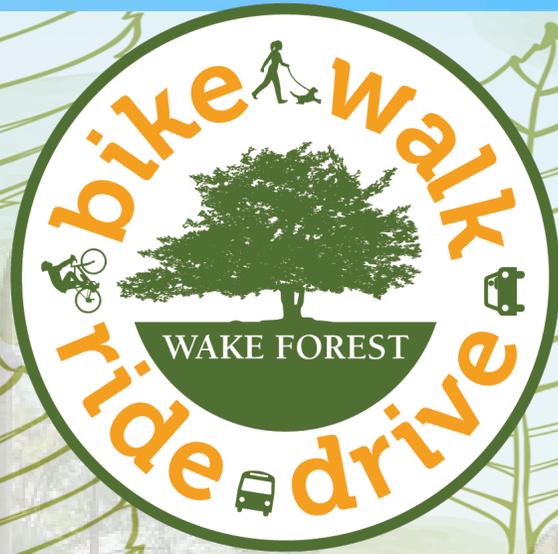
1. (Stantec) Provide hot spot / concept design list plan synopsis for review by committee after staff review.
2. (Wake Forest) Provide comments on draft to Suzette Morales on the Draft Existing Conditions and Directions Report within two weeks of today’s date (e.g., July 10th).

attachment: presentation slides



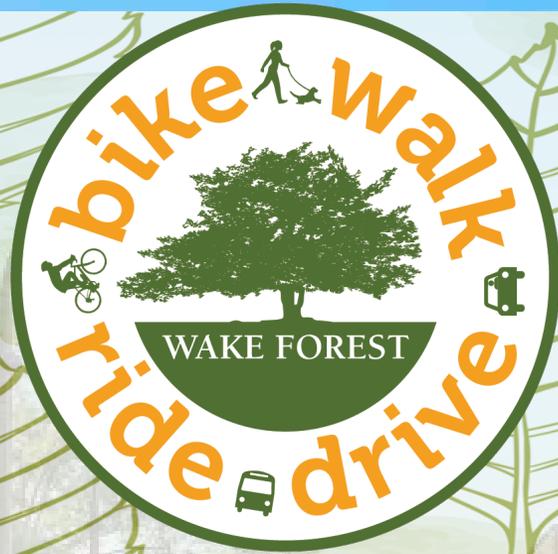
Comprehensive Transportation Plan

policy committee meeting no. 2



Current Transit Conditions & Plans

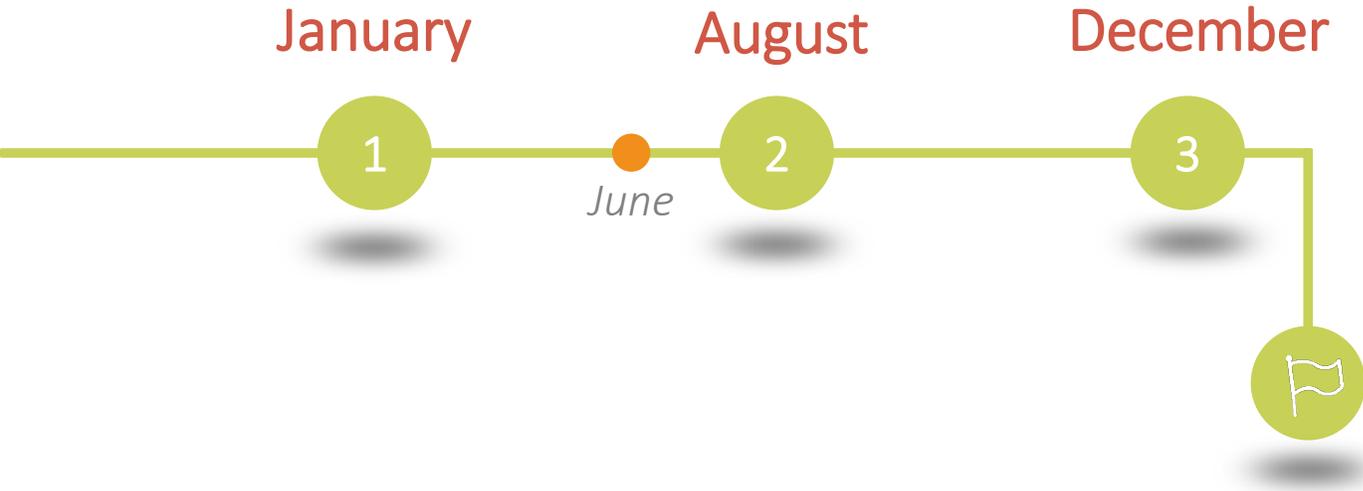
**Eric Keravuori / Chip Russell, Wake Forest
David Walker, GoRaleigh**



Project Schedule

where we're at, where we're going

Schedule Status



01 Research

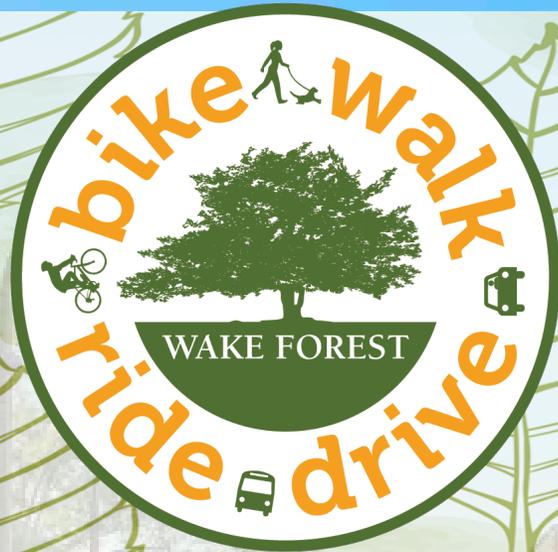
- Survey 1
- Base Mapping
- Develop Website (Town)
- Research and Data Collection

02 Current Conditions

- Public Workshop 1
- Identify Key Issues
- Level-of-Service Analysis
- Directions for Recommendations

03 Reporting

- Survey 2
- Online Summary
- Concept Designs
- Project Lookbook
- Public Workshop 2



Public Symposium

May 23, 2018 | 4-8pm | History Museum

Engage the Public: Symposium #1

Survey

Great for getting at connected people



Project Symposium

First: May 23rd

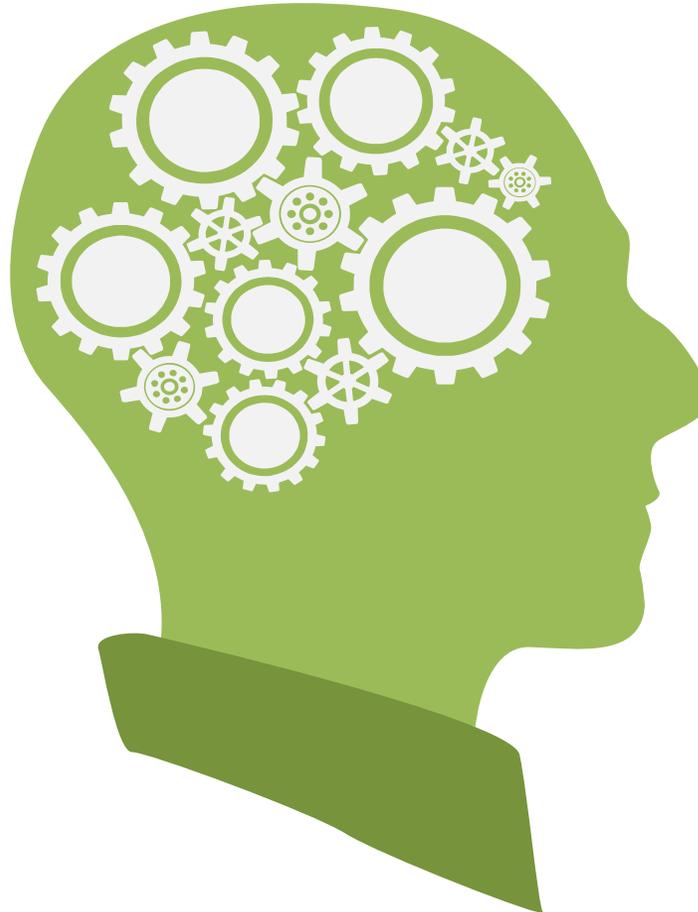
Second: TBD



Steering Committees

Technical: Advise and Inform

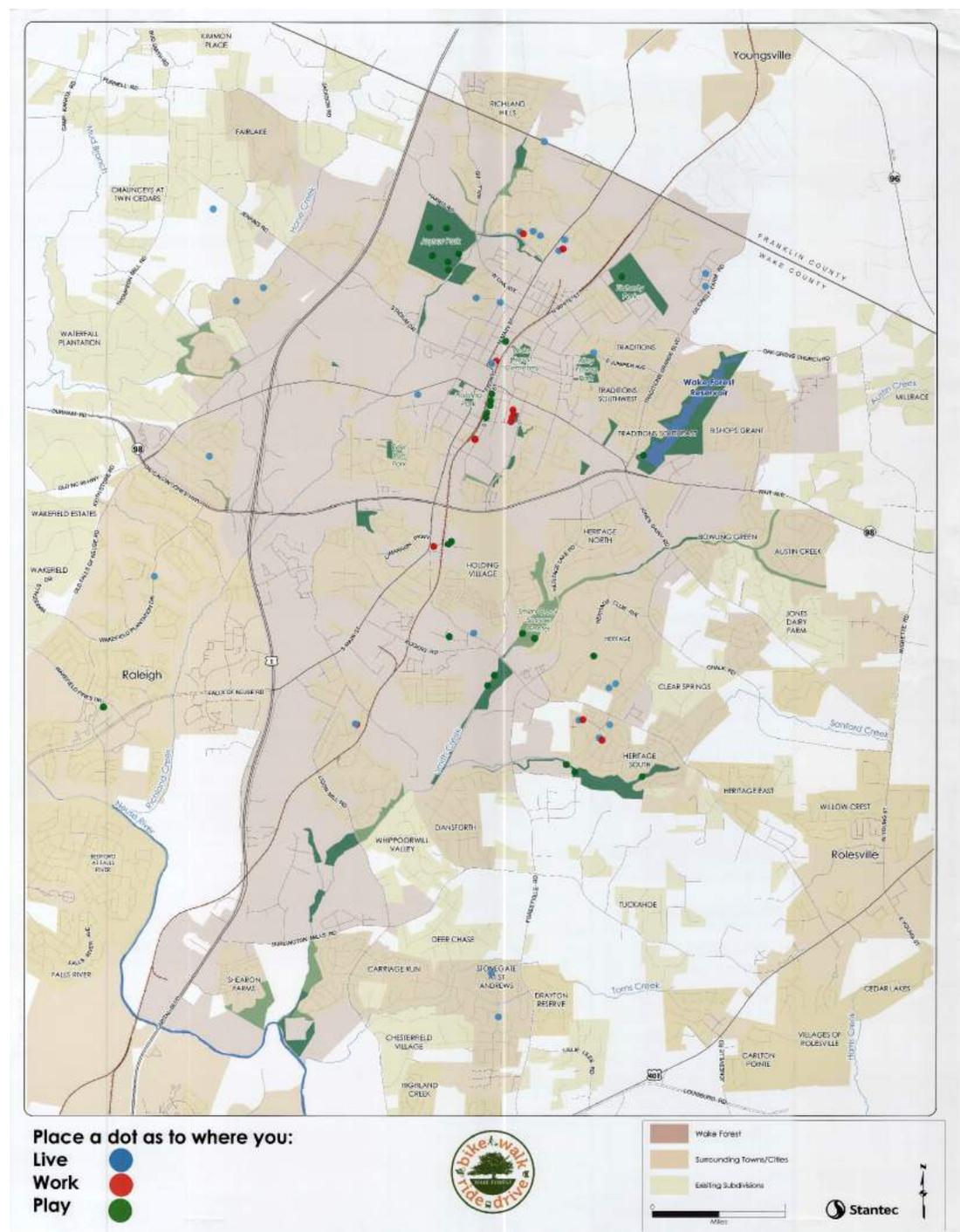
Policy: Steer and Oversee



- **Over 35 People**
Some did not sign in; doesn't include staff
- **Participation**
Attended interactive presentation; visual preference study; and self-guided mapping
- **Results**
Identified issues and concerns with roadways / congestion, biking/walking, and some transit comments
 - *Congestion is Top Issue*
 - *South Main Street is Still Bad*
 - *Increase our Taxes to Pay (!)*
 - *Transit not Convenient*
 - *Focus on Data to make Decisions*
 - *Reach Me On-Line, Please...*

Live / Work / Play

Downtown stands out; some participation from west of US Highway 1



Visual Preference Study

- Mid-Block Crossings: brick paver / decorative crosswalks
- Bicycle Facilities (2): median bike boulevard and bike lane / buffered bike lane
- Off-Road Greenway: asphalt surface
- Streetscape Treatment (2): seating and trees
- Intersection Treatment: roundabout
- Crosswalk Treatments: stamped asphalt
- Pedestrian Signal: countdown signal



“DOT” MOCRACY PREFERENCE SURVEYS

As the Town of Wake Forest considers traffic calming measures, access management techniques, and multi-modal mobility, they would like your input on the types of facilities you would like to see in your community.

Mid-Block Crosswalk Treatments: What is your favorite?



Intersection Treatment: What is your favorite?



Off-Road Greenway: What is your favorite?



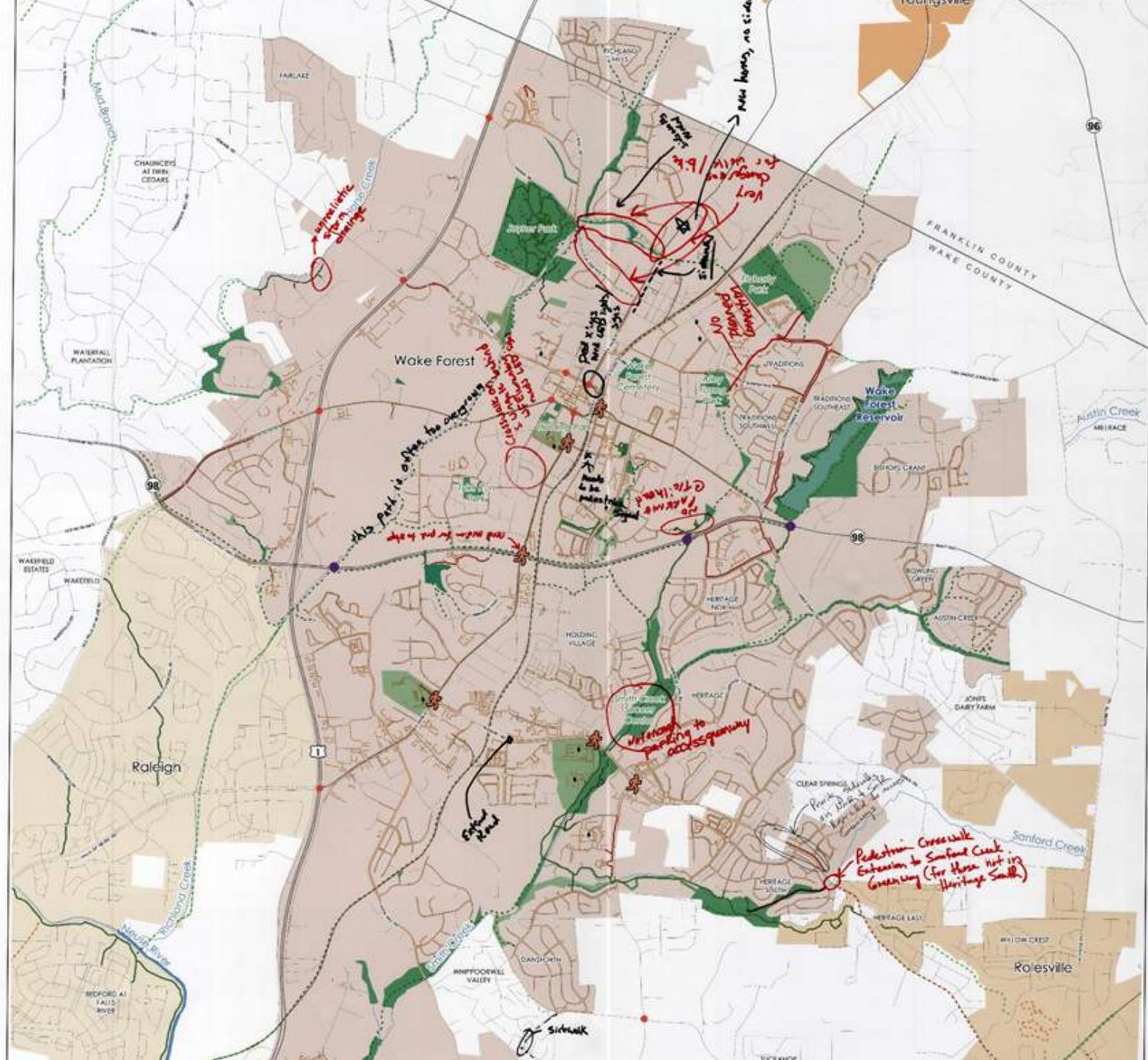
Pedestrian Signals: What is your favorite?



Mapping Exercise

Three Maps and Tables, by Mode of Travel

- Roadways
 - Connectivity is Important
 - South Main Street, Forestville Road, Rogers Road, NC 98 / Heritage Lake Road
- Public Transit
 - Awareness of Service?
 - Better Connections to Raleigh
 - Rail – Yes and No
- Bicycle and Pedestrian
 - Support for More Connections
 - Access to Greenways (e.g., FON)
 - Specific Projects

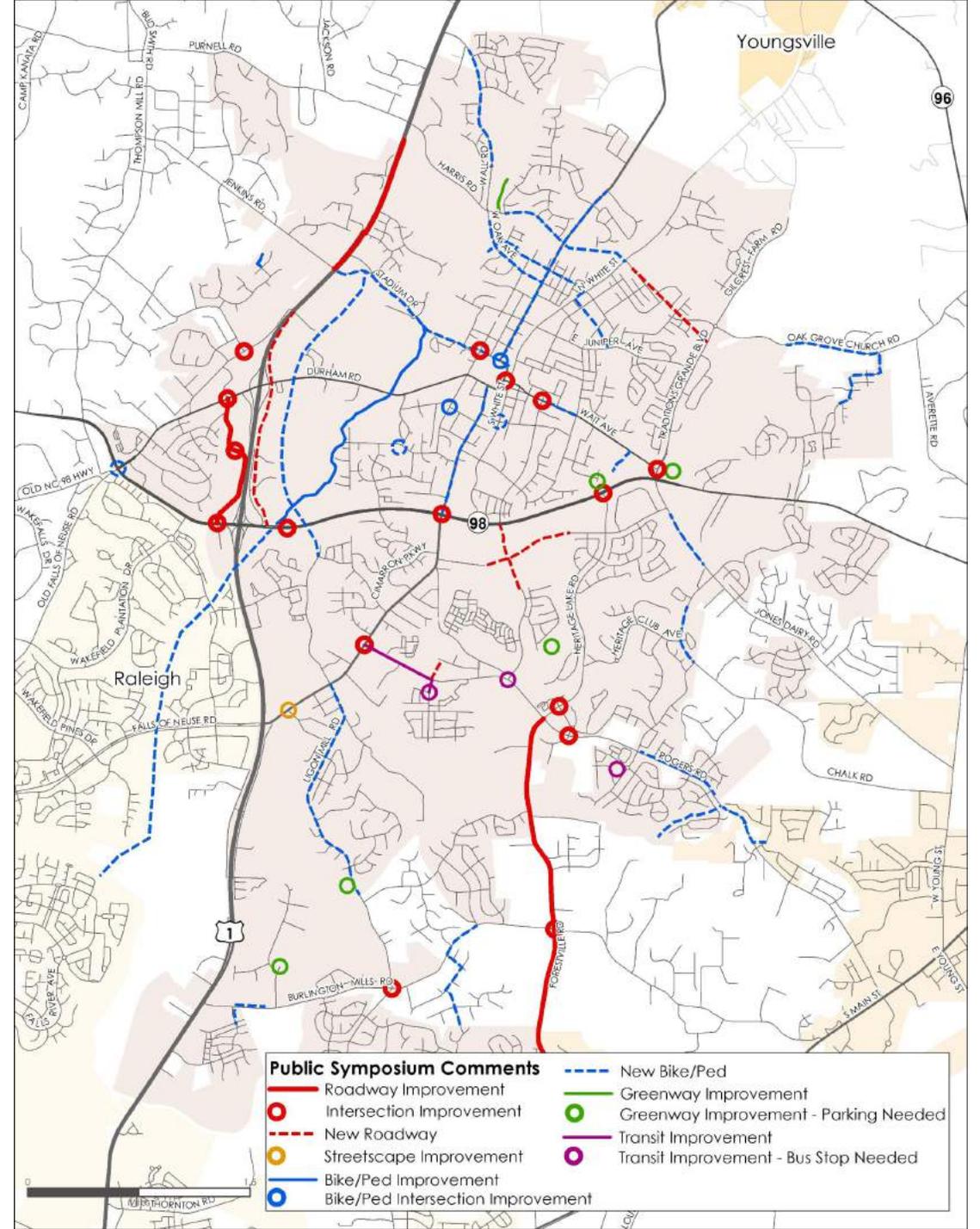


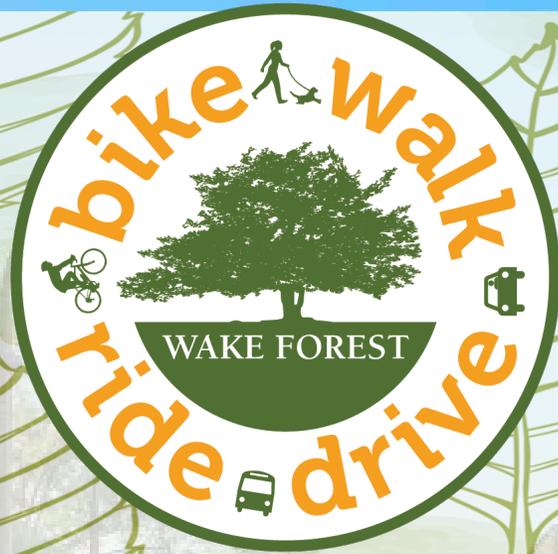
Mapping Exercise

A consolidated list of the comments received (refer also to page 21 of the Draft EC + Directions Report)

Polling:

- Congestion
- South Main Street
- Increase our Taxes to Pay for It (!)
- Transit not Convenient
- Focus on Data to Make Decisions
- Reach me On-Line, Please...





Existing Conditions & Directions

Walk-Through and ID Concept Designs

Technical Committee Ideas

Initial Suggestions (blast from the past)

01 Consolidation

The current transportation plan is really referencing back to several plans, making it hard to access consistently

02 Account for UDO

The Plan has to “shake hands” better with the Town’s UDO to ensure consistency and to reinforce development goals of the Town

03 Partners

Link better to CAMPO and state programs and priority systems to maximize funding opportunities for projects

04 Neighbors

Update and address any planning issues with border communities (Rolesville, Wake County, Raleigh)

05 Think Big

Define success for our Town: economics, revenues, character, community, and safety

06 Public

Successfully engage the public, including those groups that are harder to reach (lower income, youth, minority)



Existing Conditions Report...

The Directions part remains a work in progress for a while longer...but we're close after today...



01 Introduction

Includes history, context, and purpose

02 EC+D

Data, public input, and linkage from all that to the recommendations to come ("Directions")

03 Roadway & Transit

Congestion relief, safety improvements, and transit recommendations (e.g., Wake County Transit Plan and longer-term or complimentary actions)

Taking comments...what's a reasonable date for you to get back to us?

04 Bicycle & Pedestrian

On-road and Off-Road, Intersections

05 Implementation

Priorities, Funding, Partnerships

Directions: **Concept** Designs

What constitutes a good location for one of our six concept designs?

It can be fixed

Sometimes the solution hurts more than the problem

It's not already being addressed

If there's a study in play we shouldn't duplicate efforts

Might be multi-modal

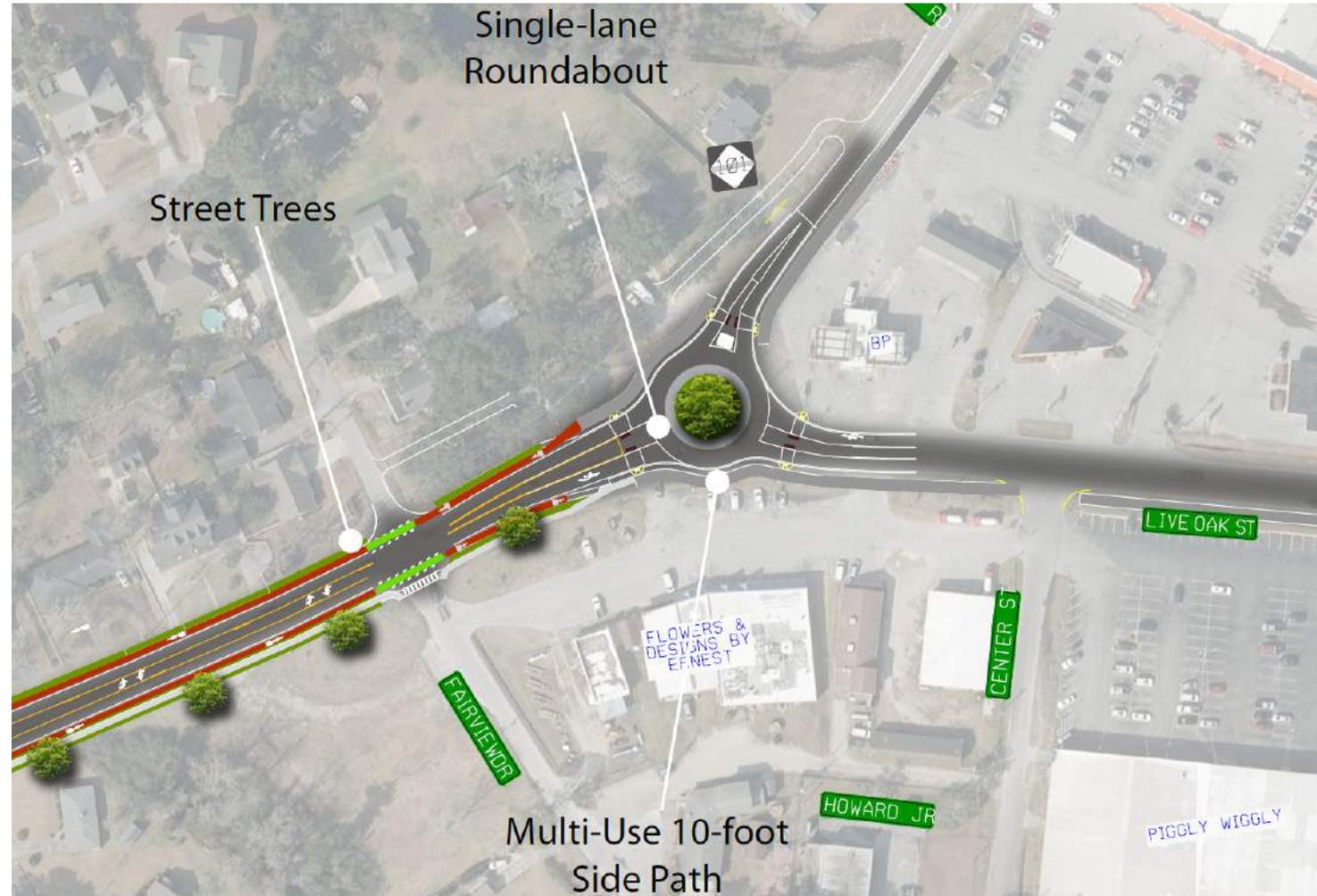
Biking, walking, public transit should all be considered

It doesn't require a wizard

This is CONCEPT design – no surveying, etc. is going to happen (yet)

A new problem

If something has been done recently to address the same location then we may want to spread the love around a bit



Crowdsourced Candidates

South Main St & Rogers Road

Rogers Rd & Forestville Rd / Heritage Lake Road

Capital Blvd & Falls of Neuse Rd/S. Main Street

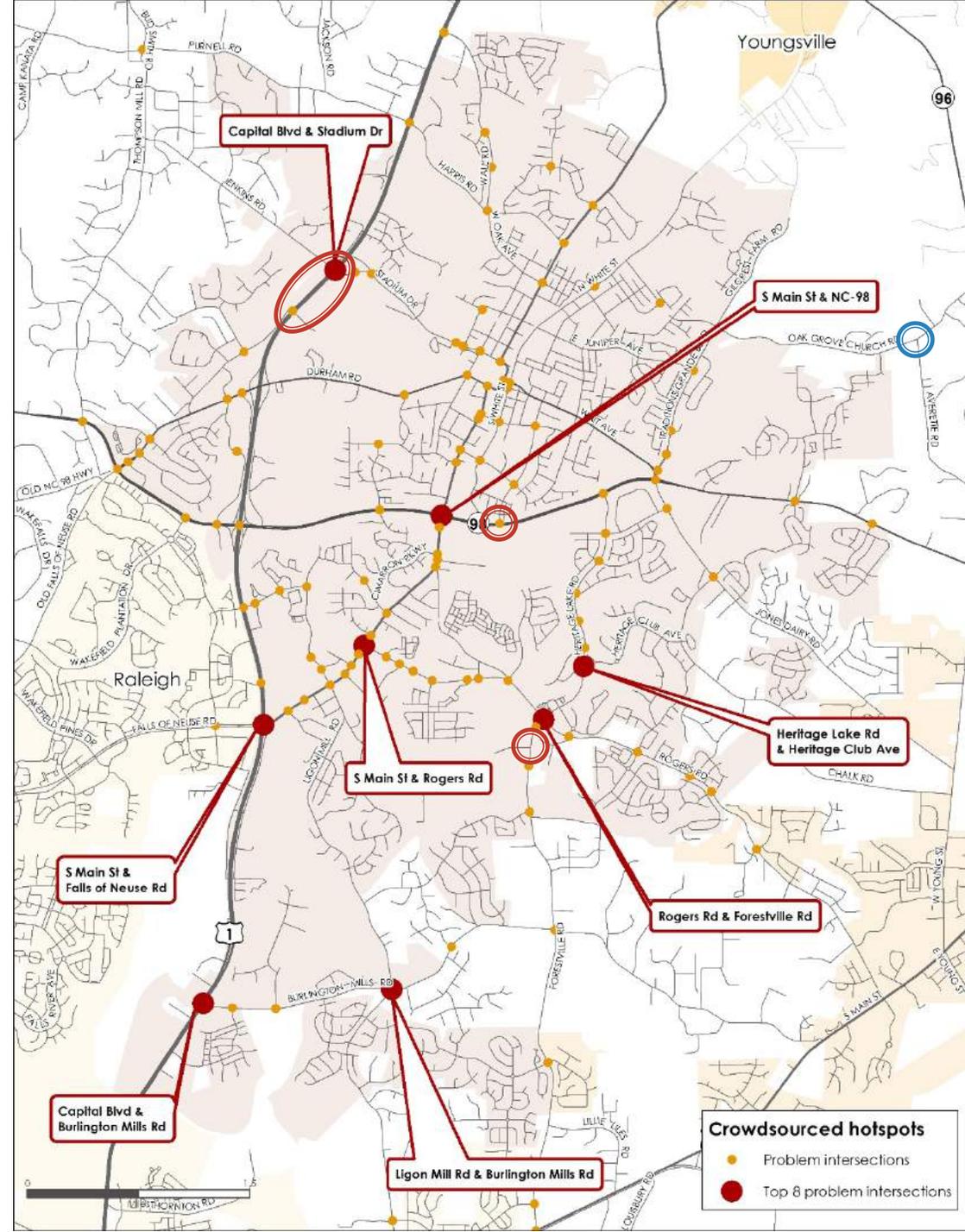
South Main St & NC 98 Bypass

Ligon Mill Road & Burlington Mills Road

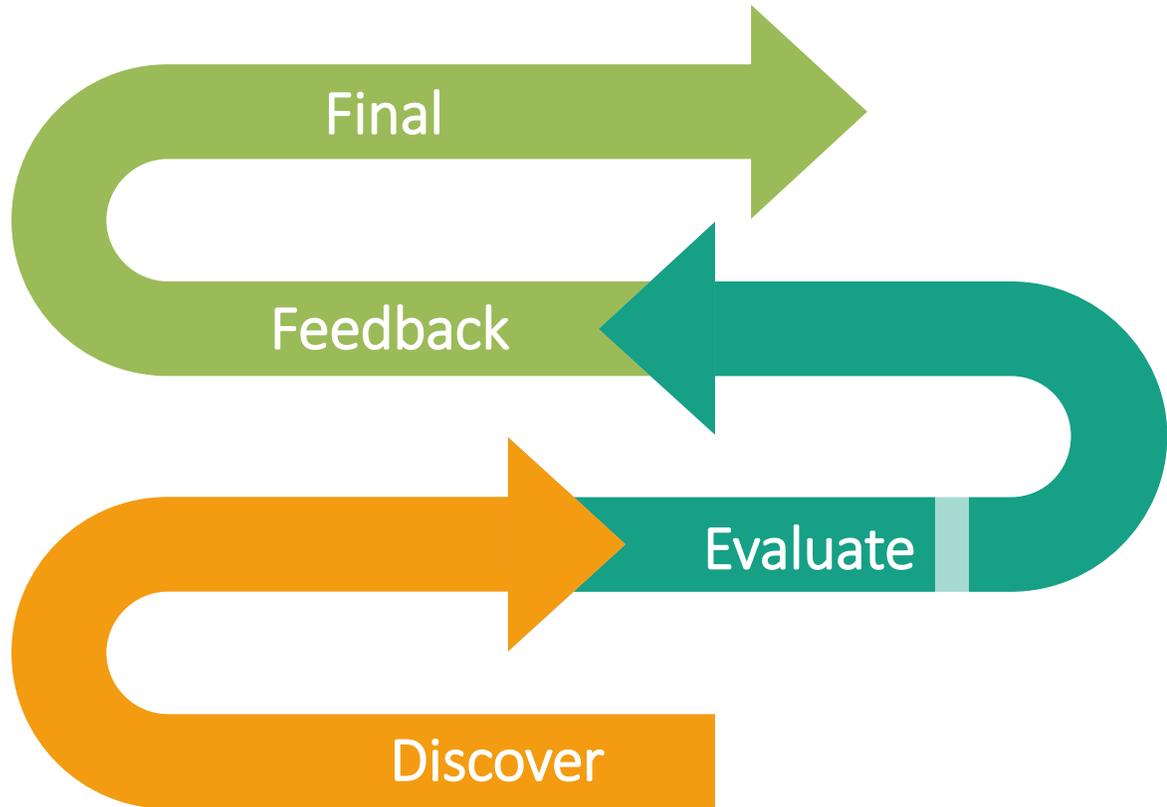
Capital Blvd & Burlington Mills Road

Capital Blvd & Stadium Dr. / Jenkins Road

Heritage Club Ave & Heritage Lake Road



Steps to Recommendations and Draft



- 01 | **Take Comments on EC + Directions Report, Revise**
Keeping printed information short and to the point; technical stuff in the back and on-line....
- 02 | **Initiate Recommendations**
Develop a list first, then refine based on your feedback and, later, public feedback
- 03 | **Initiate Concept Designs**
Develop text list of recommendations for client review, then start CADD on aerial photography, do TMCs, refine (Illustrator)
- 04 | **Start Putting the EC+Directions Report to the 'Net**
Begin developing the on-line content, starting with the revised EC + Directions Report



CONTACT US

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Wake Forest Comprehensive Transportation Plan Transit

David Walker

City of Raleigh

Department of Transportation – Transit Division

Senior Planner

David.walker@raleighnc.gov

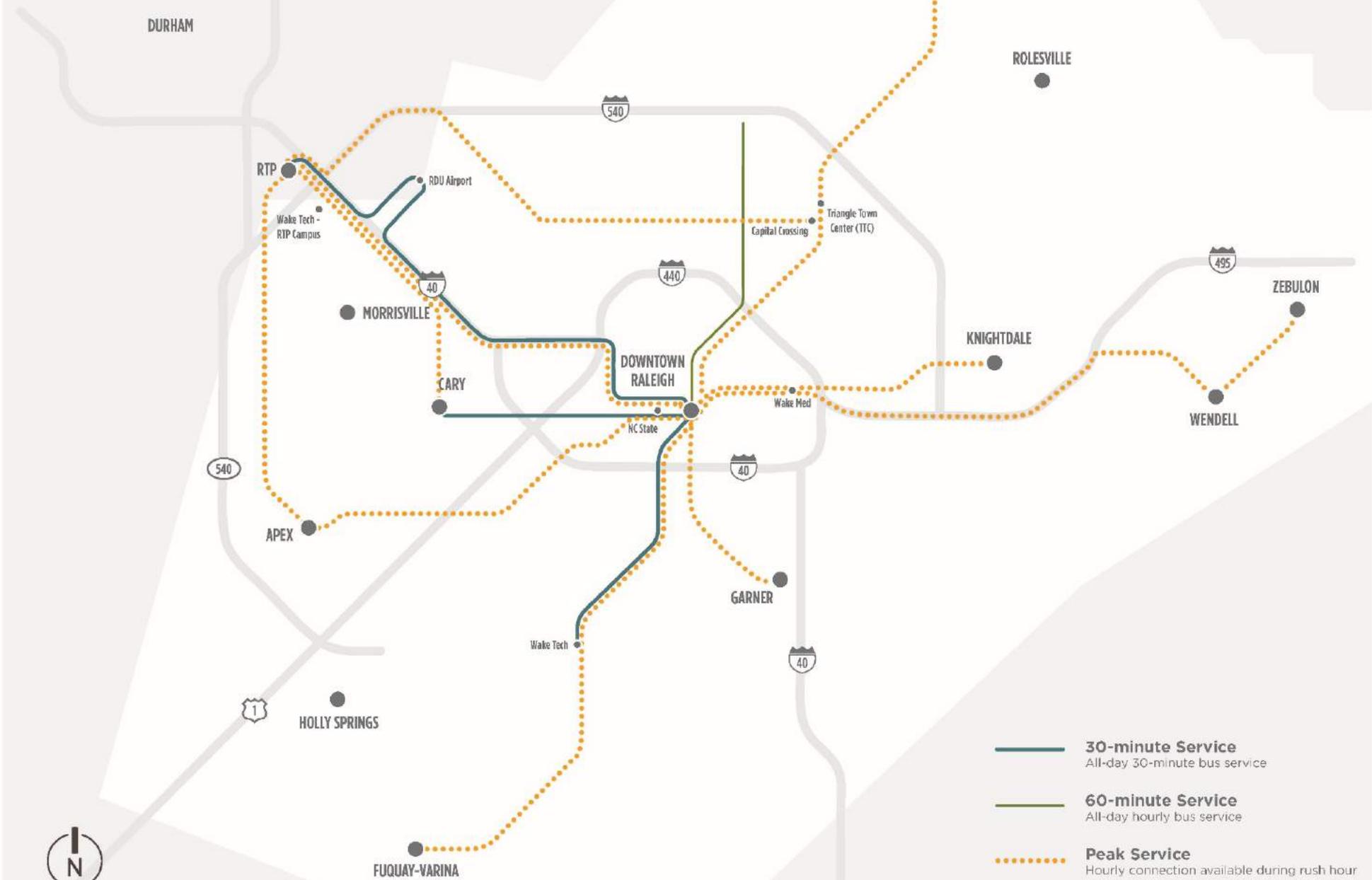
919-996-3942

Wake Transit Bus Plan

- Review of maps for Proposed Wake Transit Plan Implementation:
 - Connect all Wake County Communities
 - Planned service expansion into Wake Forest
 - DRAFT
 - Community Funding Market Analysis DRAFT
- Next Steps

Connect All Wake County Communities

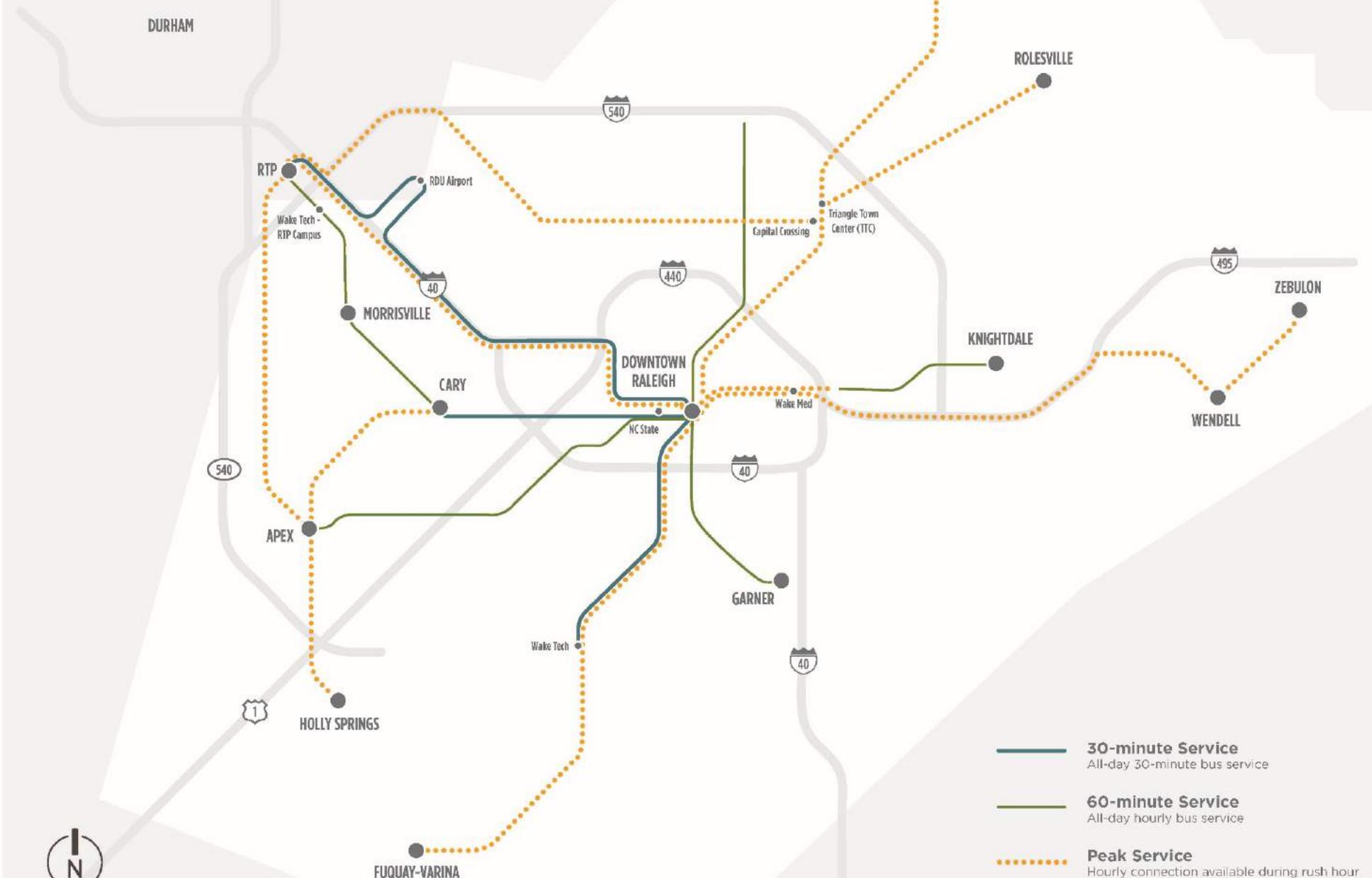
Existing Services



Route alignments and implementation phases are draft and subject to change.

Connect All Wake County Communities

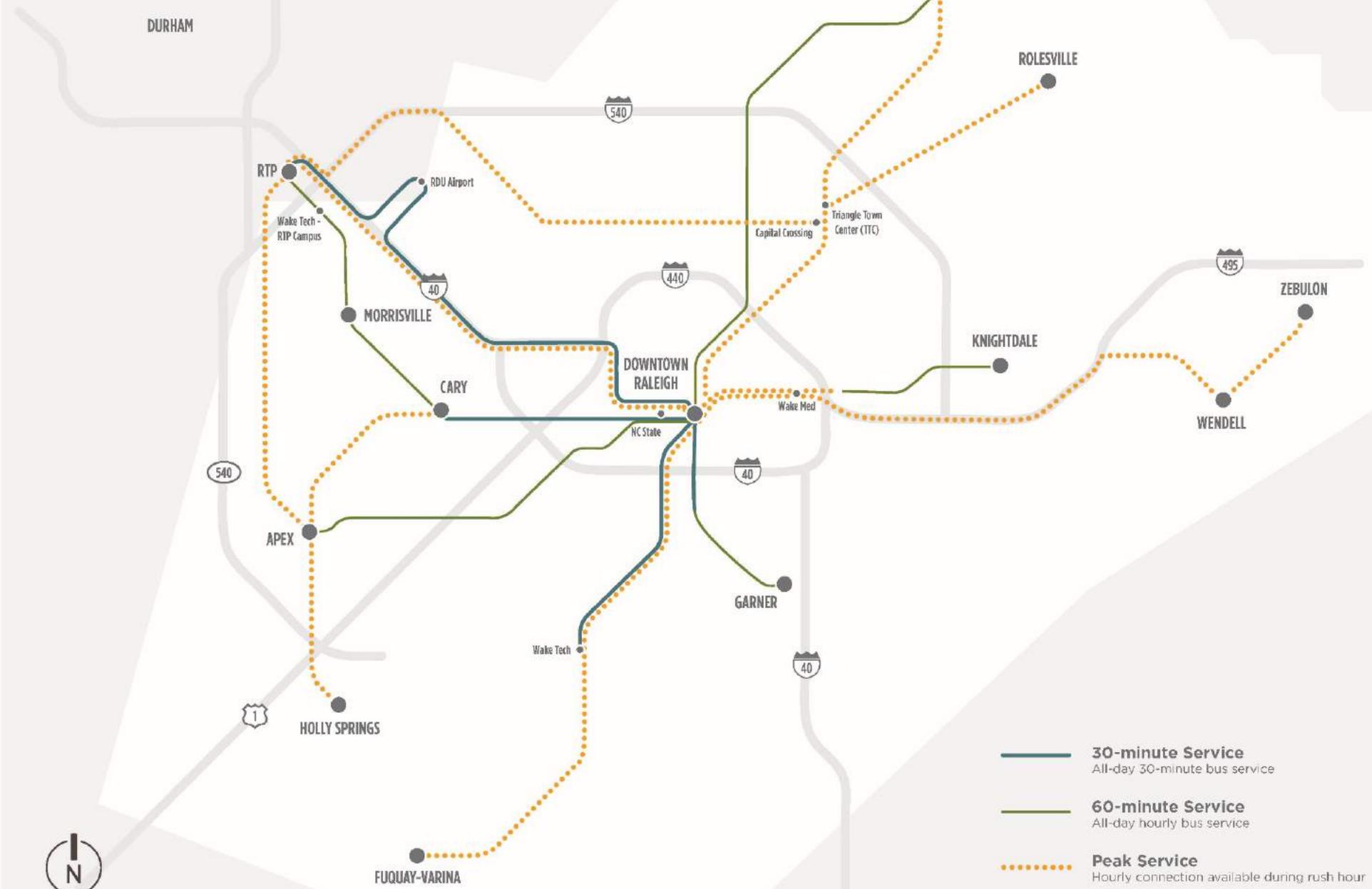
Service Changes between 2019 and 2021 - DRAFT



Route alignments and implementation phases are draft and subject to change

Connect All Wake County Communities

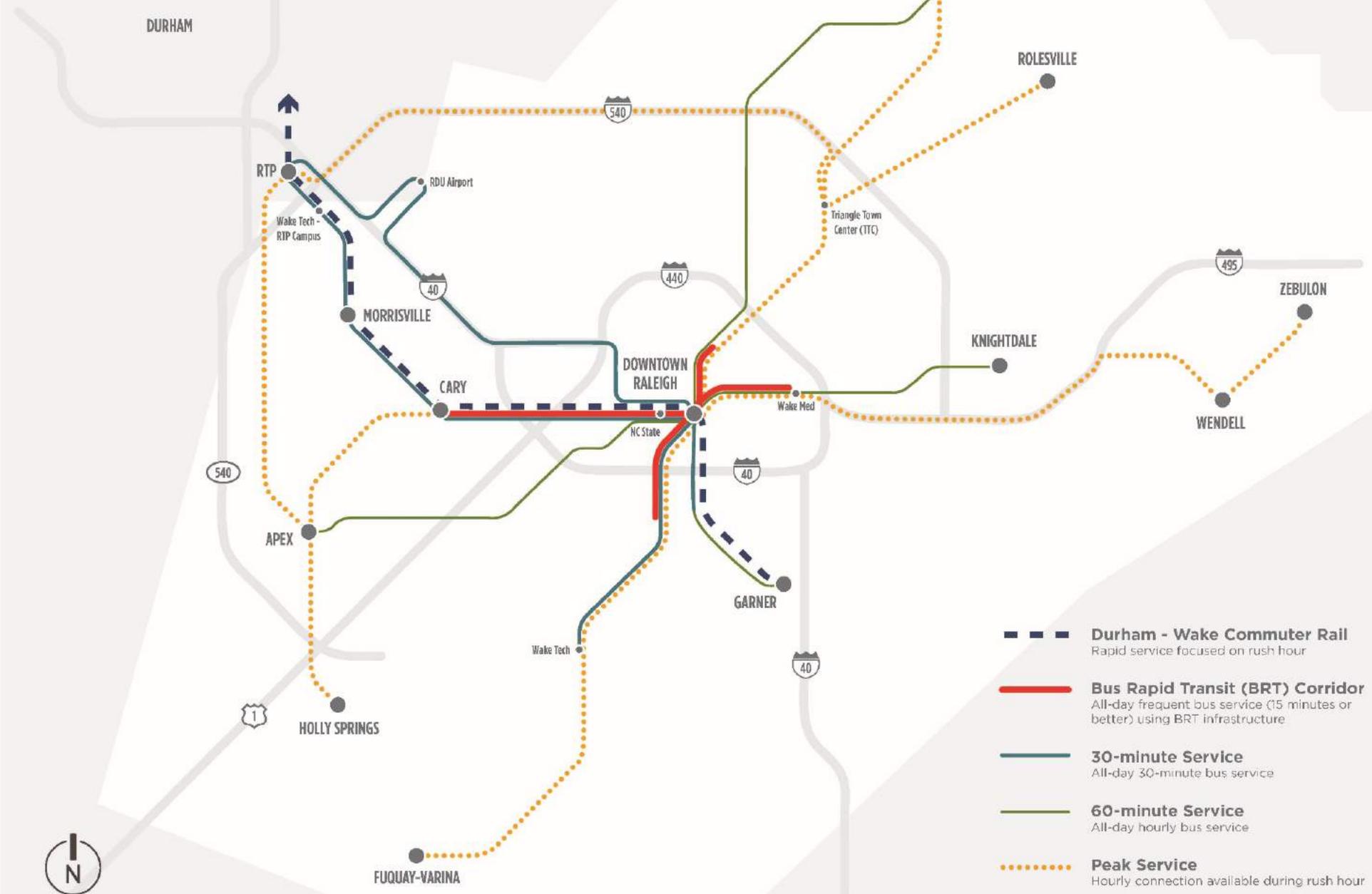
Service Changes between 2022 and 2024 - DRAFT



Route alignments and implementation phases are draft and subject to change

Connect All Wake County Communities

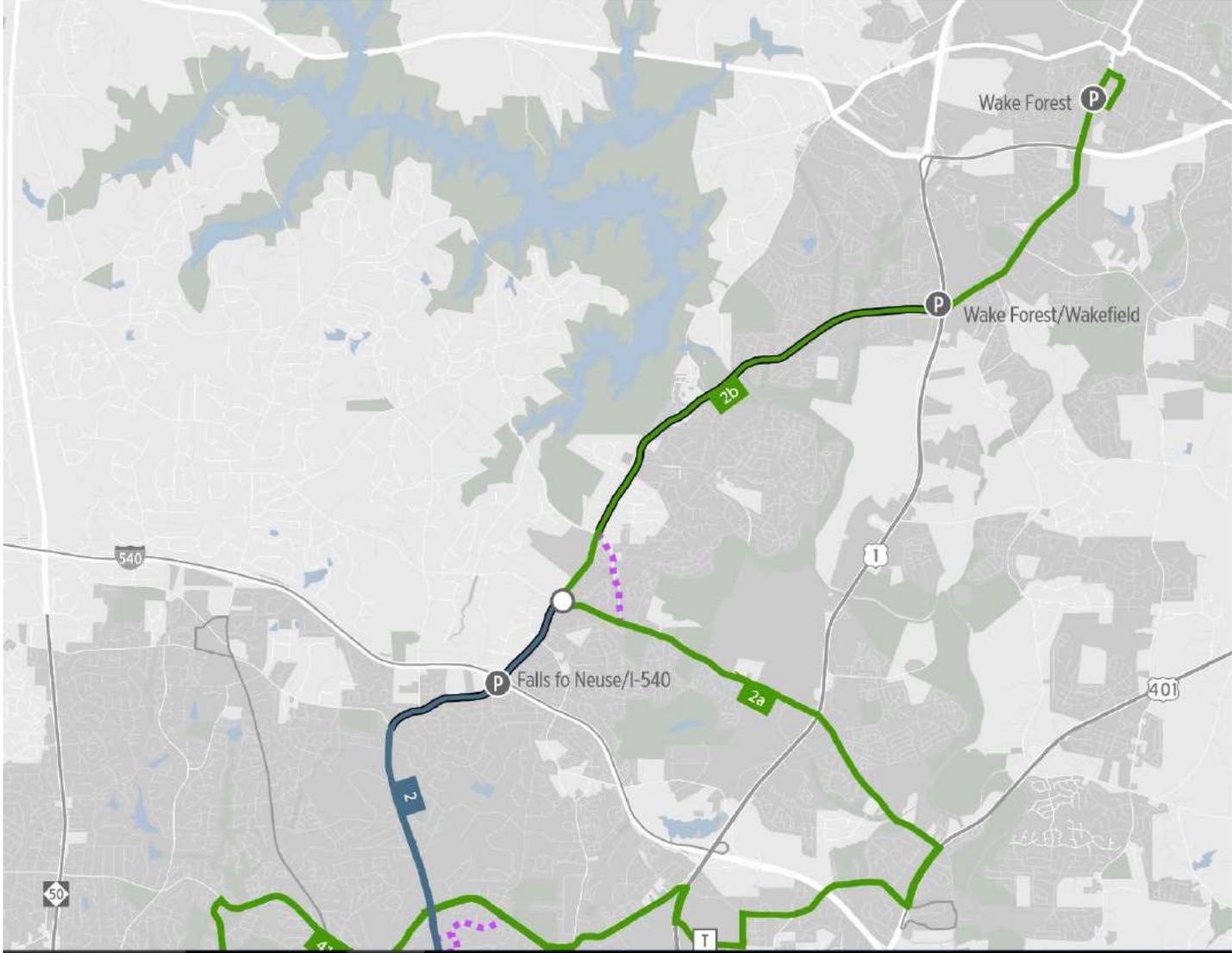
Service Changes between 2025 and 2027 - DRAFT



- Durham - Wake Commuter Rail**
Rapid service focused on rush hour
- Bus Rapid Transit (BRT) Corridor**
All-day frequent bus service (15 minutes or better) 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

Route alignments and implementation phases are draft and subject to change

DRAFT Future Services Route 2b (2023)



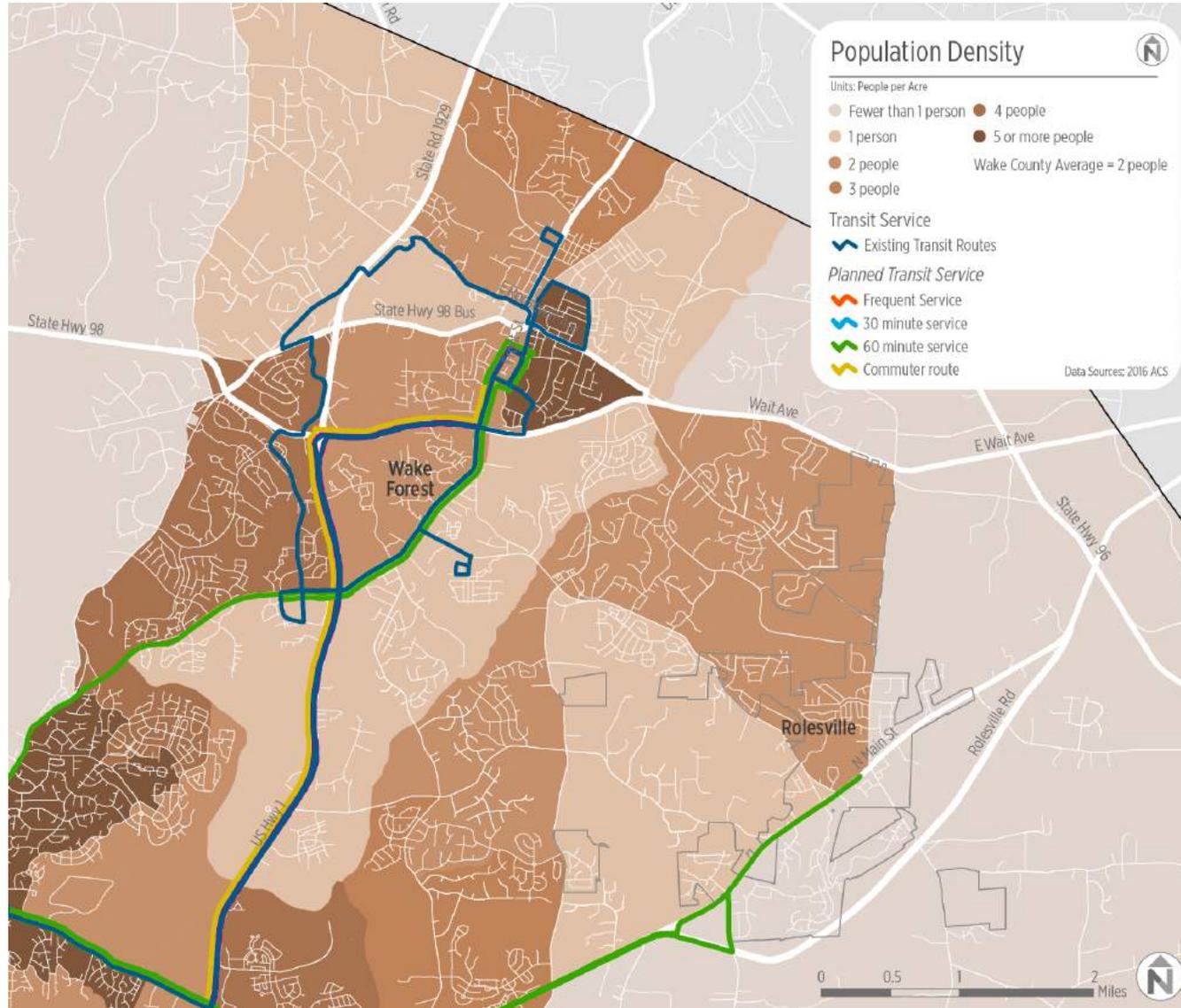
Wake Transit Community Funding Area Market Analysis - Methodology

What does the market say?

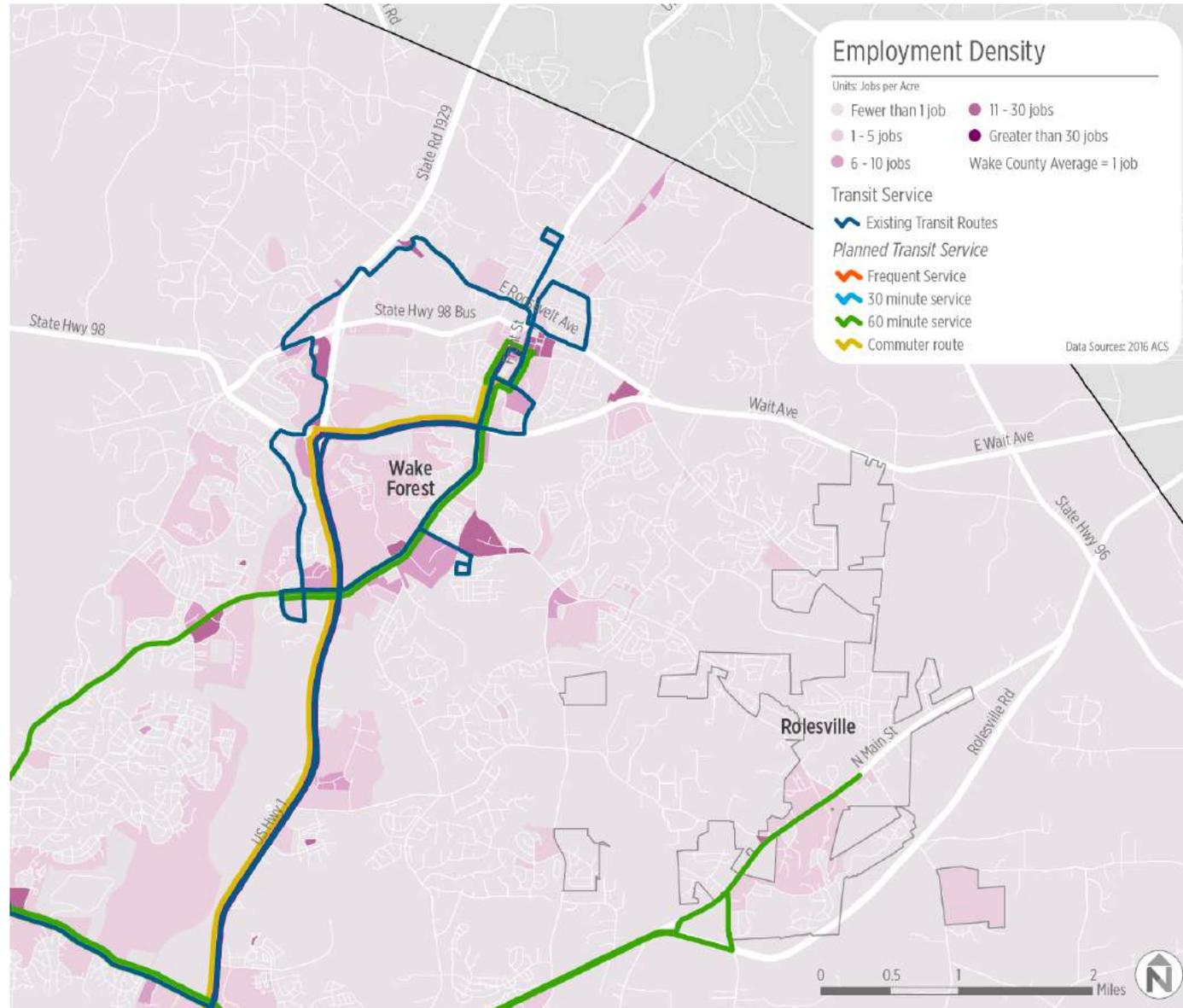
- Population density
- Employment density
- Socioeconomic characteristics: older adults, individuals in poverty, people with disabilities, households without access to a vehicle

Use this data to project a Transit Demand Index
Map

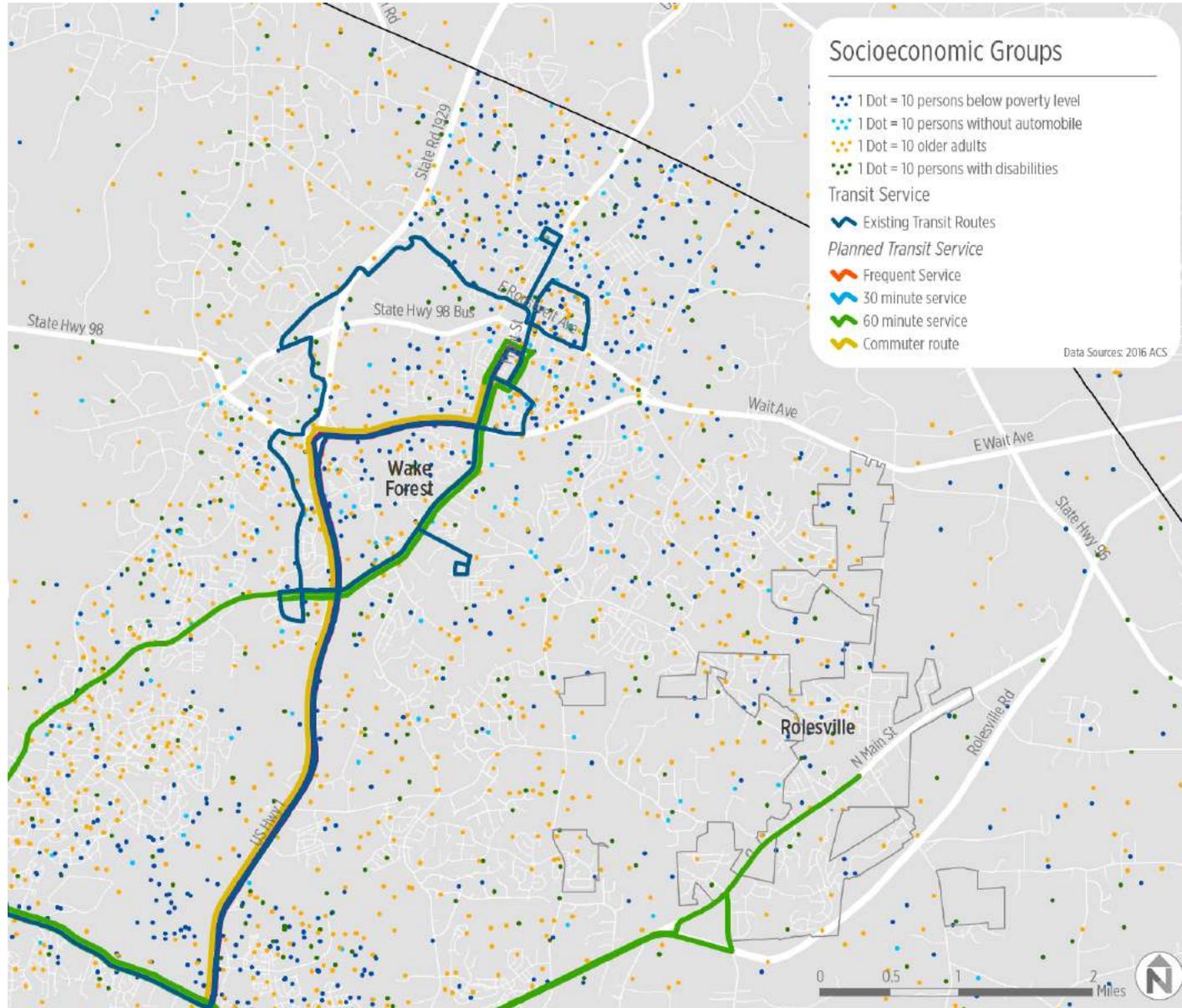
DRAFT – Population Density



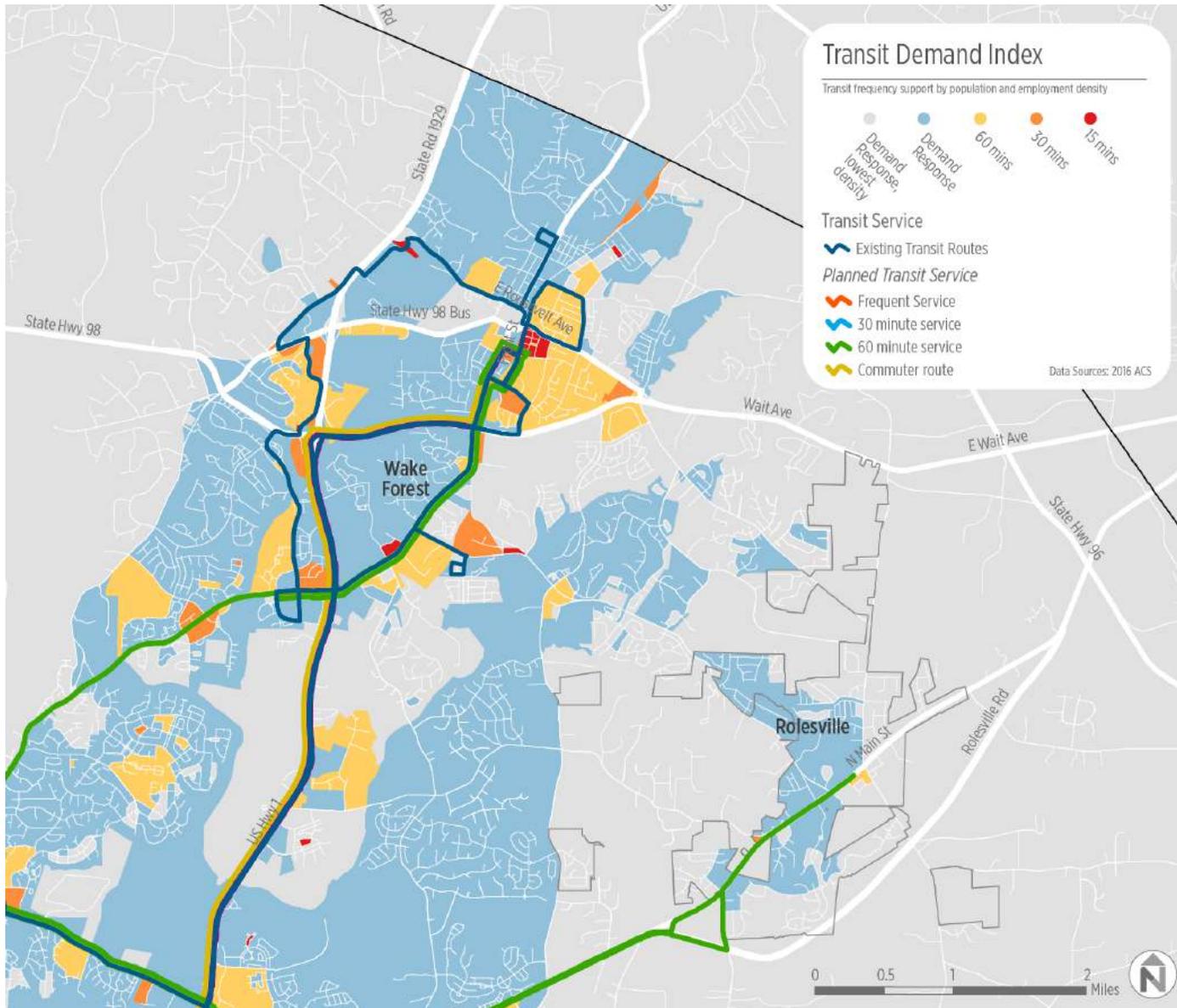
DRAFT – Employment Density



DRAFT- Socioeconomic Groups



DRAFT - Transit Demand Index



Transit Service Options Menu

FLEX ROUTE



Flex services are a hybrid between fixed route and demand response service. Flex routes travel along a fixed alignment with scheduled start times, but can deviate from the route up to 1/4 mile to directly serve a destination if requested by a rider. Passengers may also “flag” a bus at any safe point along the fixed route rather than having to walk to a specific stop.

BENEFITS

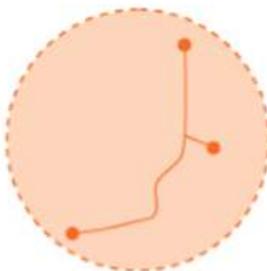
- Flex service can meet requirements for complementary ADA paratransit service without traditional demand response service.
- Riders can get door-to-door service if their trip starts and end within the 1/4 mile boundary.

CHALLENGES

- Riders may not know when the bus is coming.
- Travel is indirect and trips can take a long time due to deviations requested by riders.



DEMAND RESPONSE



Demand response services (sometimes called Dial-A-Ride) provide door-to-door trips within a specified service area using smaller transit vehicles. These services typically operate in lower density suburban and rural communities.

BENEFITS

- Provides service in areas that lack the population density to support fixed-route bus service.
- Improves the mobility of residents without other travel options.

CHALLENGES

- Typically requires advance reservations, reducing flexibility for passengers.
- High cost per passenger than other transit services.



TNC



Transportation Network Companies (TNCs) offer on-demand, point-to-point transportation. Similar to taxis, TNCs provide transportation services for compensation using an online-enabled application or platform.

BENEFITS

- Provides service in areas that lack the population density to support fixed-route bus service.
- Improves the mobility of residents without other travel options.

CHALLENGES

- Providing only a subsidy of TNC trips could result in passengers paying high
- Difficult to set restrictions on trips



Next Steps

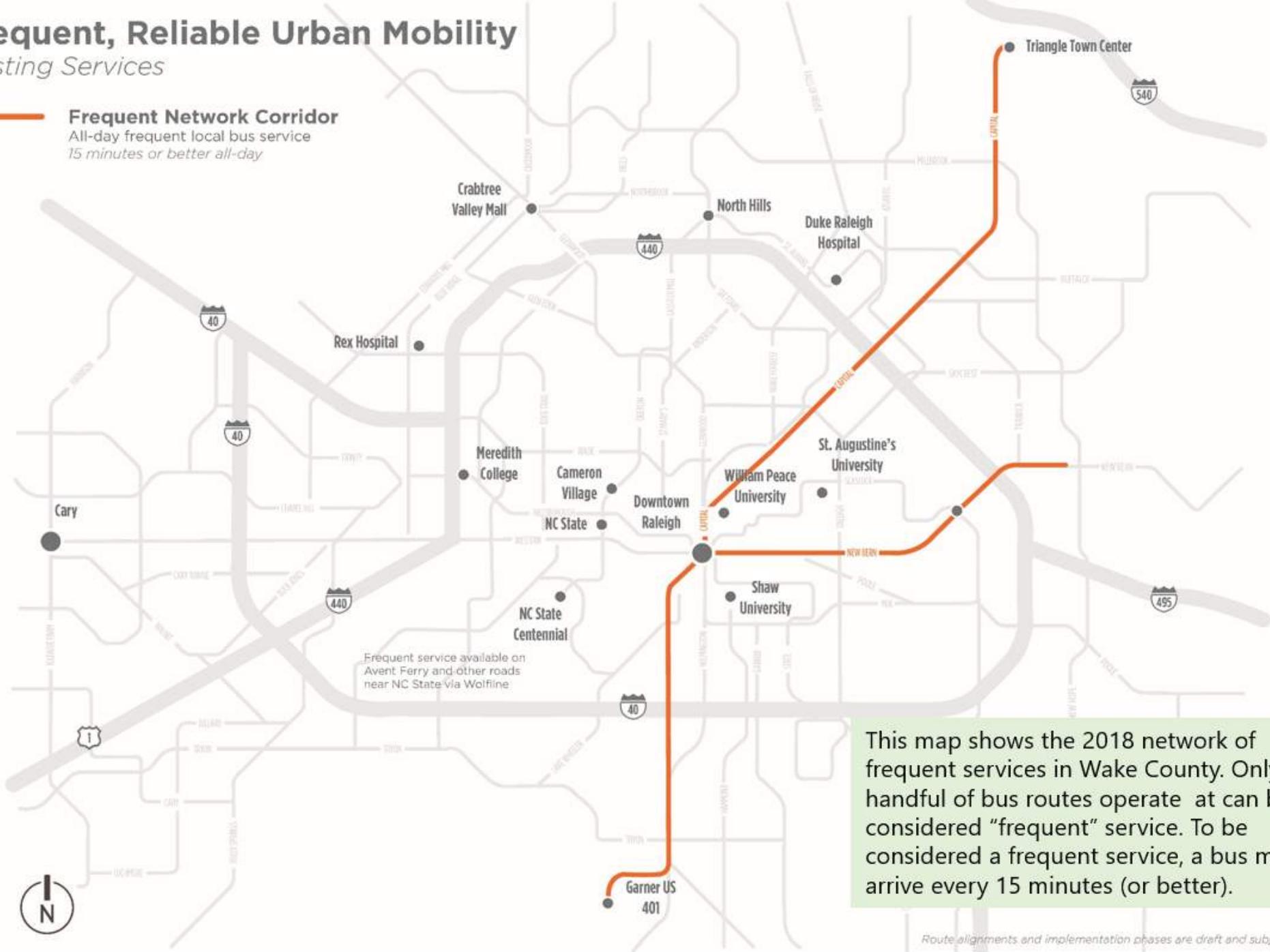
- Public Engagement Tentative Aug 20 – Sept 10
- 10 Year Bus Plan wraps up and Short Range Plans begin over summer
- Community Funding Study for municipalities continuing
 - Next meeting July 25th
- MIS [Major Investment Study]
 - BRT wrapping up September Project Sponsors named
 - CRT splitting off into separate study and continuing



Frequent, Reliable Urban Mobility

Existing Services

Frequent Network Corridor
All-day frequent local bus service
15 minutes or better all-day



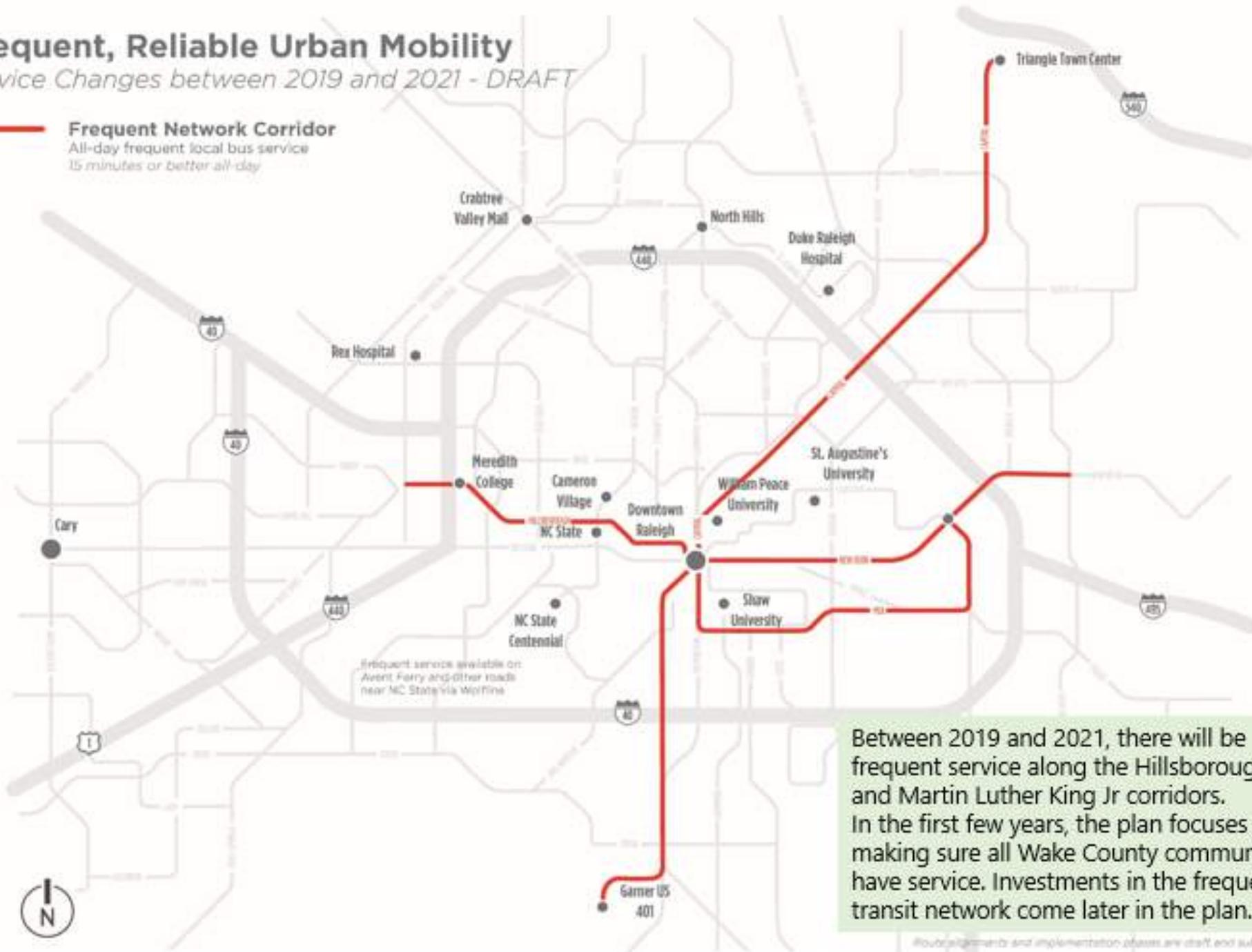
This map shows the 2018 network of frequent services in Wake County. Only a handful of bus routes operate at can be considered "frequent" service. To be considered a frequent service, a bus must arrive every 15 minutes (or better).

Route alignments and implementation phases are draft and subject to change

Frequent, Reliable Urban Mobility

Service Changes between 2019 and 2021 - DRAFT

Frequent Network Corridor
All-day frequent local bus service
15 minutes or better all-day



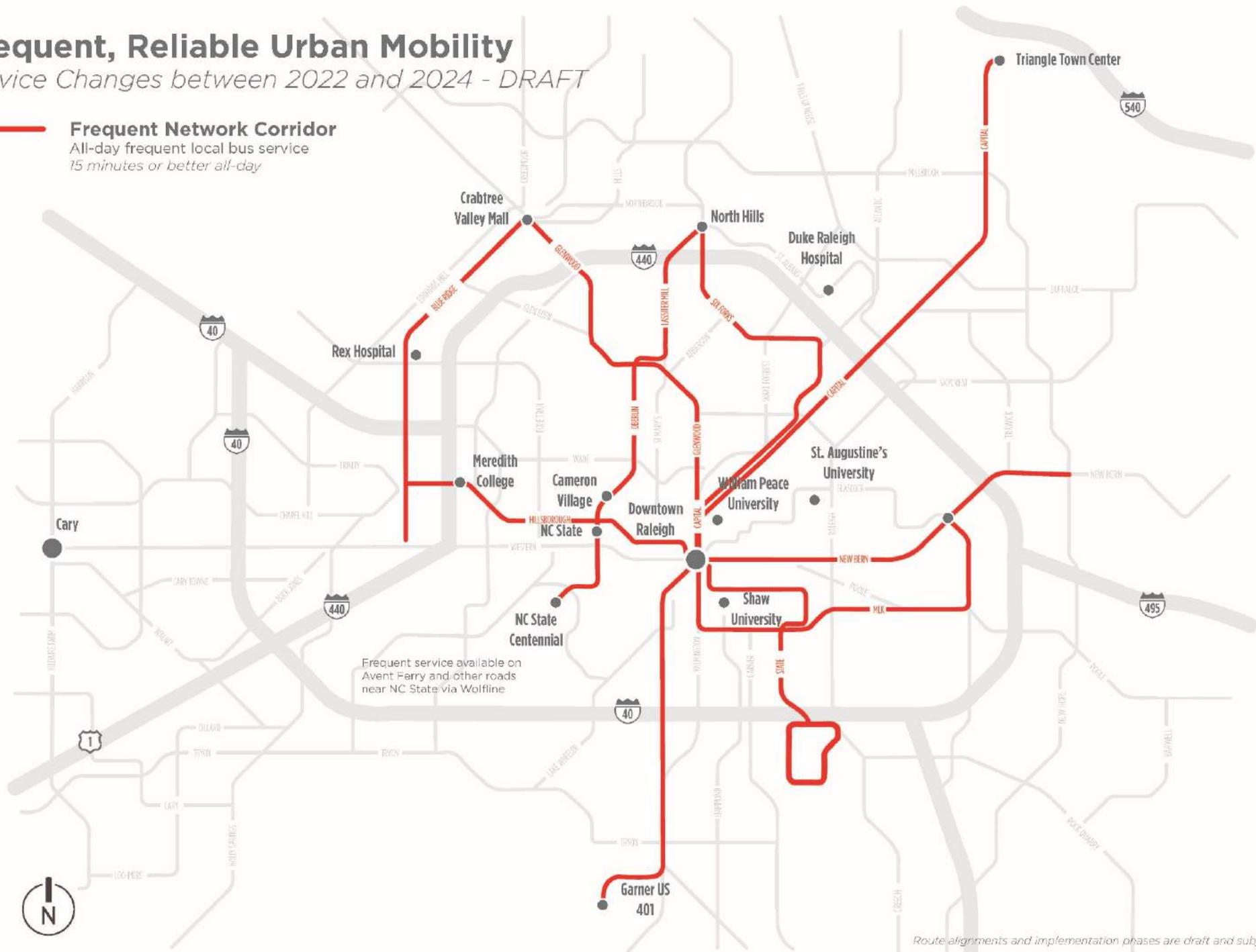
Between 2019 and 2021, there will be frequent service along the Hillsborough and Martin Luther King Jr corridors. In the first few years, the plan focuses on making sure all Wake County communities have service. Investments in the frequent transit network come later in the plan.

Route alignments and implementation phases are draft and subject to change.

Frequent, Reliable Urban Mobility

Service Changes between 2022 and 2024 - DRAFT

Frequent Network Corridor
All-day frequent local bus service
15 minutes or better all-day



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

Route alignments and implementation phases are draft and subject to change

Frequent, Reliable Urban Mobility

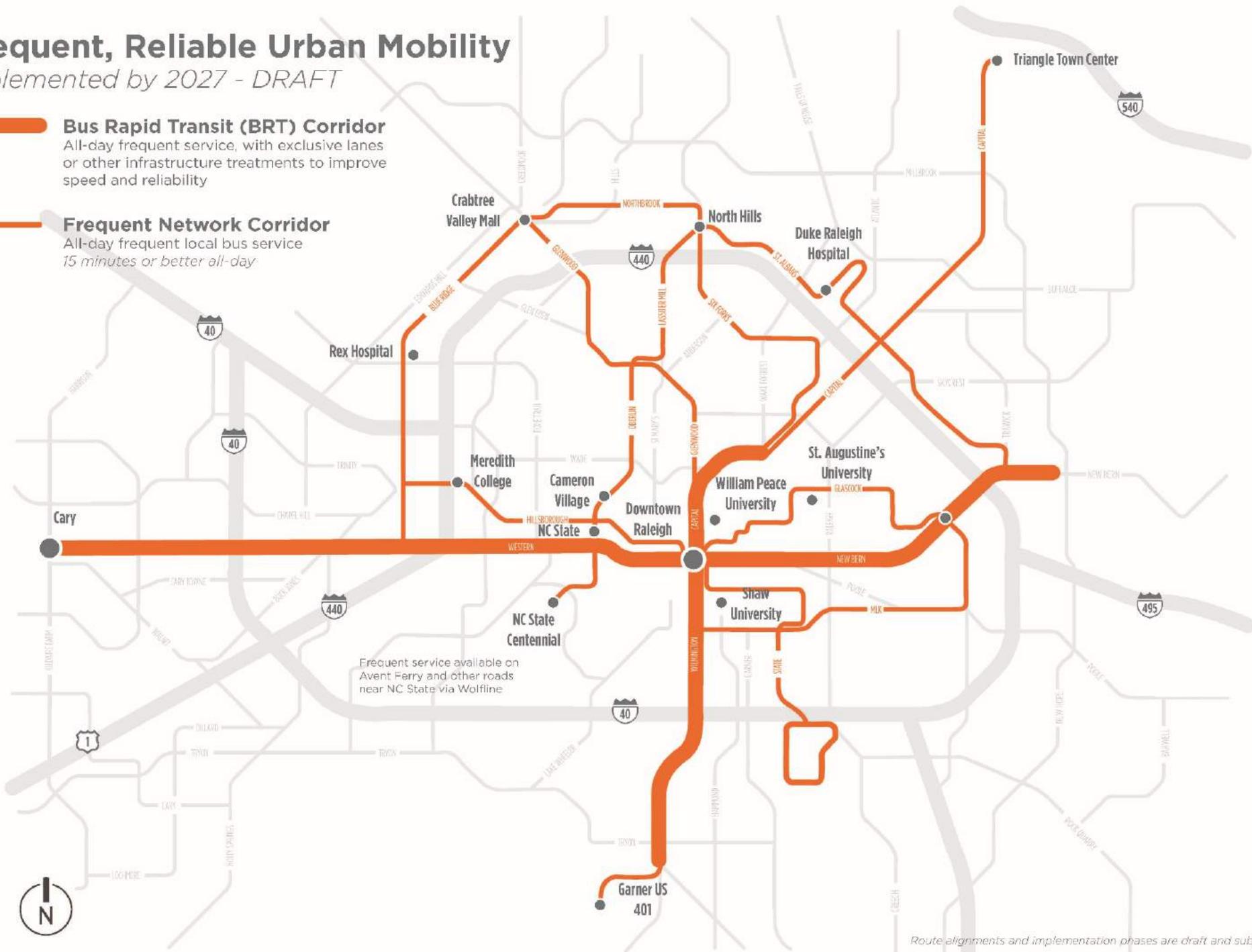
Implemented by 2027 - DRAFT

Bus Rapid Transit (BRT) Corridor

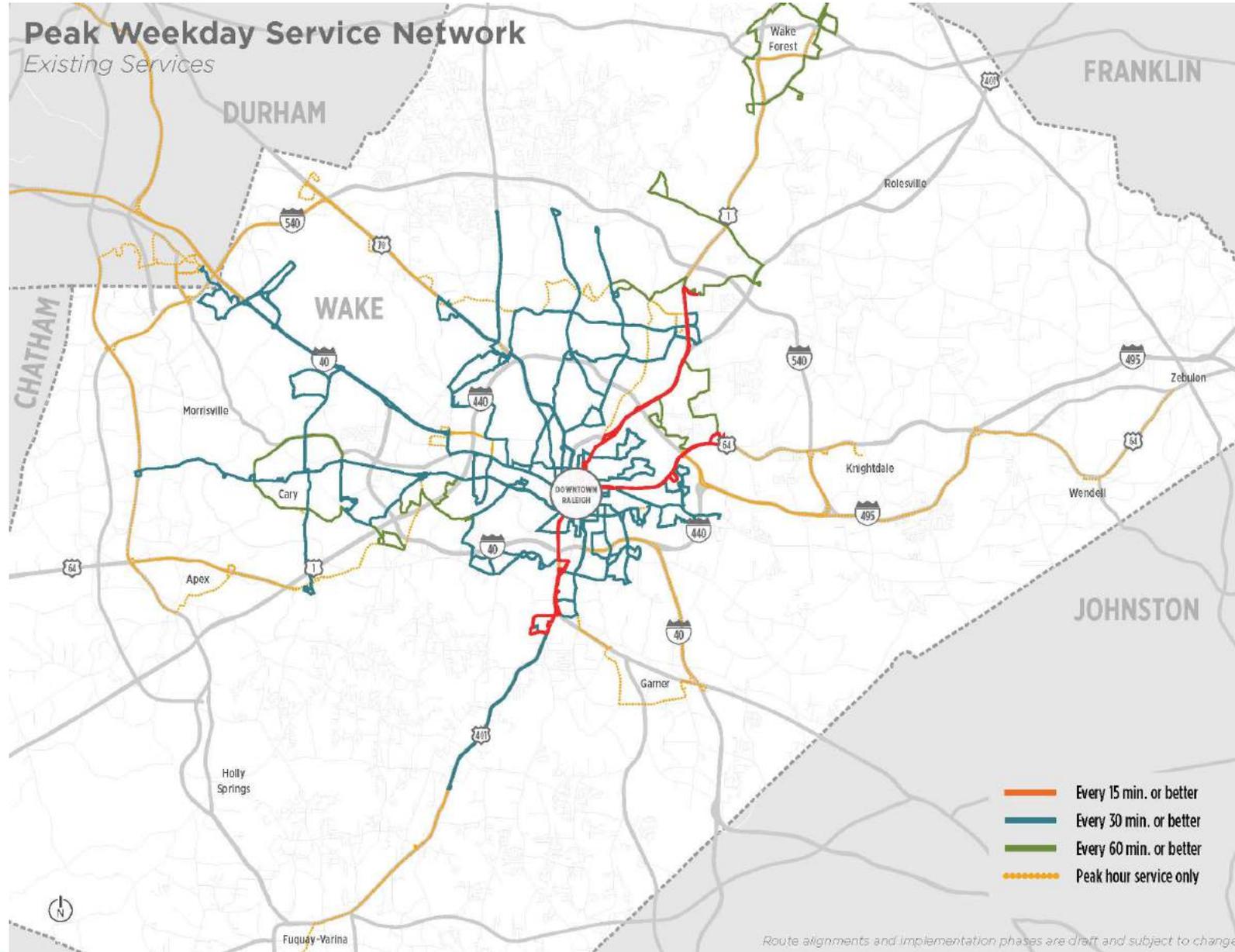
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

Frequent Network Corridor

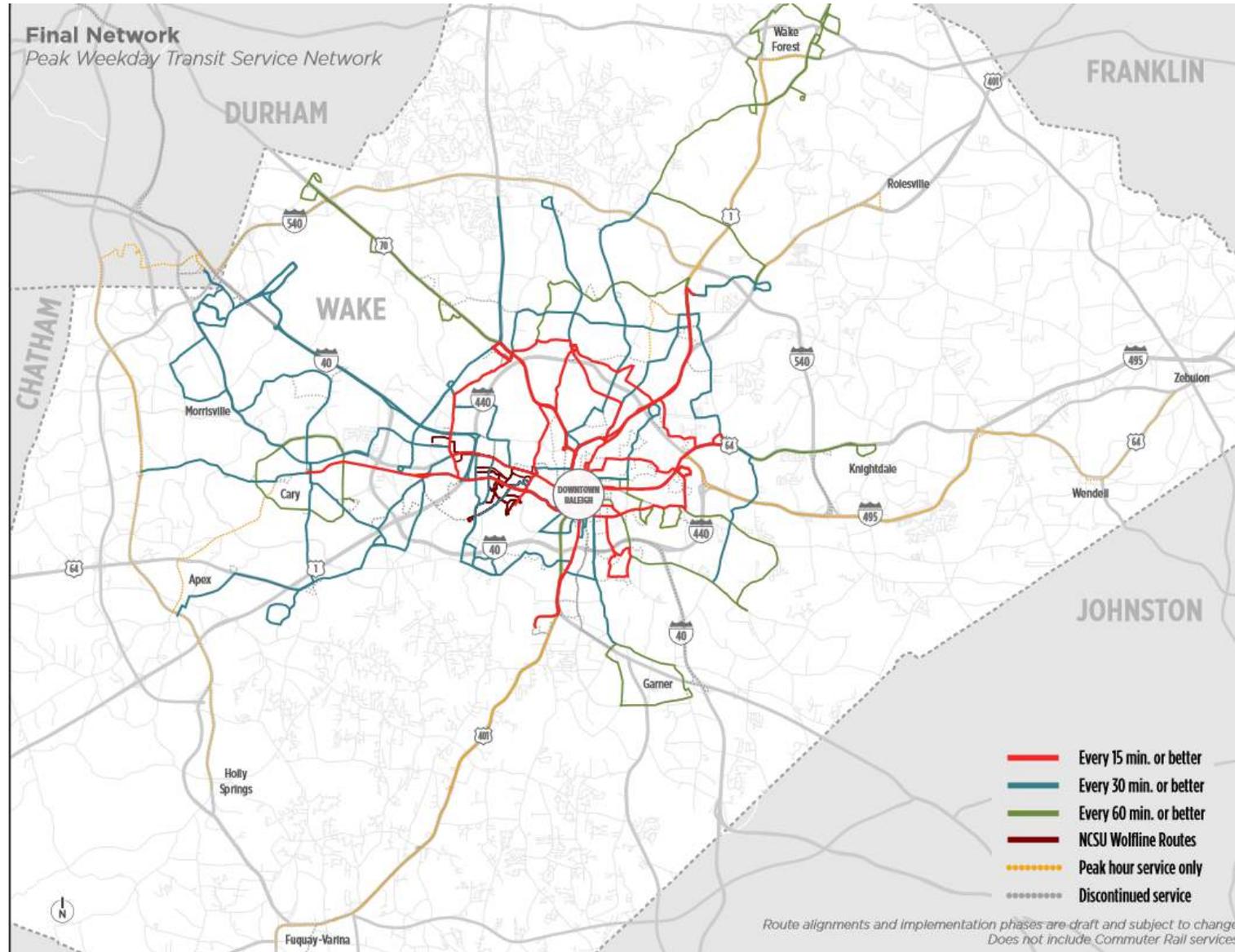
All-day frequent local bus service
15 minutes or better all-day



Existing Services (Full Network) 2018



Proposed Future Services (Full Network) 2027



WAKE TRANSIT

Implementation & Next Steps

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Forest
June 27, 2018

Wake | Transit Plan Funding Sources

The Wake Transit Plan is completing its first full year of implementation.

New Funding Sources

½ cent sales tax*

\$7 County vehicle registration fee

\$3 increase to regional vehicle registration*

State & Federal support for new services



Existing Funding Sources

\$ Local and regional funding

\$ Fare box

5% Vehicle rental tax

\$ State, Federal

\$5 Regional vehicle registration

Creation and Passing of the Plan

2015

- Wake County led a new planning effort to collect public input and design a new transit plan. Over 250 public meetings were held to receive input on the plan.
- All 12 municipalities, the transit authorities, RTP, RDU, NCSU were part of a 73 member advisory committee that included local citizen leaders guided the planning process.
- Wake County developed a recommended Wake County Transit Plan to be adopted by the boards of CAMPO, GoTriangle, and the Wake County Commission.

2016

- GoTriangle, GoRaleigh, CAMPO, Wake County, and municipalities presented the plan to Wake County residents and received feedback.
- CAMPO, GoTriangle, and the Wake County Commission boards approved the recommended plan.
- Wake County voters passed ½ cent sales tax on the November ballot.
- Transit Planning Advisory Committee (TPAC) was formed to administer plan and receive input.

This Plan has a Ten Year Time Horizon

Wake Transit Plan includes | “Four Big Moves”

1

Build Regional Connectors

- Commuter rail
- Regional express bus links to major employment centers in RTP, Durham & Chapel Hill

2

Connections to all communities

- 30 & 60 minute service peak hour & commuter services

3

Frequent Bus Service in Urban areas

- Expand = weekends & evenings
- Increase = 15 min service
- Add = Bus Rapid Transit

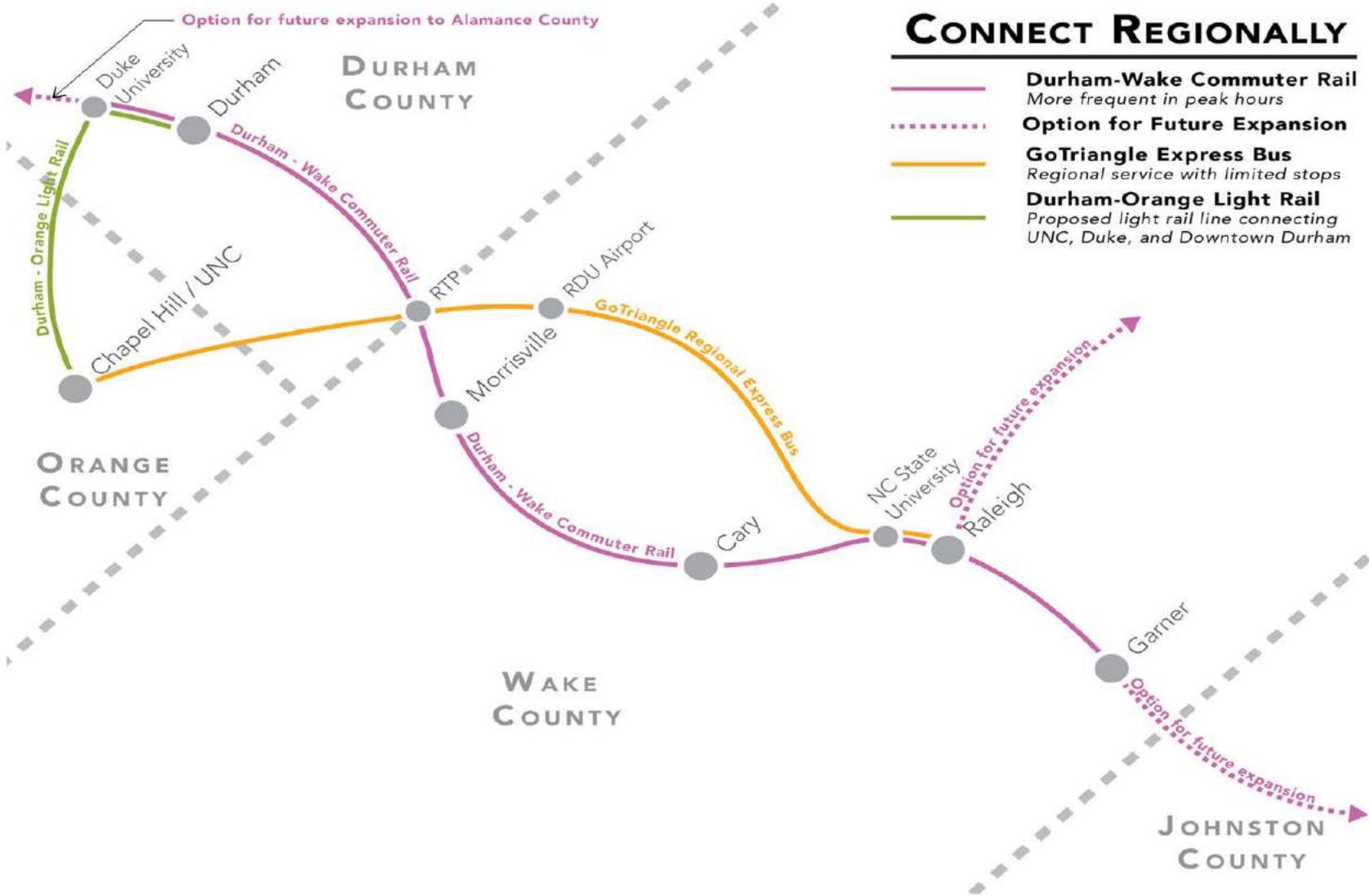
4

More Access to Transit

- Matching funds for local transit service
- More paratransit service in rural areas
- Expand & improve routes in urban core

CONNECT REGIONALLY

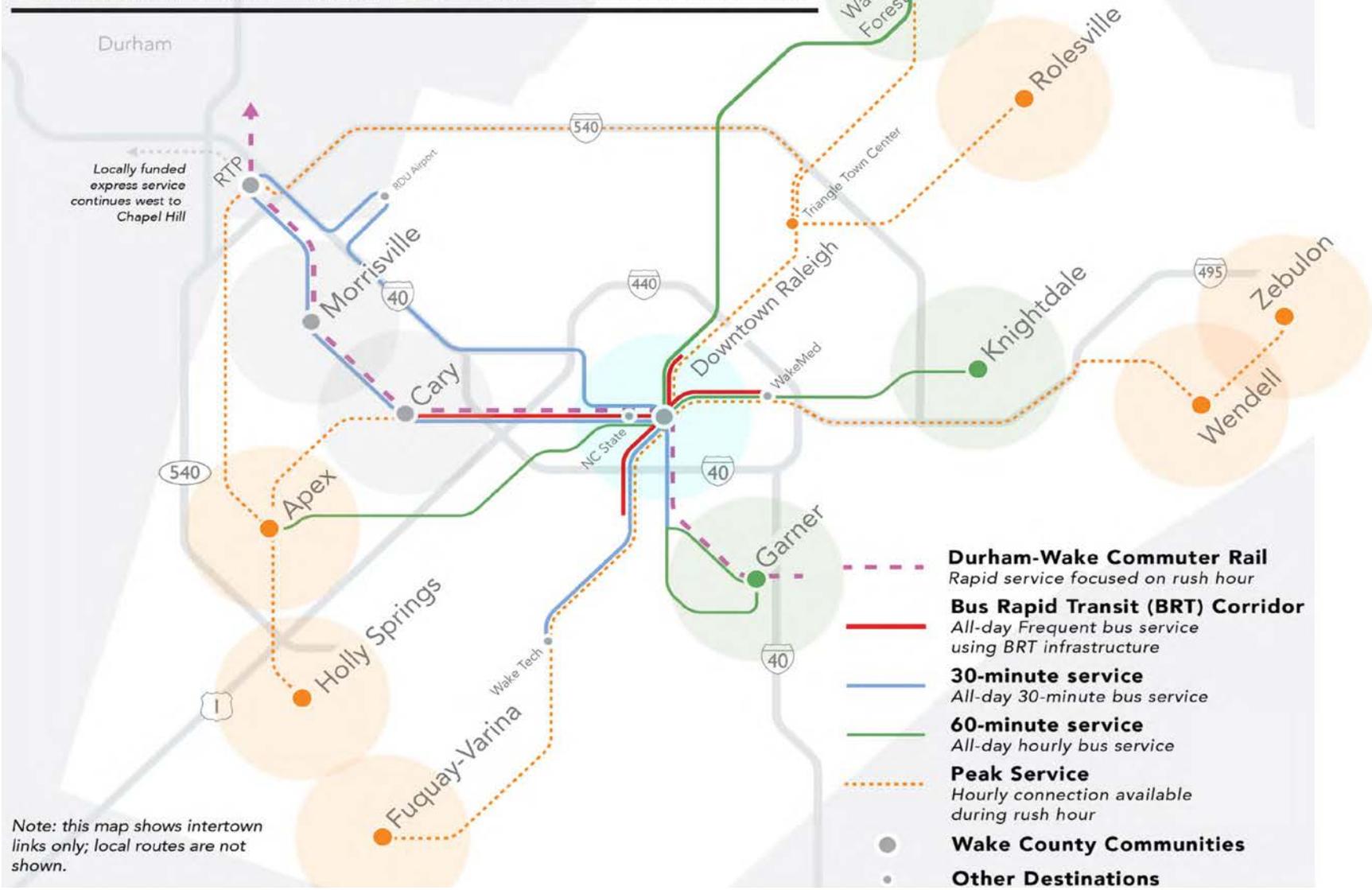
-  **Durham-Wake Commuter Rail**
More frequent in peak hours
-  **Option for Future Expansion**
-  **GoTriangle Express Bus**
Regional service with limited stops
-  **Durham-Orange Light Rail**
Proposed light rail line connecting UNC, Duke, and Downtown Durham



WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

CONNECT ALL WAKE COUNTY COMMUNITIES



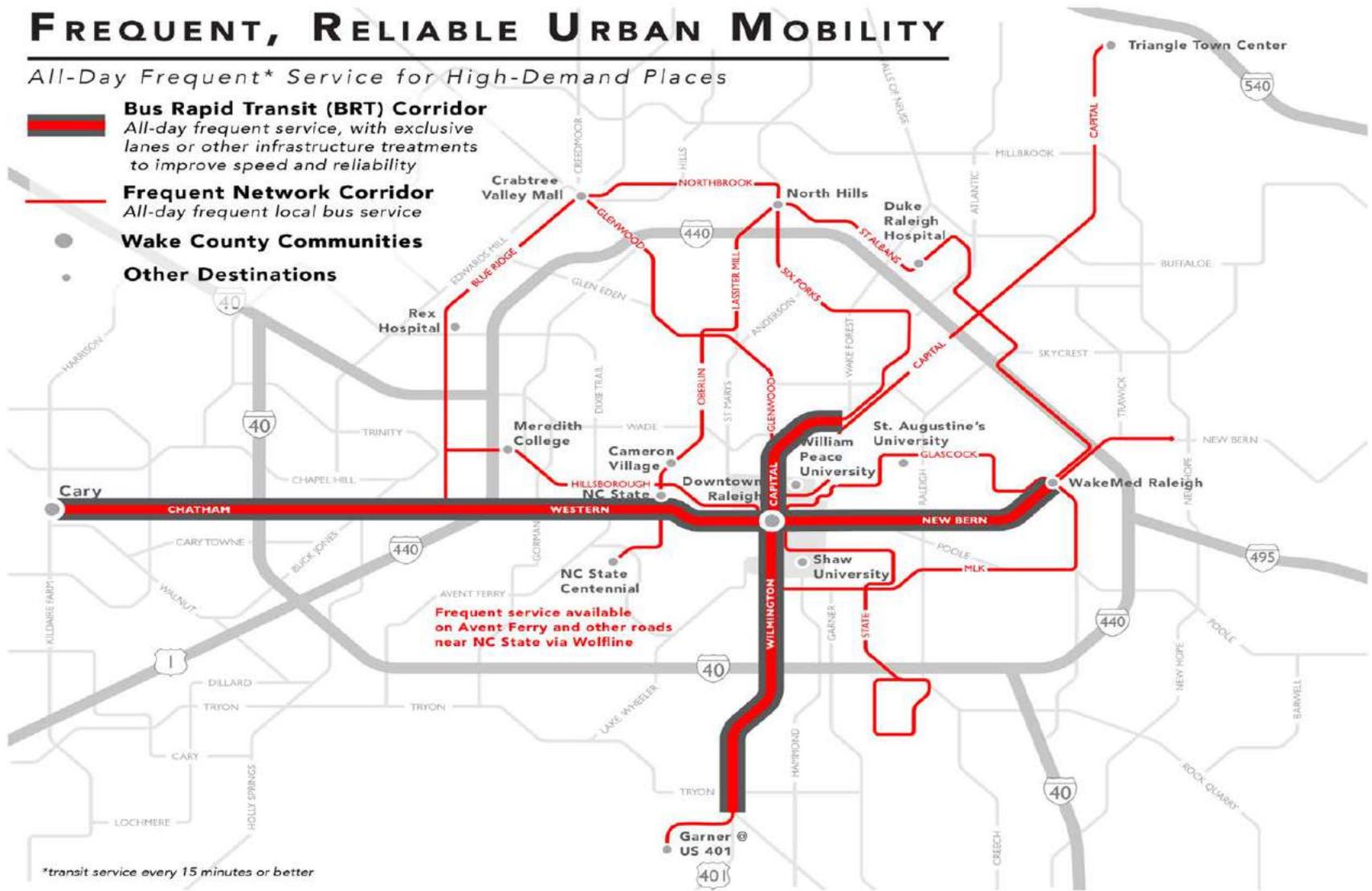
WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

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**



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

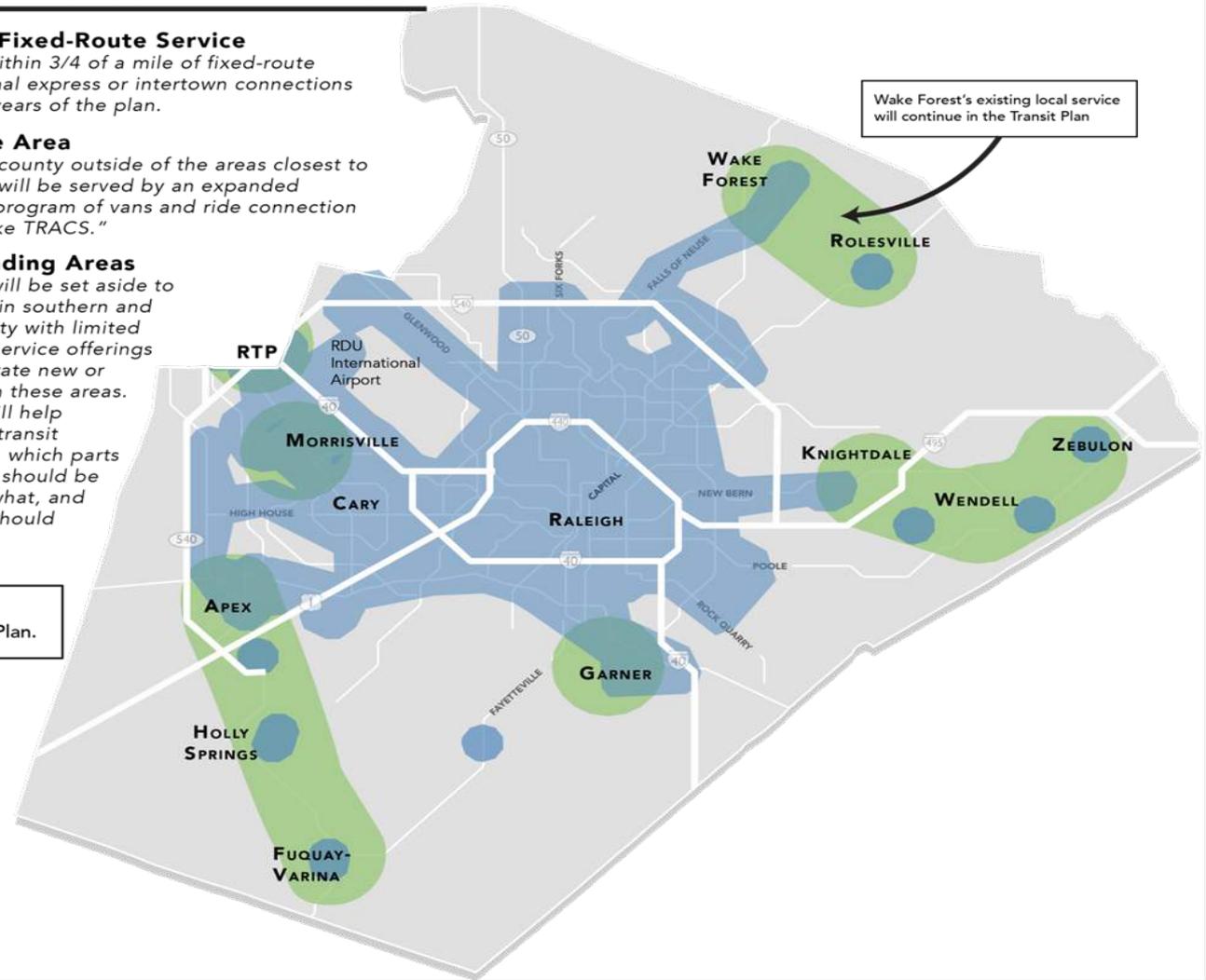
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."



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.



T P A C

(ILA) An Interlocal Agreement was developed and signed to establish a decision-making process where all stakeholders have a voice.

TPAC

Transit Planning Advisory Committee (TPAC) is the technical team charged with implementing the adopted Wake Transit Plan.

Provisions have been made for weighted voting

TPAC makes recommendations on how the dollars are spent

Policy decisions are sent to the governing boards simultaneously for approval



TPAC

TPAC Members

Wake County
Research Triangle Park
GoTriangle
CAMPO
NCSU
Apex
Cary
Fuquay-Varina
Garner
Holly Springs
Knightdale
Morrisville
Raleigh
Rolesville
Wake Forest
Wendell
Zebulon

Important for
members to be
engaged
to influence
decision making

- **Public Engagement Policy**
 - How TPAC will solicit and receive public input
 - How Agencies will deploy public involvement for projects
- **Staffing Model and Expectations Plan**
 - Administration of the Tax District
 - Administration of the TPAC
 - Administration of Planning, Studies, and Implementation
- **Wake Bus Plan**
 - Prioritization of bus capital and operating projects
 - How/When projects will deploy
 - Who will provide particular services

- **Transit Corridors Major Investment Study**
 - Bus Rapid Transit projects
 - Commuter Rail Transit Projects
- **Community Funding Area Program Management Plan**
 - How Community Funding Areas will work
 - Capital, operating, administration policies, and funding
- **Customer/Community Surveys**
 - Baseline for customer and community awareness and satisfaction
 - Allows for measuring increase/decrease in awareness and satisfaction moving forward

Local Implementation

Local Conversations and Planning for Wake
Transit Implementation

City Council / Town Board

TPAC

CAMPO

GoTriangle

City Council / Town Board

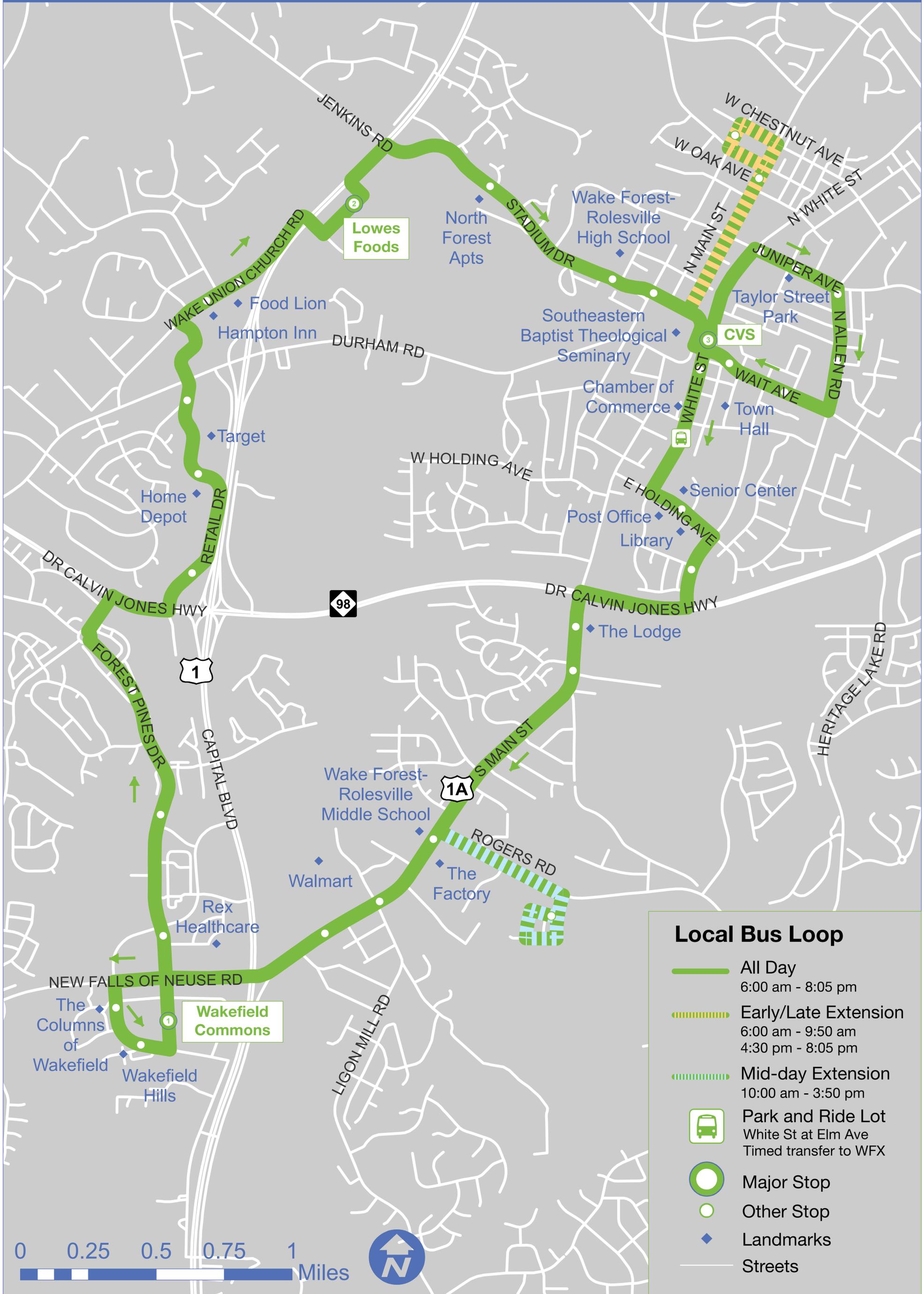
Agreements

Implementation

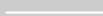
What's Next?

- Numerous operating projects from FY18 will continue
- Several new operating projects in Raleigh and Cary, as well as improved regional bus connections
- Wake Bus Plan will get adopted in FY19 – allowing for prioritization of new bus services to be implemented through 2027.
- Bus Rapid Transit and Commuter Rail Corridors will continue to be refined
- Community Funding Area's will be able to start planning for and implementing new local public transportation services in their jurisdiction

Wake Forest Loop



Local Bus Loop

-  All Day
6:00 am - 8:05 pm
-  Early/Late Extension
6:00 am - 9:50 am
4:30 pm - 8:05 pm
-  Mid-day Extension
10:00 am - 3:50 pm
-  Park and Ride Lot
White St at Elm Ave
Timed transfer to WFX
-  Major Stop
-  Other Stop
-  Landmarks
-  Streets