

GIS Maps Update

This month, the Capital Area MPO has made a concerted effort with its 23 jurisdictions to gather bicycle and greenway data for use in our Comprehensive Transportation Plan. As this data has come into CAMPO, the GIS data management department has reviewed and categorized this data into three main categories. Bicycle lanes and greenway trails have been given attributes of "Major", "Minor", or "Local"

depending on their level of service. For example, the American Tobacco Trail is categorized as a "Major" greenway, because it serves several jurisdictions. "Minor" level of service serves multiple neighborhoods to a few jurisdictions, and the "Local" service serves mostly single neighborhoods. As these maps are published on the CAMPO website, please review and send updated data as necessary.

Website Update

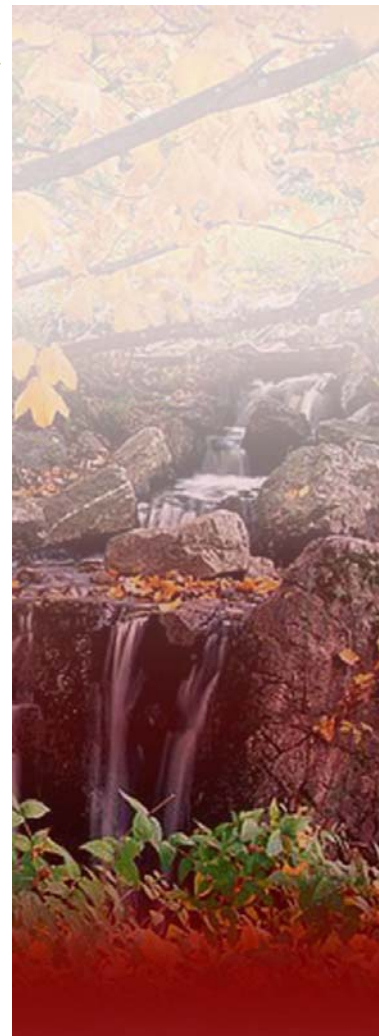
Here's the updated web information for the month of October:

On the the Capital Area MPO homepage you'll find the Press Release for the Bicycle, Pedestrian, and Transit Facilities Inventory; Job Access Reverse Commute (JARC) and New Freedom Fund Call for Projects; and the Locally Administed Projects Program.

Southwest Area Study, and the South-

west Area Study Frequently Asked Questions can be found on our projects webpage.

For any more updated please visit us on the web at: www.campo-nc.us



NC Capital Area MPO News

www.campo-nc.us/newsletters.html

October 2010

NC 50 Update

In January 2010, the NC Capital Area MPO contracted with Kimley-Horn and Associates to lead a team of consultants on a corridor study of NC 50 from I-540 in Wake County to NC 56 in downtown Creedmoor. The consultant team has worked with a large Project Oversight Committee and a smaller Core Technical Team throughout the project. Several public outreach opportunities were conducted, including a phone survey, online survey, project symposium, public workshops in Wake and Granville Counties, and a three-day planning charrette.

The project team has worked closely with NCDOT staff from Division 5 and the Division of Bicycle and Pedestrian planning to develop recommendations that address the mobility and safety along the corridor as well as the desires of local residents and property owners in the study area.

The consultant team recently presented preliminary findings and recommendations to the Wake County Board of Commissioners and the Granville County Board of Commissioners. The Town Councils from Butner and Creedmoor were invited to the Granville County Commissioners' meeting. Recommendations are divided into four context zones along the corridor. Zone 1, from I-540 to the Falls Lake Recreational Area, is the most intensely developed. Recommendations are sensitive to watershed issues and existing development, with a recommended 94–100' cross-section, a

four-lane divided roadway, and bicycle and pedestrian access located either on a side path in the road right-of-way or through a series of improvements to the adjacent street network. Zone 2, through the Falls Lake Recreational Area, is where the corridor crosses Falls Lake.

This Zone is recommended to have more intensive roadside water treatments while still maintaining a narrower cross-section through a condensed planted median. Zone 3 is the suburban area between the Recreational Area and downtown Creedmoor. This Zone is slightly more flat in topography than the more southern areas, allowing a wider, more traditional, cross-section with side paths for bicycle and pedestrian access. Zone 4, in downtown Creedmoor, is recommended to be a pedestrian-friendly and attractive streetscape with improved sidewalk and lighting elements.

The four-lane widening is recommended to end at the proposed Creedmoor Connector, diverting heavier truck traffic around the Creedmoor Central Business District. Additional information including maps and graphics is available on the project website: www.nc50today.com. The Study is expected to conclude by the end of December 2010.



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Contact us:

The NC Capital Area Metropolitan Planning Organization

The Professional Building, Suite: 800
127 West Hargett Street
Raleigh, NC 27601
Phone: 919-996-4400

Chris Lukasina, Planning Mgr
Phone: 919-996-4402
Christopher.Lukasina@campo-nc.us

Ed Johnson, Director
Phone: 919-996-4390
Ed.Johnson@ci.campo-nc.us

Diane Wilson, Member Services Mgr
Phone: 919-996-4404
Diane.Wilson@campo-nc.us

Kyle Ward, Transportation Eng
(Travel Demand Modeler)
Phone: 919-996-4395
Kyle.Ward@campo-nc.us

Richard L. Epps Sr., Grant Admin
Phone: 919-996-4392
Richard.Epps@campo-nc.us

Gerald Daniel, Trans. Planner
Phone: 919-996-4396
Gerald.Daniel@campo-nc.us

Amy Ward, GIS Programmer Analyst
Phone: 919-996-4401
Amy.Ward@campo-nc.us

Kenneth Withrow, Trans. Planner
Phone: 919-996-4394
Kenneth.Withrow@campo-nc.us

Shelby Powell, Trans. Planner
Phone: 919-996-4393
Shelby.Powell@campo-nc.us

Brandon Watson, Intern
Phone: 919-996-4400
Brandon.Watson@campo-nc.us

Robert McCain, Planning Tech.
(Graphic Designer/Webmaster)
Robert.McCain@campo-nc.us

Southwest Area Study

The MPO has partnered with the North Carolina Department of Transportation (NCDOT) to develop a regionally coordinated multi-modal transportation plan for the southwest area. The area consists of all or part of four municipalities (Towns of Apex, Holly Springs, Fuquay-Varina, and Angier) in addition to two counties (Wake and Harnett).

The plan will provide short and long term multi-modal transportation solutions designed to address increased traffic impacts on highway, transit, and bicycle-pedestrian facilities that function as both primary routes in each municipality and regionally significant routes that provide access to Research Triangle Park, downtown Raleigh, and Fort Bragg.

A presentation describing the preliminary scope of work and cost estimate to develop the plan was given to the project stakeholders committee on September 16th at the Town of Fuquay-Varina Community Center. The scope of work was revised based on feedback during and after the presentation and a Request For Proposal was released on September 20th. Additional information related to the unique transportation and land use challenges that are expected to be addressed by the plan was given to candidate consultants on October 12th

during a Pre-Proposal Conference held at the MPO offices.

A subgroup of the project stakeholder committee members have volunteered to play a more hands-on role with the candidate selection, data collection, and deliverable review processes. Candidate proposals are due by 3:00 pm on October 22nd. The study is expected to begin in February 2011 and conclude in June 2012.



ARRA Projects and Budget Update

ARRA Projects: Nine out of 15 ARRA projects are 100% completed. Please see Attachment 8A of the October 20, 2010 Agenda for a status summary of all our ARRA projects.

Please contact Richard Epps at 919-996-4392 for additional information.

Budget Update: Our FY 11 UPWP Operating Budget is \$2,559,071 and as of 10/11/2010 we have spent \$252,872. Please see Attachment 8B of the October 20, 2010 Agenda for more details.

FY 10 STP-DA Investment Program: The TAC directed MPO staff to move forward the development of a list of projects that could be used to obligate FY 2010 STP-DA funds. Staff was directed to monitor and report on the status of FY 2010 STP-DA funds to ensure programmed funds are obligated to the maximum extent possible. A status update is provided for approved FY10 STPDA investment program projects today as [Attachment 8C](#) of the October 20, 2010 Agenda also.

AirSage

CAMPO staff is involved in developing a standardized process for projecting socio-economic data for the region. Partnering with us is the Triangle J. Council of Governments and the Durham - Chapel Hill - Carrboro MPO. The goal is to have a regional process that creates accurate data at the local level. Further, a standard process will shorten the time it takes to develop these forecasts, which have historically been significant. Member jurisdictions are being contacted and asked to provide residential certificates of occupancy and building permits where available. Wake County has provided a shapefile with

building permit information for all of Wake County, including municipalities, but where possible, the Certificate of Occupancy (CO) data will be used to enhance that data. For surrounding counties, the best data staff can locate will be used to inform the process where possible. Currently, we are developing a 2010 forecast that we can then verify against the census. As we project into future years, we will be asking local planners to review our forecasts and give feedback.

Model Development Update

The model team is working diligently to develop the next version of the model. Accomplishments this month include completion and thorough testing of the population synthesizer, and forward progress on the external station forecasts. The population synthesizer is what converts the socio-economic data we forecast into information the model needs to project traffic (metrics like workers, cars, and children per household). A number of enhancements have been made over the previous synthesizer

including a more accurate handling of student trip-making characteristics. The external station forecasts inform the model about trips through, into, or out of our model region. Traffic volumes have been forecast, and now work is underway to answer questions about vehicle composition (personal versus commercial vehicles), and trip destinations.

JARC / New Freedom "Call"

The North Carolina Capital Area MPO receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom (NF) funds from the Federal Transit Administration (FTA). The JARC grant program is intended to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The New Freedom grant program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those

required by the Americans with Disabilities Act of 1990 (ADA).

The Capital Area MPO has issued a "call" for projects from agencies such as state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators of public transportation services. The Capital Area MPO has allocated \$236,000 in JARC funding and \$162,000 available in New Freedom funding for the FY 2011 call for projects. The deadline for submittal of project applications is November 12, 2010.