



NC CAPITAL AREA MPO NEWS

Capital Area Bus Transit Development Plan

The consulting firm of HDR continues to work with the MPO and the area's transit providers, which include Capital Area Transit (CAT), Triangle Transit, C-Tran, and NC State University to develop a comprehensive bus transit network for Wake County. The long-range plan will address a vision for a comprehensive and connected transit system in the Capital Area and provide a long-range plan for capital and service improvements.

The long-range 2035 Bus Transit Development Plan (TDP) will:

- identify factors that will influence future transit demand;
- present a vision for a comprehensive and connected transit system; and
- provide a long-range plan for capital and service improvements.

The purpose of the plan is to work with local government and agencies, businesses, community leaders, residents and interested parties to identify ways to increase mobility opportunities throughout the MPO's planning jurisdiction.

A community-based plan will be produced that addresses how future bus services can accommodate anticipated growth in a sustainable fashion to meet the increased demand for mobility and enhanced transportation services.

Information on an initial draft of the Plan was presented at the May 19th, 2011 meeting of the Wake Elected Officials Transit Workgroup. A final draft of the Capital Area Bus Transit Development plan will be available in August, 2011.

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Triangle Regional Model Update

The new version of the Triangle Regional Model (Version 5) is complete, and includes many enhancements over its predecessors.

A few of the major improvements include:

- expansion of the modeled area,
- inclusion of a bicycle and pedestrian model, and
- extensive, link-level calibration of model results to NCDOT traffic-volume counts.

Thanks to the diligent efforts of the Triangle Regional Model Service Bureau and staff from both the Capital Area and Durham-Chapel Hill-Carrboro MPOs, the latest version of the model boasts stronger statistical measures of accuracy

than any previous version.

The regional model is used for many purposes, chief among which is the development of the Long Range Transportation Plan (LRTP). Population and employment forecasts are matched with roadway and transit investment scenarios to help determine the most effective allocation of the region's transportation resources for the next 25 years.

The model update was completed on schedule, and in time to support 2040 LRTP with new insights and enhanced accuracy.



Bicycle, Pedestrian, Transit Stop, and Central Business District Parking Inventory

The MPO's goal is, on a biennial schedule, to collect bicycle, pedestrian, transit stop, and parking lot inventory information in order to maintain accurate location and attribute data, as well as maintain an accurate inventory of transit stops and CBD parking lots. By doing so, the MPO and member governments will be able to easily access up-to-date information for future transportation and land use planning projects.

As of this latest inventory, the MPO has catalogued a total of 1,833 miles of

bike and pedestrian facilities, 2,922 transit stop locations for the Capital Area Transit, Triangle Transit, C-Tran, and North Carolina State University's Wolfline System.

There are a total of 76 parking lots within the central business districts (CBD) of the smaller communities and 2,169 marked parking spaces. Agencies interested in obtaining data from these inventories can contact Ms. Amy Ward at amy.ward@campo-nc.us.

US-1 North Corridor Study - Phase 2



The original US-1 Corridor Study evaluated the area between I-540 in Raleigh and Park Ave. north of Youngsville.

The US-1 Council of Planning requested that an extension of the study be conducted to look at the remainder of the corridor within the MPO planning area.

A study has been programmed in the Unified Planning Work Program for FY 2012, and the Request for Proposals was

released on June 24, 2011. Five proposals were submitted for consideration.

The proposal review team anticipates conducting interviews with a select few candidate teams on August 12th, and hopes to present a preferred candidate for endorsement by the TAC at their August 17th meeting. The project is expected to be complete by June 30, 2012.

Intersection Impact and Feasibility Studies

During regional CTP staff-level meetings conducted throughout the MPO area in 2010, several projects were discussed by local and MPO staff for which no clear solution was readily apparent.

The TAC approved amending the FY 2011 Unified Planning Work Program to include some intersection feasibility studies, which would also include some planning-level analysis of environmental and cultural impacts associated with recommended improvements.

Requests for Qualifications were published in the Spring, and four studies were assigned to qualified engineering and planning firms.

Final reports for each of these studies will be available on the MPO website in August.

See next page for detailed information on these studies.



Intersection Impact and Feasibility Studies (cont'd)

Knightsdale - Smithfield Road / First Avenue —

NCDOT Rail Division approached the Town of Knightsdale regarding funding a mitigation project due to the closure of an at-grade rail crossing on Fayetteville Street. The closure of that crossing would impact traffic in downtown , including the area surrounding Knightsdale Elementary.

The firm of Gannett Fleming was selected to perform an analysis of this area, including the effectiveness of the solution proposed by NCDOT.

The study outcome indicated that sidewalks, turn lanes along at least three of the intersection approaches, and signal improvements, such as rail signal coordination, would address the mobility concerns caused by the Fayetteville Street closure. Other long term improvements were also recommended.

Franklinton - Downtown Mason Street Rail Closure —

The Southeast High Speed Rail project is planned to travel along tracks that run through the center of downtown Franklinton.

To effectively address necessary track upgrades, several closures of at-grade crossings are planned in the town, most notably that of Mason Street. Mason Street serves as the main connection between downtown commercial Franklinton and residential areas to the east. Additionally, Franklinton High School, which will become Franklinton Middle School in the near future, sits on Mason Street.

Town leaders were also concerned with increased emergency response time due to the proposed rail crossing closures.

The firm of Parsons Brinckerhoff was contracted to address these issues, and developed two working alternatives that would meet NCDOT Rail grade requirements, as well as provide the connectivity desired by Town officials.

These alternatives will be shared with NCDOT Rail Division as the Southeast High Speed Rail EIS process continues, and will hopefully be strongly considered as locally preferred alternatives during the rail development.

Wendell - US-64 Business / Old Wilson Road —

The area of US 64 Business just east of Wendell's historic district intersects with NC 231, then almost immediately intersects in an offset fashion with Old Wilson Road.

A study to determine solutions for improved mobility and safety in this area was determined to be appropriate, particularly as traffic in the area continues to grow.

The firm of Martin/Alexiou/Bryson was contracted to conduct this study. After studying traffic patterns and crash data, a phased solution was recommended:

- a turn lane at Old Zebulon Road would alleviate most of the crashes
- realignment of Old Wilson Road,
- a potential roundabout at NC-231 and US-64 Business, and
- possible realignment of Old Zebulon Road to tie into the roundabout in the future.

While this solution may have impacts to some structures in the historic district and access points for some businesses, it will improve operations and mobility.

Creedmoor - NC-50 / US-15 / NC-56 Intersection —

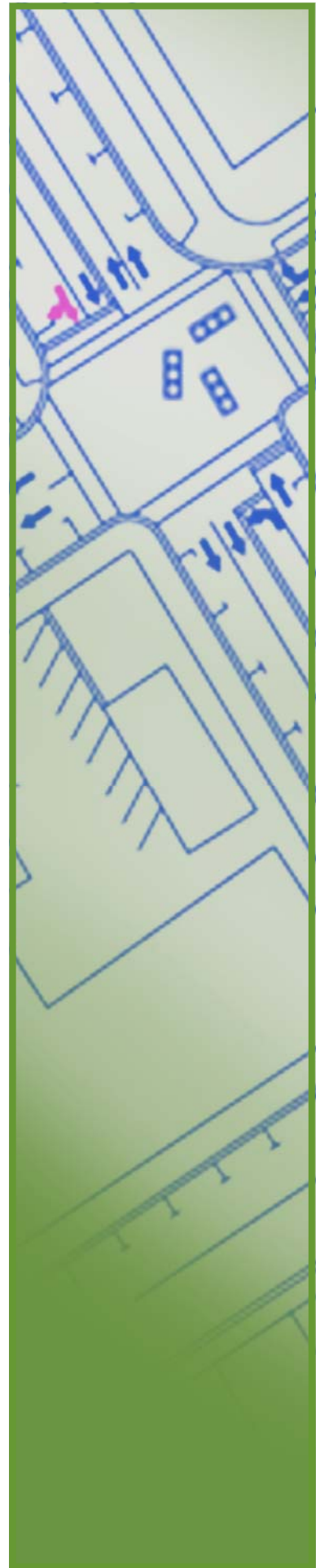
Three major highway corridors converge in downtown Creedmoor, essentially forcing motorists to travel in a confusing series of turns to remain on any one of the highways.

These highways connect as NC-50, NC - 56 and US-15. This affects four intersections in downtown Creedmoor:

Wilton Avenue at US-15;
Wilton Avenue at Main Street;
Main Street at Lake Road; and
Lake Road at US 15.

The firm of HDR was contracted to evaluate solutions for this confusing traffic pattern, while accommodating downtown Creedmoor development, pedestrian and motorist mobility.

Through collaboration with City planning, public works and economic development staff, a series of improvements addressing access management, roundabouts, and implementation of a one-way pair on Wilton Avenue and Lake Road were recommended.



Imagine 2040: *The Triangle Region Scenario Planning Initiative*



In January 2011, the Capital Area and Durham-Chapel Hill-Carrboro MPOs joined together to initiate a new project in the region called *Imagine 2040: the Triangle Region Scenario Planning Initiative*. The project is an opportunity to explore and debate our regional visions for growth, including their associated trade-offs and impact on the transportation network.

The Triangle Regional Travel Demand Model for 2040, includes Durham, Orange, Chatham, Person, Granville, Franklin, Wake, Johnston, Harnett, and Nash Counties as well as most of the cities and towns within them.

Results of the scenario planning initiative will be influential in developing the region's next Long Range Transportation Plan, scheduled to start ramping up in later this year.

Scenario planning is being used to measure and evaluate the impacts of competing development scenarios and major investments in the regional transportation system.

One of the many tools developed to support scenario planning is a 'place-type palette'. This tool generalizes the various development categories used by local governments to describe, measure and evaluate the built environment. This will normalize local terms and concepts and improve communication in the regional growth forums.

The first of several development scenarios contemplated is a business-as-usual condition; depicting existing development patterns in the region and build out of undeveloped areas using currently-adopted land development controls.

Additionally a "community plans scenario", will allow measurement and evaluation of differences (if any) at build out between adopted zoning and approved land use/comprehensive plans.

In the coming months the Imagine 2040 project team will develop a variety of other alternative development scenarios with input from the steering committee. These scenarios can be tested to help identify potential transportation improvements for inclusion in the 2040 Long Range Transportation Plan.

Southwest Area Study

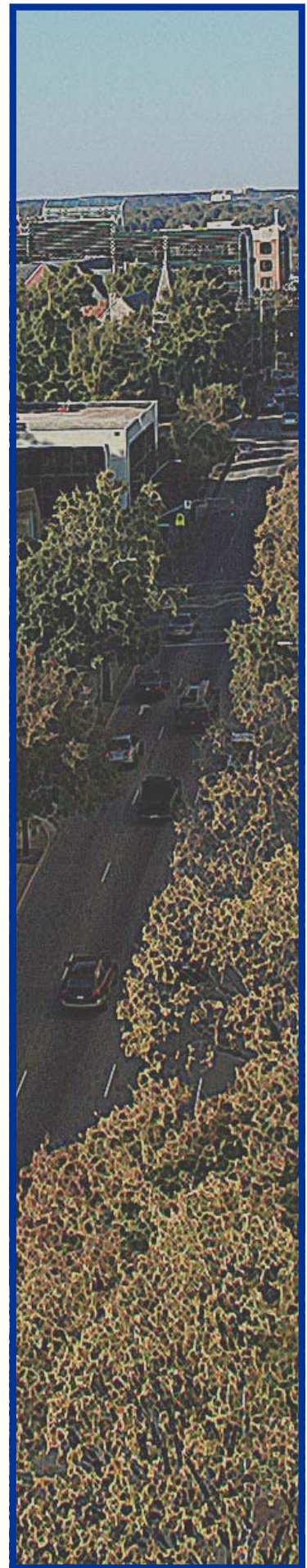
In February of 2011, the MPO contracted with Kimley-Horn and Associates to perform a study to evaluate transportation and land use within the Southwest area of the MPO's planning boundaries.

The primary purpose of the study is to explore potential future growth scenarios and to create a preferred multi-modal transportation strategy. In an effort to achieve the stated purpose, a regionally coordinated multi-modal transportation plan suitable for implementation by the

beneficiary local governments, Capital Area MPO, potential transit providers and North Carolina Department of Transportation will be prepared.

Recently a Transportation Leadership Symposium was conducted for community leaders, and Scenario Planning Work sessions were held throughout the study area. Information on the study can be found at:

<http://www.southwestareastudy.com/>





MPO Policy and Procedures Guidebook

In 2009, An Organizational Committee of TCC and TAC members recommended that the MPO develop a comprehensive policy-based document outlining the functions, processes and schedules of the MPO. A committee of TCC members has worked with staff for the past year to

guide the work of the Institute for Transportation Research and Education (ITRE) to produce this document. The final document will be presented at the August TCC and TAC meetings, and will be available on the MPO website.

MPO Staff Addition

The MPO is pleased to announce the addition of Mrs. Valorie Lockhart in the position of Administrative Assistant.

Valorie comes to the MPO after 6 years in the Raleigh City Clerk's office.

After 10 years working with the City of Columbia, South Carolina Valorie joined the City of Raleigh. While in Columbia, she worked with the City Planning and Zoning Department for seven years, with the City Clerks office for two and as a Permit Clerk with City Inspections Department for one year.

Valorie is married with four children. Her husband works with the City's Public Affairs Department.

We are delighted to welcome her on board and when you see Valorie around the building, be sure to welcome her to the MPO.



Operating Budget Update

Our FY 2011 UPWP Operating Budget was \$2,429,071 and as of 06/30/11 we have spent \$2,174,699.

And our FY 2012 UPWP Operating Budget is \$3,181,479 and as of 07/19/2011 we have spent \$0.

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