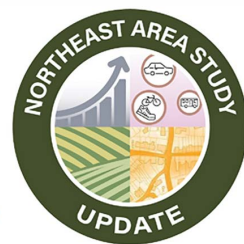


# Welcome to the NEAS Northeast Area Study Virtual Open House!



Check out each of the following stations inside.



## What We've Heard

Learn about this Study & our planning process.



## Walking/Bicycling Improvements

Whether on two feet or two wheels, these projects & policies will make communities more walkable & bikeable.



## Roadway Improvements

Our plan to make our roads safer, more convenient, and account for anticipated growth.



## Transit Improvements

Connecting communities—extending and improving transit service.



## Take Our Survey

How did we do? Let us know your thoughts, and how you would prioritize improvements.

THANK YOU!

## Why are we here?

### [CAMPO]

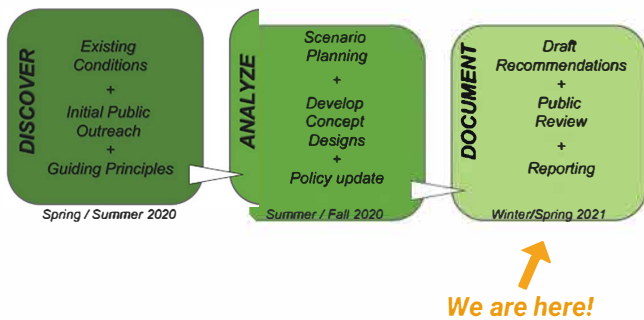
The Capital Area Metropolitan Planning Organization (CAMPO) coordinates transportation planning activities for Franklin, Granville, Harnett, Johnston, and Wake Counties.



### [NEAS]

This project is an update to the original Northeast Area Study (NEAS) from 2013, which was initiated by the North Carolina Capital Area MPO (NC CAMPO) to identify a cohesive transportation strategy for the growing communities of Wake Forest, Knightdale, Raleigh, Wendell, Zebulon, Rolesville, Bunn, Franklinton, and Youngsville.

## Where are we in the process?



## Why we plan?

The NEAS region encompasses 435 square miles with a unique mix of a large metropolitan area, small towns, suburbs and farming communities within Wake and southern Franklin counties. Wake County is the seventh (7th) fastest growing county in the United States (+210,700 population added since 2010), and Franklin County has proved similarly attractive due to resources and proximity to major metropolitan employers as well as the Research Triangle.

In this instance, population growth is both a **problem to manage** and an **opportunity to shape** the region's future.

### Guiding Principles

Look for these at the beginning of each station. The ones that apply will be highlighted.



# What We've Heard

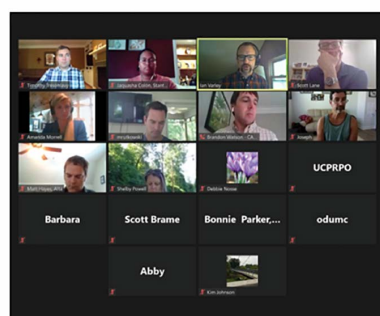
## Engagement:

Communication was **critical** to this study. Listening to stakeholders helped us gauge priorities and vision from residents, elected officials, and many different people across a very large geographic space.

### Virtual Outreach

Virtual outreach was necessary in the midst of the COVID-19 pandemic and served a key role for communicating and gathering feedback. The planning team used a variety of outreach techniques including, but not limited to the following:

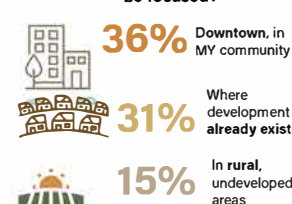
- Project website
- Online survey
- Interactive map
- Nine focus group discussions
- Monthly advisory committee meetings
- Two public symposium events
- E-newsletters and email blasts
- Focus groups with underserved populations
- Three rounds of local council briefings



### What's the most critical transportation issue that needs to be addressed?

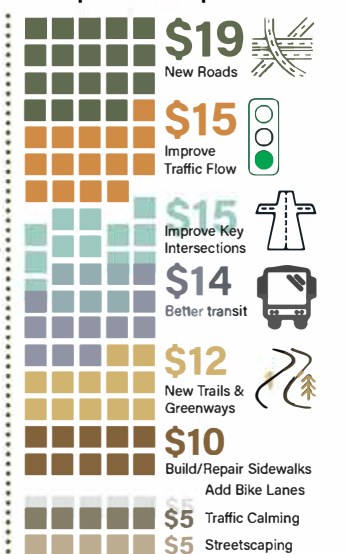


### Where should future development be focused?



### Online Survey Results

### How would you spend \$100 on transportation improvements?





# STATION 3: Walking & Bicycling Improvements

NEAS Northeast Area Study  
Virtual Open House 2021

## Guiding Principles: Which principles apply here?

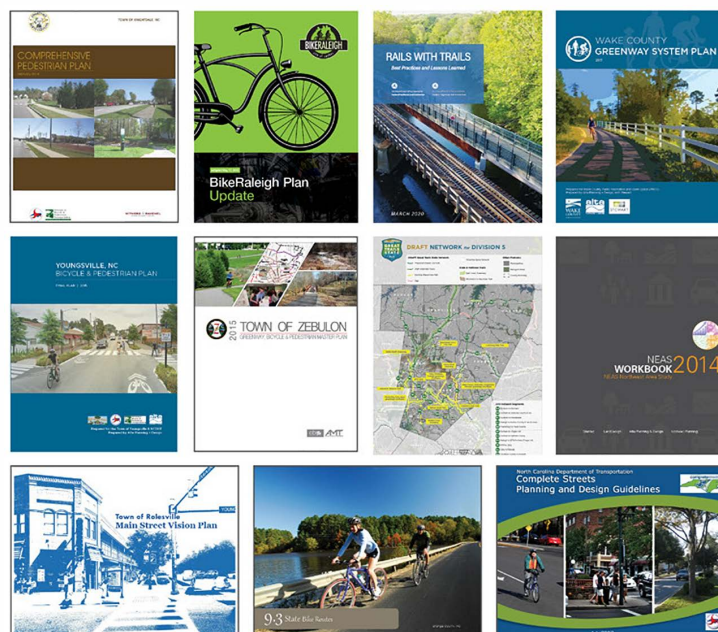


How did these translate to walking and bicycling?

- Improving local **connectivity**
- Providing safe multimodal **choices**
- Expanding regional greenways **network**
- Requiring new development to construct bicycle/pedestrian **infrastructure**



## Input: What are we building upon?



This is just a sampling of the many local, regional and state plans.



# Walking & Bicycling Improvements

NEAS Northeast Area Study  
Virtual Open House 2021

## What you told us: Public outreach (May - July 2020)

The message has been clear that there is a need to create better connected walkway and bikeway systems, with greater separation from vehicular traffic, and roadway crossing improvements.

"Currently, we **do not feel safe** traveling to downtown via foot or bike due to lack of connected sidewalks, small paved roadside shoulders, and lack of bike lanes or sharrows to alert motorists."

- Online survey respondent

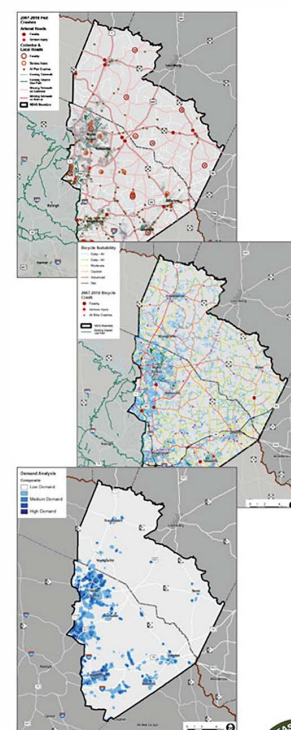
"We should be thinking in terms of building small communities, like small towns, where people can walk and bike to what they need."

- Online survey respondent

What one word describes what walking and bicycling **should be** in this region:



## What we analyzed: To formulate draft recommendations.



EXPLORE THE INTERACTIVE MAP →





## Guiding Principles: Which principles apply here?



How did these translate to walking and bicycling?

- Enhancing **connectivity** through collector street network
- Emphasizing **multimodal integration**
- Retrofitting** existing (old) infrastructure network
- Encouraging local **traffic calming**



## Input: What are we building upon?

### Northeast Area Study (2014)

Building off the progress since the previous plan.

### Local Transportation Plans

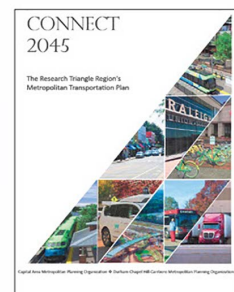
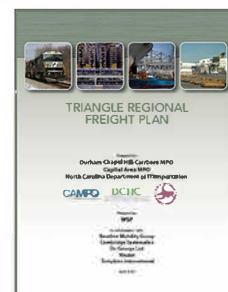
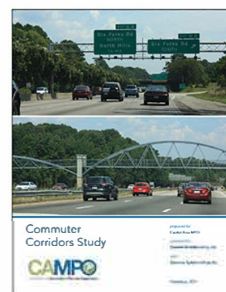
Many cities and towns, including Wake Forest and Rolesville have updated their Comprehensive Transportation Plans since the previous NEAS.

### Regional Plans

Capital Area MPO studies, like the Regional Freight Plan, influence the entire NEAS area.

### Regional Model Forecasting

The Triangle Regional Model forecasts regional growth and informs our decision making.

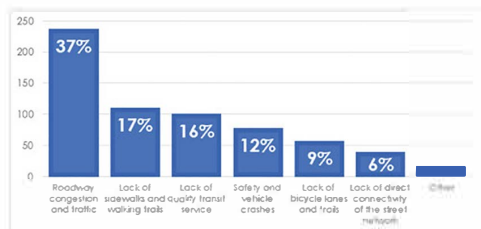


# Roadway Improvements

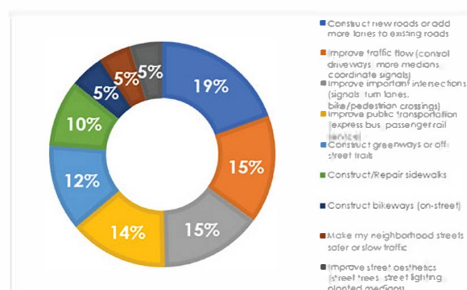
## What you told us: Public outreach (May - July 2020)

Survey responses show a clear and consistent message; residents are concerned with **increasing congestion** and the ability to **accommodate current and future growth**.

**Q:** What, in your opinion, is the most critical transportation problem in your community that needs to be addressed?



**Q:** How would you spend 100 dollars on transportation improvements? You can spend it on one thing or spread it around—but you can only spend 100 dollars.



## How we've applied them: To categorize improvements.



### Road Widening

Existing corridors that require more capacity to solve congestion and safety issues, may require widening to accommodate additional through travel lanes.



### Management

Access management improvements typically occur within the existing right-of-way, and may include the use of medians, driveway consolidation, and reducing conflict points.



### New Location

Sometimes there simply isn't a road where one is needed. New roads, or the extension of existing roads can provide needed connections for new growth.

This is just a sampling of many roadway improvement types.

EXPLORE THE INTERACTIVE MAP →



# STATION 5: Transit Improvements

## Guiding Principles: Which principles apply here?



How did these translate to walking and bicycling?

Public transportation is undergoing a sea change brought about by:

- **Technological innovation**
- **Income inequality**
- **Roadway congestion**
- **Global pandemic**

NEAS community residents want:

- **More public transportation options**
- **Higher quality**
- **Greater frequency**



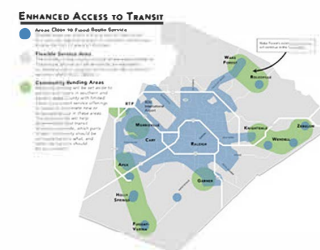
## Input: What are we building upon?

Public transportation has received a lot of attention in the last four years due to the passage of a **half-cent sales tax** in Wake County to finance transit improvements.

A **transit working group** at the Capital Area MPO brings together Wake County communities on a regular basis, resulting in improvements to bus service and explorations into mobility-on-demand (MOD) strategies.

Individual communities across NEAS now regularly incorporate transit recommendations into their **local plans**.

## GO FORWARD A COMMUNITY INVESTMENT IN TRANSIT



## Policy Implications:

### Land Development Policies

Transit efficiency is particularly influenced by land development policies. Low-density "smeared" development don't support premium transit services.

### Walking & Bicycling Connectivity

Better bicycle and pedestrian connections to transit stops are necessary to ensure access to transit.

### Incorporating Mobility-On-Demand (MOD)

New transit service delivery can overcome some barriers to efficient transit service caused by development sprawl.



# Transit Improvements

## What you told us: Public outreach (May - July 2020)



### Ease of Access

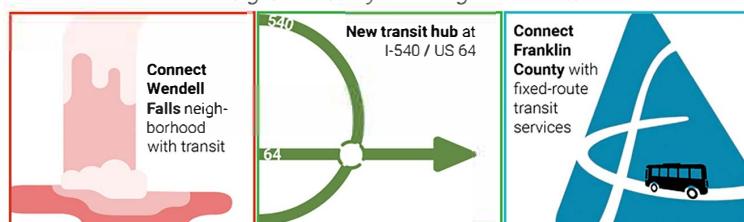
Exactly half of our survey respondents said that ease of access was the most important determinant of them using public transportation. Others said that the type of service (19%) or lack of personal vehicle (13%) were the most important factors for using transit.



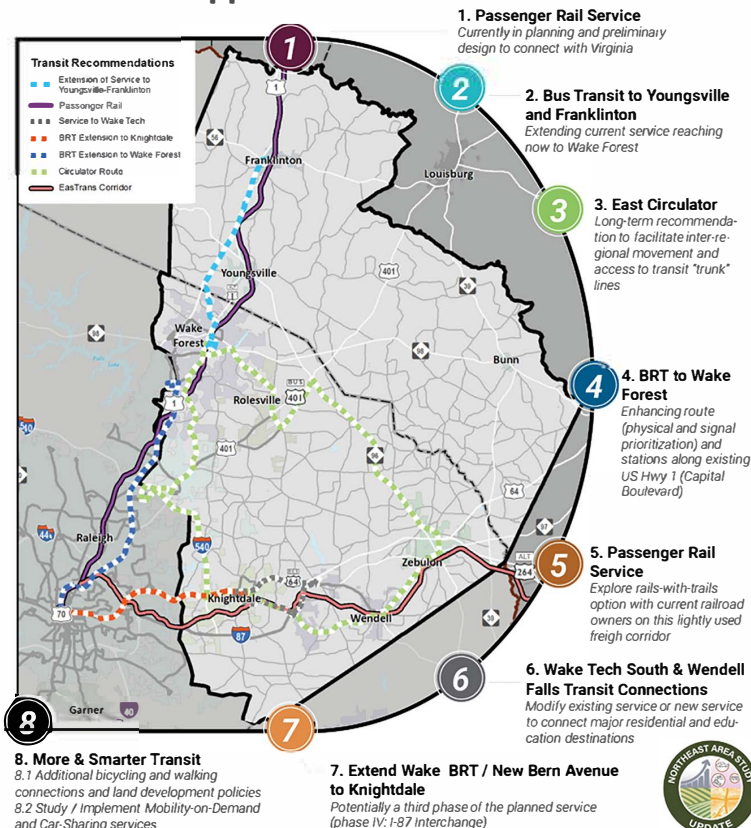
### Complete Streets

About 53% of our respondents said that creating complete streets - safe for all modes of travel and users - was the most important type of roadway improvement.

More great ideas you thought about...



## How we've applied them: To formulate draft recommendations.



### Please take a moment to let us know how we did!

Thanks for showing up! Your participation helps us deliver a plan that benefits all residents and communities.

Before you go, please take a moment and fill out the following brief survey. All of the feedback we receive will be considered and addressed in the final Plan.

***Finally, pass this along! The more public engagement, the better. Tell your family and friends to look at these recommendations and offer their thoughts as well!***

**CLICK HERE TO BEGIN**

