

Zoom Basics

Zoom Participant ID: 323008









Timothy Tresohlavy

Join Audio

Stop Video

Security

Manage Participants

Polls

Chat

Share Screen

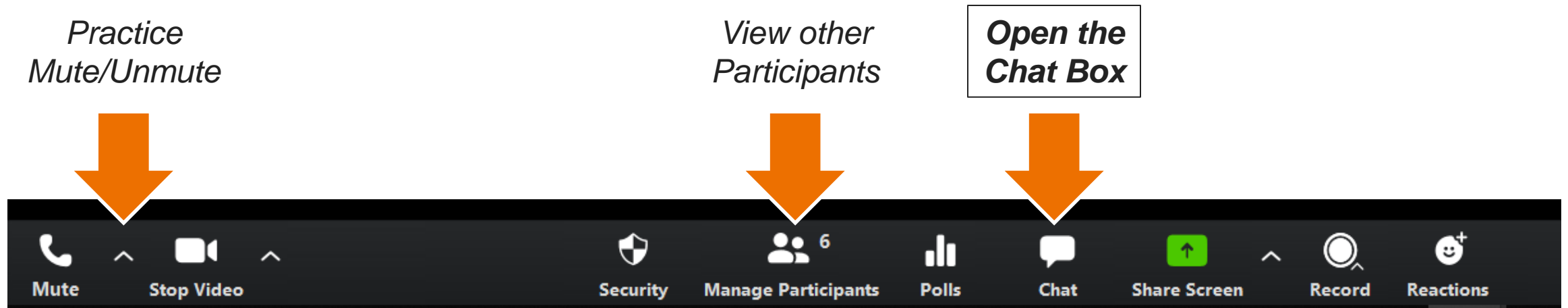
Record

Reactions

End Meeting

Your Controls are Along the Bottom Bar

- Google Chrome browser works best with Zoom
- We are **recording** this meeting
 - Any *'Private Chats'* will be recorded/cataloged – *Be Kind*





Capital Area MPO
Northeast Area Study Update

Virtual Public Meeting
June 9th, 2020





Agenda

1. Introductions – Why are we here?
2. Project context – What do we know?
3. **Feedback & Polling**
4. **Creating Great Communities!**
5. Next Steps

Brandon Watson, CAMPO Project Manager

Introductions

Why are we here?

- 2014 NEAS Project
 - Population growth
 - Protection of farmland
 - “Green Heart”
 - Policy Guidebook
 - Market Analysis
 - Hot Spot Improvements

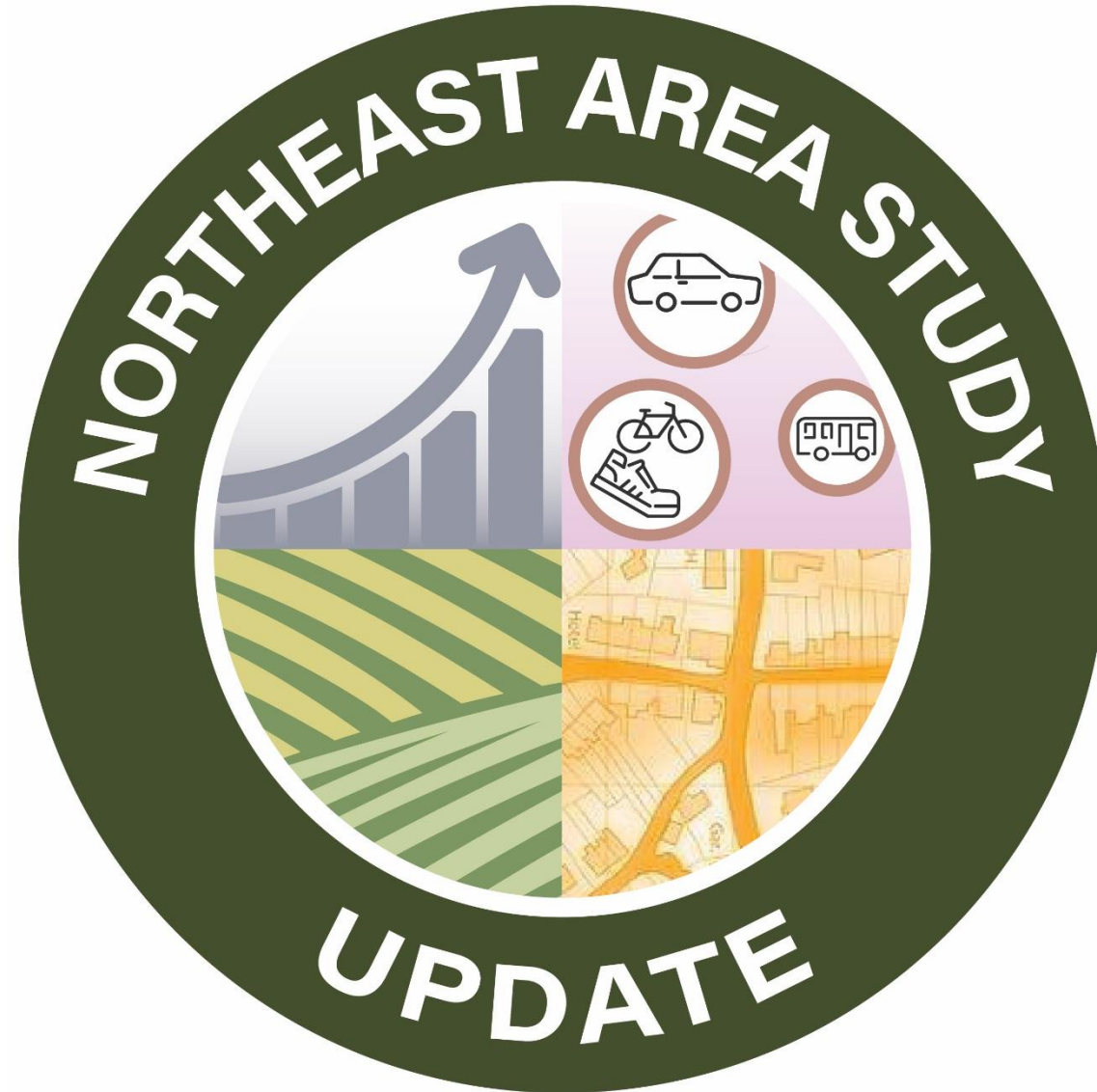


Why are we here?

NEAS Update examines:

- **Growth** of cities, towns, suburbs, rural areas
- **Land uses** and development patterns
- **Mobility** by car, bus, rail, bike, foot
- **Policy** and best practices for our local governments

Forecasting needs 20+ years ahead



Where is this project?

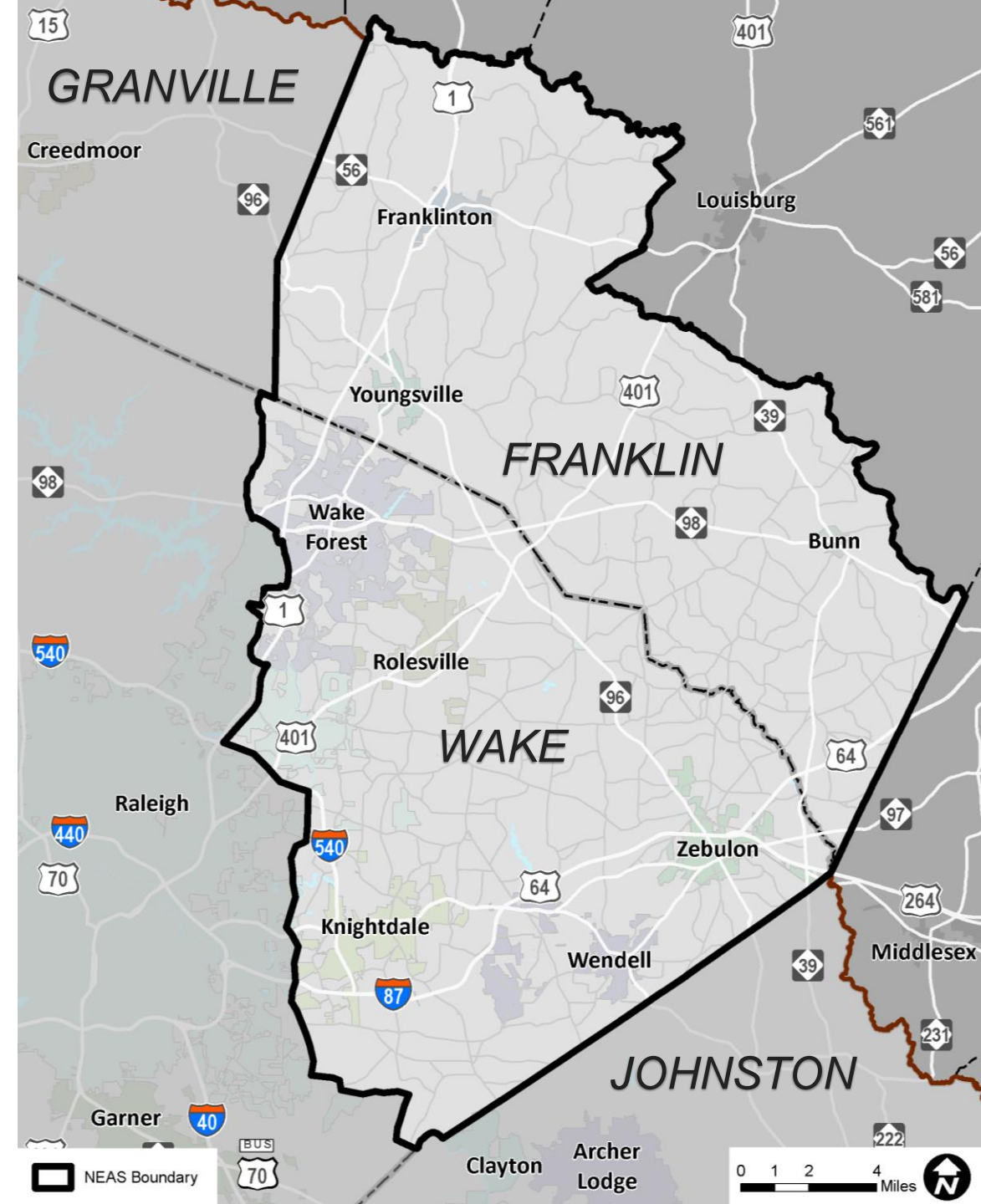
FRANKLIN COUNTY

1. Bunn
2. Franklinton
3. Youngsville

WAKE COUNTY

4. Knightdale
5. Raleigh
6. Rolesville
7. Wake Forest
8. Wendell
9. Zebulon

This is a huge area, so we need your help!



Initial Polling

To better understand our participants, **tell us about yourself:**

- Home zip code
- Work zip code
- Race
- Age
- Disability
- Primary mode of Transportation

2017 Population and Household Data for the Northeast Area Study



Population: 204,000
Population 34 or younger: 50%
Households: 75,600
Average Household Size: 2.8
Median Age: 37.4
Workers over 16: 103,700
Drive Alone to work: 81%

Median Home Value:

\$171,800

Percent Renter Occupied:

26%

Percent Owner Occupied:

74%



\$



Median Household Income:

\$59,500

Average Household Income:

\$65,126

\$



Per Capita Income:

\$28,090

Households with No Vehicle:



Owner Occupied:

1.4%

Renter Occupied:

7%

Travel Mode to Work:



Drove alone:

81%



Work at Home:

7.5%



Carpool:

10%

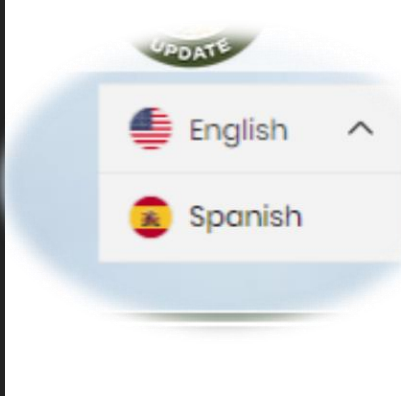


Other:

1.5%

Timothy Tresohlavy, Stantec

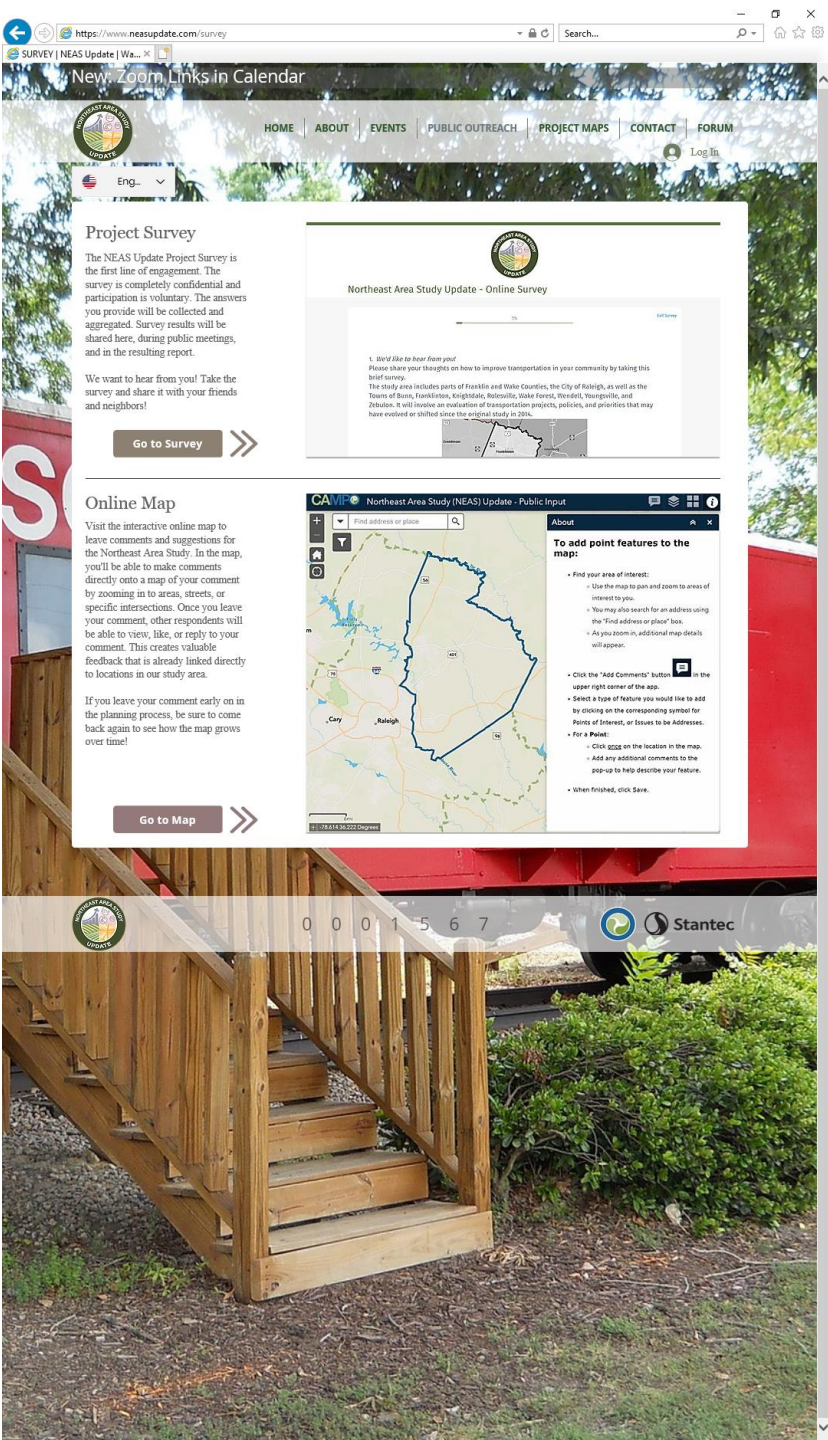
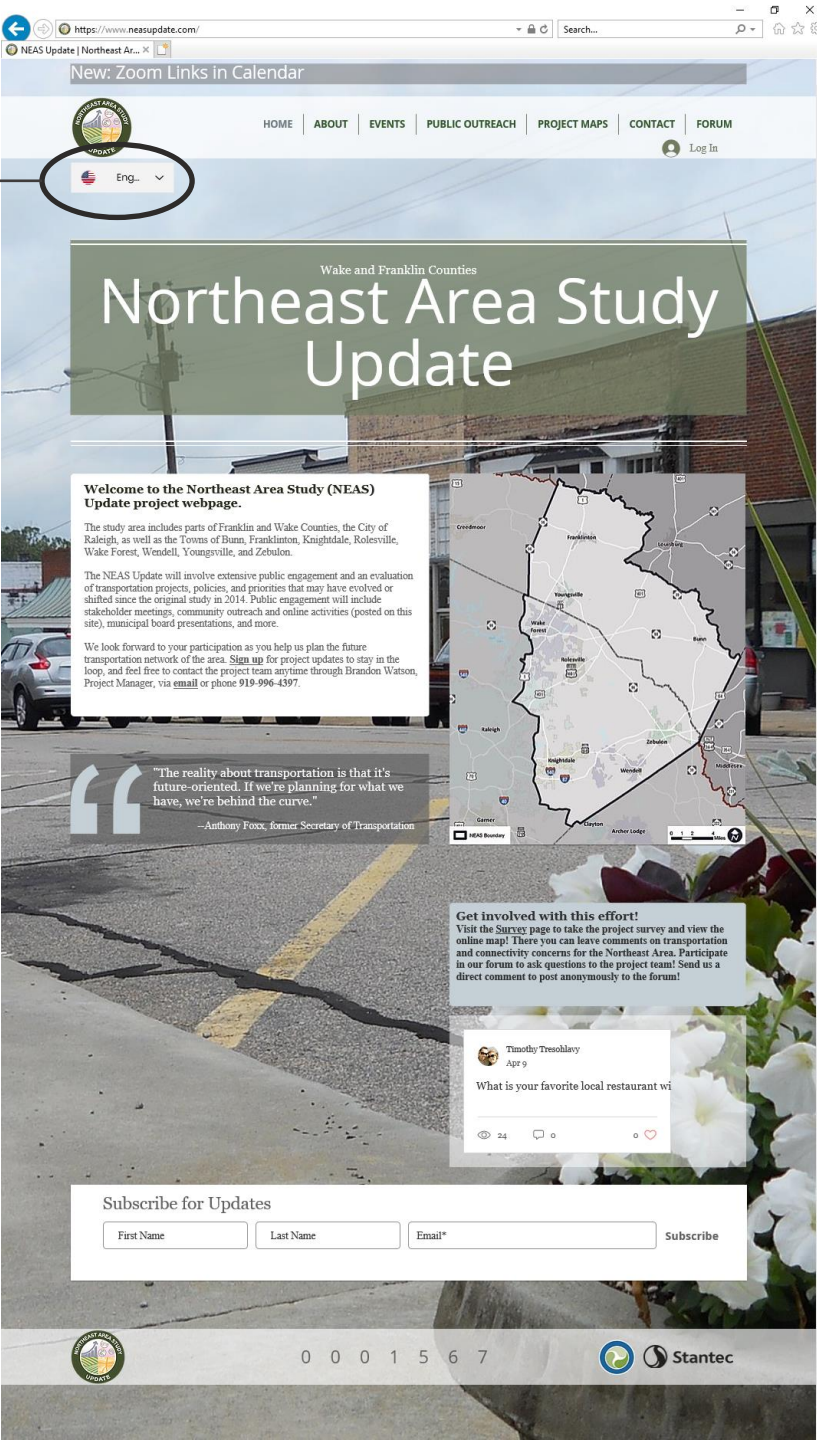
Project Context



Website

www.NEASupdate.com

- About
- Public Outreach
- Project Maps

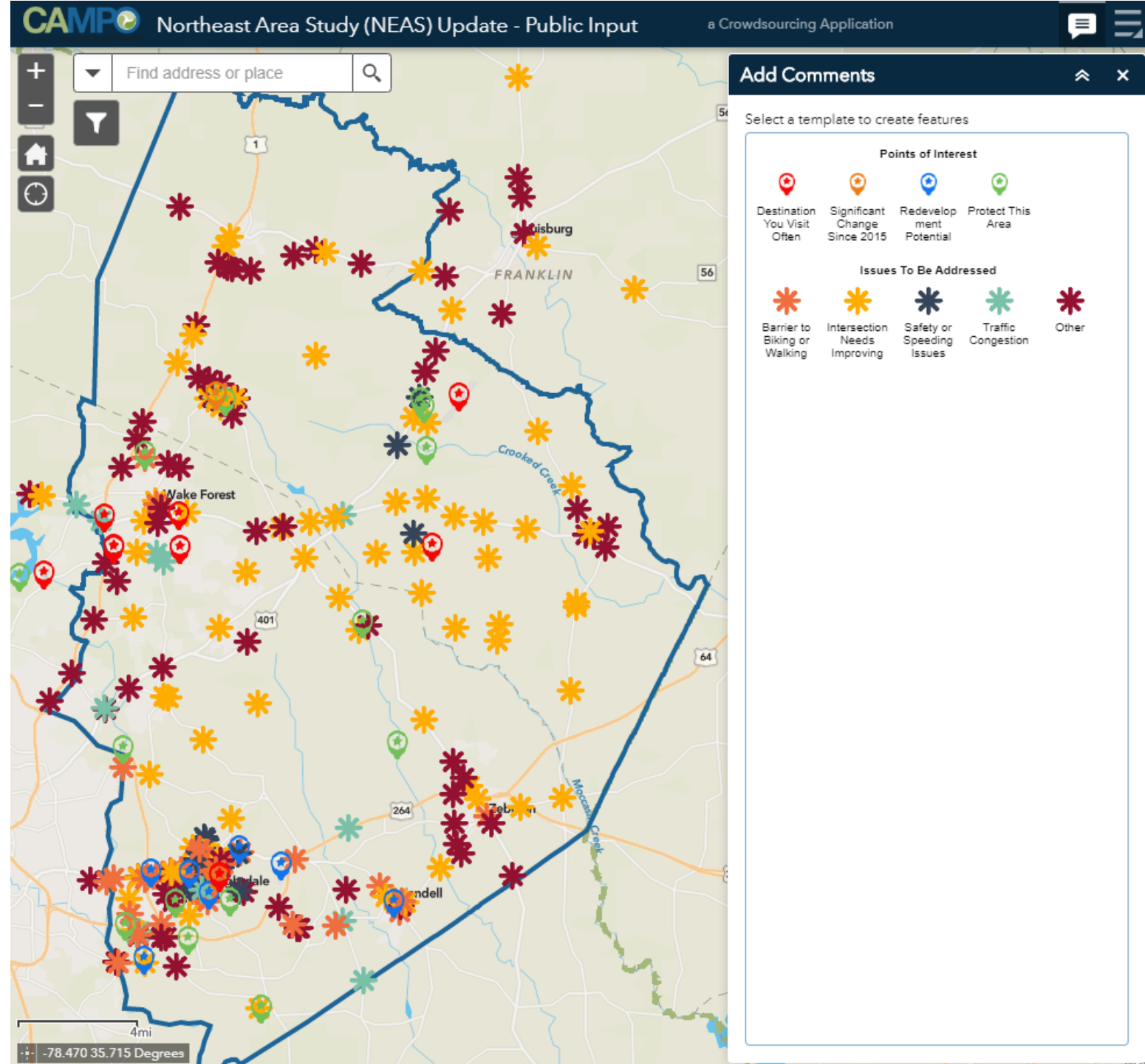


Interactive Map

- Points of Interest
- Issues to be Addressed

More than **260** points added

**THANK YOU FOR
CONTRIBUTING!**

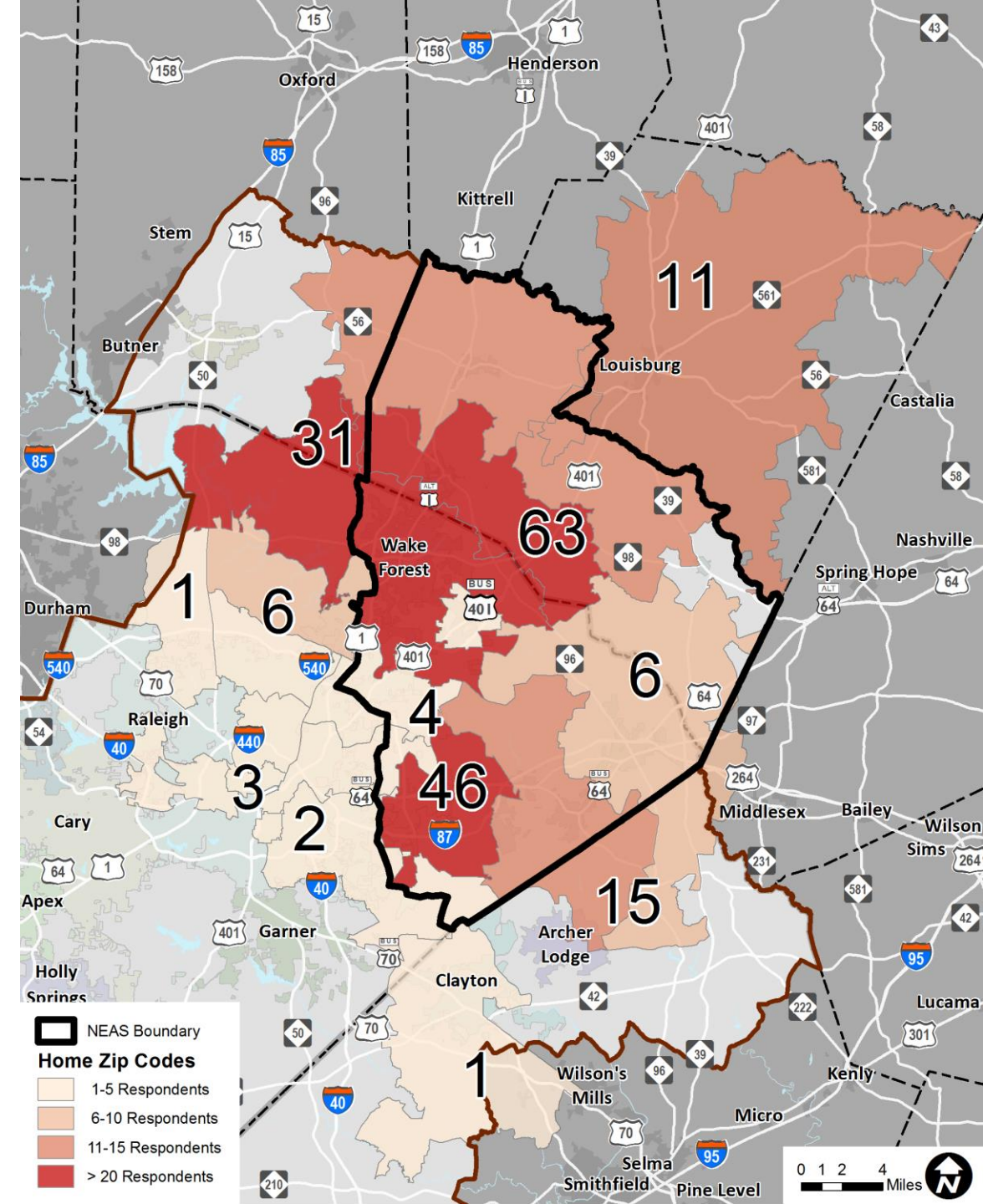


Survey Participants

181 completed surveys since mid-April

Home zip codes

Some zip code boundaries are very large, extending beyond NEAS boundary

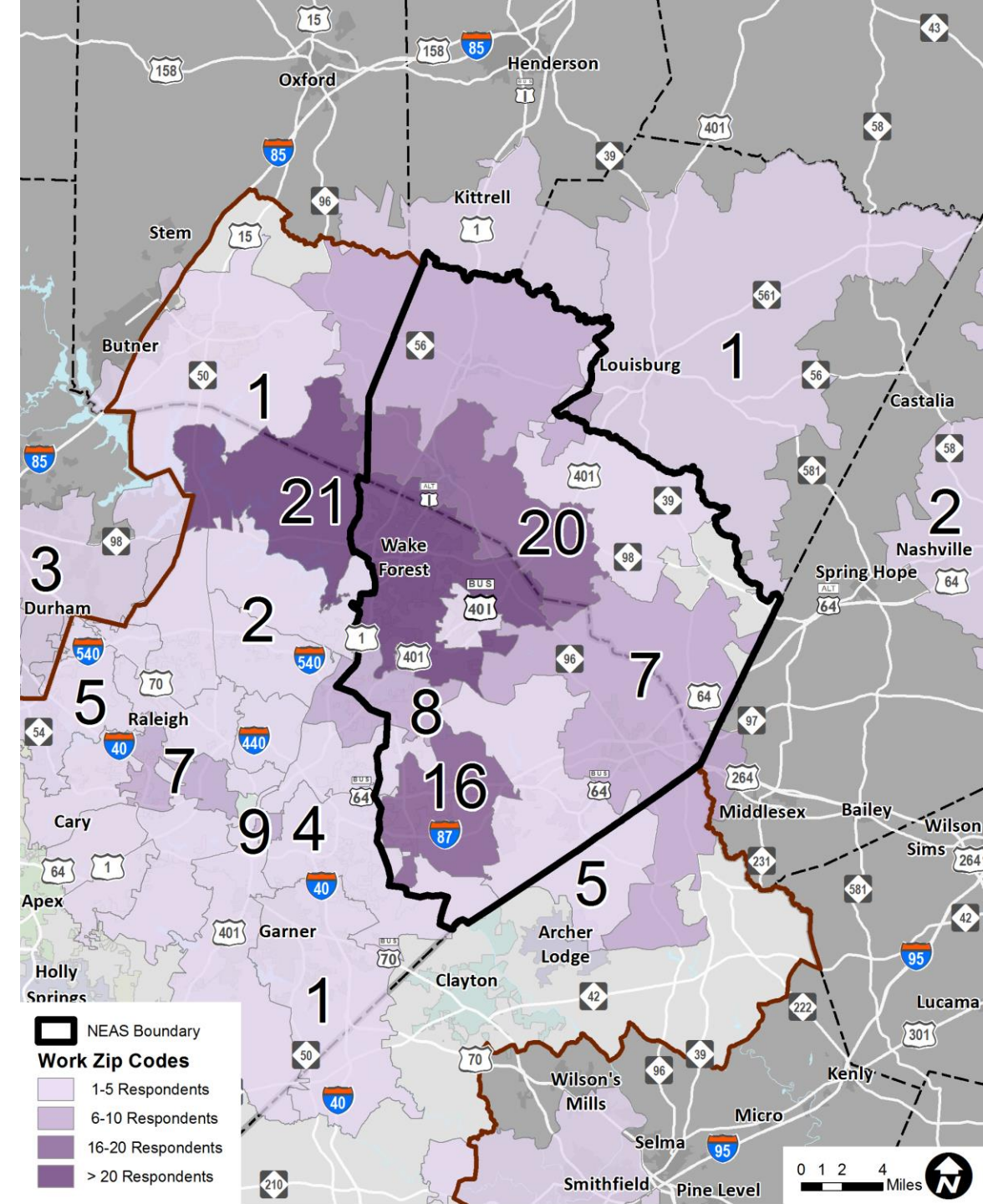


Survey Participants

181 completed surveys since mid-April

Work zip codes

More dispersed than home zip codes: Travel to work



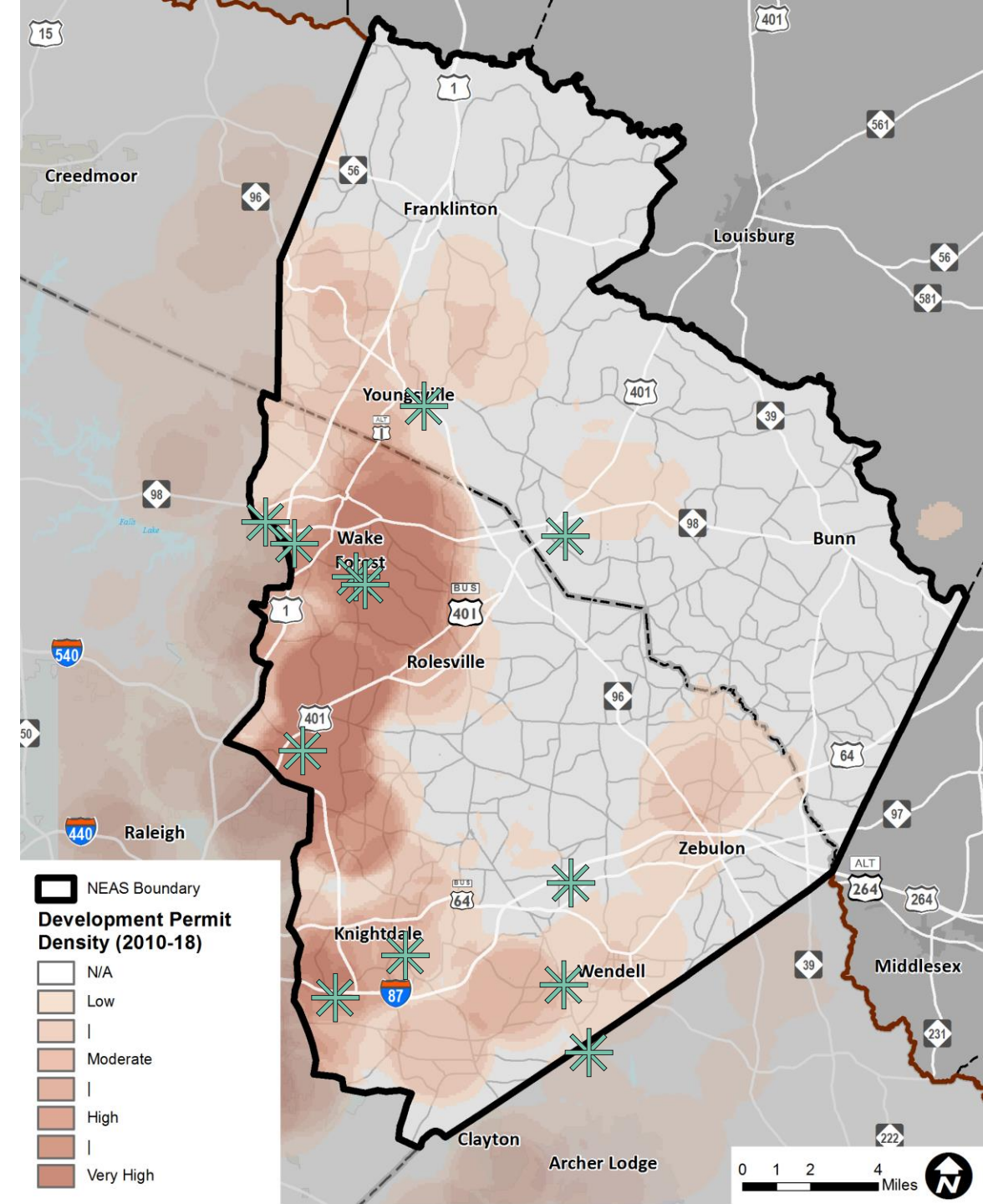
Development Trends

Density of Residential Permits

- issued between 2010-2018

Infers high-development areas

* Interactive Map – Traffic Congestion

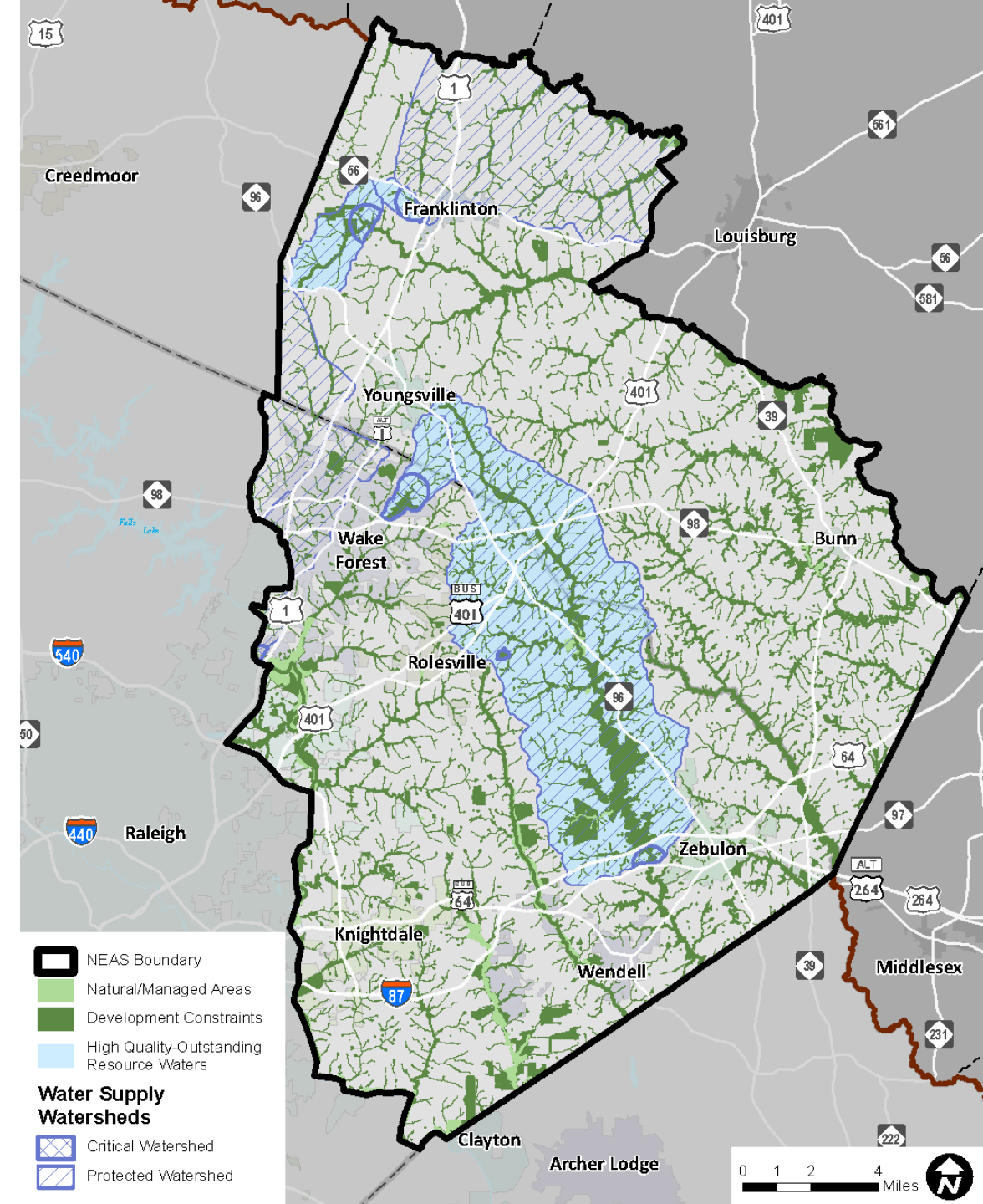


Development Constraints

Conservation lands

Environmentally-sensitive areas

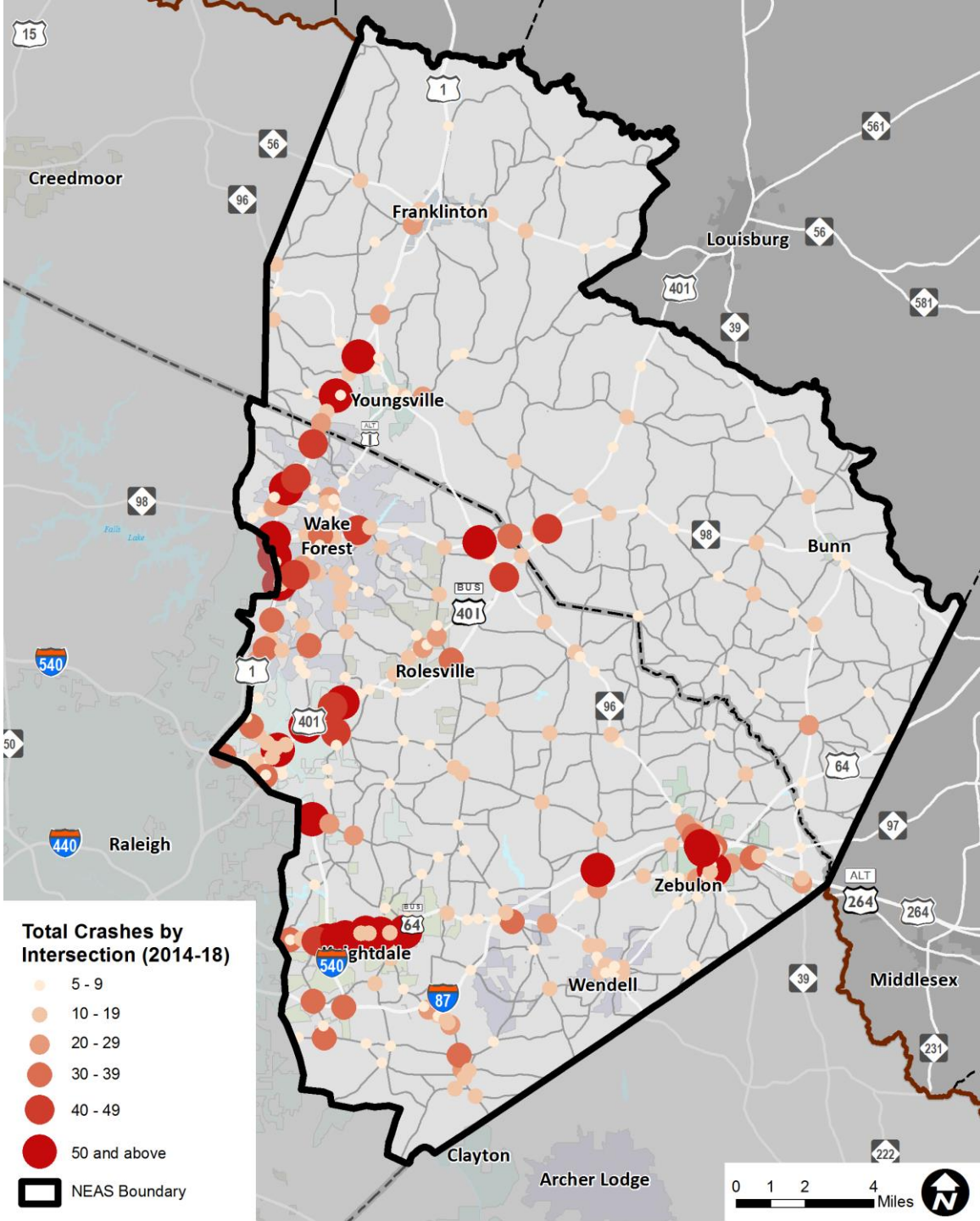
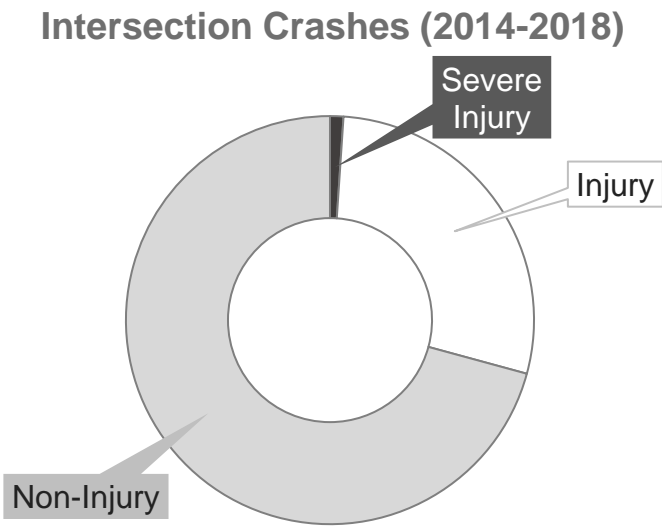
- Water Supply Watersheds
- Wetlands



Safety

Intersection Crashes (2014-2018)

| Crash Severity | 2014-2018 Crashes | |
|----------------|-------------------|------------------|
| | Crashes | Percent of Total |
| Severe Injury | 68 | 1.1% |
| Injury | 1,809 | 28.2% |
| Non-Injury | 4,544 | 70.8% |
| Total Crashes | 6,421 | |



Various Presenters

Feedback & Polling

Conversation Time

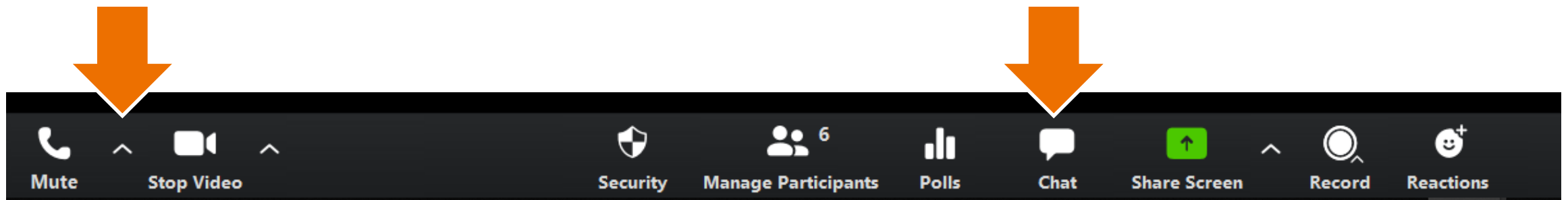
How will this go?

- Four topics presented
 - 10-min per topic
- Polling Questions
 - Brief discussion
 - Use chat box
 - Unmute your line

**YOUR FEEDBACK IS
IMPORTANT TO THIS
PROCESS!**

*Practice
Mute/Unmute*

*Open the
Chat Box*



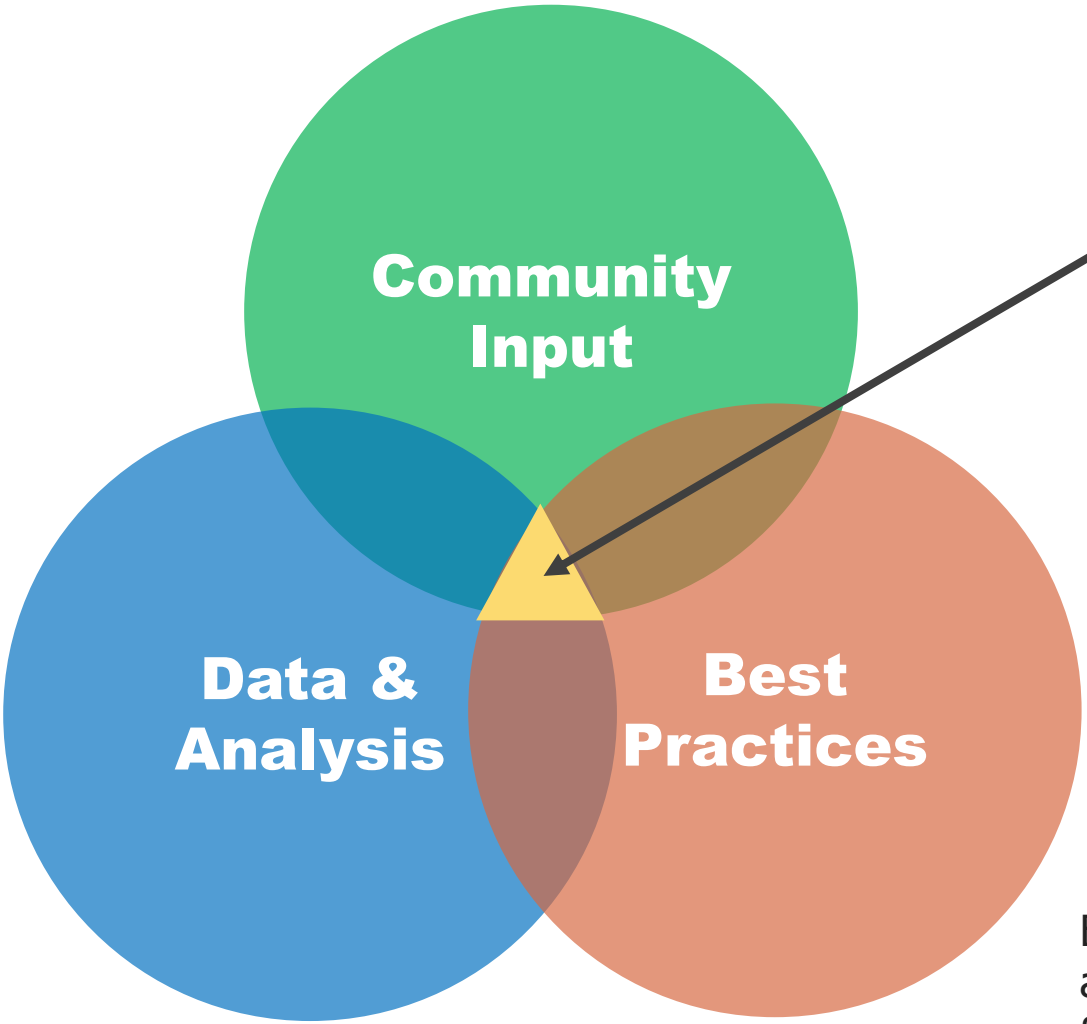
Matt Noonkester, City Explained

Land Use & Development



Scenario planning is a process that considers multiple futures for an area based on competing growth and development scenarios. Scenarios contemplated for an area are not forecasts or predictions, but possible futures that might occur based on physical features, community desires, infrastructure investments, or policy-decisions in the area. The represent possible futures based on what already exists, emerging trends and opportunities, or community desires to change the future. The essential requirement for any growth and development scenario is that is be plausible, within the realm of what exists today, or what could be in the future.

Things you have told us about the community and where you see it in the future.



Opportunities to develop growth scenarios that align with community values and are supported by data analysis.

What we learned about infrastructure, economy, trends, etc.

Experience CAMPO staff and the consultants bring from working elsewhere.

Place Types Used to Organize the Alternative Scenarios



AREAS TO PRESERVE

Protected Green Space



RURAL

Farm and Forestland

Rural Living

Rural Cross Roads



CITY & TOWN

Urban Neighborhood

Mixed-Use Neighborhood

Mixed-Use Center

Town Center

Transit Oriented Development



SPECIAL USE

Civic and Institutional

University or Health Campus



INDUSTRIAL

Light Industrial Center

Heavy Industrial



SUBURBAN

Mobile Home Neighborhood

Larger-lot Residential

Midsized-lot Residential

Smaller-lot Residential

Mixed-Density Residential

Neighborhood Commercial

Community-scale Commercial

Lodging

Office Center

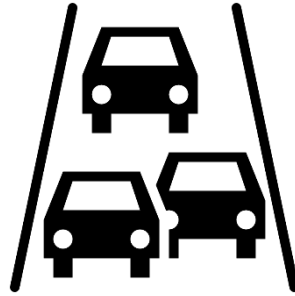
Regional Employment Center

Multifamily Residential

**Other Ideas for
the NEAS Update**



**Reduce
Vehicle Congestion**



**Increase Investments
in Walkable Areas**



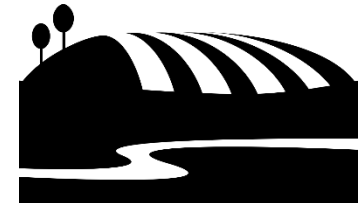
**Increase Shopping &
Employment Opportunities**



**Reinvest in
Established Downtowns**



**Protect Farmland &
Other Natural Resources**



Commute to Work

Many people in the region have long commutes to work. For some, a long commute is worth it to be able to have a larger home or live out in the countryside.

1. Do you believe people will continue to trade longer commutes for the opportunity to live in a more rural/suburban setting?

- A. Yes
- B. No
- C. Undecided

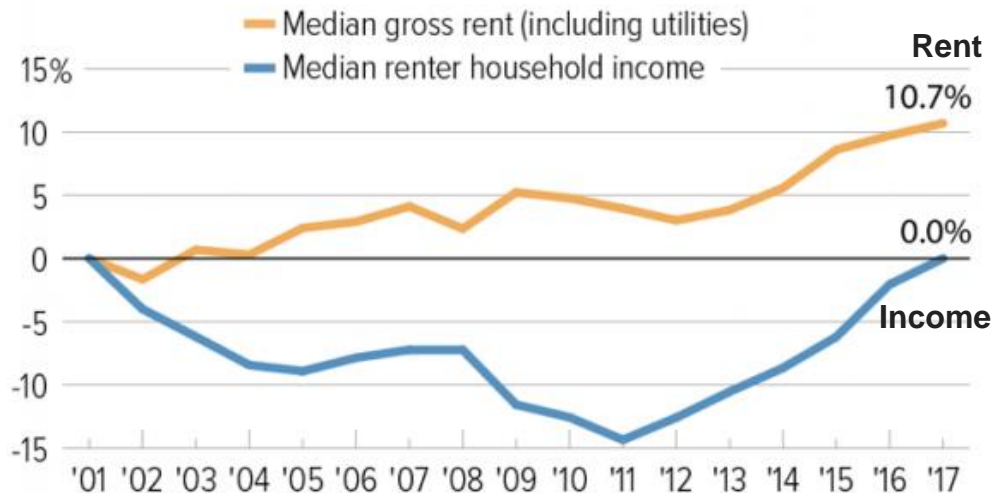




Source: <https://www.curbed.com/2019/5/15/18617763/affordable-housing-policy-rent-real-estate-apartment>

Renters' Incomes Haven't Caught Up With Housing Costs

Percent change since 2001, adjusted for inflation



Source: CBPP tabulations of the Census Bureau's American Community Survey

Housing Costs

Some urbanists have speculated that increasing housing costs in cities and a desire for more housing options may facilitate people moving to smaller towns and suburbs.

2. NEAS communities are _____ to experience more city-flight population growth

- A. Very likely
- B. Somewhat likely
- C. Not likely at all

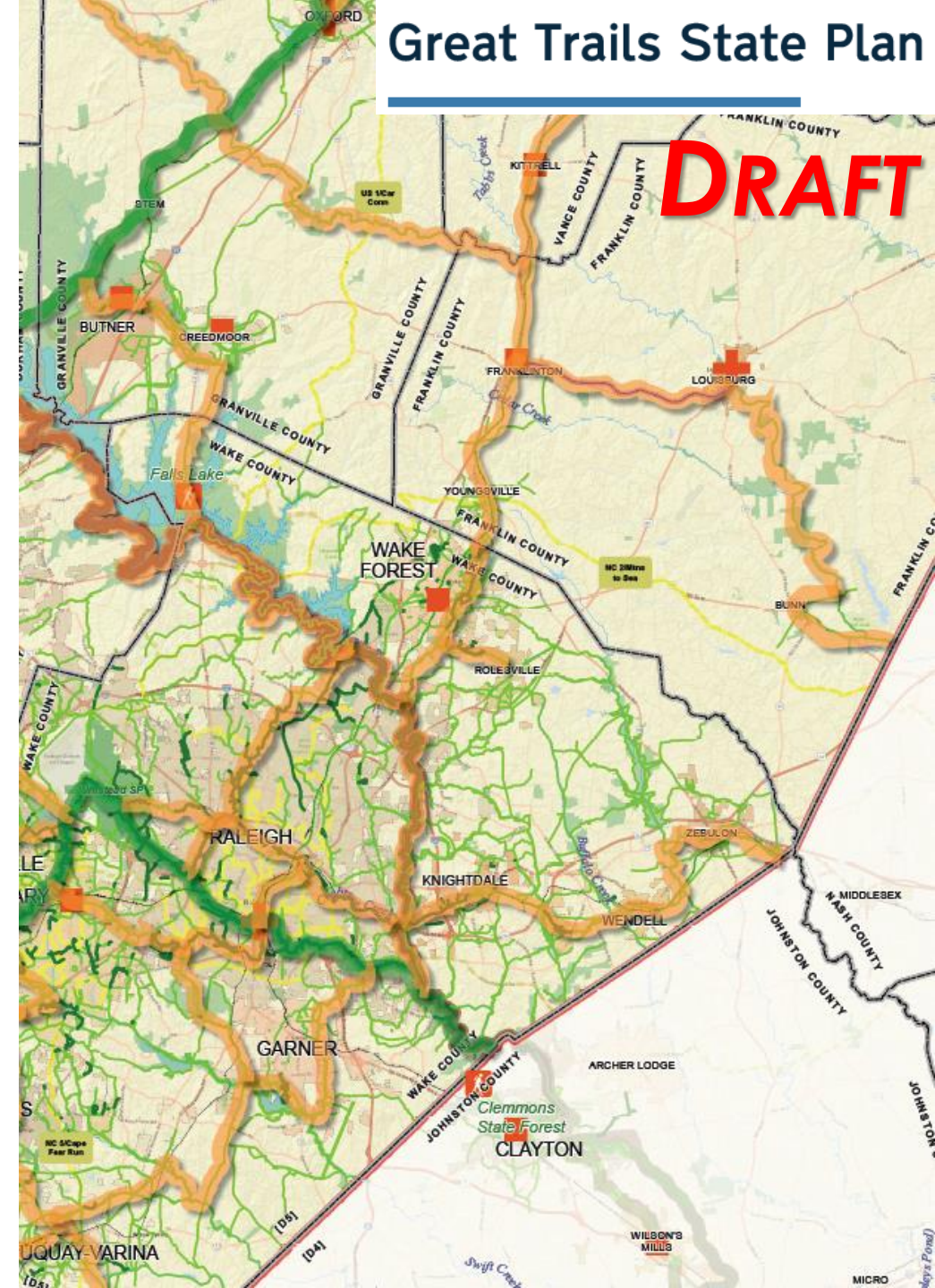
Open Space Conservation

The region has a well-developed network of parks and protected open spaces.

3. Do you believe that conservationists should:

- A. Conserve additional areas
- B. Focus on maintenance of existing areas

DRAFT



Walkable Amenities

4. How important is it to have walkable amenities such as shops or restaurants near ($< \frac{1}{2}$ mile) your work or home?

- A. Very important
- B. Somewhat important
- C. Not important at all



Mike Rutkowski, Stantec Project Manager

Roadways and Connectivity

Roadway & Connectivity

What has been happening since last NEAS?

- Complete Streets
- Intelligent Vehicle Technology (shared/ autonomous)
- Uber/Lyft – Rideshare
- Microtransit/ scooters
- COVID19
- NCDOT Funding Problems



If you think it is bad
now, it's not going
to get any better...

1. How much time do you
spend driving in
congestion each day?

- A. I don't drive
- B. Less than 20 minutes
- C. 30 – 60 minutes
- D. More than 60 minutes

Auditor urges more oversight, better forecasting at DOT

Tags: coronavirus, coronavirus economy, NC DOT, audits, Beth Wood

Posted May 20, 2020 3:37 p.m. EDT
Updated May 20, 2020 4:23 p.m. EDT



By Laura Leslie, WRAL Capitol Bureau chief

Coronavirus means rough road ahead for NCDOT

Tags: coronavirus, coronavirus economy, coronavirus government, gas tax, NC DOT, road construction

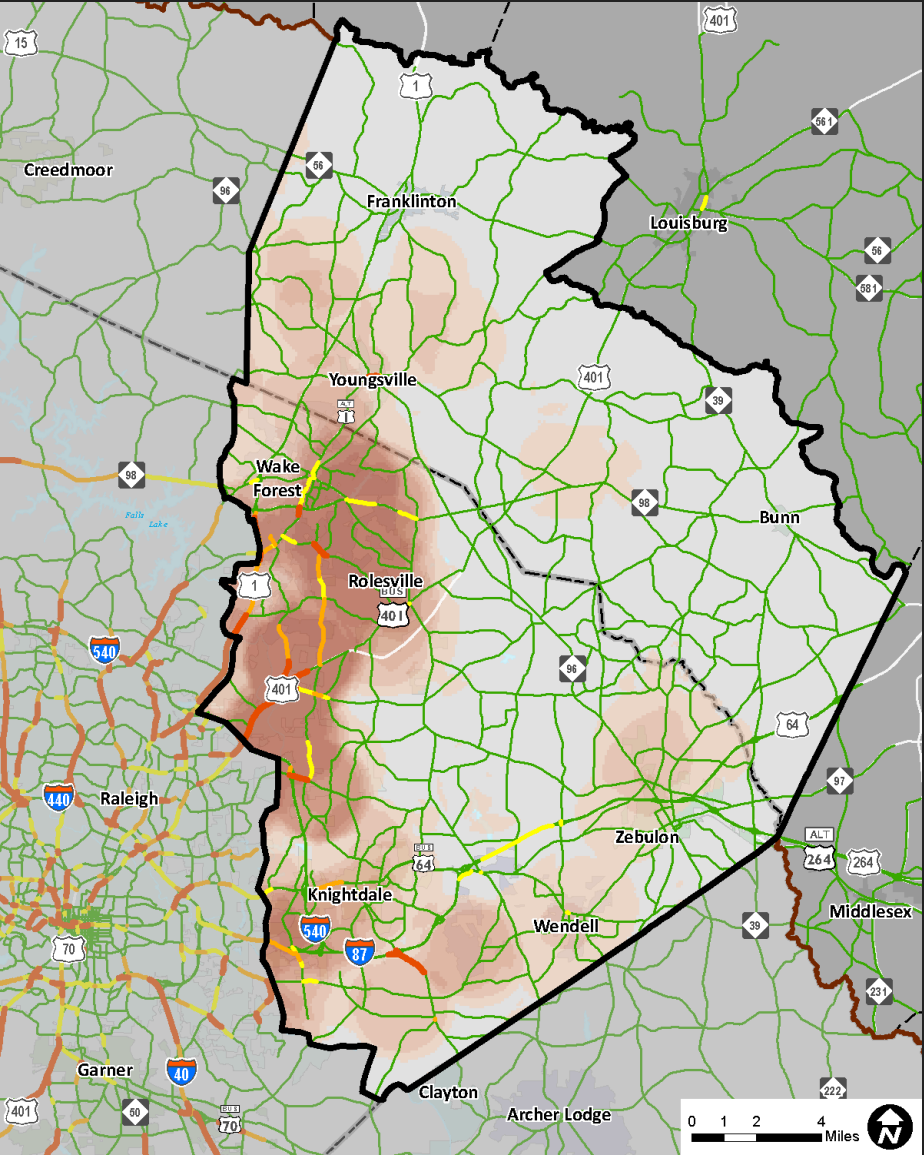
Posted April 8, 2020 6:49 p.m. EDT
Updated April 8, 2020 7:03 p.m. EDT



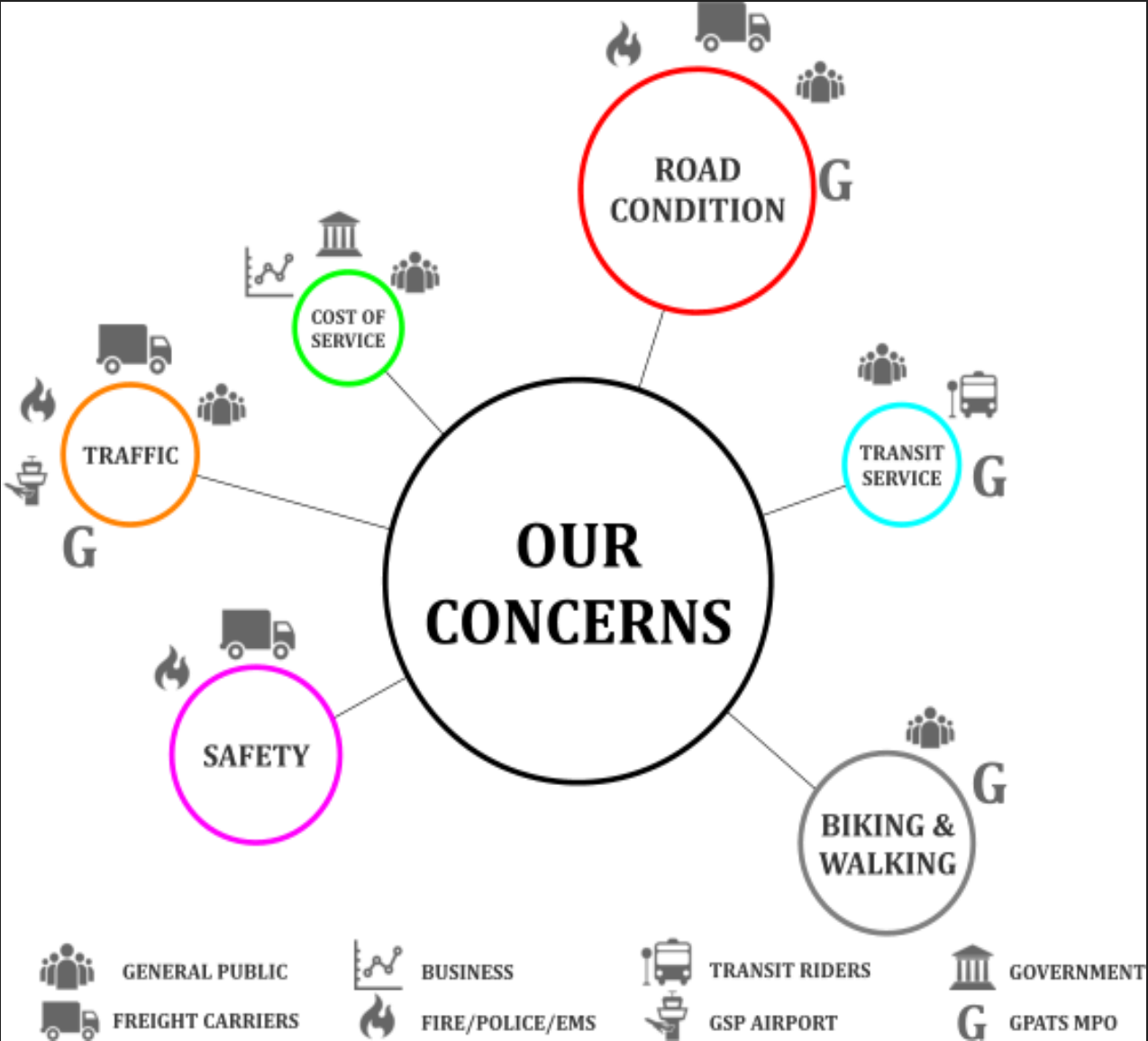
By Cullen Browder, WRAL Anchor/reporter

**\$750 million
over budget**

What does the data tell us?



What do the people tell us?



Roadway & Connectivity

2. If we were to improve two things related to our road system in the NEAS, what would they be? (choose 2)

- A. Congested corridors
- B. Upgrading old roads & infrastructure
- C. Crashes (frequency & severity)
- D. Complete Streets (all modes)
- E. Connectivity
- F. Appearance/ Beautification
- G. Improve the signals



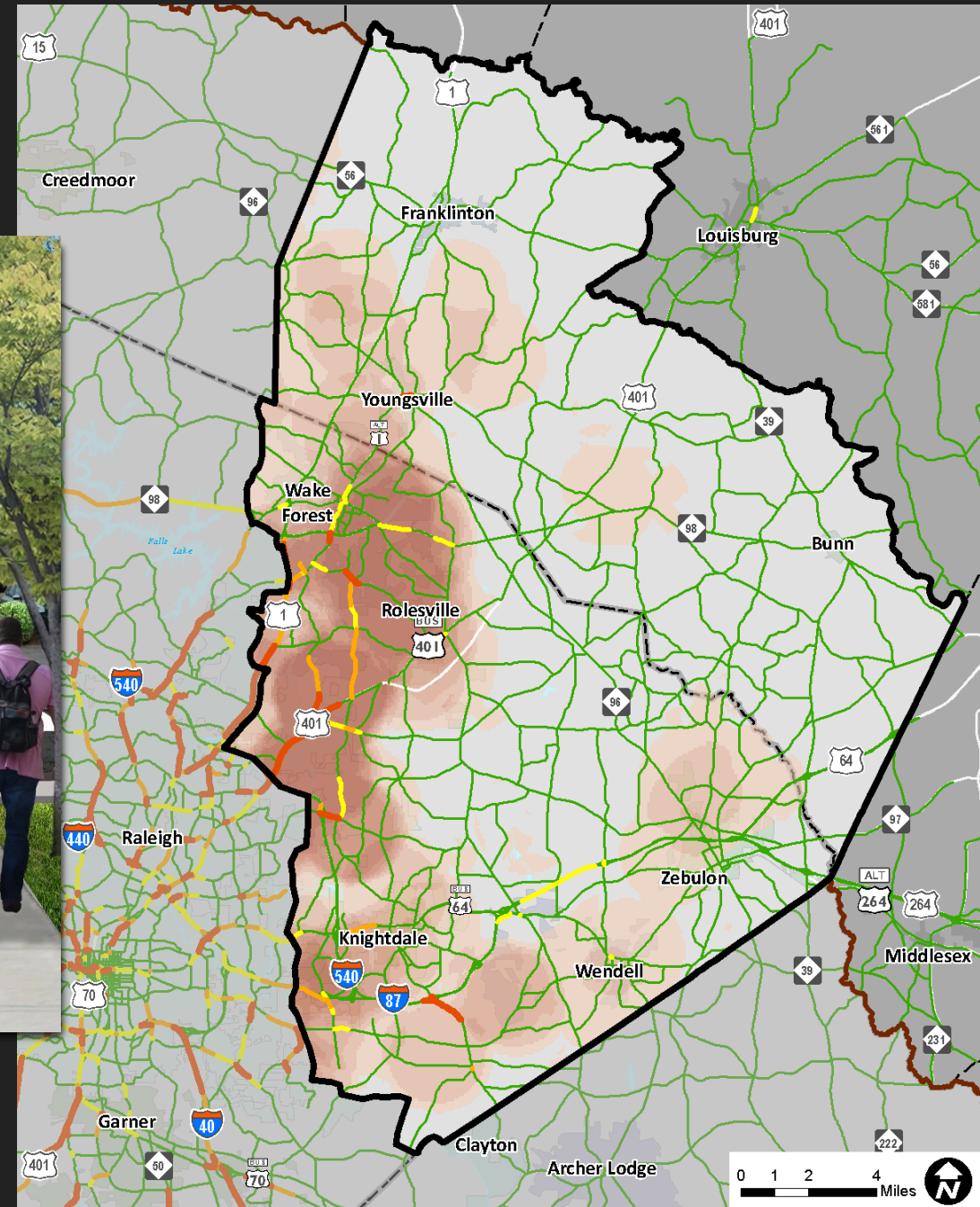
Roadway & Connectivity

3. In your option, how should we relieve traffic congestion?

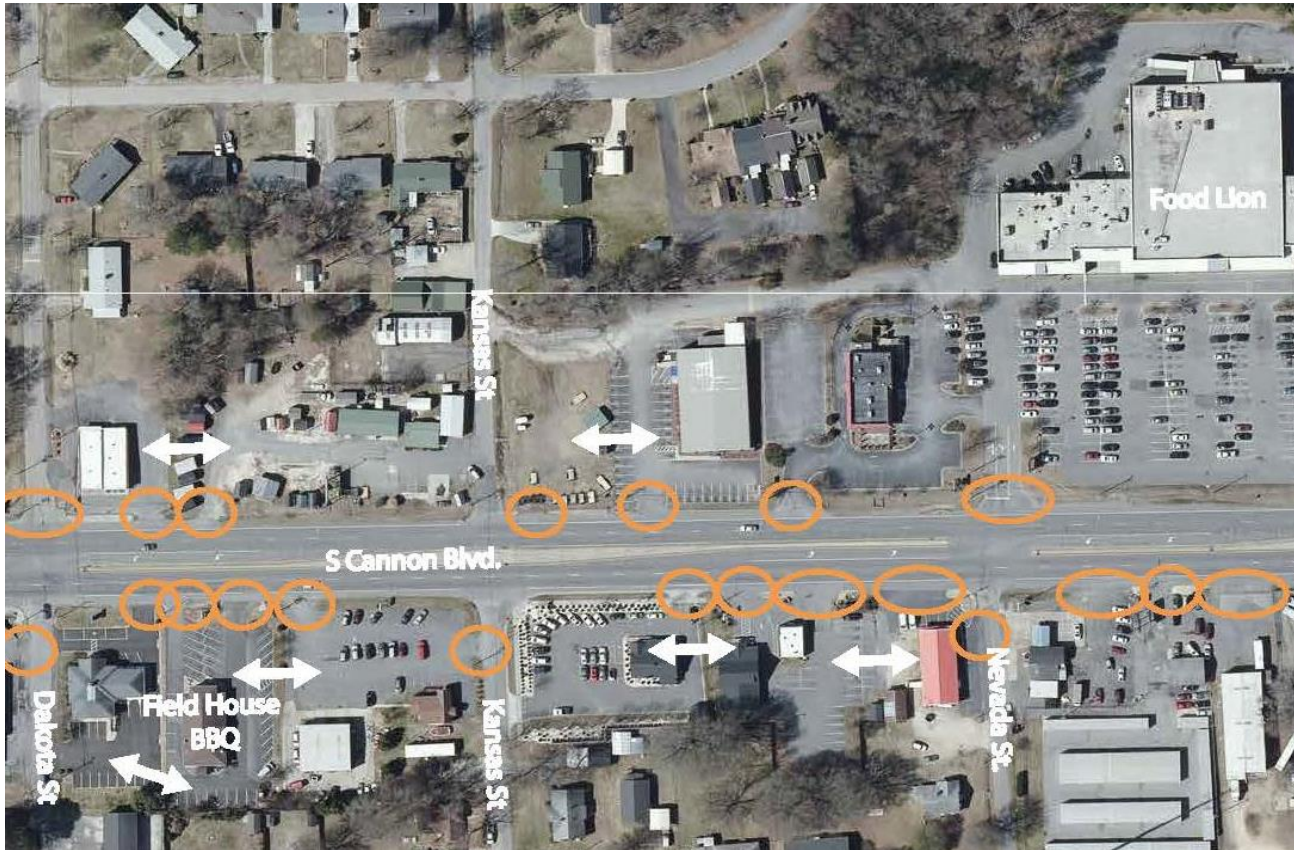
- A. More 2-lane roadway connections
- B. More lanes to major corridors



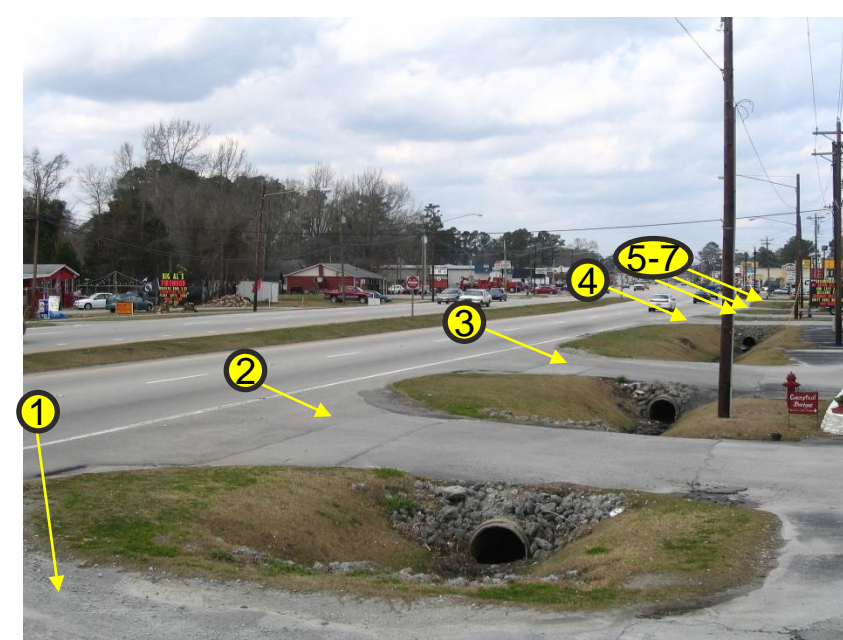
Doing More with Less...



Access Management



Driveway consolidation & cross access problems



Old infrastructure

Matt Hayes, Alta Planning + Design

Non-Motorized

Non-Motorized

Since last NEAS 2014

- New bicycle, pedestrian, greenway plans
- Wake County Greenway Plan
- Neuse River Greenway, Mingo Creek Greenway, Wake Forest greenways, etc.
- NCDOT Complete Streets – Cost share
- Movement towards separated bikeways and greenways
- ITRE/Alta Shared-use Path Study (NCDOT)


 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION

ROY COOPER, GOVERNOR JAMES H. TROGDON, III, SECRETARY

MEMORANDUM

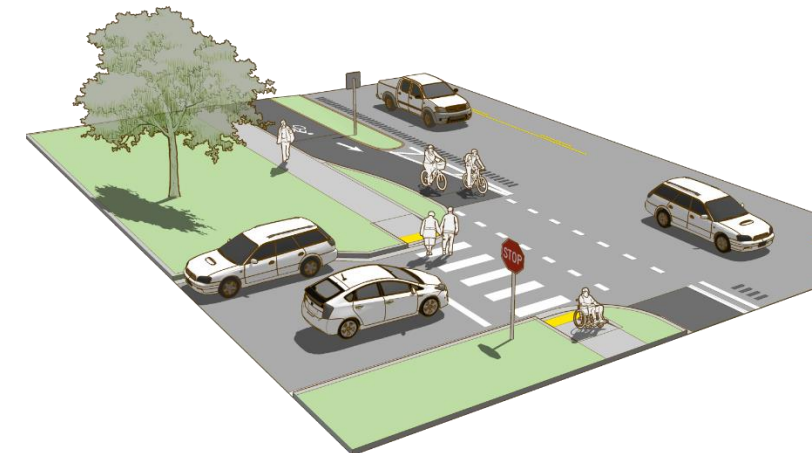
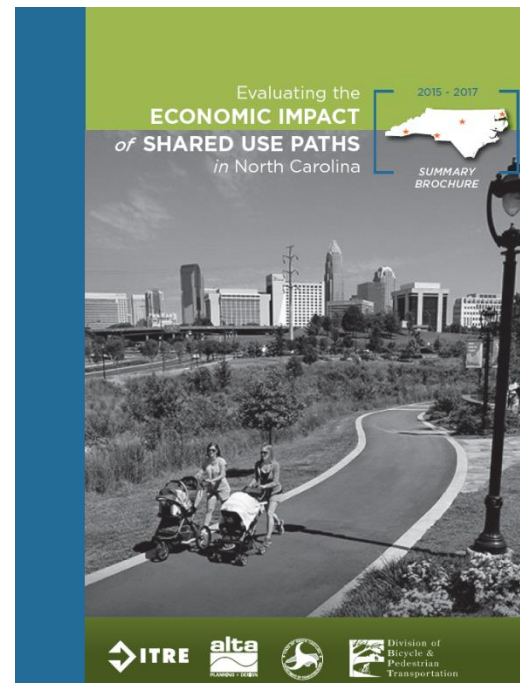
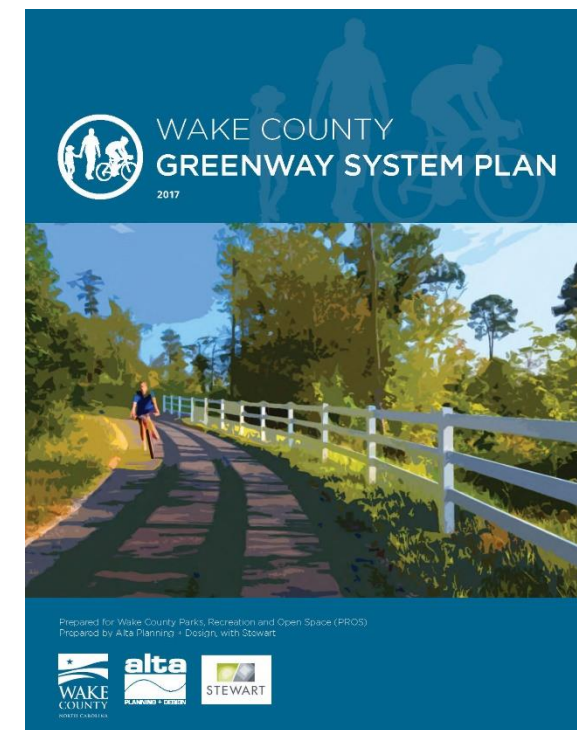
TO: NCDOT Employees
 FROM: James H. Trogdon, III, PE Secretary
 DATE: August 30, 2019
 SUBJECT: Complete Streets Policy Guidance

6 Cost Share

6.1 Complete Street Cost Share

The table below illustrates the funding responsibilities for Complete Streets incorporating bicycle and pedestrian and roadway public transportation facilities.

| Facility Type | Complete Street Cost Share | | |
|---------------------|----------------------------|----------------------------------|------------|
| | In Plan | Not in Plan, but Need Identified | Betterment |
| Pedestrian Facility | NCDOT pays full | Cost Share | Local |
| Bicycle Facility | NCDOT pays full | NCDOT pays full | Local |
| Side Path | NCDOT pays full | Cost Share | Local |
| Greenway Crossing | NCDOT pays full | Cost Share | Local |
| Bus Pull Out | NCDOT pays full | Cost Share | Local |
| Bus Stop (pad only) | NCDOT pays full | Cost Share | Local |



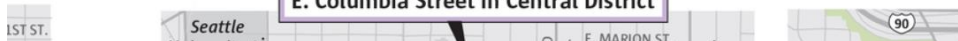
Non-Motorized

COVID leading into Post-COVID

- Heavy trail usage
- More people working from home?
- Less people choosing daycare and school return?
- More frugality?
- Less cars on the road?
- Street closures and reallocation of space?

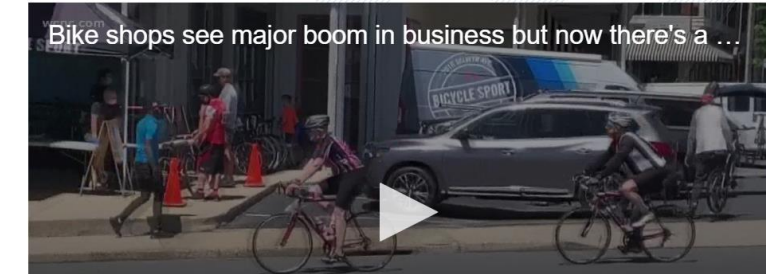
Seattle will close 6 more miles of streets to most cars

of space for people walking and biking by closing space to car traffic.



Charlotte bicycle shops facing shortage during COVID-19 pandemic

Business is booming for bicycle shops, but coronavirus has caused a nationwide shortage.



Non-Motorized

Active transportation modes have generally remained steady over the years in NC, but walking/bicycling has been **increasing**, particularly of-late.

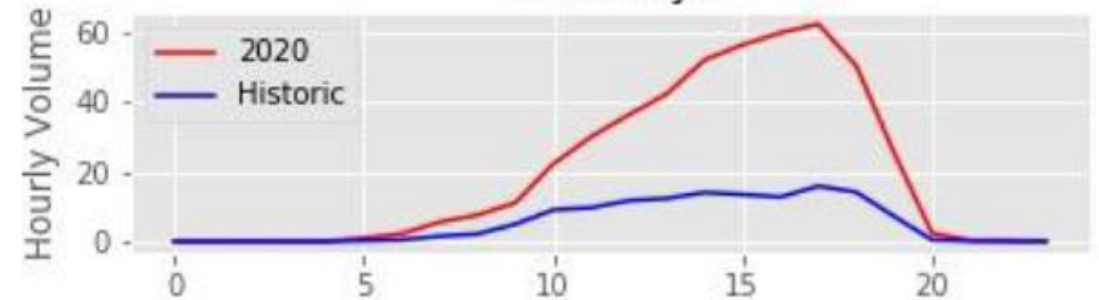
Prediction for others – not necessarily yourself

1. Do you think walking and bicycling will _____ between now and 2050?

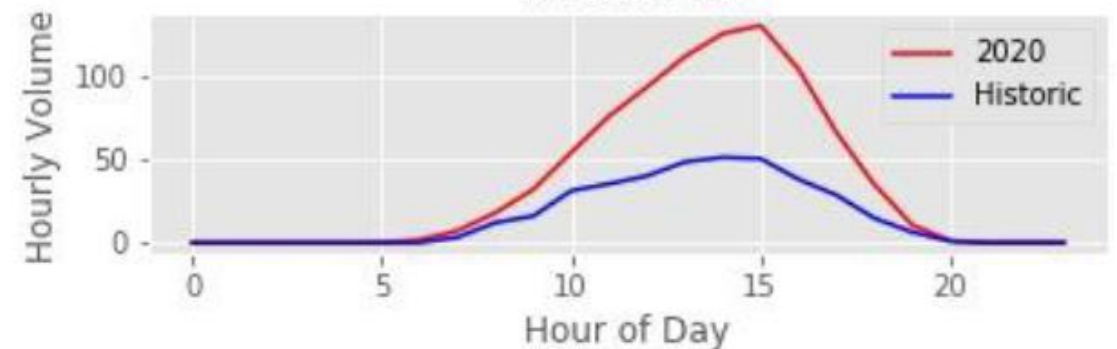
- A. Increase for both transportation and recreation
- B. Increase for recreation only
- C. Decline
- D. Stay about the same (pre-COVID)



Neuse River Greenway, Bicycles
Weekdays



Weekends



Trail Counts March 1 to April 30, 2020 (preliminary)

Non-Motorized

Most of the population would walk (1-mile) and bike (3-miles) at most. While many won't walk or bike the length of the Neuse River Greenway, they will cover a portion.

2. What active transportation corridors and projects are most important for the NEAS region in terms of improving connectivity and increasing walking and biking?

- A. Fill in shorter sidewalk, bikeway, or greenway gaps
- B. Expand regional network of greenways
- C. Retrofit communities with walking/biking facilities
- D. Intersection improvements



Non-Motorized

Increasing non-motorized trips can have a positive impact on the environment, health of the community, and quality of life.

3. What are the most important benefits of a walkable/bikeable NEAS that helps to convert car trips to walking/bicycling trips?

- A. Improved health of residents
- B. Economic benefits and resiliency – attraction and retention
- C. Equitable transportation options
- D. Improvement in air quality
- E. Decrease in vehicular traffic congestion

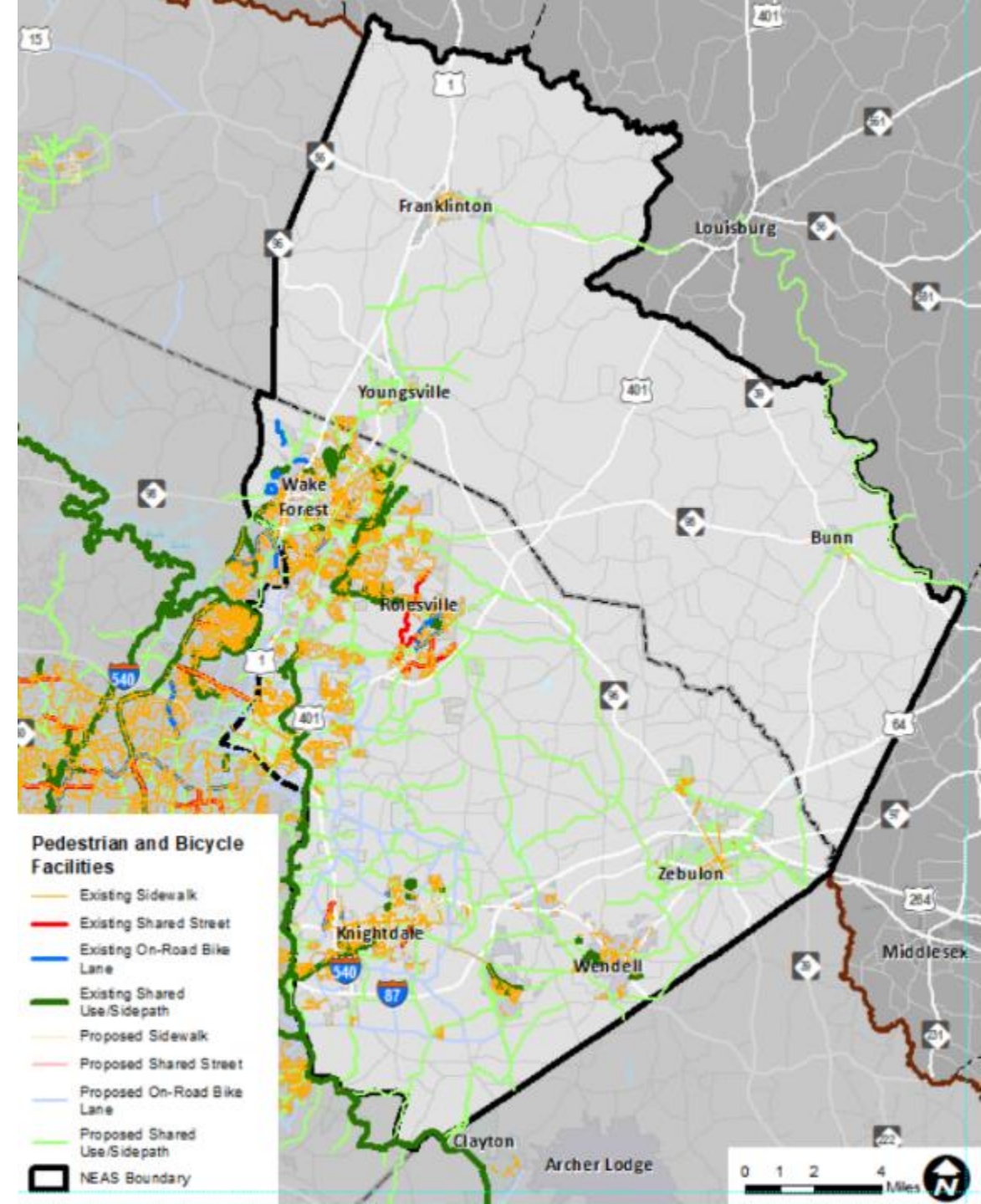


Non-Motorized

A connected network means linking popular destinations.

4. What are the most important destinations to reach by bicycling and walking in the NEAS?

- A. Downtowns
- B. Schools
- C. Parks
- D. Employment
- E. Activity Centers
- F. Transit / Park-&-Ride



Scott Lane, JS Lane Company

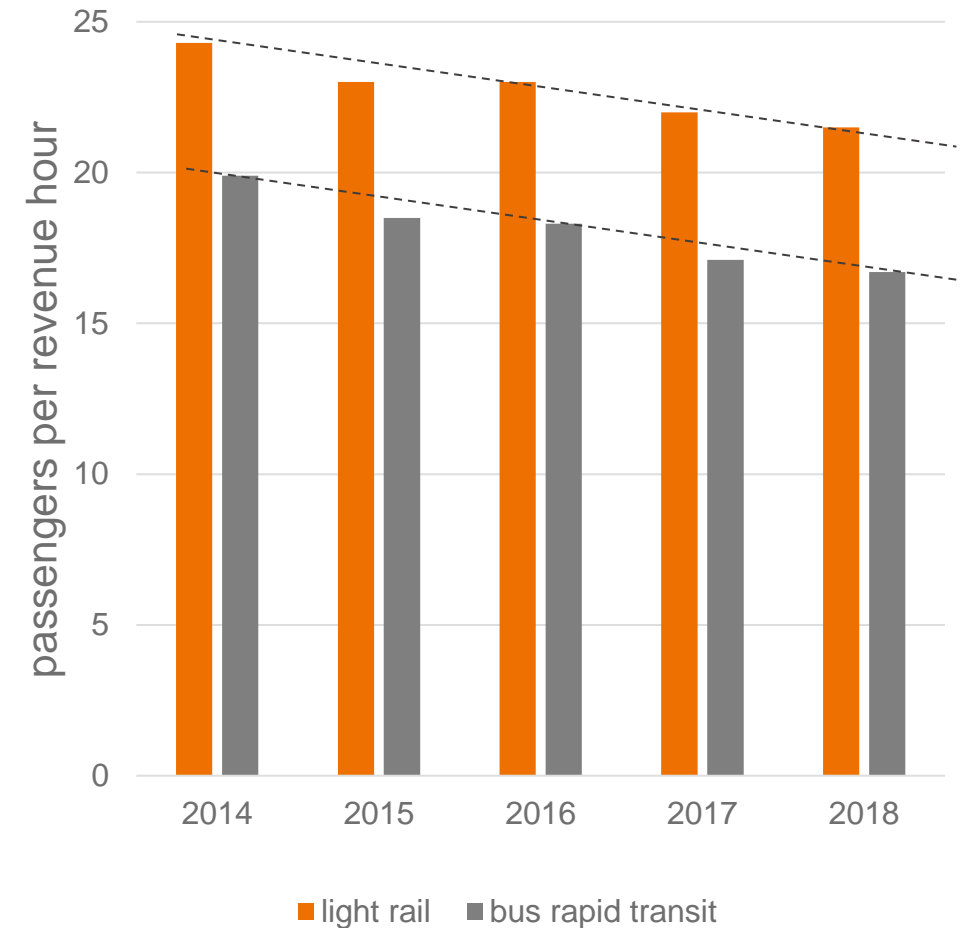
Transit

Transit Ridership Trends

Transit ridership has declined in most markets*, especially those that don't have rapid population growth like the Triangle Region

1. Do you think traditional transit ridership in NEAS will _____ between now and 2050?

- A. grow a lot
- B. grow slightly
- C. decline
- D. stay about the same



**National Transit Database, 2018 National Transit Summaries and Trends, Exhibit 38.*

Transit Use and Users

For smaller, mid-size, or “sprawling” metropolitan areas*, changes in **population** or number of **zero-car households** have not significantly increased transit ridership

2. What do you think influences transit ridership in your jurisdiction?

- A. Limited access to their own car
- B. The type of service (bus, door-to-door service, rail)
- C. Price per trip
- D. Ease of access to transit services
- E. Time spent waiting/transfers
- F. Something else?

*NAS, Analysis of Recent Public Transit Ridership Trends (2020)

Customer Preferences



Between **3%** (Wake) and **9%** (Durham) of respondents in a 2019 survey used “**transit**” for their most-frequent trip (home to work)

About the same number of Wake respondents thought that **more bus service** (82%) was as important as **rail service** (80%)

In the Wake portion of NEAS, respondents favored more transit slightly more than Wake County respondents as a whole

**GoTriangle Survey (2019)*

Transit Service and Users

Higher levels of transit service generate more riders in small, mid-size, or “sprawling” metro regions;

In larger metros this relationship is not important EXCEPT for transit in dedicated right-of-way services (BRT and Rail).*

Level of Transit service

- more hours
- more routes
- longer service periods
- higher frequencies

3. What's the best service option in your community to get more transit riders?

- A. Expanded fixed-route bus service (more trips/frequency or fewer transfers)
- B. Better access to existing or similar-to-existing transit service
- C. Higher-type service (BRT or rail operating in dedicated rights-of-way)
- D. Some type of door-to-door service, maybe cost-subsidized or enhanced by technology
- E. Not much is going to attract more transit riders in my jurisdiction
- F. Something else?

**NAS, Analysis of Recent Public Transit Ridership Trends (2020)*

Amanda Allen Morrell, Stantec

Creating Great Communities!

How do you continue to evolve as great places to live, work, play?

- Differentiate yourself and work within market realities
- Utilize the towns/communities as **hubs of activity** and investment
- **Conserve** and provide access to open space
- Enhance the public realm across contexts through **placemaking**



Placemaking Tools

1. Select your top **THREE** placemaking elements

B Flexible Seating



D Public Art



A Ambient Lighting



C Interactive Play



E Interactive Water



F Outdoor Dining

Public Spaces

2. Select your top **THREE** public space elements

A Passive Gardens



C Play Spaces



E Greenway/Trails



G Flexible Plazas



B Flexible Lawns



D Community Gardens



F Conservation



H Alleyways/Courtyards

Single Family Housing Development

3. Select your top **THREE**

A Large Home-Narrow Lot



C Large Home-Large Lot



E Accessory Dwelling Granny Flat



B Small Home-Narrow Lot



D Cottage Court



F Accessory Dwelling Garage Apartment

Multi-Family Housing Development

4. Select your top **THREE**

A Live-Work



C Quadplex



E Apartments



B Duplex

D Townhomes

F Upper Lofts in Mixed Use

Commerce Expansions

5. Select your top **THREE**

A Flex/Industrial Campus



C Lifestyle Centers



E Small Town Retail



B Corporate/Research



D Big Boxes



F Agribusiness

Timothy Tresohlavy, Stantec

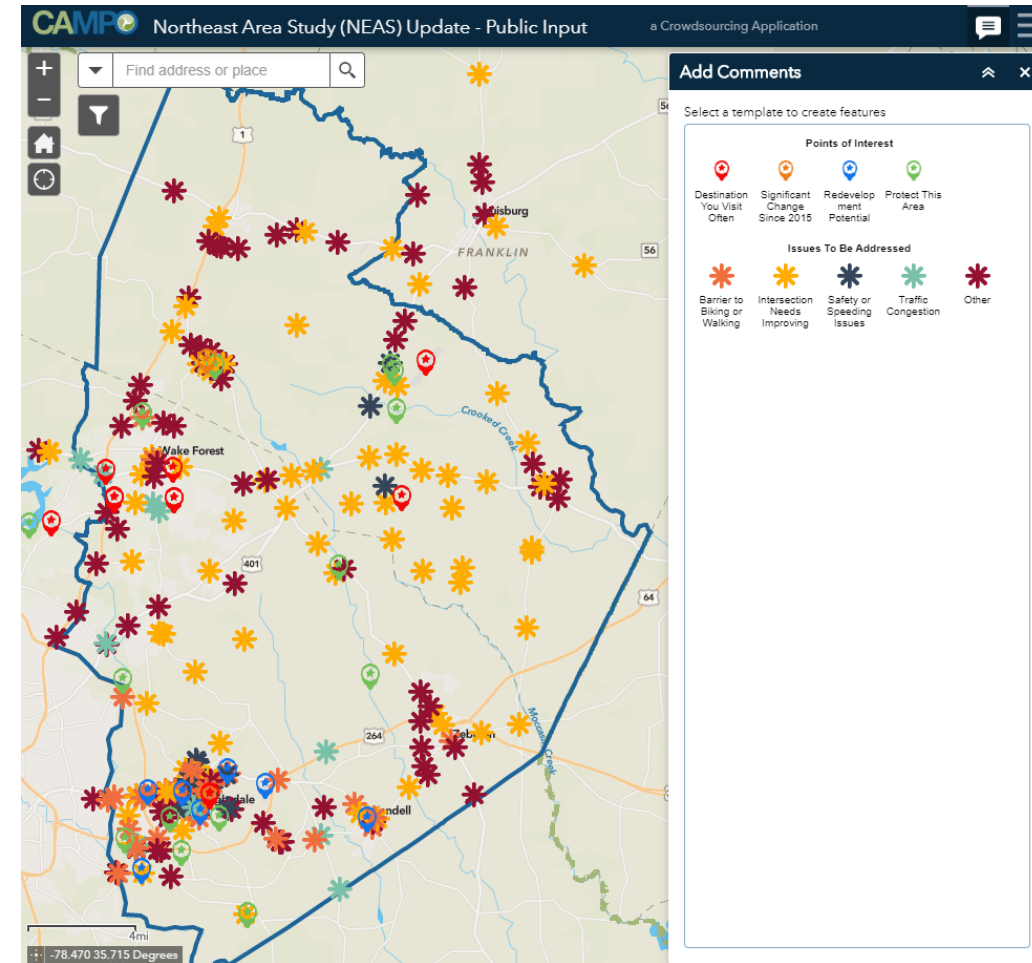
Next Steps

Next Steps

Other Outreach

- Board Briefing presentations
 - Brandon Watson 919-996-4397
- Community Pop-up Events*
- Website updates
 - Project Survey
 - Online Map
 - Today's slideshow & recording

HELP US PROMOTE THESE RESOURCES



www.NEASupdate.com

THANK you