

Northeast Area Study Update



Bunn * Franklinton * Franklin Co. * Knightdale * Raleigh (north & east)
 Rolesville * Wake Co. * Wake Forest * Wendell * Youngsville * Zebulon



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.

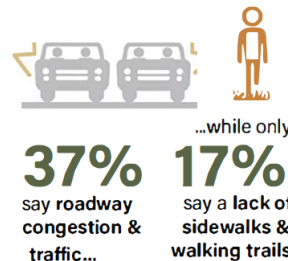
In this instance, population growth is both a **problem to manage** and an **opportunity to shape** the region's future.

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

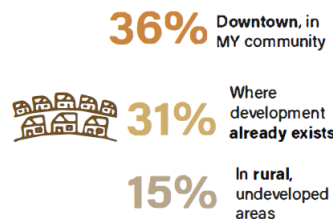
What We've Heard - Community Engagement

Communication is **critical** to this study. Listening to stakeholders has helped us gauge priorities and vision from residents, elected officials, and many different people across the area.

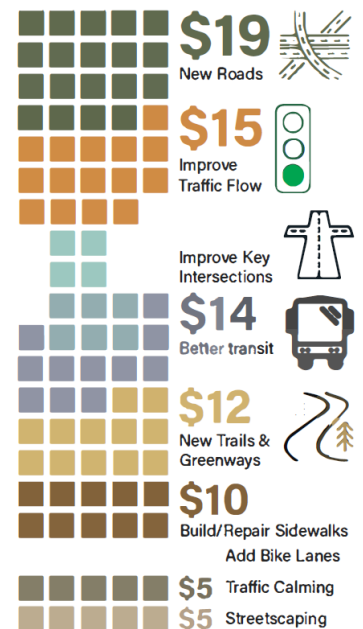
What's the most critical transportation issue that needs to be addressed?



Where should future development be focused?



How would you spend \$100 on transportation improvements?



Guiding Principles



Mobility Choice



Access = Opportunity



Redefining Infrastructure



Connectivity



Preserving & Enhancing Open Space



Balanced Communities

Recommendations

Walking & Bicycling Improvements

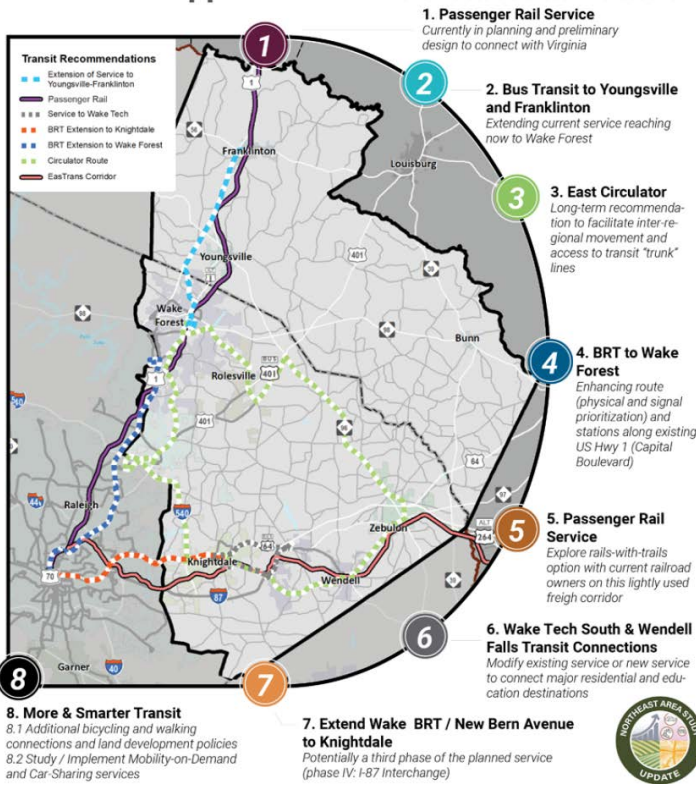
Community engagement illuminated the need to create better connected walkway and bikeway systems, with greater separation from vehicular traffic, and roadway crossing improvements.

How guiding principles applied to recommendations:

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

Transit Improvements *Connecting communities-extending and improving transit service.*

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



What we analyzed
To draft recommendations:

INPUT

City/Town
Public

+

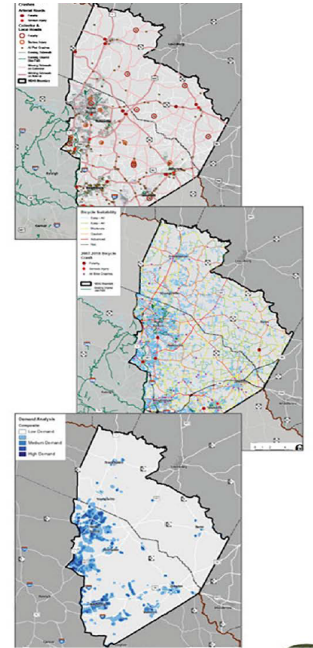
ANALYSIS

Equity
Demand
Level of Service
Crashes

+

PLANS & PROJECTS

Existing Roadway,
Transit, Bike and
Pedestrian Plans



Roadway Improvements

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

Sample Improvement Categories:



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.

Now YOUR local expertise is needed to review and help prioritize.

Share your priorities

Learn more about the recommendations and share your thoughts online, by phone, or email.

Call: 855-925-2801; project#: 9329 or

Email: NEASUpdate@PublicInput.com

Participate at your convenience:

Available online 24/7

- ❖ VirtualOpen House
- ❖ Survey for priorities
- ❖ Interactive Map of improvements

www.neasupdate.com



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