

Transportation Recommendations Briefing

The **Capital Area Metropolitan Planning Organization (CAMPO)**, in partnership with the **North Carolina Department of Transportation (NCDOT)** and the **Upper Coastal Plain Rural Planning Organization (UCPRPO)** initiated the Southeast Area Study, which includes all or part of eleven municipalities and portions of Wake and Johnston counties. The Southeast Area Study will update CAMPO's overall Comprehensive Transportation Plan and will produce project priorities to be included in the next Metropolitan Transportation Plan.

This briefing is intended to provide supporting information about the Southeast Area Study transportation recommendations development. Multimodal transportation recommendations will be introduced to the Stakeholder Oversight Team (SOT) at the November 15th meeting.

Transportation Recommendations Development

Transportation recommendations for the Southeast Area Study originated from current plans, projects from the study's Core Technical Team (CTT), and feedback from the general public. In addition, a working group with representatives from CAMPO, UCPRPO, Johnston County, and NCDOT provided technical oversight. These recommendations were refined and prioritized through a process that included scenario planning and travel demand modeling. SOT feedback will also guide the development of these multimodal recommendations.

Compile transportation projects for the study area using local plans, feedback from the CTT, and online and in-person public comments to create a universe of potential projects.

Apply the jurisdiction-approved placetypes and suitability factors from the Preferred Growth Strategy as inputs to the scenario planning model.

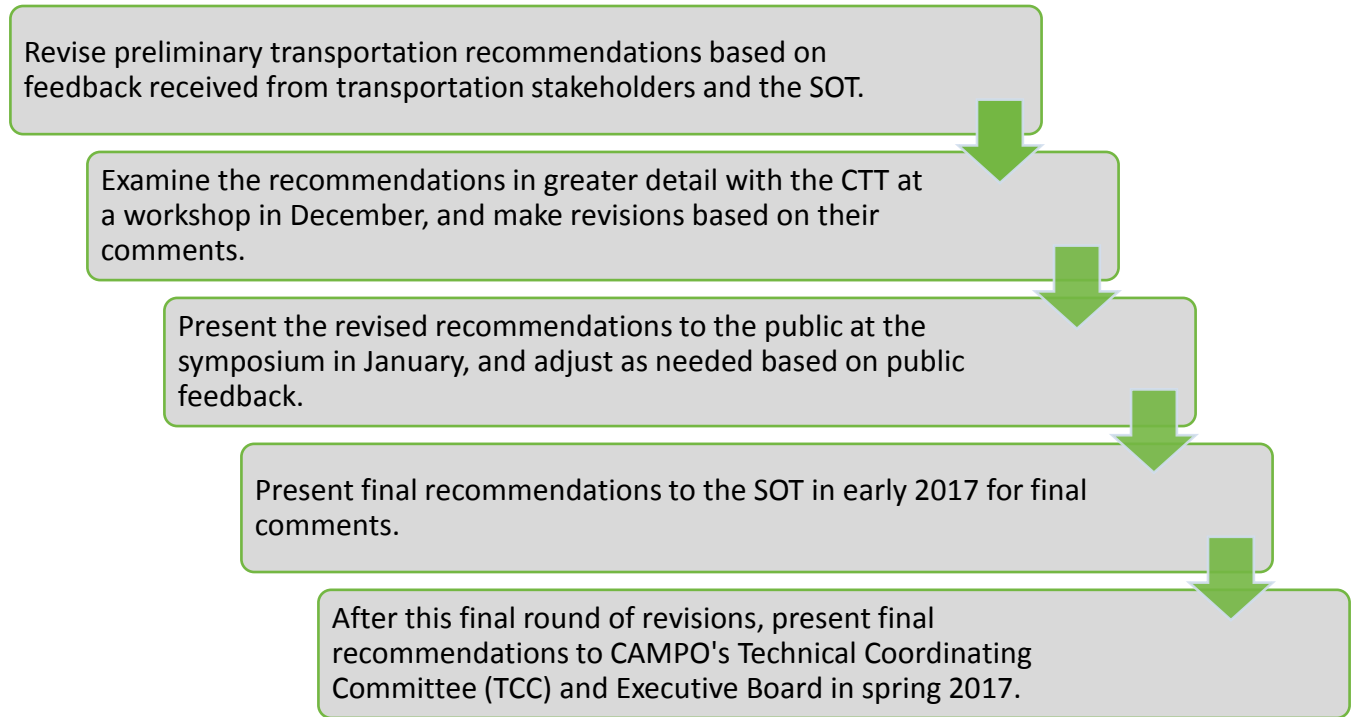
Generate socioeconomic data for the scenario planning Preferred Growth Strategy to incorporate into the Travel Demand Model.

Identify deficiencies in the 2040 existing plus committed transportation network using the Travel Demand Model.

Refine universe of potential projects to address congestion needs within the network.

Southeast Area Study

Following the SOT meeting on November 15th and the receipt of comments from the SOT by December 2nd, the Southeast Area Study transportation recommendations will undergo additional rounds of revisions before the plan is finalized, including public engagement and additional CTT and SOT meetings.



Transportation Recommendations

The transportation recommendations for the Southeast Area Study include hot spot studies and multimodal recommendations.

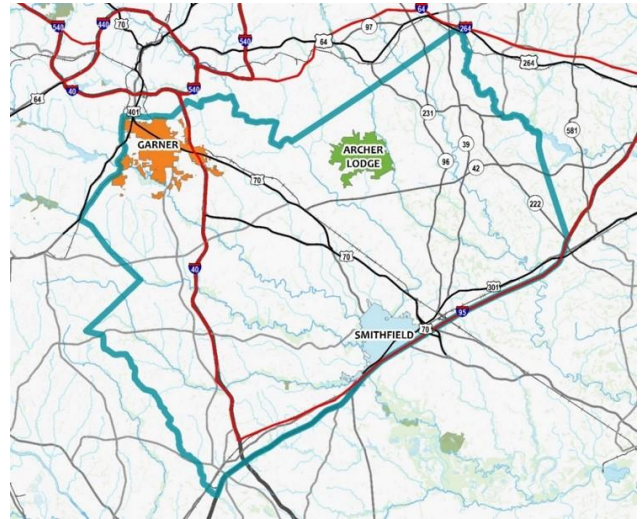
Hot Spot Studies

Three hot spot studies have been conducted to address specific transportation issues in the study area:

- Archer Lodge Collector Street Plan
- Garner 40/70 Catalyst Site
- Smithfield Interchange Analysis

Archer Lodge Collector Street Plan

A Collector Street Plan was developed for the Town of Archer Lodge to address the following concerns: 1) increasing through traffic volumes, 2) need for improved access to key activity centers, and 3) demand by residents for high quality of life and preservation of character.



Recommendations from the Archer Lodge hot spot study include:

- Facility recommendations for future collector and connector streets, focused primarily on the connection points with existing roadways.
- Revisions to zoning and subdivision ordinances that could result in clustered development patterns and preserved open space and habitat areas.
- Implementing a collector street policy to encourage connectivity and accessibility.
- Establishing commercial design guidelines to facilitate new development that is compatible with the existing rural character.
- Creating code requirements to reserve right-of-way or install new collector roadways to assist with implementation of collector and connector street recommendations.
- Integrating bicycle and pedestrian connectivity in development plans for key activity centers to enhance multimodal accessibility.

Garner 40/70 Catalyst Site

The objective of the 40/70 Catalyst Site analysis in Garner was to improve traffic circulation to accommodate future development. Key issues that had to be considered within this area include the upcoming I-5111 I-40 widening project, existing and future development near the US 70/White Oak intersection, a skewed railroad crossing at Jones Sausage Road, three new Wake County Public

Schools in the area, the future character of Timber Drive, and growth pressures in the Greenfield Industrial Park.

A series of potential improvements in the area were identified for this area. These improvements were developed with a focus on overall system connectivity, and were studied within the travel demand model. Multimodal integration in the area was also considered by incorporating current plans. Key improvement areas include:

- Proposed White Oak Road/I-40 interchange
- Realigned railroad crossing on Jones Sausage Rd
- Jones Sausage Road Extension
- Timber Drive Extension
- New bridge over I-40
- Intersection improvements at White Oak Road/Ackerman Road/Hebron Church Road

Smithfield Gateway Analysis

The objective of the Gateway Analysis in Smithfield was to facilitate smooth traffic flow to reduce congestion nearby the outlet mall and Johnston Community College and to prepare for upcoming development east of I-95. This area has identified issues such as flooding along US 70 Business (Market Street) at the railroad underpass, access management concerns, a proposed restructuring of the interchange with I-40, and the potential for new development east of I-95.

An interchange configuration analysis was conducted for the I-95/US 70 Business interchange to determine the preferred alignment of the improved project. Other potential improvement areas for the Smithfield Gateway include:

- Improvement of US 70 Business (Market Street), including widening and complete streets concepts
- New Service Road in the southeast interchange quadrant
- New bridge over I-95 east of US 70 Business
- Review of the existing service road access to outlet malls

Multimodal Recommendations

As detailed earlier in this briefing, the development of multimodal recommendations involved establishing a universe of projects as well as analyzing potential deficiencies. As a result of this process, a series of multimodal recommendations have been established. These recommendations will be presented at the SOT meeting on November 15th, and stakeholders will have until December 2nd to review and provide their comments. These recommendations will include the following travel modes:

- Roadway
- Freight
- Transit
- Bicycle & Pedestrian

Project Prioritization

The Southeast Area Study will provide a transportation vision for the area that can guide the development of local and regional plans. Although the transportation recommendations in this study will not be financially constrained, it is essential for the study to clearly define how the projects are able to serve near-term needs. To do this, the Southeast Area Study will include the development of a project Action Plan. The Action Plan will group projects into three timeframes:

- **1) Near Term** - The best or most urgent projects right now for the jurisdiction. These projects can reasonably be funded and have an identified implementation strategy.
- **2) Medium Term** - Projects that are further down the road that satisfy an identified need. These projects may have had some work already completed. These projects can also include near term projects that have a funding challenge associated.
- **3) Long Term** - Projects or project areas where additional work is needed to understand the ultimate improvement, or where deficiencies are identified in the future. These recommendations will likely progress through multiple planning cycles and will be refined further at a later date.

In order to assess and ultimately group these projects, we will rely upon a combination of quantitative and qualitative data. Quantitative metrics such as travel time savings, project cost, and access to major destination points will be identified and assessed for each travel mode. Where possible, this process will build from established state or regional methodology for these calculations. This quantitative data serves a critical role in translating the need for proposed projects to potential funding programs.

The SOT will also play a role in providing feedback on key projects or project areas. The SOT will help identify perceived needs in or around each of the member jurisdictions, and also provide guidance on how proposed projects relate to the Southeast Area Study planning themes. The process initiated by the SOT during the November meeting will be continued during the CTT's transportation recommendations work session in December. The CTT work session will also provide an opportunity to discuss interim solutions for those areas where larger projects have been identified.