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# Projects



# Components of City Projects

- Sidewalks
- Bike lanes
- Streetlights
- Street trees (where feasible)
- Application of “Complete Streets”
- ½ Percent for Public Art
  - Seeking opportunities for project integration



# Key Steps in Developing a Project

- City Projects
  - Design/Public Involvement
  - Right-of-Way Acquisition
  - Construction
- Federal/State Projects
  - Environmental Analysis/Public Involvement (NEPA/SEPA)
    - Environmental Impact Statement/Record of Decision
    - Environmental Assessment/Finding of No Significant Impact
    - Categorical Exclusion
  - Design
  - Right-of-Way Acquisition
  - Construction



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# Project Development

## Comprehensive Transportation Plan

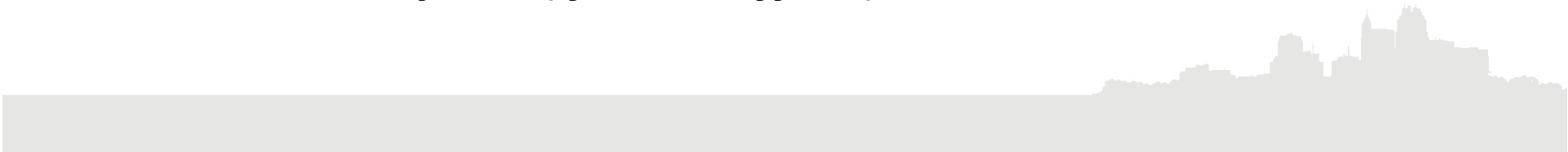
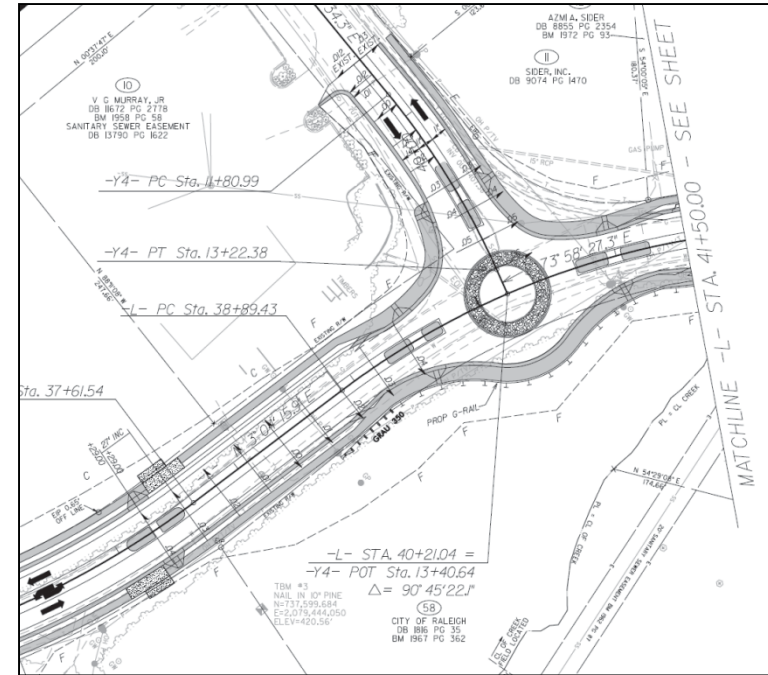
**Metropolitan Transportation Plan (30 yrs)**  
(formerly Long Range Transportation Plan)

**Local CIP**  
(5 Years)

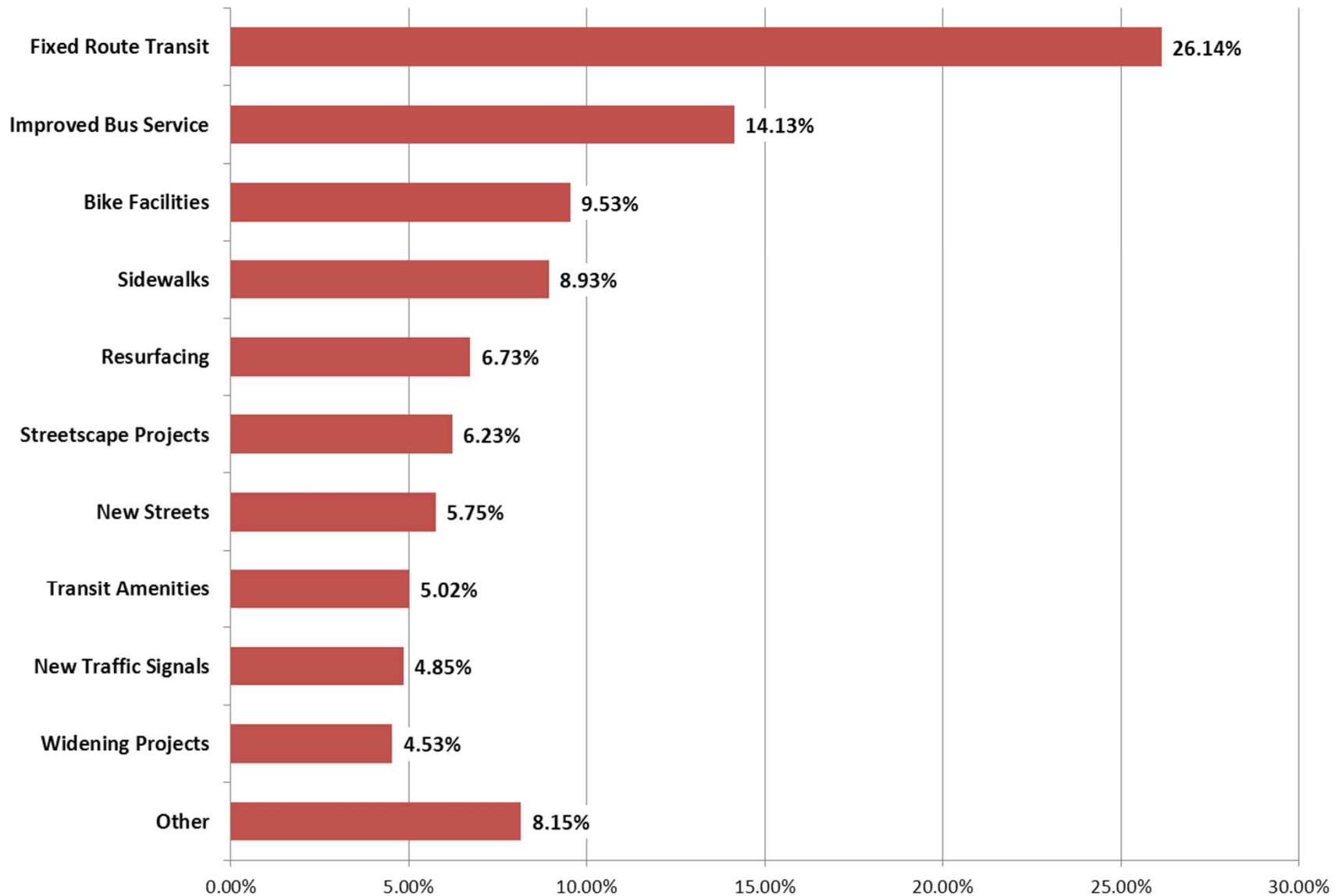
**State TIP**  
(7 years)

# Prioritization by Category

- Bicycle Projects
- Sidewalk Projects
- Streetscape Projects
- Corridor Plans
- Transit Corridor Projects
- Major Street Projects
  - Widening
  - New Construction
- Minor Street Projects – Widening, Bike/Ped
- Intersection Improvement Projects (*future effort*)
- NCDOT Projects (*future effort*)



## How would you spend \$100 on Transportation Improvements?



# Streetscape Improvements

- Prioritization Updated in 2013
- Top Projects:
  - Hillsborough Street Phase II
  - Oberlin Road
  - Hillsborough Street Phase IV (Cameron Park)
  - E. Cabarrus Street
  - New Bern/Edenton Corridor
  - Salisbury Street
  - Wilmington Street



# Transit Corridor Projects

- Transit Technology Study
  - RFQ will be released shortly
  - Will recommend transit investment options for priority corridors identified in Comprehensive Plan
- New Bern BRT Project recommended by staff
  - Highest performing transit corridor in CAT system
  - High priority for economic investment
  - Compliments future transit investments by TTA





# Street Projects

- Projects identified based on area/corridor plans, public input, Council input and staff input
- Over 100 projects evaluated
- Which projects should the City reasonably consider within a 10-year period?



# Street Project Prioritization

- Data collected and compared for major and minor street projects
- All modal data considered equally
  - Congestion (volume/Capacity)
  - Crash Data
    - Automotive, Bicycle & Pedestrian
  - Bike Plan Priority
  - Pedestrian Plan Priority
  - Transit Benefit
- Economic Development areas not prioritized, but bonus awarded to projects in scoring

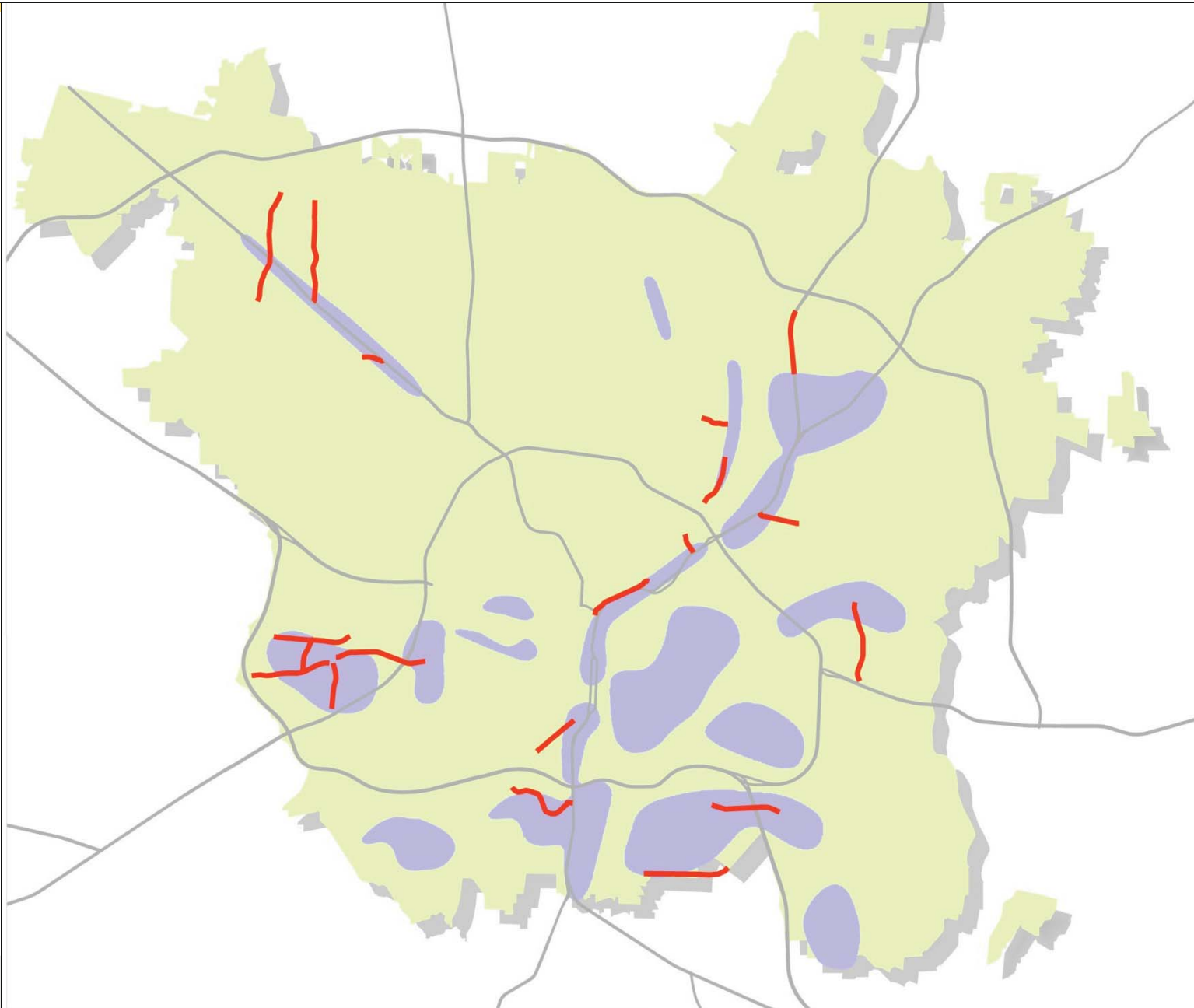


# Street Project Prioritization

- Ranking in each category established
- Sum of rankings by project type
  - Lower score indicates projects ranking highly in multiple categories
- Economic Development Bonus
  - 10 points for projects adjacent to ED areas
  - 25 points for projects substantially within ED areas



# Projects Within or Adjacent to Economic Development Areas



# Top Projects Overall

1. Western Boulevard
2. Old Wake Forest Road - North
3. Jones Franklin Road – Part A
4. Gorman Street
5. Pleasant Valley Road
6. Six Forks Road
7. Lake Wheeler Road - South
8. Trinity Road
9. Lake Wheeler Road - North
10. Rock Quarry Road - Part A



# Top Major Street Projects

1. Western Boulevard
2. Old Wake Forest Road - North
3. Jones Franklin Road – Part A
4. Gorman Street
5. Six Forks Road
6. Rock Quarry Road - Part A
7. Skycrest Drive - East
8. Lake Wheeler Road - South
9. Atlantic Avenue
10. Trailwood Drive



# Top Minor Street Projects

1. Pleasant Valley Road
2. Carolina Pines Drive
3. New Hope Church Road
4. Blue Ridge Road South
5. Trawick Road - West
6. Glenwood Avenue
7. Ray Road - South
8. Ebenezer Church Road - North
9. Marsh Creek Road
10. Fox Road - South



# New Streets

- The City has periodically undertaken “new location” projects
- No existing data, not all future streets have been modeled for traffic volumes
- Simplified to three criteria:
  - Benefit to transit?
  - Within an economic development area?
  - Directly benefits a parallel facility?





# Top New Streets

1. Crabtree Valley Avenue Realignment
2. Morgan Street Connector
3. Pullen Road Extension
4. West Street Extension - South
5. Edwards Mill Road Ext 1
6. Western Boulevard Ext
7. Pacific Drive Extension
8. Six Forks Road Extension
9. Tryon Road Extension
10. Beckom Drive



# Corridor Planning

- Projects prioritized based on Council input and staff suggestions
  - Areas with emerging issues or special needs
  - Locations recommended by 2030 Comprehensive Plan
- Normally prioritized as part of annual work plan review
- Corridor plans have great value outside of capital funding process
  - Shapes development patterns
  - Dictates infrastructure installation by private development



# Corridor/Area Plans

- Downtown South/South Saunders Gateway
- Station Area plans (TOD) for 18 transit stations
- Blount/Person Street/Wake Forest Corridor Study
- Six Forks/Millbrook Road Corridor Study
- Blue Ridge Corridor Study
- Capital Boulevard Corridor Study (Downtown to I-440)
- New Bern Corridor Study
- Union Station Design/Warehouse District
- New Downtown Plan
- Moore Square Transit Center Master Plan
- Wilmington Street (I-440 to Tryon Road) Corridor Study
- **Capital Boulevard North (I-440 to I-540)**
- Lake Wheeler Road Corridor Study
- West Morgan Small Area Plan



# Proposed New Corridor/Area Plans

- Avent Ferry Road (Gorman to Varsity)
- Falls of Neuse/Spring Forest Area Plan
- Lake Wheeler Road North (I-40 to South Street)
- Lead Mine Road
- Litchford Road Corridor
- New Bern West (I-440 to Neuse River)
- Old Wake Forest Road (coordinate w/ TTA project)
- Rogers Lane (New Hope Church to New Bern Avenue)
- Strickland Road (Leesville to Creedmoor)
- Wade Avenue (Faircloth to Glenwood)



# Other Programs & Initiatives

- Advance Planning/Feasibility Studies
- Bicycle Marking Projects
- Bicycle Parking Projects
- Pedestrian Intersection Safety Projects
- Sidewalk Projects
  - New construction
  - Repair
  - Petitions
- Safe Routes to School
- Streetscape Projects



# Other Programs & Initiatives

- Intersection Improvement Projects
- Resurfacing Projects
- Street Improvement/Petition Paving Projects
- Public/Private Partnerships
- Traffic Signal Installations
- Intersection Signage & Signal Improvements
- Streetlight Projects
  - LED Implementation
- Bridge Inspection & Repair
- Neighborhood Traffic Management

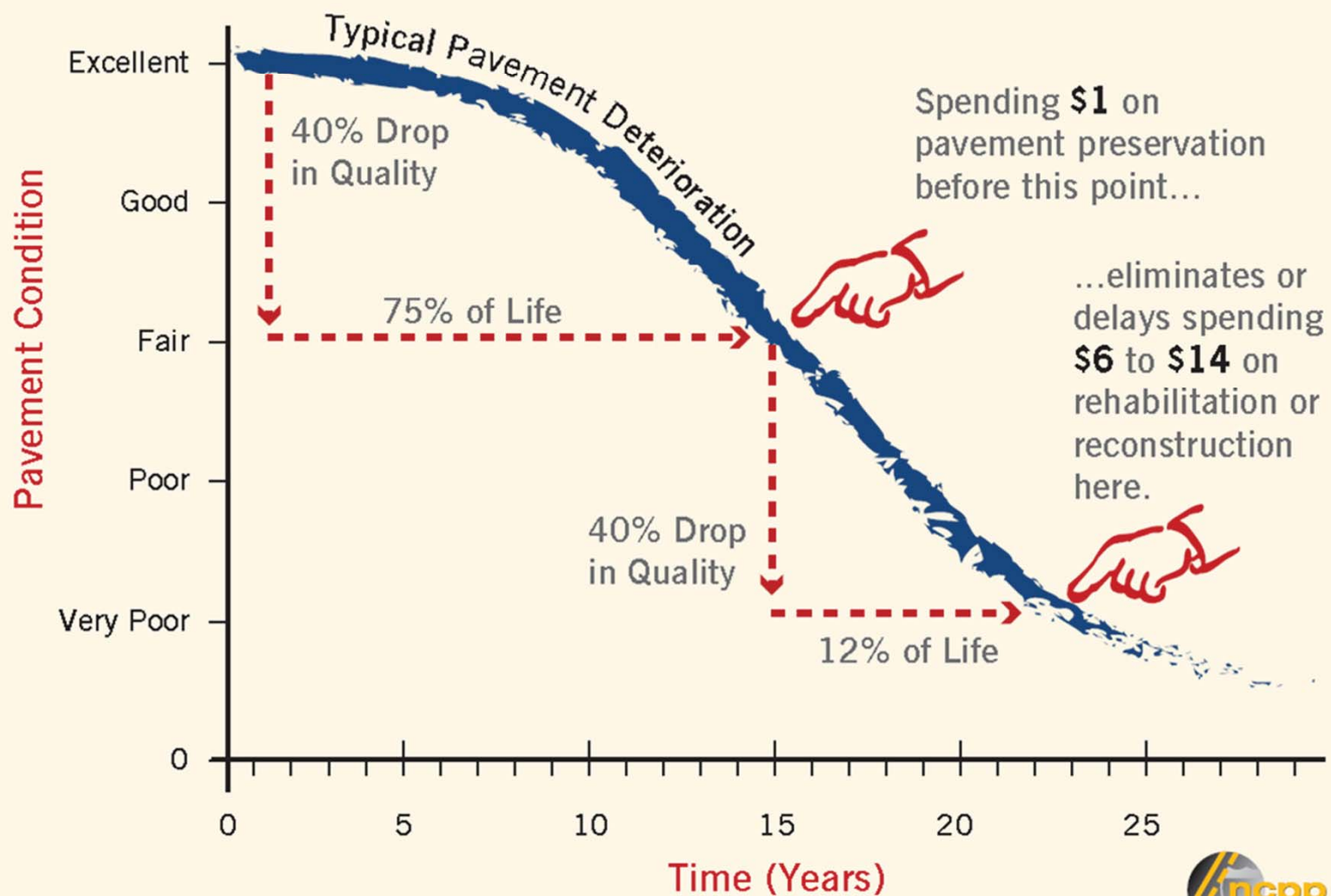


# Other Programs & Initiatives

- Transit Capital Program
  - Bus & Van Replacement
  - Passenger Facilities & Amenities
  - Equipment Facilities & Maintenance
  - Preventive Maintenance



# PAVEMENT PRESERVATION IS COST EFFECTIVE



Source: National Center for Pavement Preservation.





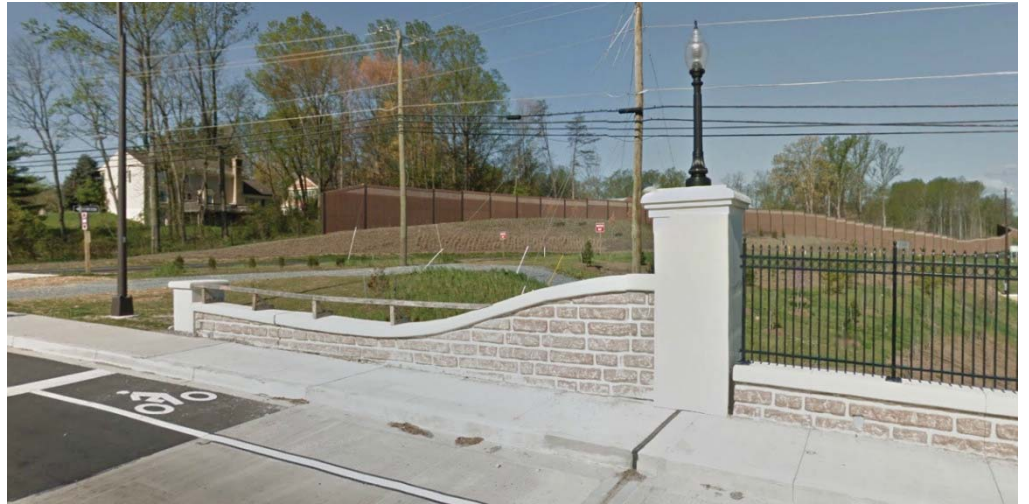
# Resurfacing Program

- \$10 Million allocated from previous bond as a stopgap measure
  - Needs to be established in CIP as a more reliable pay-go fund
- Funding target = \$12 Million per year



# NCDOT Project Cost Sharing

- Sidewalks (50%)
- Bike-related improvements
- Greenway improvements
- Betterments
  - Upgrades to finishes
  - Wider sidewalks
- Other street improvements not required by base project
  - Interchange alterations



# Active NCDOT Projects

- I-440 Widening
- US 70 Widening
- Eastern Wake Expressway
- Aviation Parkway Extension (Feasibility Study)
- Southeast High Speed Rail
- Capital Boulevard Bridge Replacements
  - Peace Street
  - Wade Avenue
- Avent Ferry/Lake Johnson Bridge Replacement
- Trailwood Road Bridge Replacement



# NCDOT Projects

- Participation by City guaranteed by Municipal Agreement
  - Funds must be encumbered by City prior to entering into the agreement
- Large number of bridge projects will be challenging to match
- Funding target = \$10 Million over four years
  - set aside as a flexible reserve



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# Future NCDOT Projects

- City needs to update project priorities for NCDOT
- Will be addressed at a future meeting

