

RTA REGIONAL
BUSINESS
LEADERSHIP

RTA Northeastern Area Caucus

In concert with the Wake Forest Area Chamber of Commerce

Joint meeting with the Chamber's government affairs committee

Tuesday, March 11, 2025

8 am – 10 am

Wake Forest Town Hall

Hosted by the Town of Wake Forest

Welcome and introductions

Joe Milazzo II, PE
RTA Executive Director

Welcome and introductions

Julie Kruse-John

Director of Operations

Wake Forest Area Chamber of Commerce

Welcome and introductions

Sarah Gaskill

FUJIFILM Diosynth Biotechnologies

RTA 2025 chair

RTA and caucus overview

Joe Milazzo II, PE

RTA Executive Director

RTA has served as
the voice of the regional business community
on transportation in the metropolitan Triangle area
for more than two decades.

RTA Mission:

Deliver business leadership
to get our region moving *faster*.

RTA only has two core values:

Service to the region

Urgency of our action

The regional business community believes that advancing enhanced mobility infrastructure is essential for quality of place and life for our associates, customers, and the region...

And that applying business **focus** will accelerate solutions.

RTA Purpose:

Transportation projects will always take “forever.”

RTA works with our partners to make them take “less forever.”

Overview of Caucus Agenda

- Welcome and introductions
- Remarks from Wake Forest Mayor Vivian Jones
- Executive remarks from Wake Forest town manager Kip Padgett
- Leadership briefings on priorities for the eastern Triangle
- Q&A
- Group discussion on next steps
- Final remarks
- *by 10a - adjourn*

Welcome and introductions

Vivian Jones

Mayor of Wake Forest

Remarks from the Town

Kip Padgett

Wake Forest Town Manager

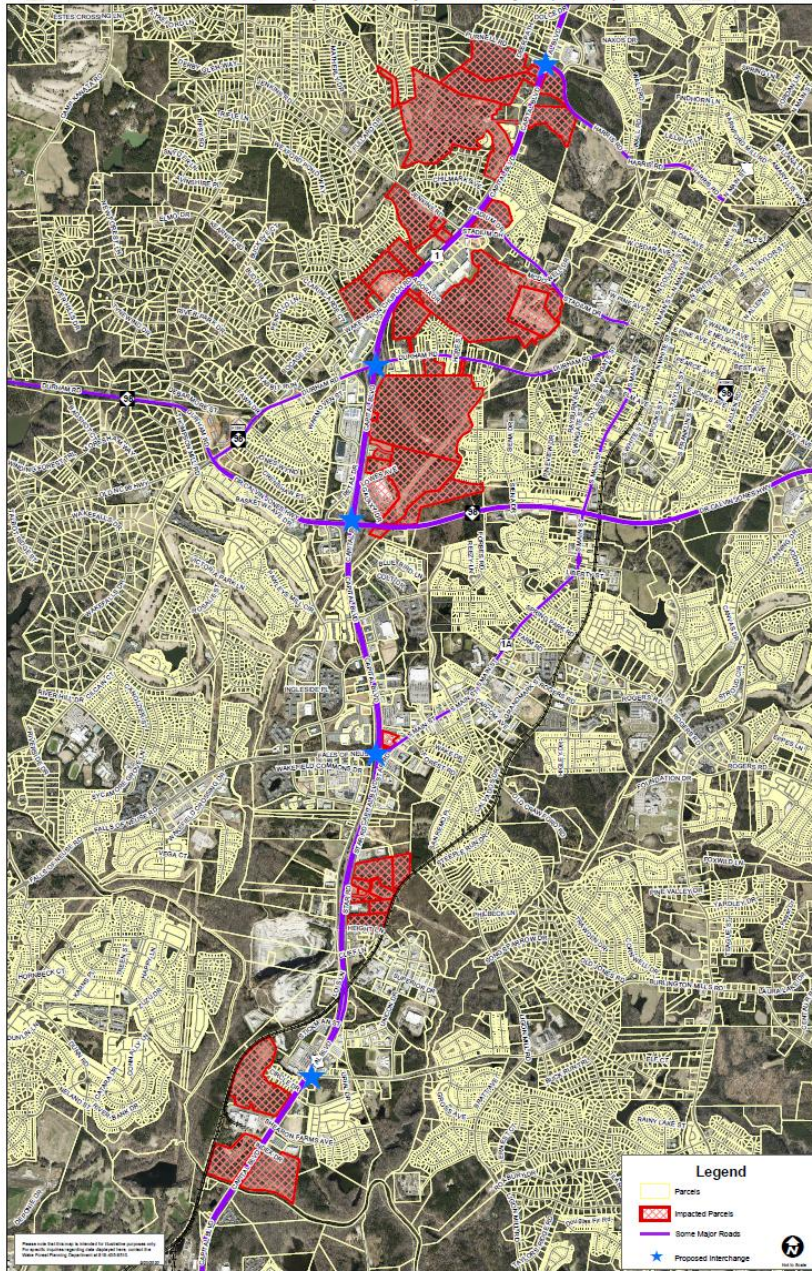


TOWN of
WAKE FOREST

Wake Forest Development Opportunities Impacted by Uncertainty of US-1 Expansion Project (U-5307)



TOWN of
WAKE FOREST



Leadership briefings on priorities for the eastern Triangle

- Becca Gallas, NCDOT Division 5
- J.J. Eden, NC Turnpike Authority
- Chris Lukasina, Capital Area MPO
- Christopher Golden, City of Raleigh
- Brennon Fuqua, NCDOT Integrated Mobility
- Q&A

Updates for RTA Northeastern Caucus and Wake Forest Area Chamber

JJ Eden, Executive Director

Capital Boulevard Tolling Analysis

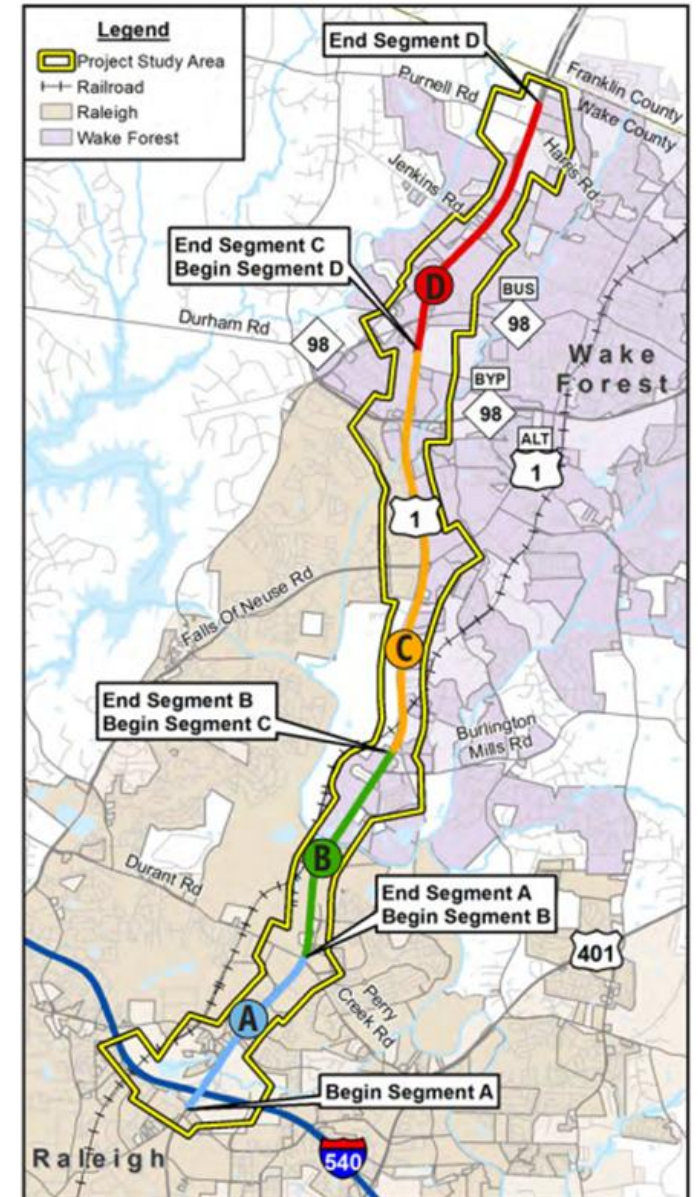
Capital Boulevard North Upgrade

U-5307 - Overview

U-5307 would upgrade and convert Capital Boulevard (US 1) into a controlled-access highway between I-540 and Purnell/Harris Road

Roadway is broken into four (4) segments:

- Segment A: I-540 to Durant Road / Perry Creek Road
- Segment B: Durant Road / Perry Creek Road to Burlington Mills Road
- Segment C: Burlington Mills Road to N.C. 98 Business (Durham Road)
- Segment D: N.C. 98 Business (Durham Road) to Purnell Road / Harris Road



Request to Assess Tolling Alternatives

Analysis Request

- In February 2024, CAMPO requested NCDOT and NCTA to study tolling as a potential way to accelerate delivery of the proposed Capital Boulevard upgrades
- CAMPO & NCDOT signed an agreement in March 2024 to share costs of a Traffic and Revenue Study to evaluate tolling on U-5307
- CDM Smith developed planning level (level 2) traffic and revenue forecasts for both Expressway and Express Lane models that served as a basis for the analysis
- NCTA analyzed four (4) scenarios for financial viability:
 - **Scenario 1: All-tolled Expressway; Standalone**
 - **Scenario 2: All-tolled Expressway; added to the Triangle Expressway System**
 - **Scenario 3: One Express Lane in each direction; Standalone**
 - **Scenario 4: One Express Lane in each direction; added to the Triangle Expressway System**



Types of Road Pricing

Expressway

- All users of facility pay
 - Drivers can choose to use alternative route instead
- Toll rates are generally a fixed rate per mile
 - Rates based on vehicles' axles
- Examples: Triangle Expressway and Monroe Expressway



Express Lanes

- Only express lane users pay
 - Drivers can choose to use general purpose lanes instead
- Dynamic pricing
 - Rates vary depending on traffic demand
 - Express Lanes must maintain 45 mph speed
- Intended to manage congestion and provide drivers with reliable travel times
- Examples: I-77 North Express Lanes and future I-485 Express Lanes



Summary

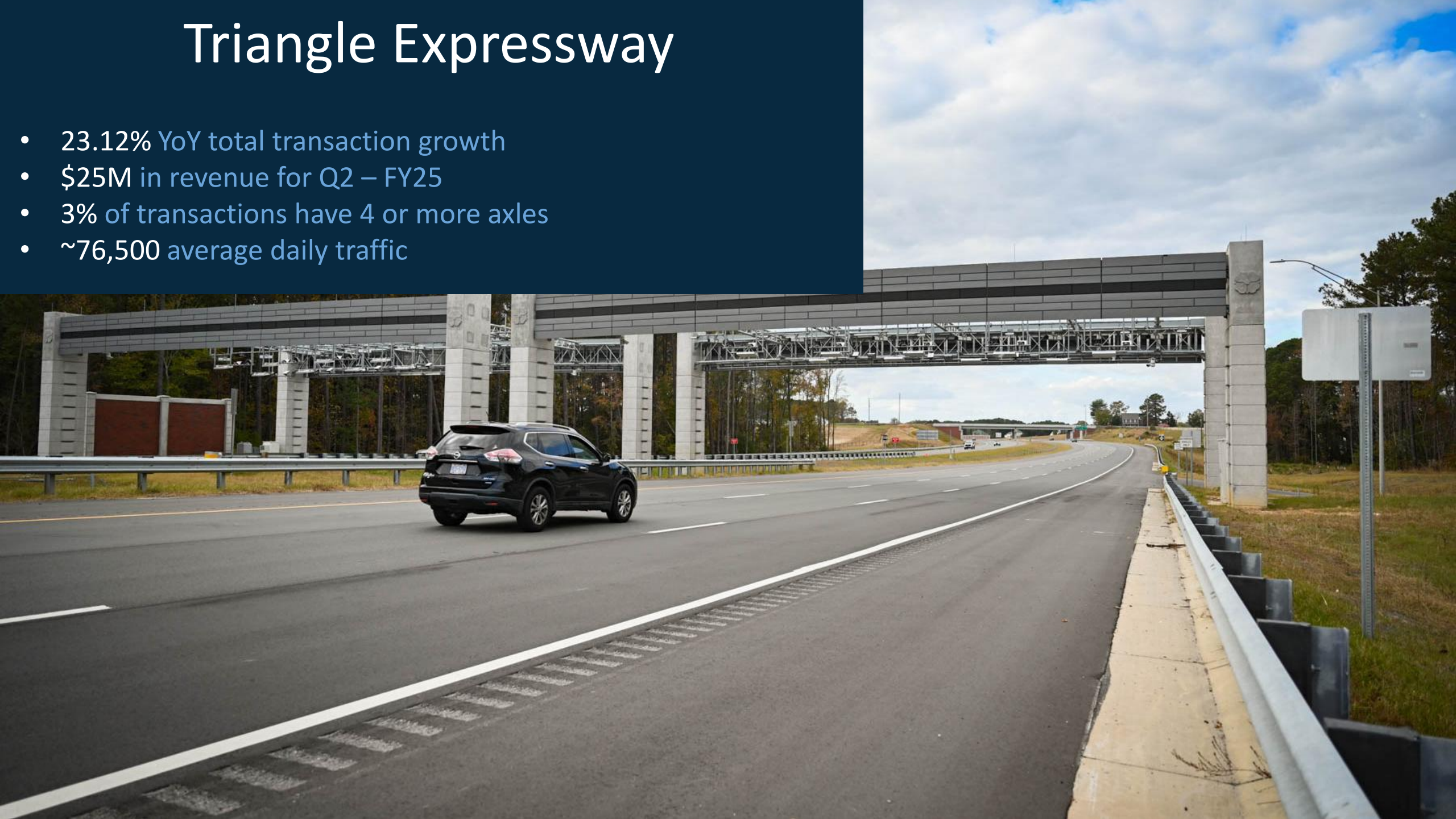
- NCDOT and NCTA are not advocating for a particular path forward
- Four toll scenarios analyzed at the request of CAMPO, including both expressway and express lane scenarios
- CAMPO will evaluate the scenarios and determines the best path forward for the region
- We expect to present analysis findings to CAMPO later this month



Triangle Expressway

Triangle Expressway

- 23.12% YoY total transaction growth
- \$25M in revenue for Q2 – FY25
- 3% of transactions have 4 or more axles
- ~76,500 average daily traffic



Contact Us



ncdot.gov/turnpike



[@NCTurnpike](https://twitter.com/NCTurnpike)



[@NorthCarolinaTurnpikeAuthority](https://www.youtube.com/@NorthCarolinaTurnpikeAuthority)



ncquickpass.com

The background features a dark blue field with a subtle, repeating pattern of hexagons. Overlaid on this are several dynamic, glowing green particle trails. These trails consist of numerous small dots that form wavy, flowing lines across the upper and lower portions of the image, creating a sense of movement and energy.

Thank you!

CAMPO Updates

Chris Lukasina

CAMPO

Capital Blvd North

*Balancing the Goals of All Users
along Capital Boulevard in
Raleigh, NC*

Presented by:
Christopher Golden, City of Raleigh

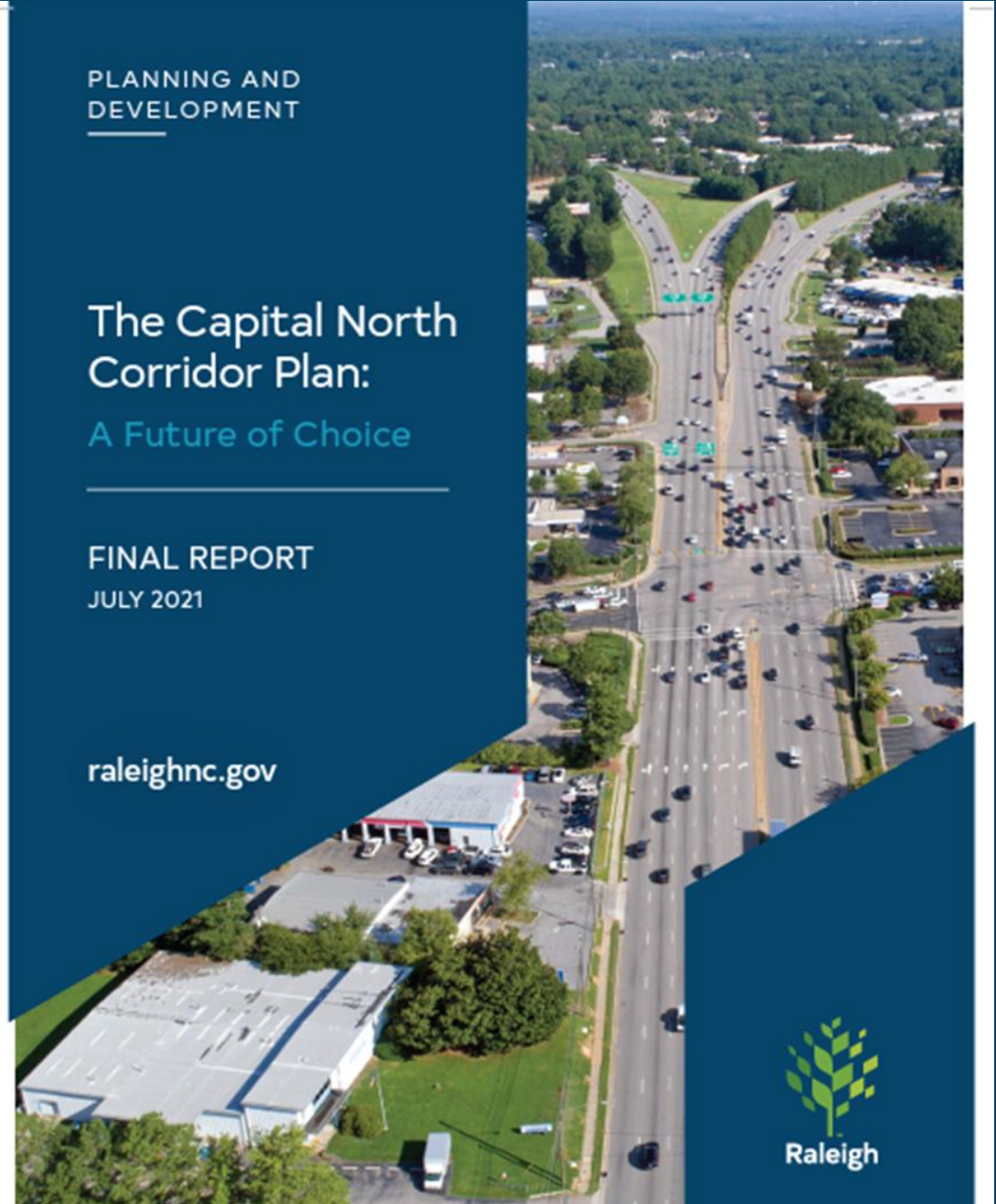


PLANNING AND
DEVELOPMENT

The Capital North Corridor Plan: *A Future of Choice*

FINAL REPORT
JULY 2021

raleighnc.gov





Agenda

- Overview
- Description of Multiway Blvd
- Bike Ped Facilities
- Neighborhood Stabilization
- Land Use Vision
- Integration of Elements & Implementation

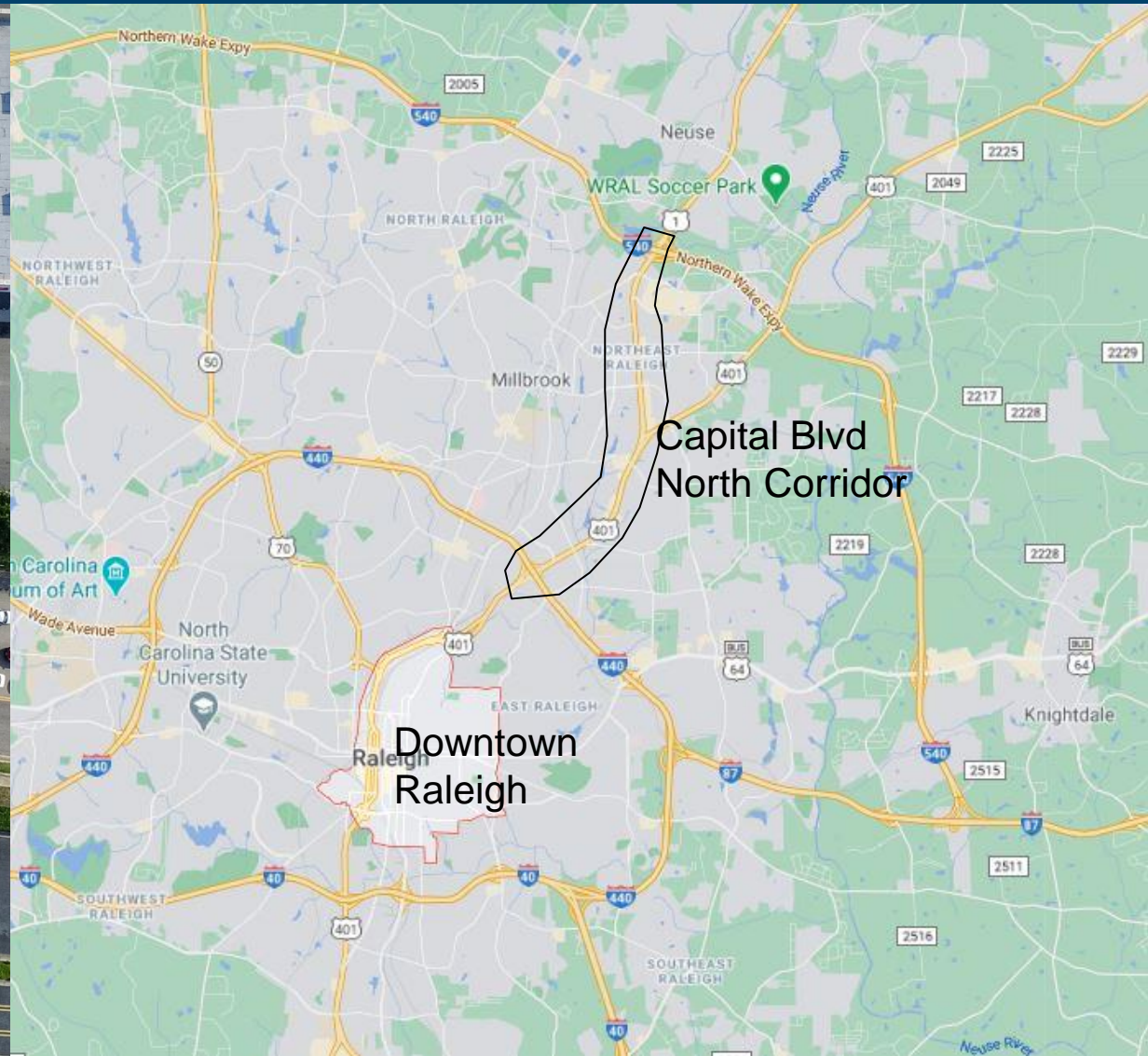
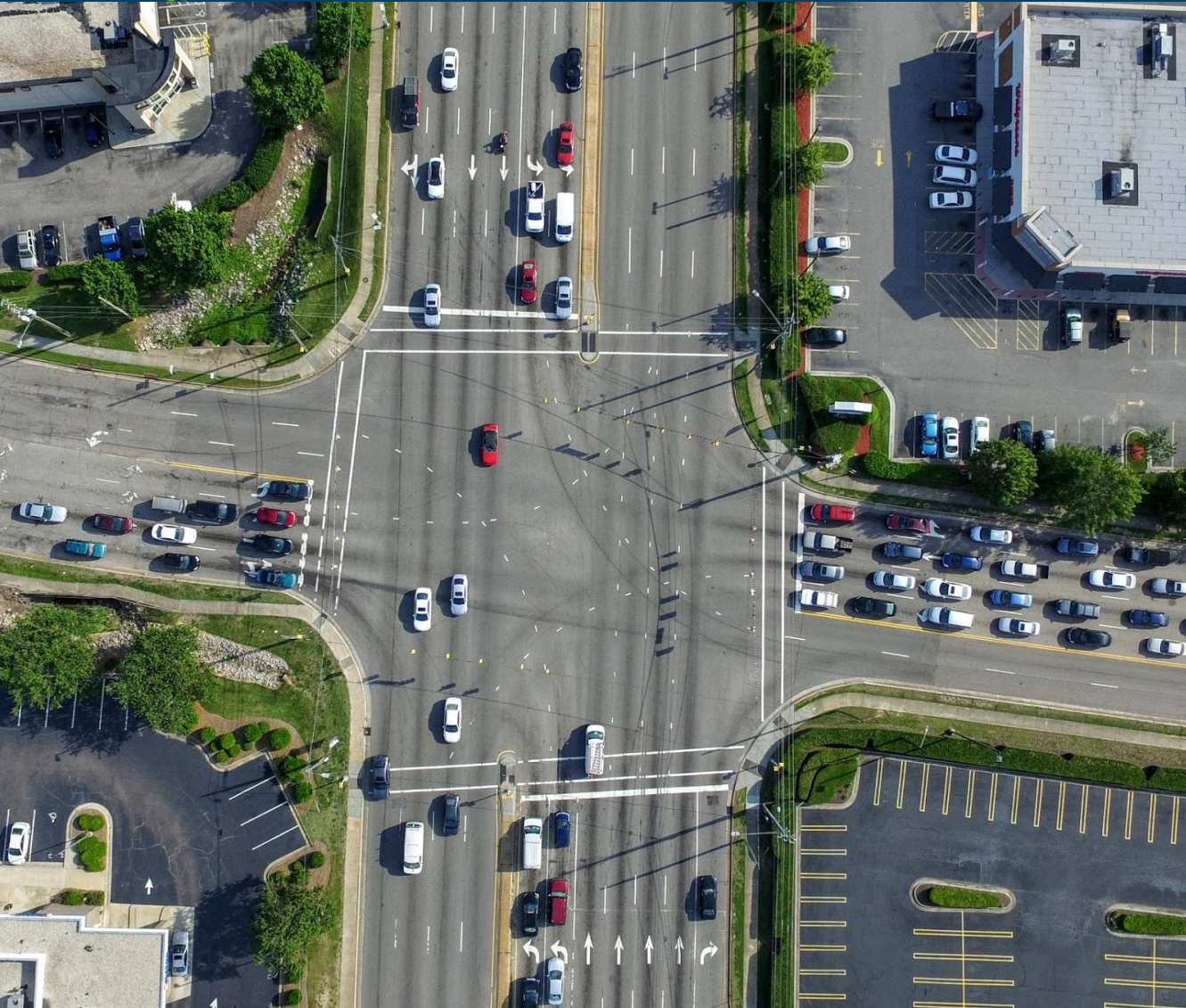


Organized on Four Main Themes

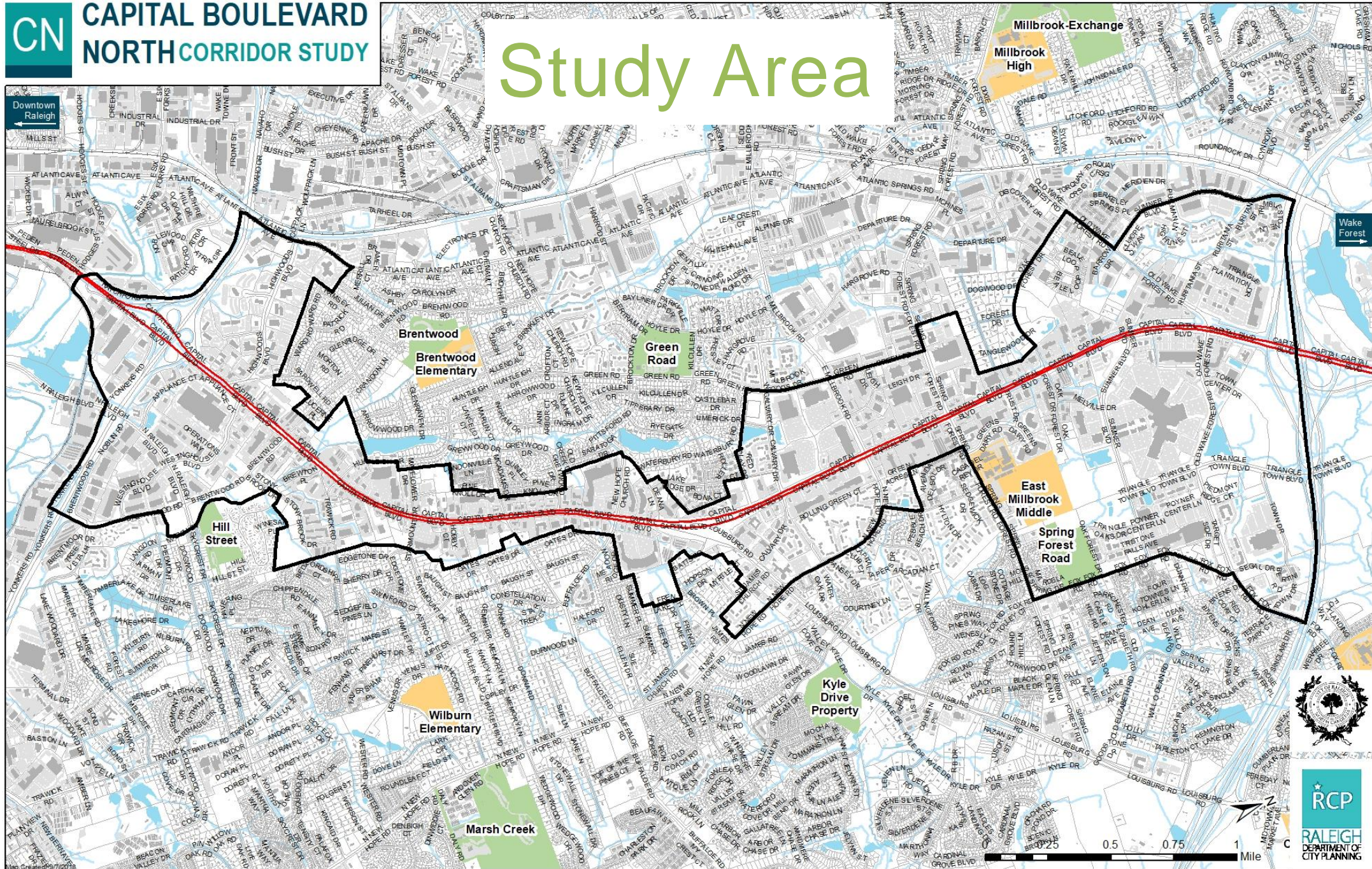
- **Flow:** Improve traffic flow.
- **Go:** Support all transportation modes for local and regional trips.
- **Grow:** Focus development in appropriate areas to support transportation investments.
- **Show:** Improve appearance and create a gateway for Raleigh.



Study Area



Study Area





Study Recommendations

1. Street Plan recommendations
2. Land use policy recommendations
3. Bicycle and pedestrian improvements
4. Community stabilization/Economic development



Community Goals

- Reduce traffic congestion
- Make it safer to walk along and cross Capital Boulevard
- Increase ability to get around without a car
- Improve appearance
- Support offices and employment centers
- Ensure adequate housing supply





Two Alternatives Explored- One Chosen

- Urban Thoroughfare performs better for vehicle traffic demand but severely limits access
- Multi-way Boulevard performs similarly but with greater local access and more sensitive approach to existing land use

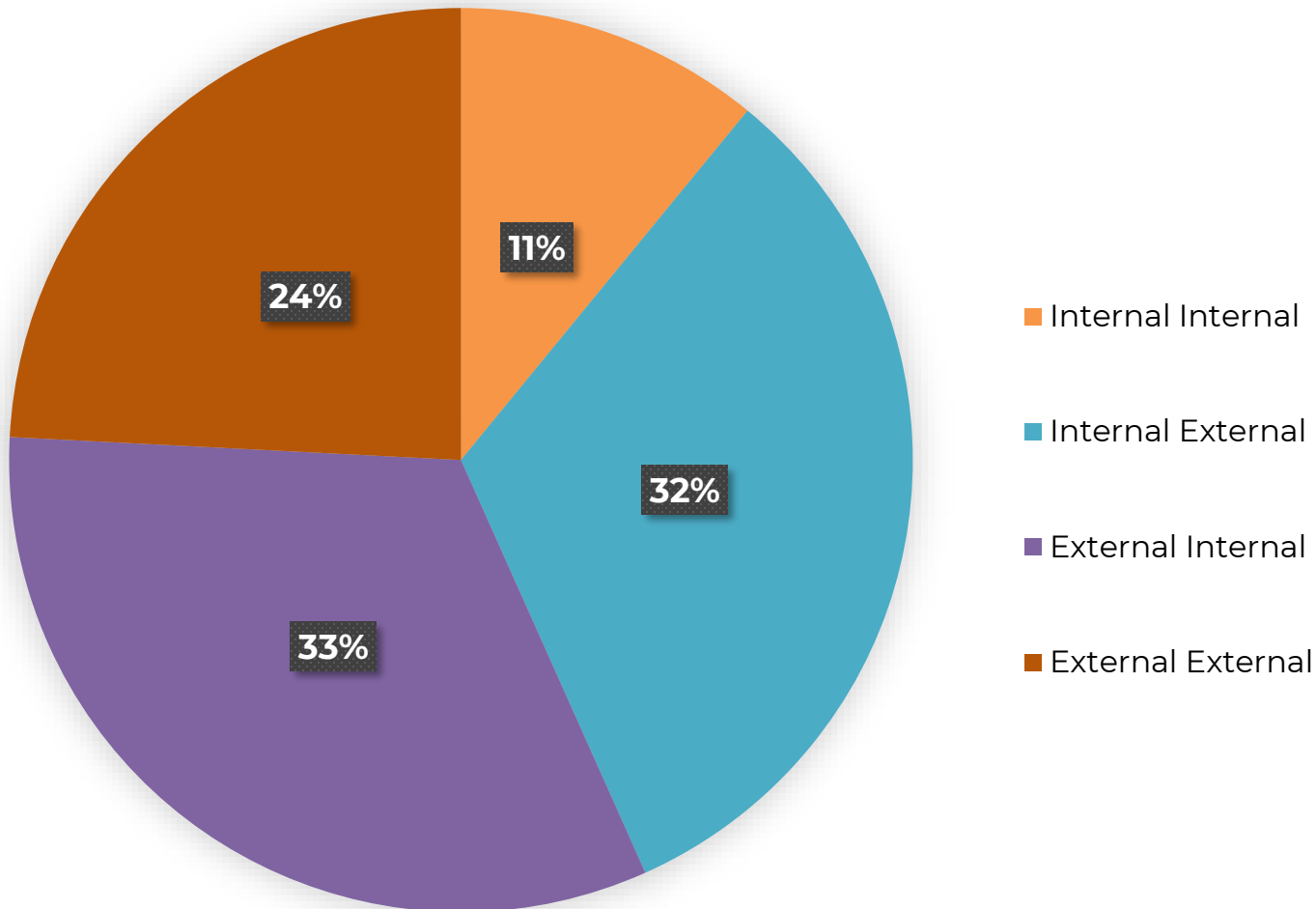


Preferred Alternative: Multiway Boulevard



Trip Analysis

All Day - Streetlight 2017



20% of all retail in the City of Raleigh is within the Capital Boulevard North Corridor



Travel Time Analysis

2045 No-Build and Build Alternative 2 Travel Time and Delay Calculations

Intersection	Link length (miles)	2045 No-Build						2045 Build Alternative 2					
		Speed limit (mph)	Segment Travel Time (seconds)	Total Delay (seconds/vehicle)				Speed limit (mph)	Segment Travel Time (seconds)	Total Delay (seconds/vehicle)			
				NB Through		SB Through				NB Through		SB Through	
				AM	PM	AM	PM			AM	PM	AM	PM
Capital Boulevard & Trawick Road/Huntleigh Drive				345.8	491.0	412.6	306.8			32.6	68.1	22.7	28.5
Segment Length	0.346	45	27.7					35	35.6				
Capital Boulevard & Starmount Drive/Mayflower Drive				102.9	253.7	176.7	132.7			4.7	11	25.8	2.7
Segment Length	0.360	45	28.8					35	37.1				
Capital Boulevard & Old Buffaloe Road				153.2	243.1	180.1	99.3			4.9	8.8	13.6	4.3
Segment Length	0.219	45	17.5					35	22.5				
Capital Boulevard & Greywood Drive/Driveway				69.6	125.3	150.3	82.7			-	-	9.1	9.2
Segment Length	0.224	45	17.9					35	23.1				
Capital Boulevard & New Hope Church Road/Buffaloe Road				280.8	472.6	436.3	248.7			40.8	74.3	46.2	52.3
Segment Length	0.681	45	54.5					35	70.0				
Capital Boulevard & Calvary Drive				218.2	300.8	619.8	270.5			36.2	105.6	32.8	32.3
Segment Length	0.376	45	30.0					35	38.6				
Capital Boulevard & Millbrook Road/New Hope Road				94.8	313.5	624.9	403.6			33.5	67.6	23.9	27.3
Segment Length	0.362	45	28.9					35	37.2				
Capital Boulevard & Spring Forest Road				159.6	298.7	285.2	132.8			51.0	59.6	28.8	32.8
Segment Length	0.432	45	34.5					35	44.4				
Capital Boulevard & Oak Forest Drive				23.7	84.6	87.7	28.00			18.8	32.8	4.9	15.00
Segment Length	0.352	45	28.1					35	36.2				
Capital Boulevard & Sumner Road/Johnson Lexus Driveway				98.9	86.9	185.4	161.9			24.0	87.6	118.5	51.9
Segment Length	0.325	45	26.0					35	33.4				
Capital Boulevard & Old Wake Forest Road				298.6	317.2	382.1	96.8			72.6	97.4	43.0	45
TOTAL	-	-	294.0	1846.1	2987.4	3541.1	1963.8	-	378.0	319.1	612.8	369.3	301.3

What is a Multiway Boulevard?

Through lanes

Bus-only lanes

Local lanes

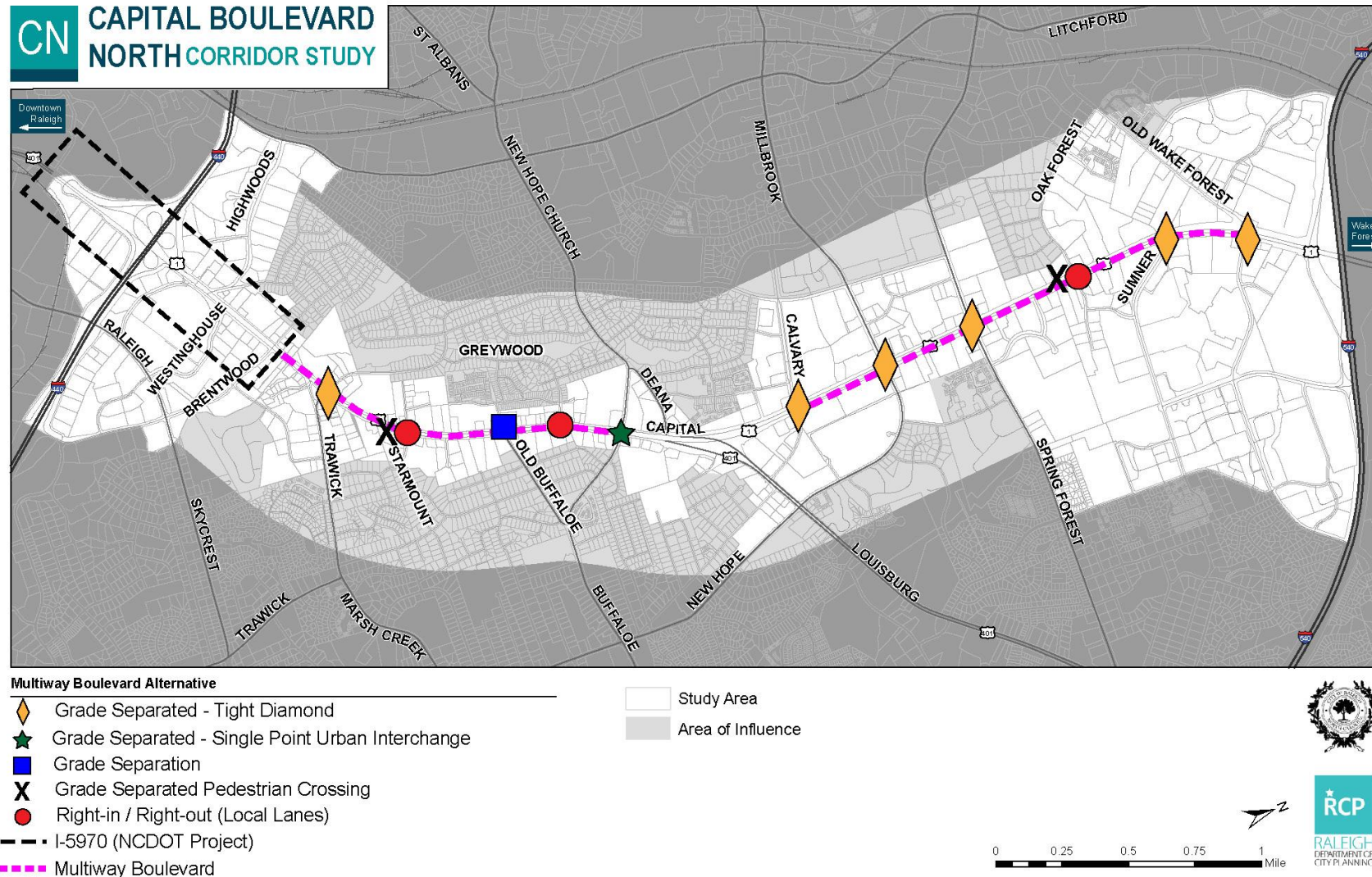
12-foot
Sidewalk

PRIVATE PROPERTY



PRIVATE PROPERTY

Proposed Interchanges





Multi-way Recommendations

- Interchanges as compact as possible
- Keep corners of local lanes close to existing grade.
- 35 mph design speed for local lanes.
- Considers ramp signals for through lanes.



Raleigh

Design Elements

Slip lanes from
express lanes
to local lanes



Texas U-Turn
underneath
bridge



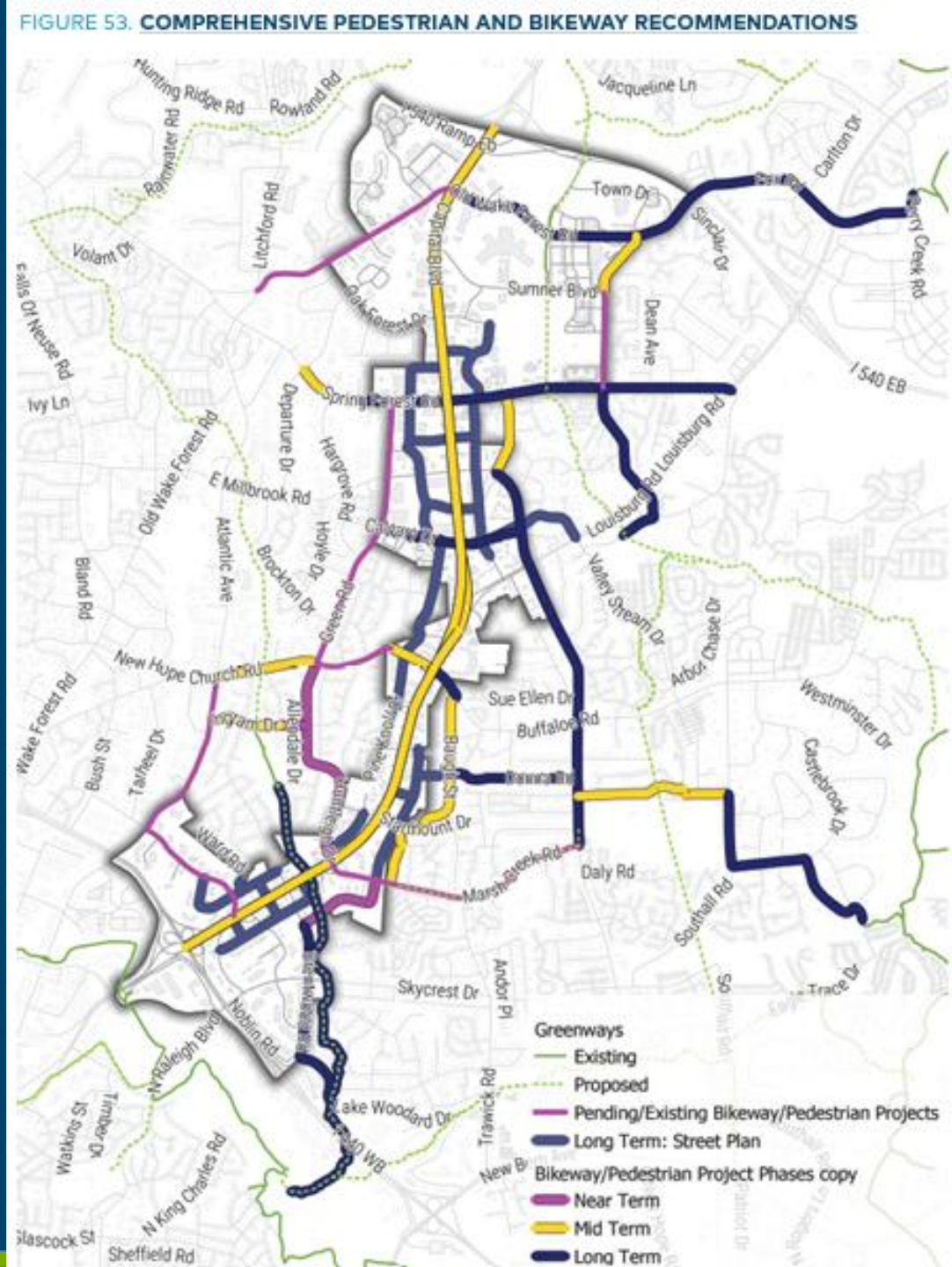


Priority Bicycles and Pedestrians

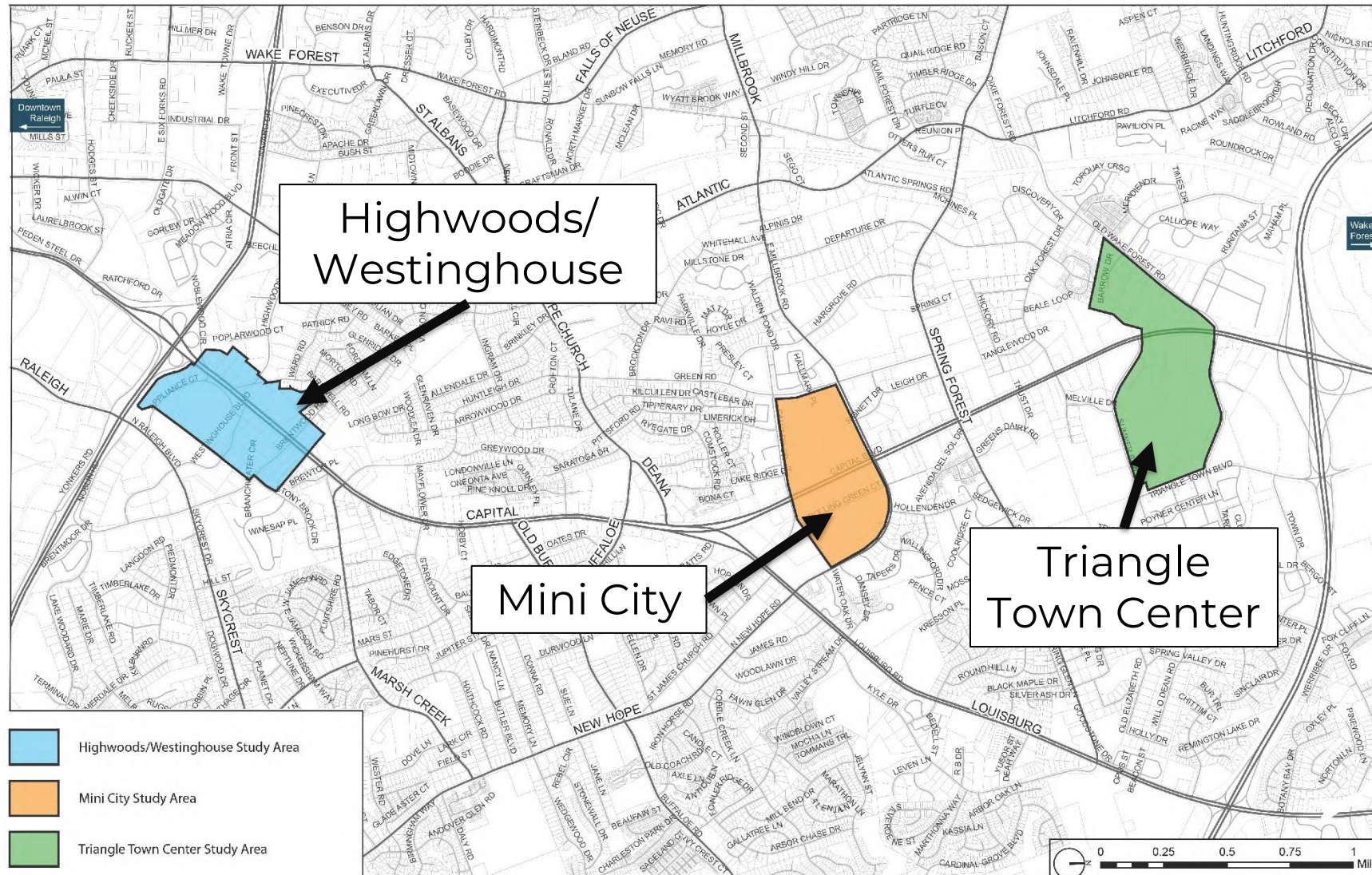
- Add bike lanes to neighborhood streets
- Connect to bike lanes on major cross-streets and proposed Capital Boulevard interchanges
- New streets proposed by Street Plan Map within commercial areas closer to Capital Boulevard, recommended to have bike lanes
- Creating bicycle and pedestrian connectivity along Capital Boulevard and throughout the study area.



Pedestrian and Bicycle Recommendations

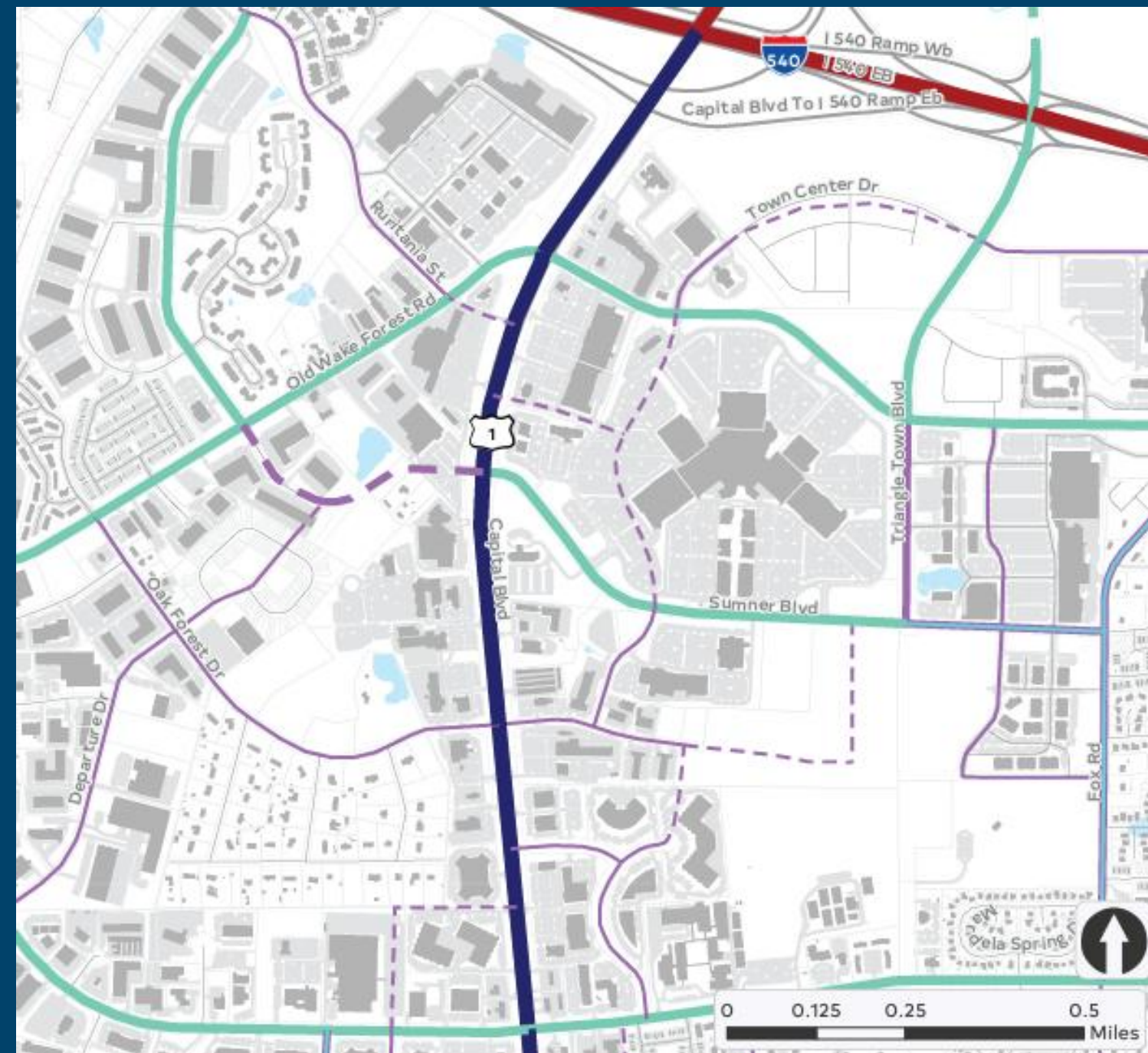


Multi-modal Districts



Street Plan: Approved Amendments

Creating a separation of regional traffic and neighborhood traffic, safer, slower streets for residents and visitors to get around on



Street Plan

- | | |
|--|---|
| — Neighborhood Street | — Multi-Way Boulevard, Parallel Parking |
| - - Neighborhood Street Proposed | — Industrial Street |
| — Avenue 2-Lane, Undivided | — Industrial Street Proposed |
| - - Avenue 2-Lane, Undivided Proposed | — Limited Access Highway |
| — Avenue 2-Lane, Divided | XX Proposed Removal |
| - - Avenue 2-Lane, Divided Proposed | — Existing Street |
| — Main Street, Parallel Parking | — Railroad |
| - - Main Street, Parallel Parking Proposed | — Water Feature |
| — Avenue 4-Lane, Parallel Parking Proposed | — Building |
| — Avenue 4-Lane, Divided | — Parking |
| - - Avenue 4-Lane, Divided Proposed | — Parcel Boundary |
| — Avenue 6-Lane, Divided | |

Land Use Amendments (10-20 Yrs.)

Envisioning future land uses and heights of the Capital Blvd area after the Multi-Way improvements are completed

- When these amendments become effective, they will be used to evaluate future rezoning requests



Proposed Future Land Use

- Business & Commercial Services
- Community Mixed Use
- Moderate Density Residential
- Neighborhood Mixed Use
- Office & Residential Mixed Use
- Regional Mixed Use

Existing Street
Parcel Boundary

Building

Triangle Town Center Policy Proposal Area

Maximum Building Height (Stories)

Existing Future Land Use

- Business & Commercial Services
- Community Mixed Use
- Moderate Density Residential
- Neighborhood Mixed Use
- Office & Residential Mixed Use
- Regional Mixed Use
- General Industrial



Example Build Out of Triangle Town Center Vision Area





Integrating Land Use & Transportation

- Increase through capacity of Capital Boulevard (US Hwy 1)
 - “Square loops” create additional long-term capacity
- Accommodate dedicated bus lanes
 - Integrate BRT stops in new interchanges
- More connected street network through private redevelopment
 - Relieving traffic demand from local trips
 - More comfortable bicycle routes
 - Walkable shopping districts



Integrating Land Use & Transportation

- Overall vision for the future
 - Capital Boulevard continues to serve commuters, regional travel, and shipping.
 - Existing nodes grow from suburban neighborhoods to multi-modal districts where driving on Capital Boulevard is a choice, not a necessity.



Community Stabilization

Maintaining & Increasing Housing Options

Action Item	Description	Years
Policy AP-CN 3.4 Affordable Units in Dense Development	Through the rezoning process, encourage all new development 7-stories or greater and containing a residential component to reserve as affordable units (as defined by Raleigh Housing & Neighborhoods or adopted City policy) EITHER 5% of the total number of residential units OR one-half of the number of units lost through demolition of existing housing, whichever is greater.	N/A
Action AP-CN 3.3 Retrofitting Shopping Centers	Investigate the potential for modifying zoning requirements or awarding grants to encourage existing commercial buildings to be retrofit or internally subdivided to allow for low cost residential units or small-scale retail spaces.	3-5+
Action AP-CN 3.4 Homeowner Education	Organize a workshop, led by City staff, to educate existing residents of Brentwood, Starmount, and other neighborhoods with high rates of home ownership about homeowner repair programs, down payment assistance programs, the Accessory Dwelling Unit development option, National Historic Register listing, and other resources that can help homeowners maintain their homes.	3-5+



Community Stabilization

Preserving & Growing Small Business

Action Item	Description	Years
Action AP-CN 3.6 Business Alliance Startup Grant and Support	Organizational support and resources with potential for additional funding based on attainment of pre-determined outcomes.	3-5+
Action AP-CN 3.7 Small Business Grant Program	Develop a small business assistance program to respond to specific needs related to construction, new street configuration, and redevelopment.	3-5+
Action AP-CN 3.8 Small Business Incubator	Seek an existing commercial space for conversion to a small business incubator.	6-10+
Action AP-CN 3.10 First Source Agreements	Establish an agreement that gives preference to local companies and companies that primarily employ local workers for construction projects.	3-5+
Action AP-CN 3.11 Job Skills Training	Partner with Capital Area Workforce Development to develop a construction training course to help local residents build skills and receive certifications.	6-10+
Action AP-CN 4.6 Activating Existing Spaces	Encourage activation of under-utilized surface parking lots through events such as cultural festivals, food truck rodeos, or temporary markets.	6-10+
Action AP-CN 3.14 Monitor Success	Monitor economic & demographic indicators as programs are implemented and transportation projects are constructed.	3-5+



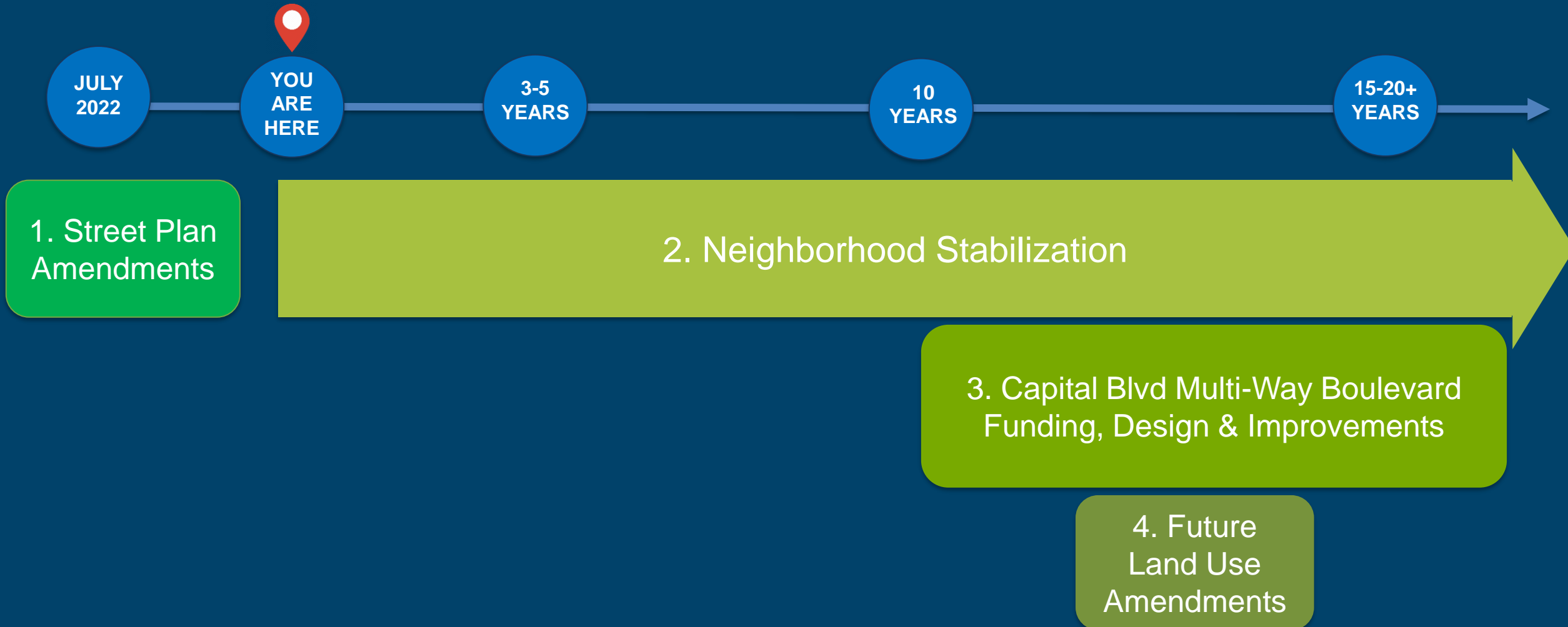
Community Stabilization

Healthy & Safe Lifestyles

Action Item	Description	Years
Action AP-CN 1.2 Quick-Build Bicycle Project	Pursue quick-build bicycle projects for some locations near the corridor.	3-5+
Action AP-CN 2.3 New Civic Life in Existing Spaces	Seek novel ways to utilize underused spaces, such as vacant retail outlets and existing public right-of-way, in the corridor for public benefit.	6-10+
Action AP-CN 2.4 Safety by Design	Explore the feasibility of installing lighting, "blue light" emergency phones, cameras, and public Wi-Fi networks along the proposed bicycle and pedestrian network, including in the form of "safety refuges" that combine all four elements listed.	6-10+
Action AP-CN 3.5 Funding Healthy Lifestyles:	Evaluate the feasibility of using tax increments as funding to pay for bicycle and pedestrian improvements, safety stations, and micro-parks in the corridor area with any surplus proceeds dedicated to increasing the supply of affordable housing.	3-5+
Action AP-CN 4.3 CPTED in New Projects:	Support the inclusion of Crime Prevention Through Environmental Design (CPTED) elements in capital projects where possible.	N/A
Action AP-CN 4.7 Run/Bike to Celebrate Success	When construction of the Capital Boulevard Multi-way is complete, organize a run or bike ride within the corridor area that crosses at least two interchanges. Use this event to promote the use of bicycle and pedestrian facilities.	6-10+
Action AP-CN 4.8 Neighborhood Loops	Support the development of neighborhood- or district-branded "loops" within the proposed bicycle and pedestrian network.	6-10+



Plan Implementation





Thank you!

Capital North Corridor Plan

Webpage: <https://raleighnc.gov/capital-boulevard-north-study>

Contact us:

Christopher Golden – Christopher.golden@raleighnc.gov | 919-996-6368



NORTH CAROLINA
Department of Transportation

S-Line Updates

Brennon Fuqua, MPA, PE, PMP

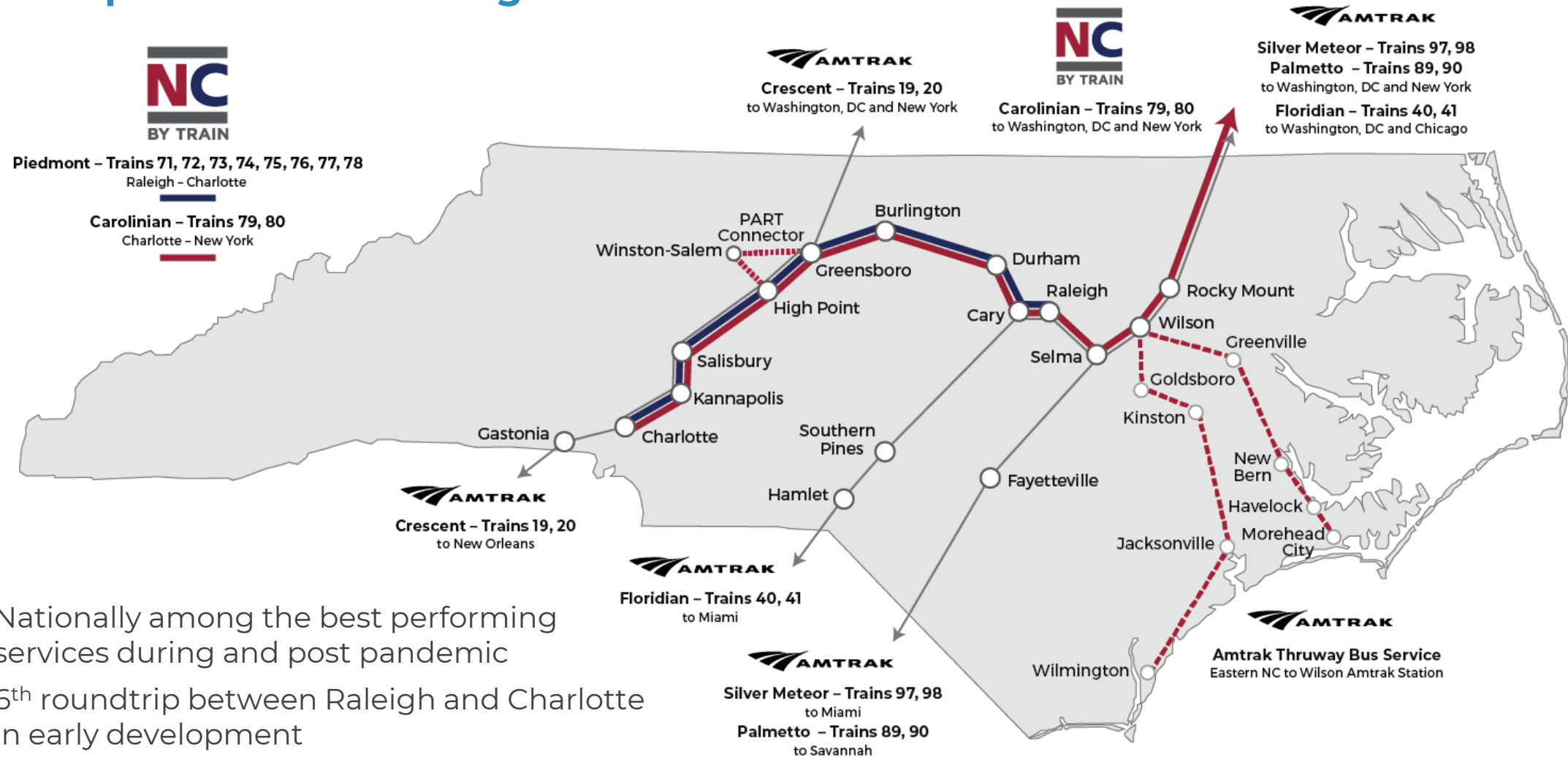
IMD Director

March 11, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

NC Intercity Passenger Rail Service

Ridership at record breaking levels

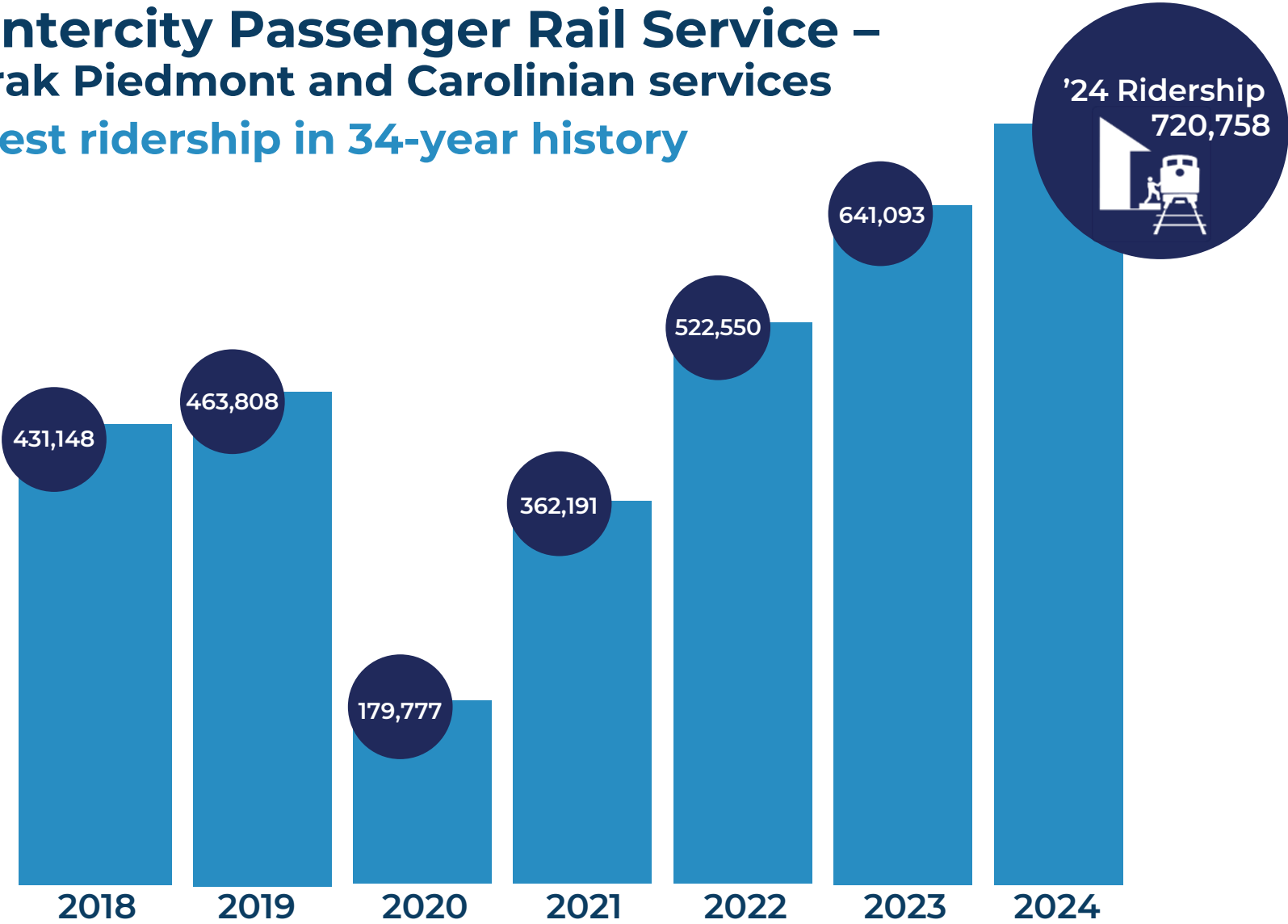


- Nationally among the best performing services during and post pandemic
- 6th roundtrip between Raleigh and Charlotte in early development



NC Intercity Passenger Rail Service – Amtrak Piedmont and Carolinian services

Highest ridership in 34-year history



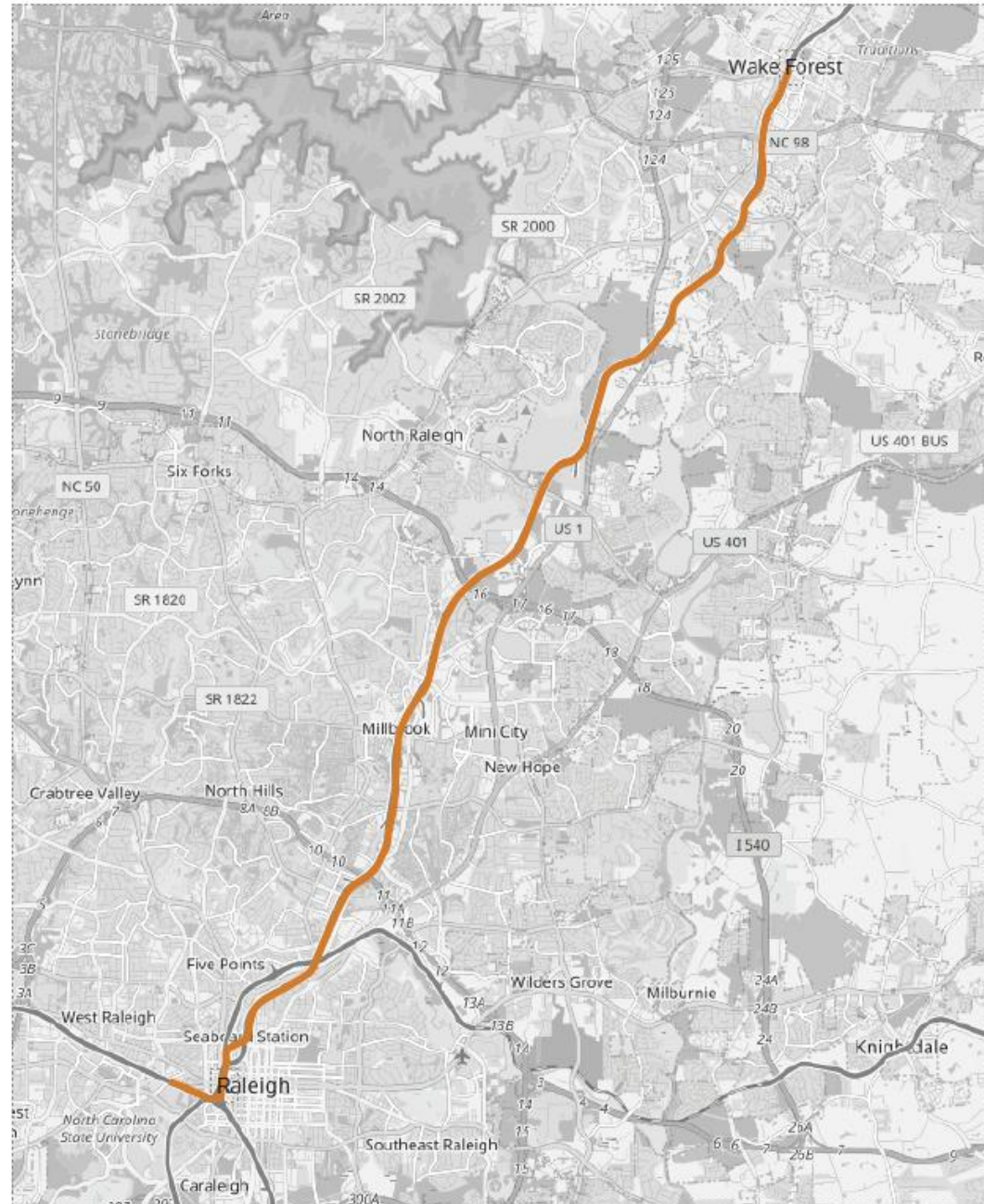
R2R / S-Line Updates



Raleigh to Wake Forest – Funded for Construction

\$1.4B total project

- ~\$1.1B Federal Grant
- ~\$0.2B State STIP Projects
- ~\$0.1B Partner Contribution
- Final Design, Right of Way, Construction
- Grade separations, including:
 - Maynard Road
 - Trinity Road
 - Wolfpack Lane
 - New Hope Church Road
 - Millbrook Road
 - Gresham Lake Road
 - Durant Road
 - Ligon Mill Road
 - Holding Avenue
- **18** miles of rail corridor



R2R/S-Line Project Updates

- Durant Road Grade Separation under construction
- New Hope Church Road Grade Separation utility relocations complete; under construction Feb 2025
- Mobility Hub Studies (site selection and feasibility) in progress with seven towns

✓ Sanford	✓ Franklinton
✓ Apex	✓ Henderson
✓ Wake Forest	✓ Norlina
✓ Youngsville	

- \$13.2M in federal funds for the Wake Forest Mobility Hub awarded January 2025
 - Additional \$43.5M needed for full buildout
- December 2024 – S-Line corridor agreement
- Corridor surveys complete; PE progressing with 40+ engineering firms
- Awaiting FRA grant obligations (antic. Q1 2025)



Durant Road Groundbreaking Ceremony, July 2024



Wake Forest Station Concept



Wake Forest Public Meeting

Mobility Hubs – Next Steps

- Complete Feasibility Studies
- Begin NEPA documentation and preliminary site designs
- Continue coordination with FTA for grant approvals
- Continue coordination with towns and stakeholder groups
- Identify full construction funding for mobility hubs
 - Awaiting notification of additional \$43.5M grant application for Wake Forest hub
 - Team to investigate additional potential sources



Contact Us

Brennon Fuqua

bfuqua1@NCDOT.gov

919-707-4691



 ncbytrain.org

 @NCBYTRAIN  @NCBYTRAIN  NC-BY-TRAIN

 @NCDOT  ncdotcom

 NCDOTcommunications

 ncdotcom

 @NCDOT  NCDOT

 NCDOTcommunications

 View All Channels

Thank you!



RTA REGIONAL
BUSINESS
LEADERSHIP

Closing remarks



Joe Milazzo II, PE

RTA Executive Director

joe@letsgetmoving.org

letsgetmoving.org

RTA Northeastern Area Caucus

In concert with the Wake Forest Area Chamber of Commerce

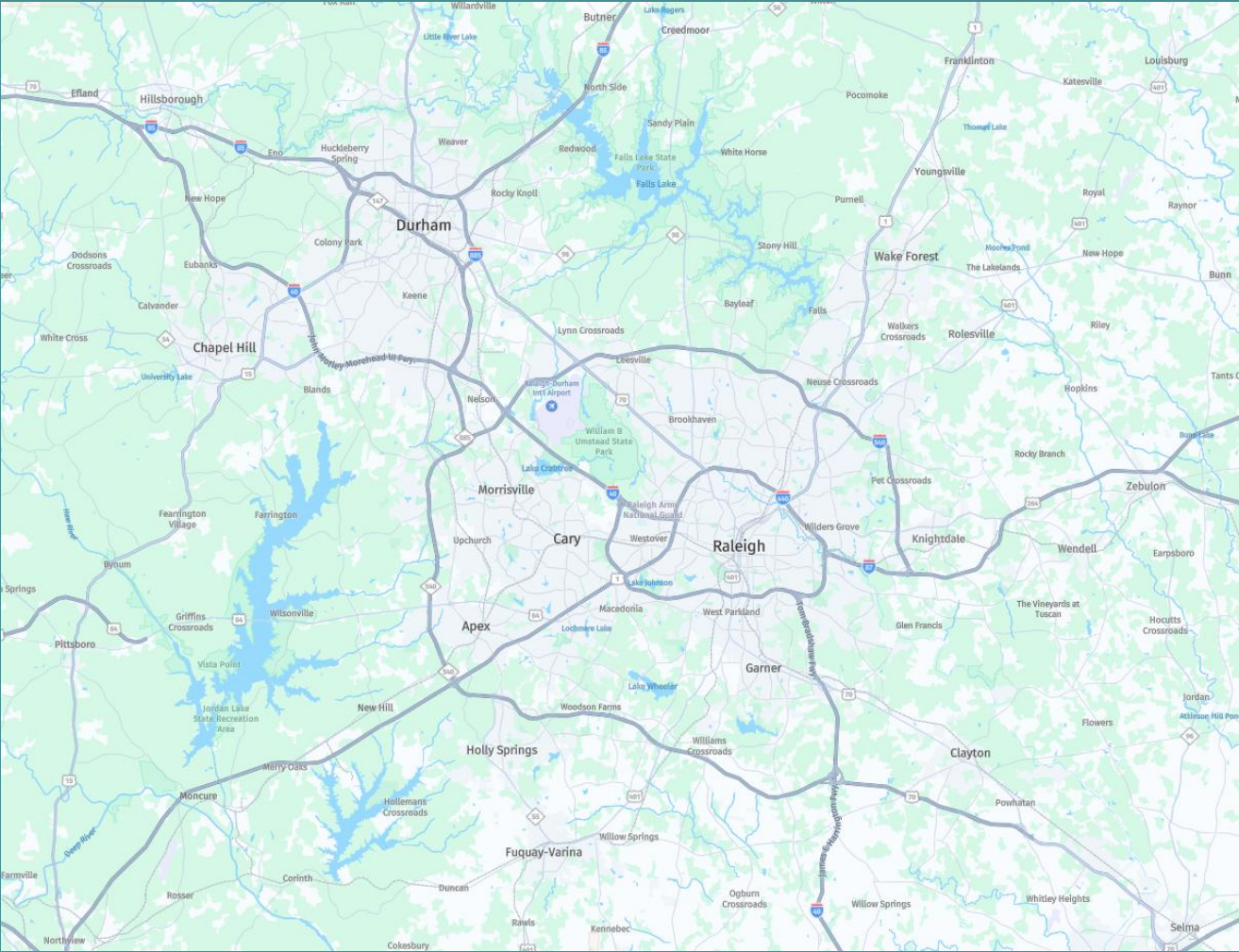
Joint meeting with the Chamber's government affairs committee

Tuesday, March 11, 2025

8 am – 10 am

Wake Forest Town Hall

Hosted by the Town of Wake Forest



RTA REGIONAL
BUSINESS
LEADERSHIP