

Bragg Boulevard Improvements

From US 401 (Skibo Road) to Glenville Ave

Local ID: U-6229

Purpose: Mobility

Improvement: Improve Existing

Identified Need

There is a need to reduce travel time, and improve continuity, safety, and accessibility along this facility for all modes of transportation and fill the gaps for pedestrian facilities.

Recommendation

The project recommendation is to replace the existing median and guardrail with raised median, addition of pedestrian signals at major cross streets and resurfacing the existing pavement.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	▲
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Boulevard
Typical Section	06 E
Section Options	-
Length (miles)	2.50
Existing ROW (feet)	60
Safety Risk Score	67

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal*	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	6	6	6
Volume (vpd)	23500-33000	23300-30000	23300-30000
Capacity (vpd)	57200	57200	57200

* Volume (vpd) and Capacity (vpd) values listed under Without Proposal column represents Existing and Committed (E+C) scenario.

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

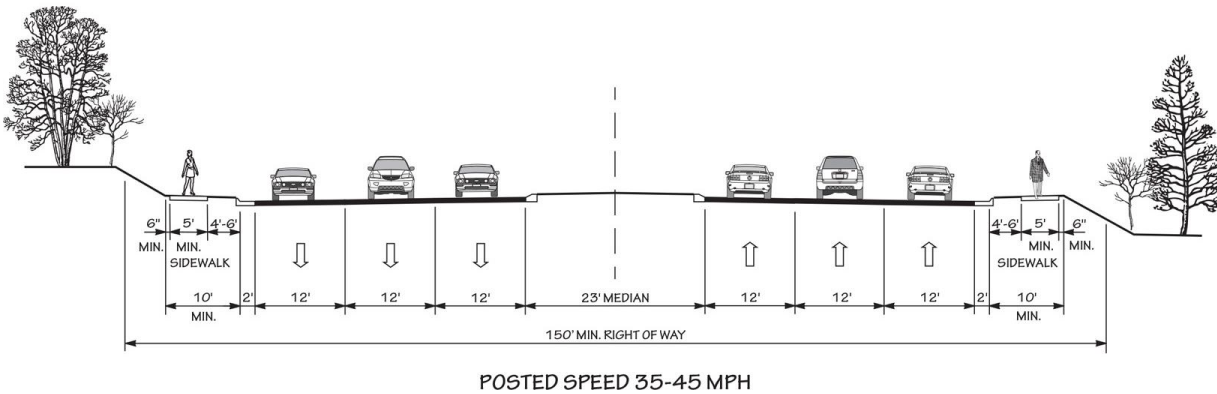


Typical Section Options:

None

TYPICAL SECTION No. 6E

6 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project History/Linkage to Other Plans

There is sidewalk on the south side of NC 24/NC 87 along the entire project corridor. There is some sidewalk along the north side, with the longest stretches between Villagio Place and Bargain Street and between Tally Ho Drive and Elm Street.

There are several plans that address bicycle and pedestrian transportation in the corridor. The Fayetteville Pedestrian Plan (2018) recommends constructing sidewalk on Bragg Boulevard between Elm Street and Filter Plant Road in the mid-term (3-5) years. The Bragg Boulevard Redevelopment Study's largest number of comments received from the public engagement process revolved around multimodal accessibility, particularly improving pedestrian and bicycle safety by filling in gaps in the sidewalk network, adding crosswalk and pedestrian signals at intersections, and adding bicycle infrastructure.

The 2045 Bicycle and Pedestrian Plan update is a section of the 2045 Metropolitan Transportation Plan that analyzed opportunities, barriers, and gaps in the bicycle and pedestrian network in the Fayetteville Area Metropolitan Planning Organization (FAMPO) study area. The plan notes that Bragg Boulevard has the fourth highest bicycle and pedestrian crash rate in the city. This was supported by public outreach participants who identified Bragg Boulevard as one of the most unsafe roads to walk and bike on within the FAMPO study area. The plan proposes sidewalk along the entire project corridor, filling in gaps in the existing network, and pedestrian signals and marked crosswalks at the intersection of Bragg Boulevard and Ft. Bragg Road. The plan recommends that bicyclists do not ride along Bragg Boulevard at all.

CTP Goal Analysis

Vision, Goals, & Objectives

The purpose of this project is to reduce congestion,

reduce travel time, and improve safety along this facility. The Cumberland County / FAMPO CTP Goals include focusing on growth around established municipalities, infrastructure, and strategic nodes while encouraging safe, multi-modal transportation options with adequate connectivity. Additionally Cumberland County / FAMPO CTP goals strive to protect, preserve, and enhance environmental features and open space opportunities in conjunction with recognizing the strategic importance of military installations within and adjacent to the community and promoting economic development growth through transportation and planning means.

Goals & Objectives Survey

U-6229 project received one roadway map marker during the survey period. The Survey was launched on August 12, 2020 and closed on September 28, 2020. There was an English and Spanish version of the survey. A total of 228 participants created 530 comments / suggestions on the map of Cumberland County / FAMPO.

Potential Impacts

The Bragg Boulevard Corridor Redevelopment Study recommends adopting an activity center and multimodal concept for land use and transportation. Activity centers would include Eutaw Village, Sycamore Square, and the Villagio. Recommendations at these activity centers include improving pedestrian crossings at Bragg Boulevard, increasing medium and high-density residential uses generally and mixed use near the Villagio, adding sidewalks and bicycle lanes on both sides of the street and a planted median.

Additional Information - Environmental

This project is within 150 feet of:

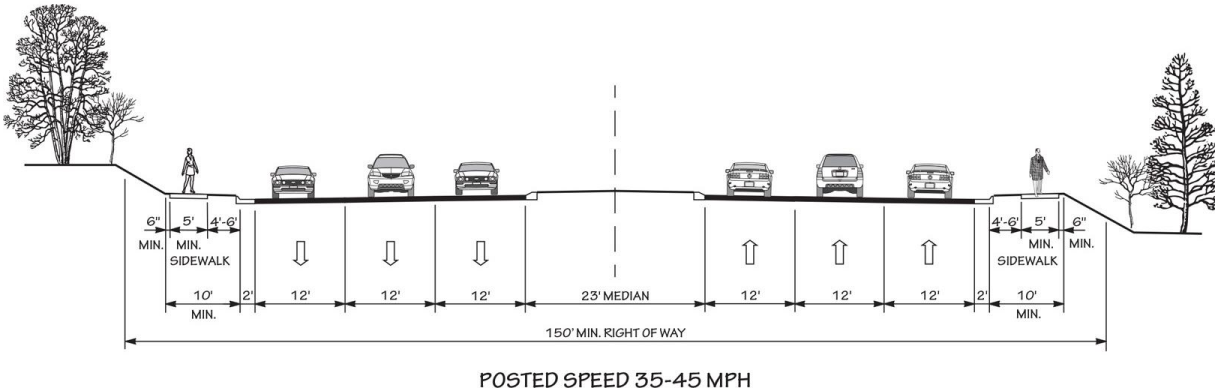
- Hazard Substance Disposal Site(s)
- River(s) and Stream(s)
- National Wetlands Area(s)

Typical Section Options:

None

TYPICAL SECTION No. 6E

6 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



- Water Supply Watershed Area(s)
- Targeted Local Watershed Area(s)

Additional Information - Title VI

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as African American
- Between 0% and 25% identify as 65+
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Spanish
- Between 0% and 15% identify as Native American
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 20% and 50% identify as Households with No Car