

-INFORMATIONAL ITEM: PROJECT UPDATES

July 2021

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Safe Routes to School Update

The SRTS Subcommittee met on Friday, June 25, 2021. Items discussed included creating opportunities to merge SRTS Walk Audit processes and NCDOT's Road Safety Audit processes, and developing a baseline crossing guard inventory. The proposed Road Safety Audit will be the first of its kind in North Carolina; and will serve as the pilot project that will be used throughout the state in future years. The next meeting is scheduled to occur on Friday, September 17, 2021. **(Staff Contact: Kenneth Withrow)**

Triangle Transportation Demand Management (TDM) Program

The purpose of the Triangle TDM Program is to coordinate and evaluate regional TDM activities that aim to reduce traffic and air pollution by promoting commute alternatives such as transit, carpooling, biking, walking, teleworking, and vanpooling. CAMPO serves on the Oversight Committee as one of three funding partners with NCDOT and DCHC, along with representatives from Triangle J Council of Governments (TJCOG) and the NC Department of Environmental Quality Division of Air Quality.

The annual FY 22 Request for Proposals for the Triangle TDM Program was released in February and applications were due on March 12, 2021. Notice of award to 22 grantees was given in late May. TJCOG is currently working on the FY 20 annual impact report, to be released in summer 2021. TJCOG also began updating the Triangle TDM Plan in 2019. The intent was to redefine the purpose/goal of the Triangle TDM Program and update the table of activities drawing largely from the report created by Gresham Smith. Gresham Smith served as the lead consultant for NCDOT's Statewide TDM Program providing technical assistance for TJCOG's Triangle TDM Update work. In 2019, several peer reviews and focus group surveys with TDM stakeholders were held, and a technical assistance report was submitted to TJCOG who then presented the TDM Plan Goals Update to the TCC and Executive Board. The plan update is currently on hold due to NCDOT funding issues and COVID impacts. However, the Oversight Committee has been working on a logo and branding effort (changing to Triangle Transportation Choices), as well as integrating equity into the application process for TDM programs in line with proposed recommendations from the update. Information about the TDM Plan Update and FY 22 grantees can be found on the Triangle Transportation Choices website at: <https://www.ticog.org/programs-land-use-transportation/transportation-demand-management>. **(Staff contact: Brandon Watson)**

Triangle Bikeway Implementation Study

The project team has used this quarter to work on technical design alignments and integrating public input into potential recommendations. The Study team has conducted its second round of public engagement; which includes an updated website and new survey on June 11. The next Triangle Bikeway Working Group will meet on September 16 at 2:00 pm. Anticipated project completion is December, 2021. **(Staff contact: Kenneth Withrow)**

Non-Motorized Volume Data Program

The Institute for Transportation Research and Education (ITRE) currently manages the North Carolina Non-Motorized Volume Data Program (NC NMVDP) on behalf of the North Carolina

Department of Transportation (NCDOT). The purpose of the program is to establish a robust data collection framework to reliably calculate sidewalk, shared use path, bike lane, and shared lane volumes through the installation of permanent bicycle and pedestrian counters in North Carolina. Both quarterly and annual reports are publicly available at: <https://itre.ncsu.edu/focus/bike-ped/nc-nmvdpl/>. (Staff Contact: Kenneth Withrow)

Mobility Coordination Committee

Given the complexity of our regional transportation system and the various types of mobility management programs that can be implemented, the MCC members recommended hiring a consultant to assist with the mobility management program development and implementation. CAMPO will conduct a Mobility Management Program (MMP) Implementation joint study, in partnership with Wake County, the City of Raleigh, and the Town of Cary, per CAMPO's FY22 UPWP (to be amended to include Raleigh and Cary). The Request for Proposals was issued for the phased approach study to collect proposals from 4/9/21 to 4/30/21. Phase I includes the review and analysis of existing regional studies, plans and programs, the impact of the mobility management program on each existing program as well as a recommendation regarding hiring a potential regional mobility manager. Phase I would also include the drafting of a high level "white paper" identifying benefits and challenges a MMP may create for the regional transportation programs, best practices and a peer review, Board presentations and development of an Interlocal Agreement for agencies able to participate in Phase II, which is the actual implementation of the mobility management program, operational details and public outreach strategy. The working sub-committees met last on July 7th continuing their collaborative work to set up the short term recommendations for FY 22 and then updated the full MCC committee at the quarterly July 22nd meeting. Next subcommittee meetings to coordinate consultant work and FY 22 goals are scheduled for August 4th. Pending the anticipated Notice to Proceed, staff plans to have the consultant participate in future MCC Quarterly meetings as needed. Periodic updates to the Wake Board of Commissioners, TCC/TPAC and the CAMPO Executive Board and other partner boards will be provided including schedule and workplan updates. Information on the MCC's work is on the CAMPO website: <https://www.campo-nc.us/about-us/committees/mobility-coordination-committee> (Staff Contact: Crystal Odum)

NCDOT Highway Project U-2719 – Updates

Please review the information below as provided by Mr. Brandon Jones:

Open Ramp D (westbound Wake Avenue to northbound I-440) end of July

Loop C (eastbound Wade Avenue to northbound I-440) - Weekend closure mid-August

Traffic shift to new mainline bridge mid-August

New loop in July?

Alignment shift remain scheduled for October

Western Blvd interchange

DDI phased approach work starting Oct, 2021? Current schedule is November 2021 but could push based on weather and other work

Still due to be complete in 2022. Temporary DDI will be in place after the 9 day and 56 hour

closures

Athens Drive

Bridge demolition in July, 2021 - Utilities currently scheduled to be relocated in August so demolition will occur September 2021

Jones Franklin shift to new bridge shift in Oct, 2021. Utility relocation scheduled to complete in August 2021. Shift Nov 2021

Blue Ridge grade separation

Grading work for the jug handle - On going

Sewer installation? On going

Status of phased approach to bridge construction over the big cut Still on track to start after State Fair 2021 to shut down railroad crossing

Status of shifting the rail tracks to temporary alignment closer to Hillsborough –Still planning to begin after Oct, 2021 NC State Fair.

Status of closing Blue Ridge in Nov, 2021 Yes

Status of closing Hillsborough St. in early 2022 Current schedule is Feb 1, 2022

Status of diverted traffic plan while Blue Ridge across the rail tracks will be closed for nearly 2 years – Last reported as Youth Center Dr and Edwards Mill being the main connections (NOT through any neighborhoods) – Main detour will utilize 440/Wade/Edwards Mill/Hillsborough/Western. Local traffic will likely continue to use Youth Center as a cut through.

Status of lighting plan at interchange areas Lighting plans still under development.

The overall completion is still looking like 2024.

Further details about the projects are located at [I-440 & Blue Ridge Road Improvements](https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx)<https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx>. (Staff

Contact: Kenneth Withrow)

Northeast Area Study Update

The initial Northeast Area Study (NEAS) was completed in FY 2014 and needed to be updated in order to prepare for the 2050 MTP, so the NEAS Update began in early 2020. It has been evaluating land use and transportation issues in the northeastern section of CAMPO's planning area. The study covers parts of Wake and Franklin Counties, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville, Franklinton, and part of Raleigh.

Stantec has been working as the NEAS Update lead consultant and study outputs include: public engagement planning and implementation, development of guiding principles, Stakeholder Oversight Team (SOT) working sessions regarding scenarios for both transportation and land use, deficiency analyses, data collection and modelling, coordination with local staff and NCDOT through the Core Technical Team (CTT), and more. Unique aspects include a set of hotspot evaluations and conceptual design work, as well as an updated policy guidebook. An initial round of public engagement occurred over three months in the summer of 2020. Utilizing that and the technical analyses, draft recommendations were released in February 2021 for roadway, bike/ped, and transit improvements. Recommended improvement projects have now been

placed into near-, mid-, and long-term buckets using feedback received through the second public engagement period with materials still viewable on the website.

Final recommendations and a summary of the public feedback was shared with the CTT in March and the SOT in April. Final recommendations and workbooks have been posted for public comment on [CAMPO's Area Study Website](#) and the final round of board briefings have been going on through the summer seeking endorsement. The project will wrap up going to the TCC and Executive Board in September, seeking endorsement of the NEAS Update for use in future long range planning including the 2050 MTP development. Visit www.neasupdate.com for more information. **(Staff Contact: Brandon Watson)**

[Bus on Shoulder Study](#)

CAMPO is partnering with DCHC MPO, NCDOT and GoTriangle to conduct a regional evaluation of potential expansion of the Bus on Shoulder System currently operated on I-40. The Study explored opportunities to enhance the North Carolina rules and guidelines for using Bus on Shoulder in other parts of the state. The consultant team conducted an evaluation of the study corridors against performance metrics and is developing an implementation strategy and updated public messaging. The study is complete, and final reports are posted on the CAMPO website: <https://www.camponc.us/programs-studies/transit>. Final recommendations from the study, as well as presentations to the TCC and Executive Board, occurred in June 2021. The final report is out for public review and comment from July 16, 2021 to August 15, 2021, and the Executive Board will consider endorsement of the recommendations at its August 18, 2021 meeting. **(Staff Contact: Shelby Powell)**

[Western Wake Traffic Signal System Integration Study](#)

CAMPO recently completed the Triangle Region ITS Strategic Deployment Plan Update, which included the need for interoperable signal systems across jurisdictional boundaries leading to a goal of regionalized intelligent transportation systems (ITS) including coordinated signal systems. In January 2021, CAMPO began a study to regionalize ITS systems, including integrating traffic signal systems from multiple jurisdictions into one signal system.

Recommendations will include guidance and implementation step details to be fit for use in other areas across North Carolina where regional ITS signal system integration efforts would be applicable. Exult Engineering was selected as the lead consultant. The study is centered on the Western Wake area, coordinating with NCDOT and the Towns of Apex, Cary, Fuquay-Varina, Holly Springs, and Morrisville. The project team has been reviewing Chapter 2 summarizing existing conditions, a peer review of similar regional ITS integration efforts, the integration guidebook outline, and held a Core Technical Team meeting in June. Next steps are working through the implementation plan including small group meetings and conducting the first ITS Regional Working Group meeting. The project is anticipated to be completed by June 2022. **(Staff Contact: Brandon Watson)**

US 401 Corridor Study

CAMPO has begun a study that will cover the US 401 Corridor from generally US 421 in Harnett County north to Banks Road in Wake County. For the purpose of this study, the corridor will be divided into three segments that enable the study team to focus on the requirements of each segment individually. The following extents for the three segments are:

- US 401 Fuquay-Varina Bypass
- US 401 - Fuquay-Varina @ Banks Road to the Harnett/Wake County Line
- US 401 - Southern Section – Harnett/Wake County Line to Lillington

The second public meeting will be held on Tuesday, September 14, at 6:00 pm

The second phase of the project (Developing Solutions) already underway and will continue into the month of August, 2021. www.US401CorridorStudy.com **(Staff Contact: Kenneth Withrow)**

Wake Transit Plan Implementation Updates

1) Wake Transit Community Engagement Policy Update

The adopted Wake Transit Public Engagement Policy is currently being updated to streamline engagement requirements for Wake Transit-funded projects and program-level planning and to clarify the roles and responsibilities of involved agencies. The draft Wake Transit Community Engagement Policy was made available for public comment through April 5, 2021. It is anticipated that the TCC and Wake Transit governing boards will consider taking action to adopt the updated Community Engagement (CE) Policy in the fall, depending on when GoTriangle's staff is ready to proceed. General project information is posted online at: <https://goforwardnc.org/wakeinput/>. **(Staff Contact: Stephanie Plancich)**

2) Wake Transit Performance Tracker

CAMPO is tasked with developing an online Wake Transit Performance Tracker. In May 2020, CAMPO executed a contract with WSP for support in bringing two components of the online resource to fruition.

1. Interactive project map that will put the investment information contained in the annual Wake Transit Work Plan into a visual, searchable format. Users will be able to see detailed information on Wake Transit-funded service and infrastructure projects that have been completed, are underway or are planned for future years.
2. Graphic-driven dashboard that will display progress toward reaching Wake Transit program goals. The elements of the dashboard are intended to reflect programmatic goals set in the Wake Transit Plan, Bus Plan and other adopted materials.

June through December of 2020 was focused on planning and development activities. A beta test period occurred in late May and early June of 2021, and the full-scale community launch of the new tool is planned for July/August of 2021. **(Staff Contact: Stephanie Plancich)**

3) Wake Transit Art Funding Eligibility Policy

In response to TPAC member interest in having the ability to use Wake Transit funds for art and culture elements at transit facilities, the TPAC has requested that an Art Funding Eligibility Policy be drafted for its consideration. With the support of an Art & Culture Workgroup led by City of Raleigh staff and the TPAC Budget & Finance Subcommittee, it is anticipated that the draft will be considered by the TPAC, TCC and Wake Transit governing boards in the late summer of 2021.

(Staff Contact: Bret Martin)

NC 540 Bonus Allocation Projects

The [selected NC 540 Bonus Allocation projects](#) were adopted by the CAMPO Executive Board in April 2020 and have been programmed in the TIP and STIP. Three initial projects have been identified in the TIP and STIP with Bonus Allocation (BA) funding and are currently under the initial preliminary engineering stages within NCDOT:

HL-0006 Realign Hilltop Road to Lake Wheeler Road on new location, convert US 401 to superstreet from Lake Wheeler Road to Hilltop Needmore Rd: Project one of two regional-tier projects selected for BA funding. Original anticipated cost \$15m. Project has been assigned to firm VHB for planning and engineering tasks. An updated cost estimate from NCDOT increases the anticipated cost for the project to \$21.3m, not including preliminary engineering costs. This additional budget will be compensated with the \$10m in contingency funds set aside in the adopted BA list of projects. *If the total cost of projects exceeds the entire source of BA funds, additional costs will come out of the CAMPO STBGDA allocation (traditionally utilized under the Locally Administered Projects Program (LAPP)).* NCDOT Mobility & Safety has agreed to contribute HSIP funds to this project in order to extend the limits through the Dwight Rowland Rd. intersection on US 401.

HL-0007 Construct a grade separation at the at-grade intersection of NC 55 and Technology Drive: Project two of two regional-tier projects selected for BA funding. Original anticipated cost \$30m. Project has been assigned to firm Meade & Hunt for preliminary engineering activities. The traffic analysis currently underway.

HL-0008 Preliminary Engineering for various intersection improvements to be funded through CAMPO Bonus Allocation funding: This STIP and TIP ID will be used to fund the preliminary engineering activities on the intersection improvement projects identified for the division-level BA funding (\$45m). Once a project has graduated from the preliminary engineering phase, the project will receive an individual TIP and STIP ID and will be tracked as a standalone project. NCDOT's Division 5 has started the preliminary engineering on the first handful of projects on the Division-level intersection improvements list. Once Division 5 has completed PE on these projects, they will start PE on the next handful of projects. The intention is to go as far down the intersection improvements list as possible with the available \$45m. Note: these projects could increase or decrease in scope based on further analysis completed by NCDOT. The projects currently in the initial PE phase are:

- HL-0008A (Lake Wheeler Rd. at Ten Ten Rd.)
- HL-0008B (Kildaire Farm Rd. at Penny Rd.) **Project deemed not necessary after further**

discussions with NCDOT. Project removed from list.

- HL-0008C (NC-50 (Benson Rd) at Timber Dr.)
- HL-0008D (Holly Springs Rd. at Sunset Lake Rd.)
- HL-0008E (Main St. at Holly Springs Rd.) **Project funded through LAPP and therefore will not use BA funding.**
- HL-0008F (Old Stage Rd. at Ten Ten Rd.)
- HL-0008G (Lake Wheeler Rd. at Hilltop Needmore Rd.)
- HL-0008H (Lake Wheeler Rd. at Simpkins Farm Ln.)
- HL-0008I (Old Stage Rd. at Rock Service Station Rd.)
- HL-0008J (NC 50 (Benson Rd.) at Rand Rd.)
- HL-0008K (NC 42 at Hilltop Rd)
- HL-0008L (Ten Ten at Bells Lake Rd)
- HL-0008M (NC 42 at Old Stage Rd)
- HL-0008N (Hilltop Needmoore Rd at Johnson Pond Rd)
- HL-0008O (NC 42 at Johnston Rd)
- *The following intersection projects are currently under consideration on whether to move forward based on updated traffic analysis: Holly Springs Rd at Arthur Pierce Rd, NC 42 at Rock Service Rd, Ten Ten Rd at Rand Rd, Optimist Farm Rd at Johnson Pond Rd, Old Stage Rd at Legends Rd, NC 50 (Benson Rd) at Steven Oaks Dr & Cleveland School Rd.
- *NC 50 at Steven Oaks Rd was on list but will have the westbound right turn lane constructed as part of Complete 540 project and left turn lane deemed not needed.

(Staff Contacts: Gretchen Vetter & Alex Rickard)

Cary-RTP and Garner-Clayton Bus Rapid Transit Extensions Major Investment Study

In April of 2021, CAMPO staff kicked off a major investment study (MIS) that will develop and evaluate alternatives and ultimately select preferred alternatives for bus rapid transit (BRT) extensions from Cary to Research Triangle Park and from Garner to Clayton. These extensions would build onto two (2) of the core BRT corridors included in the original Wake County Transit Plan. The extensions have been included in the Wake County Transit Plan Update, and the capital improvements thereof are assumed to be funded with State revenue sources in the FYs 2020-2029 Transportation Improvement Program.

Consistent with the pre-project development feasibility planning and alternatives analyses completed for the four (4) core BRT corridors in the original Wake County Transit Plan, the MIS for these BRT extensions will generally involve an analysis of the travel markets to be served, identification of environmental constraints in each corridor, development of alignment and station area alternatives to study further, development of market-appropriate operating plans, evaluation of alternatives against a set of performance and other relevant criteria, development of capital and operating cost estimates, selection of recommended preferred alternatives, a risk assessment, assessment of federalizing the extensions, and identification of project sponsors. Three (3) touchpoints of community outreach are planned for each corridor throughout the study. The first community outreach touchpoint is scheduled for early fall and will be focused on educating the public and stakeholders on BRT and the study's purpose and goals while soliciting

feedback on the development of an evaluation framework to capture regional and community transportation goals and priorities.

(Staff Contact: Bret Martin)

Southeast Area Study Update

The Southeast Area Study was completed in 2018. The study evaluated land use and transportation issues in the southeastern section of the MPO's planning area. The study covered parts of Wake and Johnston Counties, and the municipalities of Archer Lodge, Benson, Clayton, Four Oaks, Garner, Kenly, Micro, Raleigh, Selma, Smithfield and Wilson's Mills. The study was conducted in coordination with NCDOT and the Upper Coastal Plain RPO. As with the Northeast Area Study in FY 21 and 22, the Southeast Area Study needs to be updated in order to incorporate recommendations for the MTP. The study will involve extensive public outreach, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study. Initial conversations have begun to take place internally on the scope of the project, RFP timeline, and study area boundary. A meeting with the Upper Coastal Plain RPO and NCDOT Transportation Planning was held in April to discuss possible study boundaries, project scope, and participating communities in the study area. Pre-scope meetings were held in July with participating jurisdictions and NCDOT. It is anticipated for the project to start end of calendar year 2021 and be completed by June 2023.

(Staff Contact: Brandon Watson)