



NC Capital Area **Metropolitan Planning Organization**

# **CAPITAL AREA MPO**

**Technical Coordinating Committee  
Meeting**

**March 3, 2016**

**10:00 AM**

# Welcome and Introductions

- Adjustments to the Agenda
- Public Comments

This is an opportunity for comments by those in attendance.  
Please limit comments to three minutes for each speaker.

# 4.1 Minutes

## Attachment 4.1

- Minutes from the February 4, 2016 TCC Meeting

Requested Action:

Approve Minutes



# Raleigh-Cary Rail Crossing Study

R E C O M M E N D A T I O N S

Raleigh-Cary Rail Crossing  
**rcr**  
Crossing Tracks, Connecting Communities

PREPARED BY

Kimley-Horn  
Urban Design Associates  
Nelson\Nygaard  
Planning Communities  
DAVENPORT

March 2016

# The Clients



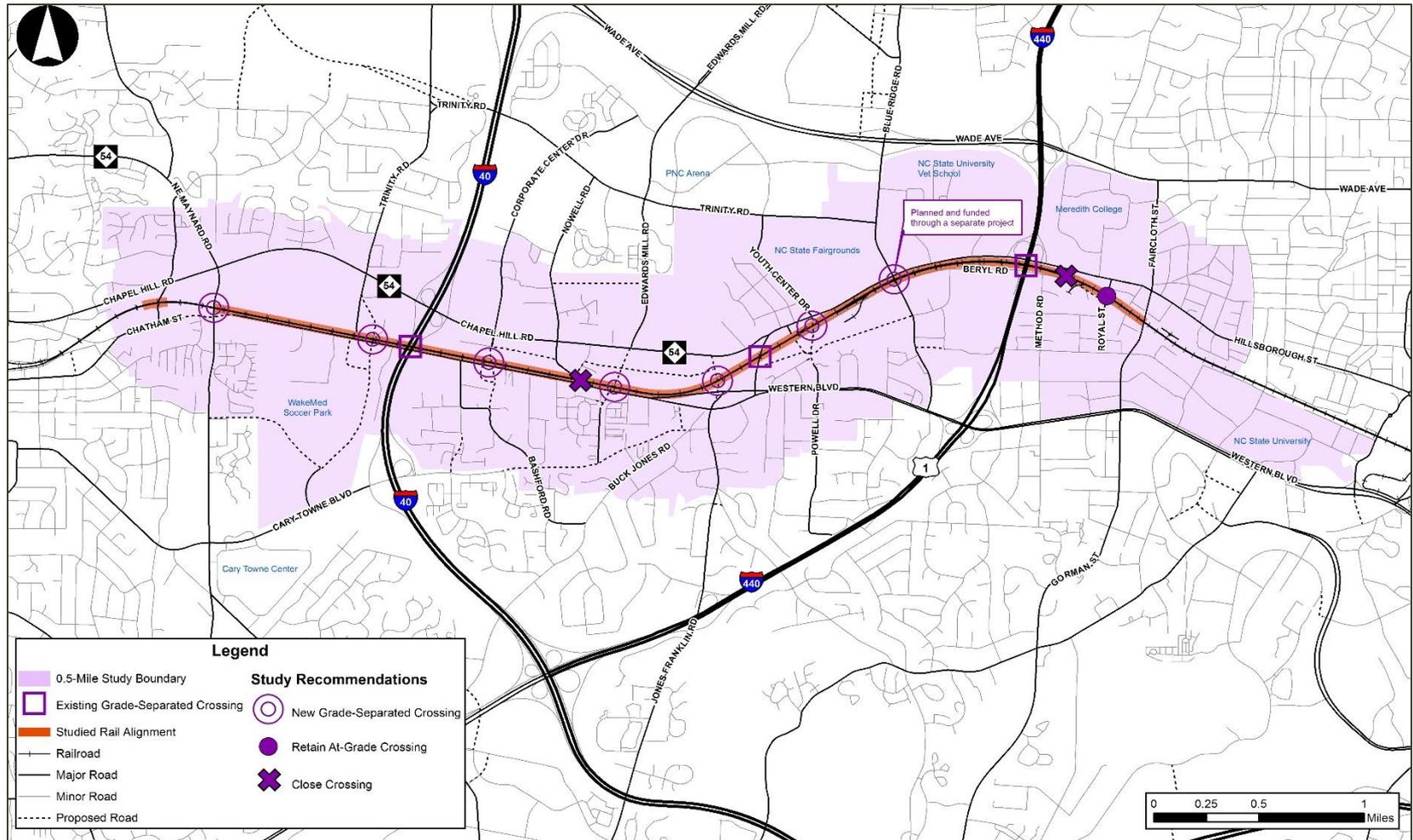
# The Consultants

**Kimley»»Horn**

U R B A N   D E S I G N   A S S O C I A T E S



# Study Area



# Purpose of the Study

- Evaluate potential improvements to the at-grade roadway/rail crossings
- Consider possible new roadway extensions across the railroad
- Study how changes at the crossings will affect future land uses and the community

# Potential Safety Improvements

- Signage and pavement markings
- Medians and median barriers
- Grade separation
- Closing the crossing

## PLANNING PROCESS



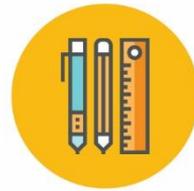
PUBLIC  
OUTREACH



VISION, ISSUES,  
OPPORTUNITIES



DESIGN  
PRINCIPLES



DESIGN  
ASSUMPTIONS



STEPS OF  
ANALYSIS

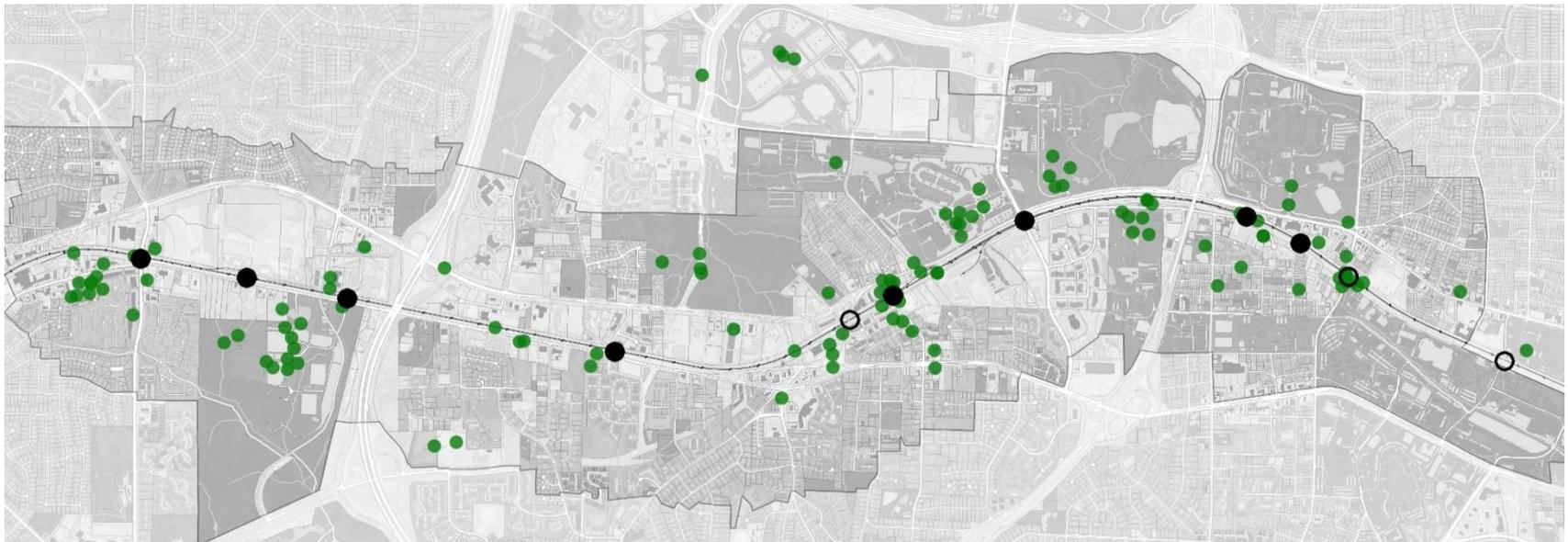


CONCEPTUAL  
ALTERNATIVES

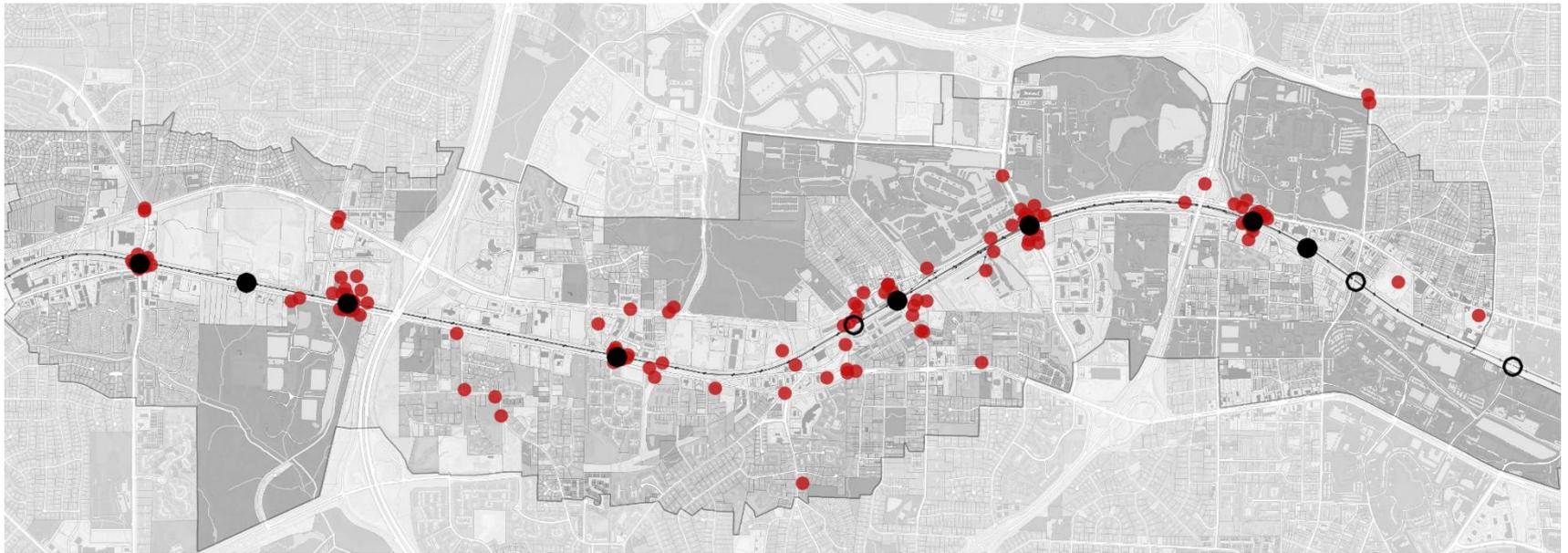
# Public Outreach

- Data collection
  - November 2014 public kick-off meetings
- Conceptual alternatives developed and analyzed
  - March 2015 design charrette
  - Limited English interviews
- Selection of recommended alternatives

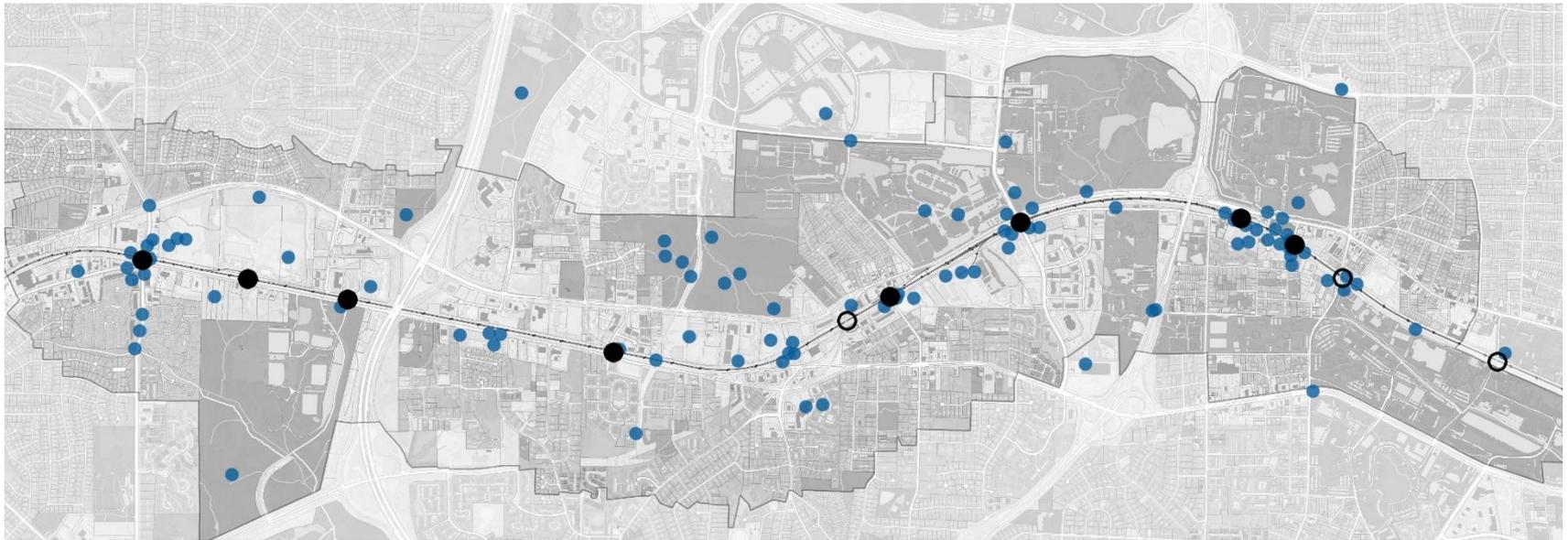
# Vision, Issues, and Opportunities: Strengths



# Vision, Issues, and Opportunities: **Weaknesses**



# Vision, Issues, and Opportunities: Opportunities



# Design Principles

1. Build safety through urbanization
2. Choose the paths of least resistance
3. Invest in crossings that leverage the corridor's strengths
4. Invest in crossings that respond to critical issues
5. Invest in crossings where significant development potential exists
6. Balance regional transportation and local circulation needs

# Design Assumptions

- Roadway Design
  - Incorporated Cary and Raleigh adopted transportation plans
  - Retaining walls versus slopes
- Rail Design
  - 200-foot rail corridor
  - Vertical clearance of 23 feet for road bridges, 17 feet for rail bridges
  - No change to railroad elevation or alignment
- Transit Design
  - Consistent with 2015 Draft Recommended Wake County Transit Plan
  - Commuter rail along NS by 2040, including potential station at Corporate Center Dr
  - No specific station designs for bus rapid transit

# Steps of Analysis

- Tier I
  - Geometric limitations
  - Major impacts
- Tier II
  - Traffic analysis
  - Community impact assessment
  - Crossing safety analysis
- Tier III
  - Impacts from other adjacent projects
  - Economic impact analysis

# Conceptual Alternatives

## Alternatives Considered:

- Potential for closing
- Alternatives considered but not studied
- Alternatives developed conceptually but eliminated
- Alternatives selected as “most feasible”

# Roadway Recommendations

Crossing	Recommendation
NE Maynard Road	Railroad bridge over NE Maynard Rd, shifting the Maynard Rd/Chatham St intersection to outside of the 200-foot railroad corridor
Trinity Road	Trinity Rd bridge over the railroad with Trinity Rd extensions to Chapel Hill Rd and Cary Towne Blvd (southern ext. could be built as Phase II)
Corporate Center Drive	Corporate Center Dr extension to Bashford Rd with a bridge over the railroad
Nowell Road	Close Nowell Rd railroad crossing in conjunction with extension of Corporate Center Dr and/or Edwards Mill Rd across the railroad
Edwards Mill Road	Edwards Mill Rd extension to Hillsborough St with a railroad bridge over the new road
Jones Franklin Road	Jones Franklin Rd extension to Chapel Hill Rd with a railroad bridge over the new road
Powell Drive	Realignment of Powell Dr to connect with Youth Center Dr with a railroad bridge over the realigned road
Beryl Rd / Royal St	Close Beryl Rd and add a new connector from Beryl Rd to Royal St

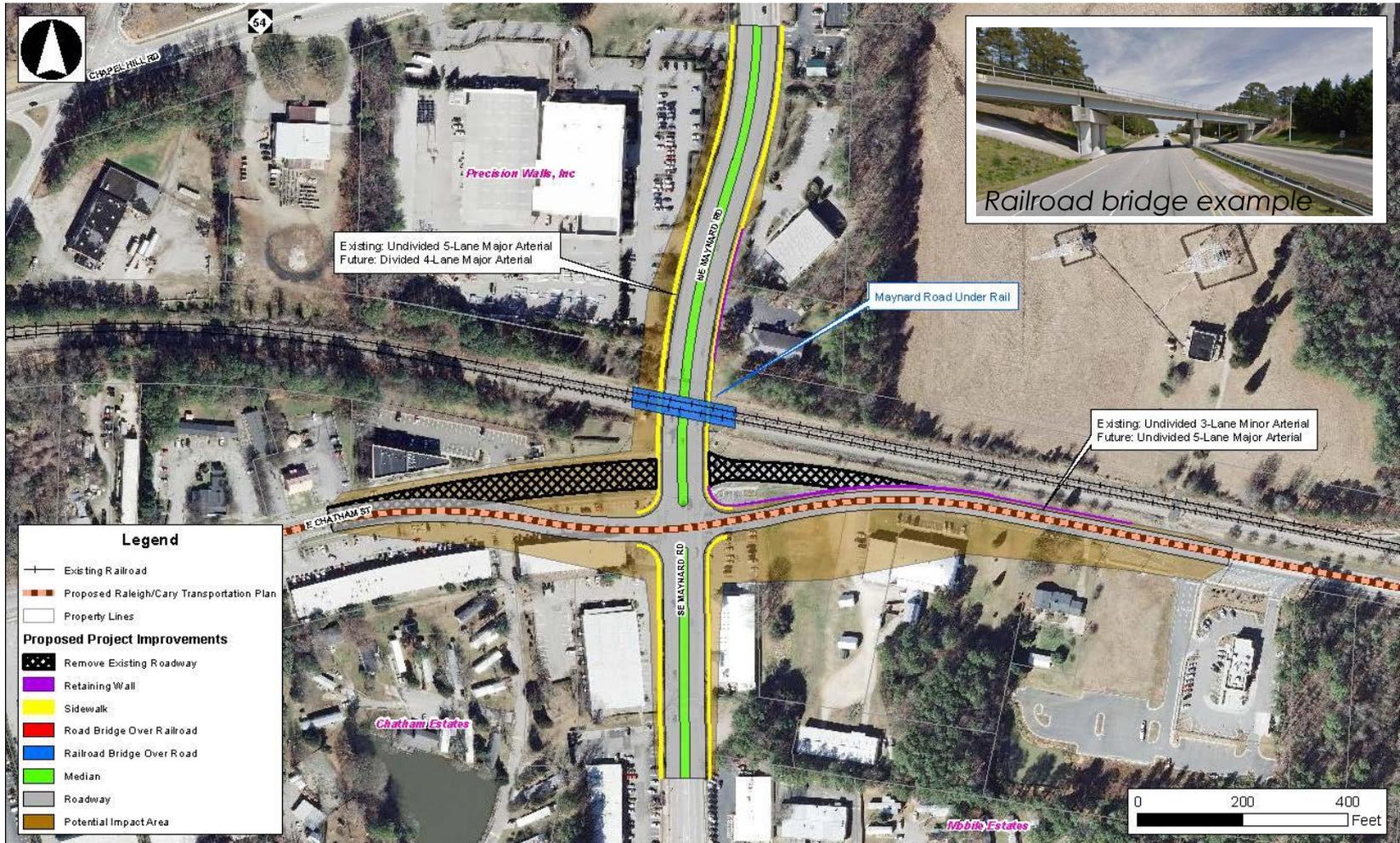
# Bicycle and Pedestrian Facility Recommendations

- Realign existing or proposed bicycle facilities where existing roads are proposed to be grade separated across the railroad
  - NE Maynard Road
  - Trinity Road
  - Powell Drive realignment
- Include bicycle facilities on proposed road extensions across the railroad
  - Corporate Center Drive
  - Edwards Mill Road
  - Jones Franklin Road
- Add bicycle facilities on several other east-west existing and future roadways
  - Ligon Street extension
  - Pylon Drive extension
- Add pedestrian facilities to new roads and road extensions

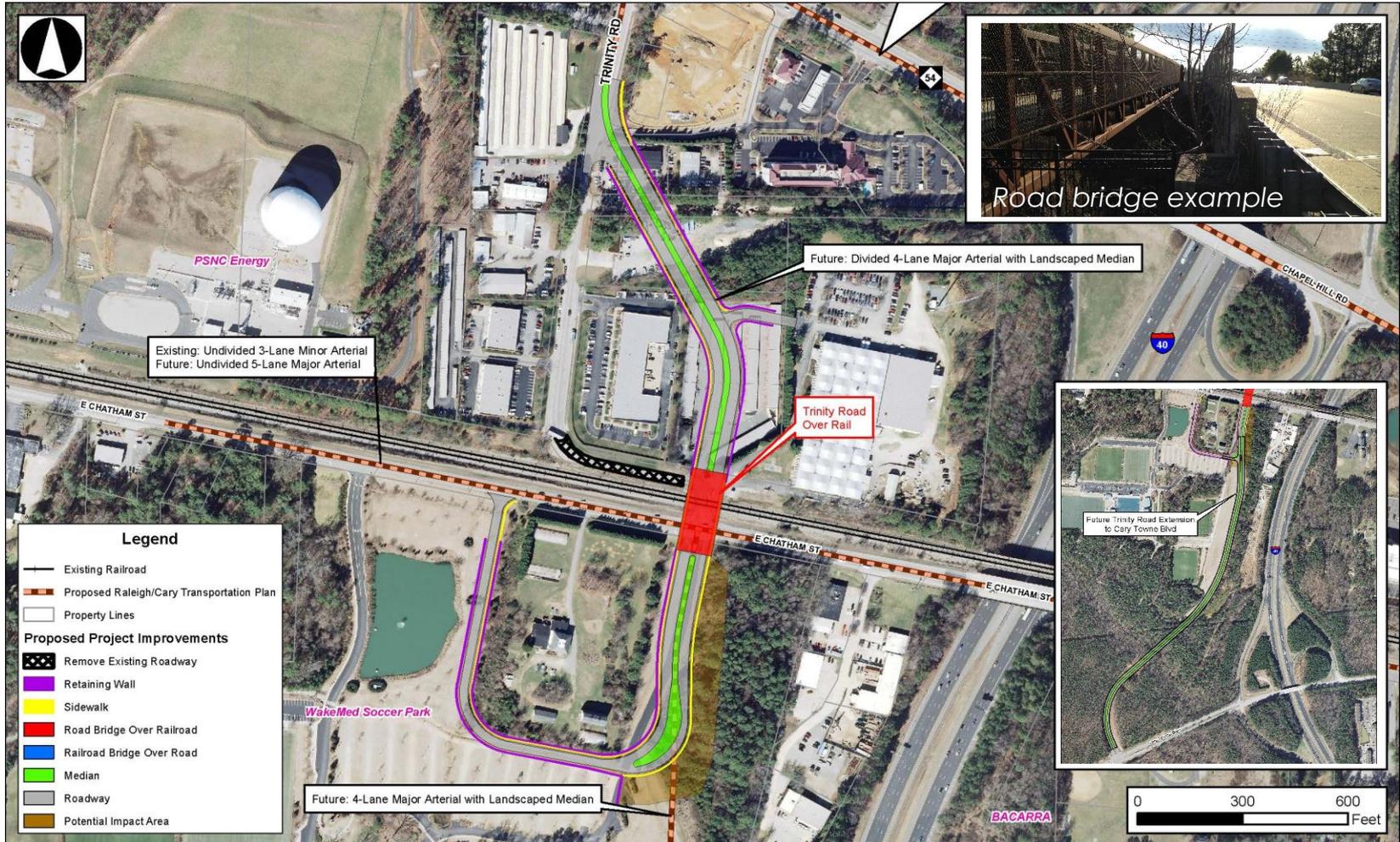
# Land Use Recommendations

- Land use alternatives were explored for each crossing
- Developed in response to market demand
- Include a mix of commercial, residential, and institutional uses
- Grade separating the crossings and improving the street network will increase access to adjacent land areas and unlock nearly 6 million SF of development opportunity for the corridor

# NE Maynard Road



# Trinity Road



# Corporate Center Drive



# Edwards Mill Road

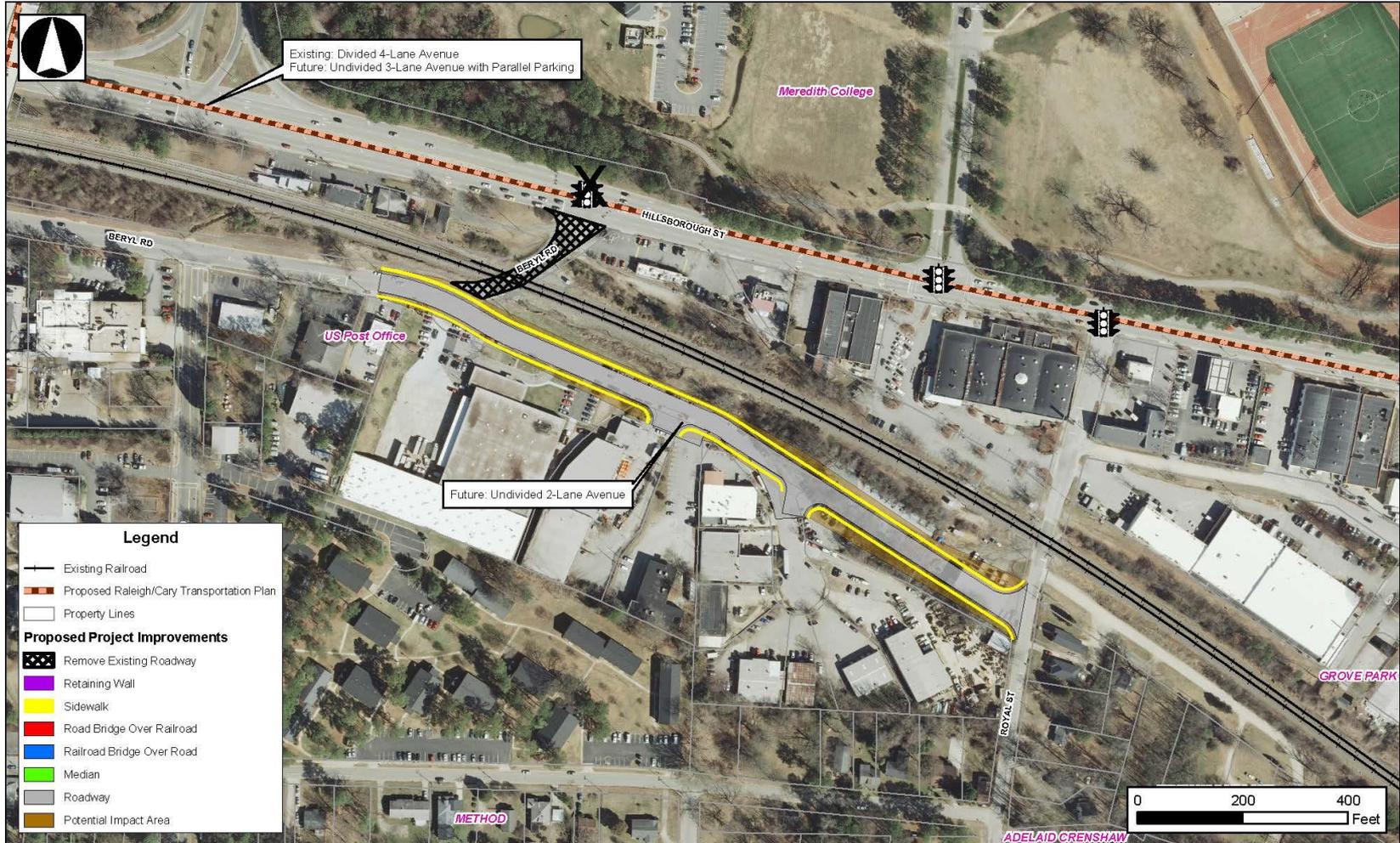


# Jones Franklin Road

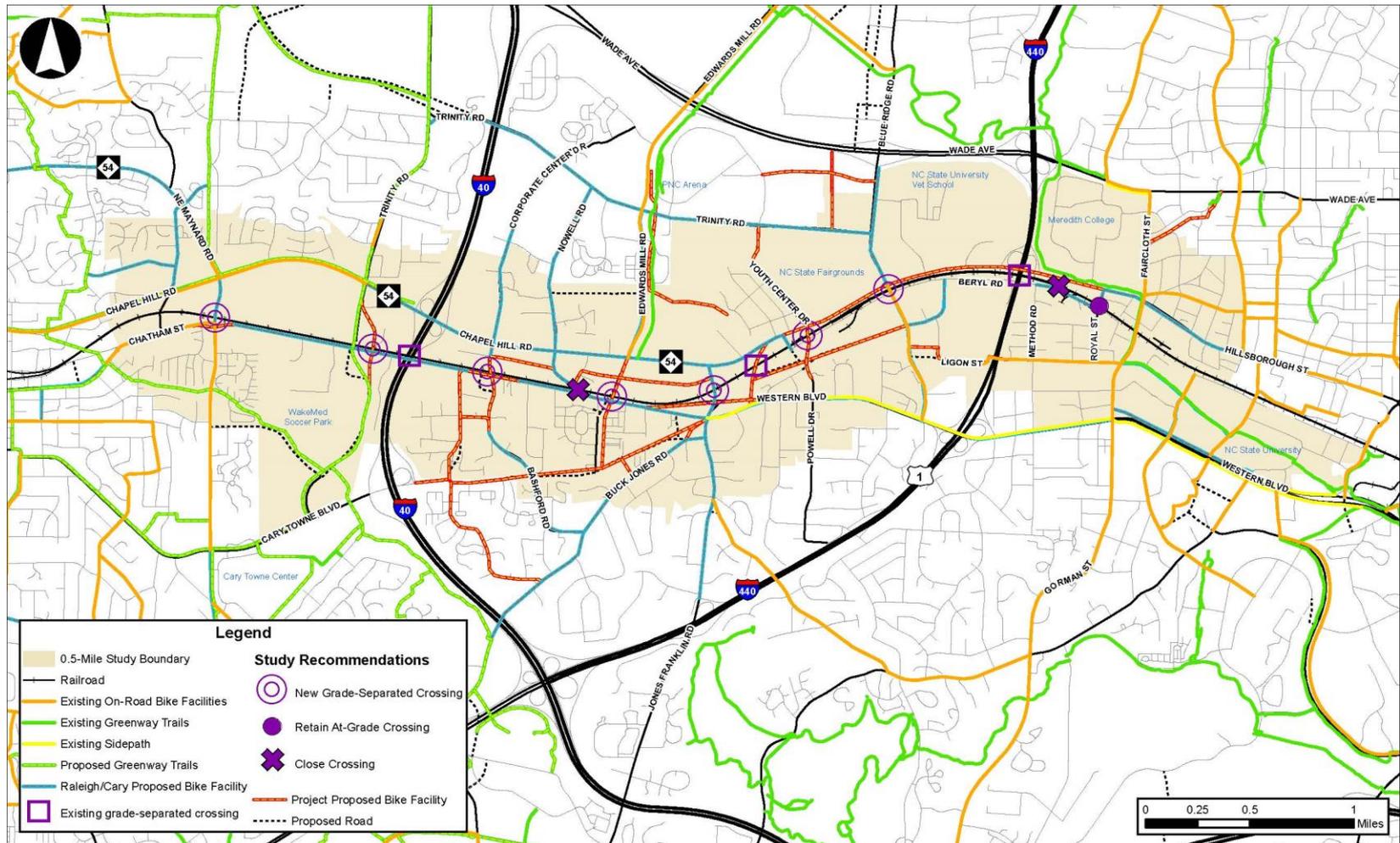




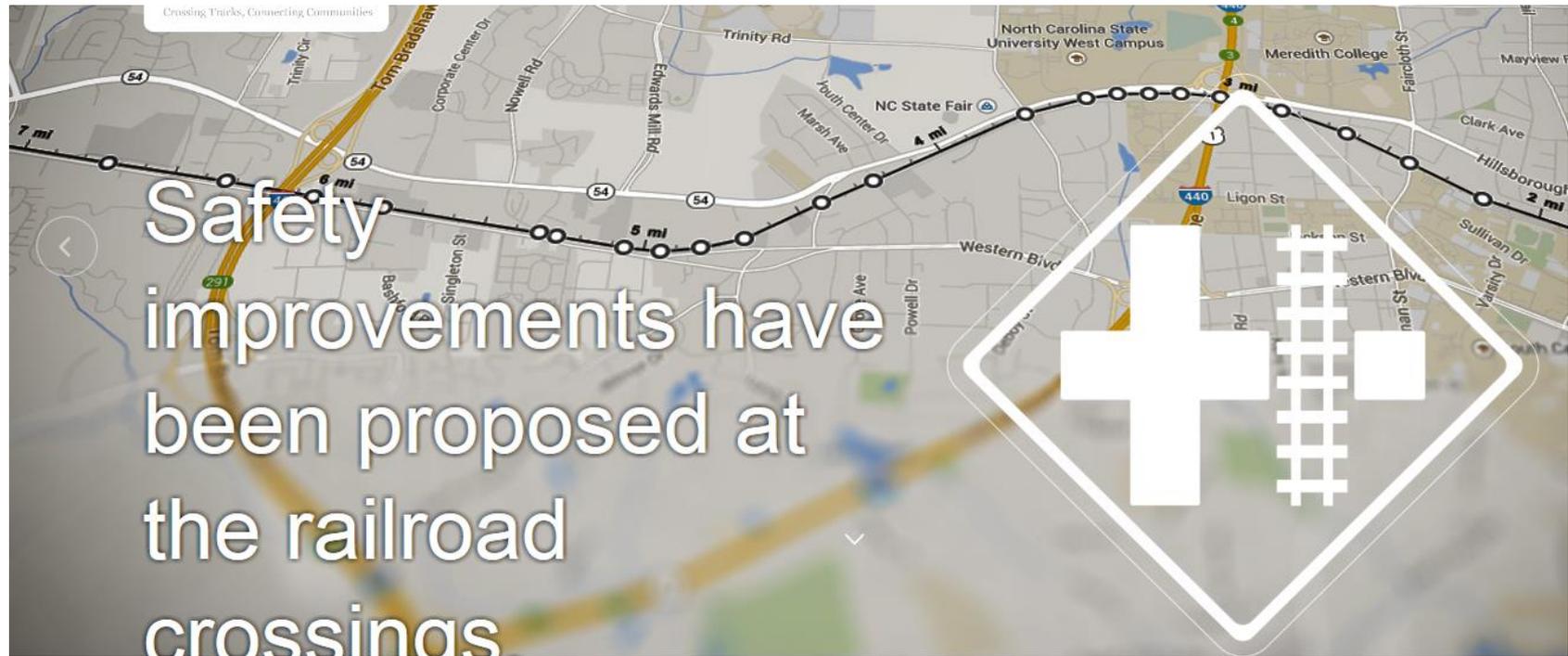
# Beryl Road / Royal Street



# Proposed Bicycle Facilities



Website: [www.RCRXstudy.com](http://www.RCRXstudy.com)



## Raleigh-Cary Rail Crossing Study

The **Raleigh-Cary Rail Crossing Study** began in Summer 2014, and will come to a conclusion in Spring 2016. This project is studying the at-grade road/rail crossings, and will consider how the addition of potential future transit stations and changes in the roadway network will affect properties and land uses.

The first step in the process was to identify which streets and intersections are working well, and which may need improvement. In addition to research and field

## 5.1 Raleigh-Cary Rail Crossing (RCRX) Study

### Requested Action:

Receive as information and discussion; recommend the Executive Board schedule a public hearing on the study recommendations at its April 20, 2016 meeting .

## 5.2 Public Participation Plan Update Public Involvement Plan 101

The Capital Area MPO has a Public Involvement Plan that describes how the MPO involves the public in developing transportation plans and related policy documents. Related to this plan is the Title VI (Civil Rights)/Minority/Low-income/Limited English Proficiency Outreach Plan.

# Public Involvement Plan 101

- Note that the plan gives us minimum standards;
- We will still be tailoring public engagement for special studies and area studies in coordination with our members

# Changes are mostly cosmetic, however:

## 4 Substantive Changes:

- Revision of the methodology to determine “Communities of Concern” for the Title VI/Minority/Low-income/LEP Plan
- Adding or making clearer what the public participation requirements are for adopting, amending, or correcting plans or other required documents.
- Updating notification and outreach to reflect new technology & open meetings law changes
- Addition of MTP and Strategic Plan goal & performance measure references related to public participation

# Communities of Concern

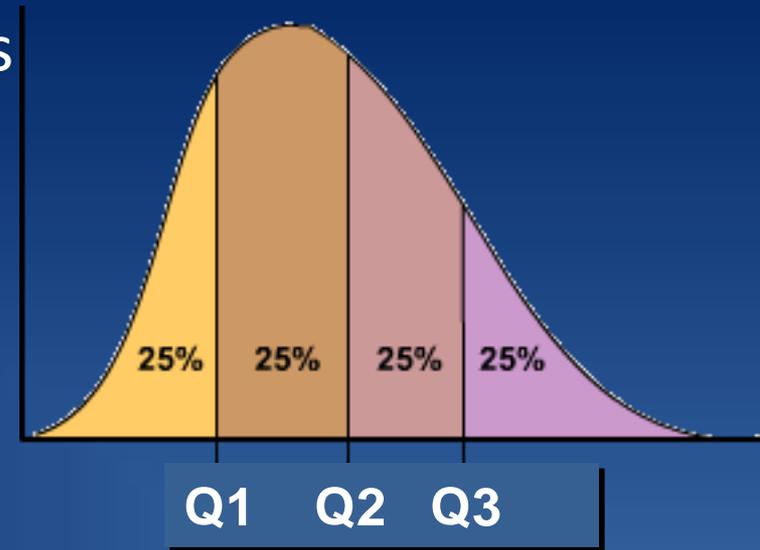
**Working with the Community Studies unit at NCDOT and our partners at DCHC we use 5 data points for Census Block Groups:**

- **Minority (combination of race and Hispanic/Latino ethnicity)**
- **Limited English Proficiency**
- **Zero Car Households**
- **Poverty Status (as defined by Census)**
- **Age (under 18 and over 65-potential non-drivers).**

# Thresholds: 50+1 vs. Percentiles

- Give flexibility to look at other thresholds than the central value
- Can look at higher or lower values on your spectrum
- Quartiles: like the 25% and 75% equivalents of the median (if the median were 50%)

(Aside--Can also be done as percentiles as any break point along your spectrum, just not quartiles anymore—say the 65<sup>th</sup> percentile)



# We looked at the 50<sup>th</sup>, 60<sup>th</sup>, and 75<sup>th</sup> percentiles

We looked at all 9 counties, and after checking each block group to see if it “triggered” for any of the 5 variables:

- At 75<sup>th</sup> percentile, 589 block groups trigger out of 951, or 62%.
- At 60<sup>th</sup> percentile, 782 block groups trigger out of 951, or 82%.
- At the median (50<sup>th</sup> percentile), 864 block groups trigger out of 951, or 91%.

## Just in the 2 MPOs:

- At 75<sup>th</sup> percentile, 449 block groups trigger out of 755, or 59.5%.
- At 60<sup>th</sup> percentile, 606 block groups trigger out of 755, or 80%.
- At the median (50<sup>th</sup> percentile), 679 block groups trigger out of 755, or 90%

# So What's the issue?

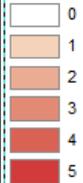


# # of EJ Variables Per Block Group

MPO\_RPO\_Boundaries  
Complete\_ACS\_2009\_2013\_Block\_Group

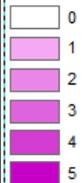
## EJ9County-75th

triggers for 75th

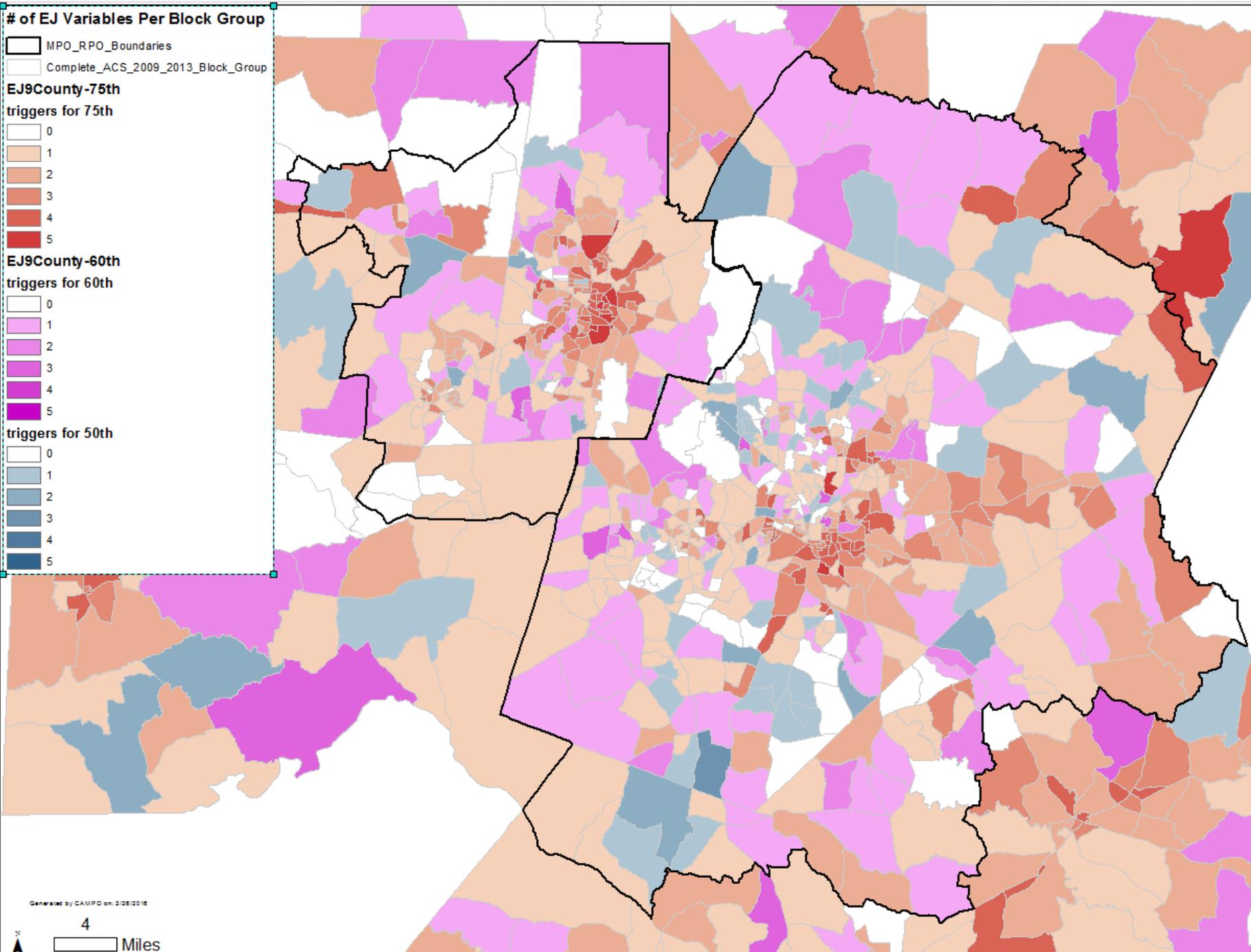
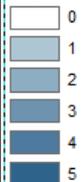


## EJ9County-60th

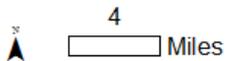
triggers for 60th



triggers for 50th



Generated by CAMPO on: 2/26/2016



**# of EJ Variables Per Block Group**

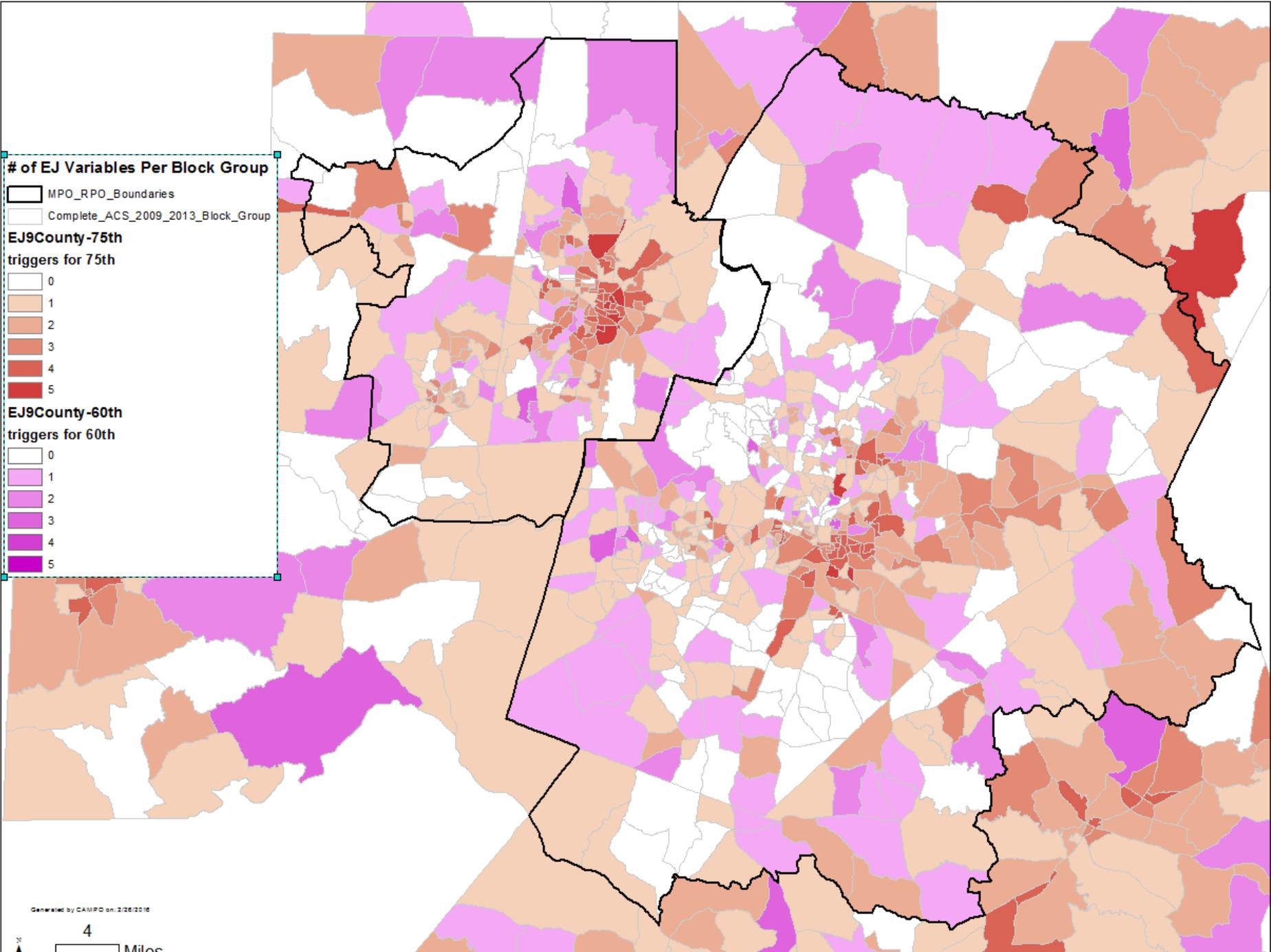
- MPO\_RPO\_Boundaries
- Complete\_ACS\_2009\_2013\_Block\_Group

**EJ9County-75th  
triggers for 75th**

- 0
- 1
- 2
- 3
- 4
- 5

**EJ9County-60th  
triggers for 60th**

- 0
- 1
- 2
- 3
- 4
- 5



**# of EJ Variables Per Block Group**

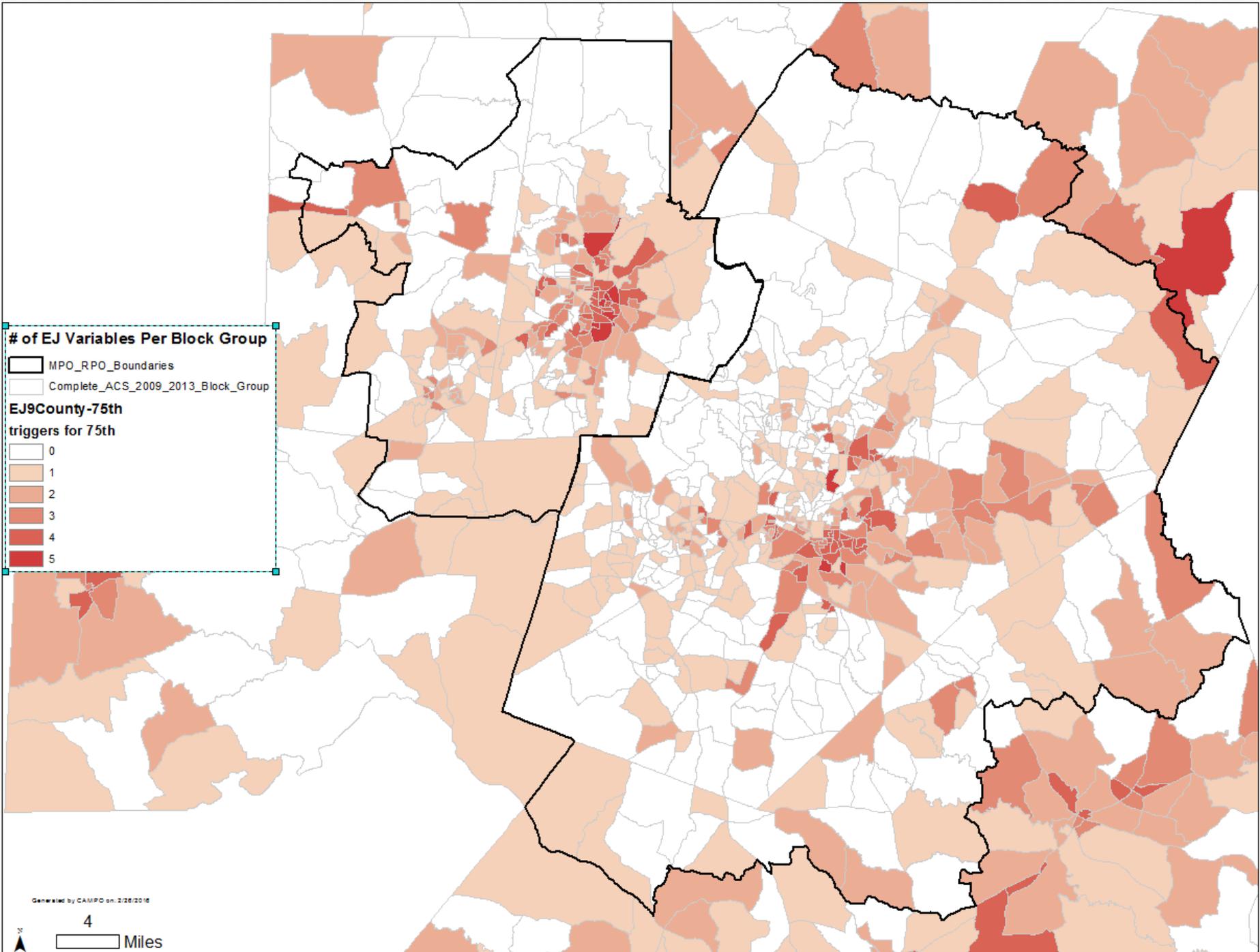
- MPO\_RPO\_Boundaries
- Complete\_ACS\_2009\_2013\_Block\_Group

**EJ9County-75th  
triggers for 75th**

- 0
- 1
- 2
- 3
- 4
- 5

Generated by CAMPO on 2/26/2016

4 Miles



# Clarification

- Current plan covers MTP, TIP, and PIP
- Does not specifically address requirements of full adoptions versus amendments
- Does not specifically address related plans or sub-documents

# Clarification in 2 ways in updated plan

- Overall table of outreach actions for all pertinent documents
- More in-depth, descriptive sections for each planning or policy document

**Summary Table of Public Participation**

CAMPO follows agency organization and operation policies that provide specific guidelines for public records and public access (see appendices). CAMPO policies are adopted or amended after ten days public notice.

**Summary Table of Public Participation**

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Notice	Public Access
<b>OPEN MEETINGS</b>					
<b>Governing body</b>	Executive Board	Monthly	at every meeting	in accordance with NCGS Open Meetings Law	<ul style="list-style-type: none"> <li>● Agenda posted in advance on CAMPO website</li> <li>● Opportunity at each meeting; content is open but Committee Chair may specify time length to accommodate numerous commenters</li> <li>● Summary of advance public comments provided in writing</li> <li>● Meeting Calendar posted at venue</li> </ul>
<b>Committees</b>	TCC	Monthly			
	Ad Hoc Area Planning and Corridor Study Committees	Varies by Plan			
	Standing Subcommittees	As needed			
<b>Workgroups</b>	Standing and Ad-hoc Staff and Professional Workgroups	As needed	Not Applicable	Not Applicable	Not Applicable
Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
<b>Program Adoption</b>					
<b>Plans and Program Adoption</b>	CTP/MTP	Every 4 years	42 Days	14 Days	<ul style="list-style-type: none"> <li>● Posted on website with public notices</li> <li>● Hard copies available</li> <li>● Advance comments documented for review</li> <li>● Opportunity for comment at plan-specific meetings prior to adoption and at meetings where considered/adopted</li> </ul>
	TIP/SPOT	Every 2 years	30 Days		
	LAPP	Annually	See LAPP Handbook		
	AQCD	Every 2 years for TIP; Additional if MTP not on same schedule	30 Days		
	CMP	Every 4 Years	30 Days		
	UPWP	Annually	30 Days		

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
<b>Program Amendments</b>					
<b>Modifications (Plan and Program Amendments)</b>	CTP/MTP	As needed	30 Days	N/A	<ul style="list-style-type: none"> <li>● Posted on website with public notices; hard copies available</li> <li>● Advance comments documented for review</li> <li>● Opportunity for comment at meetings where considered/adopted</li> </ul>
	TIP/SPOT				
	AQCD				
	CMP				
	UPWP				
	PPP	As needed	45 days <sup>2</sup>	45 days <sup>3</sup>	
<b>Program Modifications (Administrative Amendments)</b>					
<b>Technical Corrections (Plan and Program Administrative Modifications)</b>	CTP/MTP	As needed	at meeting where item is being considered	N/A	<ul style="list-style-type: none"> <li>● Agenda posted in advance on CAMPO website</li> <li>● Opportunity at each meeting; content is open but Committee Chair may specify time length to accommodate numerous commenters</li> <li>● Summary of advance public comments provided in writing</li> </ul>
	TIP/SPOT				
	AQCD				
	CMP				
	UPWP				
	PPP				

## Documents

The Capital Area MPO is responsible for 3 primary documents to implement the 3C process: the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. In addition, CAMPO has a Public Participation Plan (this document) that covers those 3 primary documents. There are also 2 documents that are the charter of the MPO, the Memorandum of Understanding (MOU) and Prospectus.

### Metropolitan Transportation Plan

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to consideration for governing board approval. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

**A Plan Update** is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

**Amendments:** Amendment means a that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination when applicable.<sup>3</sup>

**Modifications** Administrative modification means a minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).<sup>4</sup>

### Metropolitan Transportation Plan (MTP)

- Details comprehensive plan for transportation modes
- Includes long and short range goals and strategies
- Identifies funding sources and estimates costs
- Provides framework for choosing transportation projects

**Adopted: Every four years**  
**Amended: As needed**  
**See Summary Table of Participation for Access, Notice, and Comment Periods**

### Congestion Management Plan (CMP)

A Congestion Management Plan (CMP) is a management system and process used by an MPO to improve traffic operations and safety by using strategies that reduce vehicle miles traveled during peak commuting hours and provide other congestion relief.

A CMP usually identifies low-cost improvements with short timeframes (5-10 years), where traditional projects (lane additions etc.) can cost significantly more and have longer implementation timeframes. It follows the same requirements at the MTP.

### Transportation Studies

Periodically, CAMPO undertakes specialized studies to address specific modes, issues, target areas, or corridors. These studies are included and funded as part of the UPWP and advance specific goals, strategies or projects included in the MTP. Frequently, the results of a specialized study lead to the development of a project or multiple projects that are advanced through the TIP. These studies help identify broad issues, concerns, and desires that might be relevant to a specific segment of the population or to a particular geographic area within the county.

Each study has a specific public outreach effort to involve the appropriate participants.

### Congestion Management Plan (CMP)

- Looks for smaller, short-term solutions
- Reviews congestion as the primary concern
- Helps inform the MTP

**Adopted: Every four years**  
**Amended: As needed**  
**See Summary Table of Participation for Access, Notice, and Comment Periods**

### Transportation Studies

- Modal studies such as transit or bicycle/pedestrian
- Data collection and analysis for traffic management
- Sub-area, road, intersection, or corridor studies
- Specialized studies to advance the MTP goals

**Adopted: Endorsed (rather than adopted) for use in future MPO planning and programming activities**  
**Amended: As needed**  
**See Summary Table of Participation for Access, Notice, and Comment Periods**

# Changes to print vs electronic outreach

- Current plan still requires legal ads in print media for PIP, MTP, and TIP actions
- No longer required under NCGS §143-318.12
- Reflects changing nature of how people get their information
- Does not preclude using print media when a specific situation warrants print use

# Addition of Goals

- Every plan needs a goal, and our already adopted Strategic Plan and draft MTP have PPP goals to inform this plan;
  - Strategic Plan goals/measures folded in by reference
  - Placeholder reference for 2045 MTP goals & measures; draft goals have PPP-specific goal and related objectives/measures to tie in once adopted

## 5.2 Public Involvement Plan Update

- Staff released the draft Public Involvement Plan Update for public review and comment from **February 25, 2016 through April 20, 2016** and is preparing for the probable public hearing at the April 20, 2016 Executive Board meeting.

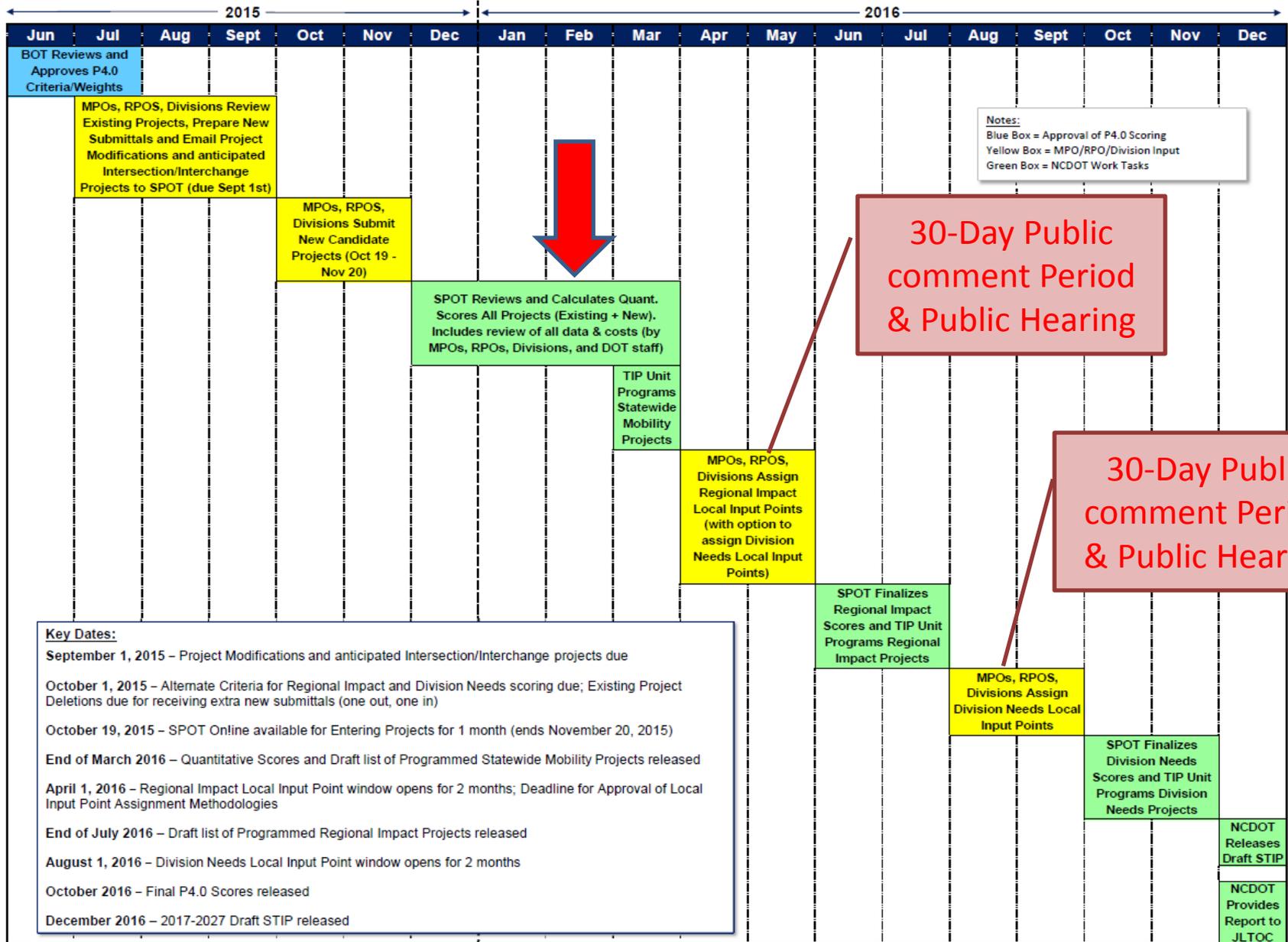
### Requested Action:

**Recommend the Executive Board set the public hearing for their April 20th meeting**

## 5.3 Prioritization (SPOT) 4.0 Update

- Staff will provide an update on the Prioritization (SPOT) 4.0 schedule along with adjustments to the CAMPO Prioritization Methodology
  - Separate 30-day public comment periods and public hearing
  - Update CAMPO prioritization documentation
  - Confirm Target Modal Mixes

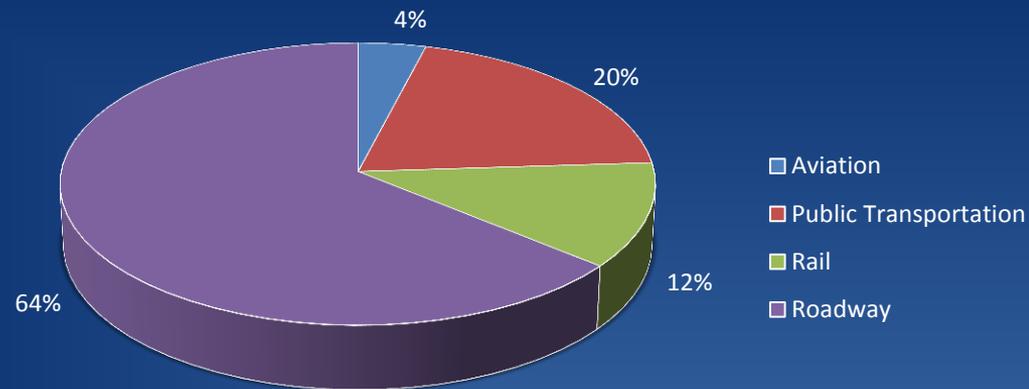
# Prioritization 4.0 Timeline



# CAMPO Local Prioritization Methodology Review

## Regional Impact – Target Modal Mixes

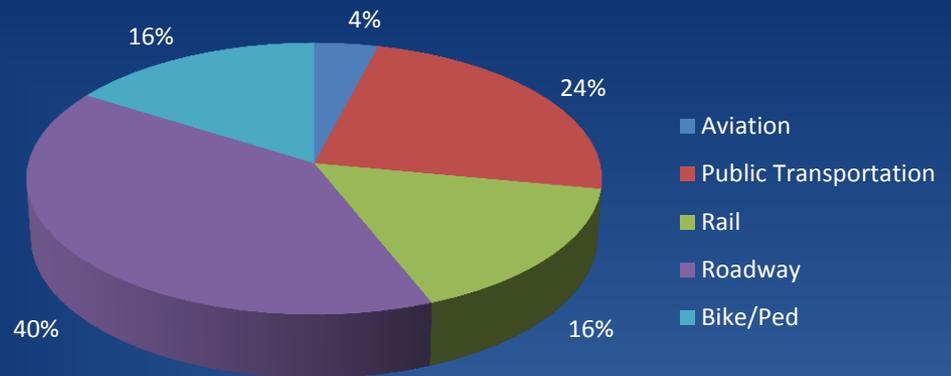
Aviation	100
Bike/Ped	N/A
Public Transportation	500
Rail	300
Roadway	1 600
<b>Total</b>	<b>2500</b>



# CAMPO Local Prioritization Methodology Review

## Division Needs – Target Modal Mixes

Aviation	100
Bike/Ped	400
Public Transportation	600
Rail	400
Roadway	1000
Total	2500



## 5.3 Prioritization (SPOT) 4.0 Update

- Separate public comment periods and public hearing for Regional Impact & Division Needs point assignments
- Administration Updates to Prioritization documentation
- Confirmation on Target Modal Mixes

### **Request Actions:**

**Recommend Executive Board approve updates to local prioritization methodology and target modes**

## 5.4 Wake County Transit Investment Strategy -

Executive Board Discussion on 2/17 on several items:

- Develop a system that is streamlined, transparent, impartial, and representative
- What is governance?
- Roles / responsibilities
- Updates on process to develop a governance structure
- Examples / best practices from other regions

## 5.4 Wake County Transit Investment Strategy -

### What is Governance?

- Fiduciary needs and associated roles and responsibilities
- Regulatory needs and associated roles and responsibilities
- Technical planning/prioritization/programming needs and associated roles and responsibilities
- Implementation of transit services/programs/capital projects

## 5.4 Wake County Transit Investment Strategy -

### Roles & Responsibilities:

- Governance development
  - Ongoing governance
  - Project/program development/implementation
- 
- Role of each jurisdiction?
  - Role of MPO?
  - Role of transit agencies?

# 5.4 Wake County Transit Investment Strategy - Mecklenburg County, NC

- Major policy-making bodies:
  - Charlotte City Council
  - Metropolitan Transit Commission (MTC) - all jurisdictions represented but equivalent to city transit authority board
  
- Governance Pieces:
  - Fiduciary and Regulatory - **City** collects and distributes funding, takes on debt, and ensures compliance with laws
  - Technical Planning/Prioritization/Programming –
    - Items developed by **City** staff and first reviewed by **MTC**
    - **MTC** recommends decisions on items to **City Council**
    - If disagreement – Conference Committee convenes
  - Implementation – **City's** transit system implements projects

# 5.4 Wake County Transit Investment Strategy - Orange and Durham Counties, NC

- Major policy-making bodies:
  - County Boards
  - GoTriangle Board of Trustees
  - DCHC MPO
  
- Governance Pieces:
  - Fiduciary and Regulatory – **GoTriangle**
  - Technical Planning/Prioritization/Programming:
    - **GoTriangle** staff develops and Board of Trustees approves
    - **DCHC MPO** incorporates into its plans/programs
    - Staff Working Group from three parties involved in plan amendments and assumptions
  - Implementation – **Chapel Hill Transit, Go Durham, Durham County Access, Orange Public Transportation, Go Triangle**

# 5.4 Wake County Transit Investment Strategy - California Models

- ~20 Examples
- In almost all cases:
  - Fiduciary and Regulatory – Either MPO or separate regionally representative tax district board and staff from MPO and project sponsors
  - Technical – Either MPO or separate regionally representative tax district board and staff from MPO and project sponsors
  - Implementation – Local governments and transit providers within tax district
- Theme: Separation of governance pieces allows for appropriate checks and balances and prevents conflicts of interest

# 5.4 Wake County Transit Investment Strategy - Update

## **Requested Action:**

**Provide comments on potential schedule, draft plan, and items related to the development of an Interlocal Agreement.**

# 6.1 & 6.2 Budget Informational Items

## Attachments

### 6.1: FY 16 PROJECTED Budget Review QTR 2

The FY 2016 UPWP Operating Budget is \$3,131,488.

Please see attachment 6.1 for more details. As of 12-31-2015 we have spent \$1,009,832.

### 6.2: FY 16 Member Shares

Attachment 6.2 shows the Member's Share for FY 16. Total member share for the FY 2016 is \$604,295 as of 12-31-2015 we have spent \$176,914.

**Requested Action:**  
**Receive as information**

# 6.1 Project Informational Items

## Attachment 6.1

- Hot Spot Program
- NC 54 & More
- Transit Systems Planning
- Raleigh-Cary Rail Crossings Study (RCRX)
- Southeast Area Study
- Regional Freight Plan Study
- LAPP
- (SRTS) John Rex Endowment Grant Award Update

**Requested Action:**

Receive as information

# Staff Reports

- Chris Lukasina, MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Branch
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority

# Upcoming Meetings

- Mar. 11, 2016 Triangle Bicycle & Pedestrian Workshop  
Renaissance Centre, Wake Forest, NC
- Mar. 16, 2016 Executive Board
- Apr. 7, 2016 TCC
- Apr. 20, 2016 Executive Board
- May 5, 2016 TCC
- May 11-13, 2016 NC Association of MPO's Statewide  
Conference, Greensboro, NC
- May 18, 2016 Executive Board

# ADJOURN