



## INFORMATIONAL ITEM: PROJECT UPDATES

### Executive Board – May 18, 2022

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## Studies

### FY 22 Hot Spots

The FY 22 Hot Spot program will have two study areas: bicycle connectivity in the Raleigh/Wake Forest area near Wakefield, NC 98 and Falls of Neuse Road; and a potential interchange design for Friendship Road at US 1 in Holly Springs. Work on these studies, including coordination with local staff, is underway. (Staff Contact: Shelby Powell/Alex Rickard)

### Cary-RTP and Garner-Clayton Rapid Bus/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 rapid bus or 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 were 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 rapid bus/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 second round of community engagement related to potential station areas and alternatives analysis concluded in late April. The release of recommendations and final phase of engagement are anticipated to occur this summer. Information can be found online: <https://wakebrtextensionsstudy.com/>. (Staff Contact: Shelby Powell)

### Southeast Area Study Update

The original Southeast Area Study, evaluating land use and transportation issues in the southeastern section of the MPO's planning area, was completed in 2018. It 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 to identify future recommendations for the MTP. The study will involve extensive public engagement, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study. The Southeast Area Study Update Request for Proposals was released during the fall of 2021 and Kimley-Horn was the selected consultant team. Contracts for the SEAS have been finalized and a notice to proceed was issued to Kimley-Horn in February 2022. Committee invitations have been sent out for the Core Technical Team and Stakeholder Oversight Team. The project team has also begun working on data collection and preparing for the first CTT/SOT meeting on May 19, 2022. Additional meeting notices and information will be sent out to CAMPO and RPO members in the coming weeks. (Staff Contact: Brandon Watson)

### Triangle Bikeway Implementation Study

Current activities have included reviewing the final report; and transitioning both the Work Group and the website to the Triangle Regional Partnership, which is managed by TJCOG. The final report has been reviewed; and was presented to the TCC and Executive Board at their March meetings. The public comment period for the report lasted from March 16 to April 19, with the Executive Board endorsing the study for future planning purposes following a public hearing at their April 20, 2022 meeting. **(Staff Contact: Kenneth Withrow)**

### U.S. 401 Corridor Study

This study covers the U.S. 401 Corridor from generally U.S. 421 in Harnett County north to Banks Road in Wake County. For the purpose of the study, the corridor has been divided into three segments that enable the study team to focus on the requirements of each segment individually:

- 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 project team has conducted the third phase of the project. CAMPO staff gave a presentation on the project at a Fuquay-Varina hosted meeting on Tuesday, January 11 in the Fuquay-Varina Town Hall at 6:30 pm. CAMPO staff had sent out notice of the meeting as well. CAMPO staff in conjunction with the consultant team reviewed alternative ideas, including additional southern and eastern alignments for the corridor. CAMPO staff and the US 401 Corridor Study team gave a report to the Executive Board at their regular March 16, 2022 meeting. Following the presentation, the Executive Board voted to, “Revise the scope and schedule of the U.S. 401 corridor study based on staff’s findings and include the additional route of alignment W (401/55/210), along with the original alignment X (A4 B6 C1) and partially original alignment Z (A2/B5/210) in the study’s findings”. Additional funding has been incorporated into a supplement that addresses the revision to the scope and schedule for the completion of the US 401 Corridor Study to include the aforementioned routes in the study’s findings while still accomplishing the initial objective to determine the ultimate cross-section and alignment of US 401 as noted within the existing scope. The project schedule has also been extended to conclude by June 2023. The project website is located at [www.US401CorridorStudy.com](http://www.US401CorridorStudy.com). **(Staff Contact: Kenneth Withrow)**

### Western Wake Traffic Signal System Integration Study

CAMPO completed the Triangle Region ITS Strategic Deployment Plan Update in early 2020, 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 for the study centered on the Western Wake area, coordinating with NCDOT and the Towns of Apex, Cary, Fuquay-Varina, Holly Springs, and Morrisville. A Study Oversight Team/Core Technical Team combined meeting was held in November to discuss different scenarios for operations and maintenance and the Implementation Plan draft. A CTT meeting was held in December discussing comments received on the implementation chapters, IT issues with IT staff from each CTT jurisdiction, and upcoming Operations and Maintenance chapters. Small group meetings were held during January along with a CTT meeting that focused on operations and maintenance challenges. A

CTT/SOT meeting was also held in March reviewing the integration guidebook goals and recommendations. The last CTT meeting was held in April reviewing the final submitted draft chapters (Chapter 7: Recommendations, Prioritization, and Funding and Chapter 8: Regional Architecture Compliance) and any next steps. In coordination with this project, the ITS Regional Working Group has begun to meet with the first meeting in October 2021, next meeting in March 2022, and upcoming meeting scheduled for May. A final presentation of the study and review of the report by TCC and Executive Board is scheduled for June. **(Staff Contact: Brandon Watson)**

#### Mobility Management Program Implementation Study

CAMPO is conducting a Mobility Management Implementation Study (MMIS), in partnership with Wake County, the City of Raleigh, and the Town of Cary, per CAMPO's FY22 UPWP (amended to include Raleigh and Cary). A Request for Proposals was issued from 4/9/21 to 4/30/21 for a phased approach study to collect proposals. The Notice to Proceed to the consulting firm Nelson Nygaard Associates, Inc. was issued August 11<sup>th</sup> to begin the mobility management program study. This study advances the Mobility Coordination Committee's short-term work found in the amended regional 2018 Coordinated Public Transit Human Services Transportation/Wake Transit Plan. The Technical Steering Committee, made up of transportation stakeholders, kick off meeting occurred on August 31<sup>st</sup>.

Phase I of the study includes the review and analysis of existing and pending regional studies, plans and programs, analyzing the impact of a mobility management program on each existing transportation program, drafting a public engagement plan as well as a recommendation regarding potentially hiring a regional mobility manager. Phase I also includes preparing a high level "white paper" identifying benefits and challenges a MMP may create for the existing regional transportation programs, a best practices and peer review, Board, stakeholder and public outreach and presentations and development of an Interlocal Agreement for agencies able to participate in Phase II. Phase II, which is the actual implementation plan for the mobility management program, includes final development and analysis of operational details, implementing the full public outreach strategy and a final report.

During January and February continuing into March and April, Phase I of the stakeholder engagement began with the consultant team/CAMPO and TSC members providing the study introductory presentations to stakeholder agencies boards and providing an informational flyer and one pager on the study that defines mobility management. The April 19th TSC meeting saw the team go over what was learned during the stakeholder engagement presentations, the foundational existing conditions report for the region and the peer reviews and included hands on discussion on the jurisdiction's specific concerns and thoughts on the Implementation framework for the regional mobility management program. The consultant team will recap the last workshop and other findings and have provided a list of potential focus group agencies and members as collected from CAMPO staff, the TSC jurisdictions and boards members. The framework of the mobility management program is expected to be presented to the stakeholders in the June/July time period. Project completion is scheduled for June 2023. **(Staff contact: Crystal Odum)**

#### Committees

##### Mobility Coordination Committee

The MCC is the CAMPO administered committee borne out of the 2018 Coordinated Public Transit- Human Service Transportation Plan. The Plan sets the regional priorities for transportation investments and initiatives for human services and public transit coordination for seniors, disabled and low-income persons. Given the complexity of our regional transportation system and the type of mobility

management program that may be required to be implemented, the MCC members recommended to the CAMPO Board to hire a consultant with mobility management expertise to assist the committee members with the short-term goal of developing and implementing a mobility management program. The notice to proceed for the Mobility Management Program Implementation Study (MMPIS) was issued to the firm of Nelson Nygaard on August 11<sup>th</sup>.

Both MCC working group/sub-committees met last on May 6<sup>th</sup> to continue to address the coordinated plan's remaining short-term recommendations for FY 22 which includes advancing the mobility management program implementation study and ADA coordination among the transit providers. Given various agencies staffing shortages and workloads, multiple federal Triennial Reviews and pending MMIS work, the ADA subcommittee Chair/Vice Chair with CAMPO concurrence had paused the ADA subcommittee meetings since November. During the subcommittee hiatus, CAMPO staff continued the work to address overlap or duplication of MMIS work. CAMPO staff is coordinating MMIS and MCC work including the remaining short-term ADA recommendations yet to be completed.

The CT subcommittee Chair/members are also working directly with the MMIS consultants to develop the regional mobility program. A subset of the CT committee met in late February to determine if a potential Social Pinpoint platform pilot program to improve communication and data exchange between the human service agencies and the transit providers is doable. New human service agency members are joining the MCC CT subcommittee. Committee members are participating in activities and progress on the State's NEMT program. In the coming months, there will be continued close coordination with the MMIP study project team/consultant and the MCC, coordinating the work including developing the structure for the mobility management program and obtaining leadership guidance on the mobility management study's direction. During the May 6<sup>th</sup> meetings, members provided an update and input requested on the MMIS work and the outline of the Short-Term Report was reviewed. Next subcommittee working meetings are scheduled for Wednesday, June 1<sup>st</sup> (ADA) and Friday, June 3<sup>rd</sup> (CT) to continue this work reviewing the Short-Term Report and planning for the Mid-Term scheduled work.

The full MCC committee was updated on all sub-committee activities at the quarterly January 20<sup>th</sup> meeting. MMIS consultants from Nelson Nygaard participated in the meeting to continue learning more about the member agencies and provide content to the study. CAMPO presented the draft stakeholder's presentation and received input on it. The April 21<sup>st</sup> quarterly meeting was cancelled due to reasons cited above. The next full committee quarterly meeting is scheduled for July 21<sup>st</sup>. Project updates to the CAMPO TCC/Executive Board will occur in May/June while Wake Board of Commissioners, TPAC and other partner boards updates will also occur in the new fiscal year. Information on the MCC's work is on the CAMPO's [Mobility Coordination Committee webpage](#). **(Staff Contact: Crystal Odum)**

#### **Safe Routes to School (SRTS)**

The SRTS Subcommittee met on Friday, September 24, 2021. Items discussed included the future Road Safety Audit, developing a baseline crossing guard inventory, and general updates. The proposed Road Safety Audit (RSA) 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 candidate school for the RSA was awarded to Vandora Springs Elementary School in Garner, North Carolina. Staff from CAMPO, NCDOT, Wake County Health and Human Services, Wake County Public Schools, and the Town of Garner participated in the Safe Transportation for Every Pedestrian "Train the Trainer" workshop on Wednesday, September 29, 2021 in preparation for the RSA. The latest SRTS Subcommittee meeting was held on Friday, March 18, 2022; in which the Vandora Springs Elementary was discussed. The next SRTS Subcommittee meeting will be held on Friday, June 17, 2022. **(Staff Contact: Kenneth Withrow)**

### Safe Routes to School (SRTS) Road Safety Audit Project CAMPO/NCDOT

The FY 2022 Capital Area MPO Unified Planning Work Program (UPWP) contains a continuation of three major work tasks from FY 2021 that are to be done by the SRTS Subcommittee. Those tasks include - in priority: (1) Creating a Baseline Crossing Guard Inventory, (2) Development and Distribution of a Bicycle Comfort Level Map, and (3) Pursuing the development of School Road Safety Audits. As of August 26, 2021, CAMPO, in cooperation with NCDOT and the Wake County Safe Routes to School coordinator, have selected Vandora Springs Road Elementary School as the state's first pilot project for a school Road Safety Audit. Staff from CAMPO, NCDOT, Wake County Health and Human Services, Wake County Public Schools, and the Town of Garner participated in the Safe Transportation for Every Pedestrian "Train the Trainer" workshop on Wednesday, September 29, 2021 in preparation for the upcoming RSA. The Road Safety Audit for Vandora Springs Elementary School occurred on Friday, November 19, 2021. The draft RSA report has been reviewed by the Road Safety Audit team; and the final draft will be presented to the SRTS Subcommittee at their June 17, 2022 meeting. **(Staff Contact: Kenneth Withrow)**

## Programs

### 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. CAMPO and ITRE staff, along with staff members from the participatory local governments had met to talk about maintenance of the counters as well as scheduling on-site visits to the counters. On-site visits have been conducted; and will occur as needed. Currently, ITRE staff is working to develop a maintenance agreement for the counters. Information on the current counters can be found at: <https://itre.ncsu.edu/focus/bike-ped/nc-nmvdv/>. **(Staff Contact: Kenneth Withrow)**

### Triangle Transportation Choices (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 FY 21 annual impact report has been released and can be viewed [here](#).

The annual FY 23 Request for Proposals for the Triangle TDM Program was released in December 2021 and applications were due in February 2022. Following the update to the Joint MPO Transportation Policy Priorities, there is a new equity and inclusion initiative this year for smaller grassroots level/non-profits/community-based organizations that work with equity priority communities. Information about this initiative and all RFP information is located at the link below. Thirteen traditional applications and seven equity initiative applications were received, and the Oversight Committee met in March and April to discuss and review applications. Notice of award is expected mid-May 2022. TJCOG began updating the Triangle TDM Plan in 2019, with the intent 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. The plan update has been on hold due to NCDOT funding issues and COVID impacts. However, a logo



and branding effort has moved forward changing the program name to Triangle Transportation Choices with a new logo. TJCOG has also began integrating equity into the application process for TDM programs in line with proposed recommendations from the update. Information about the TDM Plan Update, FY 22 grantees, and FY 23 RFP information can be found on the Triangle Transportation Choices website at: <https://www.tjocog.org/programs-land-use-transportation/transportation-demand-management>. (Staff contact: **Brandon Watson**)

## Projects

### NCDOT Highway Project U-2719 – Updates

The overall completion is scheduled for 2024.

Division 5 Engineer Brandon Jones gave the Executive Board a presentation during their October 20 meeting. Regular Stakeholder meetings are held on the second Thursday of every month. Lane Construction has also sent out a Closure Notice for Wade Ave for Girder Setting for the Nights of Monday May 16<sup>th</sup> thru Friday May 20<sup>th</sup>. The notice from Lane Construction indicated that:

“The Girder setting should only take 2 nights (WB Scheduled for May 16<sup>th</sup>, EB Scheduled for May 20<sup>th</sup>) and will require Full Shutdowns of Wade on these nights from Midnight to 5AM to allow for installation of the Girders. However, this Girder Set will require single lane OR full closures on the remaining nights of that week to allow for installation of the Traffic Protection and other Bridge hardware”.

We will update this email if there are any additional scheduling changes Further details about the projects are located at NCDOT’s [I-440 & Blue Ridge Road Improvements webpage](#). (Staff Contact: **Kenneth Withrow**)

### 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** The following intersection improvements projects were programmed for Right-of-Way and Construction by the MPO Executive Board in April 2022.

- HL-0008C (NC-50 (Benson Rd) at Timber Dr.)

- HL-0008D (Holly Springs Rd. at Sunset Lake Rd.)
- HL-0008G (Lake Wheeler Rd. at Hilltop Needmore Rd.)
- HL-0008H (Lake Wheeler Rd. at Simpkins Farm Ln.)
- HL-0008L (Ten Ten at Bells Lake Rd)
- HL-0008O (NC 42 at Johnston Rd)
- HL-0008P (Ten Ten Rd & NC 50 (Benson Rd))
- HL-0008Q (Optimist Farm Rd & Bells Lake Rd)
- HL-0008S (Olde South Rd & Penny Rd)

The following projects were removed from further consideration of programming with NC 540 Bonus Allocation funds by the MPO Executive Board in April 2022:

- Lake Wheeler Rd. at Ten Ten Rd.
- Kildaire Farm Rd & Penny Rd
- Main St & Holly Springs Rd
- Cleveland Rd & Old Drug Store Rd
- NC 50 & Steven Oaks Rd
- NC 42 & Old Stage Rd
- Hilltop Needmore Rd & Johnson Pond Rd
- Holly Springs Rd & Arthur Pierce Rd
- NC 42 & Rock Service Station Rd
- Ten Ten Rd & Rand Rd
- Optimist Farm Rd & Manns Loop Rd
- White Oak Rd & Hillandale Ln
- Old Stage Rd & Legend Rd
- Johnson Pond Rd & Whitted Rd
- Optimist Farm Rd & Johnson Pond Rd
- Ten Ten Rd & Johnson Pond Rd / Blaney Franks Rd

NCDOT's Division 5 continues to work on the preliminary engineering of the second group of intersection improvement projects. That second group of projects are expected to be presented for Right-of-Way and Construction programming in the next TIP amendment. **(Staff Contacts: Alex Rickard)**

## Wake Transit Plan Implementation Updates

### Recommended FY 2023 Wake Transit Work Plan

The Draft FY 2023 Wake Transit Work Plan was released by the TPAC for public comment at its February 9<sup>th</sup> regular meeting. A stakeholder Q&A session with project sponsor staff was held on March 17 at 4:00 p.m. The TPAC produced a final recommended FY 23 Work Plan at its April meeting. A public hearing is scheduled for the Executive Board meeting on May 18, with final adoption anticipated in June, 2022. More information is available on <https://goforwardnc.org/input/>. **(Staff Contact: Shelby Powell, Evan Koff)**