CAMPO

NC Capital Area **Metropolitan Planning Organization**

WELCOME!

Today's Executive Board meeting is being held online.
The meeting will begin shortly.

Please be prepared to mute your audio following roll call.

Call In: 650-479-3208 Meeting Code: 474 734 329 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:
https://docs.google.com/spreadsheets/d/1t1SSOkasoyoIFdU1TWM0Svw3-6bE7mcJHebqnFzbMms/edit?usp=sharing

Download Presentation Slides: https://campo.legistar.com/Calendar.aspx

CAMPO

NC Capital Area Metropolitan Planning Organization

Executive Board Meeting

August 16, 2020

4:00 P.M.

Roll Call - Attendance

Town of Angier
Town of Apex
Town of Archer Lodge
Town of Bunn
Town of Cary
Town of Clayton
City of Creedmoor
Franklin County
Town of Franklinton
Town of Fuquay-Varina
Town of Garner
GoTriangle Board of Trustees
Granville County
Harnett County
Town of Holly Springs
Johnston County
Town of Knightdale
Town of Morrisville
NC Board of Transportation
City of Raleigh
Town of Rolesville
Wake County
Town of Wake Forest
Town of Wendell
Town of Youngsville
Town of Zebulon

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1. Welcome and Introductions
   Roll Call of Voting Members & Alternates

2. Adjustments to the Agenda

3. Ethics Statement:

   In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

   Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

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4. Public Comments

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

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5. Consent Agenda

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5. Consent Agenda

5. 1 Executive Board July 2020 Meeting Minutes Draft

Requested Action: Consider approval the July 2020 Meeting Minutes

5. 2 Locally Administered Projects Program (LAPP) FY2022 Proposed Changes and Target Modal Investment Mix

Requested Action: Consider approval of the LAPP FY2022 Proposed Changes and Target Modal Investment Mix. Open the "One Call for All" call for projects through October 30, 2020.

5. 3 FY2020-2029 Transportation Improvement Program Amendment #2

Requested Action: Receive as information.

5.4 Capital Area MPO Complete Streets Resolution

Requested Action: Consider adoption of the Complete Streets Resolution.

5.5 CAMPO SRTS Program - Data Sharing MOA

Requested Action: Consider approval of the Memorandum of Agreement for Signature.

Roll Call – Consent Agenda

Town of Angier
Town of Apex
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Town of Bunn
Town of Cary
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Wake County
Town of Wake Forest
Town of Wendell
Town of Youngsville
Town of Zebulon

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7. Regular Business

NC Capital Area Metropolitan Planning Organization

7.1 R.E.D. Priority Bus Lanes

RED Priority Bus Lanes Study

CAMPO Executive Board

August 19, 2020

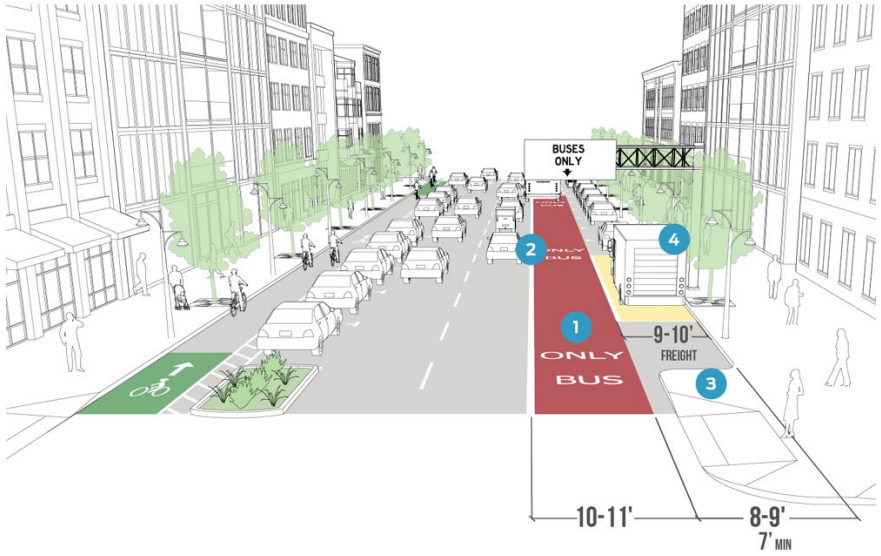
RENAISSANCE PLANNING

WHAT IS A RED LANE?

A transit-priority travel lane that often accommodates non-transit users

- Right-turning vehicles
- Emergency vehicles
- Driveway access
- (and sometimes bikes!)

WHAT IS A RED LANE?



- Reduce transit delays in congested corridors.
- Balance transit operations with the needs of all corridor users.
- Specific designs vary based on context:
  - Other users
  - Supporting operational enhancements (TSP, e.g.)
  - Red paint aids enforcement but is not always necessary or appropriate.

STUDY CONTEXT AND PURPOSE

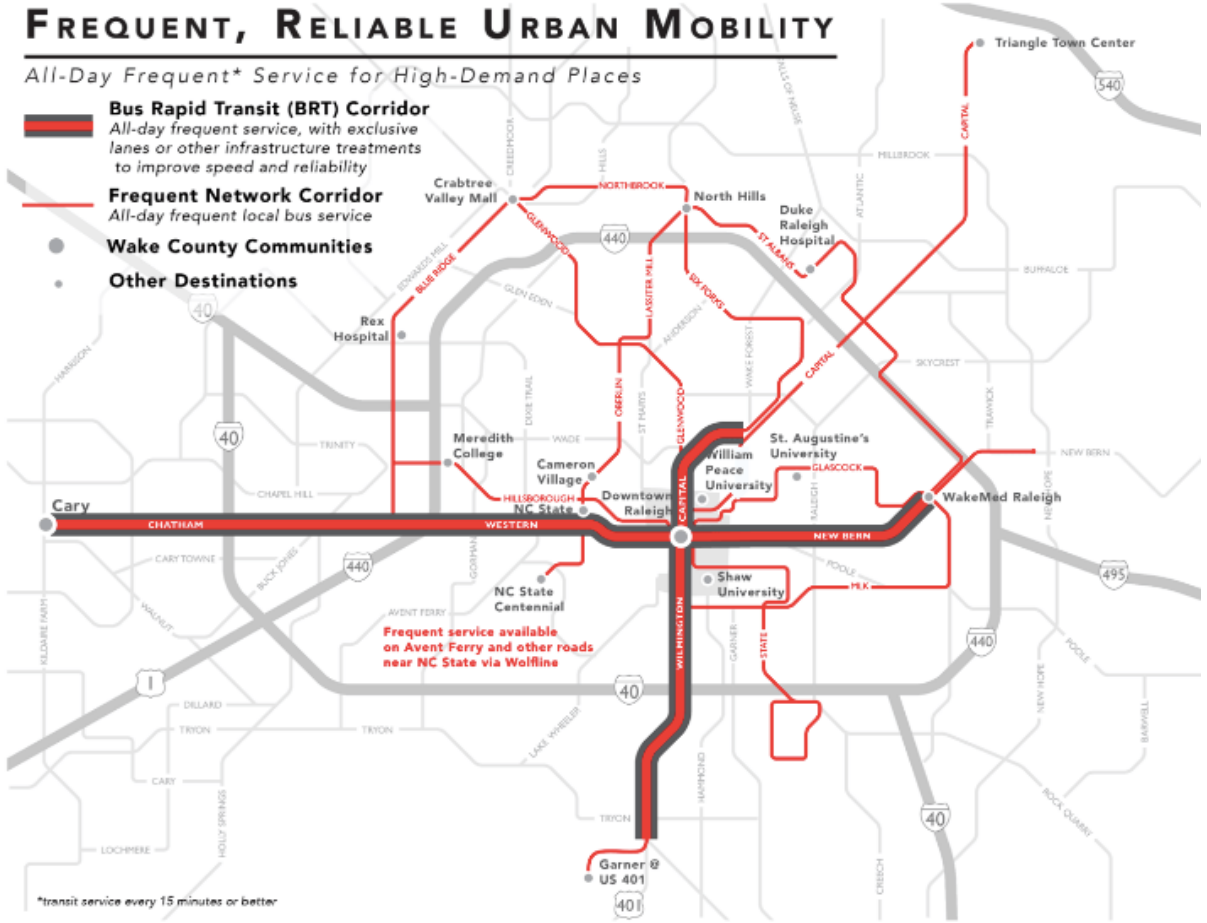
Fixed-guideway in long-range transportation plans include:

- Regional commuter rail
- BRT serving downtown Raleigh in four directions
- Frequent, reliable bus services

Questions:

- How can transit service in non-BRT corridors be made faster and more reliable with exclusive lanes?
- How can the region systematically evaluate the best places for those lanes?

RED Lanes are part of the answer.

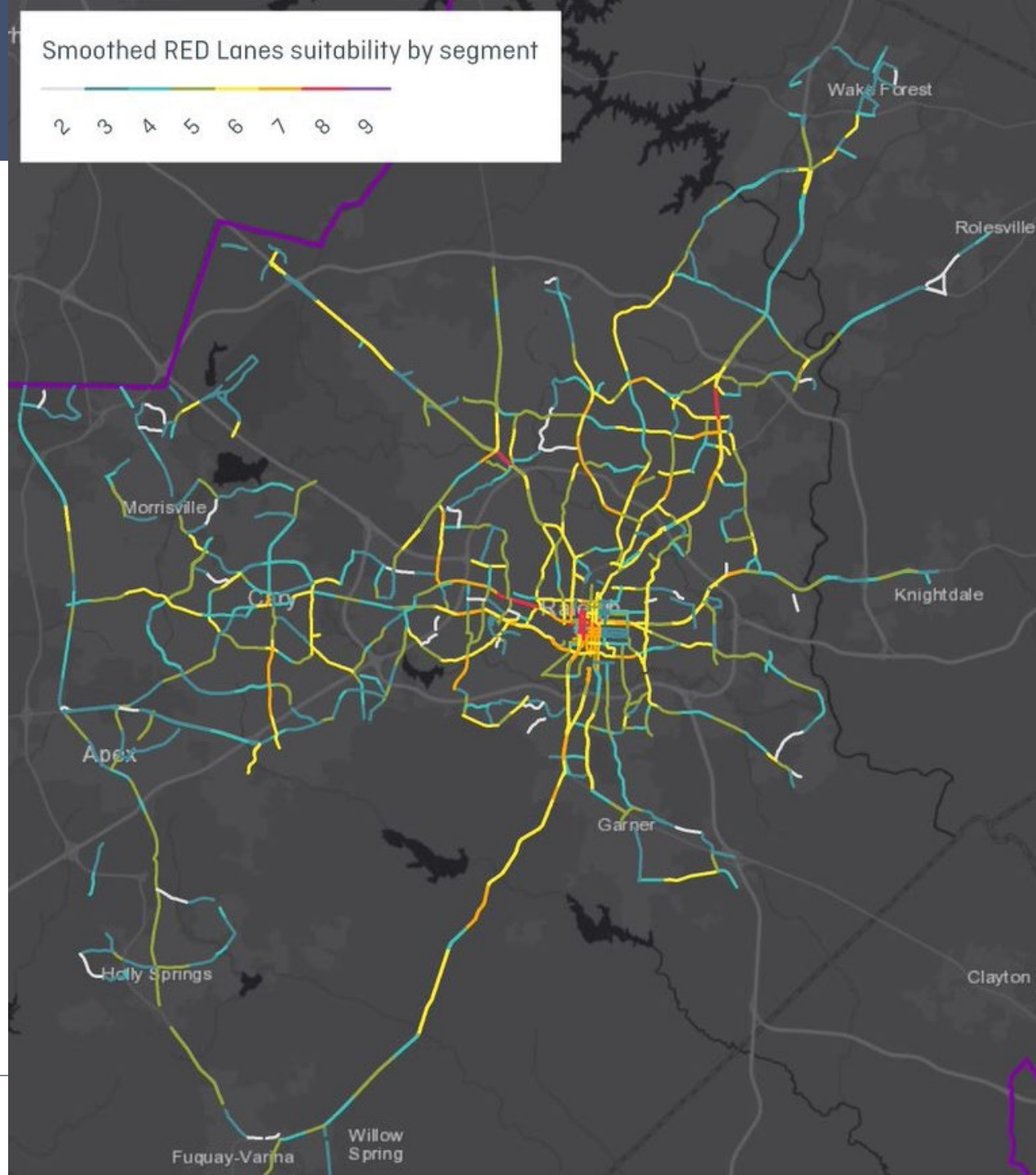


OBJECTIVES OF THE STUDY

- Clearly define RED Lanes concepts and components
- Describe best practices for RED Lanes planning and implementation
- Develop a regional RED Lanes analysis process
  - Identify metrics and supporting data sets
  - Devise a comprehensive evaluation methodology
  - Create an analysis toolkit
  - Provide guidance on toolkit use and score interpretation

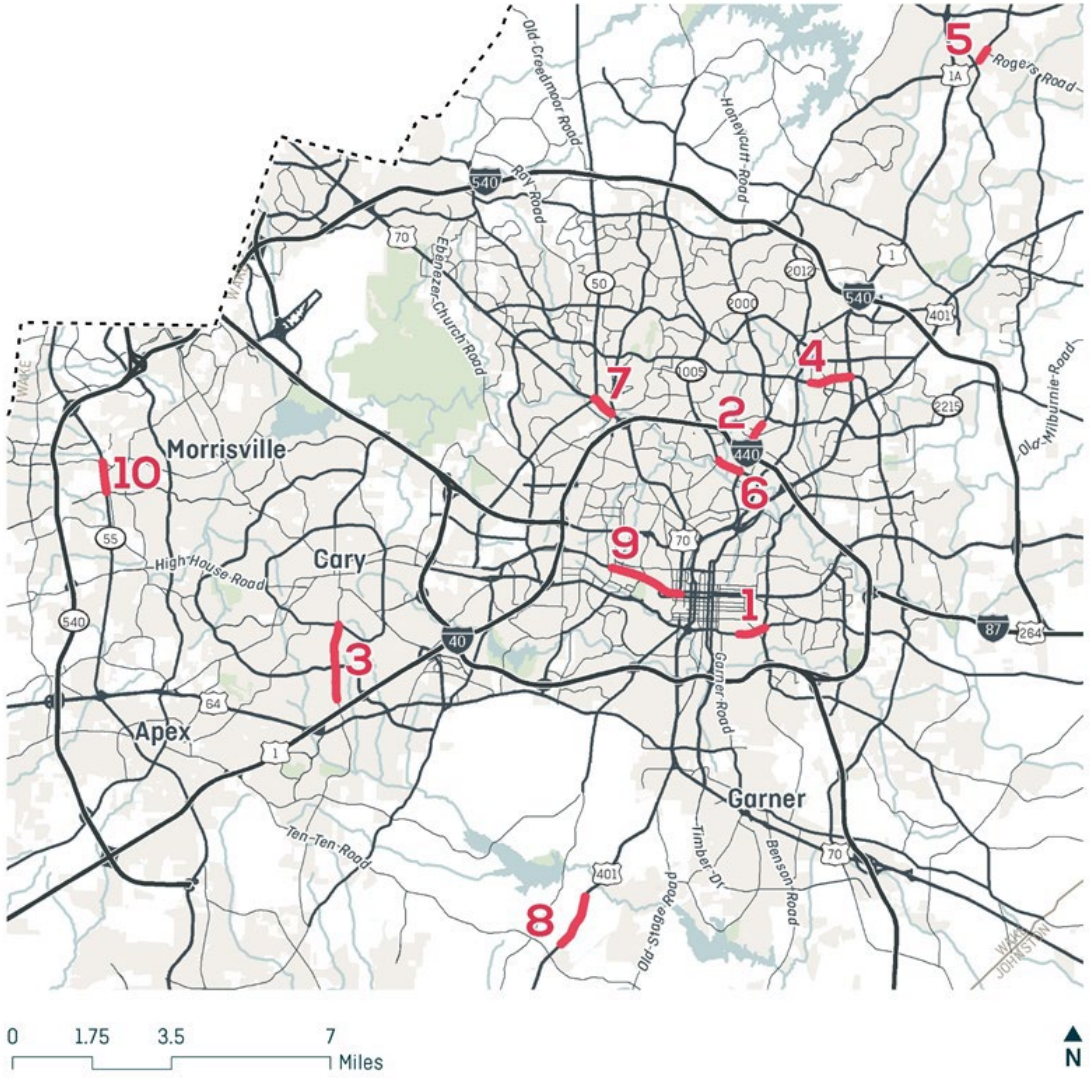
OUTCOMES

- Regional RED Lanes Suitability Evaluation
  - Travel demand
  - Transit operations
  - Highway operations
  - Context and Design
- Detailed differentiator measures
  - Feasibility
  - Communities of Concern
- Implementation guidance measures
  - Full time vs. part time
  - Transit signal priority (TSP)
  - Non-motorized propensity



STUDY PRODUCTS – IMPLEMENTATION GUIDANCE

- **Scoping Sheet Menu**
  - Guide to interpreting RED Lanes Toolkit outputs for scoping detailed study of RED Lanes implementation on a segment.
- **Candidate Corridor Scoping Sheets**
  - Examples of RED Lanes scoping sheets in 10 corridors
    1. Martin Luther King Jr. Blvd.
    2. Wake Forest Rd.
    3. Kildaire Farm Rd.
    4. Millbrook Rd.
    5. Main Street (Wake Forest)
    6. Six Forks Rd.
    7. Glenwood Ave.
    8. Fayetteville Rd.
    9. Hillsborough Street
    10. NC 55



STUDY PRODUCTS - REPORTS

- **Final Report**
  - Summary of the RED Lanes Study, its findings, and key planning resources.
- **RED Lanes Fundamentals**
  - Key concepts, best planning practices, design features, bus operations, relationship to BRT, cost considerations
- **Key Plans in the CAMPO Region**
  - Relationship of RED Lanes to past and ongoing plans/studies affecting regional multimodal travel
- **Existing Conditions and Trends**
  - Identify, analyze, and report key metrics and supporting datasets to inform the RED Lanes toolkit

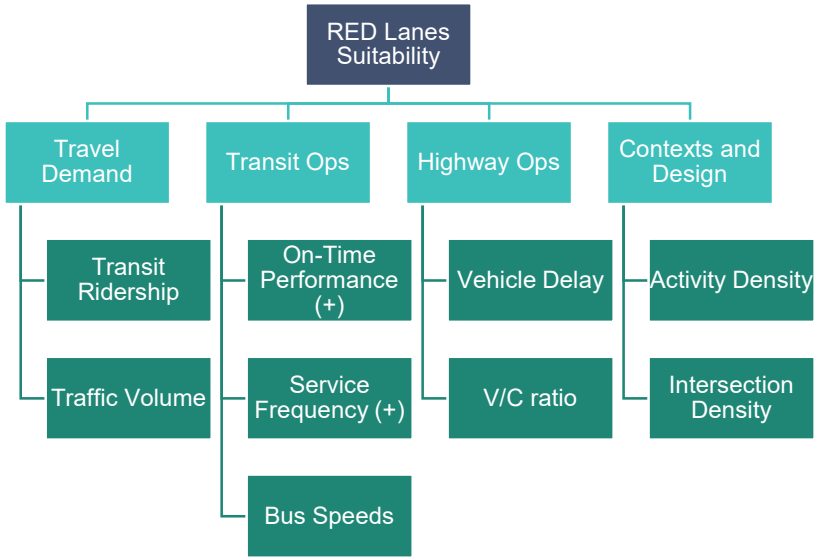
STUDY PRODUCTS - TOOLKIT

- **RED Lanes Evaluation Methodology**
  - Process to assess RED Lanes Suitability based on existing conditions and trends
- **RED Lanes Toolkit**
  - GIS tools to apply the RED Lanes Evaluation Methodology
- **RED Lanes Toolkit User Guide**
  - Detailed documentation of the RED Lanes Toolkit

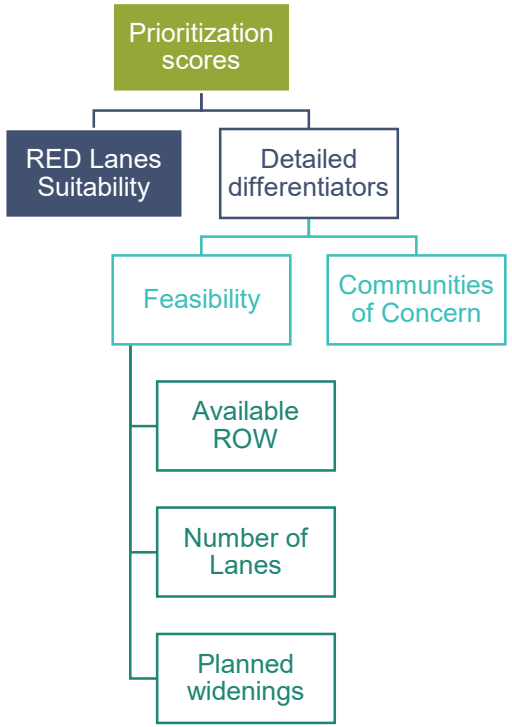
STUDY PROCESS – TOOLKIT ELEMENTS

Linking suitability, prioritization, and implementation

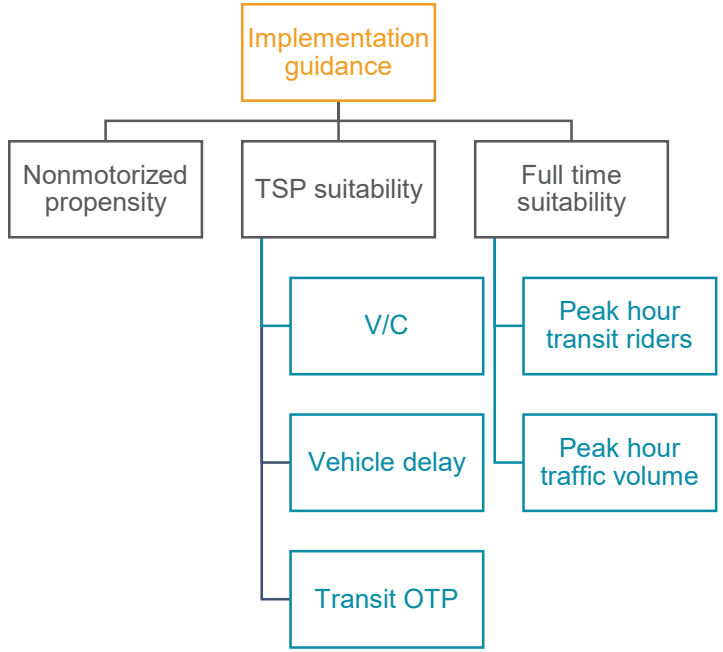
1. Suitability Scores



2. Prioritization Scores



3. Implementation Guidance



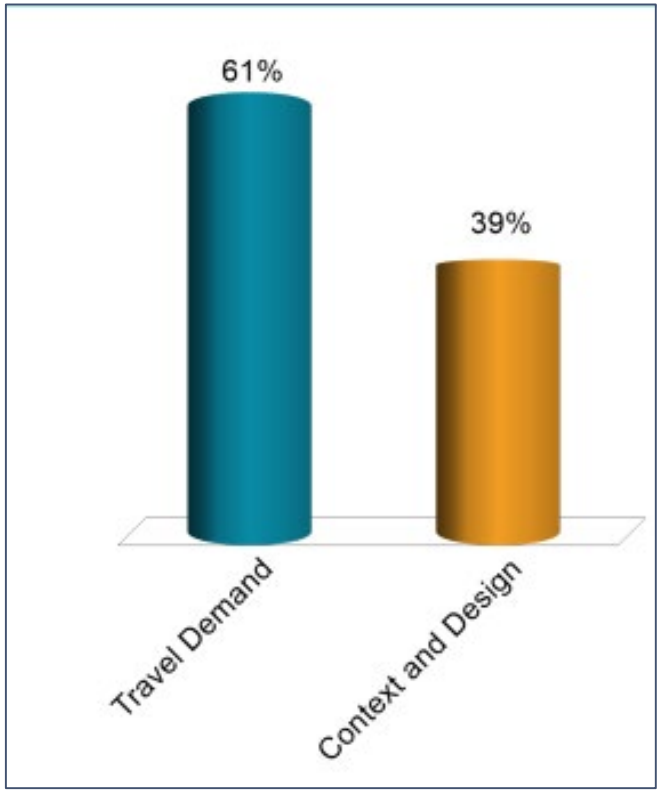
INDICATORS AND METRICS BY TOPIC

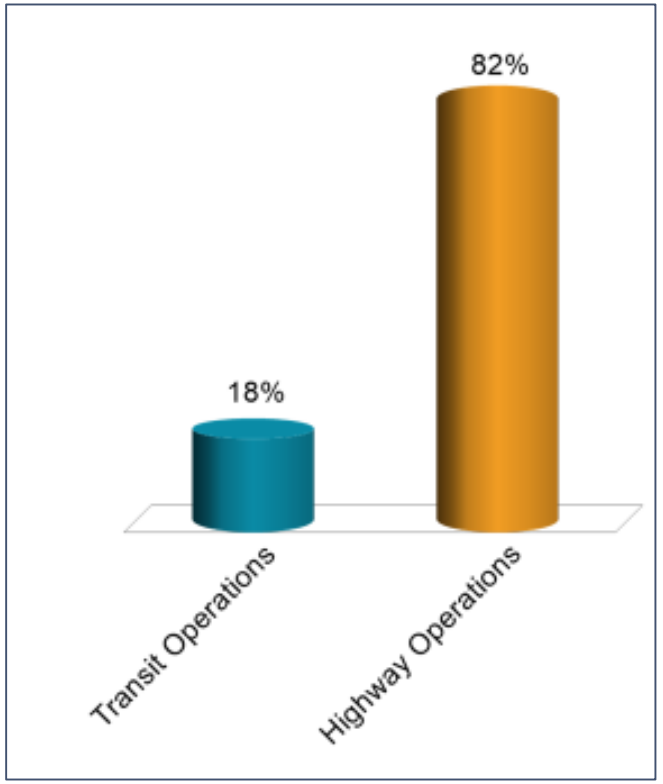
- Metrics reflect those listed in RED Lanes Fundamentals Report and CTT emphasis.
  - Transit vehicle volume
  - Person throughput by all modes
  - Volume-to-capacity (v/c) ratio and highway level of service
  - Reliability, travel time variability, delay
  - Available right of way and physical/spatial constraints
- Some metrics directly support RED Lanes suitability scores; others provide implementation guidance.

TOPIC AREA Indicator	Metric	CTT Priority	Literature Priority
DEMAND			
Transit Ridership (p. 8)	Forecasted daily route-level transit passengers by segment in 2045	High	High
	Forecasted peak-hour route-level ridership as a share of daily route-level ridership by segment in 2045	High	High
Transit Mode Share (p. 12)	Transit commute (journey to work) mode share in 2015	Low	Low
Traffic Volume (p. 14)	Forecasted daily bi-directional traffic volume by segment in 2045	Low	High
	Forecasted PM peak hour volume-to-capacity ratio by direction in 2045	Low	Medium
Non-motorized Users (p. 18)	Walk access to jobs (proxy for non-motorized trip demand) in 2014	Low	Low
Person throughput *(p. 20)*	*To be addressed at a project level*	*High*	*High*
OPERATIONS			
Transit on time performance/ reliability (p. 21)	On time performance rates by route in 2018/ 19	High	High
Transit service frequency (p. 25)	Transit vehicles per hour (bi-directional) by segment in 2019	Low	High
	Future RED Lanes-supportive frequency by segment by planning horizon year.	Low	High
Transit Signal Priority *(p. 29)*	*To be addressed at a project level*	*Medium*	*NA*
Person/ vehicle delay (p. 30)	Forecasted AM peak hour congested-to-free-flow-speed ratio by direction in 2045	Low	Medium
Average travel speed (p. 33)	Forecasted peak hour bus travel speed by direction in 2045	Low	Medium
CONTEXTS			
Adjacent land uses (p. 35)	Activity unit density by TAZ in 2013	Medium	Low
	Intersection density by block group in 2011	Medium	Low
Context classification/ complete streets (p. 39)	*To be addressed at a project level*	*Medium*	*NA*
Parking/ curb space (p. 41)	*To be addressed at a project level*	Low	Low
Accessibility (p. 43)	Transit-to-auto access to jobs ratio in 2013	Medium	NA
	Communities of concern by block group in 2012	Medium	Low
Functional/ access class (p. 47)	Functional class by segment in 2045	Low	Low
DESIGN/ OTHER			
Number of lanes (p. 50)	Segment lane count by direction in 2013	Medium	Medium
	Buildings intersected (within potential ROW buffer) per mile by segment in 2018	Medium	Medium
Intersection design, separation of traffic, safety, enforcement, maintenance, cost, and project length to be addressed at a project level, following best practices findings from RED Lanes Fundamentals *report.*			

WEIGHTING JUDGMENT

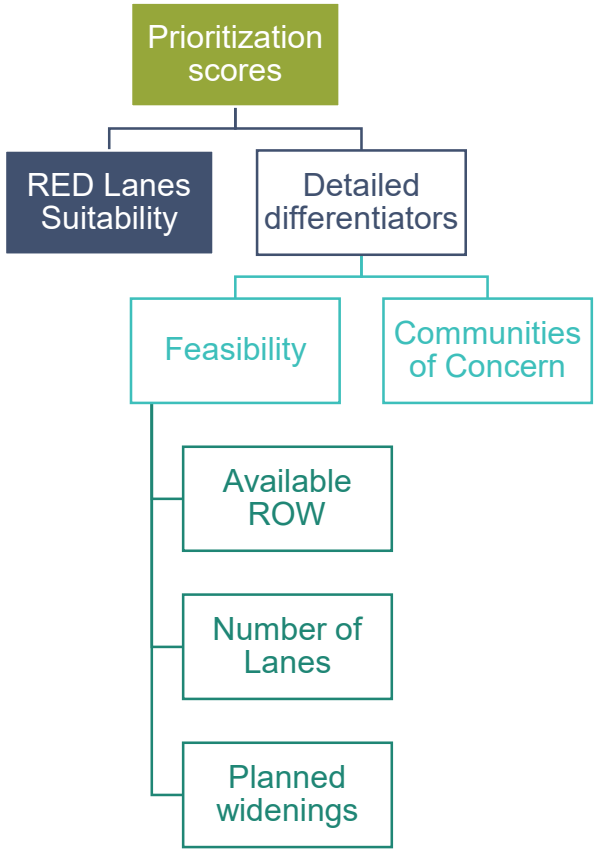
- Interactive polling sessions to determine factor weightings
  - Comparisons of suitability based on emphasizing different major dimensions
  - Feedback based in part on “which map makes the most sense” and in part on topic-area relevance
  - Regional and local examples considered with Core Technical Team (CTT) and TCC



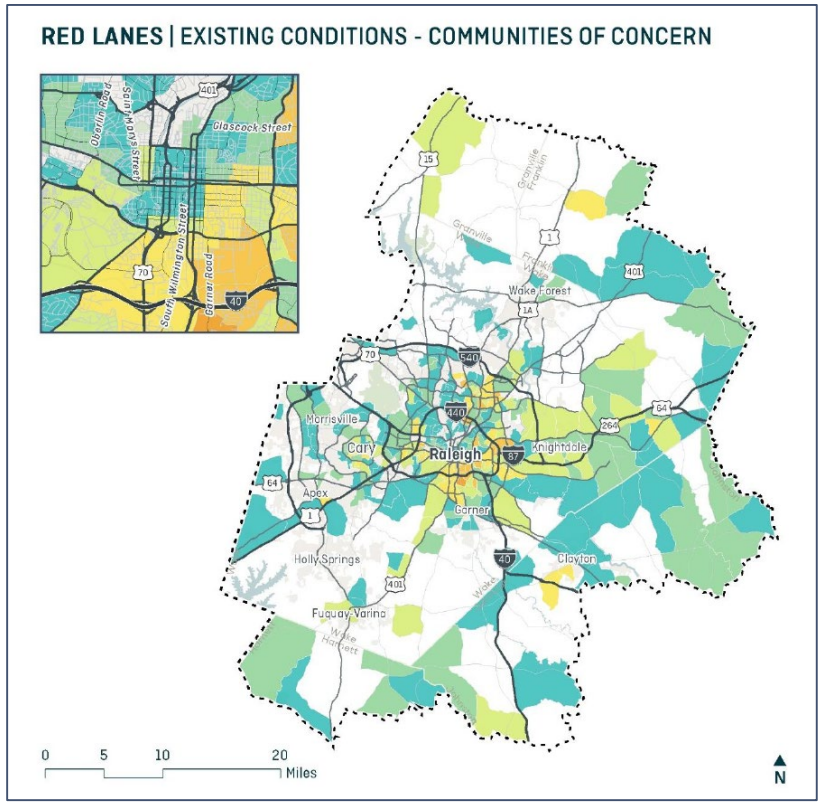


BLENDING DATA AND JUDGMENT

2. Prioritization Scores

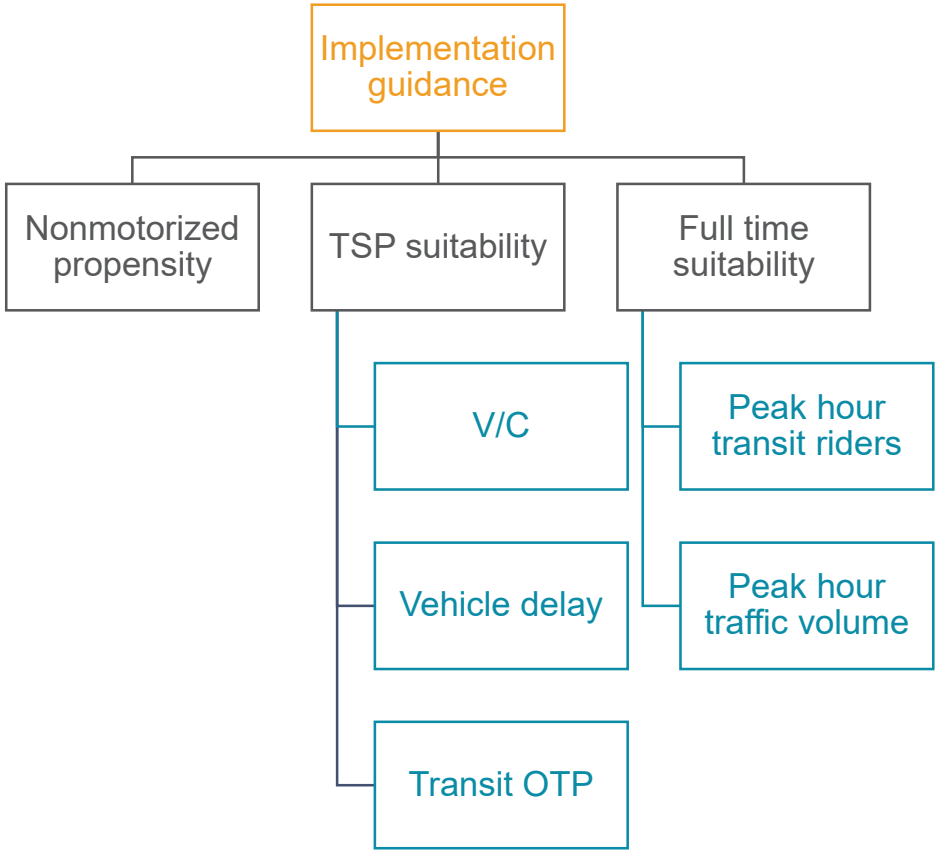


- Start with quantitative suitability
- Consider “detailed differentiators”
- Objectives:
  - Flexibility for solutions
  - Qualitative sense of differentiation
- Products:
  - Scores
  - Toolkit
  - Implementation guidance….



BLENDING DATA AND JUDGMENT

3. Implementation Guidance



Code	Cost Element	Candidate Corridor Attributes
LANE TYPE		
L1	Standard Bus Lane – White Pavement Striping	**Full-time suitability** is Low or Medium
L2	Red Paint Bus Lane	**Full-time suitability** is Medium or High
ENFORCEMENT		
E1	Police enforcement	**Full time suitability** is Low
E2	Bus mounted Camera	**Full time suitability** is Medium or High
E3	Stationary Camera	**Full time suitability** is High
TRANSIT SIGNAL PRIORITY		
T1	Center to Center systems	**TSP suitability** is Medium or High
T2	GPS based System	

CANDIDATE CORRIDORS – IMPLEMENTATION GUIDANCE

Candidate Corridor Definitions

- Logical segments
- Policy judgment
- Geographic diversity

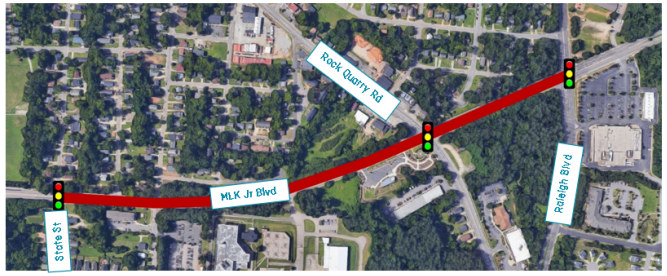
Candidate Corridor Scoping Sheets

- Suitability scores
- Implementation guidance
- Potential configurations
- Rough cost estimate

CORRIDOR: MARTIN LUTHER KING JR BLVD

From State Street to Raleigh Blvd. Length: 3200 Feet Signalized Intersections: 3
Average Annual Daily Traffic: 20,500 to 23,500

This Corridor Scoping Sheet presents suitability criteria and appropriate potential design, operational, and enforcement elements for a candidate RED Lane corridor. The information on this sheet is intended to help potential project sponsors understand the corridor suitability and range of treatments that might warrant further study.



CORRIDOR SCORES AND INTERPRETATION

As shown below, in the regionwide analysis for RED Lanes suitability, this corridor received a score of 7 out of 10, indicating moderate-to-strong performance or need across all suitability dimensions (travel demand, highway operations, transit operations, and context/design).

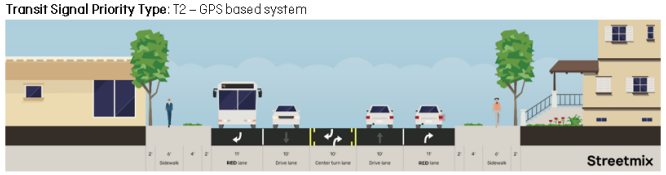
Suitability Score	7
Travel Demand Score	6
Highway Operations Score	9
Transit Operations Score	6
Context and Design Score	5

Detailed Differentiators	
Communities of Concern Served	High
Feasibility	Medium
Implementation Guidance	
Nonmotorized propensity	High
Transit Signal Priority suitability	Medium
Full Time suitability	High

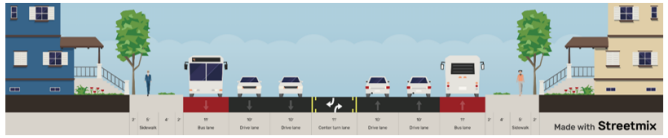
Suitability Score of 7 = Medium/High RED Lanes Suitability - Medium to high scores on many parameters observed on this segment. Low scoring parameters may be those with less emphasis in the weighted scoring process. A high score for *Communities of Concern Served* and a medium *Feasibility* rating make this segment suitable for a detailed implementation study.
High Transit Signal Priority Suitability warrants application of TSP systems at signalized intersections. *High Full Time Suitability* warrants application of RED painted bus lane and either a bus mounted or stationary camera for enforcement. *High Nonmotorized Propensity* indicates that bicycle and pedestrian facilities should be a key component in any detailed implementation study.

POTENTIAL STREET CONFIGURATIONS

Lower-Investment configuration
Potential Section: Type B1 - 5 Lane road with 2 general purpose lanes, 1 center turn lane, and 2 RED Lanes
Lane Type: L1 – Standard Bus Lane – White Pavement Striping | **Enforcement Type**: E2 – Bus-Mounted Camera
Transit Signal Priority Type: T2 – GPS based system



Higher-Investment configuration
Potential Section: Type D - 7 Lane road with 4 general purpose lanes, 1 center turn lane, and 2 RED Lanes (if RED lanes were implemented as part of a widening project)
Lane type: L2 – RED Paint Bus Lane | **Enforcement Type**: – E2 – Bus-Mounted Camera
Transit Signal Priority Type: T2 – GPS based system



All changes may require additional design and traffic impact studies. Some changes may require National Environmental Protection Act (NEPA) and/or other studies. In future, an exploration into widening this segment to 6 lanes (with 4 drive lanes, 2 RED Lanes and a median) may be warranted based on traffic volumes in this corridor. That may require additional ROW and shifting of utilities.

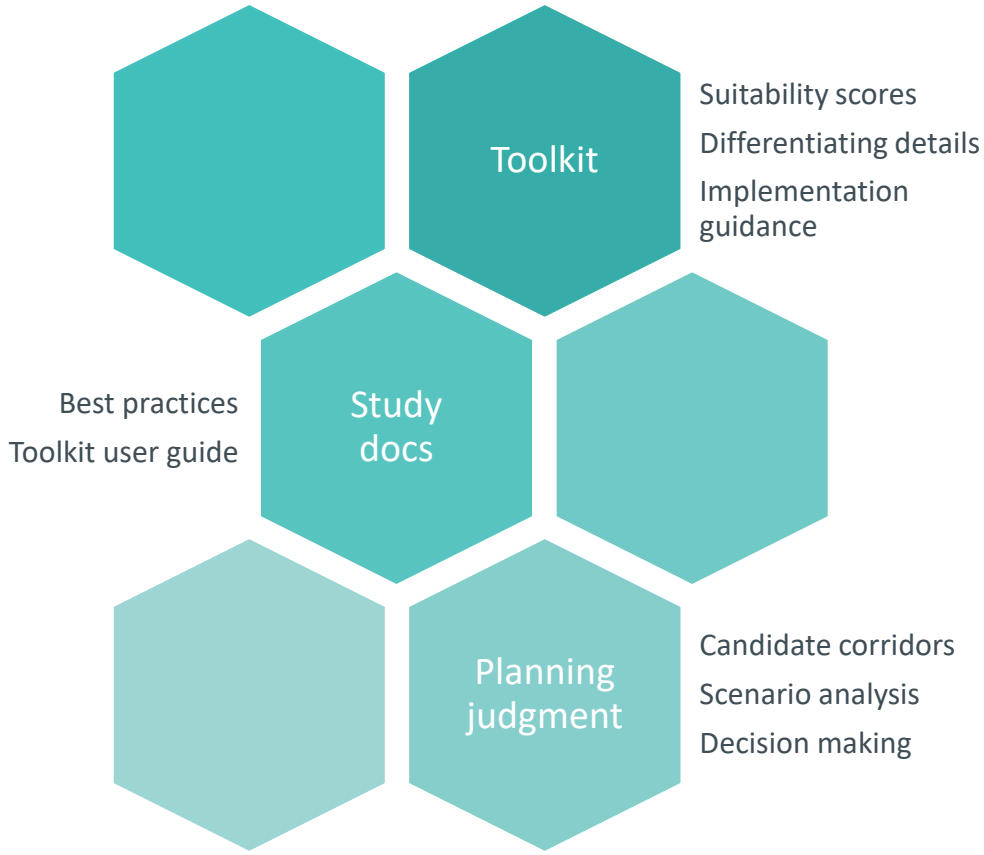
Sketch-level cost estimates (excluding ROW) for elements that might be considered in further study

Element	Lower Investment Cost	Higher Investment Cost
Roadway widening	n/a	$3,700,000
Paint Cost (to be applied every 5 years)	$130,000	$320,000
Transit Signal Priority (10 buses)	$80,000	$80,000
Bus-mounted camera (10 buses)	$95,000	$95,000
Subtotal	*$305,000*	*$495,000*
Design + Oversight + Contingency (~50%)	$150,000	$250,000
Total Capital Costs	**$455,000**	**$4,445,000**
Maintenance and Enforcement (every 5 years)	**$70,000**	**$70,000**

This list of elements is not exhaustive. These elements could be employed to enhance the functioning of the corridor in terms of Right Turns, Emergency Vehicles and Driveway Access. Cost estimates only include RED Lanes elements.

THE RED LANES PLANNING FRAMEWORK

- RED Lanes Toolkit, Study Reports, and Scoping Sheets are all part of a collaborative planning process.
- Local jurisdictions and transit agencies are encouraged to use the Toolkit for scenario analyses and project development.
- CAMPO will maintain the RED Lanes toolkit over time and use toolkit outputs, study products, and planning judgment to inform funding priorities.
- Scoping sheets frame study emphases and provide ballpark costs for suitable segments.



7.1 R.E.D. Priority Bus Lanes

Requested Action:

Receive as information.

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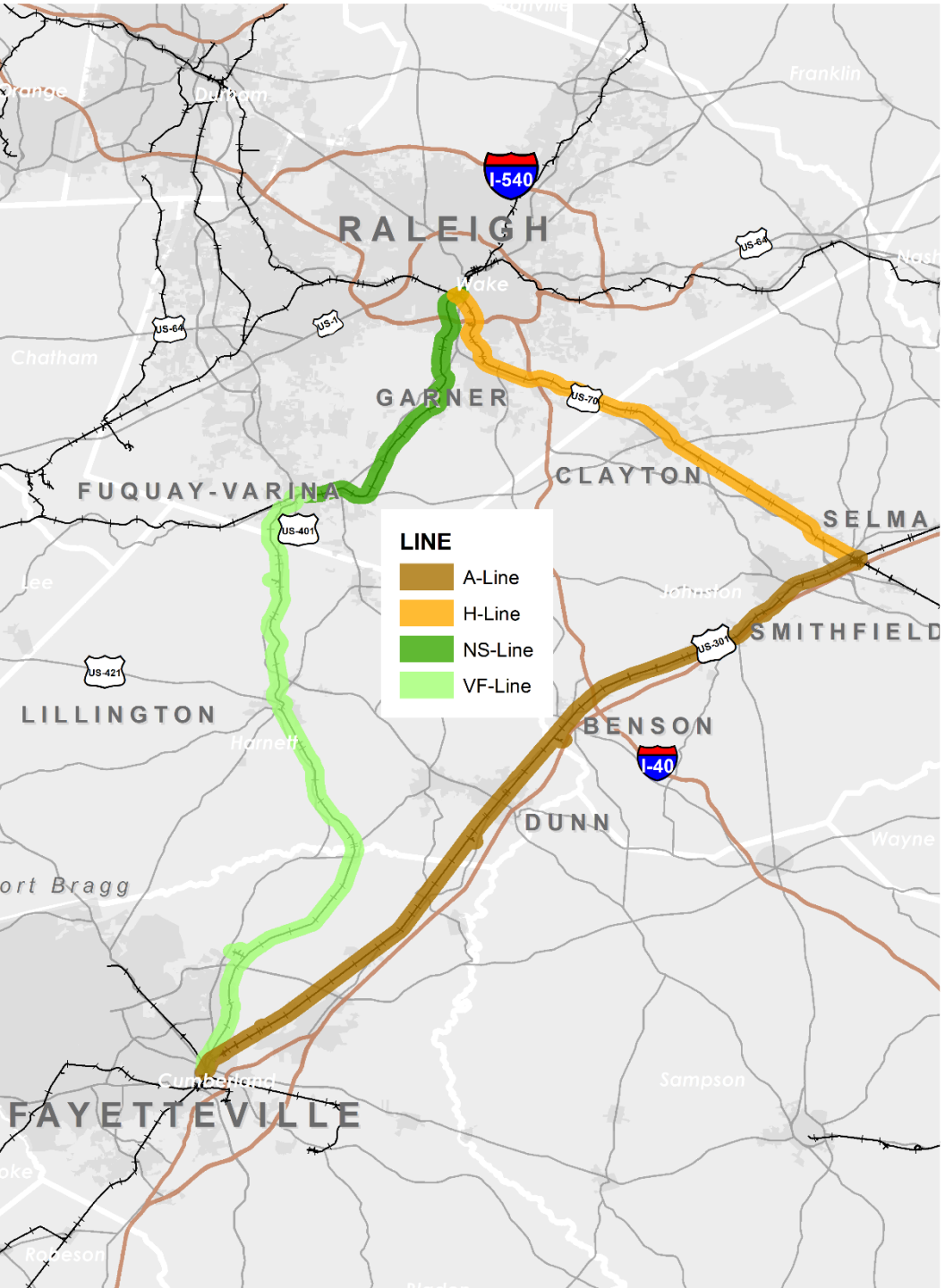
7.2 Fayetteville-Raleigh Rail Passenger Study

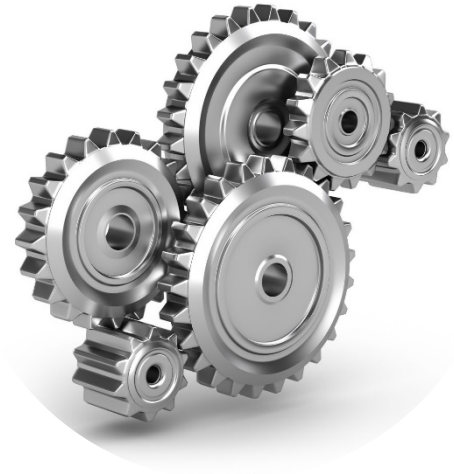


Fayetteville – Raleigh
Passenger Rail Study

CAMPO Executive Board (August 19, 2020)

Project Conducted by FAMPO/CAMPO
in cooperation with NCDOT and Metro Analytics / Stantec

The Study is…



A high-level look at operational concerns for two routes

A high-level passenger and revenue forecast

Preliminary determination of (1) feasibility, and (2) next steps

SIX STEERING COMMITTEE (TSC) MEETINGS; FOUR FOCUS GROUPS; PROJECT WEBSITE

FAMPO FAYETTEVILLE AREA METROPOLITAN PLANNING ORGANIZATION

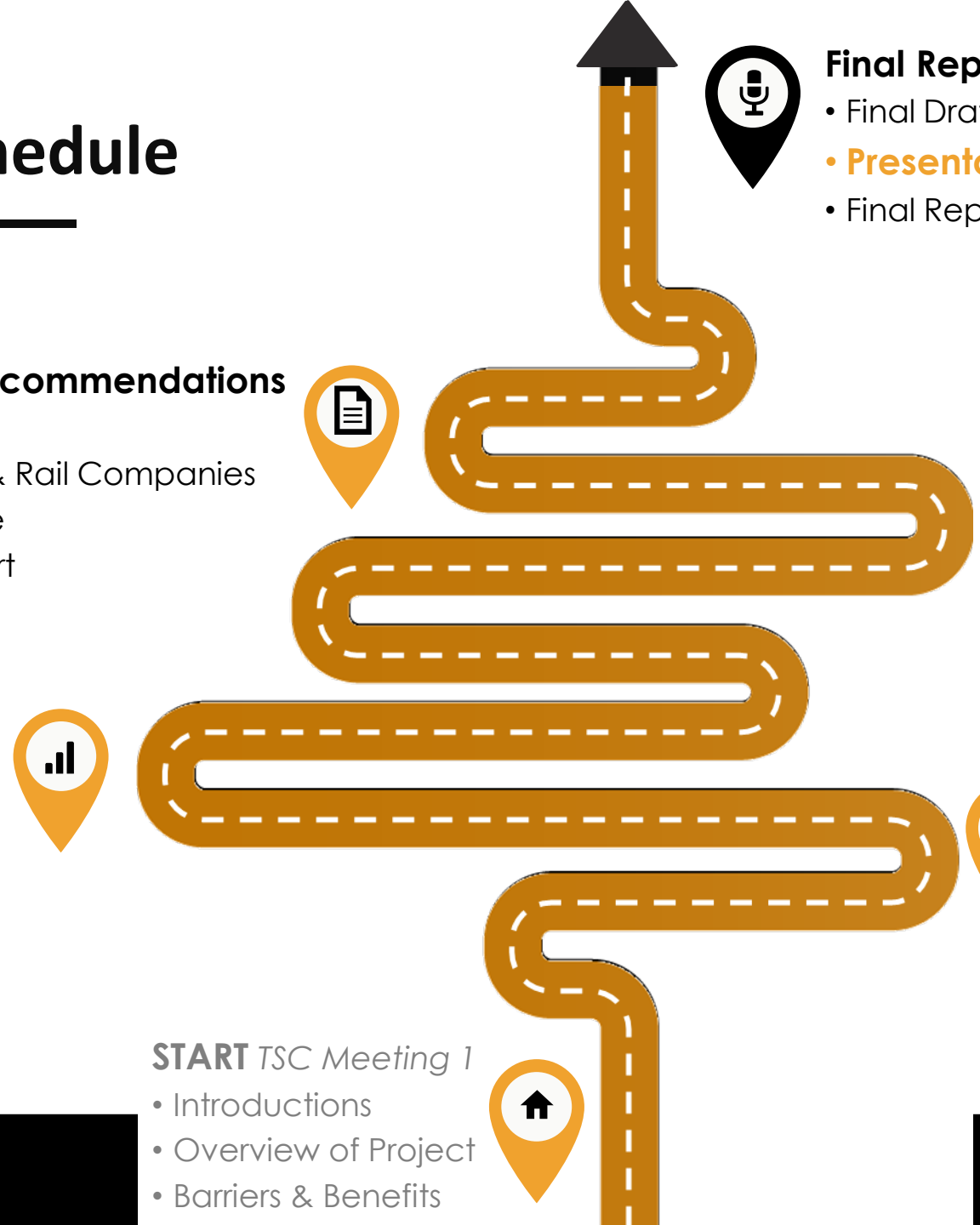
CAMPO NC Capital Area Metropolitan Planning Organization

FAYETTEVILLE-RALEIGH

PASSENGER RAIL FEASIBILITY STUDY | 7●29●2020
DRAFT REPORT

CONTENTS

Basic Schedule



Final Report & Presentations
- Final Draft Revisions
- **Presentations to MPOs**
- Final Report *(Scope for Phase II Study, if recommended)*

Fatal Flaw Analysis
- Review Constraints
- Finalize Optimistic/Pessimistic Scenarios

Deficiency Analysis *TSC Meeting 2*
- Peer Studies
- Existing Conditions
- Technical Memorandum 1

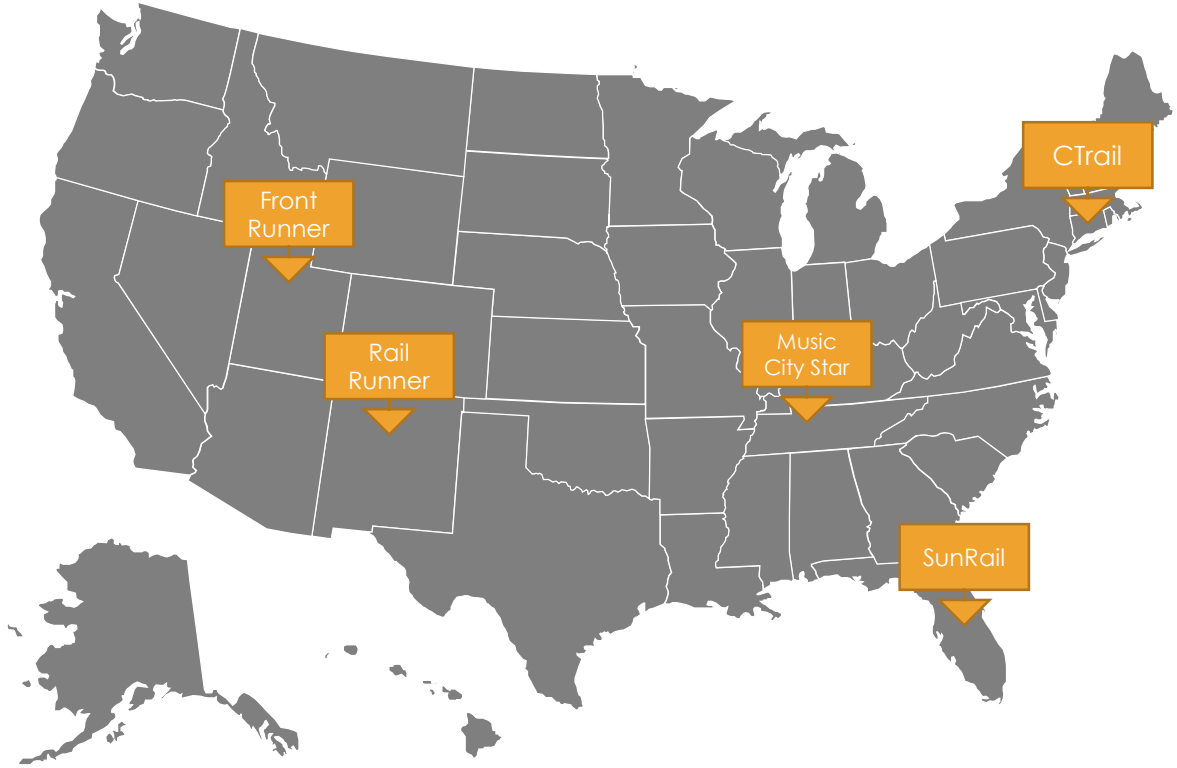
Quantitative Analysis
- Ridership Analysis
- Revenue Forecast
- Bounded Assessments

Summary & Recommendations
- Tech. Memo 2
- Focus Groups & Rail Companies
- Review / Revise
- First Draft Report

START *TSC Meeting 1*
- Introductions
- Overview of Project
- Barriers & Benefits

PEER STUDIES

Lessons Learned from Five Peer Passenger Rail Systems



FAMPO FAYETTEVILLE AREA METROPOLITAN PLANNING ORGANIZATION

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Key Takeaways from Peer Studies

The services reviewed provided insights on fare structures, start-up experiences, and service attributes folded into other parts of the study

1

Headways are consistently 30mins in peak and 60mins. In off-peak

2

Weekend service is always reduced – sometimes non-existent

3

Fares are typically arranged on a zonal basis so that the further you travel the higher the price

4

These services typically connect with other rail and always with other bus services to provide first/last-mile support and connectivity

5

Trackage ownership and use arrange-ments vary, from outright ownership to shared operations

FAMPO FAYETTEVILLE AREA METROPOLITAN PLANNING ORGANIZATION

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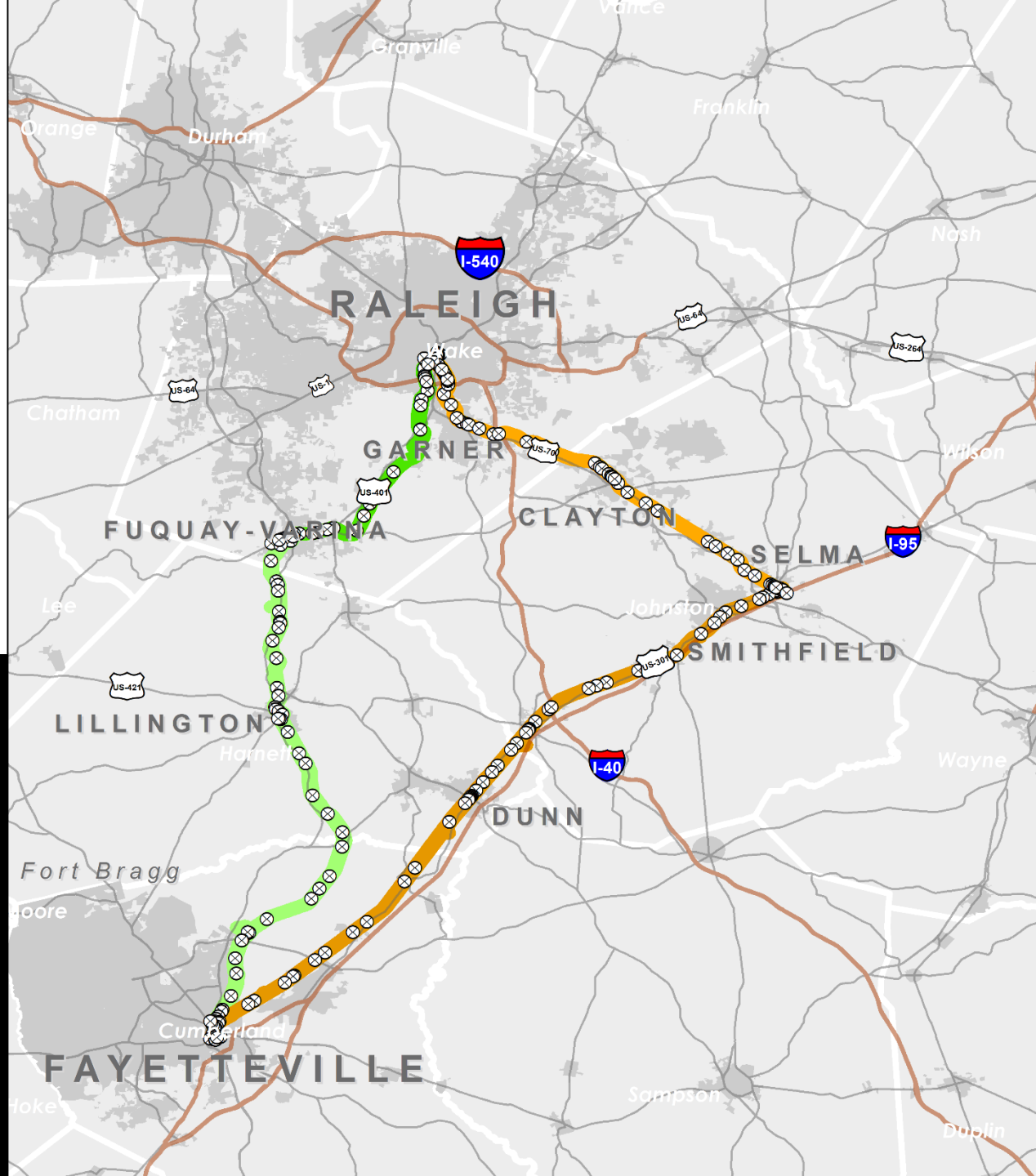
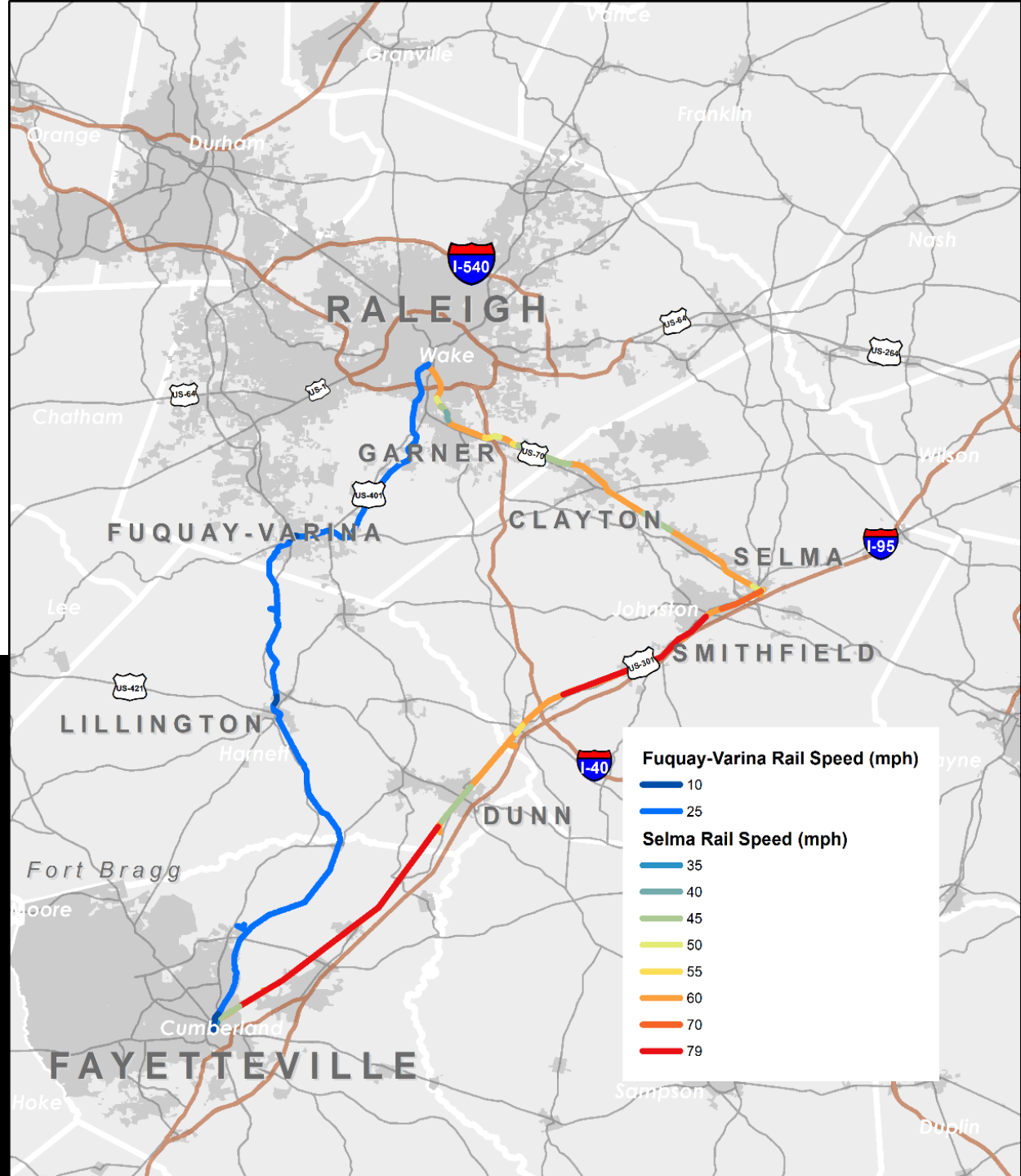
Crossings

Both routes have many at-grade crossings which increase crash exposure that impact speed and service reliability

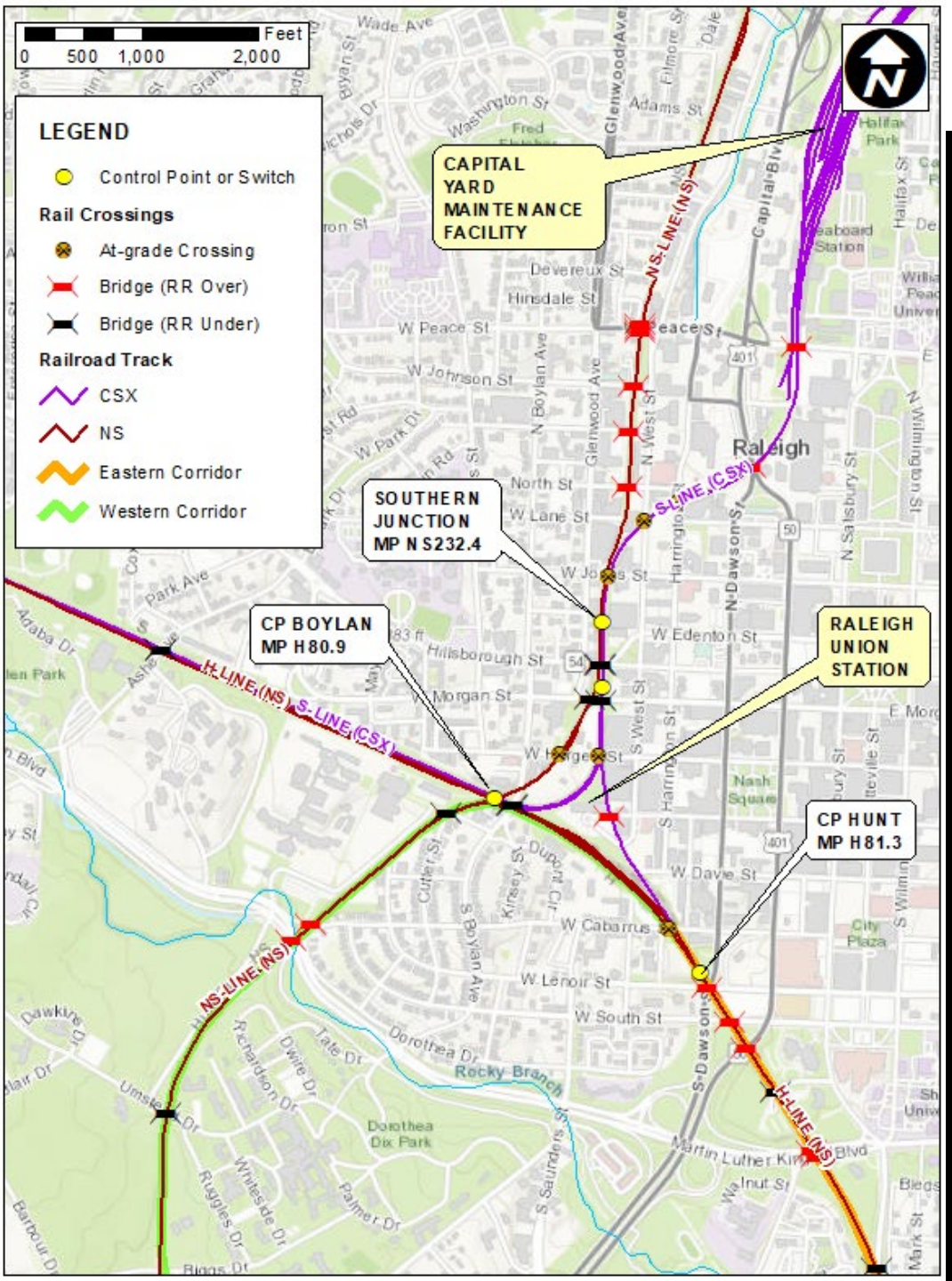


Track Speeds

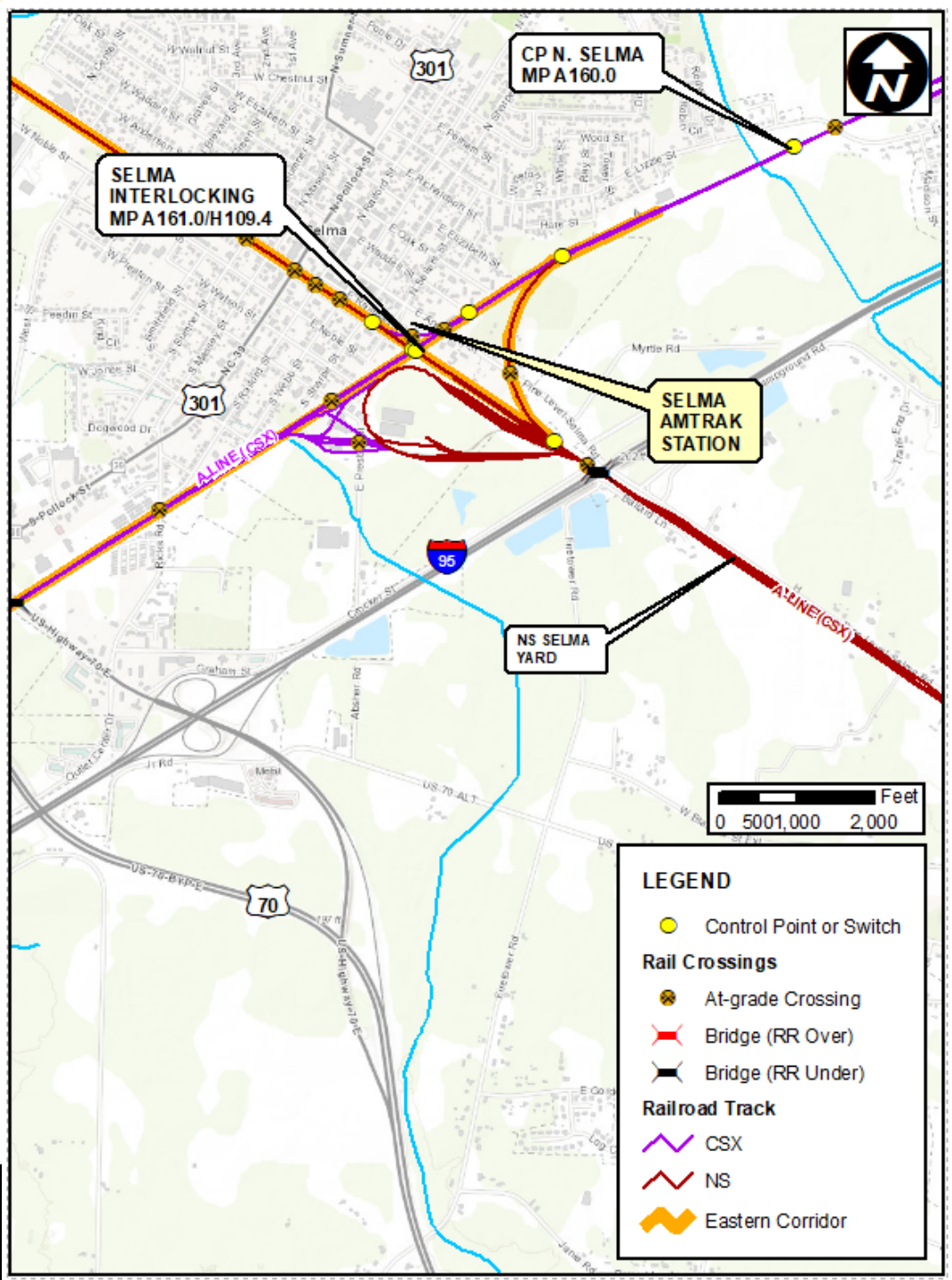
Long sidings, better track geometry, and the traffic control system enables maximum track speeds along the eastern (Selma) route to be higher than the track speeds along the western (Fuquay-Varina) route



Operations Detail: Raleigh



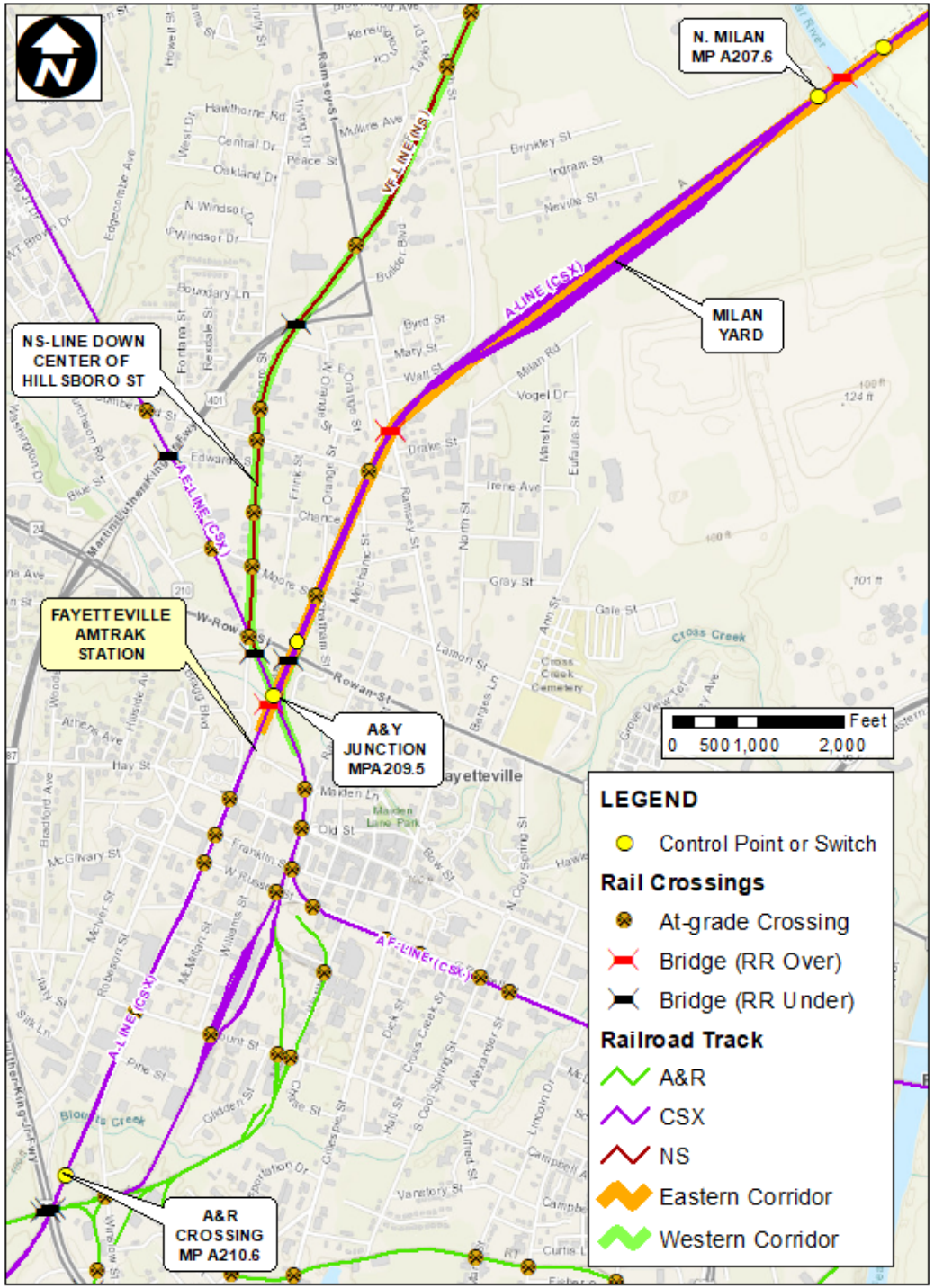
- Western Route Operational Assessment
  - Lack of direct station access
  - Low authorized track speed (25 mph)
- Eastern Route Operational Assessment
  - None – Station access via A-Line
- Common Operational Challenges
  - Locomotive and railcar storage location in Raleigh needs to be identified. No capacity at NCDOT Capital Yard



Operations Detail: Selma

- H-Lines runs east to west
- A-Line runs north to south (dual track section)
- Connections in the NW and NE quadrants
  - Selma Housing Authority property in SW quad
- Complex transition to accommodate Raleigh to Fayetteville train operations
- Platform access

Operations Detail: Fayetteville



- Western Route Issues
  - Lack of direct station access results in a multi-phase maneuver to transition between the A-Line and the AE-Line
  - Limited speeds along Hillsboro Street (10 mph)
- Eastern Route Issues
  - None – Station access via A-Line
- Common Operational Challenges
  - Downtown Fayetteville A-Line Capacity Impacts
  - Off-Site Parking Being Addressed
  - Fayetteville-area train storage

Key Operational Takeaways

- Both corridors will require significant investment in upgrading the track infrastructure and capacity in order to implement intercity passenger rail service between Raleigh and Fayetteville.

- Track improvements in Downtown Fayetteville and Selma can significantly reduce delays likely to be incurred by passenger trains when they are transitioning between NS and CSX lines.

- Based on Amtrak's Station Program and Planning Guide, ridership projections at most of the proposed stations do not meet the criterion for the construction of a station building with restrooms and a waiting area. Stations with Quik-Track ticketing kiosks and covered shelters are recommended, reducing upfront costs until ridership increases drive demand for improved station facilities.

Corridor – Level Cost Comparison

Cost Center	Eastern Corridor		Western Corridor
	Option 1 (Selma Loop Track)	Option 2 (Selma Siding)	
Track and Structures	$113,278,000	$107,179,000	$100,908,000
Stations	$16,300,000	$16,300,000	$29,700,000
Estimated Total Cost	**$174,845,000**	**$168,746,000**	**$130,608,000**

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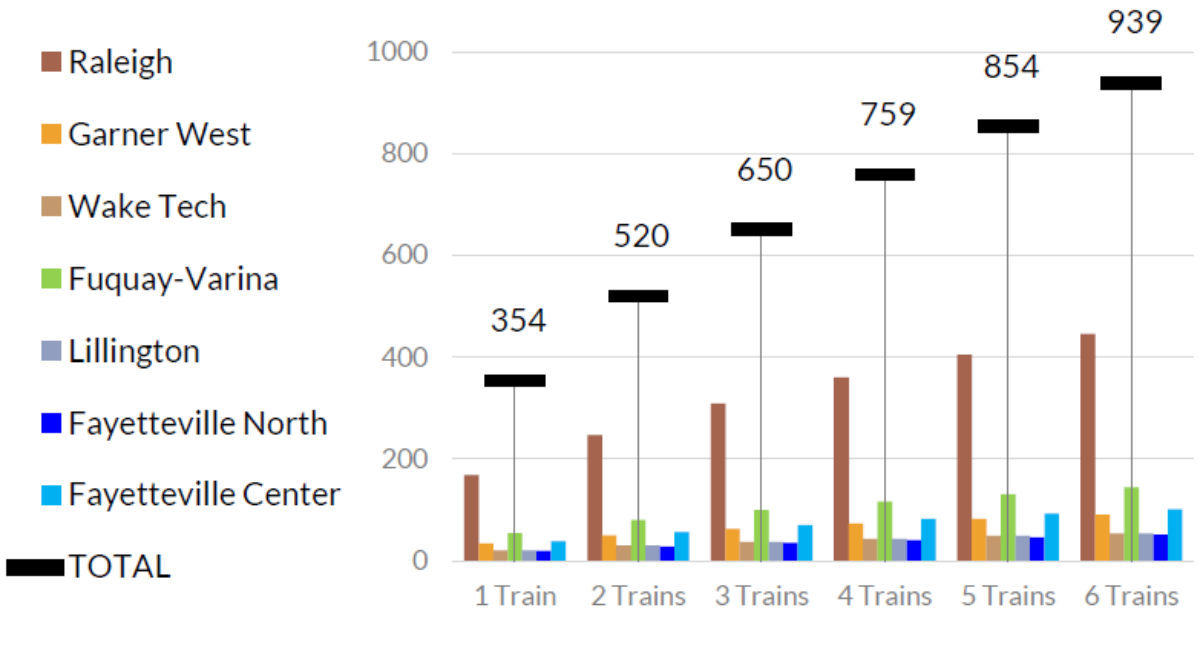
Qualitative Summary

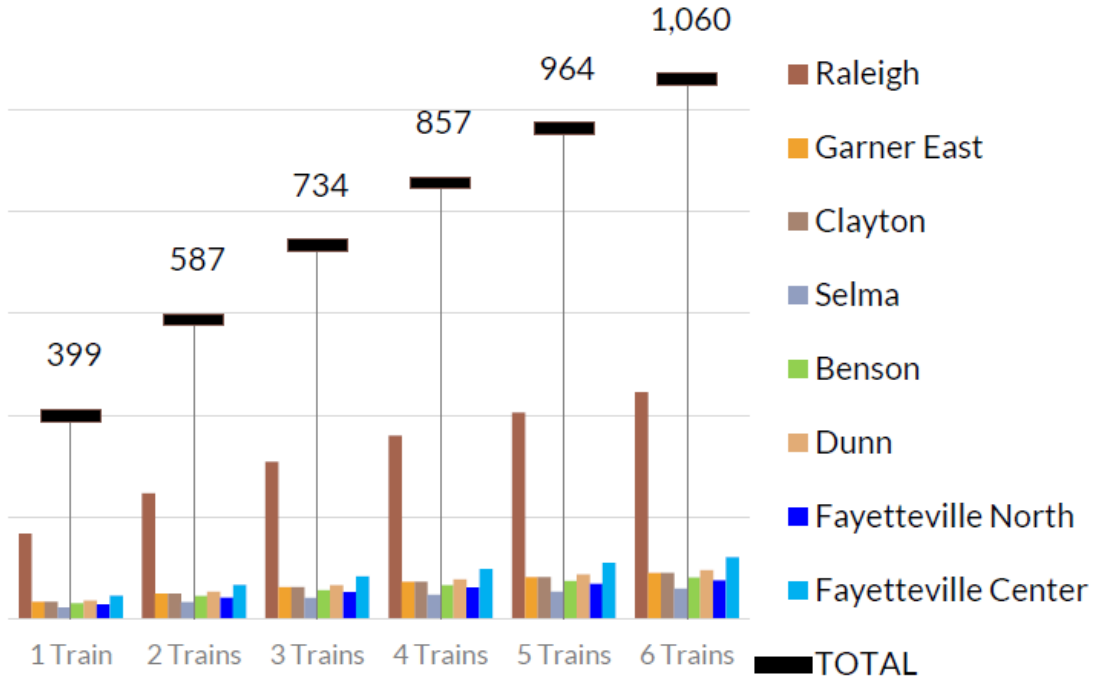
Economic Focus Group (May 14, 2020)

- Could provide **economic benefits to several communities** along the Eastern and Western Corridors.
- Would serve to provide **relief to congested highways**, thus providing a quality of life benefit.
- Could **spark Transit-Oriented Development** (TOD) near the corridors and proposed stations with additional, local employment opportunities, new business opportunities, and provide nearby residents with retail and commercial service opportunities
- Serve to **better connect the Region** and open travel to those who might not have reliable transportation.
- It could **provide job, health, and education opportunities** to citizens of the region, connecting the region to medical and academic facilities throughout the region.
- It could help workers **commute to major employers**, such as Ft. Bragg, Goodyear, Food Lion and others in the area.
- Plenty of areas for residential housing opportunities and future development along both the Eastern and Western Corridors that could see **increased development activity**.
- Create a **possible connection to Wilmington and points east,** further expanding growth opportunities.
- Could potentially **jump-start areas of stagnant or declining growth** along the corridors.

Western Route



Eastern Route



2035 Ridership Forecasts

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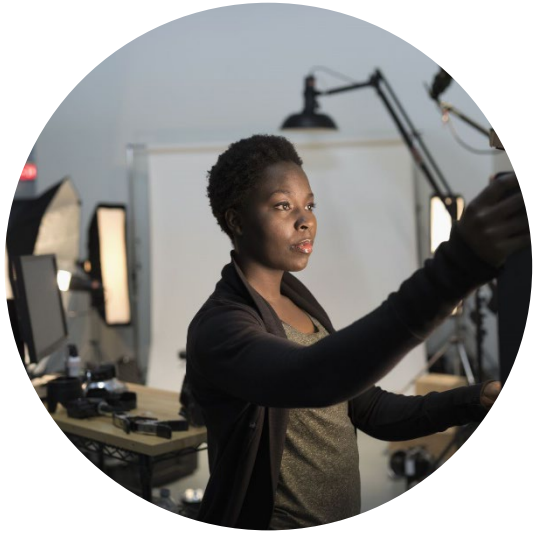
Purposes of a Design-Oriented Study



Conceptual Design

Better / Tighter Cost Estimates

Engage Station-Area Planning

Task 0 – Single Corridor Determination

Task 1 – Project Coordination

Task 2 – Explore use/ownership agreements with CSXT, Norfolk-Southern, and/or NCRR: *Summarize Use / Ownership Agreements, incl. potential conflicts and impacts to service scenarios (integrated into Tasks 3 – 5).*

Task 3 – Obtain Detailed Data on Vertical-Horizontal Curvature of Track: *Detailed characterization using text, photographs, and mapping of track (mainline and siding) by milepost, including condition, curvature, and crossing facilities/conditions.*

Task 4 – Preliminary Operations Plan: *(1) Description of operations including scheduling reflective of dwell times and acceleration / deceleration periods; (2) initial estimate of costs for rolling stock and operations; (3) descriptions of proposed services and existing services currently and at the proposed opening of the Fayetteville-Raleigh service; (4) descriptions of proposed track and crossing improvements; and (5) a 15% conceptual design.*

Task 5 – Maintenance Shed Location and Necessary Amenities: *(1) Description of storage / maintenance issues; and (2) identification of locations and conceptual layouts necessary to ensure adequate area is available for maintenance and storage of the train sets identified in Task 4.*

Task 6 – Transportation Simulation and Modeling: *(1) Description of modeling methodology; (2) development and execution of model "runs" that describe ridership and roadway volumes; and (3) The reporting should include detailed information on scheduling impacts from alternative service scenarios as well as associated fare revenue / rate of return figures, recognizing local, state, and federal subsidies to the service.*

Task 7 – Documentation and Reporting

Next Step Deliverables

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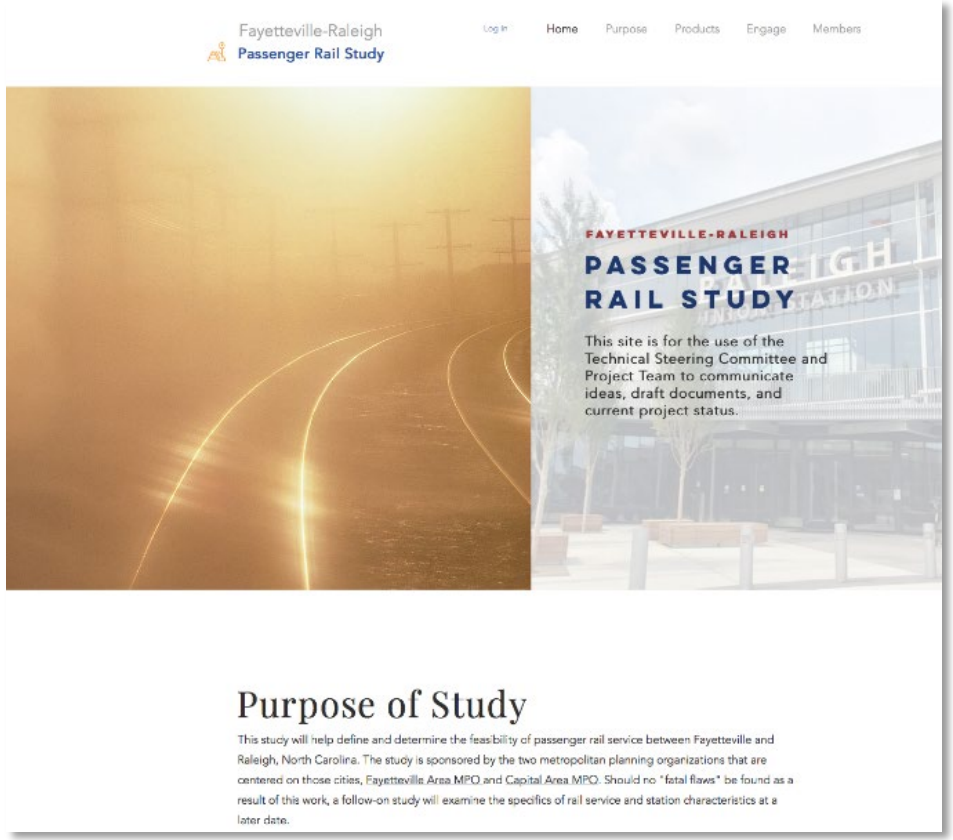
Project Portal: www.ral2fayrail.com



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- Fayetteville, NC 28301
- Tel: 910-678-7622

5.2 Fayetteville-Raleigh Rail Passenger Study

Requested Action:

Receive as information.

7.3 DRAFT MTP 2050 Goals, Objectives, and Performance Measures

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7.3 DRAFT MTP 2050 Goals, Objectives, and Performance Measures

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2050 MTP Development – Major Milestones

Milestones in the development of the 2050 MTP that will involve public engagement:

1. Vision – Goals & Objectives
2. Travel Model and Socioeconomic (SE) Data
3. Alternatives Analysis
4. Preferred Option Review
5. Fiscal Constraint
6. 2050 MTP Adoption

Public Engagement Strategy customized to milestones

Goals, Objectives and Performance Measures

Process >>> Development of DRAFT:

- Review of existing Goals/Objectives/Measures
  - Data analysis
  - Review of current planning principles in our region

- Result = Updated Goals and associated Objectives
  - Performance Measures and any Targets will follow later in MTP development process

Process >>> Community Feedback

- Public Comment Period
- Joint DCHC MPO and CAMPO survey – MetroQuest

- Survey Content:
  - Support for Proposed Goals
  - Policy Priorities
  - Demographics of Respondents
- Available in English & Spanish

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Process >>> Community Feedback

Promoted via

- *News and Observer* article
- Press Release in English & Spanish
- E-newsletters
- Partners and Stakeholders (i.e. GoTriangle, RTA, Blind Lions)
- Digital Posts and Ads:
  - Social Media Twitter, Facebook, Instagram
  - *News & Observer; Que Pasa* (printed ads in both, as well)
- Websites of MPOs, Jurisdictions
- Jurisdictions' public affairs & social media announcements (i.e. Durham, Raleigh)

Awareness of Survey	Percent	No.
Social Media	39%	419
Electronic Newsletter	27%	291
Newsprint.Media	10%	103
Neighborhood Listserve	8%	84
Word of Mouth	5%	48
Government Website	4%	42
Other	7%	77
Flyer	0%	1

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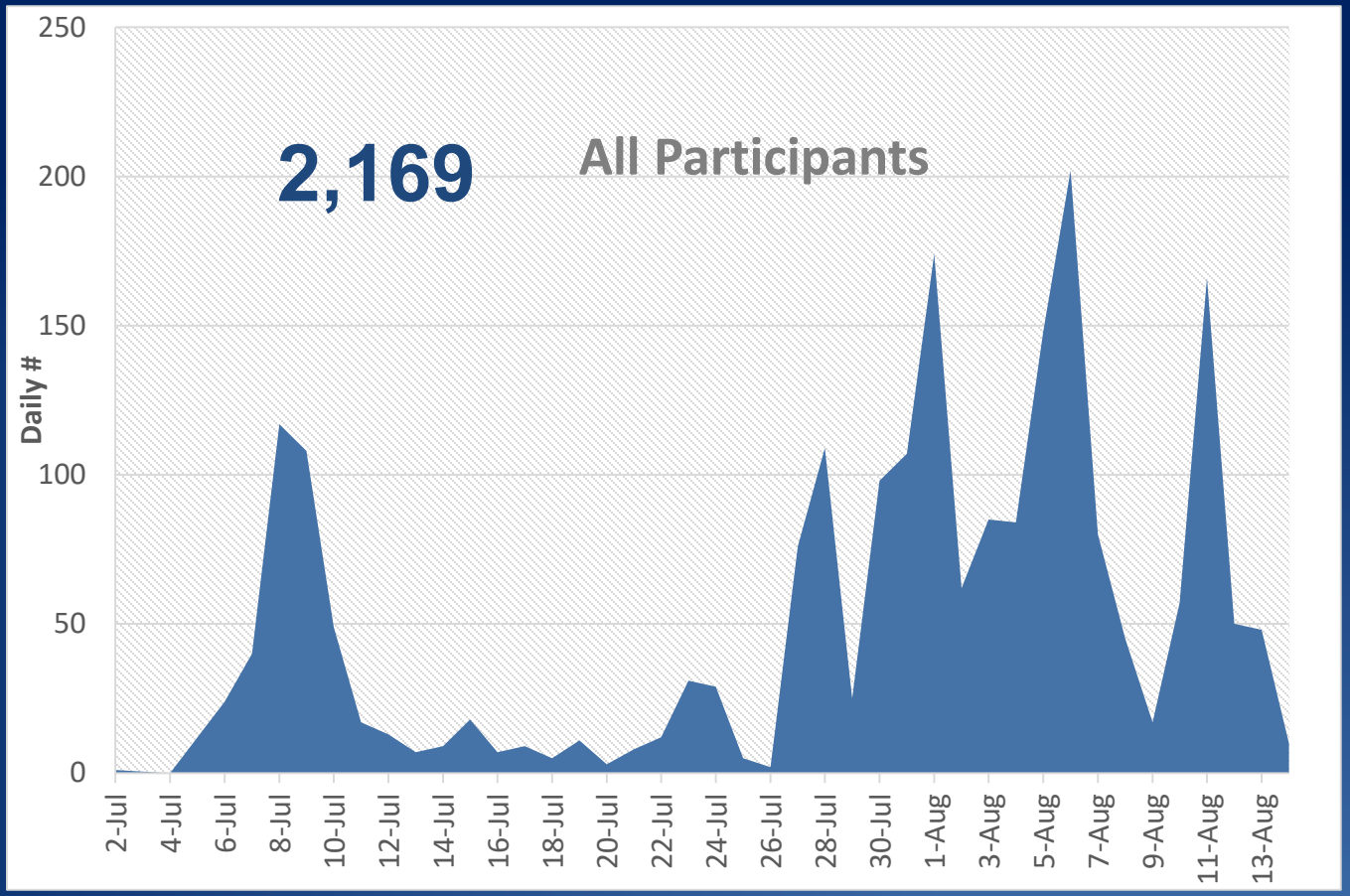
Participation

- Survey July 2 – August 13
- Completed surveys: 2,169
  - 2045 MTP = 831
- **CAMPO = 1,141**
- DCHC = 948



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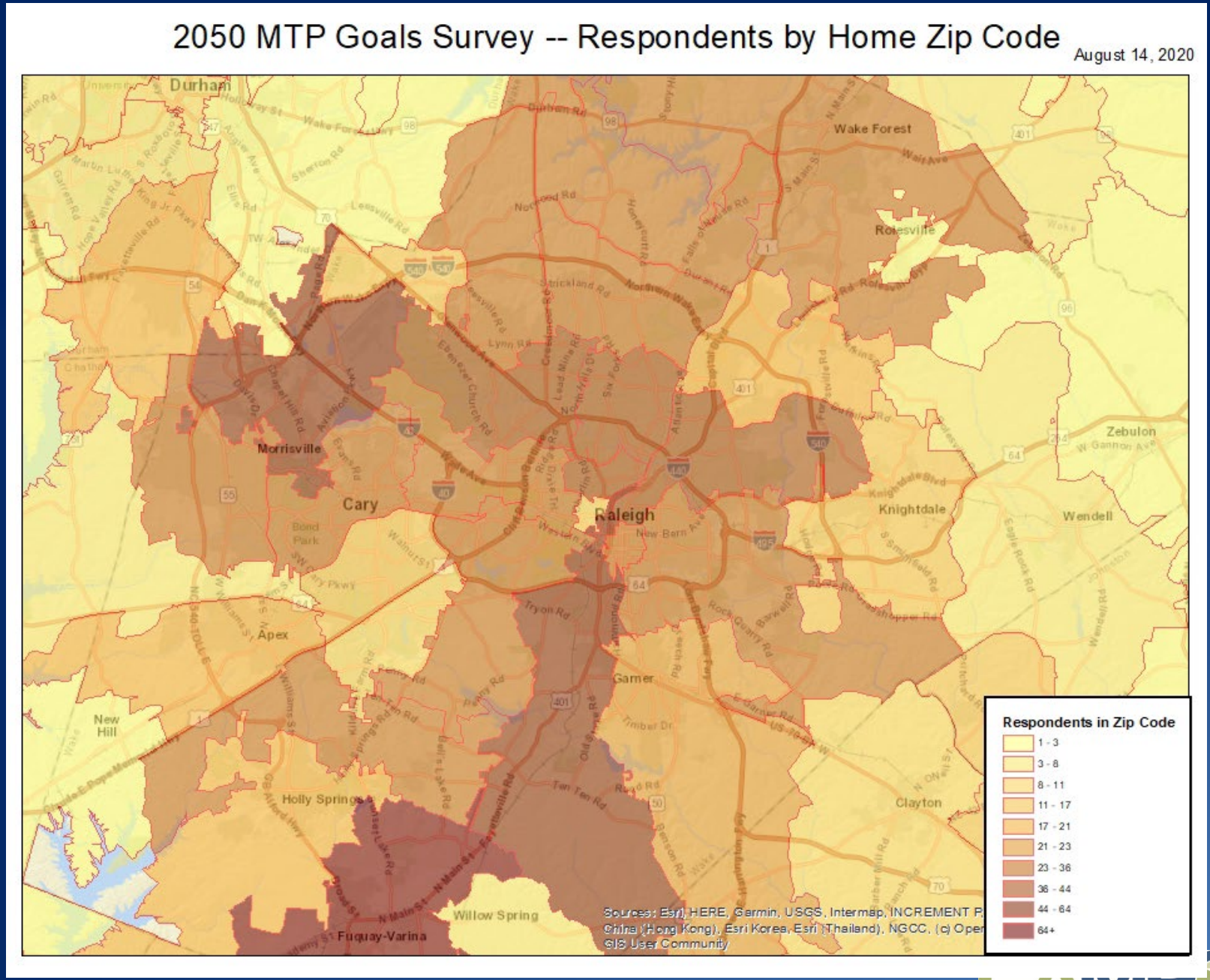
Demographics

CAMPO Area



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Demographics - CAMPO

Race/Ethnicity (n = 910 # who answered)		
	Percent	**No.**
American Indian or Alaska Native	1%	12
Asian	4%	35
Black or African American	7%	62
Hispanic or Latino	5%	42
Native Hawaii or Pacific Islands	0.5%	4
White	83%	755

# of Personal Veh. (n = 1011)		
	Percent	**No.**
Zero	1%	8
One	21%	210
Two	58%	588
Three	14%	146
Four or more	6%	59

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Demographics

Household Income (n = 823)

	Percent	No.
< $25	2%	17
$25 to $45	5%	67
$45 to $75	17%	184
$75 to 100	20%	156
$100 to $150	29%	233
$150+	26%	253

Note: Annual household income in thousands

Language (n = 952)

	Percent	No.
English	92%	873
Spanish	4%	34
Other	5%	45

Note: Language spoken at home

Disability (n = 869)

	Percent	No.
No	94%	821
Yes	6%	48

Note: Persons who consider themselves disabled.

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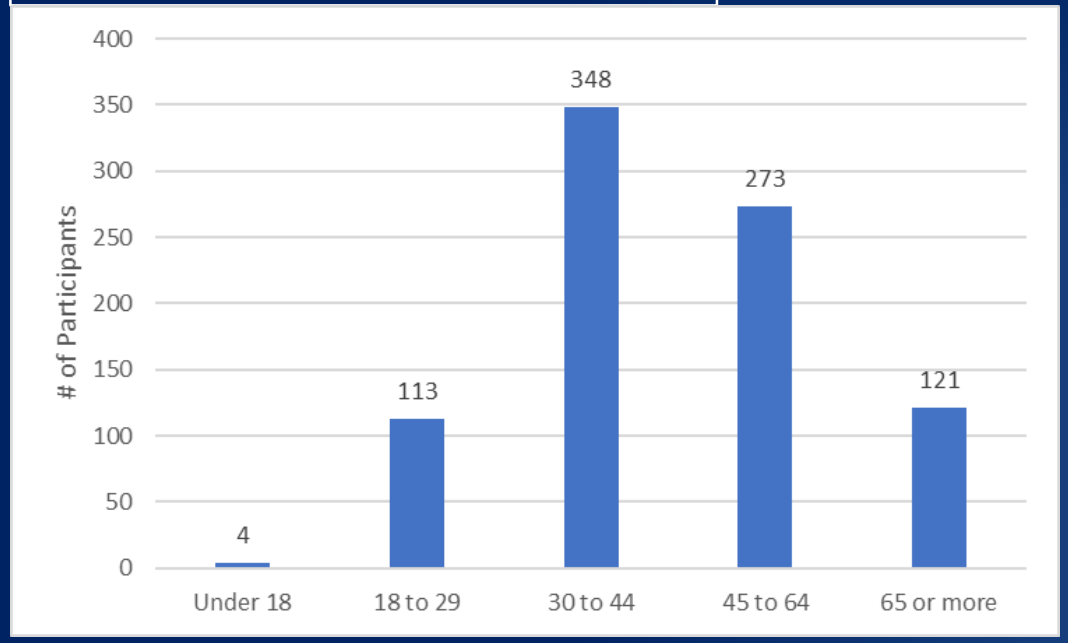
Demographics

Age (859 participants "n")



Gender (n = 878)

	Percent	No.
Female	44%	390
Male	55%	480
NonBinary	.5%	4
Other	.5%	4

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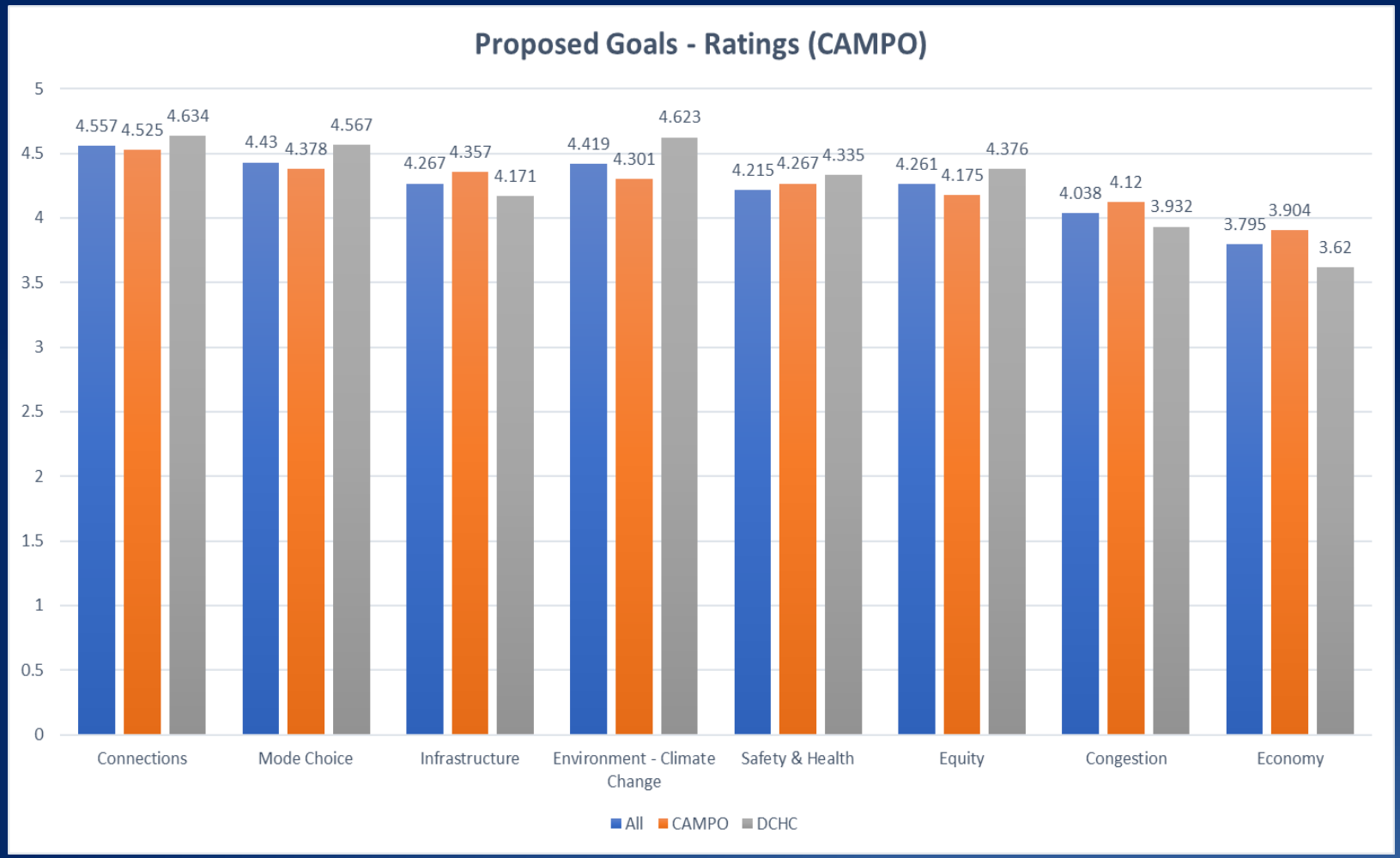
Eight (8) Goals

Level of Support on Scale of 1 to 5

CAMPO:
All above 3.9



Goal Name	All	CAMPO	DCHC
Connections	4.557	4.525	4.634
Mode Choice	4.43	4.378	4.567
Infrastructure	4.267	4.357	4.171
Environment - Climate Change	4.419	4.301	4.623
Safety & Health	4.215	4.267	4.335
Equity	4.261	4.175	4.376
Congestion	4.038	4.12	3.932
Economy	3.795	3.904	3.62

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GOAL 1: Protect the Human and Natural Environment and Minimize Climate Change

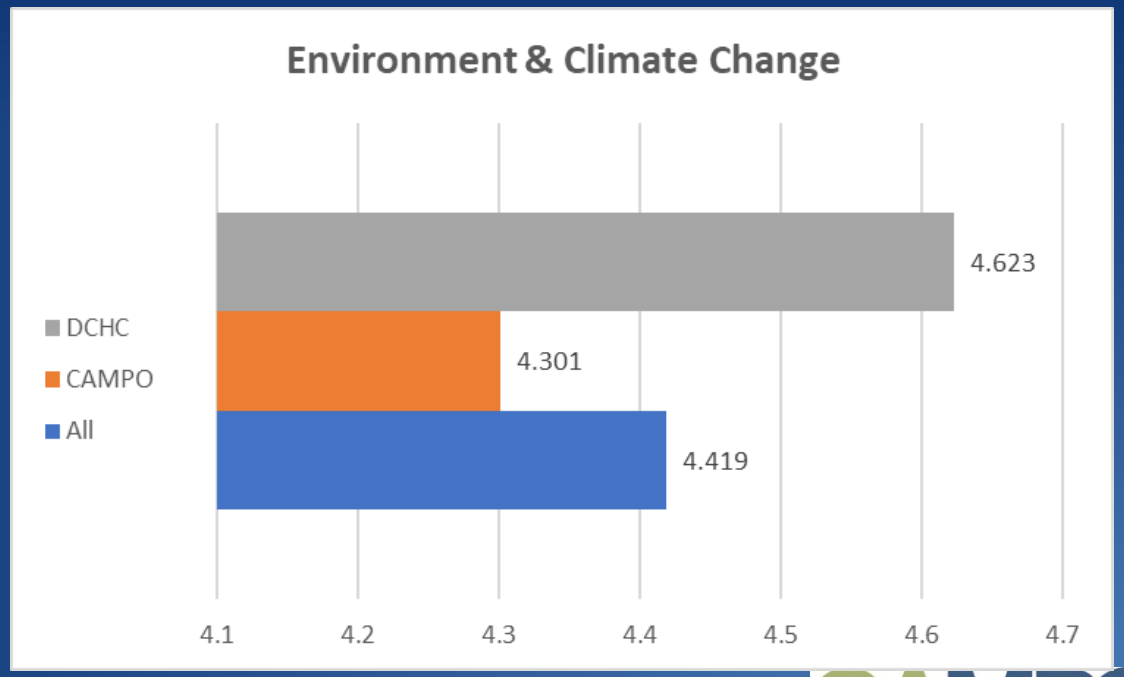
Obj. A: Reduce mobile source emissions, GHG, and energy consumption

Obj. B: Reduce negative impacts on natural and cultural environment

Obj. C: Connect transportation and land use.

CAMPO Resp: 4th of 8

DCHC Resp: 2nd of 8



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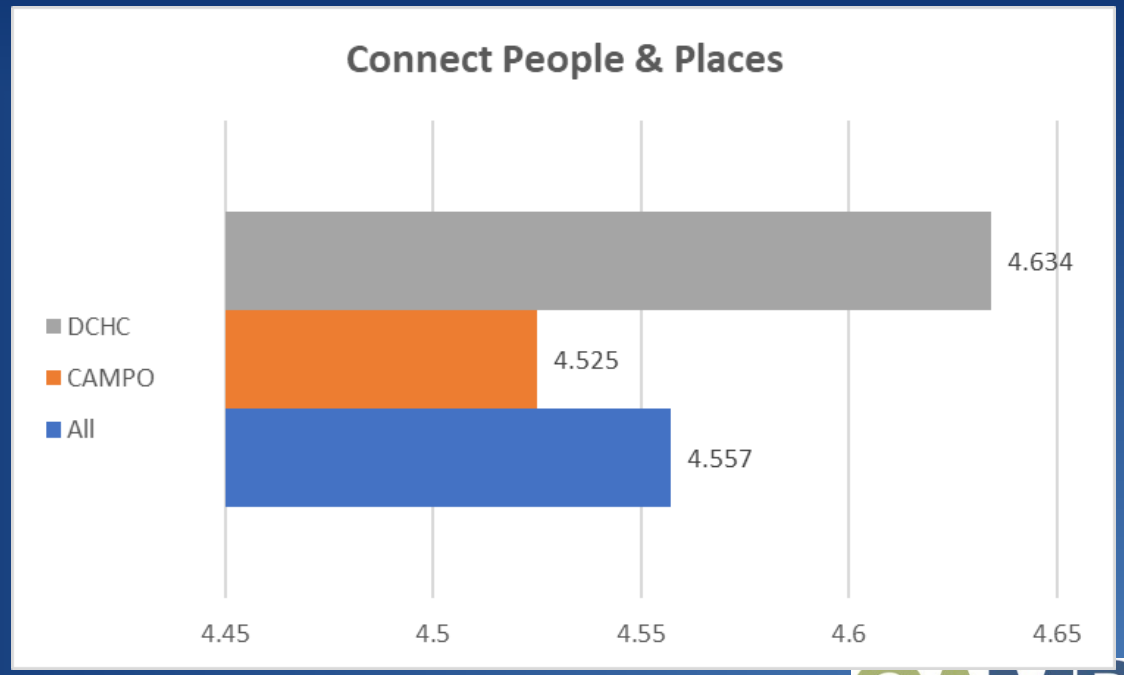
Draft GOAL 2: Connect People & Places

Obj. A: Connect people to jobs, education and other important destinations using all modes
Obj. B: Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)

CAMPO Resp: 1st of 8

DCHC Resp: 1st of 8



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GOAL 3: Promote and Expand Multimodal & Affordable Choices

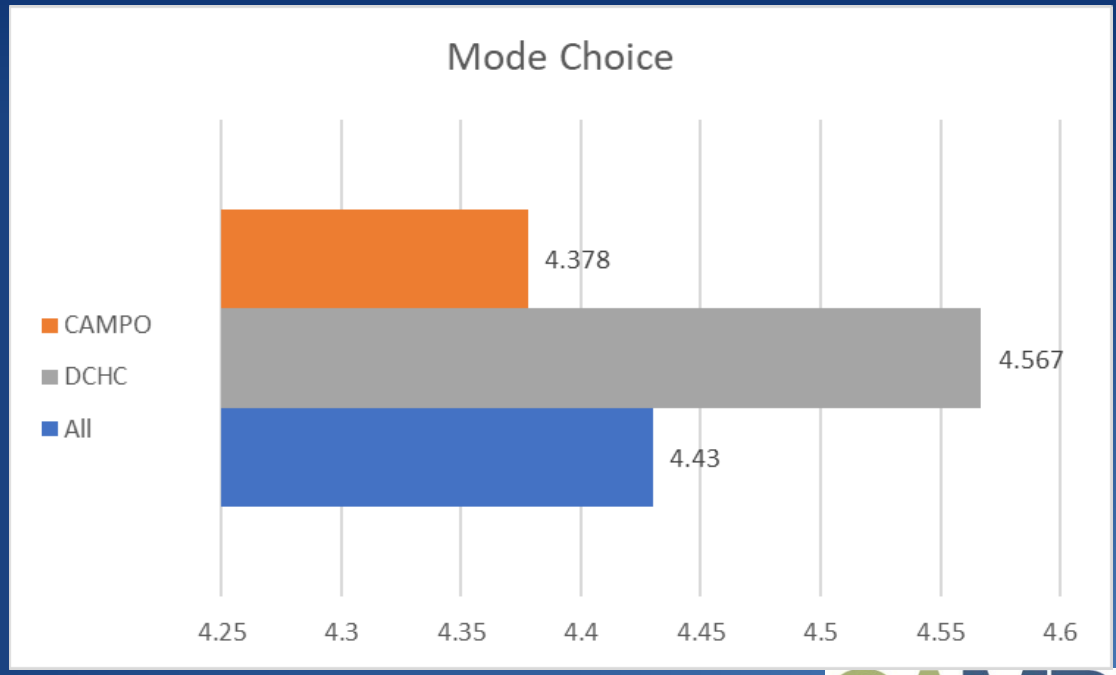
Obj. A: Enhance transit services, amenities and facilities

Obj. B: Improve bicycle and pedestrian facilities

Obj. C: Increase utilization of affordable non-auto travel modes

CAMPO Resp: 2nd of 8

DCHC Resp: 3rd of 8



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Goal 4: Manage Congestion & System Reliability

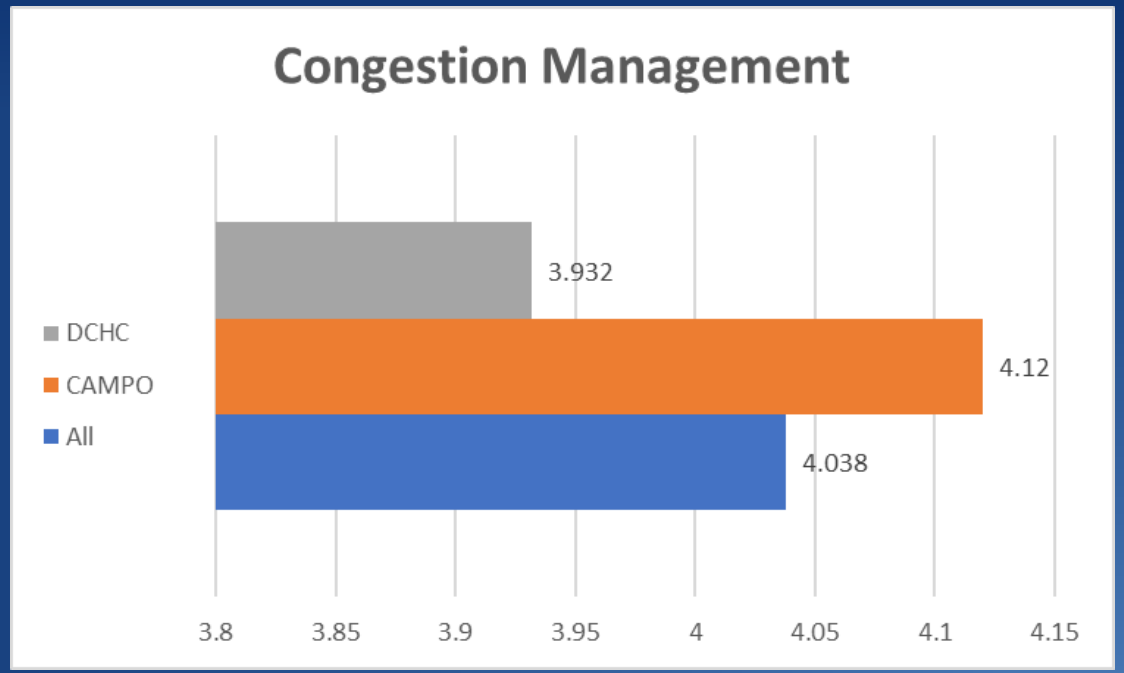
Obj. A: Allow people and goods to move with minimal congestion, time delay, and greater reliability.

Obj. B: Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride)

Obj. C: Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)

CAMPO Resp: 7th of 8

DCHC Resp: 7th of 8



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GOAL 5: Improve Infrastructure Condition & Resilience

Obj. A: Increase proportion of highways and highway assets in 'Good' condition

Obj. B: Maintain transit vehicles, facilities and amenities in the best operating condition.

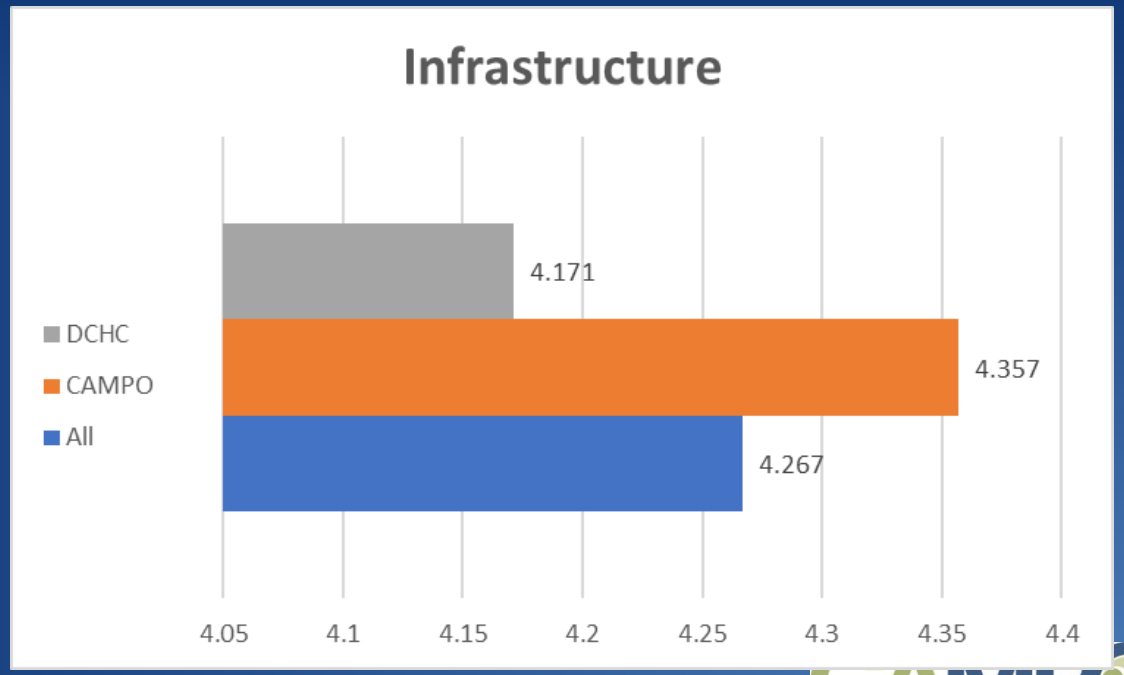
Obj. C: Improve the condition of bicycle and pedestrian facilities and amenities

Obj. D: Promote resilience planning and practices.

Obj. E: Support autonomous, connected, and electric vehicles

CAMPO Resp: 3rd of 8

DCHC Resp: 6th of 8



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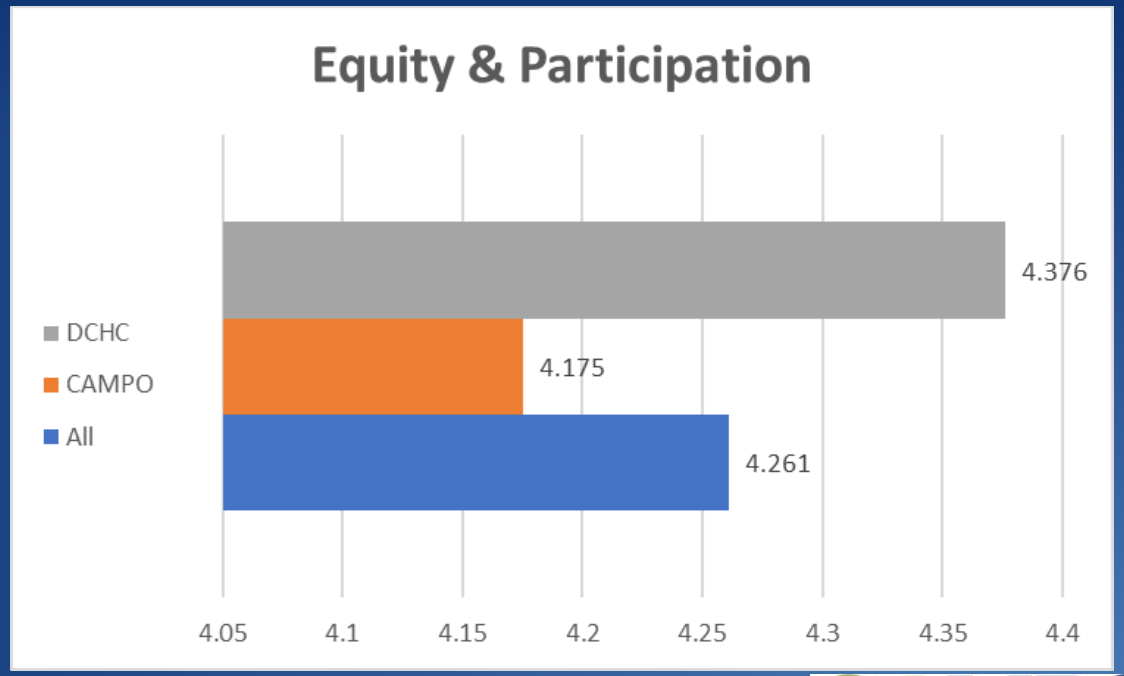
GOAL 6: Ensure Equity & Participation

Obj. A: Ensure that transportation investments do not create disproportionate negative impacts for any community, especially communities of concern.

Obj. B: Promote equitable public participation among all communities, especially communities of concern.

CAMPO Resp: 6th of 8

DCHC Resp: 4th of 8



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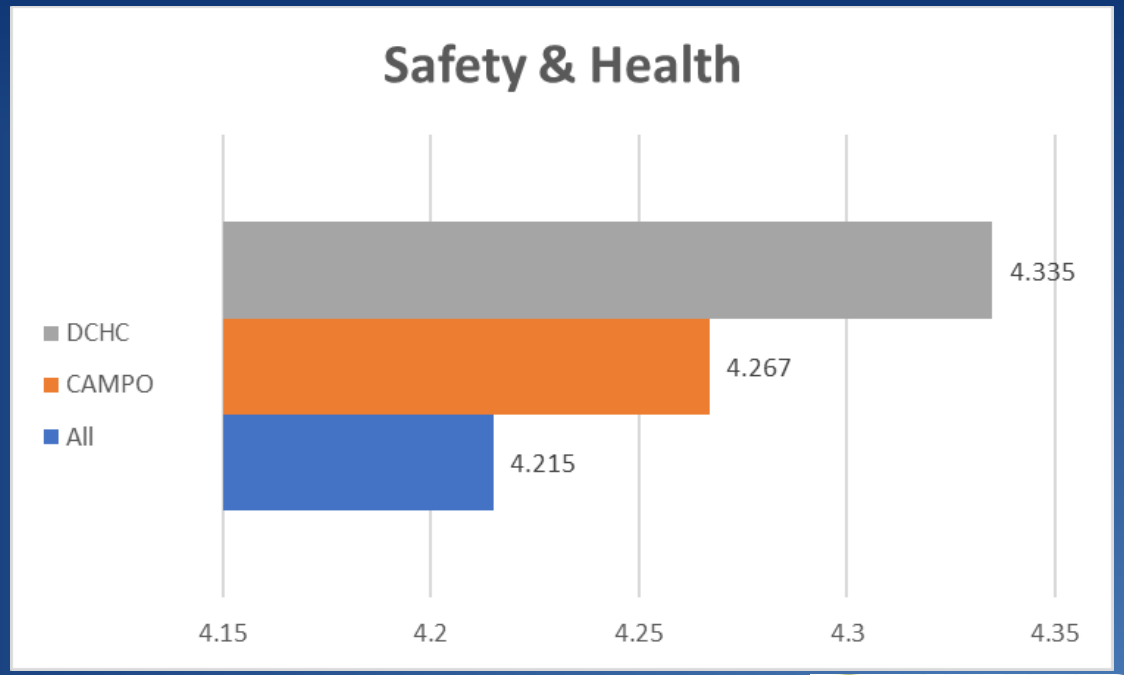
GOAL 7: Promote Safety, Health and Well-Being

Obj. A: Increase safety of travelers and residents
Obj. B: Promote public health through transportation choices

CAMPO Resp: 5th of 8

DCHC Resp: 5th of 8



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GOAL 8: Stimulate Economic Vitality and Opportunity

Obj. A: Improve freight movement

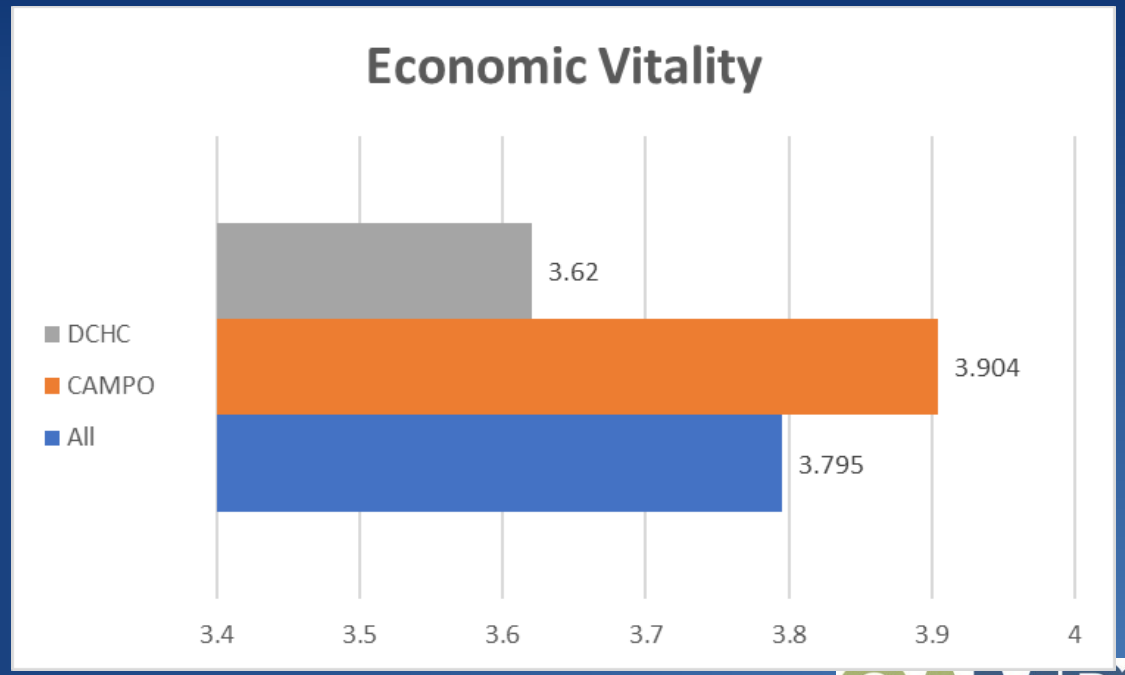
Obj. B: Coordinate land use and transportation

Obj. C: Target funding to the most cost-effective solutions

Obj. D: Improve project delivery for all modes

CAMPO Resp: 8th of 8

DCHC Resp: 8th of 8



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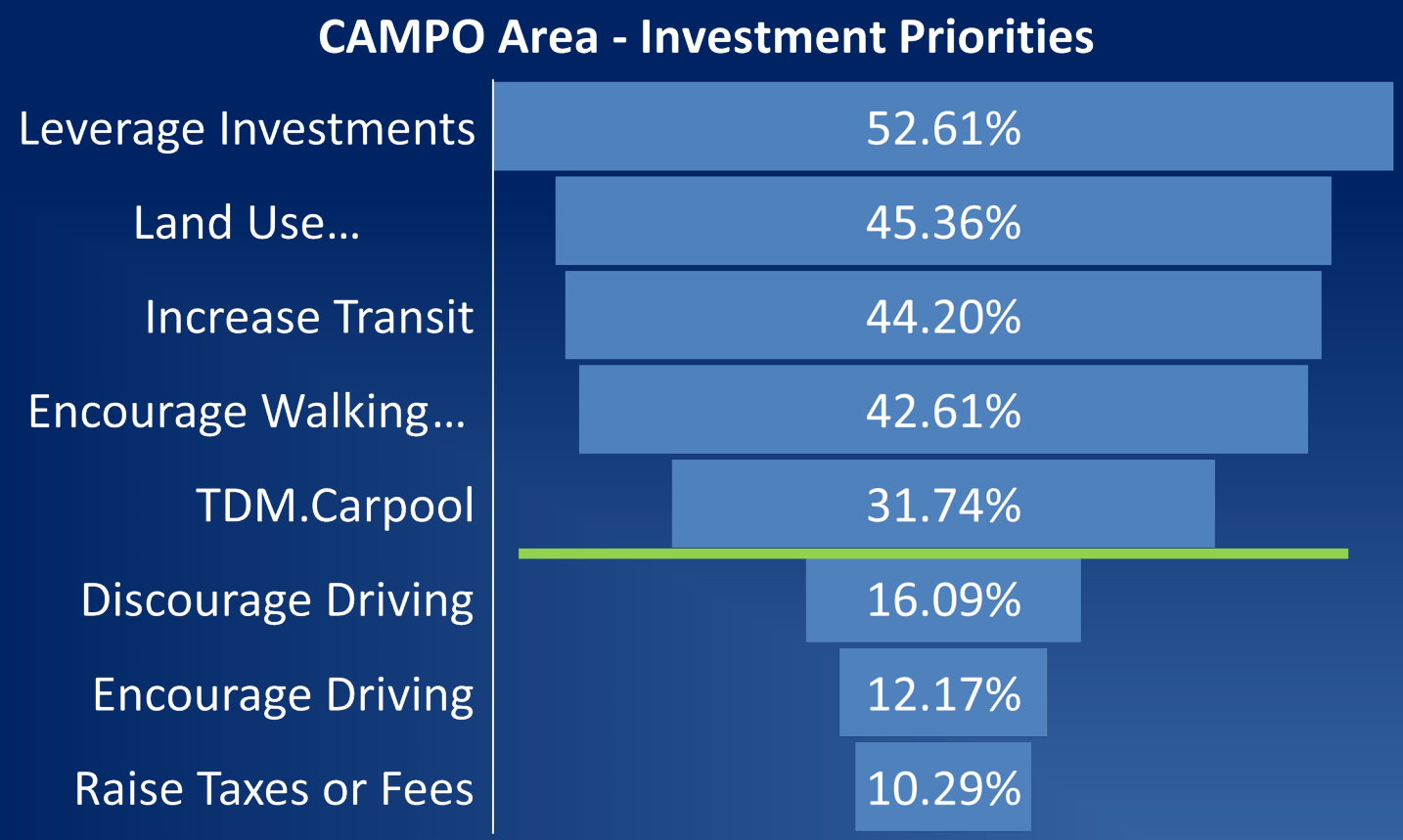
Survey Results – Policy Rankings

Which policies are most important to serve a growing Triangle population?



Graph shows number of times that a policy was ranked in the **top five.**

Policies that support non-auto modes and more dense, mixed land uses have most support.

Encouraging driving has by far the least support.

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Comments Themes - Suggestions for Goals

416 comments

Transportation System in General – Focus on:

- 12% Reduce Personal Vehicle Dependence (SOVs; use of VMT as measure) (51)
- 10% Protect Environment/Sustainability = (43)
- 7.5% Equity (Low-income; Minority; Geography) = (31)
- 6% Multi-modal/System with Mode Choices = (25 suggestions)
- 5% Technology - Plan for Electric, Autonomous Vehicles, E-bikes = (20)
- 4% Technology - General Investments in Technology = (16)
- 3% Safety Across System = (11)
- 2% Disabled Access = (8)

Connectivity – Support for:

- 13% Regional Connectivity via Transit = (54)
- 5% Regional Connectivity via Bike lanes/Greenways = (21)

Growth – Support for:

- 6% More Targeted, Oriented to Density and Developed Areas = (25)
- 3% Slower Growth = (14)

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Suggestion Themes cont.

Modes

Transit/Rail – Support for:

21% Fixed Guideways/Rail = (87)

19% Transit Investments in General = (78)

2% On-demand Service = (9)

Bicycle/Pedestrian:

19% Increase Bike/Ped Infrastructure in General = (78)

10% Safety - Focus on Bike/Ped Safety; Vision Zero = (40)

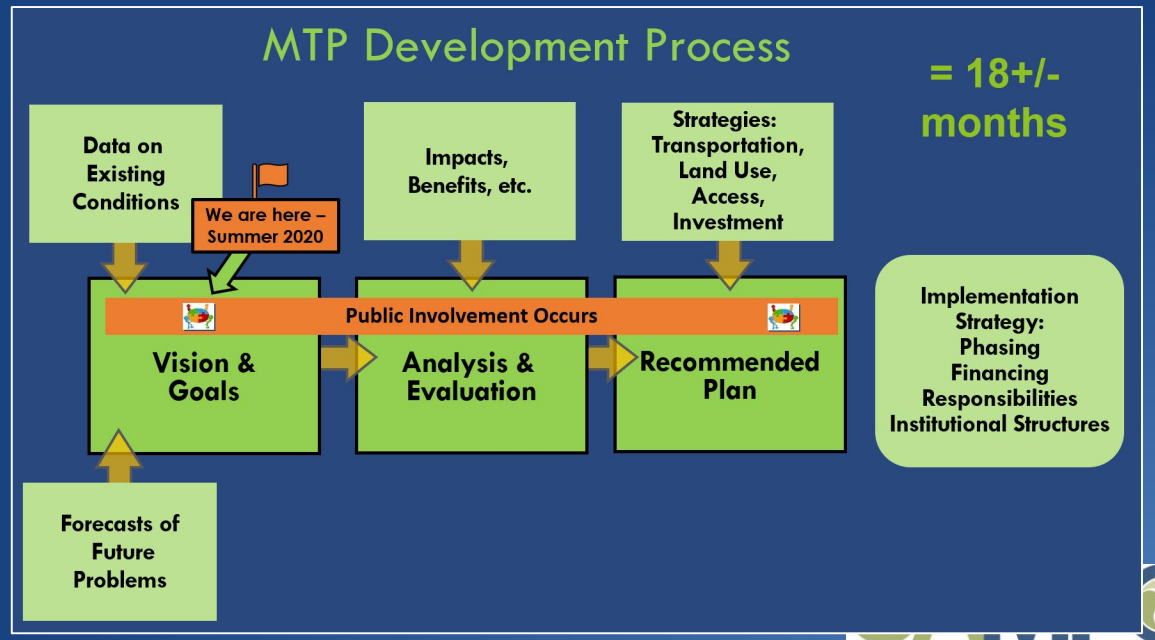
Roadways

4% Focus on Roadway improvements, traffic congestion locations = (16)

Next Steps for 2050 MTP Development

- Reviewing Comments
- Executive Board Considers Goals & Objectives **Today**
- Continued development of socioeconomic data guide totals and subsequent release for public comment, consideration by Executive Board in the Fall

- Final adoption of goals, socioeconomic data, performance measures when the 2050 MTP is adopted.



7.3 DRAFT MTP 2050 Goals, Objectives, and Performance Measures

Requested Action:

Receive as information and consider approval of the draft goals, objectives, and performance measures for use in the development of the 2050 MTP.

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8. Informational Items: Budget

8.1 Operating Budget – FY 2020

8.2 Member Shares – FY 2020

Requested Action:

Receive as information.

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9. 1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- R.E.D. Priority Bus Lanes Study
- Fayetteville/Raleigh Passenger Rail Study
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719
- Wake Transit Vision Plan Update
- Wake Transit Performance Tracker
- Northeast Area Study Update
- Bus On Shoulder Study

Requested Action:

Receive as information.

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9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

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10. Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Bicycle & Pedestrian Planning Division
- TCC Members

Requested Action:

Receive as information.

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ADJOURN

Upcoming Events

Date	Event
September 3, 2020 10:00 a.m.	**Technical Coordinating Committee** Online Only or One City Plaza – TBD
September 16, 2020 4:00 p.m.	**Executive Board** Online Only or One City Plaza - TBD
October 1, 2020 10:00 a.m.	**Technical Coordinating Committee** Online Only or One City Plaza – TBD
October21, 2020 4:00 p.m.	**Executive Board** Online Only or One City Plaza - TBD

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