

INFORMATIONAL ITEM: PROJECT UPDATES

A. Hot Spot Program - Hot spot studies are funded in the FY 2020 UPWP, but locations have not been determined. For more information please contact Shelby Powell.

B. Commuter Corridors Study – Update

The Capital Area MPO selected the consulting firm Baseline Mobility Group, Inc. and sub-contractor RSG, Inc. to conduct a corridors study to address select, congested commuter corridors to improve mobility in the CAMPO planning area. Multi-modal commuter corridors in the region are increasingly congested even with major financial investments (TIP, MTP, Wake Investment Plan projects) into the area's transportation network. This technical study will develop and recommend various land use and transportation scenarios and investments that offer multi-modal, high impact solutions to relieve or mitigate anticipated congestion, policy recommendations that would be necessary to support the various scenarios, planning level costs for transportation elements in each of the recommended scenarios and a communications and public engagement strategy that can be deployed by the MPO to discuss the scenarios with stakeholders and the public. The study concluded June 30, 2019. Final deliverables including flyers are being edited. Information will be provided to the TCC/Executive Board and posted on-line when available. (Staff Contact: Crystal Odum)

C. (SRTS) John Rex Endowment Grant Award Update - The Wake County Model Safe Routes to School (SRTS) Project is in its fourth year. The project has been extended an additional six months as of September, 2019. This John Rex Endowment-funded effort is working toward the goal of improving child pedestrian safety in the county by increasing understanding of and support for SRTS programs and identify opportunities to improve policies and practices that improve pedestrian safety for all users, especially children. Also, the North Carolina Department has set aside \$1.5 million of Transportation Alternative Program funds for Safe Routes to School programming. Communities can use the funds to develop creative programs that educate children and parents about safely walking and bicycling to school. As of May 17, 2019, Wake County Human Services was awarded the North Carolina Department of Transportation (NCDOT)'s Safe Routes to School (SRTS) Non-Infrastructure Grant. This grant will allow Wake County Human Services to continue supporting Safe Routes to School work in Wake County for the next three years (2019 – 2022); and Ms. Jennifer Delcourt will remain in place to coordinate the new Safe Routes to School grant project. The Subcommittee and Ms. Delcourt will work together on various projects over the three-year period; as well as review the Program Elements as developed in 2015. The next SRTS Subcommittee meeting will be held on Friday, September 20, 2019 in CAMPO Conference Room A. Please go to <http://www.iwalktoschool.org/> for additional details. (Staff Contact: Kenneth Withrow)

D. Triangle Regional Intelligent Transportation Systems Deployment Plan Update – The Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, and NCDOT are jointly funding an update to the 2010 Intelligent Transportation Systems (ITS) Deployment Plan. The consultant team has delivered final materials for CAMPO review. CAMPO staff is reviewing the materials and will distribute to the stakeholders for review later this month. (Staff Contact: Alex Rickard)

E. R.E.D. Priority Bus Lanes Study - Update

This study will provide a comprehensive review of best practices for transit priority lanes and R.E.D. lane shared access in peer areas. The study recommendations will evaluate the applicability of priority lanes through qualitative analysis and the development and deployment of a methodology for evaluating and prioritizing transit priority lane treatments in the CAMPO area. On June 27th, the CTT work shop (#2) was held to go over Task #4, the existing conditions including a review of corridors and an introduction to key concepts to guide Task 5 (RED Lanes evaluation methodology). Task #4 deliverable, the Existing Conditions Report, and mapping were discussed and reviewed. The next phase of work continues. Task #5 of 7 includes further analysis and overlaying of existing conditions indicators and trends analysis, evaluations and determining the methodology for selecting the priority bus lanes. The consulting team has been working with staff to finalize the approach to Task #5. The next CTT workshop will be scheduled for October. The study is on schedule to conclude fiscal year 2020. (Staff Contact: Crystal Odum)

F. Fayetteville/Raleigh Passenger Rail Study

The Capital Area Metropolitan Area Planning Organization (CAMPO), in partnership with the Fayetteville Area Metropolitan Planning Organization (FAMPO), is seeking a qualified consulting firm or individual to conduct a passenger rail feasibility study to examine the viability of passenger rail service between Raleigh and Fayetteville, North Carolina through travel market demand across various trip types, the viability of using one of the two existing rail corridors and general analysis of economic feasibility of providing passenger rail between these cities. Many of the rail corridors in the region have been studied in the last several years to identify a variety of safety and capacity improvements for both freight and passenger rail. As the region continues to grow the need to maximize the use of transportation corridors continues to expand.

The purpose of this study is to determine if the market exists for passenger rail between Raleigh and Fayetteville. If the market exists, the study will determine which of the two existing corridors would be the best option for providing that service. The study is envisioned to be conducted in two phases. Phase I will be this high-level study of the two main rail corridors between the CAMPO and FAMPO regions to determine which corridor may be most appropriate for a commuter rail application based on corridor infrastructure, ridership potential, and market demand analysis. A Phase II study may be commissioned to develop specific recommendations for improvements to each rail corridor identified in Phase I.

Signatures on a recently updated Inter-local Agreement between FAMPO and CAMPO have been signed and the Notice to Proceed is expected in September. The study will be conducted through fiscal year 2020 with the assistance of a technical steering/ jurisdictional stakeholders committee and conclude by June 30, 2020. (Staff Contact: Crystal Odum)

G. 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. The current goal is a reduction in the

growth of vehicle miles traveled by 25%. 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. TJCOG began updating the Triangle TDM Plan in June. It will be redefining the purpose/goal of the Triangle TDM Program and updating the table of activities drawing largely from the report created by Gresham Smith. Gresham Smith serves as the lead consultant for NCDOT's Statewide TDM Program providing technical assistance for TJCOG's Triangle TDM Update work. In April/May of this year, several peer reviews and focus group surveys with TDM stakeholders were held and a technical assistance report was submitted to TJCOG in May. This report focuses on aligning Triangle TDM with the NCDOT Public Transportation Statewide Strategic Plan and continuing the expansion and effectiveness of TDM in the Triangle Region. TJCOG continues to hold group as well as one-on-one meetings with Oversight Committee members to obtain feedback, guidance, comments, and support to revise and update the Triangle TDM Plan. TJCOG is hoping to get the final draft of the Update done by October. For the 2019 Triangle TDM Regional Employee Commute Survey, 83% of commutes were by single-occupancy vehicles, down from 85% in 2017. Average commute distance for the Triangle TDM region is 17.1 miles, with an average of 16.8 miles in 2017. In FY 18, TJCOG administered \$2,134,869.64 in grant funding with \$699,934.38 in local match from partners in the Triangle TDM Program. (Note: FY 19 update will be available and shared this fall). Several TDM Partners attended the 2019 ACT (Association for Commuter Transportation) International Conference in New York from August 4-6. This conference is the premier gathering of TDM professionals in North America attracting more than 600 attendees from across the US, Canada, Europe, Africa, and Australia. ACT conference recognizes and honors outstanding achievements in the field of TDM every year. The Town of Chapel Hill, one of the Triangle TDM grantees, received 2 awards this year, one for Excellence in TDM Planning and another for Outstanding Building and Development of Carolina Square. More information on the Triangle TDM Program can be found at: <https://www.ticog.org/triangle-transportation-demand-management-program.aspx>. (Staff contact: Brandon Watson)

H. Triangle Bikeway Implementation Study

The Capital Area MPO, in cooperation with the Durham-Chapel Hill-Carrboro MPO are planning in FY 2020 to conduct an Implementation Study for a regional bicycle connection from Raleigh to the Park Center site at Research Triangle Park in Durham County via a separated greenway type facility generally following the I-40 corridor; and a Feasibility Study between the Park Center site and US 15-501 in Chapel Hill; which will also address bicycle/pedestrian facility gaps along NC 54 in Durham County. The Implementation Study will build upon feasibility study work completed by Wake County. The purpose of this bikeway is to serve commuters between Raleigh, Durham, Cary, RTP and Morrisville; and connect with existing and extensions of a planned facility in the City and County of Durham, which ultimately connects to US 15-501 in the Town of Chapel Hill. An RFP for this study was advertised between June 26 and July 26. Candidate interviews will occur in August; leading to an anticipated "Notice to Proceed" goal as of September 27, 2019. (Staff contact: Kenneth Withrow)

I. 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 that continuously collect count data on representative facilities in North Carolina. The NMVDP has expanded to include additional permanent counters installed by the City of Raleigh Parks and Recreation Department. Both ITRE and the City of Raleigh have agreed on the data monitoring and management processes; as well as future operational coordination. Data from the additional counters will also be incorporated into the quarterly data reports that are generated by ITRE. (Staff contact: Kenneth Withrow)

J. Mobility Coordination Committee

The 2019 adopted Raleigh Urbanized Area Coordinated Human Services Transportation Plan (CHSTP) sets the priorities for transportation investments and initiatives for human services and public transit coordination. The plan, which was developed with input from a diverse Human Services Transportation Working Group, sub-committee of the Wake Bus Plan Core Technical Team is in concert with the larger Wake Bus Plan, guides funding and service development for transportation projects supporting elderly, disabled and low-income individuals.

One of the recommendations of the Plan is to formalize the Coordinated Plan Working Group to establish a Mobility Coordination Committee (MCC) and to assign this group responsibility for implementing recommendations identified in the plan. The short-term goals for the MCC include creating a consistent framework for Wake County's ADA Services; coordinate the management and delivery of ADA services; monitor the ongoing changes in the Medicaid program and transition rural transportation programs into a mobility management framework.

On May 22nd, per the Plan, CAMPO staff convened the MCC inviting transit provider members from GoCary, GoRaleigh, GoTriangle, GoWake Access, Wake County, JCATS, KARTS and HARTS. Human Service agencies and other stakeholders will be invited to participate as a subset of this group in future meetings. Monthly meetings were held on June 25th, July 18th and August 23rd. Over the past four meetings, the MCC developed its membership, organizational and meeting structures and an Implementation Strategy Schedule to put into action the recommendations outlined in the work CHST Plan for the region. Three sub-committees-Administration, ADA and Human Services with lead and support agencies, will hold anticipated, monthly work sessions while the full MCC will meet quarterly beginning October 26th. (The next and last monthly, full MCC meeting will be held September 19th.) MCC member agency Wake County and CAMPO staff presented an update on the MCC to the Wake County Board of Commissioner's Growth and Sustainability Committee on August 26th. Information on the MCC will be posted on the CAMPO website. (Staff Contact: Crystal Odum)

K. NCDOT Highway Project U-2719 – Update

NCDOT staff held a Stakeholder Meeting on August 1, 2019 that included CAMPO staff and other important regional partners.

Jeremy Hogan at JLHogan@LaneConstruct.com is the project engineer with Lane Construction and the contact for any stakeholders that have questions during the process. Mr. Jeff Moore serves as Construction Coordinator; and reviewed the U-2719 I-440 project as a whole going briefly through each intersection. The major highlights are these:

- Project is design-build. Roadway plans have been submitted but other plans are still being finalized.
- They will start clearing trees on Monday (8/5/19) on the Wade Avenue quadrants in preparation. Next will be Western Blvd., Melbourne, and Jones Franklin. All clearing will be done in the ROW for now.
- Melbourne bridge will be closed around the September/October timeframe first. Athens will be closed as soon as Melbourne is reconstructed.
- There will be no daytime road closures in the next 6 months except temporary as necessary.
- Contractor must maintain 2 lanes of traffic on 440 during rush hour. Lane closures will only be temporary.
- Nighttime lane closures on 440 can be from 9 pm to 5 am.
- Greenway work at Meredith is not scheduled to start in the next 6 months. Meredith College expressed concerns about their summer camps.

For the Blue Ridge and Hillsborough Intersection

- Work will only be on utility relocations until after the fair season. Jug handle detour from Hillsborough to Blue Ridge will be created before any closures.
- Hillsborough road work and closure will be after the State Fair of 2020. Blue Ridge will be closed before that but also after the State Fair of 2020.
- Total closure of Hillsborough Street will be about 6 months, outside of the State Fair season most likely around Dec 2020 to July 2021.
- Blue Ridge Road will be closed for around 19 months.

NCDOT is currently working on the website and how much information regarding the timeline will be on there. All road closures and information will be put through the media, but most specific information will be at these monthly stakeholder meetings.

- Plans from the August 1, 2019 public meeting are already on the website.
- Future stakeholder meetings will be held at the construction field office, 559 Jones Franklin Road; and currently on the first Thursday of every 1 month(s) effective 8/1/2019 until 7/31/2023 from 10:00 AM to 11:00 AM.
- I asked about transit coordination and they said transit was invited to the meeting. I'm going to email Jeremy with contacts for GoRaleigh and GoTriangle so they are kept in the loop and invited to the stakeholder meetings. (Staff Contact: Kenneth Withrow)

L. CAMPO 2021 Unified Planning Work Program – Call for Studies

The annual call for special study ideas to consider for inclusion in the CAMPO FY 2021 Unified Planning Work Program is now open. Any member jurisdiction or partner agency may submit special study proposals to the MPO through October 31, 2019. Staff will review proposals and available study budget to make recommendations for studies to be included in the upcoming work program. As a reminder, special studies can be either Core Function Studies, meaning they have some benefit to the development of the MTP or a regional benefit (such as the area studies, recent Triangle Tolling Study, Triangle Freight Study, etc.); or Non-Core Function Studies, meaning they are more local or sub-regional in nature, and could be required to include additional local match as part of the budget. To submit a special study request, please email Shelby.Powell@campo-nc.us including the following information: special study overview, goals, anticipated deliverables, anticipated budget including other funding sources/partners, and timeframe for the study.

M. Wake Transit Vision Plan Update

In early August, CAMPO kicked off the development of the Wake Transit Vision Plan Update, which will be a tune-up to certain assumptions made in the original Wake County Transit Plan and an extension of the planning horizon for the Wake County Transit Plan from 2027 to 2030.

The primary focus of the Wake Transit Vision Plan Update for the remainder of the calendar year will be:

- 1) Assessment of cost and schedule feasibility for major capital projects;
- 2) Determination of remaining financial capacity for investment through 2030;
- 3) Development of high-level investment programs and solicitation of input from stakeholders and the public;
- 4) Preparation of a countywide transit market reassessment; and
- 5) Review of recommendations from regional and sub-regional plans to inform potential Wake Transit investments.

These activities will ultimately inform the development of investment alternatives through core design retreats with the Vision Plan Update Core Technical Team (CTT) and other stakeholders in early 2020. The TCC and Executive Board will be updated on the progress of the Vision Plan Update throughout its development and will be presented important outcomes of the Plan Update as it continues. **(Staff Contact: Bret Martin)**