

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. Final 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. Discussion topics at the September 20 meeting included the JRE Grant, NCDOT BOT's adoption of the Complete Streets Policy, updates concerning UPWP tasks this fiscal year, updates concerning Vision Zero, and activities occurring with the Wake County Public School System. The next SRTS Subcommittee meeting will be held on Friday, December 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 provided draft materials which CAMPO reviewed. The consultant team is working to address

comments made by CAMPO and will distribute materials to stakeholders for their review and comment within the next 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. 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 finalized the approach to determining the methodology and seeks input from the CTT at the next workshop scheduled for October 15th. The project team will present for review a draft RED lanes evaluation methodology, a demonstration of RED lanes evaluation toolkit, and example applications of the evaluation methodology to sample corridors. The project team will discuss criteria weighting and a set of candidate corridors to evaluate. Next steps include a review of corridor prioritization results and final adjustment to the criteria weighting. 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), has selected the team of Metro Analytics and Stantec, Inc. 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.

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 passenger 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 was issued September 9th. 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. The Kickoff Technical Steering Committee meeting occurred September 25th in Harnett County. Work is progressing per the scope. (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 after an Oversight Committee meeting with presentations to the TCC and Executive Board tentatively scheduled for November. 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). More information on the Triangle TDM Program can be found at:

<https://www.tjcog.org/programs-land-use-transportation/transportation-demand-management>. (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 have occurred, and negotiations have begun with a consulting team; leading to an anticipated "Notice to Proceed" goal as of November, 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. It 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, 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, August 23rd and September 19th. Over the past five meetings, the MCC has developed its membership, organizational and meeting structures and continues "finetuning" its "Recommended 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 24th. (The next and last monthly, full MCC meeting was held September 19th.) MCC member agency Wake County and CAMPO staff presented an update on the MCC to the Wake County Board of Commissioners Growth and Sustainability Committee on September 23rd. (postponed from the August meeting.) Information on the MCC will be posted on the CAMPO website and the TCC and Executive Board will be updated at the November meetings. (Staff Contact: Crystal Odum)

K. NCDOT Highway Project U-2719 – Update

NCDOT staff held a Stakeholder Meeting on October 3, 2019 that included CAMPO staff, law

enforcement, construction team members, and representatives not affiliated with CAMPO. 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.
- Clearing continues at Wade Avenue quadrants and is proceeding along Western Blvd., Melbourne, and Jones Franklin Road. 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. Preparation work for the demolition of the Melbourne Road bridge will occur in the coming months.
- Barrier walls are being constructed along I-440 from I-40 to Western Boulevard, and along Wade Avenue from Edwards Mill Road to the I-440 interchange with Wade Avenue.
- Temporary ramps are also being constructed for westbound Wade Avenue onto eastbound I-440; and at eastbound Wade Avenue onto westbound I-440.
- 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.

NC DOT 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.

- 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.
- Further details about the project are located at <https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx>. (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) Reassessment 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 tradeoffs 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 receive an update on the status of the Wake Transit Vision Plan update at their November meetings, will continue to 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**)

N. Greater Triangle Commuter Rail Alternatives Analysis

GoTriangle, as the designated project sponsor for the commuter rail corridor identified in the Wake County Transit Plan, continues to lead an alternatives analysis/feasibility study for a commuter rail project within the corridor. Before the study kicked off, a number of regional partners requested that the study corridor to be expanded eastward to Selma and westward to Mebane, and GoTriangle and its regional partners agreed to this scope expansion. The primary anticipated outcomes of the study will be to provide more detail on:

- 1) A project implementation schedule;
- 2) Planning-level infrastructure requirements and associated costs for various service scenarios;
- 3) Ridership projections for various service scenarios that will make use of the Federal Transit Administration's (FTA) Simplified Trips On Project Software (STOPS) modeling framework; and
- 4) Risks that could impact project feasibility, including cost and schedule impacts.

The ultimate goal of the study is to equip GoTriangle and its regional partners with more detailed information on the productivity, feasibility, and project delivery requirements of a commuter rail project within the corridor. Results from the study are anticipated to be available by the end of calendar year 2019. As the project progresses and results are realized, GoTriangle staff will provide updates to the TCC and the Executive Board, and it is anticipated that GoTriangle staff will provide an update to both at their November meetings. (**Staff Contact: Bret Martin**)

O. Northeast Area Study Update

The Northeast Area Study (NEAS) was completed in FY 2014. The study evaluated land use and transportation issues in the northeastern section of CAMPO's planning area. The study covered parts of Wake and Franklin Counties, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, and parts of Wake Forest, Youngsville and Franklinton. As with the Southwest Area Study in FY 18 and 19, the NEAS needs to be updated in order to prepare for the 2050 MTP. The update will involve extensive public outreach, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study. Three meetings were held this summer with Core Technical Team members around the study area to gather feedback on the NEAS Update scope. The request for proposals for the NEAS Update was posted on August 26, 2019 and proposals were due on September 23, 2019. A team comprised of core technical team members in the study area will be meeting in early October to review proposals, interview candidates if necessary, and select a consultant. The project timeframe is anticipated to be from November 2019 to June 2021.

(Staff Contact: Brandon Watson)