

INFORMATIONAL ITEM: PROJECT UPDATES

A. Commuter Corridors Study – Final 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 develops and recommends various land use and transportation planning 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 to be posted on the CAMPO website with an overview and the study's findings to be provided to the January TCC and February Executive Boards meetings. **(Staff Contact: Crystal Odum)**

B. (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. There were no updates for the John Rex Endowment Grant as of the Friday, December 13, 2019 SRTS Subcommittee meeting. Please go to <http://www.iwalktoschool.org/> for additional details. **(Staff Contact: Kenneth Withrow)**

C. 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 provided an updated draft of the final report and other deliverables. CAMPO and DCHC staff are reviewing the materials and will distribute to the steering committee for their review in January. **(Staff Contact: Alex Rickard)**

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

This study when completed will provide a comprehensive review of best practices for transit priority R.E.D. lanes (defined as roadway lanes treated with red product to identify priority bus lanes that allow right hand turns, emergency response vehicles and driveway access) with shared access and a review of 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. The project team presented project updates and obtained input from the CTT, TCC and Executive Board including on criteria weighting. The next anticipated project milestone is the fourth and final CTT Workshop, covering the draft findings of Task 6 (Priority Listing of Corridors) and discussing final process refinements and reporting needs. The workshop is expected to take place in early spring in 2020. The study, conducted by Renaissance Planning and WSP, Inc., is on schedule to conclude fiscal year 2020 on time and on budget. (Staff Contact: Crystal Odum)

E. 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.

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. A project portal at www.ral2fayrail.com has been established to house all project information. The Kickoff Technical Steering Committee meeting occurred September 25th and the 2nd workshop was held November 21st. To date the project team has reviewed existing data sets, begun the peer agencies review, started the work of comparing the two study routes and is gathering jurisdictional and expert input from the TSC members. The 3rd TSC meeting is scheduled for February 4th in Harnett County. Next steps in the study includes introducing quantitative and fatal flaw analyses. (Staff Contact: Crystal Odum)

F. 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 2019. The intent is 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. 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 2019, several peer reviews and focus group surveys with TDM stakeholders were held and a technical assistance report was submitted to TJCOG in May 2019. 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 presented the TDM Plan Goals Update in December 2019 as information to the TCC and Executive Boards. Public comment period on the Plan Goals Update closed on December 20, 2019 and all comments/feedback were incorporated by TJCOG into the plan update. A presentation on revisions was made to the CAMPO TCC followed by approval in January. The plan goals update will go to the Executive Board for approval pending an Oversight Committee meeting in February. Additionally, the FY 19 Annual Impact Report for the Program was released in late 2019 and can be viewed at the website below. The FY 21 Request for Proposals for the Triangle TDM Program were due on January 15, 2020. Applications received will be reviewed in February by the program Oversight Committee for approval. More information on the Triangle TDM Program can be found at: <https://www.tjocog.org/programs-land-use-transportation/transportation-demand-management>. (Staff contact: **Brandon Watson**)

G. 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 late February 2020. (Staff contact: **Kenneth Withrow**)

H. 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**)

I. 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; coordinating the management and delivery of ADA services; monitoring the ongoing changes in the Medicaid program and transitioning the rural transportation programs into a mobility management framework.

On May 22nd, CAMPO staff convened the working group inviting transit provider members from GoCary, GoRaleigh, GoTriangle, GoWake Access, Wake County, JCATS, KARTS and HARTS. Monthly meetings were held on June 25th, July 18th, August 23rd, September 19th, October 24th, November 12th and January 23rd. Over the past meetings, the MCC has developed its membership, organizational and meeting structures, began work on a DRAFT "Recommended Implementation Strategy Schedule" including six months of actionable items and began coordination work on the recommendations outlined in the regional CHSTP work plan. Three Sub-committees - Administration, ADA and Community Transportation with lead and support agencies were created. Human Service agencies and other stakeholders are invited to participate as part of this group on the Community Transportation sub-committee. The Sub-committees are monthly work sessions held on the same day back to back, while the full group meets quarterly beginning October 24th. Staff presented an overview of the committee to the TCC and Executive Board at the November meetings. The Sub-committee meetings were held January 14th at the CAMPO offices and the full MCC meeting, January 23rd, 2020. Next steps of the committee include recommending formalizing the MCC at the February meetings through CAMPO board action and revising the Coordinated Human Services Public Transportation Plan with minor edits to create Amendment #1 to the plan. Information on the MCC is posted on the CAMPO website. (Staff Contact: Crystal Odum)

J. NCDOT Highway Project U-2719 – Updates

NCDOT staff held a Stakeholder Meeting on December 12, 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.
- **As of October 24, 2019, a closure notice was given for:
Melbourne Rd. Bridge (Detour)**

Duration: 351 Days

The reason for this notification is to remind the Department and affected government entities of the long-term closure of Melbourne Rd over I-440. A detour was installed on September 30th, 2019 and is being utilized to allow for the construction of the new Melbourne Rd bridge over I-440. This detour is anticipated to be in place for approximately 351 days.

- Athens will be closed as soon as Melbourne is reconstructed.
- 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 Road 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.

Long Term Closure(s)**1. I-440 Westbound Off Ramp (Long Term Detour)**

The reason for this notification is to provide the Department and affected government entities advanced notice of the upcoming ramp closure of Loop B (I-440 Westbound to Eastbound Wade Ave) scheduled to begin on Monday night, November 11th, 2019. This ramp closure will be utilized for the completion of the temporary ramp from Eastbound Wade Ave to Westbound I-440 (Ramp B) and for the construction of the final proposed alignment. The closure will be in place until the proposed final replacement movement is open to traffic and fully operation. The approved off-site detour will take the travel in public to the Westbound I-440 off ramp to Eastbound Hillsborough St where the Eastbound Hillsborough St on ramp to Eastbound I-440 can be used to travel back towards I-440/Wade Ave interchange.

New Traffic Patterns**1. Wade Ave Westbound On Ramp to I-440 Eastbound**

Anticipated Date: 1/11/20

2. I-440 Eastbound Off Ramp To Jones Franklin Road

Anticipated Date: 2/12/20

3. Wade Ave Eastbound On Ramp to I-440 Westbound

Anticipated Date: 2/17/20

4. I-440 Eastbound Off Ramp to Western Blvd

Anticipated Date: 2/31/20

Stakeholder meetings are held at the construction field office, 559 Jones Franklin Road; and currently on the second 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 [I-440 & Blue Ridge Road Improvements](https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx) <https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx>. (Staff Contact: Kenneth Withrow)

K. Wake Transit Vision Plan Update

In August of 2019, 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. Over the past several months, the focus of the plan update has been on reassessing cost and schedule feasibility assumptions for major capital projects and compiling market data to perform a countywide transit market reassessment. These tasks are substantially complete. The primary focus of the Wake Transit Vision Plan Update for the next few months will be:

- 1) Determination of remaining financial capacity for investment through 2030;
- 2) Development of high-level investment tradeoffs and preparation for solicitation of input from stakeholders and the public; and
- 3) 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 mid-2020. The TCC and Executive Board 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)

L. Greater Triangle Commuter Rail Alternatives Analysis

GoTriangle, as the designated project sponsor for the commuter rail corridor identified in the Wake County Transit Plan, led 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 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 were received at the end of calendar year 2019, and the project team is assessing how to use these results to inform decision making for a commuter rail project's next steps. GoTriangle staff provided an overview of preliminary results to the TCC and Executive Board at their January meetings and plans to come back to the TCC and Executive Board in March with a decision point for when, how, and to what extent continued

study of a project within the corridor will or will not proceed. **(Staff Contact: Bret Martin)**

M. 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 in the summer of 2019 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 met in October to review proposals, interview candidates if necessary, and select a consultant. Stantec was selected as the top scoring consultant and approval of moving forward with the contract was approved at the Executive Board in January. The contract is currently in the contract routing process with expected notice to proceed in early February. The project timeframe is anticipated to be from February 2020 to June 2021.

(Staff Contact: Brandon Watson)

N. Coordinated Human Services Public Transportation Plan Update

The 2018 updated Raleigh Urbanized Area Coordinated Human Services Transportation/Wake Transit Plan (CHSTP) sets the priorities for transportation investments and initiatives for human services and public transit coordination. Adopted in 2019, the plan which guides funding and service development for transportation projects supporting elderly, disabled and low-income individuals, has been updated to make minor administrative changes that includes clarifying roles and responsibilities and advancing the timeline for the mobility management program. The plan is posted for public comments January 17th to February 16th and is to be presented to the TCC and Executive Board meetings in February. **(Staff Contact: Crystal Odum)**