

## **INFORMATIONAL ITEM: PROJECT UPDATES**

### **A. (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 SRTS Subcommittee met on Friday, July 17, 2020 to receive updates and address important topics such as: (1) Safe Routes to Schools in a COVID-19 Environment, (2) Updates for the TJCOG and Wake County SRTS Programs, (3) the Capital Area MPO Complete Streets Resolution, (4) a Data Sharing MOA between CAMPO and the Wake County Public School System. The SRTS Subcommittee met on Friday, October 16 to develop an action plan. The next SRTS Subcommittee will be tentatively scheduled for Friday, December 11, 2020. Please go to <http://www.iwalktoschool.org/> for additional details. (**Staff Contact: Kenneth Withrow**)

### **B. 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. An Oversight

Committee meeting was held in early February to discuss public and MPO comments, and feedback is currently being incorporated into the plan. However, the plan update is currently on hold due to NCDOT funding issues and COVID impacts. 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. The Oversight Committee met in April to review the applications. A total of sixteen applications were received, two of which as innovative pilots. However, due to NCDOT funding issues, TJCOG does not yet have a funding notification from NCDOT. TJCOG is working closely with MPO leadership to try to get this issue resolved and is anticipating NCDOT Board action in August/September regarding this issue. TJCOG is also meeting with the Oversight Committee regularly as new information is available. 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)

### **C. 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, 2019. Candidate interviews have occurred, and negotiations have been finalized with the consultant team of McAdams; leading to a "Notice to Proceed" as of the end of March 2020. The consultant staff have used this time to work on website review, crowdsource map review, URL address discussion, stakeholder list review / completion, scheduling for Case Study briefings. The first Triangle Bikeway Working Group meeting was held on Thursday, July 16 from 1:30 to 3:30 pm; which included a nationwide review of bicycle facility case studies, along with a review of the project website and survey. There have been numerous interjurisdictional meetings, mayoral meetings, municipal work sessions, and Stakeholders throughout the months of September and October. Over 1900 persons have participated in the MetroQuest survey concerning the proposed bikeway; which will close at the end of October. The next Triangle Bikeway Working Group meeting will be held on Thursday, November 19 from 1:30 to 3:30. (Staff contact: Kenneth Withrow)

### **D. 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. The annual data report has been released for public review. At this time both CAMPO and NCDOT are working to transfer management and ownership of NMVDP counters based on agreements established prior to the installation of the counters in 2018. **(Staff contact: Kenneth Withrow)**

#### **E. Mobility Coordination Committee**

The 2018 Raleigh Urbanized Area Coordinated Human Services Transportation Plan (CHSTP), changed to the Coordinated Public Transit-Human Services Transportation Plan, Amendment #1 (CPT-HSTP), 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 (2019-2022) 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 February 19, 2020, the Executive Board adopted the 2018 updated Coordinated Human Services Public Transportation Plan, Amendment #1 and formalized the MCC.

CAMPO staff had convened the working group on May 22, 2019 inviting transit provider members from GoCary, GoRaleigh, GoTriangle, GoWake Access/Wake County, JCATS, KARTS and HARTS. The MCC has developed its membership, organizational and meeting structures, completed a working DRAFT "Recommended Implementation Strategy Schedule" including a rolling six months of actionable items, supported the City of Raleigh and the 5310 Program Project Management Plan update and updated the regional plan. Three working Sub-committees - Administration, ADA and Community Transportation, that meet monthly, were created and beginning February 7, 2020 Human Service agencies and other stakeholders joined the Community Transportation sub-committee to share information and further coordination. The full MCC committee began meeting quarterly on October 24, 2019. The committee members continued work on the recommendations identified in the plan including reviewing transit provider ADA eligibility applications for potential unification, developing a regional methodology to address gaps in ADA service, reaching out to peer groups and the national center for mobility management information to continue developing a regional mobility management program and structure and working with the various human services providers, determining universal definitions and policies for ADA services. Given the state response to COVID-19, all meetings are virtual until further notice. For 2020, the April 3<sup>rd</sup> and the May 6<sup>th</sup> sub-committee meetings were cancelled, but CAMPO staff continued with some of the scheduled MCC work including mobility management research and ADA eligibility applications analysis. The April 23<sup>rd</sup> Full Quarterly

meeting (virtual WebEx) was also cancelled due to continued COVID-19 efforts. Sub-committee meetings resumed on June 5<sup>th</sup> with the committee members sharing agencies COVID-19 and civil unrest activities and occurrences. The committees also reviewed previous MCC work and assignments necessary to complete the CPT-HST plan's recommendations. The members attended July meetings and continued committee work focusing on collaborating to identify and discuss policies that negatively affect regional riders and mobility management work. The sub-committee chairs updated the full committee on the continuing work at the July 23rd quarterly meeting.

On August 5, 2020, members of the CT committee successfully conferenced with and participated in a presentation with peer agency North Central Texas COG to learn about the COG's mobility management program to aid in the development of our regional program. Sub-committee meetings were held on August 7<sup>th</sup> and September 2, 2020. (The ADA September sub-committee meeting was cancelled due to schedule conflicts.) The MCC has completed work on identifying shared ADA service gap methodology language and supporting the 5310 PMP update. Work continues with coordinating transit provider policies for late cancellations/no shows, visitors, transfers and fares. Developing the mobility management program and structure, participating and monitoring the state's NEMT program changes and coordination with human services agencies work also continues. October sub-committee meetings were held with the members continuing work and working to update the schedule. The next sub-committee meetings are scheduled for November 4<sup>th</sup> with the quarterly meeting to be held October 22<sup>nd</sup>. Information on the MCC including meeting schedule, agendas and meeting summaries are posted on the CAMPO website. Periodic updates to the TCC/TPAC and the CAMPO Executive Board will be provided with presentations anticipated to be at the beginning of the year. **(Staff Contact: Crystal Odum)**

#### **F. 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](mailto: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.
- Wade Ave median work from Edwards Mill to 440
- North 440 to Lake Boone traffic shifted towards the median
- Structures work at Wade Ave flyover bridge

#### **For the Blue Ridge and Hillsborough Intersection**

- Update on 4437: still waiting on ROW in order to begin utility relocation. Closure of Blue Ridge has been pushed until after the fair in 2021. There will be utility relocation and road work to prep for that closure.

#### **Long Term Closure(s)**

##### **1. I-440 Westbound Off Ramp to Wade EB (Long Term Detour)**

###### **o Duration: Long Term**

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) began 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 approved off-site detour will take the traveling 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.

##### **2. Melbourne Rd / Bridge Closure at I-440**

###### **o Duration – until Fall of 2020**

Purpose is to rebuild Melbourne Bridge Crossing over I-440 (Access ramps at Melbourne open, Detour in place to Athens Dr. /Jones Franklin Road).

##### **3. I-440 WB Exit to Melbourne Road.**

###### **o Duration: Short Term**

Reason for this closure is to construct a new ramp for the I-440 WB exit ramp to Melbourne Road. Traffic will still be able to exit from I-440 but will be required to detour to the right onto Deboy and follow the routed detour. This closure will be in effect for up to three months. Please use caution in this area.

##### **4. I-440 EB Exit to Western Blvd Loop**

###### **o Duration: Long Term**

Reason for this closure of this loop is to allow for construction to occur inside the quadrant of the interchange. Traffic will be able to take the Exit Ramp at Exit 2 prior to the overpass and then can make the movement to Western EB or WB. This closure will be in effect for up to nine months. Please use caution in this area due to construction activity.

##### **5. Wade Ave Eastbound on ramp to I-440 WB**

###### **o Duration: Nine Months**

Reason for this closure is to construct a new ramp for Eastbound Wade Ave to I-440 WB. Traffic will still be able to exit from

Eastbound Wade Ave to I-440 WB by using a temporary ramp located just after the existing ramp. This closure will be in effect for up to nine months. Please use caution in this area.

6. I-440 Westbound Shift to Median between Jones Franklin Road and I440/Walnut Interchange

o Duration: Nine months

Reason for this closure is to construct new alignment of Westbound I-440 and Collector road. Traffic will still be able to exit to the collector to get to I-40 and Walnut exits by utilizing single far right lane after Jones Franklin bridge. This closure will be in effect for up to nine months. Please use caution in this area.

7. I-440 Eastbound Off Loop to Jones Franklin Rd

o Duration: 9 months

Reason for this closure is to construct new alignment of EB I-440 off ramp to Jones Franklin. Traffic will still be able to exit to the Jones Franklin by utilizing single far right lane approaching Jones Franklin bridge and using the new temp exit loop. This closure will be in effect for up to 9 months. Please use caution in this area.

### **New Traffic Patterns**

1. 1. Opening Melbourne bridge

Anticipated Date: Fall 2020

Stakeholder meetings are held at the construction field office, 559 Jones Franklin Road; and currently on the second Thursday of every month 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**)

### **G. 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. To date, the focus of the plan update has been on reassessing cost and schedule feasibility assumptions for major capital projects, producing a countywide transit market reassessment, determining remaining financial capacity for additional transit investments through 2030, soliciting public and stakeholder input on investment priorities, and prioritization of projects.

Due to the economic uncertainty surrounding the COVID-19 pandemic, our forecasting of revenues through 2030 has changed significantly. Financial scenarios that account for projected revenue reductions reveal that revenues collected during the three years added to the planning horizon will likely need to be used to rebalance expenditures previously programmed through 2027 under more optimistic revenue assumptions. The financial scenarios also reveal that some cuts to planned expenditures may be necessary.

Within the context of these financial projections, CAMPO and its Wake Transit partners solicited

input from the public throughout the month of August and did the same with our targeted stakeholder group in mid-September. This input and other factors are being used to provide guidance on prioritization and reprogramming of currently planned projects through 2030 at a core design retreat that is currently planned for early November. **(Staff Contact: Bret Martin)**

#### **H. Wake Transit Performance Tracker**

CAMPO is the designated lead agency tasked with developing an online Wake Transit Performance Tracker. In May, CAMPO executed a contract with WSP for support in bringing two components of the online resource to fruition.

Component #1 is an interactive project map that will put the investment information contained in the annual Wake Transit Work Plan into a visual, searchable format. Users will be able to see detailed information on Wake Transit-funded service and infrastructure projects that have been completed, are underway or are planned for future years.

Component #2 is a graphic-driven dashboard that will display progress toward reaching Wake Transit program goals. The elements of the dashboard are intended to reflect programmatic goals set in the Wake Transit Plan, Bus Plan and other adopted materials.

A core technical team has been assembled and held meetings in June and August. The group represents a diverse collection of TPAC partner organizations. Individuals on the team are almost equally split between those with technical knowledge and planning skills and those who are experts in engagement, marketing, and communications.

The development timeline for the Wake Transit Performance Tracker can be split into three sections. June through December is focused on planning and development activities. A beta testing period will occur in early spring, and a full-scale community launch will occur in May 2021. As we move forward, we will continue to provide updates to the CAMPO TCC and Executive Board on our progress toward the development of this interactive tool.

**(Staff Contact: Stephanie Plancich)**

#### **I. 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. 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 study covers parts of Wake and Franklin Counties, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville, Franklinton, and part of Raleigh. 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.

Stantec was selected as the top scoring consultant and approval of moving forward with the contract was approved at the Executive Board in January. Notice to proceed was issued to Stantec in February and the first Core Technical Team (CTT) meeting was held on March 10, 2020. The most recent Stakeholder Oversight Team (SOT) meeting was held on June 15, 2020 discussing what we have heard so far, guiding principles, bicycle and pedestrian issues, and land use scenario development. A CTT meeting was also held on July 20, 2020 discussing public engagement, planning themes for the guiding principles, bicycle/pedestrian data, and developing



the two alternatives in the land use scenario modeling. A project work plan and public participation plan have also been developed. In August a Visual Preference Survey was conducted with the SOT and a virtual building block exercise was held with the CTT and planning/administrative staff from each jurisdiction to help further define two alternative growth scenarios. The project team has been working on a “local plans” growth scenario and creating the two alternative growth scenarios, with plans to discuss with the CTT at the next meeting on October 13, 2020. In August and September, the project team has also been working on hotspot selection methodology, policy updates, and newsletter content.

Nine small group stakeholder interviews were held May 21 and 22 around a variety of topic areas with 46 attendees total. Virtual public meetings were also held on Tuesday, June 9<sup>th</sup> and Saturday, June 13<sup>th</sup>. Other small group meetings and additional public engagement were ongoing throughout April – July. The interactive map for identifying issues/points of interest, as well as the survey, closed for comments on July 24, 2020. The project timeframe is anticipated to go through June 2021. Visit [www.neasupdate.com](http://www.neasupdate.com) for more information.

**(Staff Contact: Brandon Watson)**

#### **J. Bus on Shoulder Study**

CAMPO is partnering with DCHC MPO, NCDOT and GoTriangle to conduct a regional evaluation of potential expansion of the Bus on Shoulder System currently operated on I-40. The Study will also look for opportunities to enhance the North Carolina rules and guidelines for using Bus on Shoulder in other parts of the state. The Executive Board approved a contract with HDR at its June 2020 meeting, and the first technical steering committee meeting was held in July. The study will evaluate current Bus on Shoulder operations against best practices from peer regions and will recommend methods to evaluate and prioritize future Bus on Shoulder projects in the Triangle and across the state. Recommendations from the study are expected in June 2021. The Technical Steering Committee participated in an Expert Panel presentation in late August to ask questions of peer BOS systems. The Technical Steering Committee will begin regular monthly meetings in September, and will begin to finalize the study corridors and prioritization metrics in the coming month. **(Staff Contact: Shelby Powell)**

#### **K. UPWP Call for Special Studies**

The call for special studies for CAMPO's FY 22 Unified Planning Work Program (UPWP) is open from **August 19 – October 30, 2020**. Special studies may be requested by CAMPO member agencies, partner agencies or stakeholders. Typically, special studies are funded in the UPWP using 80% MPO funds and 20% non-MPO funds. Studies deemed to be of significant regional value or impact may qualify as “core mission” studies and may be funded with 100% MPO funds. To request consideration of a special study, please send a memo to [Shelby.Powell@campo-nc.us](mailto:Shelby.Powell@campo-nc.us) outlining the purpose of the study, anticipated deliverables, projected cost of the study, funding source and relevant funding partners for the non-MPO portion of the cost of the study, and anticipated timeline for the study. Please keep in mind that these requests are for the FY 22 UPWP, so accepted studies will not begin prior to July 1, 2021.

**Requests are due by close of business on October 30, 2020.**