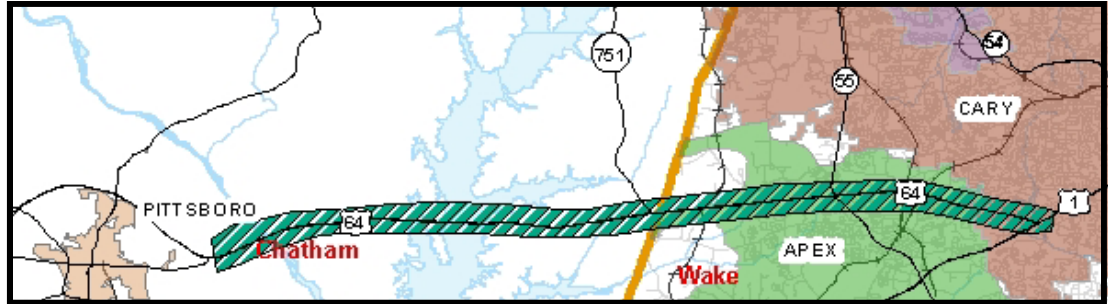




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## US 64 Corridor Study

The US-64 Corridor Development Team (CDT), met during December with the Save64 Committee (a citizens group devoted to the preservation of US-64, in its current form, between US-1 and the Wake County line). At that meeting the final draft recommendation for the short and long-term plans for the section of US 64 between Laura Duncan Road and the US-1 interchange was discussed. It was revealed that plans for US-64, between the future NC 540 interchange and US-1, do not include construction of an expressway/freeway upgrade.

The CDT believes that a "superstreet" concept can be applied to that portion of the corridor. The "superstreet" concept in-

volves redesigning one more intersections such that minor "cross-street" traffic is prohibited from either straight through or left turn movements and must execute a u-turn movement rather than a left turn across oncoming traffic.

The Save64 Committee has indicated that the "community" directly affected by the US-64 Corridor improvements is against the "superstreet" concept as a future design for the highway, preferring the conventional "boulevard" concept, which allows left turns and through movements from minor streets. Most travel improvements within the corridor are many years from being under construction, and improvements are

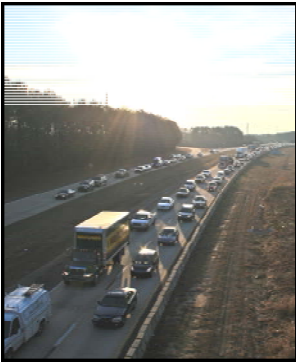
inevitable due to growth occurring in the area.

The Save64 Committee and the CDT are continuing discussions. The two groups have identified several items for future work:

- (1) gaining commitment by locals on ways to address planning along the corridor in a regional manner.
- (2) a possible shift to local transit options, and
- (3) integration of land use and transportation into the planning process.

The project consultant is drafting the Corridor Study Report which will be distributed in phases by February 2010.





## Congestion Management Process

The Congestion Management Process (CMP) is a systematic approach for safe and effective management (and operation) of new, and existing, transportation facilities by using demand reduction and operational manage-

ment strategies. The CMP subcommittee met in January to discuss revisions to the proposed CMP document. They also discussed strategies found in a CMP Toolbox that was developed by Cambridge Systematics and the

Mountain Land Council of Governments in Utah. Staff is preparing the Draft CMP document; to be presented to the TCC and TAC during February meetings.

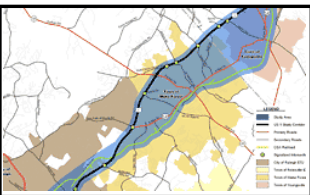


## Triangle Regional ITS Strategic Deployment Plan

The Capital Area MPO has been working with the Durham-Chapel Hill-Carrboro (DCHC) MPO and the North Carolina Department of Transportation (NCDOT) on an update of the Triangle Regional Intelligent Transportation

System (ITS) Strategic Deployment Plan (SDP). The SDP was originally developed in 2000. This update will provide a framework for long-range transportation plan integration and identify specific projects for TIP

programming. ITS Partners have been directed to review a series of documents being drafted by the project's consultant. The next scheduled meeting of the ITS Partners is Tuesday, February 16.



US 1 Study Area

## US 1 Council Of Planning

The US-1 Council of Planning meets on a quarterly basis to discuss exiting and future developments along the US-1 (Capital Boulevard) corridor between I-540 and US-1A. The Council was created following adoption of the US-1 Cor-

ridor Study by the Capital Area MPO's Transportation Advisory Committee and subsequent adoption of the US-1 Memorandum of Understanding (MOU) by governments bordering the corridor.

The Council met in December to receive information on two projects:

- (1) The Shoppes at Caveness Farms in Wake Forest, and
- (2) a proposed Galaxy Road development in Wake Forest.

The Council met in De-



Intermodal/Transit bill signed into law on Thursday, August 27<sup>th</sup>, 2009

## Wake County Transportation Group

Following the passage of House Bill 148 in the 2009 Legislative Session, Wake County created a transportation group to establish action items and plan elements that Wake County officials would like to see in place prior to scheduling a voter referendum. The focus of these efforts would be on achieving goals to help the referendum pass.

One of the goals is to ensure that the plan moving forward is "sellable"/defensible, and is strong enough to get bipartisan support.

planners and transit providers.

The Wake County Transportation Group has been meeting every Tuesday morning during to discuss weekly updates and gather information from the County's land use

The information being gathered will be used to create a document called the "Unified Wake County Area Transit Effort"; and a document template that will be used is the "Wake County Justice System 30-Year Facilities Master Plan". The "Unified Wake County Area Transit (continued on page 3)

## Wake County Transportation Group (cont'd)

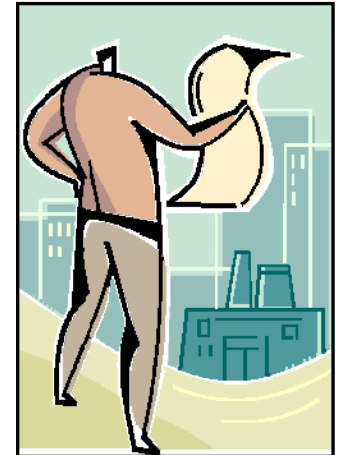
Effort" document will also incorporate Triangle Transit's Financial Model. This model will guide Wake County's transit implementation process.

MPO staff has been participating in the Wake County Transportation Group meeting since December 2009; and has co-

ordinated efforts with the staff of Wake County to schedule meetings and obtain data from the transit providers that serve the county. Both MPO and Wake County staff will be working together to coordinate transit provider and land use planning meetings leading up to the completion of the

"Unified Wake County Transit Effort" document. In conjunction with the completion of the "Unified Wake County Transit Effort" document,

Wake County staff has also been working on an Inter local Agreement.



## Bicycle and Pedestrian Stakeholders Group

The Capital Area MPO's Bicycle and Pedestrian Stakeholders Group (BPSG) has been working on a "Position Statement" on proposed changes to traffic laws for bicyclists in North Carolina. The "Position Statement" was drafted to bring clarification to the Bicycle Protection Act, House Bill 1451; which will be introduced to the North Carolina Legislature in the spring of 2010.

The "Position Statement" addresses six major areas of protection for the bicycling public:  
 (1) Equal Access, Treatment, Vehicle Neutrality,

- (2) Signaling Right Turns,
- (3) Safe Passing Distances,
- (4) Throwing of Objects,
- (5) Harassment, and
- (6) Integration of Clarifications and Changes to the Traffic Laws.

A resolution supporting the "Position Statement" was adopted at the December 8, 2009 meeting of the BPSG.

The BPSG received information that the City of Raleigh had applied for a Transportation/Spot-Safety Grant through NCDOT's Division of Bicycle and Pedestrian Planning. The total grant amount is \$30,000; which

will be used to purchase 50 to 60 bike racks for downtown Raleigh. Locations for the racks will be based on areas of highest demand; which are along Fayetteville, Hargett and Wilmington Streets. The City is working on a municipal agreement with NCDOT to use the money that NCDOT will provide to purchase and install the racks.

The City plans to acquire the racks in spring 2010 and complete installation by summer 2010. Installations of the new racks will double the capacity of bicycle parking in downtown Raleigh.

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*"The installations of new racks will double the capacity of bicycle parking in downtown Raleigh."*

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## Data Collection

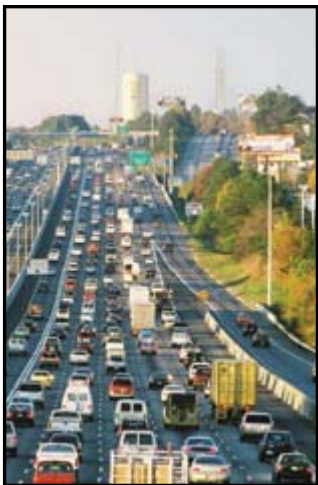
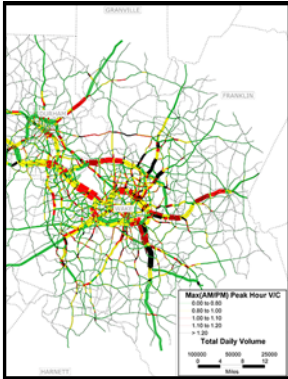
During January, meetings were held with two data collection companies: AirSage and 3point-data. Each offer new ways to collect transportation data. Sample

speed and volume data was reviewed with the model team, staff has begun putting together a presentation in hopes of starting a pilot program with AirSage. Under this

pilot program, the MPO would purchase speed data gathered during the spring and fall to use in model development and congestion mitigation.



# TOP 50 DOCUMENT



## MTIP

Quality Assurance/Quality Control checking of the Top 50 Projects document has been performed and identified errors corrected. Once photos

and short descriptions are added the document will be made available to the public. The document will reflect the changes made by the Strategic Planning

office of Transportation "SPOT" to projects two, three, and four on the MPO's list.

## Model

Development continues on a new version of the triangle regional model. Reviews of screen lines and districts, which help to validate the model, have been performed. Each review attempts to break up the model into zones to analyze traffic patterns

between them and check against reality. Since the model boundary has been expanded, new districts must be added, and screen lines must be updated.

Work has also begun on the population synthesizer, which is the tool

that translates socioeconomic data into data (such as workers per household) that the model needs to generate trips. This tool is being updated using the newly-released 2006-2008 American Community Survey PUMS data.

## NC 50 Study

The Raleigh City Council approved the contract for the NC 50 Corridor Study at the January 5, 2010 meeting. This study will address transportation concerns along a 15-mile segment of the highway between I-540 in Wake County and NC 56 in

Creedmoor. Consulting firm Kimley-Horn and Associates will be leading the planning team involved in the study. The Project Advisory Committee will oversee and guide the study, and should begin meeting in late February or early March.

Data collection efforts are underway. The study will determine what NC 50 should look like in 30 years, and will consider land use and environmental constraints as well as mobility issues.

## Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality program is funding several important projects in the Capital Area MPO region, including the upgrade of the Raleigh Signal System, the Triangle Area Travel Demand Management program being administered by Triangle J Council of Governments, and a sidewalk project in Holly Springs. The CMAQ

program was impacted by the 2009 federally-mandated funding rescission, where North Carolina lost \$55 million in CMAQ funds statewide.

The North Carolina Department of Transportation is in the process of determining how this rescission will impact projects already in the State Transportation

Improvement Program, and what the effect on the Capital Area MPO funding level will be. The MPO will be asked to prioritize the projects approved for inclusion on the 2011-2017 TIP in the coming months. More information on the rescission impacts, and the impacts to specific projects, should be available in February.

## Capital Area Comprehensive Transportation Plans

Franklin County - The Franklin County CTP Advisory Committee is in the final stages of preparing a complete set of draft maps for all modes. The plan may be ready to go before local elected boards early this spring, and will hopefully enter into a robust public involvement phase in early summer.

Granville County - The Granville County Transportation Planning committee continues to meet on a monthly basis. Although the CTP maps have been adopted, the work continues on the report document. NCDOT and County officials expect to have the final version of the report complete in February.

Harnett County - The Harnett County Transportation committee meets monthly, and is nearing completion on a draft highway recommen-

dations map. In January, the committee evaluated highway recommendations, and began discussions on the bicycle map and public transportation and rail map. The committee is interested to hear more about the US 401 Study underway, and CAMPO staff will coordinate with NCDOT staff to ensure that updates are available to the committee.

Johnston County - North Carolina DOT has developed preliminary traffic projections for the county road network, and will begin meetings in different areas of the county to discuss those projections with local staff. The highway recommendations previously adopted by the Town of Clayton will be evaluated in light of the new projections, and NCDOT will work with Town staff to update recommendations as

necessary to create a seamless transportation plan across the entire county.

Wake County - CAMPO staff is preparing to update the Wake County Comprehensive Transportation plan, which was started in 2006 but put on hold due to the federally-mandated Long Range Transportation Plan Update that required heavy staff involvement. The TCC and TAC agreed in January that the Wake County CTP could be developed via a series of small-area meetings around the county. CAMPO staff anticipates these meetings will begin as early as February. Once the Wake County recommendations are drafted, work will be done to integrate the recommendations from the surrounding county plans, resulting in a single CTP that covers the entire CAMPO region.



## Capital Area MPO Website Update

We'd like to update everyone on what is happening with the new Capital Area Metropolitan Planning Organization website. The new site is designed with enhanced content management features that will facilitate:

- Increased download speed for updating planning and informative documents.

- Announcement of scheduled/re-scheduled meetings and events.
- Tools designed to capture and analyze user input/feedback.
- Allowing members to download/upload documents to the FTP site.
- Rapid display of complex graphics and maps.

In addition to updating and maintaining the functional aspects the website, we're in the process of embedding PHP scripting language into some of our HTML pages to improve stability, security, and performance.



## Wake County



Despite the many things that make Wake County "a great place to live, work, learn and play," the County itself faces several challenges, including infant mortality, teen pregnancy, smoking, school dropout rates, homelessness, and significant gaps in transportation needs and resources.

A community assessment looks at the physical, behavioral, economic and environmental health of a county. More importantly, it tells us where we and our partners can focus action plans to do the most good. Of the issues raised in the 2006 assessment, citizens chose to focus on and develop action plans around several priorities:

- adult obesity
- air quality
- child obesity
- housing

- land use
- mental health
- substance abuse
- the ability to attain basic needs
- transportation

Healthy Wake Coalition, a group of local agencies, community-based organizations, and citizens brought together to focus resources on targeted health problems, are leading the implementation effort over the next six months with the help of Wake County Human Services' Community Initiatives staff.

The N.C. Division of Public Health Consolidated Agreement requires that all local health Departments conduct a community health diagnosis every four years. Primary data was collected from 730 Wake County citizens through 15 focus groups, five community meetings, and 520 surveys. Addition-

ally, secondary (pre-existing) data was collected and compiled from at least seven data sources.

The final report document outline is being compiled with assistance from the NC Division of Public Health, Wake County, Progress Energy, the Town of Morrisville, the Capital Area MPO and others, will look at the County's demographics, geography, and history. The majority of the report will be divided into four key issue areas: physical health, economic health, special populations, and environmental health. Each of the divisions addresses multiple issues. For each issue, information is provided on impact, contributing factors, data, disparities, residents' concerns, resources, gaps/unmet needs and emerging issues.

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