

NORTH CAROLINA CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Newsletter Date: October 2008



Message From the TAC Chair—Joe Bryan

The Capital Area Metropolitan Planning Organization (MPO) is nearing completion in the development of the 2035 Long Range Transportation Plan (LRTP). An overview of this important document, which will serve as a guide for addressing the area's future transportation needs, is included in this newsletter.

The 2035 LRTP is the plan for major transportation investments in the area; and includes all highway, transit, bicycle and pedestrian projects to be implemented by the year 2035.

Our area's population and employment are projected to grow significantly between 2005 and 2035 and the 2035 LRTP responds to this growth by addressing specific needs for our transportation system. The Capital Area MPO recognizes the critical role that all modes of transportation play in the economic health and viability of our region.

This newsletter includes illustrations of preliminary alternatives that will be evaluated in creating a "preferred option" for the area. The 2035 LRTP will be finalized and



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adopted in the coming months. We welcome your interest in the 2035 LRTP and encourage you to provide us your thoughts and ideas on the draft plan. In the 2035 LRTP process and encourage you to provide us your thoughts and ideas on the draft plan. There will be six upcoming public workshops held throughout the Capital Area MPO planning area that will provide you opportunities to review and give feedback on the 2035 LRTP. Notices for public workshops will be published in local newspapers and on the Capital Area MPO website www.campo-nc.us. We look forward to hearing from you.

Capital Area MPO Long Range Transportation Plan (LRTP)

MPO staff has been working with representatives of the Durham-Chapel Hill-Carrboro MPO, Triangle Transit, Triangle J Council of Governments (TJCOG) and the Triangle Regional Model Service Bureau in preparing the 2035 Long-Range Transportation Plan (LRTP). The Preliminary 2035 LRTP Report, presented to the TAC at its

August 20, 2008 meeting included:

- Goals and Objectives (adopted by the TAC on May 21, 2008,)
- A schedule of events and deadlines
- A map and list of all roadway projects to be included in the 2035 LRTP,

2035 Long Range Transportation Plan (LRTP)

- Preliminary cost estimates and revenue projections
- Local option revenue estimates, and
- Maps showing three transit scenarios that reflected the Special Transit Advisory Commission (STAC) recommended network.

Since the August 20 Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) meetings, staff members have been working to create a “preferred alternative” highway network and four transit “preliminary alternatives” that will be modeled as a part of the “Preferred Alternative” analysis.

Illustrations of those highway and transit alternatives are shown on pages four and five.



People are tired of being stuck in traffic and watching their commute times grow longer. That's time away from their families and away from their jobs.

... Kathy Lambert, King County Wa, Councilwoman

FY 2011–2017 MTIP Project Priority Lists

MPO staff is working with member jurisdictions to provide a list of projects to be submitted to NCDOT for inclusion in the 2011-2017 Statewide Transportation Improvement Plan (STIP) and for development of the Capital Area MPO's Metropolitan Transportation Improvement Program (MTIP). Based on technical information, and input from various subcommittee and stakeholders, a consolidated list of prioritized highway, bicycle/pedestrian, advanced planning and enhancement projects is being developed for submittal to NCDOT.

The FY 2011-2017 MTIP Project Priority Lists will be developed by making revisions to the recently adopted FY 2009-2015 MTIP. The Triangle Regional Model will serve as the tool to generate model runs of a future highway network that incorporates those highway projects. The results of those model runs will be used to perform new user benefit analyses; which could ultimately be used in scoring and prioritizing the highway projects for the FY 2011-2017 Project Priority List.

Staff has also been hard at work creating the draft

FY 2011-2017 Metropolitan Transportation Improvement Program (MTIP) Project Priority Lists; which will be reviewed by subcommittees, stakeholder groups, TCC and TAC members; as well as the public in the upcoming weeks.



Gerald Daniel— GIS Programmer/ Analyst

The Capital Area MPO is pleased to introduce Gerald Daniel as its new GIS Programmer/ Analyst. Gerald is an urban and regional planner who recently relocated from Tallahassee, Florida to join the Capital Area MPO staff.

Gerald graduated in 2004, with a masters degree, from Florida State University's top ranked Urban and Regional Planning program. He brings 4 years of experience in conducting and reviewing traffic impact studies, analyzing local government comprehensive plan amendments for consistency, state growth management legislation, and ArcGIS programming skills .

Gerald has a beautiful wife, who also graduated from FSU with a bachelor's in Information Technology, and two boys ages 14 and 11. Gerald's interests include playing sports and fishing with his family, European History (specifically, the period of enlightenment), politics, and video games.



Gerald Daniel

Gerald is looking forward to a successful and rewarding career with the Capital Area MPO and to taking in everything the beautiful city of Raleigh and the Great State of North Carolina have to offer.

Gerald can be reached by calling (919) 807-8515 or via E-mail Gerald.Daniel@ci.raleigh.nc.us

Long Range Transportation Plan

– Public Involvement

As the 2035 Long-Range Plan begins taking shape, staff of the MPO is preparing public outreach and involvement sessions throughout the MPO planning area.

Gaining public input on transportation planning needs and projects is an extremely important in giving citizens a comfort level and “buy-in” on plans for their region. Successful public involvement in long range plans is of great value to the community and it is also hard to achieve. The public has a right to know what is going to happen and how tax dollars are to be spent. It is important that the plans of public agencies make intuitive sense to the majority of the citizens.

There are often competing goals in establishing a transportation plan for the future. People need mobility, they value their time, yet they are concerned about negative effects to the environment, safety and the intrusion of traffic into residential areas. There are those who would prefer to see a significant increase in the use of transit, both fixed guideway and bus. There are also those who recognize the importance of cycling and

Walking as alternatives to the automobile for shorter trips as well as for health purposes.

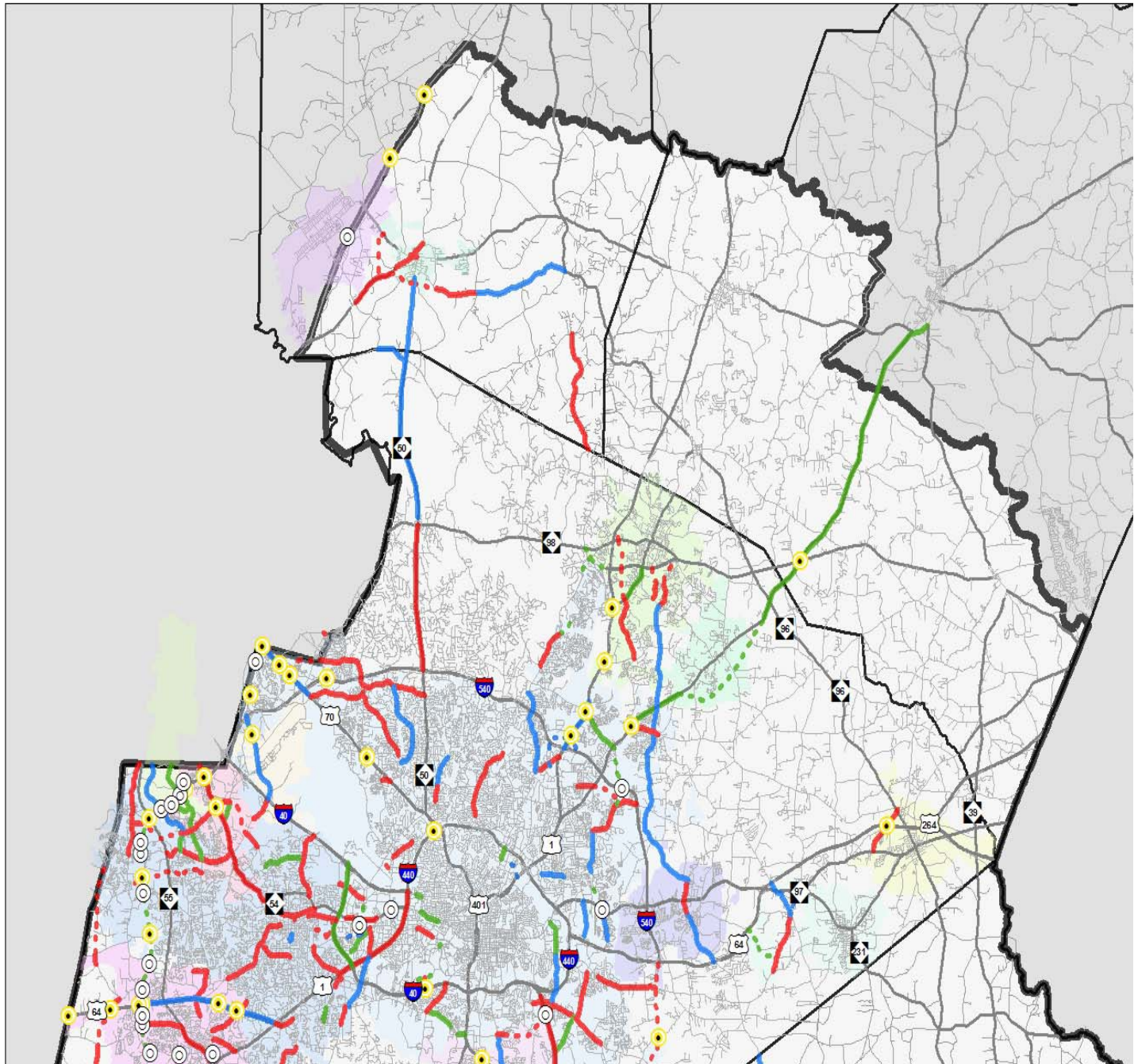
On occasion, projects have reached a stage of design where all major design decisions have been made when public opposition causes the project to be cancelled or significantly modified. Early involvement of the public in the planning process helps to avoid such expensive changes in direction.

The Capital Area MPO strives, through the use of Newspaper advertisements in local papers (including our local Hispanic newspaper), radio public service announcements and our member jurisdictions, to disseminate information about upcoming plans. We conduct meetings throughout our planning area, and use feedback forms, surveys and our website in an effort to reach every possible person we can.

Watch for information on 6 upcoming public involvement sessions throughout the MPO Planning area for the 2035 Long-Range Transportation Plan.

Long Range Transportation Plan

Preliminary Highway Network (Northern Section)



Projected AQ Year of Completion

- 2015
- 2025
- 2035

Proposed Interchanges and Grade Separations

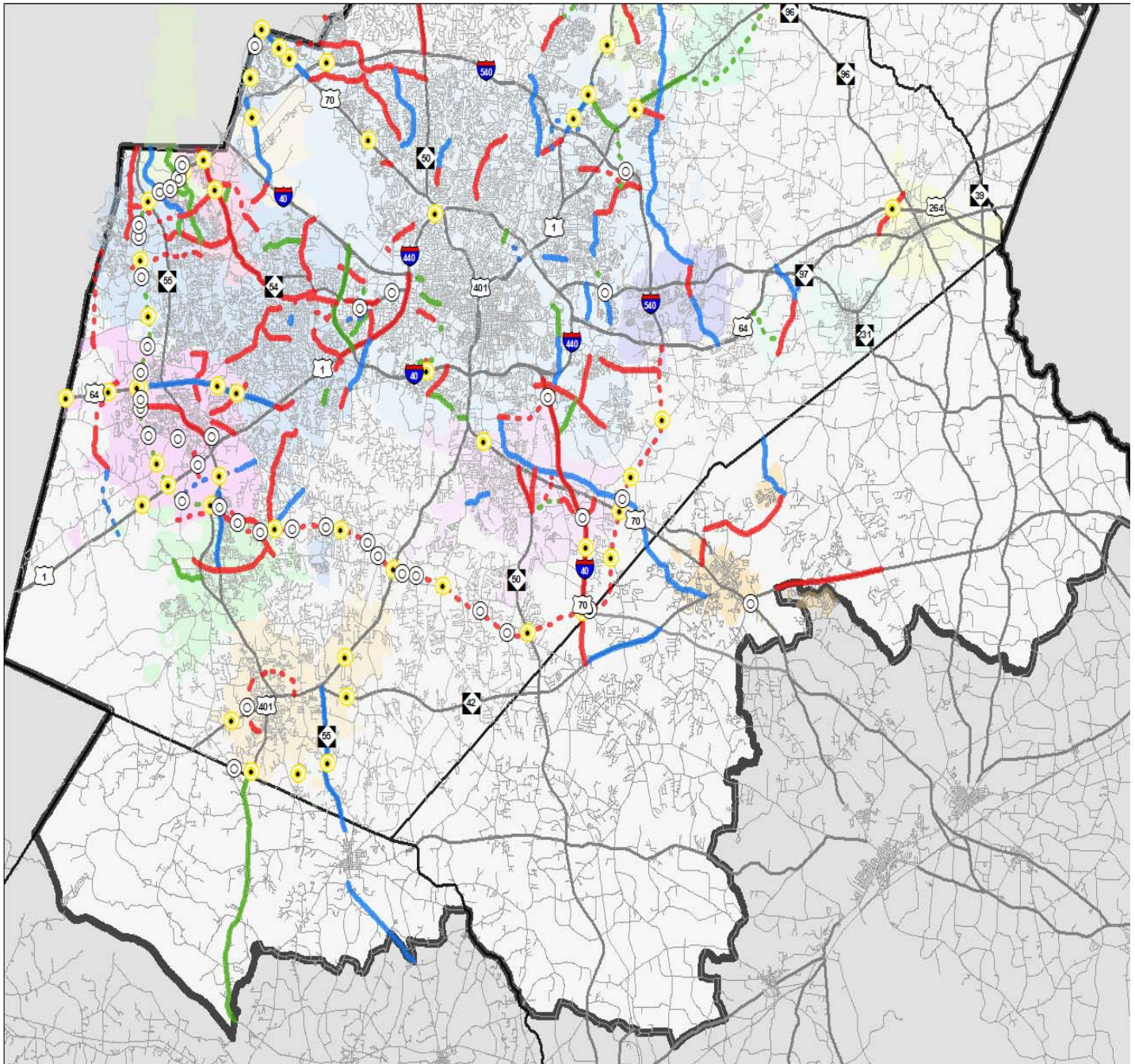
- Interchange
- Grade Separation

This map was compiled using the best available data, however, the Capital Area MPO is not responsible for errors, omissions, and/or misuse.

Map created on October 1, 2008 by the Capital Area MPO.

Long Range Transportation Plan

Preliminary Highway Network (Southern Section)



Projected AQ Year of Completion

- 2015
- 2025
- 2035

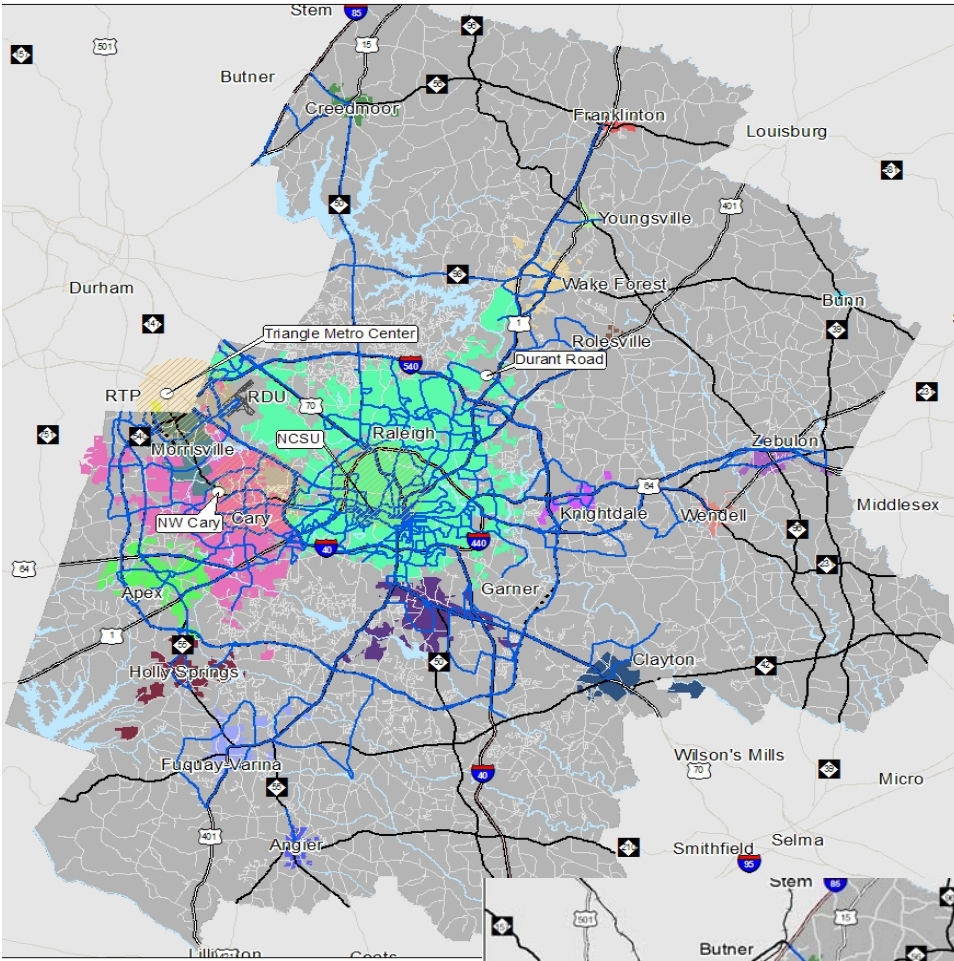
Proposed Interchanges and Grade Separations

- Interchange
- Grade Separation

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This map was compiled using the best available data, however, the Capital Area MPO is not responsible for errors, omissions, and/or misuse.

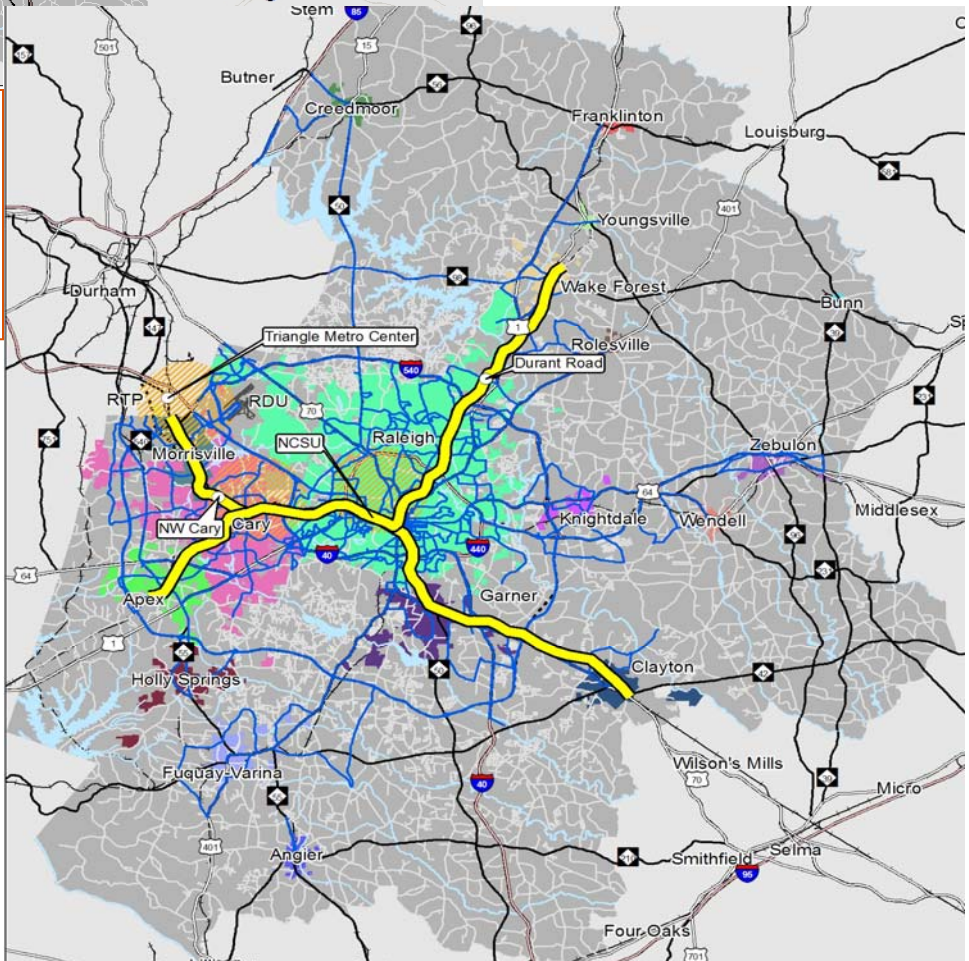
Map created on October 1, 2008 by the Capital Area MPO.



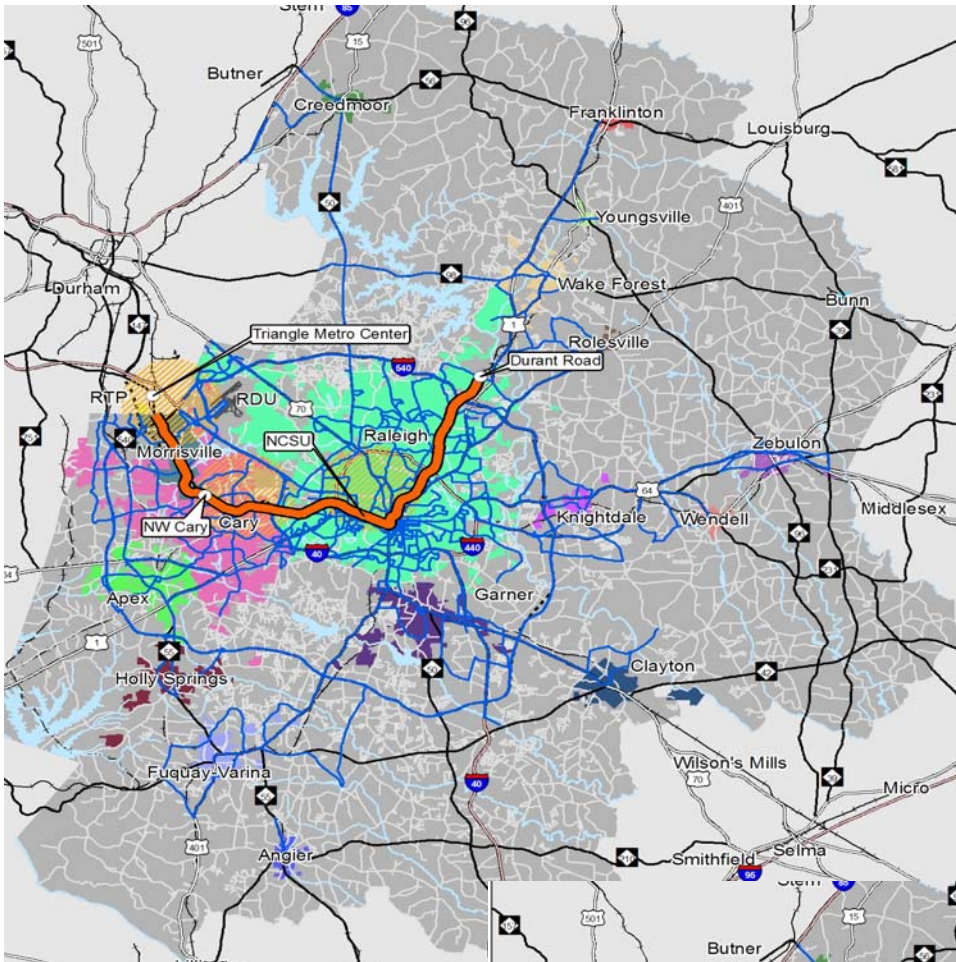
**2035 LRTP - R0
Bus Only System**

— Bus Transit Routes

**2035 LRTP - R1
Commuter Rail
System**



- Transit Circulator or Connector Districts
- Commuter Rail
- Bus Transit Routes
- CAMPO Boundary



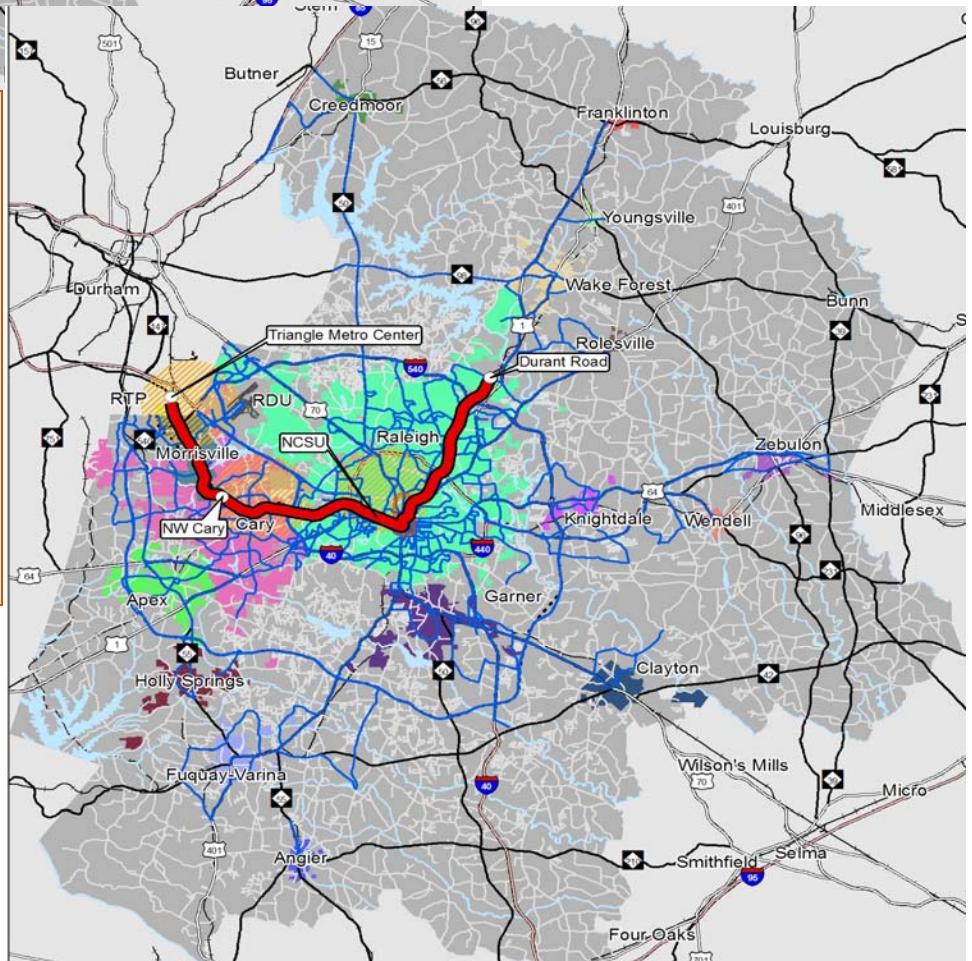
**2035 LRTP - R2
Light Rail and
Diesel Multiple
Unit Rail**

-  Transit Circulator or Connector Districts
-  DMU Rail Transit
-  Bus Transit Routes
-  CAMPO Boundary

**2035 LRTP - R3
Continuous Light
Rail**

****Several options
for R-3 are being
considered.****

-  Transit Circulator or Connector Districts
-  Light Rail Transit
-  Light Rail Transit (Downtown Raleigh)
-  Bus Transit Routes



Triangle Regional Model News

The Triangle Regional Model (TRM) service bureau, in cooperation with regional stakeholders (CAMPO, DCHC-MPO, NC Department of Transportation, and the Triangle Transit Authority), performs the travel modeling for our region. The service bureau is staffed by a diverse team of professionals with backgrounds in planning, engineering, travel modeling, and environmental analysis housed at NC State University's Institute for Transportation Research and Education. The primary objective of the TRM service bureau is to develop, maintain, update, and conduct training related to the Triangle model. A secondary objective is to facilitate and conduct research related to travel modeling and transportation planning.

The model team is providing support to the Long Range Transportation Planning process by setting up and executing various alternative model runs.

These model runs provide valuable effectiveness measures that allow each transportation alternative to be compared.

The advanced nature of the Triangle Regional Model has allowed 17 different regional alternatives to be tested so far – an amazing feat. This high number of scenarios allows us an unprecedented ability to test “what ifs”. This, in turn, will allow us to narrow in on one final plan that best serves the growing needs of our region.

Running in parallel with this process is the development of a draft scope of work for the Commercial Vehicle Survey. This survey will give us a better understanding of how people, from truck drivers to local repairmen, use our transportation network to provide us the goods and services we depend on.

Your MPO Staff

Ed Johnson
Director
(919) 807-8511

Kenneth Withrow
Senior Transportation Planner
(919) 807-8513
Kenneth.Withrow@ci.raleigh.nc.us

Diane Wilson
Senior Planner
(919) 807-8516
Diane.Wilson@ci.raleigh.nc.us

Kyle Ward
Transportation Engineer
(919) 807-8500
Kyle.Ward@ci.raleigh.nc.us

Robert McCain
Planning Technician
(919) 807-8512
Robert.McCain@ci.raleigh.nc.us

Gerald Daniel
GIS Programmer/Analyst
(919) 807-8515
Gerald.Daniel@ci.raleigh.nc.us

Renee Johnson
Senior Staff Support Specialist
(919) 807-8500
Renee.Johnson@ci.raleigh.nc.us

NC Capital Area MPO
Professional Building Suite 406
127 West Hargett Street
Raleigh, North Carolina 27601

Phone: (919) 807-8510
Fax: (919) 807-8517

www.campo-nc.us