



Public Information Sessions

August 19, 2021

A purple banner with a background image of a transit station. The text on the banner reads: 'Help create tomorrow's transportation system', '2050 METROPOLITAN TRANSPORTATION PLAN', and 'NC's Triangle Region'. Below the text are five icons: a transit station, a bus, a pedestrian, a car, and a bicycle.

Call Into the **4:30PM** Session:

Dial: 650/479-3208

Code: 180 228 9186

Password: MEET

Welcome!

Meeting logistics

- ◆ Call in #s will be posted in Chat
- ◆ Recordings posted online:
 - ◆ <https://publicinput.com/TriangleMTPDevelopment>
- ◆ All Attendees are muted
- ◆ Questions will be addressed during Q&A
 - ◆ Use the Q&A panel for presentation ?s
- ◆ Use the Chat panel for logistic or technology issues
- ◆ Poll of Attendees – Answer the 3 questions
- ◆ Presenters –
 - ◆ Bonnie Parker, Andy Henry, Shelby Powell

Q&A, Chat, and Polling Panels can be found in the right-hand popup panels - where the participants list appears.

The screenshot displays a meeting interface with several panels on the right side. At the top, it shows 'Connected' with a green dot and window control icons. The 'Participants (1)' panel includes a search bar, a 'Panelist: 1' section for Bonnie Parker (Host, me), and an 'Attendee: 0 (0 displayed)' section. Below this is a 'Chat' panel with a 'To:' dropdown set to 'Everyone', a text input field, and a 'Send' button. The 'Q & A' panel shows 'All (0)' questions. At the bottom, a 'Polling' panel is partially visible. A navigation bar at the very bottom contains icons for 'Participants', 'Chat', and a menu icon.

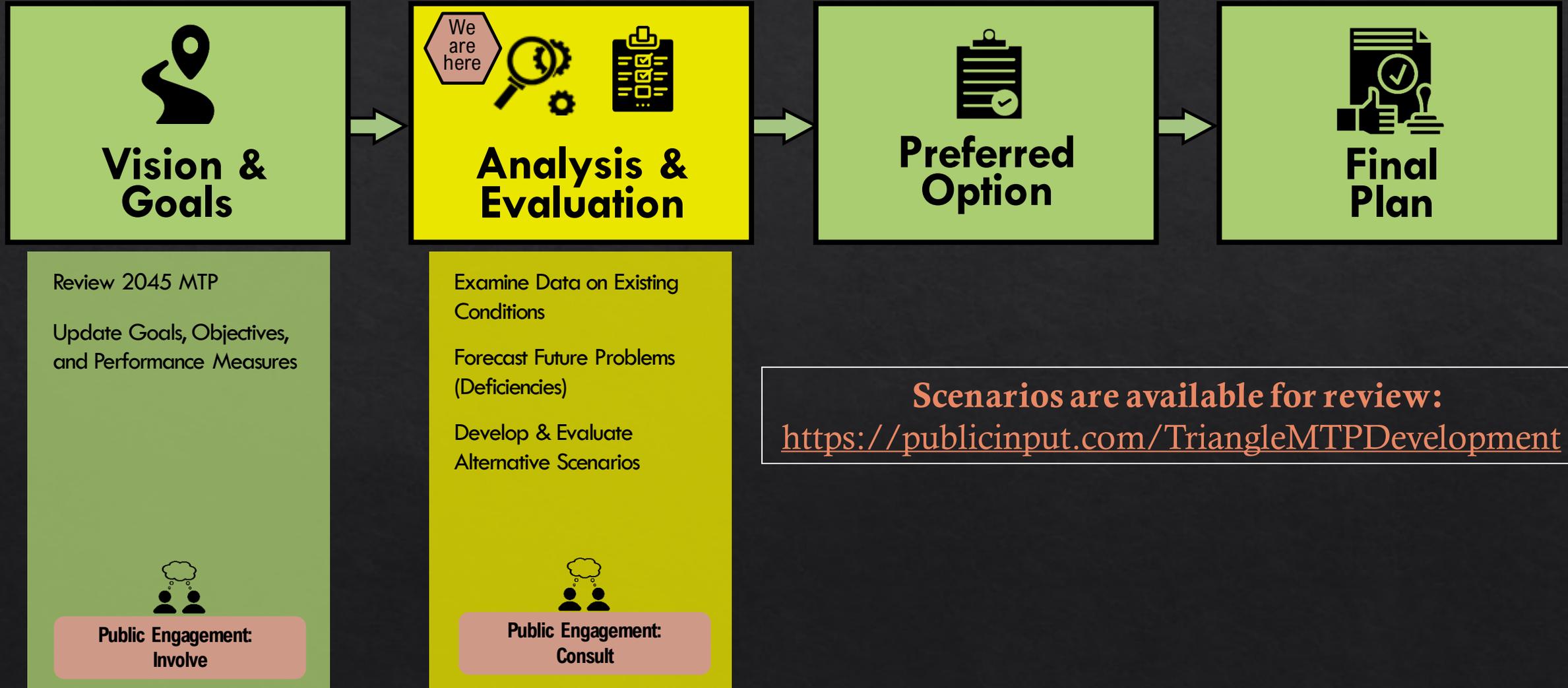
MPOs
&
the MTP



MTP =
Metropolitan
Transportation Plan

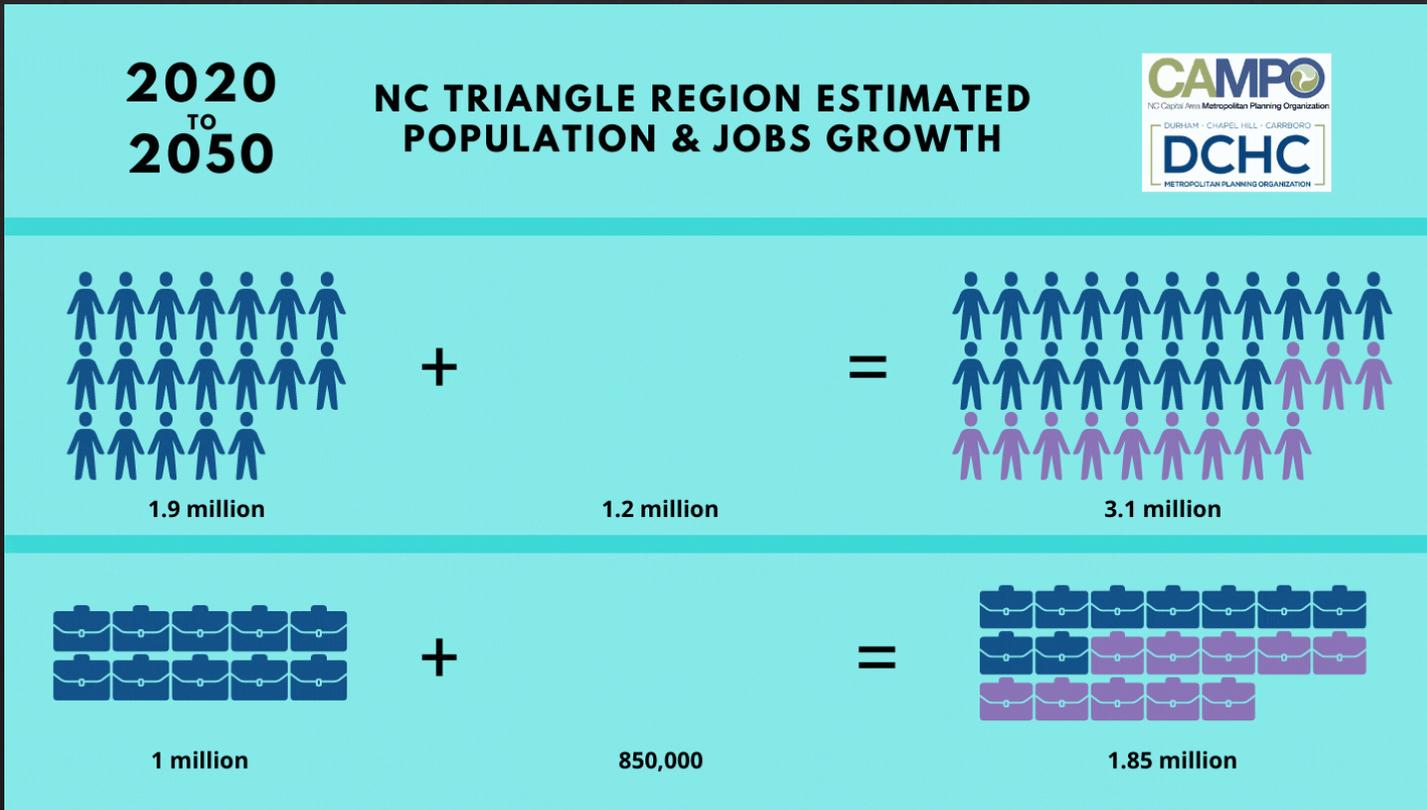
MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2050 MTP.



Updating the MTP for 2050

◆ The Triangle Region continues to grow at a very fast pace

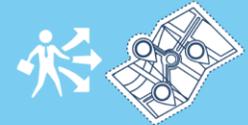


2050 MTP GOALS & OBJECTIVES



PROTECT THE HUMAN & NATURAL ENVIRONMENT AND MINIMIZE CLIMATE CHANGE

CONNECT PEOPLE & PLACES



PROMOTE AND EXPAND MULTIMODAL & AFFORDABLE CHOICES

MANAGE CONGESTION & SYSTEM RELIABILITY



IMPROVE INFRASTRUCTURE CONDITION & RESILIENCE

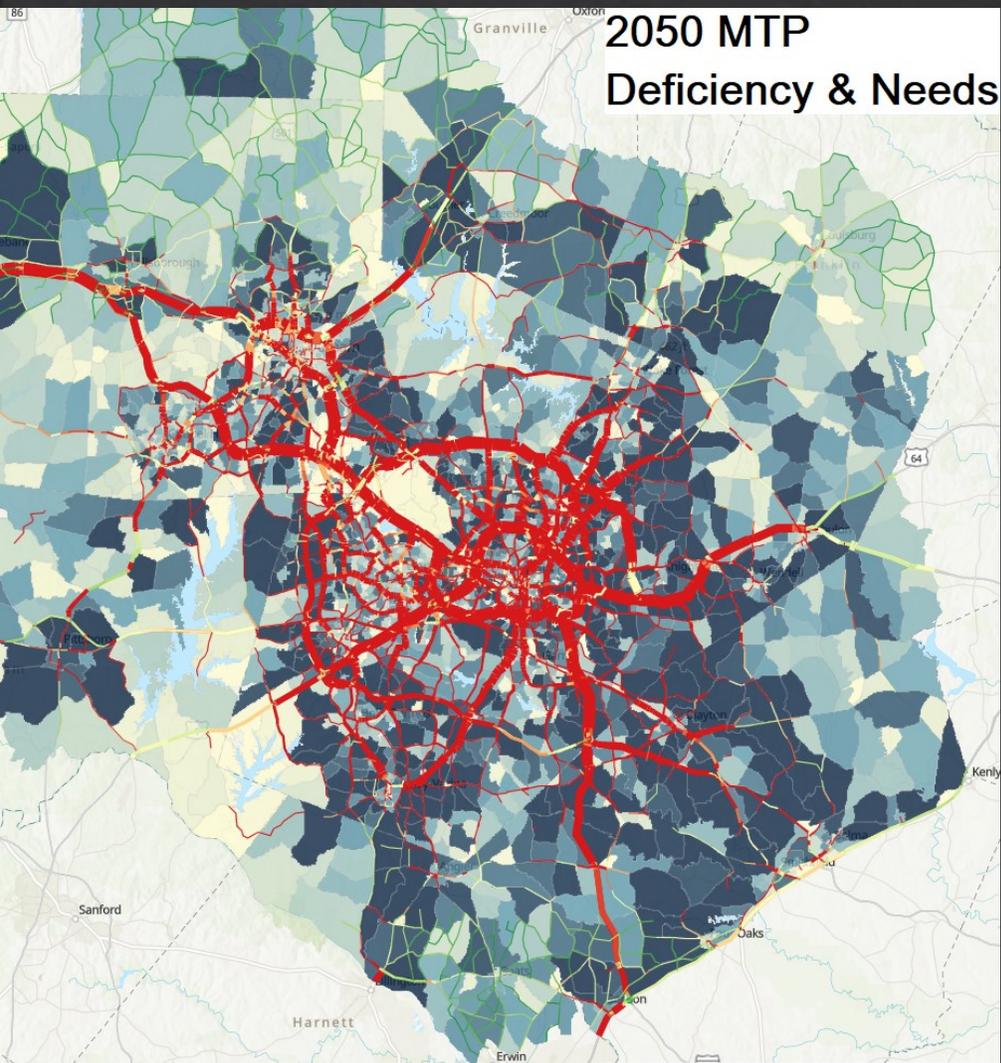
ENSURE EQUITY AND PARTICIPATION



PROMOTE SAFETY, HEALTH AND WELL-BEING

STIMULATE ECONOMIC VITALITY AND OPPORTUNITY





Setting a “Baseline” Deficiencies & Needs Scenario

The measures and maps are based on a travel demand model that **estimates conditions in two different timeframes:**

1. Recent population and employment using the existing transportation system of streets, transit, etc., and reflects the current travel conditions.
2. 2050 Existing + Committed (E+C) - The estimated growth in population and employment through the year 2050 but using the existing transportation system plus any projects that are committed to construction or implementation. While somewhat **unrealistic**, it does help set a **baseline** for evaluating future mobility investments. This “no build” scenario **allows us to see where future mobility deficiencies are to be expected.**

What *could* a future transportation network include?

Scenario Framework

Four scenarios that match a development foundation with a mobility foundation

Connect 2050 Scenario Framework (options for consideration)		 Mobility Investment Foundation				
		Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
		 Development Foundation	Existing or Underway	basis for all scenarios		
Community Plans	Deficiency & Needs Scenario		Plans & Trends Scenario			
Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)				Shared Leadership Scenario	All Together Scenario	
Build-Out						If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

Plans & Trends Scenario

- Based on local land use plans (*Community Plans development foundation*)
- Where provided, incorporates “committed” development
- “Asserts” development at Anchor Institutions like universities based on campus plans and discussions with staff
- Includes current Transportation Improvement Program (TIP) funded projects
- Transportation improvements in current transportation plans & current transportation programming framework

Alternatives Analysis

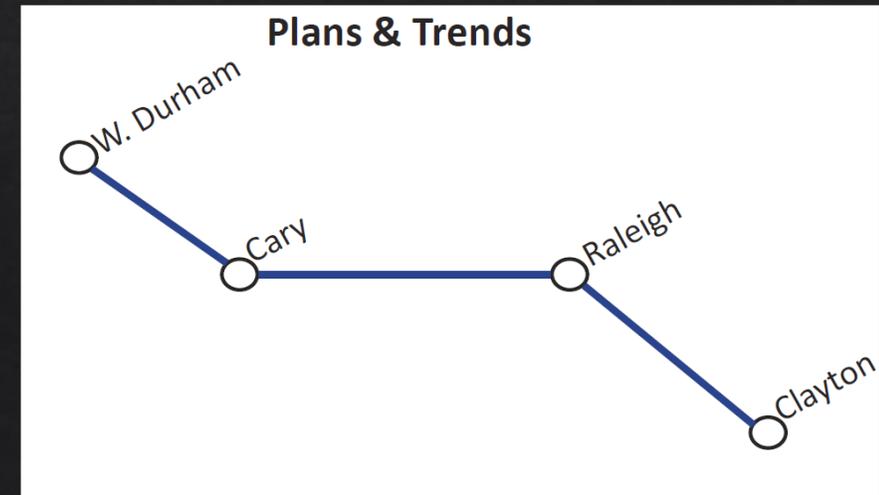
Plans & Trends Scenario

Major Roadway Investments

- Eastern Triangle:
 - Completion of 540 Outer Loop
 - Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
 - Smaller level of secondary roadway investments in 2nd two decade
- Western Triangle:
 - Widening/Improving I-40, I-85, US 15-501, US 70, NC 54, NC 147, NC 751, NC 98

Major Transit Investments

- Commuter Rail (CRT) from Clayton to Durham (low service level)
- Western Triangle: North-South BRT in Chapel Hill
- Eastern Triangle:
 - BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - BRT Infrastructure, Service in Harrison/Kildare Farm Rd. corridor
 - BRT Infrastructure and Service to Midtown
 - Continuation of Wake Transit Plan frequent bus network and Community Funding Area projects



Scenario Framework

Four scenarios that match a development foundation with a mobility foundation

Connect 2050 Scenario Framework (options for consideration)							
			Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
	Development Foundation	Existing or Underway	basis for all scenarios				
		Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
		Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
		Build-Out					If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

The Opportunity Places Development Foundation

-- a focus on important trip origins and destinations --

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

1. Anchor institutions – increased asserted development
2. Mobility hubs – more intense, mixed-use development in ~2 dozen places; largely at previously identified “activity centers”
3. Frequent transit corridors
4. Affordable housing opportunity sites

*This Development Foundation will be used for the
Shared Leadership and All Together scenarios*

Alternatives Analysis

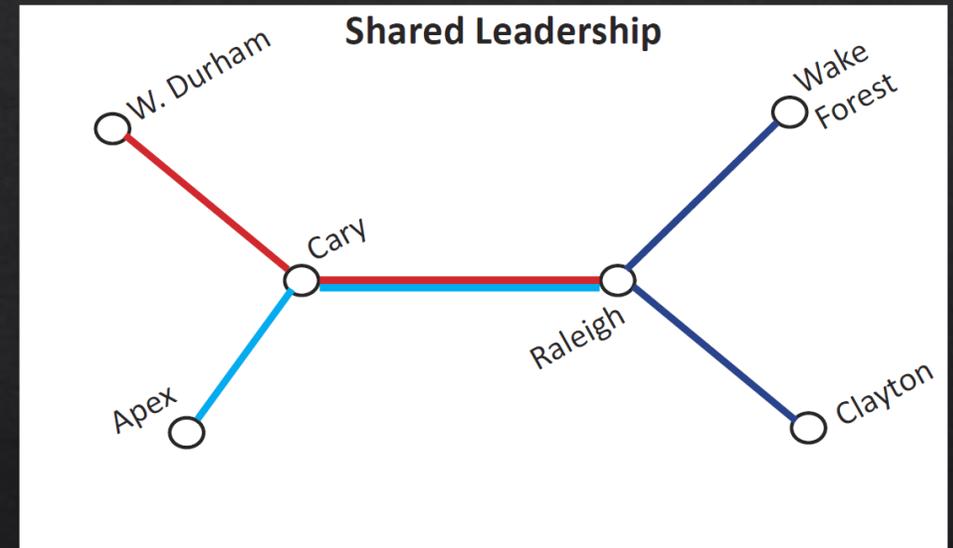
Shared Leadership Scenario

Major Roadway Investments

- Eastern Triangle:
 - Completion of Outer Loop
 - Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
 - Smaller level of secondary roadway investments in 2nd two decades
- Western Triangle:
 - Same as Plans & Trends but add minor arterials such as Northern Durham Parkway and Southwest Durham Drive

Major Transit Investments

- CRT from Clayton to Durham (high service level)
- CRT from Apex to Wake Forest
- Western Triangle:
 - BRT on US 15-501 corridor (Durham-Chapel Hill)
- Eastern Triangle:
 - BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
 - BRT Infrastructure and Service to Midtown
 - Continuation of Wake Transit Plan frequent bus network and Community Funding Area projects



Alternatives Analysis

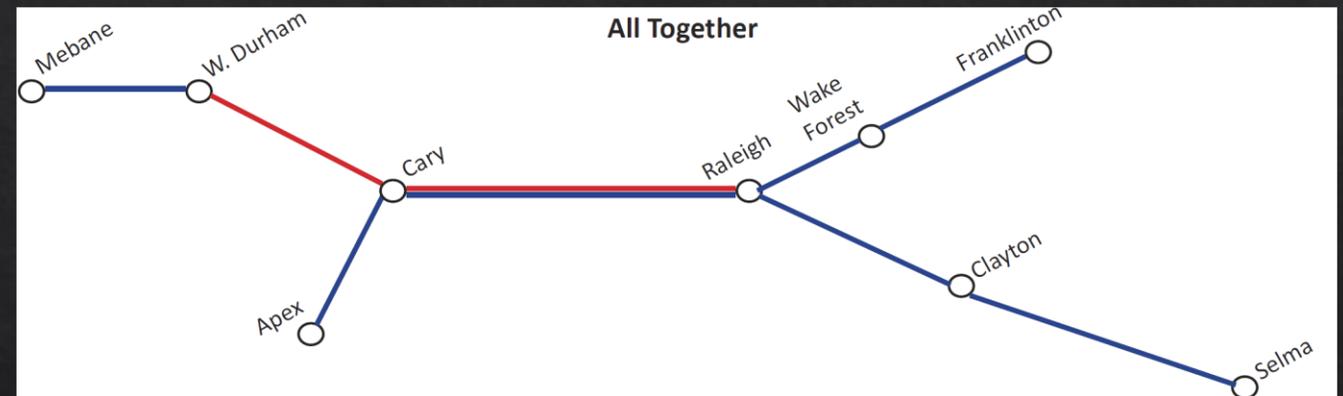
All Together Scenario

Major Roadway Investments

- Eastern Triangle
 - Completion of Outer Loop
 - Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
 - **Higher** level of secondary roadway investments in 2nd two decades
- Western Triangle:
 - Same as *Shared Leadership* but add collector roads and delete US 15-501, NC 147, NC 98, NC 751, NC 54 (west)

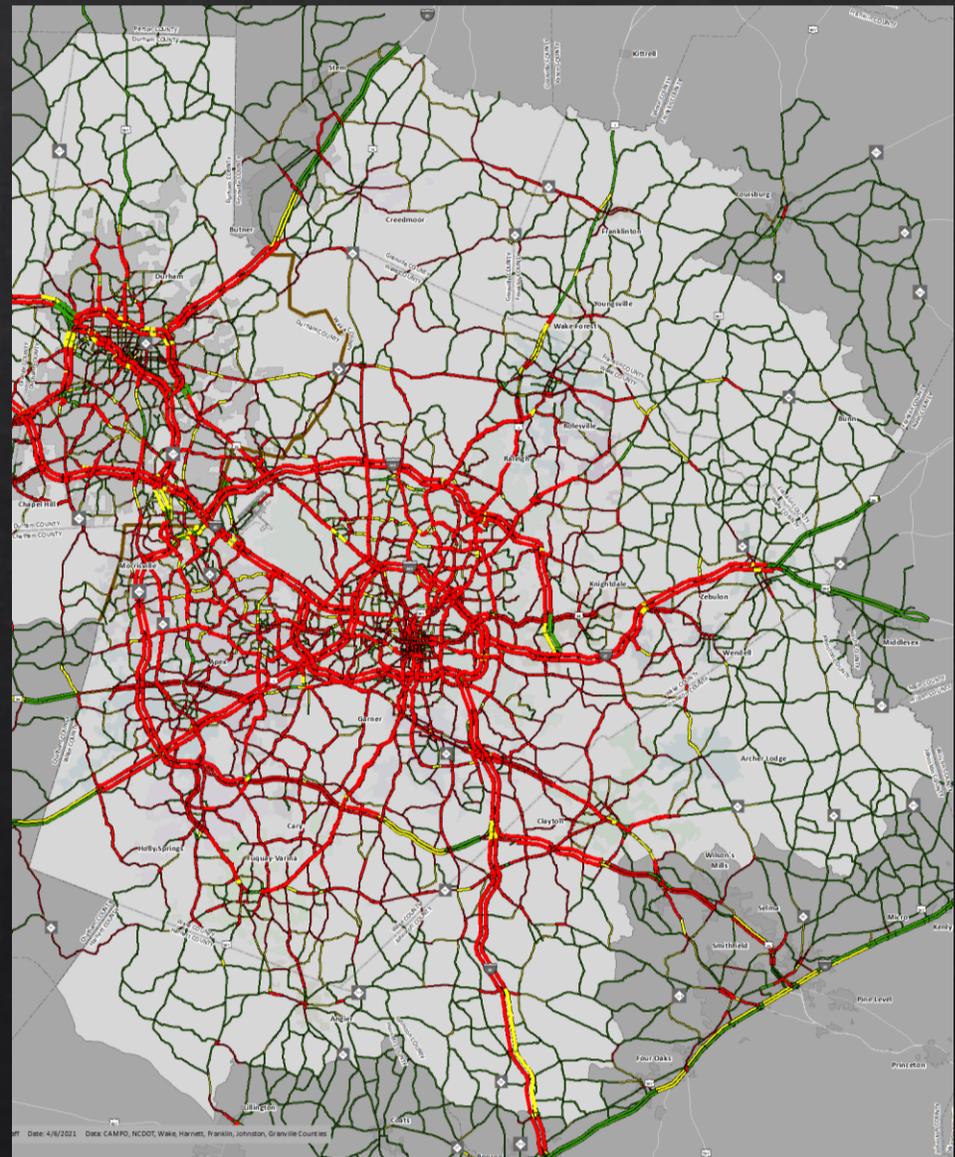
Major Transit Investments

- CRT from **Selma** to Mebane
- CRT from Apex to **Franklinton**
- Western Triangle:
 - BRT on NC 147 corridor
 - BRT on NC 54 corridor
 - Complete streets improvements, bicycle and pedestrian improvements
- Eastern Triangle:
 - BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
 - BRT Infrastructure and Service to Midtown
 - Continuation of Wake Transit Plan frequent bus network and Community Funding Area projects



Preliminary Deficiency Analysis

Peak Hour



Transportation Network:
2025

Socio-Economic Data:
2050 Community Plans

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

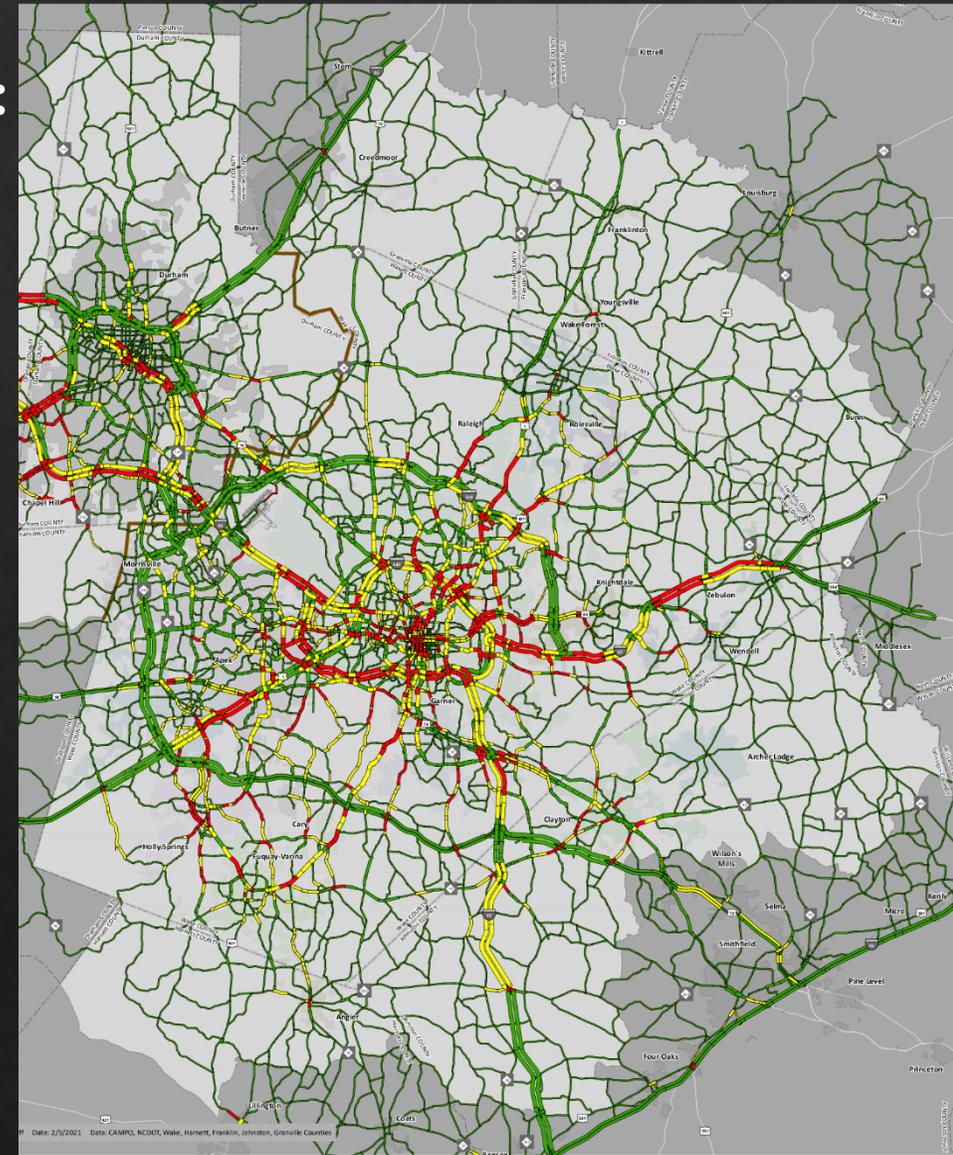
Peak Hour

Represents the worst travel hour of the day

Off-Peak

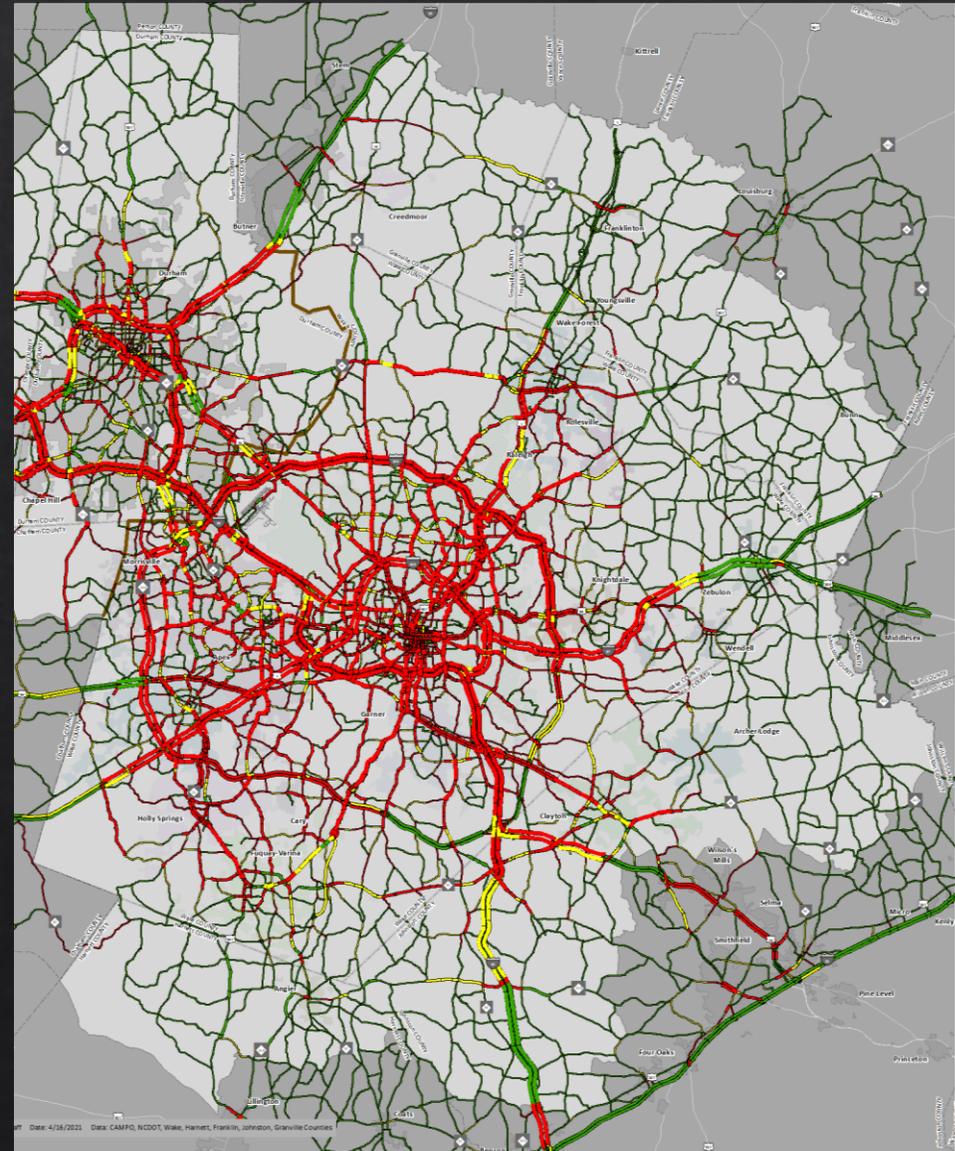
Represents the mid day daily travel (non-”rush hour”)

Mid Day

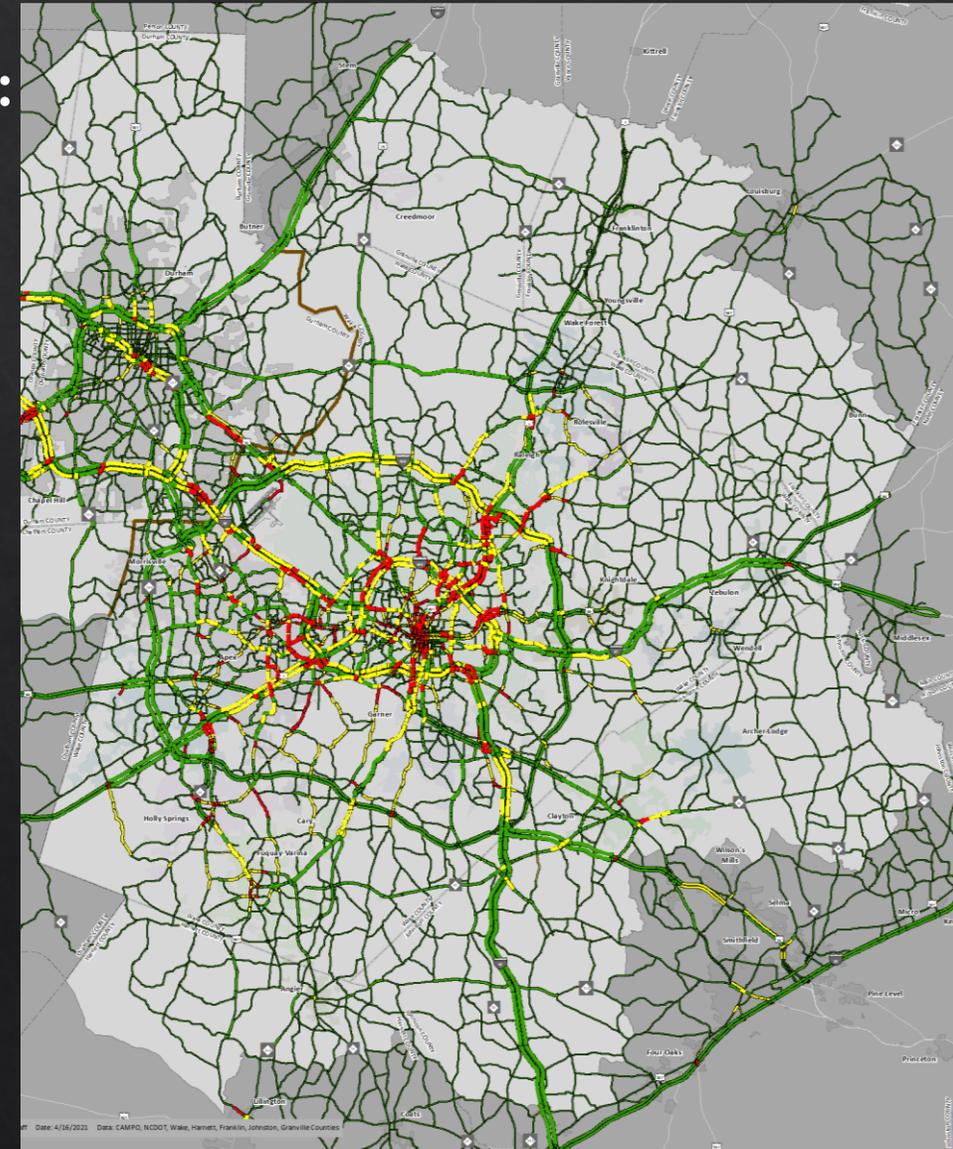


Preliminary Trends

Peak Hour



Mid Day



Transportation Network:
2050 Trends

Socio-Economic Data:
2050 Community Plans

Volume / Capacity

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Peak Hour

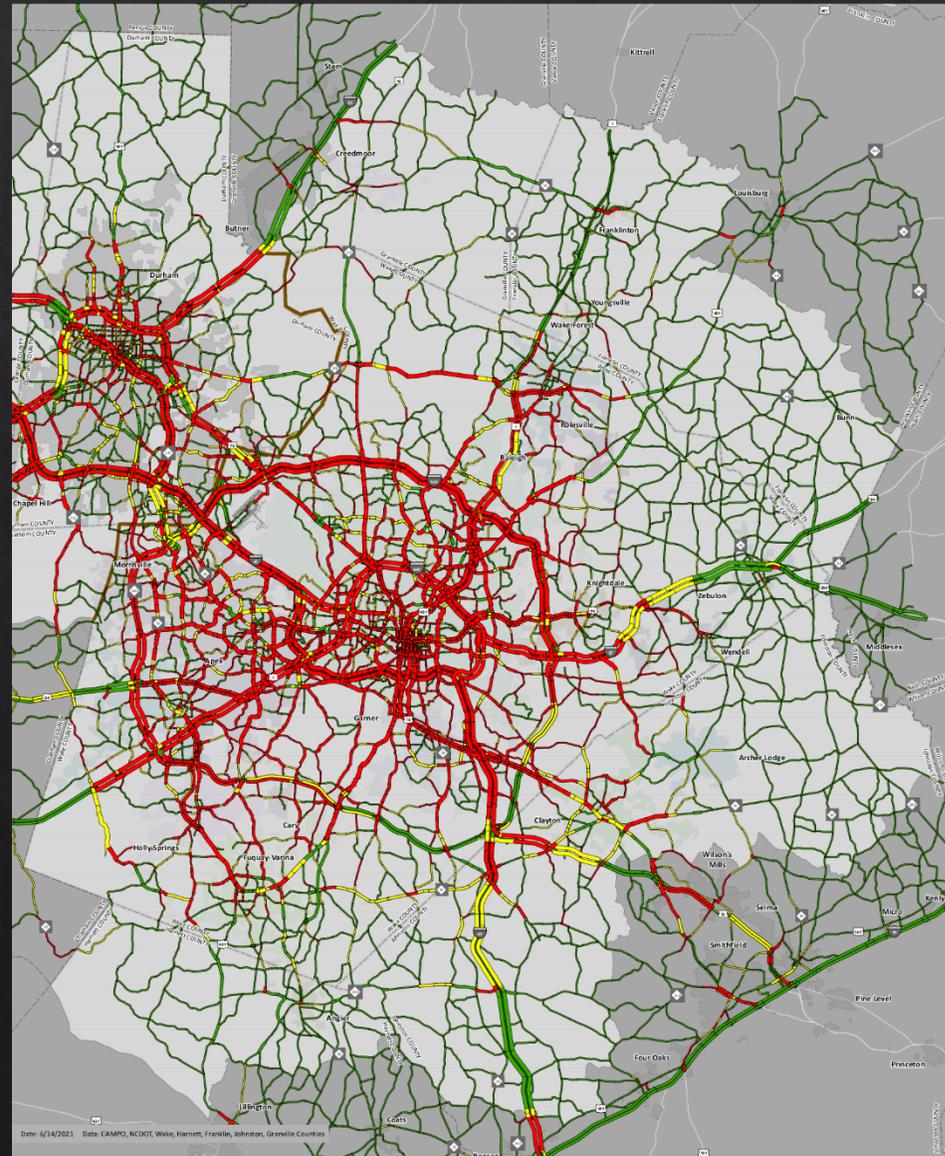
Represents the worst travel hour of the day

Off-Peak

Represents the mid day daily travel (non-"rush hour")

Preliminary Shared Leadership

Peak Hour



Mid Day



Transportation Network:
2050 Shared Leadership

Socio-Economic Data:
2050 Opportunity Places

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

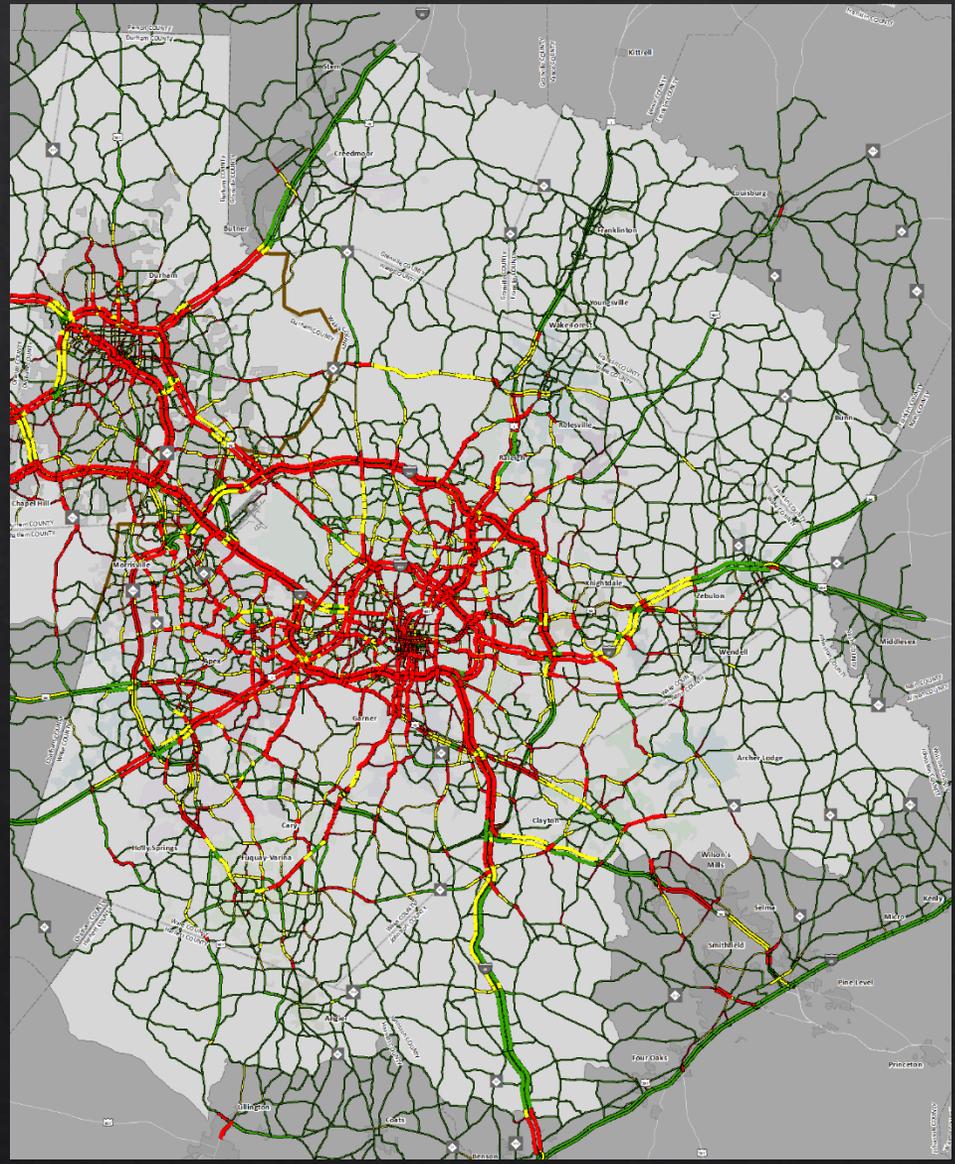
Represents the worst travel hour of the day

Off-Peak

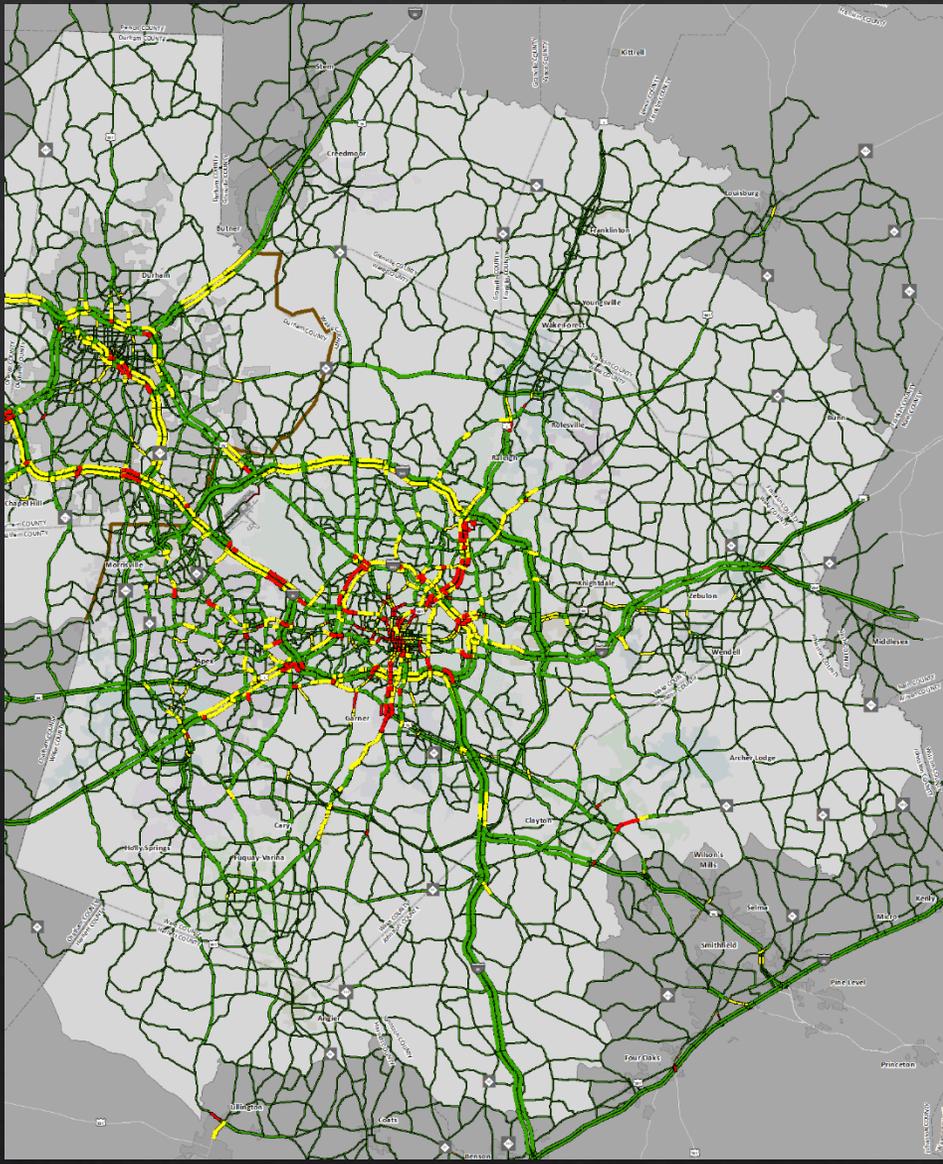
Represents the mid day daily travel (non-“rush hour”)

Preliminary All Together

Peak Hour



Mid Day



**Transportation Network:
2050 All Together**

**Socio-Economic Data:
2050 Opportunity Places**

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

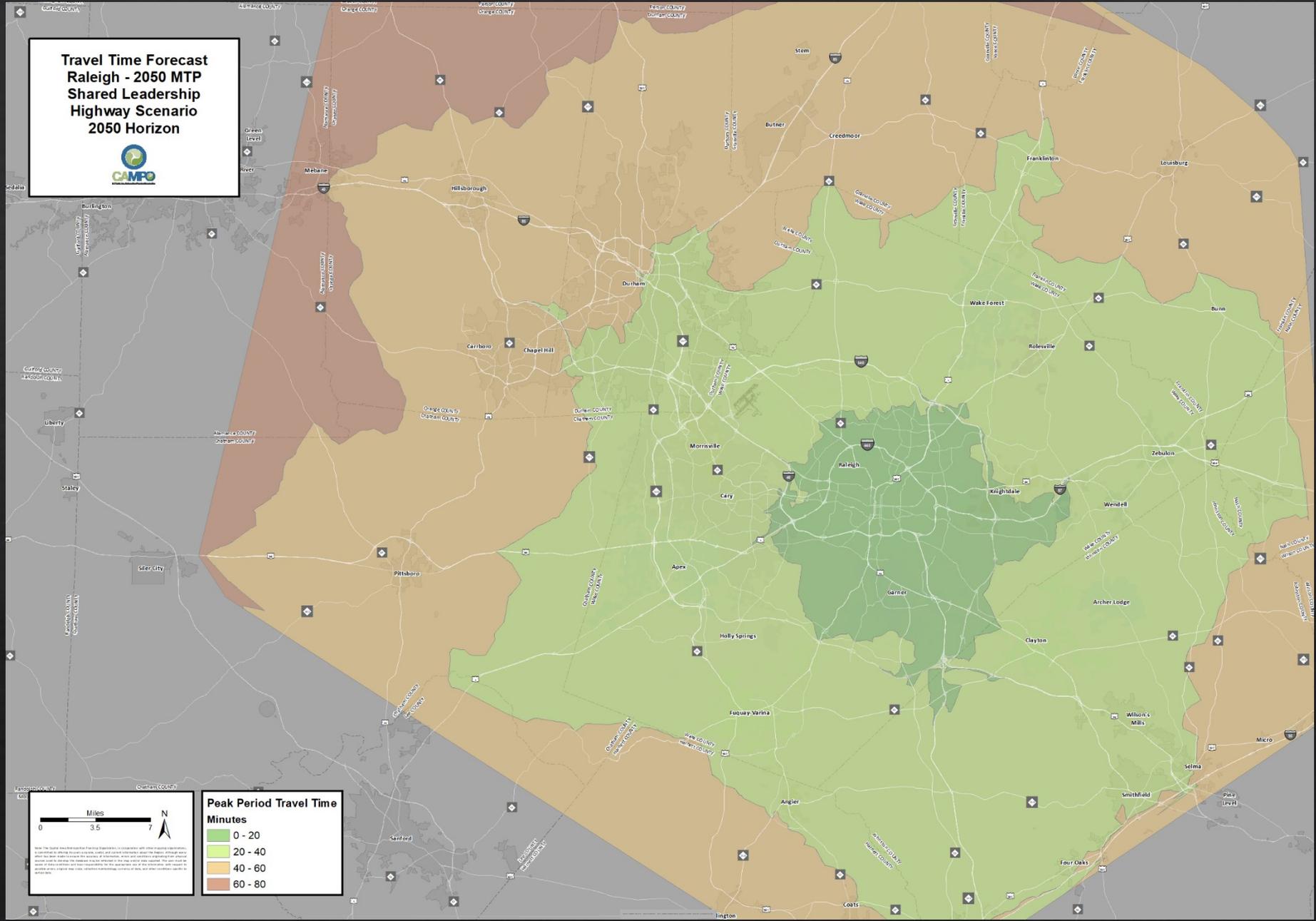
Represents the worst travel hour of the day

Off-Peak

Represents the mid day daily travel (non-"rush hour")

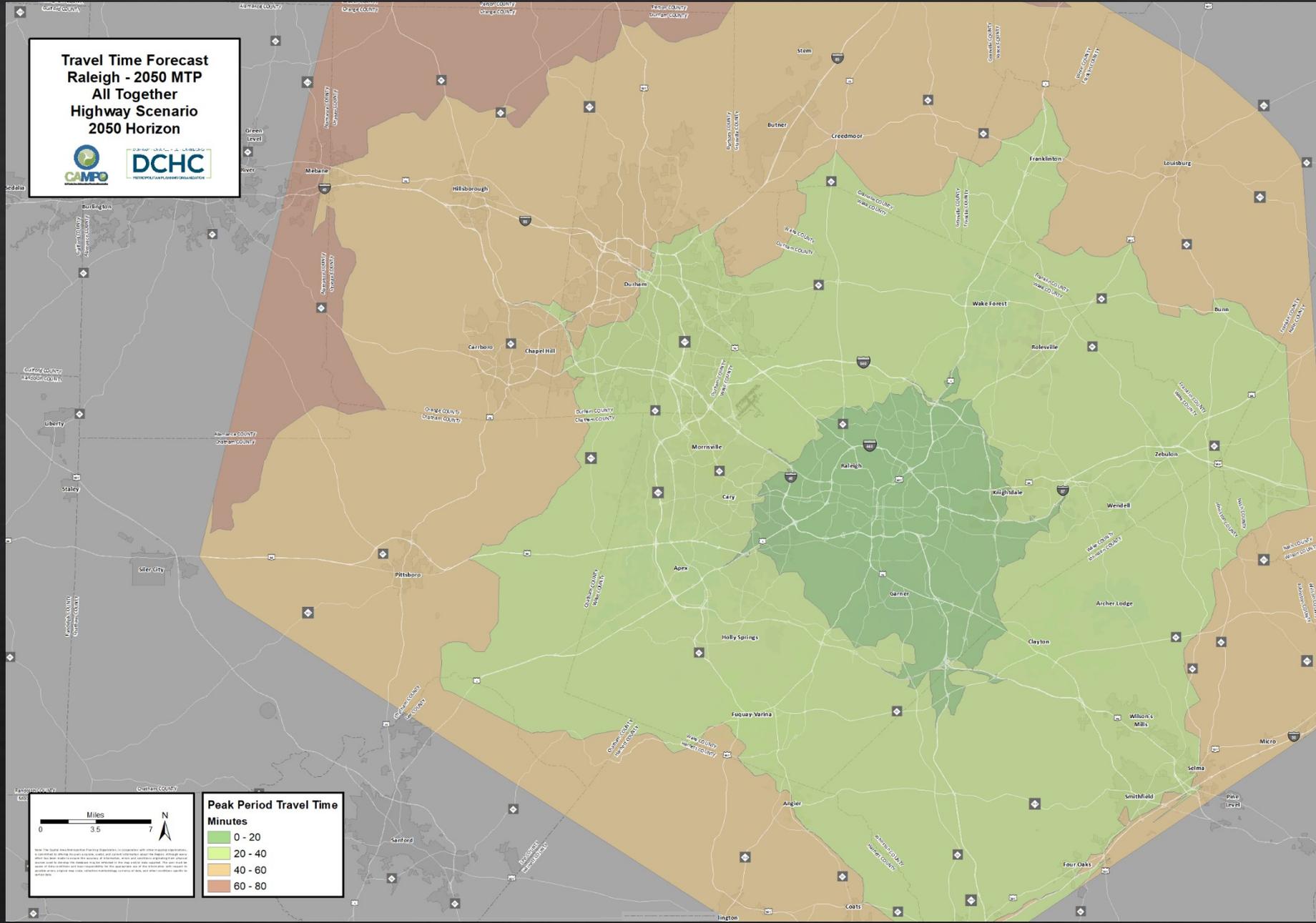
Preliminary Shared Leadership Scenario & Travel Time (from Downtown Raleigh)

Destination	Approx Time
RDU	40 min
Downtown Wake Forest	30 min
Downtown Knightdale	20 min
Downtown Holly Springs	30 min



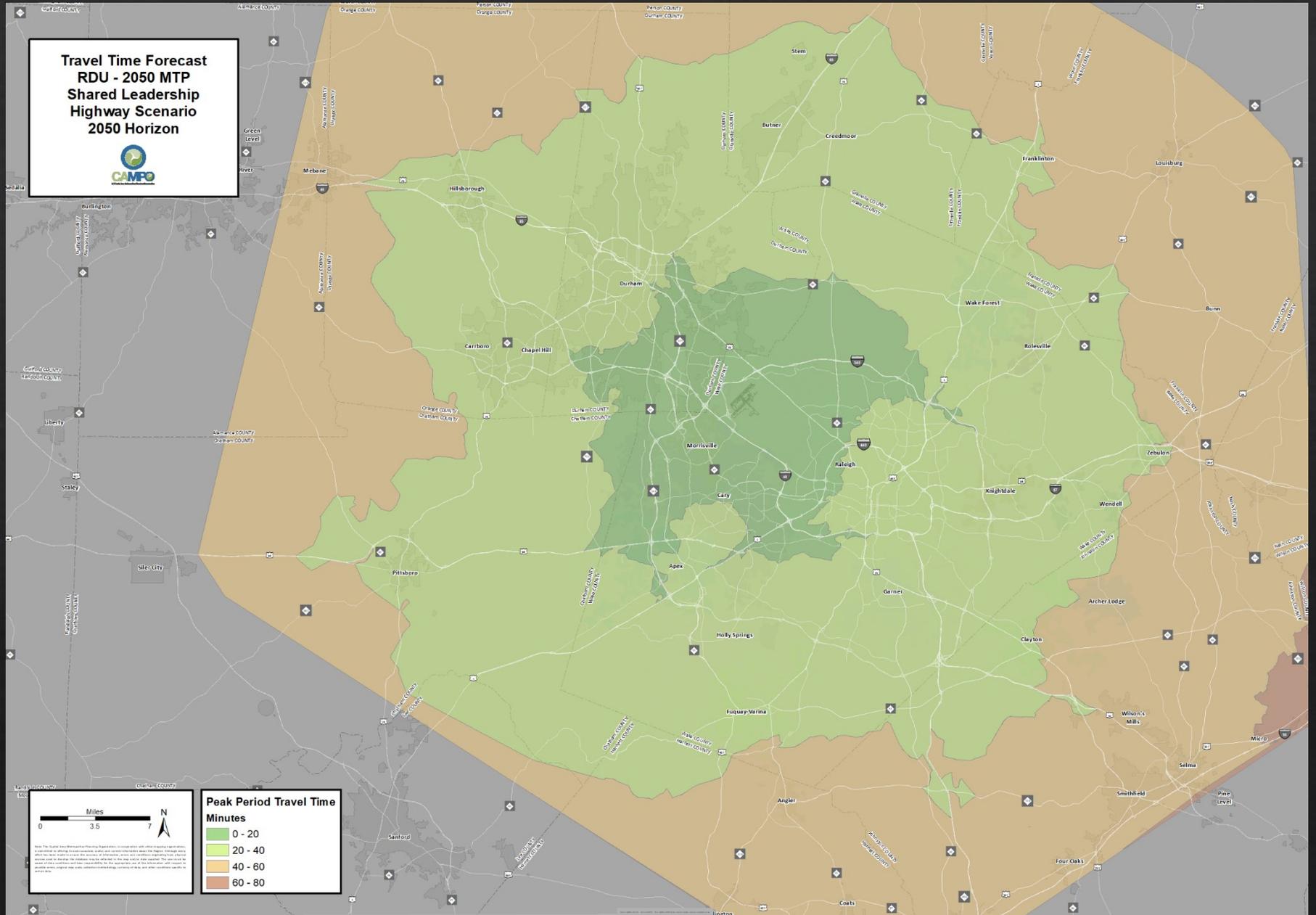
Preliminary **All Together** Scenario & Travel Time (from Downtown Raleigh)

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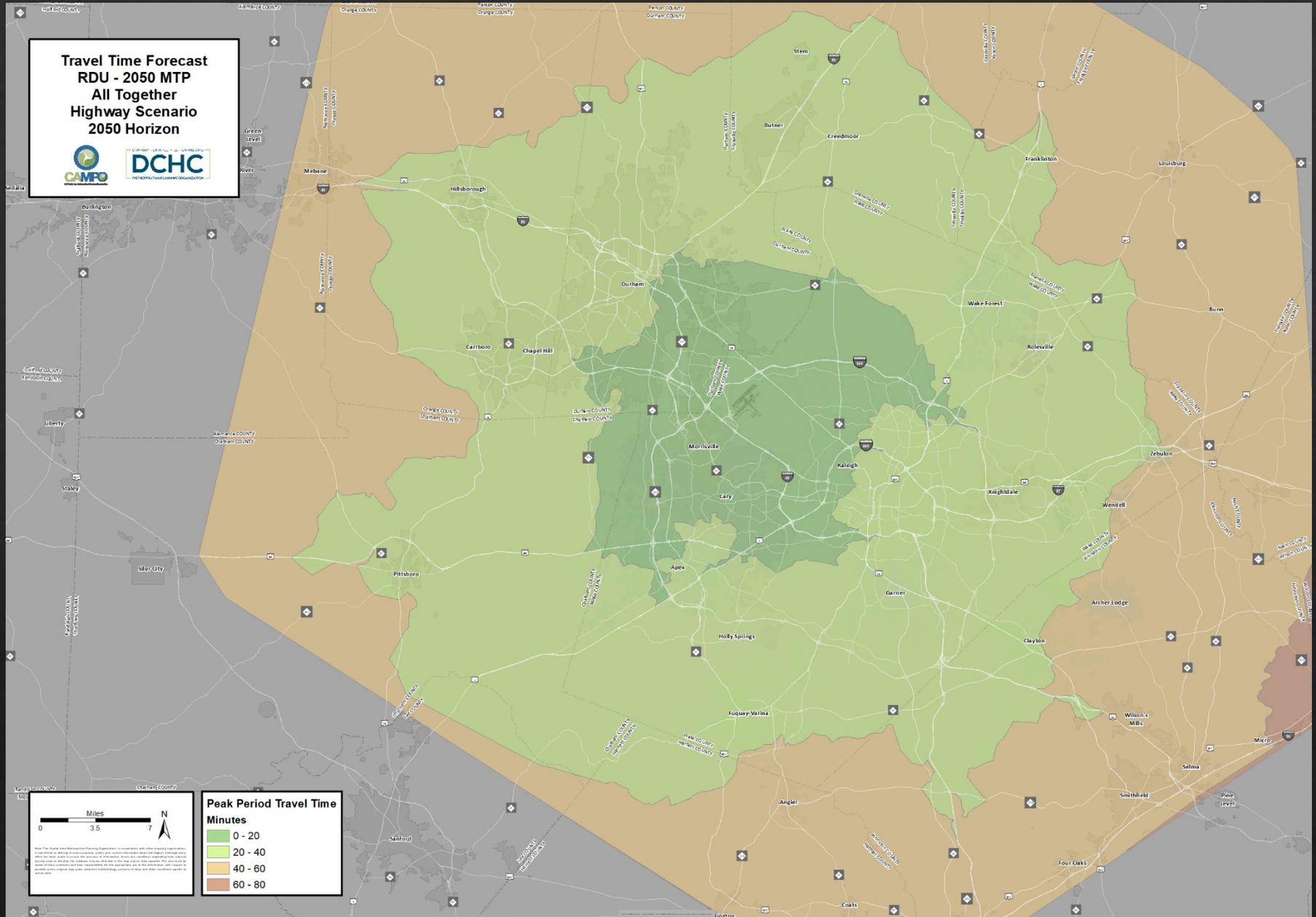
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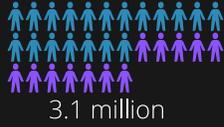


Preliminary **All Together** Scenario & Travel Time (from RDU)

Destination	Approx. Time
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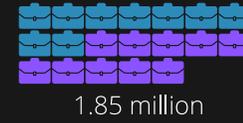
Pop. Growth



Key Performance Measures

2050 MTP Alternative Scenarios

Jobs Growth



Measure:

	DEFICIENCIES & NEEDS (BASELINE)	PLANS & TRENDS	SHARED LEADERSHIP	ALL TOGETHER
Avg Auto Commute Time - DCHC	24 min	22 min	21 min	21 min
Avg Auto Commute Time - CAMPO	34 min	30 min	29 min	26 min
Delays: Daily DCHC				
Delays: Daily CAMPO				
Highway Lane Miles DCHC				
Highway Lane Miles CAMPO				
Transit Service Miles Triangle				
Transit Ridership Triangle				
Jobs near Transit DCHC	23%	66%	66%	66%
Jobs near Transit CAMPO	19%	42%	44%	44%
Gas Consumption Increase - Triangle	15%	23%	20%	16%
Funding Required	\$\$	\$\$\$	\$\$\$ \$ (Added State)	\$\$\$ \$ \$ (Added State & Local)

Metrics: Equity Measures

At this time, staff is working on equity measures using the Triangle Regional Model (TRM). Meanwhile, the following statistics from the NCDOT Integrated Mobility Division demonstrate how the transportation system can reflect and reinforce disparities.

On average, communities of color have

- lower vehicle ownership rates,
- live further from work,
- are more likely to depend on public transportation, and,
- are more likely to be involved in a crash as a pedestrian.

In N.C., communities of color are nearly three times more likely to live in a household without a car ([National Equity Atlas](#)).

Over 60% of transit riders in N.C. are people of color compared to about 30% of the entire population ([Census ACS data](#)).

Between 2015 - 2019, 55% of pedestrians, on average, involved in crashes in N.C. were people of color compared to about 30% of the population ([HSRC Ped Bike Crash Data](#)).

Average commute time by transit in N.C. is 43 minutes compared to 24 minutes for the average drive making a commute ([National Equity Atlas](#)).

2050 MTP/CTP Update Timeline

Item	Anticipated Milestone Dates
Alternatives Analysis Review	April- June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	June - Aug. 2021
Preferred Scenario	September 2021
Draft Plan	October 2021
Public Hearing	November 2021
Adopt 2050 Plan	Nov./Dec. 2021

Public Engagement on Alternatives: August 2021

Overview **Website**:

◇ <https://publicinput.com/TriangleMTPDevelopment>

Online **Survey** (closes on August 29, 2021) *short, short, short*

◇ <https://publicinput.com/Triangle2050Plan>

Stay Tuned: **Pop-up events** around the region in August & September

Questions/Comments?

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Online **Survey** (closes on August 29, 2021)

◇ <https://publicinput.com/Triangle2050Plan>

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