

Transcript

May 22, 2025, 4:00PM

BP **Bonnie Parker** 0:24

Welcome everybody.

Hopefully you can hear me.

This is Bonnie Parker from Campo.

And it looks like we've got quite a few attendees who are coming in the room for our online destination 2055 presentation and questions and answers session here.

We're going to give folks just a couple minutes to keep coming in and getting their links working.

You will notice that you are muted and cameras are off because for a lot of folks they can impact.

The.

Clarity of being able to see the slide deck and whatnot. So we'll keep those limited for now, just to be safe.

The raise hand feature is working though for everyone.

We believe the chat is working for everyone as well as the Q&A box.

So if you are trying to engage with us in the meantime, you have a few helpful options there.

In fact, my Q&A is not working.

So I think we're, we'll be best to stick with Chad at the moment.

Again, for everyone that I see, lots of people popping in, we're going to start here in just a couple minutes.

Thank you.

Thank you for everyone who was able to figure out the technology right on time.

Just a few more seconds here.

And we will get started.

Folks like Jacob, are you able to participate in the meeting chat?

If so, would you let me know that's working for you?

And you should be seeing everyone who's on the call should be seeing a welcome screen.

Are you seeing that it has a photo image of two people and it says welcome with the Campo and Triangle W logos at the bottom?

Watching chat to see what happens.

Thank you for letting us know that the screen is working for folks. Yay. Thank you.

You passed your first engagement question test.

I appreciate it.

All right guys.

So it is 12/03. We purposely scheduled this meeting.

Over what is typically a lunch break so that we could make it as accessible to people as possible. Folks to work, maybe on shifts or any other time so.

We want to honor that.

We will certainly have to wrap up with a hard stop at noon.

But we will close earlier if we don't end up with very many questions, we'll see how that conversation goes here at the end.

My name is Bonnie Parker.

I am talking to you from the capital area Metropolitan Planning Organization or Campo, and we focus on the long range transportation on the.

Sides of the triangle that are.

The eastern parts from Raleigh and Cary, but also.

We have olive Wake County and the five surrounding counties. Beyond that, we've got portions of each of those.

For today's session, what we're trying to do is provide an opportunity for anyone who has joined us and folks who may view this later to learn more about.

What is in almost two year process?

This go round is called destination 2055.

Doug and Chris in a moment will walk you all through a lot more of those details at a very high level.

And then give you more of a focus on what is happening during the current phase, which is called, we refer to as alternatives.

That's alternatives analysis. We will do a question and answer period here at the end and a few quick items before I turn this over to Doug.

Our two main speakers today are Doug plants, rich.

He is the executive director of the Triangle W Transportation planning organization that includes Durham, Parts of Chatham and Orange Counties, and also Chris Lukasina, who is my executive director at Campo and I just described a little bit of our side of the triangle region.

Last thing I said, we will moderate question and answer.

At the end, looks like chat is working, so feel free to post your questions along the way. It is likely that we are going to hold them until the very end and then we will run through questions that way. We have a limited ability to take folks off.

Mute. But if time permits and we can figure get it all working correctly, we will.

Enable that for any more complex questions and the last thing I do want to make sure everyone is aware that this meeting is being recorded.

And transcribed so close captions will also be available online when this recording is posted. At that time, I think those were the housekeeping items.

So with that, it is my pleasure to turn us over this morning to Doug Plantic to talk about Destination 2055.



Doug Plachcinski 6:28

Great. Thank you, Bonnie and.



Bonnie Parker 6:29

T.



Doug Plachcinski 6:32

As Bonnie suggested.

We are metropolitan planning organizations.

Our team over at Triangle W, which includes Durham County, parts of Orange and Chatham County.

All the way to the Alamance County line and then.

South into NE Chatham County.

We like to say W is best over here and.

On our side of the triangle, but we have a wonderful working relationship with our favorite partners, the capital area Metropolitan Planning Organization, and Bonnie already described the areas that they cover.

Our boards are comprised of your local representatives from counties and towns and cities, and they lead us through both our organizational management and our superlative transportation planning processes.

Next slide please.

It here's an overview of the region the the Campo area in gold and the Triangle West area in Aberyl and green color. Next slide please.

So what is a long, long term transportation plan?

A long range plan in our world covers at least 20 years.

Ours covers 30 years that evaluates the transportation improvements we need to make.

And makes and decides which ones we want to carry forward in a fiscally responsible manner.

So the projects that we focus on are the ones that we actually believe we have the money and capacity to implement now those transportation projects can be public transportation including.

Bus and passenger rail.

They could be bicycle and pedestrian or other mobility devices.

We in triangle W don't have an airport, but certainly there are improvements at RDU airport that we could the Campo coordinates and of course highways, roads and streets everywhere.

Next slide please.

So.

We are in the alternatives analysis phase of the project Bonnie mentioned.

We we start working on this project.

For about two years and we.

Complete a new long range plan about every five years. We've already gone through visioning and public engagement along very high level measures of what our residents and officials would like to see.

And we're evaluating that input against the kinds of transportation projects that we think we can implement across the region.

From this analysis that we're able to more closely study what we think works and doesn't work based on a lot of data and and technical measure, we'll come up with a preferred option that will measure against our available financial resources.

And also for the land use as we think that'll happen across the region based on our local partner input and we'll have a list of of selected projects.

Once we get to that point.

We review air quality, conformity and.

With our friends in Raleigh together and also with our friends in in Burlington with their organization.

And all that will get wrapped up.

For review for spring of 2026, we submit that to.

Our federal friends and they review those documents. Next slide please.

Talk a little bit about the visioning.

Both governing boards, the triangle W Board and the Capital Area board reviewed.
The.

Public engagement results for goals and although.

There are occasionally some subtle differences we've adopted very, very similar goals that measure many of the same outcomes, and this helps us understand collectively what we're looking at. Most of our people, and certainly all of our freight that travels across the triangle, doesn't care where 1M.

And the other begins.

So it's very helpful to have.

Goals and value statements that that are in alignment.

Next slide please.

With that, I'll turn it over to Chris and he'll walk through where we're at in our current phase of alternatives development.

CL **Chris Lukasina** 11:29

Thanks, Doug for everyone online.

I'm Chris lukasina.

I'm the executive director at the capillary MPO or that eastern side of the triangle.

And I'm going to start walking you through what we call the alternatives analysis.

This is the stage of the plan development process where we look at what the future might hold for us.

We do that primarily by looking at three things.

Population.

Jobs or employment? And then what?

The transportation network might need to be to.

To handle the transportation needs for that future population and employment, we do this through scenario planning.

We generally develop a set of alternatives or different scenarios that we then evaluate with each other on what that future might look like.

So what you see here on the screen are some dot density maps where each dot represents people. I think it's 25 people and 25 jobs for those who are not familiar with that density maps. This is not saying that there are people living or working exactly.

Where the dot is. It's just meant to represent where there's more density or less

density for those people in jobs.

So you can see on the left hand side of the of the screen there.

About 3.4 million people in the triangle.

Greater triangle region by 2055 and about two million jobs.

So you know really what that means is about another million jobs by 2055 and well over a million new people coming to the region by 2055. Next slide.

For our alternatives analysis this go around and the destination 2055 effort we looked at three different alternatives and we'll walk through those on the next several slides. Each alternative looks at what that future growth might look like.

Where it might be, where some some areas of the region might get more growth than than others, some areas of the region.

I've already received all the growth they they'll ever go they'll ever receive today.

So we'll we look at that in each scenario and we do a lot of that through looking at different land use assumptions.

And then we'll also look at the Mobility Investment Foundation or those future transportation networks.

So for each scenario, a development foundation, future land use and and population and employment growth and a mobility investment foundation, what that future transportation network might look like, those are the two things that create and make up.

Each scenario go to the next slide.

We also have one for a baseline scenario that we create called the deficiency and needs. And if you're looking at this chart, the way to look at it is each column is one of those scenarios and then each row is a different piece of input or or point.

Of interest that we've heard from the public and from decision makers over the years.

So for example.

Each scenario there on the 1st row it looks at relative funding.

That might be available in each scenario.

The next one's Hwy. Investment.

Then there's bus, bus, rapid transit, rail bike and PED investments.

And then what sort of development density we might be looking at in those futures?

So those are sort of how to how to read these metrics.

And behind each of these symbols is a a very large data set.

That can show and explain what the results of our various future forecasts hold.

Next slide please.

So the first scenario or our baseline scenario known as the deficiency and needs analysis.

This is a scenario where we imagine we get all of that forecasted growth.

So all the new people and all the new jobs.

And then we only have the current transportation network and those new projects that have really been committed.

So they're they're either under construction or about to go under construction.

So a very limited amount of new transportation investment to accommodate all of that growth.

And so you can see in this map which we refer to as tomato maps, simply because they kind of look like a traffic light, right. When it's green, that means traffic's usually moving.

When it's yellow, things are starting to slow down, and when it's red, you're stopped, right?

Or in heavier congestion and you know they they got the name tomato maps because in certain scenarios you might see a whole lot more red than green on the map.

Next slide please.

Well, one other point to make about the deficiency and needs analysis.

It is a very unrealistic scenario, but it is useful in helping us to understand the differences in the other three scenarios.

So in reality, if we started getting a whole lot of traffic and congestion, it would start to impact economic development. It would start to impact some of that growth and ultimately our quality of life in the region. And if our quality of life started to go down.

Then that growth would begin to go to other parts of.

Country other parts of the state. Next slide please.

So getting into alternatives analysis scenarios, the first one we'll talk about here is called the plans and trends scenario.

And so this scenario.

Looks at.

What would happen in the future if we went with our current growth patterns?

So really, with those based on those adopted local land use plans and and comprehensive plans.

And we also had about the same.

Amount of transportation investment, the trend that we've seen over the last several years.

And so.

What we see is that would include things like some of the major roadway corridors being improved, either widened or or or additional capacity built. And on the transit it would mean you would see for the for the eastern side of the triangle, a lot of what is coming.

Out of the Wake transit plan.

So those those initial bus rapid transit.

Corridors being implemented.

The level of investment in the frequent bus networks that 15 minute bus service or better.

And then specifically for rail.

This scenario includes a a modest investment in enhancing what is called inner city passenger rail.

So inner city passenger rail is.

Very what you would think of as Amtrak service.

So it it's longer distance, fewer stations, fewer stops it.

It's the type of service we have today in North Carolina between, say, Raleigh and Durham and and the Charlotte region.

For the western side of the triangle, it would include this scenario includes.

Improvements to the Durham rail station would also have the bus rapid transit line.

The north-south line through Chapel Hill and some other bus line improvements.

That are better encapsulated in the Durham and Orange Transit plans, primarily with frequency and and and span of of day change. Next slide please.

The next scenario here is called the shared leadership scenario.

This scenario includes increases in the in the intensity and the mix of land uses, especially at in major employment hubs and in key travel corridors.

Especially around transit nodes.

It assumes that there's some additional transportation funding.

Primarily.

Those recommendations.

That came out of a study done by the state of North Carolina through what was called the NC First Commission.

And this also begins to look at.

Some changes and and assume some changes in the way some of those state and federal funds can be used today.

And what was encapsulated in the in the trend scenario in the plans and trends scenario, there are limitations on how certain types of funding can be used. And so that limits what you can use that funding for in this shared leadership scenario.

We've we've begun to dial some of those back and explore how additional funding. Might be used in different ways than it can be used today.

So this does begin to depart a little bit from what you can actually do today.

But it is.

It is just a little bit of a of a step in that direction that enables us to look at.

Some other major roadway and transit investments. So on the western side of the triangle, doing some more things in Durham and and Hillsborough State Rail stations. In addition to that, Chapel Hill, north-south BRT line, there would now be a A Durham Orange.

Hbvt Line and Durham station to RTP BRT line.

So Durham connecting eastward all the way to RTP and ultimately connecting in with the bus rapid transit lines that are are coming out of of the eastern side of the triangle.

The other thing I would note here specifically on the eastern side, that's a little bit different is an additional bus rapid transit line.

That would be freeway based using the I-40 corridor and and, you know, really running from Raleigh.

Westward and connecting to RDU the airport as well as the Research Triangle Park. Area on regional rail there would also be additional service added that would begin to have service that would serve Garner and Apex and Morrisville as well. Next slide please.

And then in this third scenario or or this final of our three scenarios called the altogether scenario.

This is probably the most ambitious of these different scenarios.

It has additional funding with more funding flexibility.

So how we can use the funds there?

There's more flexibility considered in this scenario.

It also has probably the largest increase in non motorized or bicycle and pedestrian

improvements.

It also has significantly more transit service, particularly in major commuting corridors.

It has some additional.

Land use density and intensity and growth in some of the in some key areas. So some of our major employment nodes in those areas where we're making the frequent transit investments.

So again, 15 minute or better service, whether it's done by bus rapid transit by rail or or by local fixed route bus.

In this scenario, we assume that there would be.

More mixed-use of the different land uses as well as a little bit more density in those areas than what than what we have in the other scenarios.

So in terms of the key projects on the western side, you'd have the inner city rail as well as the expansion of the regional rail or regional commuter rail into the Durham area.

You have all four of the bus rapid transit lines.

As well as that higher level of investment in the local bus service on the eastern side of the triangle, this really is additive from the other scenarios. For roadways, the really the the big difference here is a a much higher level of investment in secondary roads and those.

Are particularly those local roads where complete streets are are really.

Viewed as being able to make the biggest impact.

So over the second two decades of our three decade plan, that's that's where you would see in this scenario some of the biggest changes on the transit side, that expansion of that regional commuter rail to the West to connect with Durham as well as a few infill St.

And increased service frequencies.

There would also be the addition of a of a bus rapid transit corridor through Cary running NS along the Harrison and Kildare Farm Rd. corridors.

So those are sort of highlights of what's in each of those alternative scenarios. If you go to the next slide.

You can see some of the some of the metrics that we use. So we've established a variety of performance measures and then we're using those measures to kind of grade and and compare across all these different scenarios.

So a couple of examples. I think in reality we have something like 30 different

performance measures or maybe even a little more than that at this point. But a few highlights here.

You can see how the average commute time varies.

Across each of the scenarios as well as vehicle miles traveled, the amount of time in in measured by hours that folks are in delay.

It also looks at transit ridership and the percent of jobs near transit. You can see all of those on the screen there, and it just says you're looking at this A+ or A minus may be a good or a bad thing. So not all the pluses are.

Good things and not all the minuses are bad things here.

So really looking at each of these measures.

And understanding what they do and what they mean is one of the key things that we're doing right now in evaluating all these different alternatives.

Next slide please.

I think I'm handing this back over to Doug here.



Doug Plachcinski 26:10

All right.

Thank you very much, Chris.

I'm. I'm glad you're on this team, Chris, this is Chris.

Triangle Metropolitan Transportation plan in my first so he is much more knowledgeable on all of the things he just discussed.

As we suggested, we're going to go through the results of all our all our alternatives analysis and compare.

Costs on potential projects and land uses and make some decisions about the finances that we think will be.

Available to us to implement.

Our approach.

You know, we have all of our local partners. We have, of course NCDOT.

As the main transportation provider in the state and we will come up with a preferred option to bring to our boards for them to discuss and hopefully endorse and adopt.

Next slide please.

Umm.

We believe we will be adopting this late this calendar year and then we will be submitting the documentation and air quality analysis into, as I mentioned spring of 2026.

And of course, we will be going back out and encouraging engagement and input on our work all the way through adoption.

Next slide please.

If you want to please get involved or stay involved.

Involved we have an alternative survey that's live now.

There's an option for you to subscribe for updates.

Please visit the website.

Listed here and sign up for that and please provide your input.

And if you have any further questions, we have a phone number and a dedicated e-mail for you to send those to.

Is that the last slide that?

OK.

One more slide and questions everybody's favorite topic. So thank you very much for being here.

We, you know, appreciate you asking questions and listening.

So we know that what is important to everyone. So with that your I will turn it over to our moderators.

BP **Bonnie Parker** 28:39

You back to me, Doug.

This is Bobby again.

And I think I accidentally may have taken away the ability to turn their cameras on and off.

But Doug and Chris, you're welcome to come back on if I didn't mess up the technology.

We have a few different questions that have come in through Chris. Your explanation about the alternatives and staff are working to respond to some of those. But I did want to give you a chance to expand.

So with our our first one.

Can we go back to bus rapid transit and sort of talk a little bit about that in general?

So the projects that we have listed on among the different alternatives, can you talk about what makes it a BRT project versus the buses being in with mixed traffic and?

How frequently they have to be in a dedicated lane in order to count or?

Be considered bus rapid transit.

I'd open that to either of you I know.

Chris, you're pretty familiar with answering that as well.

CL **Chris Lukasina** 29:51

Yeah. So great, great question.

You know, I think first we sort of have a philosophy of of.

Looking at and trying to find the best solutions that will meet our needs in in this region, so some of the different funding sources have some, some more specific definitions for certain things, but generally the way that we're looking at bus rapid transit.

It is.

It's it has to do with the type of service you're gonna be providing.

So whether it the the amount or the percentage that it is in dedicated lanes versus mixed traffic is almost irrelevant.

It's more about making sure that we have consistent speeds and and are meeting the times that we want that service to have.

So whether something can go 45 miles an hour or or 32 miles an hour on a particular day.

Is is not how we are defining.

Bus rapid transit.

It's more about the station spacing, the type of stations, the type of of service that each of those lines will be providing and and the infrastructure amenities that are provided at each of those at those stations.

I hope that helps answer that question.

BP **Bonnie Parker** 31:12

Sure. And this is Bonnie again. The one thing I forgot to say to everyone is, again, we said this at the beginning of the meeting, but please feel free to go ahead and put your questions in chat.

We're going to save trying to take folks off mute until the very end. If we have time.

So right now we are driving questions through the chat.

Heidi, if you had anything more specific on BRT, feel free to follow up.

But otherwise.

We also do.

Chris and Doug, but Chris, on this one, I think this will be you again.

A question was raised about induced demands and I know it was when you were on a specific alternative, but can you speak in general about the different alternatives, how we plan for transportation with the MTP and take induced demand into account?

CL **Chris Lukasina** 32:07

Yeah, another good question.

The short answer is yes. Induce demand is included in the forecast of what?

Of what we look at, all the trips are forecasted.

So, but we do not specifically pull out and say this trip versus that trip in a particular corridor is induced demand or not, right?

So we can do lots of different analysis with our forecasting tools before and after with and without.

Different improvements, with or without different types of land use assumptions and different facility assumptions, and all of that, so.

Again we it does include all of those trips.

So where there would be induced demand, it would include be included in our forecasts.

We just don't have a call out that says again, certain trips in that if there were 10,000 trips in a corridor, 2000 of them are induced demand and 8000 or not, we just know that.

That today, maybe there's only 6000 trips and tomorrow there's gonna be 10,000 trips.

I hope that answers that question for you.

BP **Bonnie Parker** 33:18

OK.

We have a question that is a bit more complicated than I can summarize.

So unfortunately I am going to go ahead and read it out.

Chris and Doug on this one, the It's the question from Dale, at 12:32, if you're looking at the chat, but here's what it is.

Ncdot has established a 2 1/2% per capita VMT reduction target by 2040.

It then double s to 5% by 2050.

It looks like this plan is projecting an increase in VMT by 1 1/2% by 2050.

What would be needed to bring this regional plan rmtip in line with the state's

modest goals? A recent study found that even with a near 30 fold increase in electric vehicle registrations across our country by 20-30, a 20% cut in per capita VMT would still.

Be necessary.

To meet climate targets.

So we're talking generally about B&T reduction and what we can do to get at that.

CL **Chris Lukasina** 34:23

Yeah. So I think the answer to this question may vary between the two.

Mpos.

What? What I'll say for for Campo is, you know we we've tried to look at this over over the last couple of you know maybe even more than two, maybe 3 decades.

On on this question of DMT about 10 years ago, that became a very, very hot topic of discussion in the in transportation beyond transportation circles in the news and and all of that.

It you know, VMT is simple math, right? If you have.

100 people today and each travel 10 miles a day.

You know you you get a certain amount of vehicle miles traveled if you if everyone is still traveling 10 miles a day and now you have 200 people in future. By definition the math says that VMT is going to go up.

So what are things that you can do to to try and keep that in check?

You know, we we have really begun to look at things in Campo on on how.

Do we limit or reduce the growth in VMT, reducing absolute VMT?

Is is far more challenging for any region and I think a lot of the things that we're trying to do in our long range plans are trying to do both of those.

But it's sort of like if you're trying to, you know, stop the bleeding before you can fix the problem.

You know the underlying problem you you've got to kind of do the triage first.

So we are really looking at you know, a variety of things like providing a whole lot more choice in how you get go about the region through expanding transit significantly.

As well as bicycle and pedestrian or non motorized opportunities there.

Really focusing in on those areas where local decision makers can have a lot do have a lot more authority to to make some of those decisions, doing a lot more an encouragement.

With our local jurisdictions that have that have land use authority to have more mixed-use development, more transit oriented development and more nodal based development to try and have a lot more of those live work play places than live in one area, drive somewhere to work, drive some.

To play, drive somewhere to get back home.

So very high level, those are those are some thoughts I guess on on on that future.

This future BMT numbers, but I see Doug jump on, so I'll let him talk about their experience.

S.



Doug Plachcinski 36:50

Well, I I just I my thoughts sent around that we are expecting over a million new people to move to this region by the end of this plan's horizon and nearly 1,000,000 jobs.

Now we know those jobs will not be assigned to each of the new people that move here, because we have people that are not of working age yet.

Or are beyond working age.

Or do not work so those.

Jobs.

Hubs that are not assigned to people living in our region but are living outside of our region will also add significant amounts.

Amounts of VMT to our roadways.

So if we don't have places that are affordable, attainable, or desirable for those people that are traveling from outside, then then that trend will continue.



Bonnie Parker 37:47

Perfect. OK.

Thanks Jen.

This is Bonnie again.

I do have a couple people who have their hands raised and I just want to reiterate really quickly that we have a few questions that we've received as well online by emails. I'm going to oppose those and so no guarantees on us unmuting until the very end if.

You want to ask your question sooner.

Pop it into the chat please.

OK. Would you guys talk?

I'll take Mr. Hope's question at the bottom there about consideration of rail for RDU. What do we have going on related to the airport across these alternatives or unique to any of them?

CL **Chris Lukasina** 38:36

So I'll make sure I understood that question.

The question is whether or not we'll serve the airport directly with rail service. Is that correct?

BP **Bonnie Parker** 38:43

The question is directly is there consideration for rail to RDU?

But I think it might be helpful if you also just talk about what we are doing with RDU on some of the other pieces.

CL **Chris Lukasina** 38:56

Great. Yeah.

So I guess the 1st we have looked at that over the years and it is extremely expensive, extremely expensive and that is why.

We didn't talk about rail service in this plan to to directly to the airport. However, we do have.

Increased transit service to the airport and kind of looking at it from the eastern side of the triangle. I think the the big game changer there would be that I-40.

Bus rapid transit corridor, which is freeway based.

BRT and would have a a direct.

Rdu or Airport station that it would use on a regular basis so that that would that'd be the biggest thing. Then in addition to that in our altogether scenario we have.

Bus rapid transit service in the Glenwood or US 70 corridor that you know, once once that service gets to Briar.

Creek of the Briar Creek area.

Some of those trips would turn and and go to the airport and onto either Morrisville or RTP.

So two different ways from two different sides of the airport that we're looking to improve transit connections to the airport on.

BP**Bonnie Parker** 40:17

Doug, I'm watching you in case you do ever want to book, feel free to just jump in. If there's anything you want to stand on. The second question is with regard to the rise of our electric or motorized bicycles.

And separating them more specifically. Or actually designating commuter paths for bicycles. I'm sure you're going to.

I'm just going to prompt talking about the triangle bikeway briefly, but also in general bicycle pedestrian elements and clarification on how they fit into a regional plan please.

CL**Chris Lukasina** 40:59

Yeah. So you've already mentioned it, Bonnie. The the top of the list there is the triangle bikeway. A study was done.

A few years ago, in fact, for the eastern segments that is under design and would basically connect Raleigh and all the jurisdictions in between.

To the airport and eventually onto Durham and and even Chapel Hill, with a sort of a split it already at RTP to to go serve each of those.

That is viewed and and the concept.

Is not just another Greenway, but think of it more as like the Interstate of the Bicycle and Pedestrian System and and sort of really being a backbone in our region for that. But more specifically about motorized bicycles, or E bikes generally these days.

We are looking at those as not an independent mode, but probably some sort of hybrid in between. You know, sort of the bicycle and pedestrian modes and and the actual motor vehicle modes.

Depending on the size of the bike and all of those details, but in terms of transportation, we are not seeing. So one of the things that we do on a regular basis is have a household survey that is done every other year that that tries to keep us.

Up to pace with the changing transportation and travel behavior in the region, this is also augmented with.

With transit on board surveys every few years as well.

So the idea is that we sort of always have our finger on the pulse of of travel behavior, and while we have seen that the use of motorized or or again specifically E bikes has has begun to increase, it is a very small percentage of a very small.

Percentage of our overall transportation modes in in the region.

But as that continues to grow, I think our plans will continue to evolve to to accommodate that growth.

You know, one of the great things is every four to five years.

We updating this plan, we're revisiting it.

So my predecessor in this job used to say when you're looking out 30 years in the future, everybody's wrong, right?

But it's a question of how wrong are you and how willing are you to to change, you know, your assumptions over time. And so we've always been very willing to change our assumptions over time to test things, see how they work.

Something works.

We'll keep. We'll double down on it. If it doesn't, we'll we'll find a new direction to go.

So I think that's really how.

E bikes and motorized bikes are going to begin to really fit into things if and when they do really grow to a a very large percentage of interest for the traveling public.

 **Bonnie Parker** 43:44

Perfect.

Doug, I'm gonna throw this to you to start with, and that's talking a little bit about how heavy transit really is in across all the alternatives that we're looking at.

And Aaron's point was that we really have to.

Transit frequencies and coverage in order to get folks into more.

Fewer taking driving on single occupant trips.

Or are driving alone.

You want to talk just a little bit more about the significance of transit in these regional alternatives and and the baseline.

 **Doug Plachcinski** 44:27

Well, the good news is we're already investing fairly heavily in transit.

I thanks to voter indoors referendums that established sales taxes.

You know, between Orange, Durham and Wake counties.

But Erin brings up some great points. There is a balance between coverage and utility for different transit lines. If we are trying to cover everywhere with transit, it is less likely that we will be strategic.

And cover certain opportunities and provide good favorable service there.

So it is definitely a balance. We have a lot of significant fixed route buses that are moving towards 15 minute or faster headways across the region.

Whether they're in Hillsborough or Raleigh, our transit operators are working towards some of those outcomes.

And you know.

That's not even to say.

Just getting to a bus stop in some places is challenging.

It's difficult to analyze that.

And the amount of data needed to analyze that on a regional level.

Is challenging sometimes.

But definitely having frequent and desirable public transportation will stimulate a mode shift away from single occupancy vehicles.

People that are using the bus to go to work.

I need to be able to rely on it and they need to know that if there is a disruption, which is pretty likely that it's not going to affect whether they're able to make their doctor's appointment or get to school on time.

So you know definitely.

Moving towards parity and I would say even providing a transit priority over driving your own vehicle is definitely the way we're headed and we're trying to make investments in our infrastructure.

And our transit operating systems to achieve that parity or priority?

BP **Bonnie Parker** 46:40

Wonderful, Chris.

Did you want to add anything or?

Maybe nod your head if you want me to keep going.

CL **Chris Lukasina** 46:48

No, I mean the only thing I'd say is I think it is worthwhile to to recognize that you know the last five or six years, particularly in Wake County, a significant. Increase.

In investment in public transportation.

That all really began in in 2017.

And you know, with the 10 year wake, the initial 10 year Wake Transit plan.

Which was looking at a little more than three three times increase or three fold

increase in transit service.

We were able to find ways to work with the transit agencies and get about 54% of that 10 year improvement done in about or deployed in about 2 1/2 years, so.

Once the resources began to flow in, all of that pent up excitement and energy for transit really began to to happen.

And I think over the next four or five years, you'll see a lot more of that happening.

As well. So I think that the needle's definitely moving in the right direction for public transportation investment and and and service. I know with the draft Wake Transit plan, they're looking at expanding that further expansions to the frequent bus network in our MTP alternatives that we showed.

You particularly that altogether scenario.

Even a doubling of of what we had had in the other scenarios for the frequent bus network.

Work. So again, that's 15 minute or better service.

What that footprint would be? So it really is I think all around there's general support for improving and increasing public transportation in the region and these planning scenarios do include a lot of that.

BP

Bonnie Parker 48:36

OK, in those scenarios, those planning efforts also include a lot of public engagement.

So if you're interested in learning more about any of that, it follows destination 2055 nce.com and you can either identify us in order to ask questions and we'd be happy to help connect you with the the different transit efforts and what they're doing with. Public engagement across the region.

Lots of places where you can sign up for updates.

The last few questions we have, you guys are actually venturing into and Erin's question does as well on his fourth question.

And that's more around trends and the crystal ball.

So I want to encourage folks before I ask those questions. If you do have specific questions about alternatives and this analysis, I want to focus on making sure that we get those answered today. So if you have any more of those.

Questions related to the alternative future.

And what you analysis looks like. Please do pop those into the chat. In the meantime, I will go ahead and.

Ask. Actually, I'm gonna let I see Dale's question is still related to scenarios.

So one more here.

The Charlotte Region has a long range plan with compact centers as a scenario focusing on growth and development in a very limited set or concentrated location.

That are really focusing on compact growth.

Do we have anything similar in the triangle plan?

And I'm excited because this is a great answer.

So Doug, would you like to start just a little on what our hubs and such look like in our alternatives?

Oh no. I might have frozen you on the mute ability, Chris. Why don't you start then and then we'll figure out how to get that done. Computer fixed again.

CL **Chris Lukasina** 50:43

Yeah, sorry.

Just repeat your whole question because part of it got hiccuped out.

BP **Bonnie Parker** 50:48

Oh, sorry. OK, so real quick.

Charlotte has in there long range plans, some compact development scenarios, focusing development and transportation related to compact growth areas.

What are we doing in our alternatives that are similar?

CL **Chris Lukasina** 51:05

Got it. Thanks.

So primarily, I think there's there's two things, two sort of terms that we use. One are travel choice neighborhoods, the other are mobility hubs.

And then there's really 1/3.

Category that we call anchor institutions, but that's very limited to like the major universities, major hospitals. You know those sorts of things.

But in our scenarios, particularly in the altogether scenario.

We have gone on.

Above and beyond even what was already increases in both mix of land use types and density of development in those areas.

So again, our travel choice neighborhoods, those are those areas where you have frequent or will have frequent transit service, maybe even bus rapid transit or or

passenger rail service. But certainly at least 15 minute or better fixed route service.

And looking in those corridors and and again going beyond, even what?

The local jurisdictions have have ramped up over the last five and 10 years with their future plans to have more transit oriented development, denser development and try to try to look at scenarios where more jobs are are being located in those areas.

Outside of those major transit Cor.

Areas we also have what we call our mobility hubs, a mobility hub is a mixed-use.

Node with strong employment drivers.

In that area.

And again, looking at increasing the amount of or mix of uses and the density of development and there's about 25 of those mobility hubs scattered around the triangle region.

Generally, there's at least one in every one of the of the municipalities out there going all the way down, even to Lillington where we've added one for this planning effort.

So the idea is to really show what that future could look like.

Rather than sort of having peanut butter and spreading it all over the region.

Trying to focus some of those key investments that will help drive that development.

And also make it easier to serve with transit.

It's a lot easier to connect a major transit investment to a mobility hub where you've got a lot more people in jobs than it is to try and serve more suburban or exurban development where it's kind of spread evenly across the landscape and and not very conducive to.

Being served by public transportation.



Doug Plachcinski 53:36

I couldn't have said it any better myself.

Thank you, Chris.

I just want to point out that whatever and, and we've already touched on it, whatever the land use scenarios are that we analyze to try to match to our transportation network.

Unless the the local decision makers whose tabled those decisions fall at are able to change their plans or update their regulations to allow those kinds of developments.

And encourage them and the marketplace accepts those developments.

Our our ability to effect that change remains a bit limited.

We really have to work together in a partnership to make sure those happen. Thank you.

 **Bonnie Parker** 54:24

Excellent again.

OK.

I want to be cognizant of time we have about 5 minutes left before we committed to our hard stop.

We do have a few outstanding questions.

Quick reminder, I will just keep on taking the questions until one and with that, I want to remind everybody, go to the website.

Thank you for joining us today.

This has been very successful for us.

We weren't sure and we will look to do more as we finish our final 2 phases.

For the MTP, next being the preferred alternatives, as Doug mentioned during his part of presentation earlier.

So guys, I'm going to leave this one as fairly open, but two things we are hearing constantly when we're out in the community doing engagement right now.

One is where does safety fit in?

Is it different among any of the alternatives or is it kind of across everything?

The second one so that you can answer how you want to make any final points.

You guys want to make.

Was around funding. We continuously get questions about alternative funding sources.

We'll do a little bit more on that during the preferred alternative, but is there anything for key takeaways you want folks to pay attention to today regarding funding? And with that, we'll start with Doug, if it's working again and Chris will close us out.

Thank you everybody for joining us.

 **Doug Plachcinski** 55:53

So yeah, there's a lot going on with funding right now.

We even received word that the the proposed federal budget will include some funding shifts around based on different vehicle types coming up.

In short, there's not enough money to do the things we'd like to do.

We have to make hard decisions and a lot of our our local elected officials are not only deciding, you know the different kinds of transportation decisions that need to be made, but, you know.

So are they investing in schools or first responders or libraries?

It's it's very difficult decisions and I I want to acknowledge because several of them are on the call today.

You know that we we admire.

Their willingness and bravery to take on those decisions on behalf of their constituents.

We think that there will be opportunities to generate additional locally directed revenues within our region.

We are working hard with the revenues we already have available to us through the transit plans we partner with with Durham Transit and Orange County Transit.

To work on those systems to implement new routes, new bus stops, new bus stations and new modes of transportation in the future.

At the same time, we have a infrastructure that is aging.

You know, I I remember when they built 40 through RTP and it hasn't been fully reconstructed. I don't believe since it was built and it's getting close to being time to do that again and we want to make sure that we do those investments correctly and that they.

They offer opportunities for multimodal.

Crossings and access that they're safer than they've ever been before.

For far too many of our our constituents are subjected to traffic violence.

But all those decisions are difficult and we're certainly trying to evaluate the best we can to to deliver value back to to our Members and your governments, so.

That's what I've got on it. I'm sure Chris has some thoughts too.

CL **Chris Lukasina** 58:21

Yeah, just a couple more things.

Safety thing first.

We are nearing completion on a regional safety study called the Blueprint for safety, one of the key things in that is a recognition that we all want to get to what has been referred to as Vision Zero. And on the way to that between now and 2050.

5 and 2055 was chosen to align with our regional plan, working towards a a 50% reduction in fatal and serious injuries.

So that is an interim goal on the way to a more broader vision.

Zero goal that we are gonna be working towards and I think ultimately when we get to a preferred scenario and and we are applying fiscal constraint with those limited financial resources that that Doug mentioned.

Valuing safety and our prioritization of what is or isn't funded in the plan will be, I think.

Much greater than it ever has been in the past, so looking forward to seeing how that works out in the coming months.

 **Bonnie Parker** 59:31

Excellent guys.

One minute.

Any key takeaways?

Again, thank you to everyone who joined us.

Chris, back to you and Doug.

I will actually officially say, could you please say goodbye to folks as we cut off the meeting?

Any key takeaways?

 **Chris Lukasina** 59:48

I think the main thing is is please go visit that destination 2055 website, participate in that online engagement activities. They have their learn more about the effort and ask questions through e-mail in the online forms.

We've got more phases. Again, as I mentioned the the preferred scenario phase and ultimately the draft plan over the next you know six to ten months.

So please stay engaged and involved in the process.

Thank you for joining us today.

 **Doug Plachcinski** 1:00:22

But you know, don't just pick easy questions to ask.

We've got a world class region. We've got world class technology and we've got world class people.

Give us your challenges, we, our staff and our our Members want to be innovative and address concerns and be very forward thinking with our solutions so.

We know the opportunity is great to solve problems and we're looking forward to it.

So thank you for joining us today.

Your time is very valuable and we appreciate that. Goodbye.

□ stopped transcription