

Strategies & Solutions Update & Dialogue

The purpose of this memorandum is to summarize the discussions from the Update meeting held with the project Steering Committee on March 11, 2020 for the Beyond 77 Study.

Summary of Discussion

Mr. Adam Howell, the consultant team project manager, first provided an update on project efforts to date. This included informing the committee members of the analysis and work done to develop a comprehensive evaluation framework and an initial list of draft recommended strategies/solutions to improve mobility in and around the I-77 Corridor area.

The next section of the meeting looked at strategies and solutions that the project team considered critical for review by the Steering Committee members. Below are summaries from each these discussions, grouped by:

- ‘Top’ performing strategies/solutions (showcasing high ranking outputs across both weighting scenarios)
- ‘Poor’ performing strategies/solutions (showcasing low ranking outputs across both weighting scenarios)
- ‘Variable’ performing strategies/solutions (showcasing different ranking outputs across both weighting scenarios)

‘Top’ performing strategies/solutions

The Steering Committee was asked for concurrence on 5 critical strategies/solutions currently on the list (level of concurrence taken from Mentimeter online polling):

- i. PR-23: Program Coordination Supporting Integrated Corridor Management (ICM)
(System Performance Measurement and Management)
- ii. PI-12: Mobility Corridors *(High Capacity Transit Corridor Solutions)*
- iii. PI-10: High Capacity Transit Corridors *(High Capacity Transit Corridor Solutions)*
- iv. ET-32: Video Traffic Signal Detection *(Smart/Detection Systems Solutions)*
- v. ET-18: Advanced Traveler Information Systems *(Information Dissemination Systems Solutions)*

All committee members indicated levels of concurrence that either agreed or strongly agreed with these 5 proposed strategies/solutions.

'Poor' performing strategies/solutions

- i. PI-3 (bottom): Improved Outer Suburb Connections (*Regional Roadway Improvements*)
- ii. PI-6 (bottom): Train Crossing Road DMS (*Railroad Crossing Solutions*)
- iii. PI-24 (bottom): Truck/Parking Service Centers (*Freight-Truck Solutions*)
- iv. ET-10 (bottom): Freight Signal Prioritization along Key Freight Corridors (*Signal Prioritization Systems*)
- v. ET-19 (bottom): Smart Truck Parking (*Information Dissemination Systems Solutions*)
- vi. ET-31 (bottom): Smart/Integrated Pavement (*Smart/Detection Systems Solutions*)

One key highlight from the discussion on these items was recognizing that these are not technically poor performers that should be dismissed as result of low rankings, but acknowledging that these items are more 'single-dimensional' and only addressing a benefit to one specific mode. The evaluation framework is designed to favor multimodal and mode shift strategies/solutions. This notion applies to a majority of the freight-related strategies/solutions documented on the initial list. All appear to be critical for inclusion as defined and maintained for developing an implementation plan out of Beyond 77.

'Variable' performing strategies/solutions

- i. PI-1 (varied): Region-wide Managed Lanes Network (*Congestion Mitigation on Existing Facilities*)
- ii. PI-30 (varied): Construct a Vertiport Facility (*Urban Air Mobility*)
- iii. PI-29 (varied): Connectivity Enhancement – I-77 Iredell County Area (*General Connectivity Enhancements*)
- iv. ET-20 (varied): Freight Advanced Traveler Information Systems (FRATIS) (*Information Dissemination Systems Solutions*)
- v. ET-39 (varied): Stop Sign Gap Assist (SSGA) (*Advanced Safety & Mobility Solutions*)
- vi. ET-40 (varied): Vehicle Warning Right in Front of Bus Warning (Transit) (*Advanced Safety & Mobility Solutions*)

Overall, the feedback received from committee members was positive and that all were appropriate to be retained for inclusion in a final recommended list, pending public engagement feedback.