DCHC

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments
Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of Transportation
County of Orange

DURHAM – CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE (TAC)

AGENDA

February 8, 2006 **Committee Room**
9:00 AM **2nd Floor Durham City Hall**

1. **Roll Call**
2. **Adjustments to the Agenda**
3. **Public Comments**
4. **Directives to Staff (Attachment 4)**

ACTION ITEMS

5. **January 11, 2006 TAC Meeting Minutes**
(Attachment 5)

A copy of the January 11, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the January 11, 2006 TAC meeting.

6. **2005-2006 Unified Planning Work Program (UPWP) Amendment #1**
(Attachment 6 & 6A)
Mark Ahrendsen, TCC Chair
Felix Nwoko, LPA Staff

Annually, the DCHC MPO prepares a Unified Planning Work Program (UPWP) which details and guides the urban area transportation planning activities. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the 2005-06 fiscal year must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2006-07). Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for major emphasis projects. The proposed amendment also reflects reallocation of funds for individual planning tasks.

Attachment 6 is a memo that provides additional information regarding Amendment # 1 to the FY 2005-2006 UPWP. The proposed amendment to the 2005-2006 UPWP is presented in Attachment 6A.

TCC Recommendation: The TCC voted at their January 25, 2006 meeting to recommend that the TAC approve Amendment #1 to the 2005-2006 UPWP (see Attachment 6A).

Requested TAC Action: Approve Amendment #1 to the 2005-2006 UPWP.

7. 2006-2007 Unified Planning Work Program (UPWP) Schedule
(Attachment 7 and 7A)
Felix Nwoko, LPA Staff

Development of the 2006-2007 Unified Planning Work Program (UPWP) will begin shortly. The draft schedule for the development of the 2006-2007 UPWP is presented in Attachment 7. This schedule is largely driven by the Public Transportation Division (PTD) deadline of April 24 for transmitting the TAC approved UPWP to the Division. Attachment 7A is the NCDOT-PTD UPWP memo to MPOs and transit operators. The memo contains FTA Section 5303 allocations, format for submittal of UPWP, and deadlines.

TAC Action: Receive update, discuss and provide comments

8. Triangle Regional Model Update
(Attachment 8)
Jeremy Raw, LPA Staff
Leta Huntsinger, ITRE

As requested by the TAC, Leta Huntsinger, the Program Manger of the Triangle Regional Model (TRM) Service Bureau will provide a report on the regional model updates: 2005 model enhancement (mainly incorporation of FTA enhancements into TransCad model) and the major 2006 model development. Attachment 8 is a briefing from the TRM Service Bureau.

TAC Action: Receive update, discuss and provide comments

9. Distribution Formula for FTA Section 5307 Funds
(Attachment 9)
David Bonk, TCC Vice-Chair
Felix Nwoko, LPA Staff

Pursuant to the TAC directives, the TCC chair requested MPO transit operators to develop a recommendation on the distribution formula for FTA Section 5307 funds. The transit operators met several times to discuss this matter and decided that the issue of making any kind of recommendation to the TCC or TAC hinges on getting clarification on the specific elements of the federal transit funding formula. The impact of new federal funding guidelines will need to be explored further before a change in the formula can be considered. The TCC decided to recommend that the current formula be used to distribute the 2005-2006 FTA Section 5307 and

that the formula be reexamined as new information becomes available. A description of the current formula is in Attachment 9.

TCC Recommendation: The TCC voted at their January 25, 2006 meeting to recommend that the TAC allocate the FY 2005-2006 FTA Section 5307 Funds according to the existing formula and to review the formula next year as new information becomes available.

Requested TAC Action: Approve the allocation of FY 2005-2006 Section 5307 Funds according to the existing formula and to review the formula next year as more information becomes available.

10. <u>Old Durham-Chapel Hill Road Bicycle/Pedestrian Feasibility Study</u>
(See Attachment 10 and 10A)
Felix Nwoko, LPA Staff
Alison Carpenter, LPA Staff

At their October meeting, the TCC discussed the draft report, including the consultant's recommendation and comments from local governments, and subsequently referred this item to the Bicycle and Pedestrian (Bike/Ped) subcommittee to develop a recommendation for fully funding the project. The subcommittee discussed the preference for funding the project through the 2007-2013 TIP using STP funds. Other funding options discussed include STP-DA, Safe Routes to School and/or discretionary funding for Division area bike/pedestrian projects, allocated by NCDOT Board members. The Bike/Ped subcommittee forwarded the item to the TIP/STP-DA subcommittee for further recommendations on a funding scenario for the project in the 2007-2013 TIP. The TIP/STP-DA subcommittee will be asked to provide a funding recommendation to the TAC in April 2006, when further information is available from NCDOT regarding the TIP process.

The Bike/Ped subcommittee also discussed the "Remaining Issues" section of the report. It was decided that the report should recommend a combination of curb-and-gutter (C&G) and shoulder section. It was suggested, for instance, that C&G might be most appropriate at Five Oaks to lessen ROW impact (i.e., reduce the amount of ROW that must be purchased). The Bike/Ped subcommittee decided that much of the discussion related to the typical cross-section (C&G vs. shoulders) would be resolved with an environmental assessment that addresses water management issues. The subcommittee also decided to remove the bollards from the list of suggested bridge treatments. Additional issues will be addressed in the final design stage. The Bike/Ped subcommittee has recommended that the project be scheduled for final design in 2007, right-of-way (ROW) acquisition in 2008, and construction in 2009. Changes have been made in the draft report. The TCC reviewed the final report at their January 25, 2006, meeting and recommended that the report be presented to and approved by the TAC at their February 8, 2006, meeting.

Attachment 10 is a memo providing background information on this item. The Old Durham-Chapel Hill Rd Bicycle & Pedestrian Feasibility Study is included as Attachment 10A.

TCC Recommendation: Approve the draft report and receive funding update and recommend that the TAC receive and approve the final report and receive a funding update.

Requested TAC Action: Receive and approve the final report for the Old Durham-Chapel Hill Bicycle/Pedestrian Feasibility Study and receive funding update.

REPORTS FROM STAFF:

11. Reports from Staff
(Attachment 11)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report
(Attachment 13, 13A)
Jon Nance, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. Recent News Articles and Updates
(Attachment 14)

15. Triangle Parkway Update
(Attachment 15, 15A)

A Scoping Meeting for the Triangle Parkway was held on January 13, 2006. The agenda and project overview from that meeting is Attachment 15. Attachment 15A is the project map.

16. Triangle Mobility Action Partnership (Tri-MAP) Update
(Attachment 16, 16A)

At the January 20, 2006, meeting of the Triangle Mobility Action Partnership (Tri-MAP), the Blue Ribbon Commission's final report and the 2006 Legislative and Policy agenda was discussed. The meeting agenda, 2006 Legislative and Policy agenda, and the Blue Ribbon

Commission final report are in Attachment 16. Attachment 16A is the minutes from the meeting.

17. **Letter from NCDOT Regarding SAFETEA-LU Earmarks (11-29-05)**
Attachment 17)

18. **Letter to NCDENR – DAQ Regarding MVEB (1-19-06)**
(Attachment 18)

19. **Letter and Resolution to Governor and Legislative Delegation Regarding Diversions of Transportation Taxes and Fees and the State Motor Fuels Tax (1-19-06)**
(Attachment 19, 19A)

20. **Letter to NCDOT Regarding US 70/Northern Durham Parkway Planning Study (1-19-06)**
(Attachment 20)

21. **Letter from NCDOT Regarding I-3306 and the State Equity Formula (1-23-06)**
(Attachment 21)

22. **Letter from NCDOT Regarding the Strategic Highway Corridors Initiative (1-23-06)**
(Attachment 22)

23. **Letter to NCDOT Regarding the American Tobacco Trail (1-25-06)**
(Attachment 23)

24. **Letter from CAMPO Regarding Joint CAMPO/DCHC Funding Task Force (1-31-06)**
(Attachment 24)

25. **Letter to Governor's Office and NCDOT Regarding East End Connector (1-31-06)**
(Attachment 25)

Adjourn

Next meeting: March 8, 2006

TAC Directives to Staff
2/08/06

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	Completed/Pending Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
04/09/03	Determine what guides development of bike/pedestrian improvements in Orange County, is something guiding this and if not what/who needs to be involved to accomplish this.	Completed - In June 2003, the NC General Assembly took action to allow use of County funds for bikeway/trail projects. 1993 Regional Bike Plan used to help guide bikeway development in Orange & Durham Counties.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	Completed/Pending – Letter sent to council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	In Progress – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. MOA to be adopted by the TAC after adoption by the participating local agencies and TTA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	Completed/Pending – Report presented to TAC at December 2004 meeting. Follow up report forthcoming.

02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	In Progress - Staff is working with Service Bureau on this matter. Periodic reports to be provided by Triangle Regional Model Service Bureau.
02/11/04	Recommend new funding sources and work with TTA and TJCOG for US 15-501 Transit Corridor and land use mapping	Completed - Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of corridor. TCC recommendations provided as part the August 10 TAC meeting agenda item
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	Completed/Pending - Letter sent 3/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
04/14/04	Staff to present report on Blue Ribbon Study Commission	Completed – TAC received Blue Ribbon Study final report on 12/14/05.
04/14/04	Staff to present information on STP-DA allocations based on current funding initiatives, project delays, starts, etc.	In Progress – Pending: Staff is working with NCDOT to obtain information necessary to complete this task. Complexity of federal accounting process is delaying the completion of this task.
04/14/04	Staff to prepare structure for joint cooperative efforts between CAMPO and DCHC MPO and present to TAC for review.	Completed – Memorandum of Agreement (MOA) approved by the TAC and jointly executed by the Chairs of DCHC MPO and CAMPO Transportation Advisory Committees.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	Completed/Pending – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development.

04/14/04	2006-2012 MTIP – Prepare Priority Lists, identify "issues" carried over from 2004-2010 MTIP and any new projects to be highlighted. Present to NCDOT for inclusion in STIP.	Completed/Pending - One-on-One Issue paper presented to the TAC in May. Division 5 One-on-One meeting with NCDOT held May 27, 2004; Division 7 meeting held June 1, 2004. Draft 2006-2012 STIP released in April 2005. Final 2006-2012 STIP approved by BOT in April 2005. Final 2006-12 MTIP which is based on the STIP and incorporates the comments and resolutions by member jurisdictions and MPO Flagged Issues was approved by the TAC on August 10, 2005. NCDOT deferred action on the MTIP. MPO and NCDOT staff met to resolve differences between STIP and MTIP. TAC approved revised 2006-2012 MTIP on October 12 2005. NCDOT approval pending.
08/25/04	Metropolitan Area Boundary	Completed/In Progress – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP Update
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	In Progress – Addressed in August 10 TAC Agenda Staff Report.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	In Progress – Next LRTP update.
10/13/04	Begin working on list of concerns presented by TAC members regarding LPA Efficiency	Completed - Summary of issues and concerns presented to the TAC at its November meeting. Procedure for improving agenda procedure was presented in December. Reponses to other issues were presented at the January 12, 2005 meeting.
11/10/04	Proposal to TTA of roles/responsibilities for Phase II TTA Rail project.	Completed – Letter sent to TTA January 2005.
12/08/04	Draft letter to FHWA in support of increase in PL allocation to 1.5%.	Completed - Letter sent December 2004. SAFETEA-LU increases PL allocation to 1.25% (from 1.0%).

02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC in April	Completed/In Progress – Final report prepared by TJCOG. Public meetings held on February 8 and May 23, 2005. Final recommendation to TAC at August 10, 2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on September 14, 2005 and authorized that the MOA be sent to affected local agencies for review and approval on October 12, 2005.
03/30/05	Prepare and forward letter of support for concept – Job Access and Reverse Commute Grant Application	Completed – Letter sent via fax and by mail 04/01/05
04/13/05	Request for funding for Durham County TDM program.	Completed – TAC approved use of STP-DA funds on May 18, 2005.
04/13/05	Collector Street Plan – recommendation on extent of collector street planning for MPO.	Completed - TAC approved study area for SW Durham Collector Street Plan on May 18, 2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	Completed – TAC approved Modeling Goals & Objectives on May 18, 2005.
04/13/05	Transit Vision Master Plan – Referred to TCC. Request for Composite Master Transit Plan to be brought back to TAC at May 18, 2005 meeting.	Completed – As directed at the May 18, 2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the August 16 Agenda.
04/13/05	Amendment to Functional Classification of Roadways. TAC approved with change to identify Mt. Carmel Church Rd as a collector. Request for brief description of functional classifications.	Completed/In Progress – Letter transmitting interim functional classification as approved by TAC forwarded to NCDOT.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	In Progress – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
04/13/05	FY 2006-2012 TIP – Request for analysis of loop funding. Request for analysis of project delays. Request for schedule of activities/events associated with 2006-2012 STIP and MTIP.	Completed – Analysis/schedule provided at May 18, 2005 TAC meeting.

04/13/05	2030 AQ Conformity Determination	Completed – TAC Resolution and Report forwarded to Federal agencies. (See May 18, 2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	Completed - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	In Progress: TTA is distributing employer-based survey to collect travel data; SmartCommute participation analyzed to quantify results
06/8/05	Staff to schedule a presentation by NCDOT on the strategic highway corridor.	Complete: NCDOT presentation at December 14, 2005 TAC meeting.
06/8/05	Staff to include map of the revised Durham Comprehensive Plan on the next agenda packet.	Completed: Included in August 10 agenda packet as attachment 9D.
08/10/05	Refer draft 2007-2013 MTIP Regional Priority Project List to member jurisdictions for feedback prior to final action by TAC.	Completed: See October 12, 2005 TAC Agenda
08/10/05	Refer US15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	In Progress: TAC approved an alignment for the transit corridor in SW Durham on September 14, 2005 and authorized that the MOA be sent to affected local agencies for review and approval on October 12, 2005.
08/10/05 & 9/11/05	8/10/05 - Staff to expand memo regarding voting status for TTA on TAC to address possible issues/concerns 9/11/05 -- Draft policy to evaluate requests from organizations seeking ex-officio membership on TAC.	Completed: TAC voted to permit ex-officio members to make and second motions. In Progress: TCC has referred policy issue to appropriate TCC subcommittee.
08/10/05	Draft letter to NCDOT Division 8 Engineer requesting that a driveway permit for a proposed major development in Chatham County on US15-501 just south of Orange County be withheld until further information is provided.	Completed: Letter sent August 25, 2005. See Attachment 13 of the September 14, 2005 TAC agenda
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	In Progress
09/14/05	Direct staff to look at assigning points to three Regional Priority List Ranking Criteria: "Expands Transportation Choices", Safety and "Air Quality Concerns" using qualitative methods with strong encouragement that bicycle and transit projects get consideration in points.	Completed: Reflected in Draft 2007-2013 MTIP Regional Priority Lists. See Attachment 7A and 7B of the October 12, 2005 TAC agenda

09/14/05	Refer the MOA to staff to draft a revision of the MOA which reflects the September 14, 2005 TAC actions and the suggested changes in section D of the Draft MOA that deals with Environmental and Community Impacts.	Completed: Reflected in Draft MOA. On October 12 TAC authorized that MOA be sent to local jurisdictions and agencies for review and approval .
09/14/05	Request that local governments seek right-of-way (ROW) dedication rather than reservation for this transit corridor through the development review process and also that local governments use the provisions of their development ordinances to maximize the opportunity for high densities and mixed uses and require transit supportive design in proximity to planned station locations	Completed: Letter sent to the City Of Durham, Durham County and the Town of Chapel Hill. See Attachment 8B of the October 12, 2005 TAC agenda
09/14/05	Request that TTA facilitate the development of a strategy for improved transit service between Durham and Chapel Hill consistent with the Memorandum of Understanding between the TTA and the DCHC MPO on transit planning.	Completed: Letter sent to TTA. See Attachment 8B of the October 12, 2005 TAC agenda
09/14/05	Request that City Attorney interpret the TAC By-Laws and make a recommendation to staff and TAC.	Completed: See Attachment 9 of the October 12, 2005 TAC agenda
09/14/05	Request that staff make a recommendation as to what could be removed from the current work program in order to place the Farrington Road/Stagecoach Road Corridor Study back in the work program or to recommend how the Farrington Road/Stagecoach Road Corridor Study could be placed on next year work program.	Completed: Corridor Study to be considered as part of the 2006-07 MPO Unified Planning Work Program (UPWP).
09/14/05	Request that NCDOT report on the status of the Durham signal system at the October TAC meeting.	Completed: Jon Nance provided information on the Durham signal system schedule at the October 12 TAC meeting.
10/12/05	Draft letter to Secretary Tippett and copies to Ken Spaulding and other appropriate BOT members and NCDOT officials requesting NCDOT to work with DCHC TAC on communication and other aspects of the TIP development process.	Completed – Letter send to NCDOT on 11/16/05; included in 12/14/05 TAC agenda packet.
10/12/05	Refer the TTA Cost Reduction Proposals to staff for recommendation to be brought back at the November TAC meeting.	Completed: See Attachment 11 of the November 9, 2005 TAC agenda. Letter sent 11/18/05
10/12/05	Refer the American Tobacco Trail Funding to staff to bring back funding split proposal as well as information on population within 2 mile radius of the corridor and local matches provided by local jurisdictions thus far.	In Progress: TCC referred item to the Bicycle and Pedestrian Subcommittee. Additional information provided in Attachment 9 of the November 9, 2005 TAC agenda.

11/9/05	Refer the American Tobacco Trail to staff for final recommendation on: 1) selected design (trail surface and bridge); 2) funding (including allocation of earmark funding). Need improved cost information.	In Progress: TCC referred item to the Bicycle and Pedestrian and TIP Subcommittees. See Attachment 23 - letter sent to NCDOT.
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	In Progress: Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10.
11/9/05	Draft a blunter letter than the precious one to Secretary Tippett concerning communication and process for FY 2006-2012 TIP.	Completed: See Attachment 18 of 12/14/05 TAC agenda. Letter sent11/16/05
11/9/05	Draft a letter to Secretary Tippett – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	Completed: See Attachment 17 of 12/14/05 TAC agenda. Letter sent11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	Completed
12/14/05	Draft letter to NCDOT requesting that Strategic Highway Corridors be consistent with the LRTP and that designation as a Strategic Highway Corridor not be a determinant in allocating transportation funds.	Completed: See Attachment 15 of 1/11/06 TAC Agenda. Response from NCDOT received 1/23/06. See Attachment 22.
12/14/05	Draft letter to NCDOT endorsing Town of Hillsborough resolution to incorporate the Hillsborough Greenway Plan into planning for I-85 (I-305) and Elizabeth Brady Road (U-3808).	Completed: See Attachment 14 of 1/11/06 TAC Agenda.
12/14/05	Organize and support joint DCHC MPO and CAMPO TAC committee to address funding issues	In Progress: Letter sent to CAMPO - see Attachment 16 of 1/11/06 TAC Agenda. Response received 1/31/06. See Attachment 24.
12/14/05	Draft letter to NCDOT to initiate the US 70/Northern Durham Parkway planning process	Completed: Letter sent 1/25/06. See Attachment 20.
1/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	Completed: Letter sent 1/19/06. See Attachment 18.
1/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	Completed: Resolution sent 1/19/06. See Attachment 19 and 19A.

TRANSPORTATION ADVISORY COMMITTEE

January 11, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on January 11, 2006, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William V. "Bill" Bell	Mayor, City of Durham (TAC Chair)
*Kevin Foy	Town of Chapel Hill
**Alice Gordon	Orange County (TAC Vice-Chair)
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
**Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham

**Voting Member
*Alternate or ex-officio member

Mark Ahrendsen	City of Durham-Transportation (TCC Chair)
Ellen Beckmann	City of Durham-Transportation
David Bonk	Town of Chapel Hill (TCC Vice-Chair)
Laura Boothe	NCDENR-DAQ
Wally Bowman	NCDOT-Division 5 Engineer
Mike Cowan	NCDOT-Division 7 Engineer
Ray Gronberg	The Herald Sun
Andy Henry	City of Durham-Transportation
John Hodges-Copple	Triangle J COG
Claire Kane	UNC
Karen Lincoln	Orange County Planning
Felix Nwoko	City of Durham-Transportation
Brian Rhodes	City of Durham-Transportation
Tamra Shaw	NCDOT/PTD
Robb Teer	NC Turnpike Authority
Chao Wang	City of Durham-Transportation

Alice Gordon, TAC Vice-Chair called the meeting to order at 9:18 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen made an adjustment to the agenda for TAC's consideration of a resolution regarding discussion to roll back the gas tax. Mark also introduced Ellen Beckmann as our new Transportation Planner II; she comes to us from NCDOT.

Public Comments

There were no public comments.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

ACTION ITEMS:

Mayor Bell arrived at 9:20 a.m. and chaired the meeting. Mayor Bell stated that Ken Spaulding would not be attending today's meeting as he is attending a NCDOT board meeting.

November 30, 2005 Joint TAC and December 14, 2005 TAC Meeting Minutes (Attachment 5 and 5A)

Mark Ahrendsen stated that the minutes for the November 30, 2005 Joint TAC meeting are attached for your information. They will be approved at the next Joint TAC meeting.

Mark Ahrendsen made adjustments to the December 15, 2005 TAC Meeting Minutes as follows: On line 11, Ed Harrison was a voting member at the meeting and on line 14; Mike Woodard was an alternate voting member at the meeting. On line 36, it should indicate Vice-Chair for Alice Gordon. On line 48, instead of "Core," it should read "Corps" and on line 49, it should read "Durham County has not yet done." On line 125, the word "be" needs to be removed. On line 136, instead of "core division," it

should read “corridor.” On line 156, it should read “Mr. Hallman requested TAC support for this resolution.” Ed Harrison stated that on line 213, “super street” should be “Superstreet.” A motion was made by Mike Woodard and seconded by Ed Harrison to approve the December 14, 2005 TAC Meeting Minutes with the amendments noted above. The motion carried unanimously.

Motor Vehicle Emissions Budget (MVEB) (Attachments 6, 6A, 6B, and 6C)

Mark Ahrendsen provided an introduction for the Motor Vehicle Emissions Budget (MVEB), along with the attachments. Preliminary information was distributed at the Joint TAC Meeting on November 30, 2005. A brief update was provided at the December 2005 TAC meeting indicating that staff would bring a recommendation from the TCC at this meeting. Attached to the agenda is some supplementary information, some of which has already been provided, that lays out the issues. The three options for the MVEB are: (1) Maintaining eight separate county budgets as done in the past. This is the preferred option by DENR-DAQ and NCDOT. (2) An area wide budget; this is basically one budget for the eight-county non-attainment area. (3) An MPO-based budget; one budget for the four counties associated with the DCHC MPO and one budget for the four counties associated with the CAMPO. An attachment that points out the implications associated with the three different options is attached. This was discussed by the TCC and the recommendation by the TCC is to continue supporting the eight separate county budgets, and the reasons are outlined in the attachment.

Mark wanted to share that although the CAMPO TAC has not taken a position on this matter yet, he believes the recommendation of their TCC is to support the MPO-based budget and the recommendation will go to their TAC next week. If approved,

there would be one budget for the four counties associated with CAMPO and whatever DCHC MPO decides in the other four counties. Also, one of the requirements from DAQ in considering an alternative to the eight-county budget was that the partners agree. The partners include the two MPO's and NCDOT. To this point, NCDOT's position has been to continue to support the eight separate county budgets alternative.

John Hodges-Copple has helped prepare the information that is attached as part of the agenda. Laura Boothe, DENR-DAQ is also here as a resource person. They are both available to answer questions.

Mayor Bell asked what role the County Commissioners have in what is recommended. DENR DAQ will make the final decision based on input from NCDOT and the two MPO's. The input from the counties is through the MPO's and the RPO's. Mayor Bell asked if the RPO's have taken a position yet. John Hodges-Copple stated they have not taken a position yet. The NCDOT is actually the recommender for the RPO's. The RPO's do not have authority the way an MPO does. At several of the RPO meetings they have discussed it, but it is NCDOT that will actually make the recommendation for the RPO's.

Ed Harrison brought up at the last TAC meeting the RPO's position, particularly regarding the potential for extending our coverage area down I-85 through the RPO in Orange County to the edge of the Burlington-Graham MPO. Barry Jacobs was interested in knowing if Orange County had any say in whether the Burlington-Graham MPO could expand in this direction and apparently they can not. Barry was also wondering if there are implications for splitting the RPO. Mark stated the MPO can expand its boundary, but he does not know the implications of physically separating a part of the Triangle

RPO. John Hodges-Copple stated he believes that the only RPO requirement is that they be contiguous counties. Alice Gordon stated she does not understand how this is relevant to this discussion because we are discussing whether the motor vehicle emission budget should be done at the county, MPO, or entire region level. If it is done at the county level, it will include all of Orange County. This discussion might be relevant when the TAC discusses the MPO boundaries. Alice stated if we do want to interact at the MPO level, the deadline for submitting comments is January 16, 2006. So, even if all the partners wanted to, it would be difficult. Laura Boothe, DENR-DAQ, stated they have extended the deadline to January 31, 2006.

Ellen Reckhow asked Mark if we all need to use the same methodology. Can we do county-by-county and CAMPO do MPO-based? Mark stated that this is not one of the options that has been presented, but is a variation of a combination of two of them. CAMPO could be a four-county MPO-based budget and DCHC MPO an eight separate county-based budget.

Becky Heron asked how we are going to keep the air clean. If we don't have some emission standards in place, how is Durham County going to deal with the number of people we have coming into Durham from other locations to work. Laura Boothe, DENR-DAQ, stated the vehicle miles traveled that is used to estimate the emissions takes this into consideration as part of the travel demand model. John Hodges-Copple stated whether we use county-level, two MPO-centered, or a region wide budget, it will not change the calculations that are used for the emissions.

Mayor Bell asked how extending the deadline for public comments will affect DCHC MPO. Mark stated the TCC's expectation was to put it before the TAC today for a recommendation that would be shared with the State.

A motion was made by Alice Gordon and seconded by Mike Woodard to endorse the recommendation of the TCC for county-by-county Motor Vehicle Emissions Budgets. The motion carried unanimously.

Adjustment to the Agenda

Mark Ahrendsen provided an introduction for the Resolution to Oppose a Reduction in the North Carolina State Motor Fuels Tax. A copy was distributed to everyone before the meeting began. Staff thought it was important because of the extensive discussion in the past on the shortfall in funding for our LRTP and efforts that have taken place about raising additional revenue. The resolution basically expresses the position of the TAC to oppose any reduction in the State Motor Fuels Tax and to further oppose the diversion of transportation taxes and fees for non-transportation purposes. The resolution would be shared with the Governor and our legislative delegation.

Mayor Bell stated in regards to the language on the resolution, "Now, Therefore, Be It Resolved That: The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby opposes any reduction in the state motor fuels tax," if they come back and do an adjustment and the tax decreases, he feels the resolution is not appropriate. Mark stated that the wording should be changed to read "The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby opposes any changes in the state motor fuels tax formula." A motion was made by Mike Woodard and seconded by Becky Heron to adopt the resolution with the amendment noted above. Becky Heron stated that

if the tax will be used for the purpose intended that is fine, but if the tax is available for the legislature to use, she would not be in agreement. Mark stated that is why the diversion of revenue statement is in the resolution. Becky would like to see stronger language used in the resolution in regards to the diversion of revenues. Ellen Reckhow made a suggestion that it should be included in the title of the resolution. "Resolution to Oppose the Diversion of Funds from the State Highway Trust Fund to the General Fund and Changes in the North Carolina State Motor Fuel Tax Formula."

A motion was made by Becky Heron and seconded by Ellen Reckhow to include both actions in the title of the resolution, but emphasizing and starting with opposing the diversion of transportation revenue for non-transportation purposes and further opposing a change in the gas tax formula. The motion carried unanimously.

REPORTS FROM STAFF:

Reports from Staff (Attachment 7)

Mark Ahrendsen introduced the Staff Report from the Lead Planning Agency. Mark highlighted one, the Southwest Durham Collector Street Plan. Mark wanted to let everyone know there was a public workshop on this project last night at Resurrection United Methodist Church and about 150 people attended. A lot of good comments were made by the residents of the affected area. The residents really seem to understand what the Southwest Collector Street system can do both positively and negatively. Ed Harrison stated that one point that Mark made was the roads (dotted lines) are to be built by developers if and when they come in with applications.

Report from the TCC Chair

Mark Ahrendsen provided a report from the TCC Chair. Mark stated that some of the TAC and staff members met with Secretary Tippett, the Governor's office, our board members, Ken Spaulding and Nina Szlosberg, and NCDOT staff to discuss the East End Connector Project and the funding. A handout was distributed that indicated our request that this project be fully funded in the 2007-2013 TIP and that they also initiate the planning for the Northern Durham Parkway and US-70 project, but the focus was on the funding for the East End Connector.

Ellen Reckhow stated for clarification that this is both a City and County request. Ellen stated they are figuring approximately $150 million a year that they can allocate to loop projects over the upcoming TIP. Doing the math, over six years that is $900 million and there are ten cities. Our request is basically asking for our fair share of the funds. Mark stated it was appropriate to hold the meeting now before the draft comes out, because clearly there is $150 million that has not yet been allocated. It becomes very difficult once the draft is out and all the funds are spoken for to change it. Then you are taking it from someone else. At this point, the funds are not spoken for so it is appropriate.

Becky Heron thinks that when they are adding new loops, the ones that are already on the list should be addressed first.

Mark mentioned that staff has just completed the first installment of the DCHC-MPO newsletter. The plan is to provide it periodically to update both the TAC and the public on various MPO activities.

NCDOT Report (Attachment 9)

Wally Bowman, NCDOT Division 5, provided an update for Jon Nance as he is attending a NCDOT Board Meeting. Mayor Bell and Alice Gordon stated the US 15-501 exit off of I-85 South is poorly signed. Wally stated he would check into the signage. Ellen Reckhow stated she appreciates the fact that the I-85 project is staying on schedule. Ellen stated there is not a good route to get over I-85 because Guess Road is down to one lane going north. Hillandale gets backed up past Club Boulevard between the hours of four and six. Cole Mill Road was a good route, but now it is all backed up. The traffic is backing up past the exit ramp. Wally stated NCDOT would look at it and see if changes can be made. Ed Harrison stated there are still signal timing problems. Becky Heron asked Wally to remind Jon about the additional signage on NC 751 before the roundabout. The outer loop project, R-2000AB/AC is way ahead of schedule.

Kevin Foy arrived at 10:01 a.m. and asked what was going on with the exit off of I-40 regarding the signal cycle. Wally stated NCDOT will continue to look at the timing of the signals.

Bill Strom asked specifically for an e-mail in response to the timing problem with the signals. The signals get out of sync with each other or have a bad loop. There are safety hazards on I-40 because traffic is backed up. One of the issues that has been brought to the signal contractor is there is no communication from our central facility to the location because the signal project is not yet complete and there are some breaks in the fiber optic communication. There is consideration being made advising citizens to exit earlier to avoid traffic backup. Ellen Reckhow said it would be helpful to promote citizens to call One Call and report traffic signal problems.

Mike Cowan, NCDOT Division 7 provided an update for Mike Mills. In regards to the Homestead project, they are starting to make contact with the right-of-way people to negotiate the right-of-way for the project. Alice Gordon asked when the Homestead project was scheduled to be constructed. Mike stated construction is dependent on two items. One is acquisition of the right-of-way, there are nine property owners involved and at least one has reservations about negotiating to completion on the right-of-way. Alice asked if that will stop the project and he stated yes. The funds are in place to build the project as designed. If negotiations went well, when is the earliest it would be constructed? Mike stated if the right-of-way was resolved during February it could go to contract the first of April to be let out for bids. The actual construction would start sometime in May.

Ed Harrison asked for the dates for the Superstreet. Mike stated it was May of this year to let the contract. Provided everything goes well with the bids, construction could begin late June or early July.

INFORMATIONAL ITEMS

Recent News Articles and Updates (Attachment 10)

Attached are the recent news articles and updates.

Letter from NCTA regarding Triangle Parkway Scoping Meeting (Attachment 11)

Mark Ahrendsen noted that a scoping meeting has been scheduled with NCDOT on January 13, 2006 at 10:00 a.m. in the NCDOT Board Room (Room 150) in Raleigh to kick-off the study for the Triangle Parkway Project. Mark also introduced Robb Teer who is a representative for the North Carolina Turnpike Authority and a strong advocate for the project.

East End Connector Project Schedule (Attachment 12)

This attachment provides a revised project schedule for T.I.P. project #U-0071, the East End Connector in Durham, NC. The schedule, dated 12/13/05, replaces the 10/06/05 version.

Letter to NCDOT regarding 2007-2013 Regional Priority List (Attachment 13)

Attached is a letter to NCDOT regarding the 2007-2013 Regional Priority List.

Letter to NCDOT regarding consideration of the Town of Hillsborough Greenway Plan in design of I-85 widening (I-305) and Elizabeth Brady Road extension (U-3808) projects. (Attachment 14)

Attached is a letter to NCDOT regarding consideration of the Town of Hillsborough Greenway Plan in design of I-85 widening (I-305) and Elizabeth Brady Road extension (U-3808) projects.

Letter to NCDOT regarding Strategic Highway Corridor Planning (Attachment 15)

Attached is a letter to NCDOT regarding the Strategic Highway Corridor Planning.

Letter to CAMPO regarding Joint Task Force to address transportation funding initiatives (Attachment 16)

Attached is a letter to CAMPO regarding Joint Task Force to address transportation funding initiatives.

Adjournment

There being no further business of the Transportation Advisory Committee, the meeting adjourned at 10:26 a.m.

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **February 8, 2006**

SUBJECT: **2005-2006 Unified Planning Work Program (UPWP) – Amendment #1.**

This memo describes proposed Amendment #1 to the 2005-06 UPWP. The 2005-06 UPWP was approved by the TAC on April 13, 2005. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the 2005-06 fiscal year must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2006-07). Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for major emphasis area projects and the reallocation of funds as shown in the table below. The major emphasis projects are listed below:

- Non motorized trip model enhancement
- TRM Travel Behavior Survey
- MPO Data Automation/Integration
- Model Update
- Phase 1 Land use model integration
- Collector Street Plan
- ITS Deployment Plan Update and Evaluation

These funds will be re-programmed in the 2006-07 UPWP.

Table 1: 2005-2006 UPWP Emphasis Projects - Amendment #1

		2005-06 UPWP Total	Proposed Amendment	Amount De-obligated
1	**Bicycle and Pedestrian Trip (non-motorized) Model Enhancement**	$75,000	$0	$75,000
2	**Travel Demand Model Major Update and Enhancement**	$125,000	$30,000	$95,000
3	**Travel Behavior Survey and Travel Time/Speed Survey**	$300,000	$240,000	$60,000
4	**MPO Transportation Data Management/Automation & GIS Integration**	$250,000	$50,000	$200,000
5	**Land Use / Transportation/AQ Integration Model**	$250,000	$0	$250,000
6	**Collector Street Plans**	$100,000	$40,000	$60,000
7	**ITS Deployment Plan Update**	$70,000	$0	$70,000

Proposed changes to the 2005-06 UPWP are summarized as follows:

Town of Carrboro

STP-DA

A. De-obligate funds from the following tasks associated with the Major Emphasis Area Projects

II-B-1 Collection of Base Year Data
II-B-2 Collection of Network Data
II-B-3 Travel Model Update
II-B-4 Travel Surveys
III-D-3 Special Studies

B. Add STP-DA funds for Carrboro Downtown Circulation Study ($40,000, federal). These funds were originally programmed in the 2003-04 STP-DA but funds were not expended.

III-D-3 Special Studies - addition of $40,000 (federal)

PL –Section 104(f) : Reallocation of funds for the following tasks, no net change

II-A-1 Traffic Count - decrease
II-A-3 Street System Changes - decrease
II-A-5 Transit System Data - decrease
II-A-6 Dwelling Unit Changes - decrease

II-B-1 Collection of Base Year Data - decrease
II-B-5 Forecast Data to Horizon Year - decrease
II-B-6 Community Goals and Objectives - decrease
II-B-13 Collector Street Element – increase
II-B-17 Congestion Management Strategies - increase
III-D-1 Transportation Enhancement Planning - decrease
III-E-1 Management and Operations – increase
III-D-3 Special Studies - decrease

Town of Chapel Hill

STP-DA
De-obligate funds from the following tasks associated with the Major Emphasis Area Projects

II-B-1 Collection of Base Year Data
II-B-2 Collection of Network Data
II-B-3 Travel Model Update
II-B-4 Travel Surveys
II-B-13 Collector Street Plan
III-D-3 Special Studies

PL –Section 104(f) : Reallocation of funds for the following tasks, no net change

II-B-3 Travel Model Update - decrease
II-B-4 Travel Surveys - decrease
II-B-7 Forecast of Future Travel - decrease
II-B-18 Air Quality Planning - decrease
III-E-1 Management and Operations - increase

City of Durham

STP-DA
A. De-obligate funds from the following tasks associated with the Major Emphasis Area Projects

II-B-1 Collection of Base Year Data
II-B-2 Collection of Network Data
II-B-3 Travel Model Update
II-B-4 Travel Surveys
II-B-13 Collector Street Plan
III-D-3 Special Studies

B. Add STP-DA funds for Walkable Communities ($13,600) and Durham Bicycle Education ($8,000). These funds were not programmed in the 2004-05 UPWP.

II-B-11 Bicycle & pedestrian Element of the LRTP - addition of $8,000 (federal)

C. Transfer of STP-DA funds from Chapel Hill and Carrboro to City of Durham for Travel Survey (Household and Travel Time surveys). The City of Durham is under contract with NCDOT/ITRE for model survey activities. The MPO programmed $300,000 for model survey efforts. These funds were distributed to the individual agencies (Durham, Chapel Hill and Carrboro) for the sole purpose of determining and requesting local matching funding through the local budget process. Local matching funds have been secured and these funds (federal portion) need to be transferred to the LPA in order to reimburse NCDOT/ITRE (and the consultant) for survey related activities (See Table 1, No 3 above).

II-B-3 Travel Model Update - addition of $54,616 (federal), transferred from Chapel Hill and Carrboro portions of Household and Travel Time/Speed surveys.

PL –Section 104(f) : De- obligation of funds for the following tasks.

II-B-1 Collection of Base Year Data - decrease
II-B-2 Collection of Network Data – decrease
II-B-17 Congestion Management System - decrease
III-D-3 Special Studies - decrease

Orange County

STP-DA
No Change

PL –Section 104(f):
II-B-18 Air Quality Planning - funds moved from Orange County "Special Studies, III-D-3" line item, and from Chapel Hill and Carrboro Greenhouse Gas Emission funds (Orange County is managing the project).

III-D-3 Special Studies - funds moved to II-B-18 Air Quality Planning

TJCOG

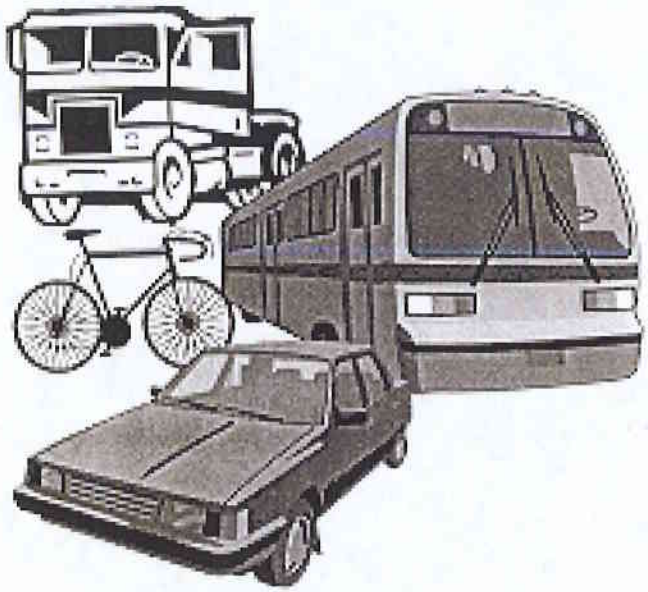
STP-DA
No Change

TTA
Add STP-DA funds for the MPO TDM planning, management and coordination ($85,000, federal)

II-B-17 Congestion Systems Strategies - Add $85,000, federal

Attachment 5A illustrates the proposed Amendment #1 to the 2005-06 UPWP.

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization



2005-2006
Unified Planning Work Program (UPWP)
Amendment #1

February 8, 2006

Durham-Chapel Hill-Carrboro Urban Area
FY 2005-2006 Unified Planning Work Program - Amendment #1 (TAC 2/8/06)
Funding Source Tables - Detail Revision Tables

Town of Chapel Hill

		Task Description	STP-DA Funds						PL : Section 104(f) Funds					
			2005-06 UPWP 4/13/2005 TAC		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*		*2005-06 UPWP 4/13/2005 TAC*		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*	
			STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		Section 104(f) PL		Section 104(f) PL		Section 104(f) PL	
			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II	A	**Surveillance of Change**												
II	B	**Long Range Transp. Plan**												
	B 1	Collection of Base Year Data	1,693	6,770	*(1,693)*	*(6,770)*	**0**	**0**	0	0	*0*	*0*	**0**	**0**
	2	Collection of Network Data	1,693	6,770	*(1,693)*	*(6,770)*	**0**	**0**	0	0	*0*	*0*	**0**	**0**
	3	Travel Model Updates	15,234	60,934	*(15,234)*	*(60,934)*	**0**	**0**	1,250	5,000	*(269)*	*(1,074)*	**982**	**3,926**
	4	Travel Surveys	10,156	40,622	*(5,756)*	*(23,022)*	**4,400**	**17,600**	1,250	5,000	*(1,030)*	*(4,121)*	**220**	**879**
	13	Collector Street Element of LRTP	4,000	16,000	*(4,000)*	*(16,000)*	**0**	**0**	0	0	*0*	*0*	**0**	**0**
	17	Congestion Management Strategies	9,500	38,000	*5,500*	*22,000*	**15,000**	**60,000**	0	0	*0*	*0*	**0**	**0**
	18	Air Qual. Planning/Conformity Anal.	0	0	*0*	*0*	**0**	**0**	1,453	5,810	*(1,453)*	*(5,810)*	**0**	**0**
	3	Special Studies	5,755	23,019	*(5,755)*	*(23,019)*	**0**	**0**	6,557	26,227	*0*	*0*	**6,557**	**26,227**
	4	Regional or Statewide Planning	0	0	*0*	*0*	**0**	**0**	1,250	5,000	*0*	*0*	**1,250**	**5,000**
III	E	**Management & Operations**												
	1	Management & Operations	0	0	*0*	*0*	**0**	**0**	5,610	22,441	*1,299*	*5,195*	**6,909**	**27,636**
Totals			$48,029	$192,115	*-$28,629*	*-$114,515*	**$19,400**	**$77,600**	$17,370	$69,478	*-$1,453*	*-$5,810*	**$15,917**	**$63,668**

Durham-Chapel Hill-Carrboro Urban Area
FY 2005-2006 Unified Planning Work Program - Amendment #1 (TAC 2/8/06)
Funding Source Tables - Detail Revision Tables

Town of Carrboro

		STP-DA Funds						PL : Section 104(f) Funds					
		2005-06 UPWP 4/13/2005 TAC		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*		*2005-06 UPWP 4/13/2005 TAC*		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*	
	Task Description	STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		Section 104(f) PL		Section 104(f) PL		Section 104(f) PL	
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II A	**Surveillance of Change**												
II A 1	Traffic Volume Counts	0	0	*0*	*0*	**0**	**0**	120	480	*(85)*	*(339)*	**35**	**141**
3	Street System Changes	0	0	*0*	*0*	**0**	**0**	50	200	*(50)*	*(200)*	**0**	**0**
5	Transit System Data	0	0	*0*	*0*	**0**	**0**	250	1,000	*(150)*	*(600)*	**100**	**400**
6	Dwelling Unit, Pop. & Emp. Change	0	0	*0*	*0*	**0**	**0**	120	480	*(97)*	*(386)*	**24**	**94**
II B	**Long Range Transp. Plan**												
B 1	Collection of Base Year Data	583	2,332	*(583)*	*(2,332)*	**0**	**0**	250	1,000	*(192)*	*(766)*	**59**	**234**
2	Collection of Network Data	583	2,332	*(583)*	*(2,332)*	**0**	**0**	120	480	*0*	*0*	**120**	**480**
3	Travel Model Updates	5,248	20,991	*(5,248)*	*(20,991)*	**0**	**0**	0	0	*0*	*0*	**0**	**0**
4	Travel Surveys	3,499	13,994	*(3,499)*	*(13,994)*	**0**	**0**	0	0	*0*	*0*	**0**	**0**
5	Forecast of Data to Horizon year	0	0	*0*	*0*	**0**	**0**	400	1,600	*(250)*	*(1,000)*	**150**	**600**
6	Community Goals & Objectives	0	0	*0*	*0*	**0**	**0**	50	200	*(50)*	*(200)*	**0**	**0**
10	Transit Element of the LRTP	0	0	*0*	*0*	**0**	**0**	50	200	*(50)*	*(200)*	**0**	**0**
11	Bicycle & Ped. Element of the LRTP	0	0	*0*	*0*	**0**	**0**	500	2,000	*(300)*	*(1,200)*	**200**	**800**
13	Collector Street Element of LRTP	0	0	*0*	*0*	**0**	**0**	75	300	*25*	*100*	**100**	**400**
17	Congestion Management Strategies	0	0	*0*	*0*	**0**	**0**	500	2,000	*50*	*200*	**550**	**2,200**
II C	**Short Range Transit Planning**												
1	Short Range Transit Planning	0	0	*0*	*0*		**0**	250	1,000	*50*	*200*		**1,200**
III-D	**Incidental Plng./Project Dev.**												
1	Transportation Enhancement Plng.	0	0	*0*	*0*	**0**	**0**	100	400	*(100)*	*(400)*	**0**	**0**
3	Special Studies	1,983	7,930	*8,018*	*32,070*	**10,000**	**40,000**	737	2,948	*(737)*	*(2,948)*	**0**	**0**
III- E	**Management & Operations**												
1	Management & Operations	0	0	*0*	*0*	**0**	**0**	1,045	4,178	*1,198*	*4,791*	**2,242**	**8,969**
Totals		$11,895	$47,579	*-$1,895*	*-$7,579*	**$10,000**	**$40,000**	$4,617	$18,466	*-$737*	*-$2,948*	**$3,580**	**$15,518**

Durham-Chapel Hill-Carrboro Urban Area
FY 2005-2006 Unified Planning Work Program - Amendment #1 (TAC 2/8/06)
Funding Source Tables - Detail Revision Tables

Orange County

		STP-DA Funds						PL : Section 104(f) Funds					
		2005-06 UPWP 4/13/2005 TAC		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*		*2005-06 UPWP 4/13/2005 TAC*		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*	
	Task Description	STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		Section 104(f) PL		Section 104(f) PL		Section 104(f) PL	
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II B	**Long Range Transp. Plan**												
18	Air Qual. Planning/Conformity Anal.	0	0	*0*	*0*	**0**	**0**	0	0	*4,516*	*18,064*	**4,516**	**18,064**
3	Special Studies	0	0	*0*	*0*	**0**	**0**	2,327	9,306	*(2,327)*	*(9,306)*	**0**	**0**
III- E	**Management & Operations**												
Totals		$0	$0	*$0*	*$0*	**$0**	**$0**	$2,327	$9,306	*$2,190*	*$8,758*	**$4,516**	**$18,064**

Durham-Chapel Hill-Carrboro Urban Area
FY 2005-2006 Unified Planning Work Program - Amendment #1 (TAC 2/8/06)
Funding Source Tables - Detail Revision Tables

Durham

		STP-DA Funds						PL : Section 104(f) Funds					
		2005-06 UPWP 4/13/2005 TAC		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*		*2005-06 UPWP 4/13/2005 TAC*		*Increase/(Decrease) Changes*		*roposed Amendment #1 Feb 8, 2006 TAC*	
	Task Description	**STP-DA 133(b)(3)(7)**		**STP-DA 133(b)(3)(7)**		**STP-DA 133(b)(3)(7)**		**Section 104(f) PL**		**Section 104(f) PL**		**Section 104(f) PL**	
		Local 20%	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II A	**Surveillance of Change**												
II B	**Long Range Transp. Plan**												
B 1	Collection of Base Year Data	7,724	30,897	*(7,724)*	*(30,897)*	0	0	7,500	30,000	*(4,750)*	*(19,000)*	**2,750**	**11,000**
2	Collection of Network Data	7,724	30,897	*(7,724)*	*(30,897)*	0	0	4,500	18,000	*(2,500)*	*(10,000)*	**2,000**	**8,000**
3	Travel Model Updates	89,519	358,075	*(62,019)*	*(248,075)*	27,500	110,000	7,500	30,000	*0*	*0*	**7,500**	**30,000**
4	Travel Surveys	46,346	185,383	*9,254*	*37,016*	55,600	222,399	0	0	*0*	*0*	**0**	**0**
11	Bicycle & Ped. Element of the LRTP	22,000	88,000	*2,000*	*8,000*	24,000	96,000	0	0	*0*	*0*	**0**	**0**
13	Collector Street Element of LRTP	16,000	64,000	*(6,000)*	*(24,000)*	10,000	40,000	0	0	*0*	*0*	**0**	**0**
17	Congestion Management Strategies	34,500	138,000	*(12,500)*	*(50,000)*	22,000	88,000	18,750	75,000	*(15,000)*	*(60,000)*	**3,750**	**15,000**
III-D	**Incidental Plng./Project Dev.**												
3	Special Studies	31,263	125,051	*(26,263)*	*(105,050)*	5,000	20,001	11,500	46,000	*(2,750)*	*(11,000)*	**8,750**	**35,000**
III- E	**Management & Operations**												
Totals		$255,076	$1,020,303	*-$110,976*	*-$443,903*	$144,100	$576,400	$49,750	$199,000	*-$25,000*	*-$100,000*	**$24,750**	**$99,000**

Durham-Chapel Hill-Carrboro Urban Area
FY 2005-2006 Unified Planning Work Program - Amendment #1 (TAC 2/8/06)
Funding Source Tables - Detail Revision Tables

TTA

		STP-DA Funds						PL : Section 104(f) Funds					
		2005-06 UPWP 4/13/2005 TAC		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*		*2005-06 UPWP 4/13/2005 TAC*		*Increase/(Decrease) Changes*		*Proposed Amendment #1 Feb 8, 2006 TAC*	
	Task Description	STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		STP-DA 133(b)(3)(7)		Section 104(f) PL		Section 104(f) PL		Section 104(f) PL	
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II B	**Long Range Transp. Plan**												
17	Congestion Management Strategies	0	0	*21,250*	*85,000*	**21,250**	**85,000**	0	0	*0*	*0*	**0**	**0**
Totals		$0	$0	*$21,250*	*$85,000*	**$21,250**	**$85,000**	$0	$0	*$0*	*$0*	**$0**	**$0**

2006-2007 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

2006

	Date	Task Descriptions	January				February				March				April				May				June			
			1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1	Jan-06	NCDOT transmits FHWA Section 104(f) planning funds to the MPO.																								
2	Jan-06	NCDOT -PTD Transmitts Transit UPWP materials and schedule to transit operators																								
3	25-Jan-06	TCC initiates the development of the 2006-2007 UPWP																								
4	8-Feb-06	TAC receives schedule for the development of the 2006-2007 UPWP. TAC receives update on Section 5307 distribution between TTA, DATA and CHT																								
5	22-Feb-06	TCC receives draft 2006-2007 UPWP																								
6	Feb-March	Development of Draft 2006-07 UPWP																								
7	Feb-March	TCC coordinates with member jurisdictions budget process for local matching funds																								
8	8-Mar-06	TAC receives Draft 2006-2007 UPWP and provides comments to the TCC.																								
9	22-Mar-06	TCC recommends final 2006-2007 UPWP for TAC approval																								
10	12-Apr-06	TAC adopts 2006-2007 UPWP and self certifies MPO planning process																								
11	24-Apr-06	Deadline for submitting TAC approved 2006-07 UPWP to NCDOR-PTD																								
12	Jun-06	NCDOT/FHWA approves 2006-2007 UPWP																								

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

January 26, 2006

MEMORANDUM

To: MPO Lead Planning Agency Contacts
Transit Agency Contacts

From: Michael A. Kozak
Assistant Director for Metropolitan Transportation

Subject: **Planning Work Program and Application for FY2006-2007 Transit Planning Funds**

The Public Transportation Division (PTD) of NCDOT is pleased to announce the FY2006-2007 transit planning allocations for the state's urbanized areas (Attachment #1). These funds are available from the Federal Transit Administration (FTA) under the Metropolitan Planning Program - Section 5303.

Draft PWPs must be submitted to PTD by **February 20, 2006** for review. The Draft PWP must include the Funding Sources Table, the FTA Task Narrative Table, the DBE Anticipated Contracting Opportunities form and note the MPO's anticipated PWP adoption date. Note that you must provide complete information for each item in the FTA Task Narrative Table for only Section 5303 and Section 5307 funded planning tasks.

Any changes made to the transit portion of the Draft PWP after February 20, 2006 should be a result of issues identified by the PTD, FTA, TCC or TAC during the PWP approval process. NCDOT-PTD will provide comments on your transit portion shortly after receipt of your draft PWP.

Final PWPs approved by the TAC (original & two copies) are due to PTD **by April 24, 2006**. ***Please submit your Final PWP in single-sided form***. In addition to the items required for the Draft PWP, Final PWPs must also include duly executed resolutions of endorsement and transmittal letters signed by your TAC Chairperson. A complete listing of applicable deadlines is enclosed (Attachment #2).

The PWPs from each urbanized area in the state are used to create a single FY2007 Statewide Draft UPWP and a Section 5303 grant application which are normally sent to the FTA by early summer. In order to get the federal grant that funds the PWP approved in a timely manner, it is necessary that your MPO submit a Draft PWP and adopt a Final PWP by the deadlines in the attached schedule.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
1550 MAIL SERVICE CENTER
RALEIGH, NC 27699-1550

TELEPHONE: 919-733-4713
FAX: 919-733-1391

WWW.DOT.STATE.NC.US/TRANSIT/TRANSITNET/

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Submit Draft and Final PWPs to:

Michael Kozak
Assistant Director for Metropolitan Transportation
Public Transportation Division
North Carolina Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Direct Apportionment areas (200,000 population and over) must also submit their **Final PWPs** to:

Yvette G. Taylor
Regional Administrator
Federal Transit Administration
61 Forsyth Street, S.W.
Suite 17750
Atlanta, GA 30303

Attn: Doug Frate
Community Planner

Detailed instructions, example letters and resolutions are also included in this mailing. **We strongly encourage you to review the instructions and to work with your PTD Transportation Planner or Consultant to develop your PWP.**

Your comments and suggestions on improving the PWP format and process are always appreciated. Please contact me at (919) 733-4713, ext. 229 or via e- mail at mkozak@dot.state.nc.us with your questions and suggestions for improvements.

MAK/jc

Attachments: 9

Cc: Transportation Advisory Committee Chairs (w/o attachments)
Technical Coordinating Committee Chairs (w/o attachments)
Doug Frate, Federal Transit Administration, Region IV
Marcus Wilner, Federal Highway Administration
Mike Bruff, P.E., Transportation Planning Branch, NCDOT

ATTACHMENTS

Allocation Table and Distribution Formula	Attachment # 1
FY2007 PWP Schedule	Attachment # 2
PWP Instructions	Attachment # 3
Sample FTA Task Narrative Table (See E-Mail Attachment #4 for template)	Attachment # 4
Funding Sources Table Template (See E-Mail Attachment #5)	Attachment # 5
FTA Codes	Attachment #6
DBE Anticipated Contracting Opportunities Form (See E-Mail Attachment #7)	Attachment # 7
Sample Resolution Approving the FY2007 PWP	Attachment # 8
Sample Transmittal Letter	Attachment # 9

ATTACHMENT #1
FY2007 FUNDING ALLOCATION TABLE

Urban Areas 200,000 & Over	**Federal Allocation (80%)**	Local Match (10%)	State Match (10%)	Total Project Funds
Asheville	**$47,568**	$5,946	$5,946	$59,460
CAMPO	**$90,976**	$11,372	$11,372	$113,720
Charlotte	**$340,528**	$42,566	$42,566	$425,660
D-CH-C	**$192,768**	$24,096	$24,096	$240,960
Fayetteville	**$54,368**	$6,796	$6,796	$67,960
Greensboro	**$66,760**	$8,345	$8,345	$83,450
Winston-Salem	**$73,224**	$9,153	$9,153	$91,530
Subtotal	$866,192	$108,274	$108,274	$1,082,740
Urban Areas Under 200,000				
Brlngtn./Grhm.	**$20,000**	$2,500	$2,500	$25,000
Cabs./S. Rowan	**$22,200**	$2,775	$2,775	$27,750
Gastonia	**$28,416**	$3,552	$3,552	$35,520
Goldsboro	**$25,048**	$3,131	$3,131	$31,310
Greenville	**$25,360**	$3,170	$3,170	$31,700
Hickory	**$24,856**	$3,107	$3,107	$31,070
High Point	**$31,688**	$3,961	$3,961	$39,610
Jacksonville	**$21,616**	$2,702	$2,702	$27,020
Rocky Mount	**$27,208**	$3,401	$3,401	$34,010
Wilmington	**$42,608**	$5,326	$5,326	$53,260
Subtotal	$269,000	$33,625	33,625	$336,250
TOTAL	**$1,135,192**	**$141,899**	**141,899**	**$1,418,990**

Descriptive material on the allocation formula

1. Each urban area is eligible to receive the hold harmless amount published in the federal register as a base federal dollar allocation. The Durham-Chapel Hill-Carrboro Urban Area receives an additional $20,000 base allocation due to the fact that there are two major transit systems in the urban area.

2. Urban areas with 200,000 or greater population receive an additional 20 percent above their hold harmless amount. This 20 percent is added after the hold harmless amounts for all participating urban areas are allocated.

3. All urban areas with urban transit systems receive a proportional amount of any remaining funds based on the share of each transit system's service hours relative to the total service hours provided by all urban transit systems in the state.

ATTACHMENT #2

FY2007 Planning Work Program Schedule

January 20, 2006	PWP/Section 5303 Application package emailed to MPOs
February 20, 2006	Draft PWP to be submitted to NDOT-PTD Assistant Director for Metropolitan Transportation for review; corrections and technical assistance will be provided to MPOs as necessary to finalize PWP
March 3, 2006	PTD reviews the draft, provides comments to MPO's for inclusion in final PWP/Section 5303 application
April 24, 2006	Final PWP and Resolution, with original signatures of the MPO's TAC Chair approving PWP, due to NCDOT-PTD Assistant Director for Metropolitan Transportation
June 1, 2006	NCDOT Statewide Federal Planning (Section 5303) program of projects will be presented to the NC Board of Transportation
Mid June, 2006	NCDOT Unified Planning Work Program/Section 5303 grant application package to be submitted to FTA
July 1, 2006	Beginning of State fiscal year and Period of Performance for Section 5303 and PL program funds for FY2007
*August, 2006	Receipt of the approval notification from FTA for the Section 5303 grant application
*August/September 2006	Mailing of the approved budgets and invoice forms to the MPOs

*These dates are subject to FTA's approval dates and notifications

ATTACHMENT #3

PWP INSTRUCTIONS

General Information

The Planning Work Program and FTA Section 5303 Grant Application

The Planning Work Program (PWP) format is designed to provide inputs to create a statewide Unified PWP and to provide the data required for a statewide Section 5303 grant application to FTA. Information on the format and process for highway PL funds, Section 104(f), are provided separately by the NCDOT Transportation Planning Branch.

FY2007 Planning Work Program Funds

Each urbanized area receives a Section 5303 allocation from the North Carolina Department of Transportation (NCDOT) (see Attachment #1) for MPO transit planning activities. The Public Transportation Division (PTD) will provide one half the local match (10%) only for FTA Section 5303 and 5307 (as applicable) funded transit planning tasks. No state match will be provided for Section 5303 funds used for highway planning (see more on this below).

If the Section 5303 allocation for your urbanized area does not provide adequate funding to address the area's transit planning tasks, please indicate the additional source of funds, such as Section 5307 Planning, Section 104(f)(PL) or local funds. Information regarding the programming of State Planning and Research (SPR) funds is provided by the NCDOT Transportation Planning Branch. Please consider all funding sources prior to preparing the PWP.

Note that all of the Section 5303 and 5307 funds to be used for planning tasks must be shown in the PWP.

PWP Development Process

- Using the Section 5303 allocation announced in this mailing and available Section 5307 funds plus PL funds and SPR funds which are identified by the NCDOT Transportation Planning Branch, the MPO develops a draft PWP for FY2007. *In your PWP you must use the Funding Sources Table and the FTA Task Narrative Table formats as included with this mailing.*

- This Draft PWP, **which does not have to be approved by the Technical Coordinating Committee (TCC) or the Transportation Advisory Committee (TAC) at this stage**, must be submitted to the PTD Assistant Director for Metropolitan Transportation by **February 20, 2006** for PTD review and comment. The Funding Sources Table and the FTA Task Narrative Table must be completed and included in the Draft PWP submission, including in electronic format on the diskette. You are required to identify all sources of funding, including Section 104(f) (PL) and SPR funds, in the Funding Sources Table in the "draft" submission.

- PTD reviews the Draft PWP and provides comments to the MPO for each urbanized area on or before March 3, 2006.

  Note that all changes made to the Draft document after March 3, 2006, should be a result of concerns voiced by the PTD, FTA, TCC or TAC during the final approval process.

- The MPO proceeds to finalize the PWP, including accommodating the PTD comments, and seeks TAC approval.

- The final PWP, including a cover letter, signed by the TAC Chairperson, indicating a date of approval and requesting the Section 5303 funds, along with the resolution with original signatures evidencing MPO approval, is due to the PTD by **April 24, 2006**. The Direct Apportionment areas must also transmit a copy of their final PWP directly to the FTA Region IV office in Atlanta at this time.

Draft PWP Components:

1. FY2007 PWP Funding Sources Table;
2. FTA Task Narrative Table;
3. Report of Anticipated DBE Contracting Opportunities FY2007

Final PWP Components:

1. An original transmittal letter signed by the TAC chairperson;
2. FY2007 PWP Funding Sources Table;
3. FTA Task Narrative Table;
4. Report of Anticipated DBE Contracting Opportunities FY2007
5. Original Resolution Approving the FY2007 PWP.

Provide a Final PWP document with original signatures and two copies to PTD. Also, please submit one copy directly to the NCDOT Transportation Planning Branch. The following is a more detailed description of what needs to be submitted.

Detailed Description of Draft and Final PWP Components

Transmittal Letter (with Final PWP only)

Each MPO is required to attach to the front of the document a cover letter transmitting the Planning Work Program and requesting FTA Metropolitan Planning Program (Section 5303) funds (see Attachment #9 for sample). The letter must include:

1. an original signature of the person authorized by resolution to apply for the funds;

2. the dollar amounts requested in FTA Section 5303 funds and the appropriate local and state matches; and

3. source of how the local match is going to be provided.

FY2007 Planning Work Program Funding Sources Table

There is certain information required for each planning activity and the attachment #5 shows this information. This information is to be completed for each budget line item. This table serves as a project budget and task summary for the PWP (Sample shown on Attachment #5). The table will indicate all transportation planning tasks to be accomplished in the urbanized area. This information needs to be completed in the exact format of the electronic file and returned with the draft submittal of the PWP/5303 application. Keep a copy of the electronic file.

State and Local Match Shares

Please note the required local match for the different funding sources. The PTD will assist urban areas by providing a 10% match of the required nonfederal portion for Section 5303 funded transit planning activities; local funds will be required to provide the entire 20% match for Section 5303 funds used for highway planning. The FTA 80% share columns under Section 5303 must be evenly divisible by eight. Also, the Federal Section 5303 amount must not exceed exactly 80% of the total cost of each individual task. The "80% Federal Allocation" column on Attachment #1 lists your total section 5303 allocation.

FY2007 FTA Task Narrative Table

This table (Attachment #4) should include **only the tasks** to be funded with the Section 5303 funds. This table provides the input for the statewide Section 5303 grant application to FTA. To ensure that we will have correct and complete input for the grant application, the PTD staff will provide you with comments on your draft table. This information needs to be completed in the exact format of the electronic file and returned with the draft submittal of the PWP/5303 application.

Anticipated DBE Contracting Opportunities - FY2007 Form

The form (Attachment #7) should be filled out showing any possible DBE contracting opportunities and included with your PWP. You must provide a completed form even if you do not anticipate any DBE contracting opportunities. If no contracting opportunities are anticipated, indicate "No contracting opportunities" on the form.

Resolution Approving the FY2007 Planning Work Program

A resolution from the Metropolitan Planning Organization Transportation Advisory Committee for the applicable urban area must be provided (with original signatures). A sample resolution with the suggested language is enclosed (Attachment #8).

Assistance

For assistance in developing your PWP and to answer questions about these instructions, contact your Public Transportation Division Transportation Planner or Consultant:

Jeff Crouchley, (919) 733-4713 Ext. 236 - Goldsboro, Greenville, Rocky Mount

Jack Flaherty, (704) 535-5205 - Cabarrus-South Rowan, Charlotte-Mecklenburg, Gastonia, Hickory

Pam Hawley, (336) 882-3694 – Burlington, Greensboro, High Point, Winston-Salem

Tom Herman: (828) 251-6708 – French Broad River

Deborah Houston (910) 251-5770 – Jacksonville, Wilmington

Joe Melvin, (919) 733-4713 Ext. 237 - Fayetteville

Tamra Shaw, (919) 733-4713 Ext. 238 - CAMPO, DCHC

ATTACHMENT #4
(See e-mail attachment #4 for template)
SAMPLE FTA TASK NARRATIVE TABLE

I- MPO	City of Dogwood
2- FTA Code	442301
3- Task Code	II-B-17
4- Title	Congestion Management Analysis
5- Task Objective	To initiate a Transportation Energy Conservation Plan to include energy conservation, ridesharing, carpooling, and enhanced transit.
6- Tangible Product Expected	The Transportation Energy Conservation Planning Document will be updated to include new and innovative measures of energy conservation (i.e. TDM activities).
7- Expected Completion Date of Products	June-07
8- Previous Work	Several earlier efforts have been made with the use of alternative fuels with city vehicles. The Stevens Study has also provided evidence that there exists a need for alternative modes of transportation.
9- Prior FTA Funds	0
10- Relationship	The Planning and Research Branch, Traffic Engineering Branch and the Division of Public Information will provide technical assistance to the Dogwood Department of Transportation in the development and periodic update of this plan.
11- Agency	City of Dogwood Transportation Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	400
17- Section 5303 NCDOT 10%	400
18- Section 5303 FTA 80%	3200
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
2 1- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1. The name of the grantee.
2. This is the federal code for the activity/project.
3. This is the Prospectus task code for the activity/project, used in conjunction with the FTA code.
4. The title of the planning activity.
5. The objective(s) of the task to be undertaken.
6. Identify the tangible products expected to be produced.
7. Show the expected completion date of the planning activity.
8. List any previous work on this planning task.
9. Provide the total amount of FTA funds already spent on this planning activity,
10. Identify any relationships to other activities being undertaken by your agency or other agencies.
11. Entity responsible for the work element or work activity.
12-22. Cost and funding breakdown of the planning activity.

ATTACHMENT #6 FTA TASK CODES

FTA TASK CODES

Planning – Metropolitan:

44.21.00 – Program Support Administration
44.22.00 – General Development/Comprehensive Planning
44.23.XX – Long Range Transportation Planning
- 44.23.01 – System Level
- 44.23.02 – Project Level

44.24.00 – Short Range Transportation Planning
44.25.00 - Transportation Improvement Program
44.XX.XX – Planning Emphasis Areas
(ref.: "FTA Transit Program Changes," Federal Register Section VII, Page 71971, November 30, 2005

- 44.XX.XX Incorporating safety and security in transportation planning
- 44.XX.XX Participation of transit operators in metropolitan and statewide planning
- 44.XX.XX Coordination of non-emergency human service transportation
- 44.XX.XX Planning for transit systems management/operations to increase ridership
- 44.XX.XX Support transit capital investment decisions through effective systems planning

(Note: FTA Task Codes not yet identified. When codes are available, we will notify MPO's.)

44.27.00 – Other Activities

ATTACHMENT #8

RESOLUTION

APPROVING THE FY2007 PLANNING WORK PROGRAM
OF THE_____URBAN AREA.

A motion was made by the TAC Member_____
and seconded by TAC Member_____for the
adoption of the following resolution, and upon being put to a vote was duly adopted.

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the _____.

Whereas,_____has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds.

Whereas, members of the_____Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for SFY2007;

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY2007 Planning Work Program for the _____Urban Area.

I, _____Chairman of the _____
Transportation Advisory Committee do hereby certify that the above is true and correct copy of an excerpt from the minutes of a meeting of the _____, duly held on this ___day of _____2006.

_____
Chairman, Transportation Advisory Committee (Signature)

Subscribed and sworn to me this ___day of _____2006.

_____
Notary Public (Signature)

(Notary Seal)

My Commission Expires _____.

ATTACHMENT #9

Sample Transmittal Letter to NCDOT-PTD
(On MPO letterhead)

April _, 2006

Ms. Miriam Perry, Director
Public Transportation Division
NC Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Attn: Michael Kozak
Assistant Director for Metropolitan Transportation

Dear Ms. Perry:

Enclosed for approval are an original and two (2) copies of the _____ Urban Area Planning Work Program (PWP) for FY2007. The PWP also serves as the Urban Area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the PWP. The original resolution and two copies are enclosed.

The Federal Transit Administration (FTA) grant amount requested is our full allocation of $_____. This will be matched with local funds in the amount of $_____.

The local match will be provided by _____
The _____is the designated grant recipient for Section 5303 grant funds.

Sincerely;
[Your name], Chairman
Transportation Advisory Committee

Enclosures: Adopted FY2007 PWP

Cc: (1 copy) Mike Bruff, P.E, Manager, Transportation Planning Branch

And for systems with populations over 200,000
Yvette G. Taylor, Federal Transit Administration, Region IV

ITRE TRM Service Bureau Update

Presented to the DCHC MPO in February 2006

The following summary reflects a compilation of our major accomplishments for 2005.

Travel Modeling

1. Migration of the TRM model from base year 1995 in Tranplan to a base year 2002 in TransCAD 4.0
    a) Restructured the traffic analysis zones.
    b) Enhanced the highway network.
    c) Modified the transit route system.
    d) Restructured all data files and updated data.
    e) Updated traffic count and transit ridership to reflect 2002 base.
    f) Modified script as needed to address changes in model structure.
    g) Application, modification, and reasonableness checking of all submodels.
    h) Highway and transit assignment performance checks.

2. Update of TRM from TransCAD 4.0 to TransCAD 4.8 allowing for the greater utilization of enhanced features in TransCAD 4.8

3. Expansion of TRM base year 2002 model to include new CAMPO MAB
    a) Modified TAZ layer to include new geographic region.
    b) Modified highway network geography to include expanded area.
    c) Collected all highway attribute data updated data files.
    d) Modified data files to include expanded region.
    e) Updated screenlines and traffic count data to cover expanded area.
    f) Modified script as needed to address changes in model structure.
    g) Application, modification, and reasonableness checking of all submodels.
    h) Highway and transit performance checks.
    i) Created user documentation and documentation of all input files and model steps.
    j) Developed documentation for running a future year scenario.
    k) Delivery of completed model including an enhanced user interface to stakeholder partners and PB Consult on November 30, 2005.

4. 2005/2006 Major Model Update
    a) Identified and developed the Tier 1 and Tier 2 planning boundary.
    b) Developed a recommended and final 2005 highway network.
    c) Developed recommended and final 2005 traffic analysis zones.
    d) Prepared 2005 traffic count maps and submitted them to NCDOT for data collection in the fall of 2005.
    e) Developed new facility type categories for the 2005 model, reflecting the greater flexibility of TransCAD in data management.

Model Script Modifications

1. Coordinated with Caliper on script modifications for upgrading from 4.0 to 4.8.
2. Enhanced the TRM model user interface, including the addition of the evaluation module.
3. Enhanced the TRM model evaluation module.
4. Automated the network management procedure and the creation of the walk access links to facilitate transit route system coding and analysis.
5. Developed a draft framework for the development of a users interface to manage highway and transit network alternative editing and testing.

Data Collection

1. Selected NuStats to perform Triangle household and transit on-board survey.
2. Negotiated terms of scope and budget for the household survey and the transit on-board survey.
3. Received funding approval and conducted household pilot survey.
4. Developed a sampling plan for the full household survey.
5. Developed a public involvement plan for the full household survey.
6. Initiated data collection for highway link attributes.
7. Completed pilot data collection and evaluation for the household survey.

Outreach

1. Sponsored a data review meeting with CAMPO, DCHC, TTA, NCDOT, and RPO staff.
2. Coordinated with TTA, FTA, and PB Consult on the model enhancements for the 1995 Tranplan model.
3. Coordination efforts were launched to develop a better business model that includes all stakeholder agencies in the direct funding of the TRM Service Bureau.

ITRE TRM Service Bureau

Recommended Goals for January 2006 – December 2006

1. 2002 New Starts Model
    a. Coordination with PB on the migration and calibration of model enhancements into the TransCAD platform for a 2002 base year.
    b. Validation and testing of the enhanced TransCAD model against 2005 data.
    c. Testing of the enhanced TransCAD model against 2030 data.
2. 2005/2005 Major Model Update
    a. Triangle stakeholders are in the process of determining whether or not to delay this effort in favor of modifications to the New Starts Model.
3. Applications
    a. Finalize the development of the data management tool for editing and building alternative highway and transit networks for transportation plan evaluation and testing.
4. Data Collection
    a. Completion of the regional household travel survey and transit on-board survey.
    b. Review and analysis of base year land use data.
5. Documentation and Training (NOTE: This effort may be delayed depending on the decision reached for item #2)
    a. Finalize documentation for the TRM New Starts Model.
    b. Complete user documentation and conduct training on the application of the TRM New Starts Model.
    c. Training for TRM stakeholder team members on various components of the model.
6. Outreach
    a. Enhancement of ITRE/TRM website to include TRM model documentation and useful data files.
    b. Increased presence at MPO TCC and TAC meetings.

MEMORANDUM

TO: DCHC MPO Transportation Advisory Committee

FROM: Lead Planning Agency

SUBJECT: Process for Annual Calculation of Section 5307 (Urbanized Area Formula Grant Program) Funding Apportionments in Durham-Chapel Hill and Raleigh Urbanized Areas (UZA)

DATE: February 8, 2006

The Metropolitan Planning Organizations (MPOs) from each UZA are responsible for approving annual Section 5307 apportionments to each transit system in the UZA. Both the Durham-Chapel Hill-Carrboro MPO (DCHC) and the Capital Area MPO (CAMPO) use the apportionment process described below. It has been in use since FY 1998, which is the first year that TTA received Section 5307 funding. Prior to 1998, Section 5307 funds were allocated to DATA and CHT.

Transit Agencies by UZA

- Durham-Chapel Hill UZA
  - Chapel Hill Transit (CHT)
  - Durham Area Transit Authority (DATA)
  - Triangle Transit Authority (TTA)
- Raleigh UZA
  - Capital Area Transit (CAT)
  - Cary Transit (C-TRAN)
  - Triangle Transit Authority (TTA)

Source Documents

- *Federal Register* notice (published after October 1 of each year)
- National Transit Database (NTD) reports from two years prior for each transit agency in the UZA (for example, you use FY 2003 NTD reports to calculate the FY 2005 apportionment)

Process

1. Upon publication of the *Federal Register* notice, the transit operators' contracts & grants coordinators note the amounts apportioned by the FTA for each urbanized area from table entitled "FY Section 5307 Urbanized Area Formula Apportionments".

- Both UZAs in the region receive an apportionment of Section 5307 funds from the FTA.

2. The transit operators' contracts & grants coordinators note values from *Federal Register* table entitled "Fiscal Year Formula Programs Apportionment Data Unit Values".
   - FTA apportions Section 5307 funds to every UZA in the United States based on formula factors derived from the NTD report data submitted by all transit agencies in the country. These formula factors include UZA population, UZA population density, system vehicle revenue miles and a bus incentive (which combines system passenger miles with system operating costs).
   - The values in the *Federal Register* are dollar unit values for each formula factor and represent the amount of money each unit of a factor is worth in the apportionment for that particular year.
   - The unit values change each year. Mileage and operating costs statistics are taken from the annual NTD reports submitted to FTA by each transit system. Population and population density statistics are taken from the 2000 Census.

3. FTA calculates each UZAs apportionment as follows:
   i. Multiply the dollar unit value for Population from the *Federal Register* by the population of the UZA (from the 2000 Census);
   ii. Multiply the dollar unit value for Population Density from the *Federal Register* by the population of the UZA (from the 2000 Census) and the actual population density of the UZA (from the 2000 Census);
   iii. Multiply the dollar unit value for Vehicle Revenue Miles from the *Federal Register* by the total number of Vehicle Revenue Miles from all transit systems in the UZA (as reported to the NTD);
   iv. Multiply the dollar unit value for the Bus Incentive from the *Federal Register* by the square of the total number of Passenger Miles from all transit systems in the UZA (as reported to the NTD) divided by the total Operating Costs of all transit systems in the UZA (as reported to the NTD). The product of this calculation is also called the Passenger Mile Bonus;
   v. The products from Items (i.) through (iv.) above are added together to get the total dollar value of the apportionment to the UZA.

4. The apportionment to each transit system in the UZA is calculated using the same formula as FTA uses to calculate apportionments to each UZA with two adjustments that benefit the municipal bus systems (CHT, DATA, CAT & C-TRAN) at the expense of TTA:
   - Since TTA is not a municipality with a defined population, TTA forfeits all funds apportioned to the UZA due to the population and population density of the UZA. The forfeited funds are split between the actual municipal bus systems in each UZA.
   - Due to rounding that occurs during the calculation of the individual transit system apportionments, the sum of the UZA's individual transit system apportionments usually exceed the total FTA apportionment to the UZA. TTA reduces its

Passenger Mile Bonus (the combination of Passenger Miles and Operating Cost data) each year to balance the sum of the individual apportionments with the apportionment published in the *Federal Register* for the UZA. The municipal transit systems do not incur a similar reduction in their Passenger Mile Bonus; therefore, TTA holds those systems harmless for this value.

5. Upon completion of Steps 1-4 above, representatives from every transit system in the UZA approve the calculation and forward a recommendation for apportionment to the Technical Advisory Committee (TAC) of the MPO for the UZA.

6. The TAC approves the apportionment and forwards its approval to the FTA.

7. Each transit system applies directly to the FTA for a grant containing its approved apportionment of Section 5307 grant funds.

MEMORANDUM

TO: DCHC MPO Transportation Advisory Committee

FROM: Lead Planning Agency

SUBJECT: Review of the Draft Report for Old Durham-Chapel Hill Rd Bicycle and Pedestrian Feasibility Study

DATE: February 8, 2006

Executive Summary

In February 2005, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) initiated a bicycle and pedestrian feasibility study for Old Durham-Chapel Hill Road between Garrett Rd in Durham and Sage Rd in Chapel Hill. The City of Durham and Town of Chapel Hill have worked with consultants Kimley-Horn & Associates, Inc to complete the study and develop alternatives for building pedestrian and bicycle facilities along the corridor. The study includes preliminary construction design and costing information to aid in the selection of alternatives. Recommended alternatives include 5ft sidewalks and 5ft bike lanes on both sides of Old Durham-Chapel Hill Rd, as well as special treatments for traffic calming throughout the corridor. The addition of roundabouts, mid-block crosswalks, pedestrian refuge islands & colored pavement are proposed to increase safety for bicyclists and pedestrians traveling the corridor.

City and town staff members and a policy committee of Chapel Hill and Durham citizens helped guide the study process since February 2005. The recommended alternatives presented in the plan are based on technical analysis and community input completed specifically for this project, including an April 15-16 design charrette and June 22 open house. Throughout the planning process, the Durham Bicycle and Pedestrian Advisory Commission (DBPAC) and Chapel Hill Bike/Ped Board have given feedback through liaison members on the study's policy committee. The plan was presented for review and comment by the Chapel Hill Town Council and Durham City Council in September-October 2005, and local comments were previously forwarded to the TAC at the November 9, 2005 meeting.

At their October 26, 2005 meeting, the TCC discussed the draft report, including the consultant's recommendation and comments from local governments, and subsequently referred this item to the Bicycle and Pedestrian subcommittee to develop a recommendation for fully funding the project. The subcommittee discussed the preference for funding the project through the 2007-2013 TIP using STP funds. The Bike/Pedestrian subcommittee has forwarded the item to the TIP/STP-DA subcommittee for further recommendations on a funding scenario for the project in the 2007-2013 TIP. The TCC Bike/Ped Subcommittee also discussed the "Remaining Issues" section of the report, and revisions were made to the document based on their comments. Revisions include a recommendation for curb-and-gutter (C&G) and shoulder section along the project corridor, the removal of bollards from the list of suggested bridge treatments, and a

project timeline for final design in 2007, right-of-way (ROW) acquisition in 2008, and construction in 2009. The revised draft report is available as Attachment 8A for review.

Project Cost Estimates
The total project cost estimate has been revised, in order to include costs for an environmental study, utility relocation and construction administration. These revised costs are included below.

Environmental Study	$ 100,000
Planning & Design	$ 350,000
ROW Acquisition	$ 375,000
Construction (without roundabouts)	$2,503,000
Construction Administration	$ 250,000
Utility Relocation	$ 250,000
TOTAL	$3,828,000

Based on the revised cost estimate, there remains a funding discrepancy of approximately $2 million for the Old Durham-Chapel Hill Rd project. The TIP/STP-DA subcommittee is working on a full funding strategy for the Old Durham-Chapel Hill Rd project, to be proposed in April 2006 with the presentation of the draft 2007-2013 TIP.

Currently, the DCHC 2030 Long Range Transportation Plan (LRTP) includes the Old Durham-Chapel Hill Rd bicycle and pedestrian project as one of 243 bicycle projects, projected to cost over $112,459,968 in total funding through the year 2030. The 2030 LRTP also recommends an additional $20,383,000 in pedestrian projects to be constructed by 2030. It may be useful to consider the balance of expenditures per mode, as recommended in the 2030 LRTP, when the Old Durham-Chapel Hill Rd project funding scenario is presented in April 2006. If the MPO adheres to the 2030 LRTP, then the dedication of funds to bicycle projects should be at least $3,748,666 annually, in addition to $679,433 per year for pedestrian projects.

TCC Action:
The TCC reviewed the draft report at their January 25, 2006 meeting, and forwarded the report to the TAC for final approval.

Requested TAC Action:
The TAC is asked to review the final recommendations of the Old Durham-Chapel Hill Rd Bicycle/Pedestrian Feasibility as presented by Kimley-Horn & Associates, and consider final approval of the report.

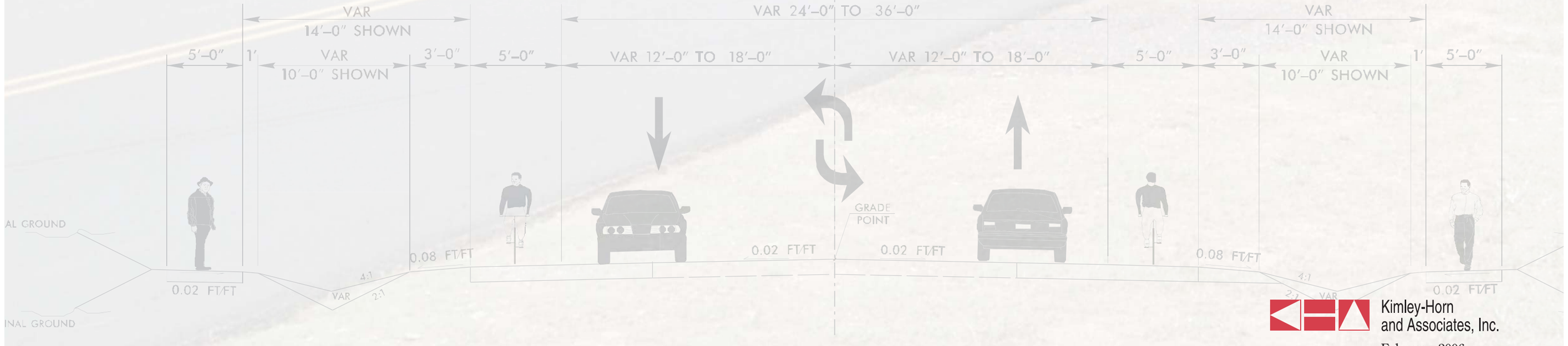
It is also recommended that the TAC forward the Old Durham-Chapel Hill Rd Bicycle/Pedestrian Feasibility report to local governments for their review and endorsement.

Final Report

DCHC
Durham-Chapel Hill-Carboro
METROPOLITAN
Planning Organization

Old Durham/Chapel Hill Road

Bicycle and Pedestrian Facilities Study



Kimley-Horn
and Associates, Inc.

February 2006

Acknowledgements

The development of the Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study was a collaborative process that involved numerous stakeholders, including Policy and Technical Committees, the Durham Chapel Hill Carrboro (DCHC) MPO, and the North Carolina Department of Transportation Pedestrian and Bicycle Unit. While the following individuals have contributed their time, ideas, and expertise, the opinions contained herein are those of the consultants.

Policy Committee

Janice Rolli Mills (Durham)
Ronnie Griffin (Durham)
Al Beuhler (Durham)
Ellen Reckhow (Durham)
Ed Harrison (Chapel Hill)
Pete Schubert (Durham)
Claire Millar (Chapel Hill)
Brian Decker (Chapel Hill - alternate)
Matt Hopgood (Chapel Hill)
Jim Ward (Chapel Hill)
Laura Gilliom (Chapel Hill)

Technical Committee

Alison Carpenter (Durham – Project Manager)
Andy Henry (Durham)
Felix Nwoko (Durham)
David Bonk (Chapel Hill)
Battle Whitley (NCDOT)
Gordon Sutherland (Chapel Hill)
Tom Norman (NCDOT)
Kumar Trivedi (NCDOT)

Kimley-Horn and Associates Consultants

Mike Rutkowski
Roger Henderson
Nik Nikolaev
Jason Johnson
Andy Kiley
Natalie Mengelkoch
Allison Lockwood
Matt West
Janet Doughty

Toole Design Group (Subconsultants)

Jennifer Toole
Robert J. Schneider

The Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study is scheduled for adoption by the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro (DCHC) MPO at their February 8, 2006 meeting. The study is also scheduled for review by the Durham City Council, Durham County Commissioners and Chapel Hill Town Council.

Project Overview/Introduction

Introduction

The purpose of this feasibility study was to prepare a bicycle and pedestrian plan that will not only serve as a prototype for other Durham/Chapel Hill corridors, but also serve as a guide for local, regional, and state agencies in developing and promoting safe, convenient facilities and services oriented to bicyclists and pedestrians. This project was sponsored by the Durham-Chapel Hill-Carrboro MPO and coordinated with the City of Durham; Town of Chapel Hill; a Policy Committee (citizen-based representatives); and a Technical Committee (professional staff and local bike/pedestrian specialists).

Study Goal

"provide safe and convenient facilities and services for the people who choose to bicycle and walk"

History

Old Durham-Chapel Hill Road has been recognized as a critical link for pedestrian and bicycle travel by Durham and Chapel Hill for more than10 years. Improving the safety and convenience of walking and bicycling along this corridor will help both communities accomplish a task that has long been identified as a critical connection between the two.

The *1993 Regional Bicycle Plan* for Durham and Orange Counties identified Old Durham-Chapel Hill Road as a key bicycle connection between Durham and Chapel Hill. The Plan listed non-motorized trip generators within the corridor and identified opportunities for adding bicycle lanes along the roadway. It can be viewed at the City of Durham website: www.durhamnc.gov/departments/works/transportation.cfm

Several other plans have also recommended Old Durham-Chapel Hill Road as a key corridor for pedestrian and bicycle improvements. The *Town of Chapel Hill Comprehensive Plan* (2000) established the goal of developing a "balanced, multi-modal transportation system that will enhance mobility for all citizens, reduce automobile dependence, and preserve/enhance the character of Chapel Hill." The *2004 Town of Chapel Hill Draft Bicycle and Pedestrian Action Plan*, adopted October 2004, recommends:

- Providing sidewalks on both sides of Old Durham-Chapel Hill Road
- Striping bicycle lanes along the road
- Improving pedestrian and bicycle conditions at the intersection of US 15/501 and Scarlett Drive

The plan can be viewed at the following website:

www.townhall.townofchapelhill.org/planning/bikeped/ BikePedPlan.htm

One of the goals of the Durham-Chapel Hill-Carrboro (DCHC) MPO *Draft 2030 Long Range Transportation Plan* (LRTP) is to establish a "pedestrian and bicycle system that provides an alternative means of transportation, allows greater access to public transit, and supports recreational opportunities." The 2030 LRTP specifically recommends that bike lanes be provided on Old Durham-Chapel Hill Road.

Need for Project

As noted in previous planning efforts, Old Durham-Chapel Hill Road is an important corridor for pedestrian and bicycle travel. The list below summarizes the need for pedestrian and bicycle facility improvements along the corridor. The list was developed based on research for the project as well as discussions with the DCHC planning staff.

- Old Durham-Chapel Hill Road is a key transportation connector between Chapel Hill and Durham. It serves as the only direct connection between Durham and Chapel Hill for people who wish to avoid US 15/501. The corridor provides access to a future public park, greenways, several existing and future apartment complexes, residential neighborhoods, churches, Githens Middle School, Blue Cross/Blue Shield, shopping, and offices on US 15/501. Both UNC-Chapel Hill and Duke University are within bicycling distance of the corridor.

- Existing pedestrian and bicycle facilities include discontinuous sidewalks and shoulders. There are few opportunities to cross the road, and where they do exist, they lack crosswalks, pedestrian signals, median crossing islands, pedestrian lighting, or other safety treatments. None of the transit stops have benches or shelters.

DCHC
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

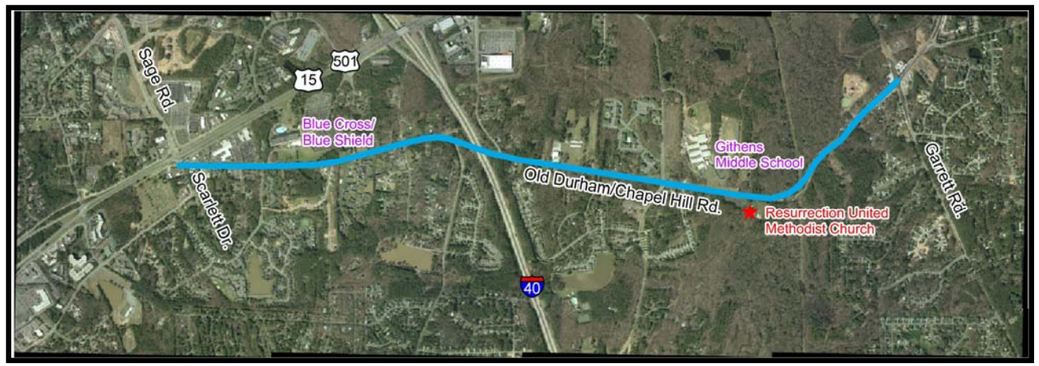
Old Durham-Chapel Hill Road
Bicycle/Pedestrian Feasibility Study

- Improvements in the area around Githens Middle School will make it safer for students and staff to walk and bicycle to school.
- New development is occurring along the roadway and in surrounding areas. It is important to take advantage of opportunities to add pedestrian and bicycle facilities while development occurs, rather than making expensive retrofits in the future after development is already established.

- The roadway has bus stops for several transit systems (Triangle Transit Authority (TTA), Chapel Hill Transit, and Durham Area Transit Authority (DATA)). Often these bus stops are isolated and difficult to access on foot or by bicycle. Providing safe and convenient pedestrian and bicycle access to transit can make bus service accessible to more customers and increase ridership.

- Pedestrian and bicycle facilities on Old Durham-Chapel Hill Road would provide residents of the area with more choices in how they travel to nearby destinations.
- Pedestrian and bicycle facilities offer opportunities for recreation. Residents of the Old Durham-Chapel Hill Road Corridor will have the option to run or bike from home rather than drive to a park, trail, or gym to get exercise. Furthermore, access to scenic greenways along the Booker Creek trail in Chapel Hill and the New Hope Creek trail in Durham will be possible with these improvements.
- Better pedestrian and bicycle facilities will make it safer for people who are already walking and bicycling along the roadway. New sidewalks, shared-use paths, bike lanes, and crosswalks will make the roadway more attractive to people who currently avoid this roadway because they feel it is unsafe.
- Pedestrian and bicycle improvements could improve air quality. As people feel more comfortable and begin making safe trips on foot and by bicycle on Old Durham-Chapel Hill Road, some automobile trips may be replaced by non-motorized trips.
- Providing bicycle and pedestrian facilities along Old Durham-Chapel Hill road will provide needed amenities for those who choose to ride because of age, economics or physical barriers to operating a vehicle.

The DCHC MPO identified a 2.7 mile section of the Old Durham-Chapel Hill Road between US 15/501 and Garrett Road to be included in this study.



Public Outreach/ Project Coordination

Technical Committee/Policy Committee

A technical committee made up of professional staff and bicycle and pedestrian specialists was formed to serve as a sounding board for the consultant's technical work and recommendations. This committee met with the project team as needed throughout the planning process. The technical committee provided valuable direction on the proposed improvements including addressing problem areas such as the busy intersection of US 15/501 and crossing the I-40 bridge.

Also, a citizen-based policy committee representing Durham and Chapel Hill municipalities with experience in bicycle and pedestrian planning activities was formed to help guide the planning process and study issues. This policy committee also helped communicate and affirm findings with the public, and will be asked to facilitate a decision by elected and appointed officials to determine a preferred plan. Several issues were addressed by the policy committee — most important was their development of the vision and goals of the study.

DCHC TAC/TCC Coordination

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for transportation planning activities within this region. The proposed improvements identified and outlined in this study will be considered by the DCHC MPO TAC on November 30, 2005.

Design Charrette/Open House

A public design charrette was conducted April 15 and 16, 2005 to engage the public, elected officials, and planning staff in the development of bicycle and pedestrian improvements along the Old Durham-Chapel Hill Road corridor. Invitations were mailed to residents and businesses along the corridor by the City of Durham. Over 50 participants attended the two-day event. The purpose of the design charrette was to give citizens the opportunity for "hands-on" involvement with the development of the Old Durham-Chapel Hill Road bicycle and pedestrian facilities. Local citizens, business owners, community groups, local staff, and the project team worked together as a collective group to identify issues and concerns, develop goals and a vision, and "brainstorm" possible solutions and recommendations.

Held at Resurrection United Methodist Church in the study corridor, the charrette format allowed interested groups the opportunity to share their thoughts about bicycle and pedestrian needs. The two-day event encouraged participation using mark-up maps and "Post-it" notes. Brainstorming sessions and planning activities specifically tailored to generate discussion were conducted to identify bicycle and pedestrian access and mobility throughout the corridor, natural and manufactured constraints, and to develop ideas for improvement. Key exercises conducted with the public included:

Day one:

- Issues identification exercise
- Brainstorm on key issues and needs
- Survey participants
- Establish a "vision"

Day two:

- View maps of alternative solutions
- Identify "pros" and "cons"
- Citizen comments on ideas

Landscape architectural renderings as well as before and after Photoshop renderings were used throughout the two-day charrette to provide a visual concept of what could be done with the corridor. These tools proved to be effective in developing community support.

Pedestrian facilities

Generic before

Generic after rendering

Bike facilities

Generic before

Generic after rendering

Supporting facilities

Numerous comments were received at the charrette that identified issues and needs for Old-Durham-Chapel Hill Road. Some of those comments, including questions and suggestions for improvements, are included below:

- Safe bike/pedestrian for children and intermediate users
- Attractive/viable alternative to driving
- If roadway is later widened, will the bike/pedestrian facilities be reduced?
- Intersection crosswalks — especially for transit users
- Bike lanes vs. wide outside lanes — preference for dedicated lane
- Lower speed limit to 35 mph
- Connections needed to New Hope Creek Greenway
- Intersection crossing for bike/pedestrian facilities need:
- ADA Curb Ramps
- Pedestrian refuge islands
- Bike activated traffic lights
- Provide plantable separation between road and sidewalk/multiuse path
- Pedestrian countdown at traffic signals
- Githens Middle School — key destination
- Resurrection Church — key destination
- School functions use church parking
- Pedestrian light, crosswalk, traffic calming may be appropriate
- Transit — bus pullouts
- New right-of-way — limit additional takings
- Maintenance of on-road facilities
- Debris issues — can we get it swept once a month?
- Bike lane (collects more debris) vs. wide outside
- Bus stops landscape (not grass)
- Shelters at bus stops with secure weather protected bike storage
- Use porous pavement — previous surface for walkway
- Lighting at all intersections
- Lighting at all bus stops
- Bench at all bus stops
- Lower posted speed limit to 35 mph from Mt. Moriah to Watkins
- Look for grade separation opportunities
- Bike/pedestrian detectors
- Shade with buffers
- Flex design — expansion potential
- Advanced stop ban for bikes

As a follow-up to the design charrette, a public open house was held on June 22, 2005 to present the draft plan and constructability drawings to the general public. Invitations were mailed to every address in the study corridor by the City of Durham. The forum was attended by 35 participants and provided an excellent opportunity to obtain valuable feedback from the public on specific recommendations and changes to the plans. Subsequent design changes were made to the constructability drawings as a result of the open house.

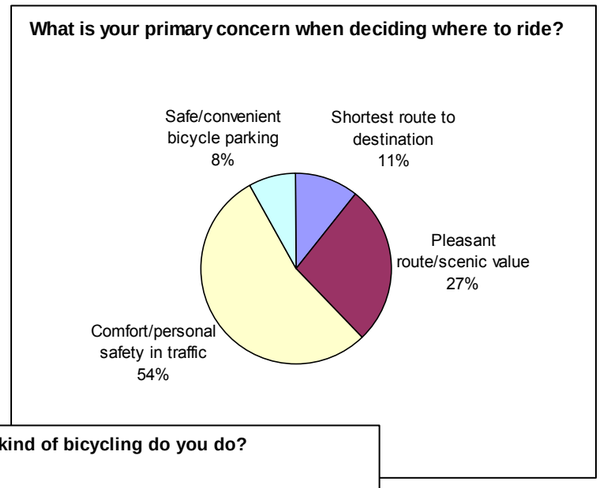
Overall, the recommendations and plans were generally supported by the attendees. Most of the comments were related to design changes and suggestions that were incorporated into the constructability drawings.

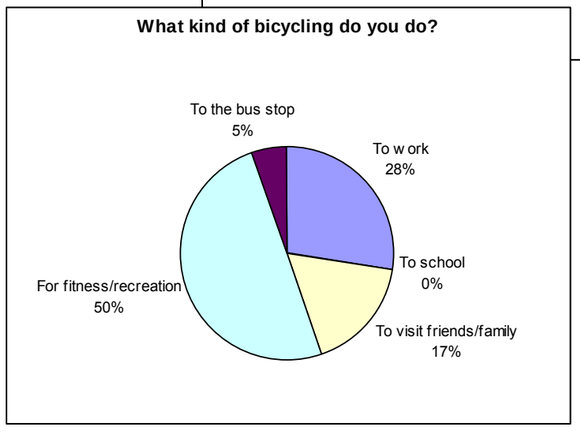
Today

Rendering of the Future

Public Survey Results

Public outreach was not limited to the charrette and open house. A public survey was distributed to committee members, planning staff, and the general public. The surveys were administered at the design charrette, open house, and committee meetings, as well as provided to individuals who could not attend the meetings but expressed an interest in bicycle and pedestrian planning. Twenty open-ended and multiple choice questions were included in the survey asking questions about bicycle and pedestrian choices and trade-offs. A total of 52 surveys were completed and compiled for consideration by the project team. The following provides a summary of select questions and results from the survey. See survey form in the appendix for a complete list of questions and results.





Goals and Objectives

The goals for this study were developed based on thoughtful community discussions including direct public outreach, community survey results, and meaningful planning staff and committee involvement. The following goals attempt to balance the vision and objectives expressed by committee members *and* comments received at the public design charrette and open house. The Consultant believes this design adequately addresses all of the goals listed below except minimization of right-of-way takings. This issue is addressed on page 16.

- Need for consistent cross section
- Improve travel safety for ALL modes
- Limit driver, pedestrian, and bicyclist confusion
- Use existing facilities where practical
- Need for facilities that serve pedestrians and bicyclists
- Avoid residential relocations
- Minimize right-of-way takings
- Provide for all types of cyclists and levels of experience
- Make corridor transit-friendly
- Avoid/minimize major bridge construction

Existing Conditions

Pedestrian and Bicycle Conditions

Pedestrians and bicyclists use all parts of the Old Durham-Chapel Hill Road corridor. It is essential to provide safe facilities for these non-motorized users.

The highest levels of pedestrian activity are found near pedestrian trip attractors, such as bus stops, schools, and apartment complexes. Sections of the roadway with undeveloped land currently have lower pedestrian volumes. This will change as parcels of land in the corridor are developed. Bicyclists use the entire length of Old Durham-Chapel Hill Road between US 15/501 and Garrett Road for access between Chapel Hill and Durham.

Existing pedestrian and bicycle facilities include several disconnected sidewalks and shoulders (illustrated in the constructability drawings included in the appendix). Few crossings of Old Durham-Chapel Hill Road have been improved with crosswalks, pedestrian signals, median crossing islands, or other treatments.

For pedestrians and bicyclists traveling along Old Durham-Chapel Hill Road, the intersections with US 15/501, Scarlett Drive, Pope Road, Mount Moriah Road, Farrington Road, and Garrett Road are challenging due to wider crossing distances and higher volumes of turning vehicles. The bridge over Interstate 40 is particularly difficult for pedestrians and bicyclists. This bridge has shoulders (4-feet wide) adjacent to concrete jersey barriers.

Pedestrian and bicycle lighting is minimal along the entire Old Durham-Chapel Hill Road corridor. This issue was identified by members of the public who reside along the corridor and find it difficult to travel on foot or bike at night. Some crosswalks and sidewalk sections could be made safer by adding low-level street lights.

Transit Service

Old Durham-Chapel Hill Road serves several bus systems — TTA, Chapel Hill Transit, and DATA. TTA and DATA serve the eastern portion and Chapel Hill Transit serves the western end of the roadway.

None of the existing bus stops have benches or shelters. Few have level landing areas for people with disabilities. Most of the Chapel Hill Transit bus stops are served by sidewalks, but many of the DATA and TTA bus stops have been placed in locations where passengers must wait in the grass or on the roadway shoulder.

Transit users often need to cross Old Durham-Chapel Hill Road to access the bus stop. High-speed, high-volume traffic makes these crossings difficult. The only bus stop served directly by a crosswalk is across from Githens Middle School.

Traffic Volumes

Traffic along Old Durham-Chapel Hill Road has steadily increased over the past several years. Traffic volumes along this corridor near Scarlett Road and Garrett Road are 7,300 vehicles per day (vpd) and 16,000 vpd, respectively. Since 1999, average daily traffic volumes have increased an average 3 to 4%. Level of service operations analyzed at the signalized intersections of US 15/501 and Garrett Road indicated LOS F and LOS C, respectively, for the peak hour. High traffic volumes along the corridor will continue to be problematic for safe pedestrian and bicycle mobility if provisions are not made for these alternative modes. For additional LOS information, please see the appendix.

It should be noted that traffic volumes along the US 15/501 corridor are 45,000 vpd. Since US 15/501 has become the mobility corridor, it stands to reason that Old Durham-Chapel Hill Road should be protected as a local facility which supports slower speeds and provisions for bicycle and pedestrians.

Traffic Crashes

Safety for bicyclists and pedestrians will not improve without measures being taken. By adding facilities, crashes will likely decrease, as shown through research published in FHWA's *Bicycle Safety-Related Research Synthesis* (publication no. FHWA-RD-94-062, April 1995) which indicated that adding bike lanes to communities in Oregon and Denmark reduced accident rates and improved the feeling of cyclists safety.

The North Carolina average crash rate for a 2- to 3-lane undivided state route is 393 crashes per 100 million vehicle miles traveled (MVMT), according to the North Carolina Department of Transportation (NCDOT). Between August 31, 2001 and August 31, 2004, NCDOT reported 416 crashes along Old Durham-Chapel Hill Road. Four hundred and five of these crashes occurred along Old Chapel Hill Road in Durham County(www.doh.dot.state.nc.us/preconstruct/traffic/Safety/ses/rates/2002/statewide.pdf). This translates to a total crash rate of 1,758 crashes per 100 MVMT, which is almost five times

the state average crash rate for a similar road. The Severity Index (a measure of crash severity relative to property damage and injury) is similar to the State average at 4.00. The appendix includes a crash summary for the Old Durham-Chapel Hill Road corridor.

Five pedestrian- or bicyclist-related crashes occurred within the 3-year time period, as described below:

- 9/30/2001 (just west of Five Oaks Drive) — a passenger car leaving a parked position struck a pedestrian; occurred at 9:00 pm under dark (no roadway lighting) conditions
- 4/09/2003 (at intersection with Buchanon Drive) — a passenger car traveling eastbound at 30 mph struck a pedestrian under daylight conditions (4:17 pm)
- 12/23/2001 (just west of Garrett Road) — a passenger car traveling at 45 mph struck and fatally wounded a pedestrian under dark (some roadway lighting) conditions; pedestrian was found to be under the impairment of alcohol
- 05/24/2003 (at intersection with Garrett Road) — a passenger car traveling eastbound at 50 mph struck and fatally wounded a pedestrian under daylight conditions at 2:31 pm; pedestrian was found to be under the impairment of alcohol
- 11/23/2002 (just west of University Drive) — a sport utility vehicle traveling 30 mph struck a bicyclist under daylight conditions; no injuries were reported

Although the causational factors contributing to these crashes involving bicycle and pedestrians are well-documented, no recurring trends were identified.

Field Observations

During the initial phase of the study, a "windshield survey" was conducted to identify and document key points of interests or "destinations" along the Old Durham-Chapel Hill Road corridor. It was important to identify these points along the corridor so that the proposed bicycle and pedestrian improvements could be tailored to users of these facilities. A good example of this is the provision of a 10-foot multiuse path near the Githens Middle School because parents expressed they felt that the path would be safer for their children to use rather than on-road bike facilities. With this in mind, key destination points along the corridor and in the surrounding area include:

- On Old Durham-Chapel Hill Road
  - Githens Middle School
  - Resurrection United Methodist Church
  - New Hope Creek Trail
  - Apartment complexes (The Verge, etc.)
  - Blue Cross/Blue Shield
  - Bus stops (TTA, Chapel Hill Transit, and DATA)
  - Residential neighborhoods
  - Businesses at intersection with US 15/501
- In surrounding area
  - Downtown Durham
  - Downtown Chapel Hill
  - UNC-Chapel Hill
  - Duke University
  - University hospitals
  - Businesses in the US 15/501 Corridor
  - Residential neighborhoods

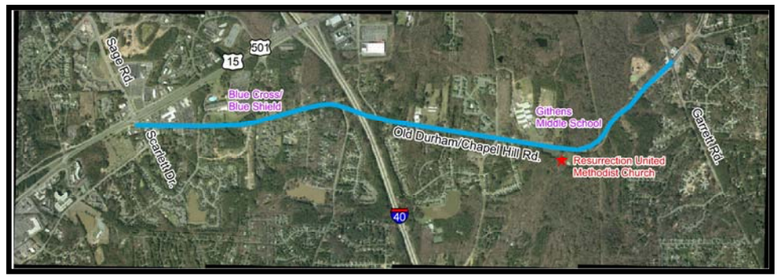
In addition to the "windshield survey," a more detailed field survey was conducted using Trimble GPS units. The data gathered in the field survey was reviewed as the constructability drawings were developed. Therefore, it was important to gather specific locations (using Global Positioning System or GPS) of on-road facilities as well as potential obstructions within the existing right-of-way limits. Specific field data included:

- Presence of bike/pedestrian facilities (sidewalks, multiuse paths, etc.)
- On-road features (e.g., edge of pavement, curb and gutter, crosswalks)
- Posted speed limit
- Location of obstacles (e.g., poles, signs, fire-hydrants, landscaped areas)
- Barrier locations (e.g., bridges, culverts)

These features identified during the field survey can be viewed in the constructability drawings included in the appendix.

Alternatives Evaluation

Several types of pedestrian and bicycle facilities were considered for improving the safety and comfort of walking and bicycling in the Old Durham-Chapel Hill Road corridor. Bicycle and pedestrian alternatives were developed for the section of Old Durham-Chapel Hill Road between US 15/501 and the Garrett Road intersection.



Both on-road and off-road pedestrian and bicycle facility alternatives were considered for the length of the 2.7 mile roadway corridor. These facilities included:

- Sidewalks (on one side or both sides of the roadway)
- Multi-use paths adjacent to the roadway
- Wide outside travel lanes
- Paved shoulders
- Bike lanes

Various facility types also were considered to improve roadway crossings, including.

- High-visibility crosswalks
- Median refuge islands
- Raised crosswalks
- Flashing crosswalks
- Crosswalk warning signs
- Pedestrian-activated signals
- Pedestrian countdown signals
- Bike-friendly traffic signals
- Pedestrian-level lighting

After these facilities were considered, preferred alternatives were chosen and recommended for Old Durham-Chapel Hill Road.

Preferred Alternatives

The section below describes the pedestrian and bicycle facilities recommended for the Old Durham-Chapel Hill Road corridor. The final recommendations were prompted by the consultant and supported in concept by the policy committee and planning staff because they were the most consistent with the study goals and objectives. *Note: these facilities will need to comply with all requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) (1).*

Recommended Facilities for Length of Roadway Corridor

This study recommends a two- or three-lane roadway cross-section with bike lanes and sidewalks (where applicable) on both sides for the entire length of the Old Durham-Chapel Hill Road corridor. The facilities that were chosen for the length of the corridor (standard sidewalks, wide sidewalks, and bike lanes) are discussed below.

Standard Sidewalks

The typical sidewalk width along Old Durham-Chapel Hill Road should be a minimum of 5 feet. Sidewalks are recommended on both sides of the roadway (where feasible) to improve pedestrian safety. While it would be less expensive to provide a sidewalk on one side of the road, having sidewalks on both sides minimizes the need to cross the roadway in midblock locations.

These sidewalks should include accessible roadway and driveway crossings and meet all ADAAG requirements. A grass or tree-lined buffer should be provided between the sidewalks and the roadway to give added protection to pedestrians.

There is a short section on the south side of the street where the roadway right-of-way is constrained by a pond, making it difficult to provide a sidewalk. In this location, pedestrians on the south side of the road would use proposed new crosswalks to access the sidewalk on the north side.

Five-foot-wide sidewalks were chosen as the primary off-road facility because there is not enough pedestrian and bicycle activity in the corridor at this time to recommend wider sidewalks. As development occurs and pedestrian and bicycle volumes increase in the future, wider sidewalks may be needed throughout the corridor.

Wide Sidewalks

Two locations on the north side of the roadway are recommended for 10-foot multiuse paths. These wide paths will be designed to serve a variety of non-motorized users, including pedestrians and bicyclists. Wide paths provide a more comfortable place for bicyclists who do not feel safe riding on the road. However, bicyclists will retain the right to use the roadway travel lanes and bike lanes.

One stretch of 10-foot multiuse path will be near Githens Middle School. This wide path will likely serve more children and inexperienced cyclists than other places along the corridor because of its proximity to the school and the future New Hope Trail. The second section of wide path is near Blue Cross/Blue Shield. A narrower path has already been established along the roadway in this location that can be widened.

These wide paths are recommended in corridors with few driveways and intersections because conflicts between turning motorists and bicyclists are less of a problem. Where crossings occur, advance warning markings and signs should be provided for bicyclists on the path and drivers on the intersecting roadway.

Wide paths were not recommended along more sections of Old Durham-Chapel Hill Road because other parts of the road have more intersecting roadways and driveways. In addition, wide paths are more costly than standard sidewalks.

Bike Lanes

Bike lanes should be provided along the entire length of Old Durham-Chapel Hill Road. They were recommended over paved shoulders and wide outside travel lanes for several reasons. First, research has shown that bicyclists have an enhanced sense of comfort riding along a segment of roadway when there is a bike lane or paved shoulder stripe separating them from motor vehicle traffic. Therefore, it is likely that the bicycle lanes will be used by a greater variety of residents in the Old Durham-Chapel Hill Road Corridor.

Unlike paved shoulders and wide outside lanes, bike lanes have signs and markings that show bicyclists the proper direction to ride and the proper way to position themselves at an intersection. This can reduce bicycle crashes and increase the predictability of motor vehicle and bicycle traffic movements and to help visually narrow the road. In contrast, wide vehicle travel lanes make drivers feel like they can travel faster, which is less safe for pedestrians and bicyclists. Finally, the bike lanes will be a visible signal that bicycling is welcomed as a transportation option in the Durham and Chapel Hill area.

Recommended Facilities for Roadway Crossings

A variety of roadway crossing treatments are recommended along Old Durham-Chapel Hill Road to enhance the safety of pedestrians and bicyclists. This section describes standard treatments that should be used at all roadway crossings and special treatments that should be added at specific locations.

Standard Crossing Treatments

Each roadway crossing in the Old Durham-Chapel Hill Road corridor should have curb ramps (where applicable) and meet the accessibility requirements of ADAAG (which includes providing curb ramps, level landings, and stable surfaces).

All crossings should also have adequate lighting for pedestrians to reduce nighttime crashes. Lighting is particularly important along parts of Old Durham-Chapel Hill Road with frequent nighttime activity, specifically in commercial areas (near US 15/501 and future commercial developments), high-density residential areas (apartment complexes), and bus stops.

Preferred pedestrian-scale lighting is characterized by shorter light poles (i.e., 15-foot tall posts) and shorter spacing between lamp posts than lighting for motor vehicles. Crosswalks should be illuminated by a standard street lamp.

High-visibility crosswalk markings should be installed at all designated crossing locations. These markings will raise driver awareness and provide safe pedestrian channelization and delineation.

A recent national research project completed by the Federal Highway Administration (FHWA) provides specific guidance on the installation of crosswalks and other safety measures at uncontrolled locations. This results of the study clearly indicate the safety benefits of enhancing pedestrian crosswalks with additional safety measures, such as pedestrian crossing islands, shortened crossing distances, traffic and pedestrian signals (where warranted), and other traffic-calming treatments (e.g., roundabouts, reduced turning radii at intersections, and variable message signs that show drivers their current speed).

The FHWA study recommends that uncontrolled midblock crossings on roadways like Old Durham-Chapel Hill Road (with an AADT of more than 15,000) include high-visibility crosswalks plus an engineering treatment when the posted speed limit is 35 mph and be served by a pedestrian signal or bridge when the posted speed is 40 mph or faster. Specific crossing enhancements are recommended in this study to meet these guidelines and improve pedestrian safety in the corridor.

Special Crossing Treatments at Specific Locations

A critical location for pedestrian crossing improvements is at Githens Middle School. This crossing is in a section of Old Durham-Chapel Hill Road with a posted speed of 40 mph. It is recommended that the existing marked crosswalk at this location be improved with the following combination of treatments:

- Lower posted speed limit to 35 mph
- A new pedestrian-activated traffic signal with pedestrian countdown signals
- Recessed stop bars on both sides of the crosswalk
- Accessible curb ramps at both ends of the crosswalk
- Crosswalk warning signs at the crosswalk and in advance of the crosswalk
- Better pedestrian-level lighting

A pedestrian-activated signal would stop traffic completely so that pedestrians can cross Old Durham-Chapel Hill Road. While many pedestrians would use this crossing before and after school, it is unlikely that the signal would be activated regularly throughout the day, so it would not add significantly to motor vehicle delay on the roadway.

Two recommended mid-block crossings on the west end of the corridor are in locations with a posted speed limit of 35 mph. These locations might be served by marked crosswalks, pedestrian crosswalk warning signs, and median refuge islands. Median islands would help improve pedestrian safety by serving as a refuge and allowing pedestrians to cross one lane of traffic at a time. Pedestrian warning signs should be provided at and in advance of pedestrian crossings, in accordance with MUTCD guidelines, and signs should be the fluorescent yellow-green color described in the MUTCD. Pedestrian-activated signals are not recommended due to the probability that other safety measures can be installed to adequately enhance pedestrian safety at these locations.

Two other recommended mid-block crossing locations near Blue Cross/Blue Shield include crosswalks and fluorescent yellow-green pedestrian warning signs. However, these crossings are in locations that currently have a 40 mph posted speed limit. Therefore, traffic calming measures should be used to slow vehicles on the roadway so that the posted speed limit can be reduced to 35 mph. With a posted speed of 35 mph, it might be appropriate to provide in-street pedestrian signs at these crosswalks.

In-street retro-reflective pedestrian signs display a "YIELD TO PEDESTRIAN IN CROSSWALK" sign and are placed in the center of the median. These signs should be made of a flexible material that will not present a hazard when touched or struck by a vehicle.

The signalized crossings at US 15/501, Farrington Road, and Garrett Road (and future signalized crossings) should have pedestrian countdown signals. This will help provide more information to pedestrians about how much time they have to cross the roadway. The clearance interval at these signals (amount of time between the beginning of the flashing UPRAISED HAND/ "DON'T WALK" signal and the green light in the opposite direction) should be timed to allow pedestrians who travel at 3.5 feet per second (slower than the average pedestrian) to reach the opposite curb safely.

Photo by Mary Ann Koos, Florida DOT

These traffic signals should also be made more suitable for bicyclists. Special bicycle detection equipment can be installed, such as loop sensors or detection cameras. In addition, the traffic signals can be timed to allow bicycles enough adequate clearance during the green and yellow phases.

As properties are developed in the future along the length of Old Durham-Chapel Hill Road, existing pedestrian crossings should receive safety treatments, such as median refuge islands, pedestrian-activated signals, raised crosswalks, etc. Additional locations for safe crossings should also be studied when pedestrian demand increases.

Constructability Drawings

Utilizing the base mapping, field reconnaissance, GPS survey data, alternative evaluation and input received at the public design charrette and open house, the project team developed constructability drawings for the proposed bicycle and pedestrian improvements. This effort included an evaluation of physical and property impacts associated with the constructability of the proposed improvements.

Typical sections in conjunction with horizontal and vertical conditions were developed using the Microstation and GIS information obtained from local agencies and from the field review. Ultimately, the constructability drawings were used to identify potential impacts to the right-of-way and quantify probable construction costs. The constructability drawings and the design criteria are included in the appendix.

Other Approved or Planned Projects

According to local planning staff and NCDOT, there are no planned roadway (public) projects along the study corridor. However, two private development related projects are slated to occur within the near future. The Performance Auto Park redevelopment project site plan has been approved by the Town of Chapel Hill. This project includes some on-road improvements along the western section of the Old Durham-Chapel Hill Road corridor between Scarlett Drive and just east of Cooper Street.

As a result of this project, the constructability drawings have been revised to include a continuous left-turn lane along this section of the corridor. In addition, a pedestrian crosswalk has been located on the west side of Cooper Street to accommodate the expected increased use of employee parking located on the south side of Old Durham Chapel Hill Road.

The Patterson Place development project is a phased project that includes a roundabout at the intersection of Old Durham-Chapel Hill Road and Mt. Moriah. The idea of a roundabout at this location is very favorable to the local planning staff, the public participants of this study, and the developer as it will provide a needed traffic calming affect along the corridor as well as a gateway to the corridor.

Areas of Interest

Several locations along Old Durham-Chapel Hill Road have particularly challenging conditions for pedestrians and bicyclists. More complex solutions are often needed at these locations because of high volumes of turning traffic, fast vehicle speeds, long-distance crossings, and right-of-way constraints.

US 15/501 — Scarlett Road Intersection

The US 15/501 intersection is at the west end of the Old Durham-Chapel Hill Road corridor. There are many activity destinations within one-quarter mile of this intersection, including restaurants, stores, residential neighborhoods, and a bicycle route into the Town of Chapel Hill. Conditions are challenging for pedestrians and bicyclists due to the extremely high volume and speed of traffic on US 15/501, high volume of traffic on Sage Road and Scarlett Drive, and large numbers of turning vehicles at the intersection.

Currently, there is one planned intersection improvement project that would impact the operation of this intersection. The project calls for converting the service road located adjacent to the Hardee's restaurant from two-way to one-way (westbound)operation using a channelized median at the intersection with Old Durham-Chapel Hill Road (please see the constructability drawings in the appendix). This improvement should help to limit driver, pedestrian, and cyclist confusion at this congested intersection.

Recommended bicycle and pedestrian improvements

As a part of this study, it is recommended that improvements to this intersection include new pedestrian countdown signals, better roadway lighting, traffic signals at Old Durham-Chapel Hill Road and Scarlett Drive, and more organized turning movements from Scarlett Drive to US 15/501. It also is recommended that an eastbound bike land be included adjacent to the median island at the service road.

New crosswalks will be striped on three legs of the intersection to enhance the visibility of pedestrians and re-enforce the requirement for vehicle drivers to yield to crossing pedestrians. Stop bars will also be added to the motor vehicle travel lanes to help keep the crosswalks clear of encroaching vehicles.

No crosswalk will be provided on the northeast side of the intersection (across US 15/501) at this time. If a crosswalk is provided in the future, it should be perpendicular to US 15/501 (not angled) to reduce

total crossing distance. The crosswalk should pass through the roadway median so that pedestrians would have a refuge while crossing. Finally, pedestrians should have an exclusive pedestrian signal to prevent conflicts with turning vehicles.

Bicycle lanes will be striped through the intersection to help direct bicyclists traveling straight across US 15/501 to the new bike lanes on Sage Road.

A new left-turn bicycle lane will be provided to the right side of the exclusive left-turn lane for motor vehicles to provide additional space for bicyclists and a short shared-use path will be constructed from the west corner of the intersection to Dobbins Road. Both of these facilities will help bicyclists make the transition from the Old Durham-Chapel Hill Road bike lanes to the bicycle route on Dobbins Road that leads cyclists to the Booker Creek Greenway.

Githens Middle School

The improvements to Old Durham-Chapel Hill Road will make it safer and more comfortable for students and teachers to walk and bicycle in the area near Githens Middle School. New bike lanes, sidewalks, and multiuse paths along the roadway will improve conditions for non-motorized travel along Old Durham-Chapel Hill Road. On the school side of the road, a 10-foot wide multiuse path is proposed. This facility will provide space away from the road for bicyclists who do not feel comfortable riding in the bicycle lanes. It would also be connected to the New Hope Creek Greenway through a future public park adjacent to Old Durham-Chapel Hill Road.

Before

After Rendering

The existing crosswalk across Old Durham-Chapel Hill Road connects the TTA/DATA bus stop with the school driveway. Motor vehicles travel at high-speeds in this section of the road, making it difficult for pedestrians (especially young students) to cross. Rush hour periods are particularly difficult because of high traffic volumes.

Recommended bicycle and pedestrian improvements

Several improvements could be made at this crossing, including:

- Installing new pedestrian-activated traffic signal with pedestrian countdown signals
- Adding recessed stop bars on both sides of the crosswalk to increase the prominence of the crossing and to make drivers stop
- Constructing a sidewalk connection to the crosswalk
- Providing curb ramps at both ends of the crosswalk
- Posting crosswalk warning signs at the crosswalk and in advance of the crosswalk
- Installing better pedestrian-level lighting

Crosswalks could also be provided at locations where the multiuse path crosses the driveway near the school. Recessed stop bars would make drivers more aware of their responsibility to stop for path users, and pavement markings and signs can be provided on the path/trail to warn trail users of upcoming intersections. In the future, a new bench and shelter should be provided at the bus stop.

New Hope Creek Bridge Crossing

The New Hope Creek bridge crossing presented a slight challenge to this study and the project team. The bridge itself is 40 feet wide from face-to-face of the bridge rail. With 12-foot travel lanes, this leaves 8-foot shoulders to accommodate bicyclists and pedestrians. As noted previously, one of the goals of this study was to limit new bridge construction. Therefore, a separate bridge was cost-prohibitive.

Recommended bicycle and pedestrian improvements

Several improvements could be made at this bridge crossing, including:

- Transition area from bike lane and sidewalk to shared-use bicycle and pedestrian shoulder on both ends of bridge
- Paint the shoulder area red so that it visually narrows the road for drivers and adds prominence to the shared pedestrian and bicycle space
- Use wide (8”) stripes between the travel lane and the shoulder (stripes could be dashed with long dashes and small spaces to add prominence). This treatment will communicate to pedestrians and bicyclists that they should continue to pay attention to

motor vehicles because they could cross the line.

- Advance warning signs and markings to make drivers aware of pedestrian and bicycle shoulder
- Add pedestrian-level lighting to bridge
- Connect to future extension of the New Hope Creek Greenway

Mount Moriah — I-40 — Pope Road Section

The section of Old Durham-Chapel Hill Road between Mount Moriah and Pope Road may be the toughest challenge along the corridor. Currently, there are plans to improve the two intersections of Mount Moriah and Pope Road into future roundabouts. The existing I-40 bridge is only 30-feet wide from face-to-face of the bridge rail. With 12-foot lanes, this only leaves 3-foot shoulders to accommodate bicyclists and pedestrians.

Recommended bicycle and pedestrian improvements

Several improvements could be made along this section of Old Durham-Chapel Hill Road, including:

- New roundabouts at Mount Moriah Road and Pope Road would improve intersection efficiency and help to calm traffic
- New roundabouts would help define area across I-40 bridge as a slow speed zone to improve safety for motor vehicles, pedestrians, and bicyclists
- Transition area from bike lane and sidewalk to shared-use bicycle and pedestrian shoulder on both ends of I-40 bridge
- Provide 3-foot shared-use bicycle and pedestrian shoulder on both sides of bridge or provide 6-foot shared-use bicycle and pedestrian shoulder on one side of bridge
- Paint the shoulder area red so that it visually narrows the road for drivers and adds prominence to the shared pedestrian and bicycle space
- Use wide (8") stripes between the travel lane and the shoulder (these could be dashed with long dashes and small spaces to add prominence). This treatment will communicate to pedestrians and bicyclists that they should continue to pay attention to motor vehicles because they could cross the line.
- Add pedestrian-level lighting at roundabouts and to I-40 bridge
- Possibly add new pedestrian/bicycle bridge in the future (could cantilever or add as separate structure on northeast side or southwest side)

Garrett Road Intersection

Within the past few years, the Garrett Road intersection was widened to include left-turn bays at all of the approaches. Based on existing traffic counts (provided by the City of Durham) and an operational analysis (using Synchro software) of peak hour traffic conditions, the level of services (LOS) of the intersection is more than adequate at LOS "C."

The Old Durham-Chapel Hill Road approach to this intersection is seven lanes with curb and gutter. To limit the cost of construction and utilize the wide existing cross section, the project team considered removing one of the two left-turn bays at the approach of the Garrett Road intersection. A capacity analysis of this approach showed that removal of one of the two left-turn bays was acceptable. In fact, capacity analysis shows that the left-turn traffic volume could triple in the future and still adequately be served in one left-turn lane.

Recommended bicycle and pedestrian improvements

Several improvements are recommended at the approach to this intersection, including:

- Current geometry is extremely wide, with double left-turn lanes
- Remove left-turn lane from eastbound Old Durham-Chapel Hill Road, add median refuge space, and reduce curb return radii
- Bike lanes will be provided on the left side of the right-turn only lanes
- Pedestrian countdown signals will be added to all legs of the intersection
- Better pedestrian-level lighting will be provided at each crosswalk
- More potential pedestrian and bicycle activity from new development occurring nearby

These and other areas of interest as well as the associated proposed improvements for bicycle and pedestrians can be viewed in the constructability drawings in the appendix.

Implementation/ Funding Strategies

Completion of this feasibility study represents an important step forward toward implementing bicycle and pedestrian improvements in the Old Durham Chapel Hill Road corridor. The plans depicted in this report, however, are not suitable for contractors to use in construction. Furthermore, additional right-of-way may be needed from 65 parcels (a total of less than 2.9 acres) in order to realize the vision depicted in these drawings. Last, but certainly not least, the identified funding for construction is sufficient to build only a portion of the entire project, so additional funds or selective phasing of construction will be necessary.

The purpose of the Implementation Plan is to recognize these challenges and suggest strategies to address each challenge.

The metropolitan planning organization has secured $1.2 million for construction from the federal Surface Transportation Program – Direct Allocation (STP-DA). The MPO has set this project as its top priority for bicycle/pedestrian improvements. The State of North Carolina and local governments have matched the federal funds with $400,000 in state funds and $300,000 in local funds. While there is currently $1.9 million available for improvements to Old Durham-Chapel Hill Road, this is not enough funding to make all the improvements recommended in this report. Therefore, the recommendations should be prioritized and the most essential improvements should be made first. Future implementation will require additional funding.

Some potential sources for future funding are listed below.

Probable Construction Cost and ROW Acquisition

A probable construction cost estimate (based on planning level unit cost estimates provided by NCDOT) was developed for the proposed improvements identified on the constructability drawings. The following major construction items are included.

Environmental Study	$ 100,000
Planning and Design	$ 350,000
ROW Acquisition	$ 375,000
Construction (without roundabouts)	
On-road improvements (widening)	$2,080,000
10 foot multi-use path (asphalt)	$ 153,000
5 foot sidewalks (north side of road)	$ 94,000
5 foot sidewalks (south side of road)	$ 176,000
Construction Administration	$ 250,000
Utility Relocation	$ 250,000
Total:	**$3,828,000**

Right-of-way (ROW) requirements were also estimated for the project. A total of **2.86 acres of additional ROW will be needed** to accommodate the bicycle and pedestrian improvements along the corridor. For a detailed breakdown of probable construction costs and ROW requirements, see the appendix.

It should be noted that the two roundabouts may be funded using other sources. Construction of the Mt. Moriah roundabout is a requirement placed by the City of Durham on a local developer of the Patterson Place development. Also, the Pope Road roundabout has been identified as a potential for state "Small Urban" funds according to Durham city staff. The estimated cost for the two roundabouts is $600,000, which is a total savings for this project because the roundabouts will be constructed by other means.

Curb and Gutter vs. Shoulders

Prior to the next phase of project design, a decision will be made regarding the tradeoff between retaining the open ditches where they exist in this corridor or an option to install storm water pipes in the ditch, cover them with fill, and install curb and gutter. Factors to consider in the decision-making process include the following:

- Environmental impact from degradation of water quality with the introduction of piped storm water runoff
- Impacts on adjacent property owners, residents, and businesses from the additional right-of-way that would be needed to build the project with open ditches
- Public safety related to motorists running off the road into a ditch
- Aesthetics along the corridor

Consultation with environmental permitting agencies and NCDOT is needed, along with perhaps further study, to inform the decision-makers regarding environmental impacts.

Right-of-way (ROW) acquisition could be reduced by replacing the ditches (shoulder section) with pipes to carry storm water runoff. Replacing the existing shoulder sections with curb and gutter would add approximately $600,000 to the construction cost but save ROW.

A quick-sketch analysis prepared by Kimley-Horn suggests that if land values exceed $6 per square foot (or $250,000 per acre) in this corridor, then the added cost of installing storm water pipes as well as curb and gutter would be well-spent to save on the right-of-way cost and aggravation to property owners. However, if land values do not exceed $6 per square foot, then the MPO is advised to engage a right-of-way agent (city/town, state, or private) to weigh the "real" costs of acquiring property in this corridor. The "real" cost should include benevolence factors that a city/town might encounter when negotiating with citizens over the use or acquisition of their land for public purpose.

To determine the approximate ROW cost associated with this project, the City of Durham General Services Department completed a comparative market analysis for the area to estimate land values. This research was based on land values listed in the Triangle Multiple Listing Service. Through this process, it was determined that the approximate land value along this corridor was estimated at $131,000 per acre or $3 per square foot, well below the $6 threshold estimated for curb and gutter to be cost-feasible.

Based on the constructability drawings, the total estimated ROW needed for a shoulder section is 2.86 acres. Using the $131,000 per acre cost value estimated by the City, an approximate ROW cost of $375,000 was determined for a shoulder section.

Public safety issues are always taken into consideration with any roadway project. This study will consider these factors when treatments are recommended. Aesthetics also are a consideration. It is believed that aesthetics would be improved by filling in the ditches and installing street trees. However, state approval is not guaranteed since the introduction of trees near the street may pose a safety risk to motorists. This factor should be further explored.

Phasing Options

To match the project description with likely available funds, Kimley-Horn offers the following suggestions for splitting the overall project into constructible phases; that is, a project with logical termini that could be built in phases yet not have the appearance of an unfinished project between phases.

Option 1 — Build phase 1 of the bicycle and pedestrian improvements from US 15/501 on the west to connect with the New Hope Creek and Greenway on the east. Kimley-Horn's opinion of probable construction cost for such a phase 1 is $1.92 million. Additional funds would still be necessary to cover right-of-way, utilities, survey, design and contingencies.

On-road Improvements (widening)	$1,780,000
10 foot Multi-use Path (north side)	$ 93,000
5 foot Sidewalks (north side of road)	$ 47,000
Total:	**$1,920,000**

Phase 2 would extend the project east from the New Hope Creek Greenway.

Option 2 — Build phase 1 of the project from US 15/501 on the west to Garrett Road on the east, building only the pedestrian improvements first. Kimley-Horn's opinion of probable construction cost for such a phase 1 is nearly **$425,000**, leaving funds for right-of-way, utilities, survey, design, contingencies, and perhaps a portion of the roundabout at Pope Road. Additional funds would still be necessary to come back and widen the road to provide bicycle lanes, which would be expedited because right-of-way would not be needed at that time.

Option 3 — Build phase 1 of the project from US 15/501 on the west to Garrett Road on the east, building only the bicycle lanes first. Kimley-Horn's opinion of probable construction cost for such a phase 1 is estimated at **$2.1 million**. This option exceeds the current construction funds available. Additional funds would also be required to acquire any miscellaneous right-of-way, utilities, survey, design, and contingencies. For a phase 2, additional funds would be necessary to build the sidewalks and multi-use path.

Option 4 — Due to the high level of traffic volumes along the eastern section of the project between Pope Road and Garrett Road, the general public expressed a need for bicycle and pedestrian improvements. The high traffic volumes along this section (16,000 vpd) of the project increase the potential conflict between vehicles and cyclists. Option 4 recommends building phase 1 of the project from Pope Road on the west to Garrett Road on the east. Kimley-Horn's opinion of probable construction cost for such a phase 1 is nearly $1,464,000, leaving funds for right-of-way, utilities, survey, design, and contingencies.

On-Road Improvements (widening)	$1,203,000
10 foot Multi-Use Path (north side)	$ 90,000
5 foot Sidewalks (north and south sides of road)	$ 171,000
Total:	**$1,464,000**

Phase 2 would extend the project west from Pope Road to 15/501.

Implementation/Funding

To improve Old Durham-Chapel Hill Road, the following is recommended:

- Request changes to the posted speed limit from NCDOT. The current posting of 40 mph should be changed to 35 mph, except between roundabouts at Pope Road and Mt. Moriah Road where a 20 mph posting is recommended.
- Pursue additional funds through related programs targeting bridge reconstruction projects, greenway improvements, and residential and commercial developments. Piggybacking on other program funds will stretch the project dollars.
- Pursue opportunities for additional matching funds in the future from federal, state, and local agencies and organizations.
- Seek Safe Routes to Schools funding for improvements near Githens Middle School.
- Work with health, safety, environmental, and pedestrian and bicycle advocacy organizations to obtain political support and possible grants. One possible sponsor could be Blue Cross/Blue Shield of North Carolina, an organization that is promoting physical activity and whose employees use this corridor to commute and travel between their various building sites.
- Coordinate conceptual plans with implementing agencies
  - NCDOT
  - TTA, DATA, Chapel Hill Transit
  - City of Durham and Town of Chapel Hill engineering and public works
- Continue to promote final conceptual plans to local businesses, residents, property owners and other stakeholders.

Schedule

The following tentative schedule outlines the major tasks and associated milestones for each. Final construction schedule will be based on securing adequate project funding as well as right-of-way negotiation.
Final Design — 2007
Right-of-Way Acquisition — 2008
Construction — 2009

Promotion

Promoting walking and bicycling on Old Durham-Chapel Hill Road can help build political support and increase the potential for additional funding. Potential ideas for promotion include:

- Make an announcement of the pedestrian and bicycle improvements through the newspaper, television, press releases, and local agency websites
- Produce fliers about the health benefits of walking and bicycling. Include statements about how many calories a 1-mile walk or 3-mile bike ride along Old Durham-Chapel Hill Road will burn. Also consider including information about economic and environmental benefits of making trips by walking and biking.
- Distribute fliers about walking and bicycling on Old Durham-Chapel Hill Road to new apartment residents and at new store openings
- Hold a walk/bike to school day or other walking or biking event at Githens Middle School
- Start a Safe Routes to School program at Githens Middle School
- Organize a walk, run, or bicycle ride soon after the shoulders and sidewalks are added to the roadway
- List Old Durham-Chapel Hill Road as a roadway that has been improved for pedestrian and bicycle travel on the City of Durham, Town of Chapel Hill, DCHC, and Triangle J Council of Governments websites and bicycle maps
- Work with local restaurants to offer discounts to people who come by walking or biking rather than driving
- Take baseline pedestrian and bicycle counts at five main intersections in corridor. Take counts in the future to benchmark increases and build support for further improvements.

Issues for Final Design

Outside of the efforts addressed in this feasibility study, the following issues need to be carried into the final design stage for resolution. These include:

- Construction administration — which public entity will manage the contract?
- Maintenance issues need to be addressed — specifically, will NCDOT or municipalities maintain sidewalks and bike lanes on a routine schedule? The difference in maintenance costs for curb-and-gutter vs. shoulder section needs to be explored.
- Roundabout design and implementation:
  - Coordinate with Ron Horvath on Mt. Moriah roundabout. The roundabout design may need to be shifted to the northeast quadrant in order to accommodate wide sidewalks on the southern side between the I-40 guardrail and travel lane.
  - Need to explore funding options for the Pope Rd. roundabout
- Address intersection issues at Sage/Scarlett/Old Durham-Chapel Hill/15-501:
  - Performance Auto SUD approved on June 27 by Chapel Hill Town Council; includes median design to block service road entrance at Sage/15-501 intersection — the design is contingent upon NCDOT approval (shown on sheet 1 in the appendix)
- Exploration of curb-and-gutter options:
  - For shoulder sections, consider including curb-and-gutter at corners of intersections for better definition of curb ramps.
  - This report recommends a combination of curb-and-gutter and shoulder section. Final design and the environmental assessment will address specific location of curb-and-gutter and shoulder use.
- Utility Relocation:
  - Investigate the cost of utility relocations
  - If NCDOT administers project, they can require utility companies to move utilities without cost to public; local government doesn't have same authority.
  - NCDOT design standards will require many utility poles to be moved due to expansion of pavement width
- Bridge treatments:
  - Colored pavement is recommended for shoulder sections on bridges
  - Investigate Bike/Pedestrian Division's interest in 10' travel lanes over I-40 bridge to allow 4-foot shoulders for bike and pedestrian traffic
- Right-of-way acquisition – 18 months would be needed for ROW appraisal and acquisition.

Appendix

Constructability Drawings

Public Workshop Fliers

User Survey

User Survey Results

Traffic Counts

Crash Data

Statement of Probable Construction Costs

Proposed Design Criteria

ROW Acquisition

Public Workshop Fliers

You can get there on a bike,
You can get there on a hike,
But we can't get there without
some help from you.

Give us your views -- don't stop!
Visit the Old Durham/Chapel Hill
Road Workshop
To make your walking and biking
dreams come true!

Old Chapel Hill Road Bicycle/Pedestrian Corridor Study

Public Workshop

WHAT

A 2-day design charrette

The purpose of the study is to develop a plan to promote future connectivity and accommodation for pedestrians and bicycles.

WHERE

Resurrection United Methodist Church
4705 Old Chapel Hill Road, Durham

entrance to Resurrection United Methodist Church

WHEN

Friday, April 15: Noon to 5 PM
Saturday, April 16: 1 to 4:30 PM

Questions? Call Alison Carpenter, Bicycle Pedestrian Coodinator
City of Durham, (919) 560-4366

Old Chapel Hill Road Bicycle/Pedestrian Corridor Study

Public Open House

What

Open House
The Open House will provide an opportunity for the public to view maps and provide feedback on proposed bike and pedestrian improvements along the corridor. Drop in any time!

Where

Resurrection United Methodist Church
4705 Old Chapel Hill Road, Durham

When

Wednesday June 22: 5 p.m. to 8 p.m.

Questions? Call Alison Carpenter, Bicycle/Pedestrian Coordinator
City of Durham, (919) 560-4366

User Survey

April 15, 2005

Old Durham/Chapel Hill Road Bike and Pedestrian Plan

User Survey

1. Do you live or work within the Old Durham/Chapel Hill Corridor? ☐ Yes ☐ No

2. What **kind of bicycling** do you do? (check all that apply)
- ☐ To work
- ☐ To school
- ☐ To visit friends or family
- ☐ For fitness/recreation
- ☐ To the bus stop

3. How **often** do you ride a bicycle?
- ☐ Daily
- ☐ Once or twice a week
- ☐ Once every 2-3 weeks
- ☐ 2-3 times a year
- ☐ I don't ride a bicycle

4. What is your general **skill level?**
- ☐ advanced
- ☐ basic
- ☐ child (under 12)

5. What is your **primary concern** when deciding where to ride? (check one)
- ☐ Shortest route to destination
- ☐ Pleasant route/scenic value
- ☐ Comfort/personal safety in traffic
- ☐ Safe/convenient bicycle parking
- ☐ Other _____

6. Would **bike lanes or trails** on Old Durham/Chapel Hill Road encourage you to make more short trips?
- ☐ Yes
- ☐ No

7. What affects your **decision to ride?** (check all that apply)
- ☐ Presence of bike paths or shoulders
- ☐ Amount of traffic on the road
- ☐ Speed of traffic
- ☐ Amount of large trucks and/or buses
- ☐ Number of major intersections
- ☐ Weather/time of day
- ☐ Bicycle parking at destinations

8. What are the **bicycling conditions** on Old Durham/Chapel Hill Road?
- ☐ Good
- ☐ Fair
- ☐ Poor

9. Do you go on **organized recreational bike rides?**
- ☐ Yes
- ☐ No

10. Where would you like to see **bicycle racks** installed? (check all that apply)
- ☐ Workplace
- ☐ Schools/Parks
- ☐ Public bus stops
- ☐ Mounted on public buses
- ☐ Other_____

11. Do you have **children** under the age of 16 in your household that ride bicycles?
- ☐ Yes
- ☐ No

(OVER)

April 15, 2005

12. (If the answer to Question 11 is Yes) where do you allow them to ride (either supervised or unsupervised)?
- ☐ Bike trails or paths
- ☐ Residential streets
- ☐ Major roads
- ☐ Other _____

13. What kind of walking do you do? (check all that apply)
- ☐ To work
- ☐ To school
- ☐ To visit friends or family
- ☐ For fitness/recreation
- ☐ To the bus stop

14. Which affects your decision to go on a walk? (check all that apply)
- ☐ Availability of sidewalks or trails
- ☐ Amount of traffic on the adjacent road
- ☐ Presence of crosswalks/pedestrian signals
- ☐ Number of major intersections
- ☐ Weather/time of day
- ☐ Other_____

15. What makes you decide where to walk? (check one)
- ☐ Shortest route to destination
- ☐ Scenic value of route
- ☐ Comfort/separation in traffic
- ☐ Personal safety/security
- ☐ Other _____

Please leave this survey form with the study team before you leave. Thanks again for your participation!

16. Are you in favor of **building** walkways and bikeways on Old Durham/Chapel Hill Road?
- ☐ Yes
- ☐ No

17. What are the walking conditions in your community?
- ☐ Good
- ☐ Fair
- ☐ Poor

18. Where do you have trouble crossing the street?

_____
_____
_____
_____
_____

19. Did this workshop help your understanding of Bike/Pedestrian issues along Old Durham/Chapel Hill Road?
- ☐ Yes
- ☐ No
- ☐ Somewhat

20. What is the **most important message** you would like to send to the study team?

_____
_____
_____
_____

(OVER)

User Survey Results

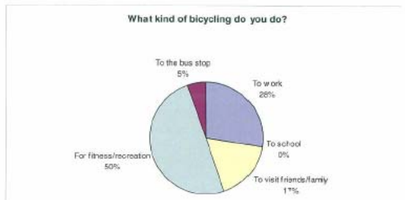
Old Durham/Chapel Hill Road Bike/Pedestrian Plan (52 total surveys)

1. Do you live or work within the Old Durham/Chapel Hill Corridor?

	Number	Percentage
Yes	27	73%
No	10	27%

2. What kind of bicycling do you do?

	Number	Percentage
To work	16	28%
To school	0	0%
To visit friends/family	10	17%
For fitness/recreation	29	50%
To the bus stop	3	5%



3. How often do you ride a bicycle?

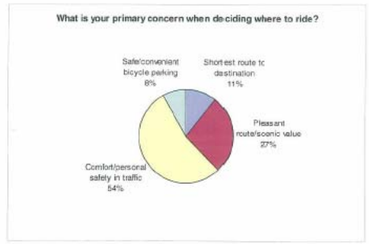
	Number	Percentage
Daily	7	19%
Once or twice a week	17	46%
Once every 2-3 weeks	3	8%
2-3 times a year	7	19%
I don't ride a bicycle	3	8%

4. What is your general skill level?

	Number	Percentage
Advanced	18	55%
Basic	15	45%
Child	0	0%

5. What is your primary concern when deciding where to ride?

	Number	Percentage
Shortest route to destination	4	11%
Pleasant route/scenic value	10	27%
Comfort/personal safety in traffic	20	54%
Safe/convenient bicycle parking	3	8%

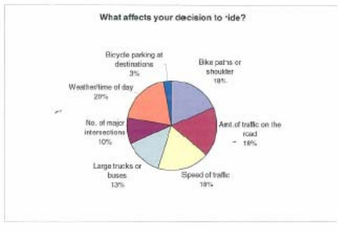


6. Would bike lanes or trails on Old Durham/Chapel Hill Road encourage you to make more short trips?

	Number	Percentage
Yes	28	82%
No	6	18%

7. What affects your decision to ride?

	Number	Percentage
Bike paths or shoulder	23	18%
Amt of traffic on the road	23	18%
Speed of traffic	23	18%
Large trucks or buses	17	13%
No. of major intersections	12	10%
Weather/time of day	24	20%
Bicycle parking at destinations	4	3%



8. What are the bicycling conditions on Old Durham/Chapel Hill Road?

	Number	Percentage
Good	0	0%
Fair	2	6%
Poor	32	94%

9. Do you go on organized recreational bike rides?

	Number	Percentage
Yes	15	42%
No	21	58%

10. Where would you like to see bicycle racks installed?

	Number	Percentage
Workplace	22	28%
Schools/Parks	23	29%
Public bus stops	12	15%
Mounted on public buses	20	25%
Other	2	3%

11. Do you have children under the age of 16 in your household that ride bicycles?

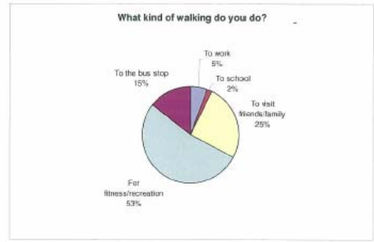
	Number	Percentage
Yes	12	34%
No	23	66%

12. (If the answer to Question 11 is Yes) Where do you allow them to ride?

	Number	Percentage
Bike trails or paths	10	43%
Residential streets	11	48%
Major roads	1	4%
Other	1	4%

13. What kind of walking do you do?

	Number	Percentage
To work	3	5%
To school	1	2%
To visit friends/family	14	25%
For fitness/recreation	29	53%
To the bus stop	8	15%



14. Which affects your decision to go on a walk?

	Number	*Percentage*
Availability of sidewalks or trails	33	35%
Amount of traffic cn the adjacent road	21	22%
Presence of crosswalks/ pedestrian signals	9	10%
Number of major intersections	9	10%
Weather/time of day	21	23%
Other	0	0%

15. What makes you decide where to walk?

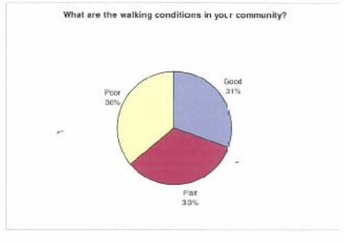
	Number	*Percentage*
Shortest route to destination	10	14%
Scenic value of route	19	26%
Comfort/separation in traffic	20	28%
Personal safety/security	22	31%
Other	1	1%

16. Are you in favor of building walkways and bikeways on Old Durham/Chapel Hill Road?

	Number	*Percentage*
Yes	35	100%
No	0	0%

17. What are the walking conditions in your community?

	Number	*Percentage*
Good	11	31%
Fair	12	33%
Poor	13	36%



18. Did this workshop help your understanding of Bike/Pedestrian issues along Old Durham/Chapel Hill Road?

	Number	*Percentage*
Yes	25	78%
No	5	16%

Somewhat 2 6%

19. Where do you have trouble crossing the street?

- Old Chapel Hill-Durham - Lakeside
- Five Oaks and Chapel Hill Road
- US15-501
- Intersection of Pope and Old Chapel Hill Road
- Between White Oak and Chapel Hill Road
- Airport Road
- I-40 Bridge
- Mt. Mariah
- Major Roads
- All intersections
- US15-501 at Scarlett Drive

20. What is the most important message you would like to send to the study team?

- Residents support this idea
- Keep Old Chapel Hill/Durham Road as a two lane road only
- Make 15-501 the speed corridor
- Get it constructed ASAP!
- Every street would benefit from safe walking and biking access
- Opportunities for biking on major roads improve public health
- Emphasis on slowing motor vehicle traffic
- Sidewalks are needed
- This is a good idea
- Use good signage

Traffic Counts

3: Chapel Hill Road & Garrett Road

Lanes, Volumes, Timings — Existing AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			65			167			61
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3783			3881			3904			3280	
Travel Time (s)		86.0			88.2			88.7			74.5	
Volume (vph)	59	545	67	189	375	50	126	301	521	82	203	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	64	592	73	205	408	55	137	327	566	89	221	61
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phases	5	2	3	1	6	7	3	8	1	7	4	5
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.0	23.1	13.1	15.0	23.1	13.5	13.1	23.0	15.0	13.5	23.0	15.0
Total Split (s)	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0
Total Split (%)	17%	33%	17%	17%	33%	17%	17%	33%	17%	17%	33%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	3.0	2.1	2.1	3.0	2.1	2.5	2.1	2.0	3.0	2.5	2.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	20.7	35.2	11.4	25.0	36.6	10.7	14.8	30.4	10.5	14.6	28.7
Actuated g/C Ratio	0.15	0.29	0.48	0.16	0.36	0.53	0.15	0.21	0.43	0.14	0.21	0.39
v/c Ratio	0.12	0.57	0.09	0.37	0.32	0.07	0.53	0.44	0.73	0.35	0.30	0.09
Uniform Delay, d1	28.6	20.9	0.0	27.9	18.1	0.0	30.9	25.8	12.6	30.1	25.1	0.0
Delay	29.8	22.4	3.1	30.0	20.4	3.2	31.7	25.8	14.1	31.2	25.4	4.5
LOS	C	C	A	C	C	A	C	C	B	C	C	A
Approach Delay		21.1			21.7			20.1			23.3	
Approach LOS		C			C			C			C	

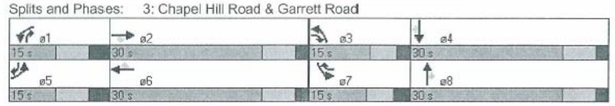
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 67.3%		ICU Level of Service B	

H:\PN\011494030_Old_Durham_Bike-Ped\Traffic\Traffic Counts\AM - Existing.sy6 Synchro 5 Report - 6/27/2005
SLP Page 1
kimleylvl7-ff51

3: Chapel Hill Road & Garrett Road

Lanes, Volumes, Timings — Existing AM

Splits and Phases: 3: Chapel Hill Road & Garrett Road



H:\PN\011494030_Old_Durham_Bike-Ped\Traffic\Traffic Counts\AM - Existing.sy6 Synchro 5 Report - 6/27/2005
SLP Page 2
kimleylvl7-ff51

3: Chapel Hill Road & Garrett Road

Lanes, Volumes, Timings — Existing PM

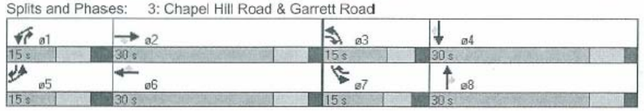
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			120			221			128
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3783			3881			3904			3280	
Travel Time (s)		86.0			88.2			88.7			74.5	
Volume (vph)	89	461	128	345	487	110	70	334	266	64	338	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	97	501	139	375	529	120	76	363	289	70	367	128
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phases	5	2	3	1	6	7	3	8	1	7	4	5
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.0	23.1	13.1	15.0	23.1	13.5	13.1	23.0	15.0	13.5	23.0	15.0
Total Split (s)	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0
Total Split (%)	17%	33%	17%	17%	33%	17%	17%	33%	17%	17%	33%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	3.0	2.1	2.1	3.0	2.1	2.5	2.1	2.0	3.0	2.5	2.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	19.8	33.8	11.4	24.1	37.6	10.2	15.5	31.1	10.4	15.7	29.8
Actuated g/C Ratio	0.15	0.28	0.46	0.16	0.34	0.52	0.14	0.22	0.44	0.14	0.22	0.41
v/c Ratio	0.19	0.50	0.17	0.67	0.43	0.14	0.31	0.46	0.35	0.28	0.46	0.18
Uniform Delay, d1	28.7	20.9	0.0	29.3	19.4	0.0	30.0	25.3	3.0	29.7	25.2	0.0
Delay	29.9	22.4	2.4	36.3	21.7	2.6	31.2	25.2	4.5	31.0	25.1	3.2
LOS	C	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		19.6			24.8			17.6			20.9	
Approach LOS		B			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	

H:\PN\011494030_Old_Durham_Bike-Ped\Traffic\Traffic Counts\PM - Existing.sy6 Synchro 5 Report - 6/27/2005
SLP Page 1
kimleylvl7-ff51

3: Chapel Hill Road & Garrett Road
Lanes, Volumes, Timings — Existing PM

Splits and Phases: 3: Chapel Hill Road & Garrett Road



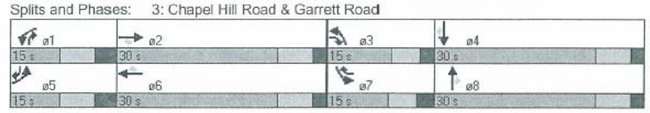
3: Chapel Hill Road & Garrett Road
Lanes, Volumes, Timings — Single EB LT - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			85			167			61
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3783			3881			3904			3280	
Travel Time (s)		86.0			88.2			88.7			74.5	
Volume (vph)	59	545	67	189	375	50	126	301	521	82	203	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	64	592	73	205	408	55	137	327	566	89	221	61
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phases	5	2	3	1	6	7	3	8	1	7	4	5
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.0	23.1	13.1	15.0	23.1	13.5	13.1	23.0	15.0	13.5	23.0	15.0
Total Split (s)	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0
Total Split (%)	17%	33%	17%	17%	33%	17%	17%	33%	17%	17%	33%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	3.0	2.1	2.1	3.0	2.1	2.5	2.1	2.0	3.0	2.5	2.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	20.7	35.2	11.4	25.0	38.6	10.7	14.8	30.4	10.5	14.6	28.7
Actuated g/C Ratio	0.15	0.29	0.48	0.16	0.36	0.53	0.15	0.21	0.43	0.14	0.21	0.39
v/c Ratio	0.24	0.57	0.09	0.37	0.32	0.07	0.53	0.44	0.73	0.35	0.30	0.09
Uniform Delay, d1	29.1	20.9	0.0	27.9	18.1	0.0	30.9	25.8	12.6	30.1	25.1	0.0
Delay	30.7	22.4	3.1	30.0	20.4	3.2	31.7	25.8	14.1	31.2	25.4	4.5
LOS	C	C	A	C	C	A	C	C	B	C	C	A
Approach Delay		21.2			21.7			20.1			23.3	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 67.3%		ICU Level of Service B	

3: Chapel Hill Road & Garrett Road
Lanes, Volumes, Timings — Single EB LT - AM

Splits and Phases: 3: Chapel Hill Road & Garrett Road



3: Chapel Hill Road & Garrett Road
Lanes, Volumes, Timings — Single EB LT - PM

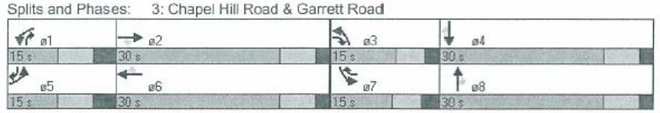
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			120			221			128
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3783			3881			3904			3280	
Travel Time (s)		86.0			88.2			88.7			74.5	
Volume (vph)	89	461	128	345	487	110	70	334	266	64	338	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	97	501	139	375	529	120	76	363	289	70	367	128
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phases	5	2	3	1	6	7	3	8	1	7	4	5
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.0	23.1	13.1	15.0	23.1	13.5	13.1	23.0	15.0	13.5	23.0	15.0
Total Split (s)	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0	15.0	30.0	15.0
Total Split (%)	17%	33%	17%	17%	33%	17%	17%	33%	17%	17%	33%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	3.0	2.1	2.1	3.0	2.1	2.5	2.1	2.0	3.0	2.5	2.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	19.8	33.8	11.4	24.1	37.6	10.2	15.5	31.1	10.4	15.7	29.8
Actuated g/C Ratio	0.15	0.28	0.46	0.16	0.34	0.52	0.14	0.22	0.44	0.14	0.22	0.41
v/c Ratio	0.36	0.50	0.17	0.67	0.43	0.14	0.31	0.46	0.35	0.28	0.46	0.18
Uniform Delay, d1	29.5	20.9	0.0	29.3	19.4	0.0	30.0	25.3	3.0	29.7	25.2	0.0
Delay	31.2	22.4	2.4	36.3	21.7	2.6	31.2	25.2	4.5	31.0	25.1	3.2
LOS	C	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		19.8			24.8			17.6			20.9	
Approach LOS		B			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.1			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	

H:\PN\011494030_Old_Durham_Bike-Ped\Traffic\Traffic Counts\PM - Single EB LT.sy6 Synchro 5 Report - 6/27/2005
SLP Page 1
kimleylvl7-ff51

3: Chapel Hill Road & Garrett Road
Lanes, Volumes, Timings — Single EB LT - PM

Splits and Phases: 3: Chapel Hill Road & Garrett Road



H:\PN\011494030_Old_Durham_Bike-Ped\Traffic\Traffic Counts\PM - Single EB LT.sy6 Synchro 5 Report - 6/27/2005
SLP Page 2
kimleylvl7-ff51

Crash Data

Crash Data Summary – Old Durham Road
From August 31, 2001 to August 31, 2004

The 2000-2002 North Carolina average crash rate for a 3-lane undivided State Route 393.36 crashes per 100 million vehicle miles traveled, according to the North Carolina Department of Transportation. Source: (http://www.doh.dot.state.nc.us/preconstruct/traffic/Safety/ses/rates/2002/statewide.pdf).

Severity Index = (76.8*(F+A) + 8.4*(B+C) + PDO)/ TOTAL CRASHES

Segments
Old Chapel Hill Road (Durham County)

- Total crash rate: 1758.04 crashes per 100 million vehicle miles traveled; This crash rate is extremely high for this type of roadway
  - 405 total crashes
  - 2 fatal crashes (0.49%)
  - 113 non-fatal injury crashes (27.90%)
  - 104 night crashes (25.68%)
  - 64 wet crashes (15.80%)
  - 19 DUI crashes (4.69%)
- Severity Index = 3.95
- Five pedestrian/bicyclist related crashes in the time period analyzed:
  - 9/30/2001 (Just west of Five Oaks Drive) – Passenger car leaving a parked position strikes a pedestrian; occurred at 9:00 pm under dark (no roadway lighting) conditions
  - 4/09/2003 (At intersection with Buchanon) – Passenger car traveling eastbound at 30 mph struck a pedestrian under daylight conditions (4:17 pm) at a stop and go traffic signal
  - 12/23/2001 (Just west of Garrett Road) – Passenger car traveling northbound at 45 mph struck and fatally wounded a pedestrian under dark (some roadway lighting) conditions; pedestrian was found to be under the impairment of alcohol
  - 05/24/2003 (At intersection of Garrett Road) – Passenger car traveling eastbound at 50 mph struck and fatally wounded a pedestrian under daylight conditions at 2:31 pm; pedestrian was found to be under the impairment of alcohol
  - 11/23/2002 (Just west of University Drive) – Sport utility vehicle traveling 30 mph struck a cyclist under daylight conditions; no injuries were reported

Old Durham Road (Orange County)

- Total crash rate: 313.35 crashes per 100 million vehicle miles traveled, this crash rate is slightly lower than the state average for this type of roadway
  - 11 total crashes
  - No fatalities
  - 6 non-fatal injury crashes (54.55%)
  - 1 night crash (9.09%)
  - 2 wet crashes (18.18%)
- Severity Index = 5.04
- No pedestrian/bicyclist related crashes in analysis period

1

Intersections
Old Chapel Hill Road and Mount Moriah Road (Durham County)

- Total crash rate: 98.75 crashes per 100 million vehicles entering
  - 13 total crashes
  - No fatalities
  - 4 non-fatal injuries (30.77%)
  - 2 night crashes (15.38%)
  - 3 wet crashes (23.08%)
- Severity Index = 3.28
- No pedestrian/bicyclist related crashes in analysis period

Old Chapel Hill and Garret Road (Durham County)

- Total crash rate: 425.40 per 100 million vehicles entering (extremely high)
  - 70 total crashes
  - No fatalities
  - 17 non-fatal injury crashes (24.29%)
  - 22 night crashes (31.43%)
  - 8 wet crashes (11.43%)
  - 1 DUI crashes (1.43%)
- Severity index = 2.80
- No pedestrian/bicyclist related crashes in analysis period

Old Chapel Hill and Farrington Road (Durham County)

- Total crash rate: 182.32 per 100 million vehicles entering
  - 16 total crashes
  - 6 non-fatal injury crashes (37.50%)
  - 6 night crashes (37.50%)
  - 2 wet crashes (12.5%)
  - 2 DUI crashes (12.5%)
- Severity Index = 8.05
- No pedestrian/bicyclist related crashes in analysis period

Old Durham Road and US 15-501 (Orange County)

- Total crash rate: 44.39 crashes per 100 million vehicles entering (extremely high)
  - 39 total crashes
  - 1 fatal crash (2.56%): 10/29/01, Angle crash occurred between vehicles traveling south at 40 mph and vehicle traveling west at 10 mph, driver of slower vehicle was found to be impaired by alcohol
  - 9 non-fatal injury crashes (23.08%)
  - 8 night crashes (20.51%)
  - 5 wet crashes (12.82%)
  - 4 DUI crashes (10.26%)
- Severity Index = 4.65
- No pedestrian/bicyclist related crashes in analysis period

2

Statement of Probable Construction Costs

STATEMENT OF PROBABLE CONSTRUCTION COST
KIMLEY-HORN AND ASSOCIATES, INC.

Estimated By EDH Checked By Date 6-21-05 Sheet 1 of 1

Project Title OLD DURHAM/CHAPEL HILL RD Job No.

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE MAT. & LAB.	ESTIMATED AMOUNT
1	ROAD WIDENING	20,400	SY	93 00±	1,897,200
2	10' MULTI-USE PATH (ASPH)	6210	SY	21 00±	130,400
3	5' CONCRETE SIDEWALK	8180	SY	30 00	245,400
	(65% ON SOUTHSIDE @ $160K)				
			TOTAL		2,273,000
			SAY		2,275,000

BASIS: MID YR 2005 COSTS
ROAD WIDENING $650,000/mi/12' LN
SW - $30 00/SY
10' ASPH MULTI USE PATH 2"/6" 21 00/SY
ROUNDABOUT - $250,000/per

COST - $ 2,275,000
+ 10% CONTINGENCY

TOTAL COST $ 2,500,000
(CONSTRUCTION COST ONLY)

* UNIT COSTS BASED ON NCDOT STANDARDS

TOTAL

"The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineers experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner."

Proposed Design Criteria

PROPOSED DESIGN CRITERIA

STATE PROJECT: NA
F. A. PROJECT: NA — PAGE: 1 of 1
COUNTY: Durham
PROJECT DESCRIPTION: Bicycle / Pedestrian Improvements — DATE: June 7, 2005

PREPARED BY: Kimley-Horn and Associates, Inc.

ROUTE	Old Durham Chapel Hill Road		Comment	REFERENCE
LINE	L			OR REMARKS
TRAFFIC DATA				
ADT LET YR =				
ADT DESIGN YR =				
TTST				
DUALS				
DHV				
DIR				
CLASSIFICATION	Collector			NCDOT p. 1-1A
TERRAIN TYPE	Level			NCDOT p. 1-1D
DESIGN SPEED km/hr or mph	40			
POSTED SPEED km/hr or mph	35 mph			
PROP. R/W WIDTH m or ft	NA			
CONTROL OF ACCESS	N			
RUMBLE STRIPS (Y/N)	N			
TYPICAL SECTION TYPE	Shoulder			
LANE WIDTH m or ft	12 ft			
SIDEWALKS (Y/N)	Y			
BICYCLE LANES (Y/N)	Y			
MEDIAN WIDTH m or ft	N/A			
MED. PROTECT. (GR/BARRIER)	N/A			
SHOULDER WIDTH (total)	8			
MEDIAN m or ft	NA			
OUTSIDE w/o GR m or ft	8			NCDOT P. 1-4B
OUTSIDE w/ GR m or ft	11			NCDOT P. 1-4B
PAVED SHOULDER				
OUTSIDE TOTAL/FDPS m or ft	5		Bike Path	
MEDIAN TOTAL/FDPS m or ft	NA			
GRADE				
MAX.	7		Match Exist.	AASHTO p.427
MIN.	0.3		Match Exist.	AASHTO p. 242
K VALUE				
SAG	64		Match Exist.	AASHTO p: 426
CREST	44		Match Exist.	AASHTO p. 426
HORIZ. ALIGN.				
MAX. SUPER.	.08		Match Exist.	NCDOT 1-15
MIN. RADIUS m or ft	465		Match Exist.	AASHTO p. 145
SPIRAL (Y/N)	N			NCDOT Y1-11
CROSS SLOPES				
PAVEMENT (%)	2		Match Exist.	NCDOT 1-3B
PAVED SHOULDER (%)	5		Bike Path	
TURF SHOULDER (%)	3		See Attached Typical	
MEDIAN DITCH (%)	N/A			
DITCH TYPICAL (A,B,C)	* B			
TYPICAL SECTION NO.				

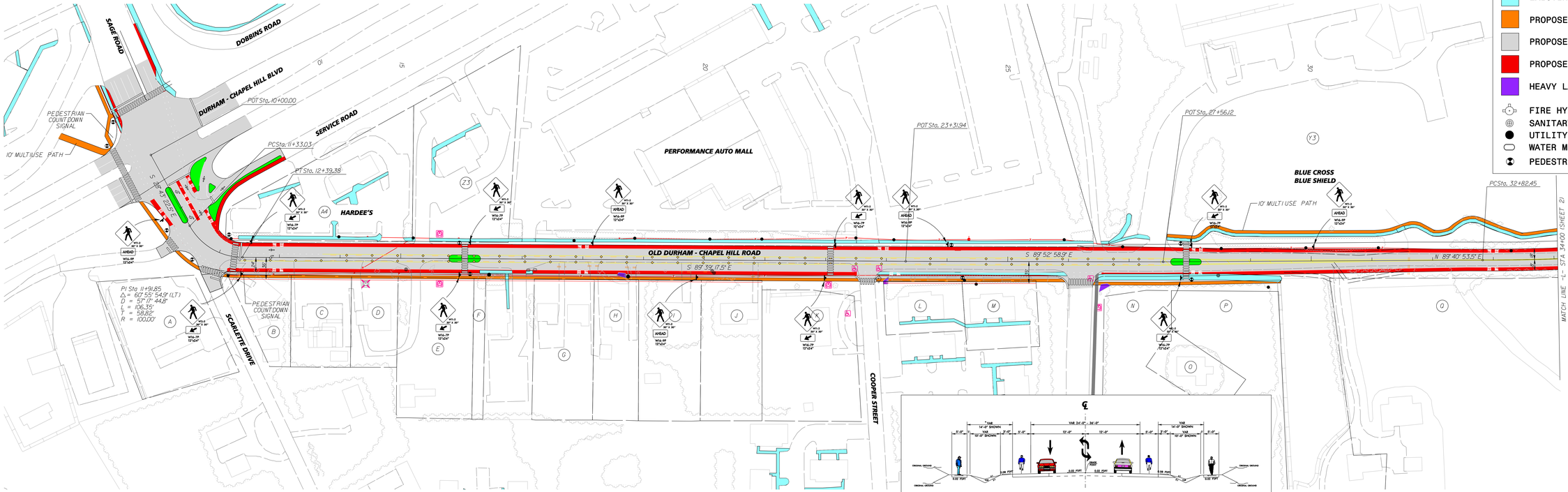
Design_Assumptions.xls

ROW Acquisition

Old Durham/Chapel Hill Road - ROW Acquisition

ROW Taken (From ROW_take.dgn)

ROW	Area (Square Feet)	Area (Square Yards)	Area (Acres)
A	0	0	0
B	550.3741	61.15267778	0.012634851
C	434.8868	48.32075556	0.009983627
D	281.1001	31.23334444	0.00645317
E	376.9223	41.88025556	0.008652945
F	48.6524	5.405822222	0.001116905
G	192.1499	21.34998889	0.004411155
H	122.8787	13.65318889	0.002820907
I	164.3291	18.25878889	0.003772477
J	157.2948	17.4772	0.003610992
K	0	0	0
L	229.4886	25.49873333	0.005268333
M	326.2725	36.2525	0.007490186
N	0	0	0
O	0	0	0
P	0	0	0
Q	0	0	0
R	0	0	0
S	0	0	0
T	5284.077	587.1196667	0.121305716
U	669.7631	74.41812222	0.015375645
V	0	0	0
W	0	0	0
X	180.9775	20.10861111	0.004154672
Y	1184.7644	131.6404889	0.027198448
Z	431.4718	47.94131111	0.00990523
A1	19.6379	2.181988889	0.000450824
B1	0	0	0
C1	0	0	0
D1	0	0	0
E1	0	0	0
F1	1599.6292	177.7365778	0.036722433
G1	922.8701	102.5411222	0.021186182
H1	947.9797	105.3310778	0.021762619
I1	814.9827	90.55363333	0.018709428
J1	1303.3837	144.8204111	0.029921573
K1	9195.3892	1021.709911	0.211097089
L1	7954.9894	883.8877111	0.182621428
M1	7386.7846	820.7538444	0.16957724
N1	1260.8563	140.0951444	0.028945278
O1	1204.3751	133.8194556	0.027648648
P1	1167.9918	129.7768667	0.026813402
Q1	1803.6007	200.4000778	0.041404975
R1	546.0947	60.67718889	0.012536609
S1	2970.2685	330.0298333	0.068187982
T1	268.7571	29.8619	0.006169814
U1	1904.8819	211.6535444	0.043730071
V1	602.9476	66.99417778	0.013841772
W1	8308.6524	923.1836	0.190740413
X1	3569.7662	396.6406889	0.081950555
Y1	2761.4376	306.8264	0.063393884
Z1	1210.7744	134.5304889	0.027795556
A2	232.1064	25.7896	0.00532843
B2	96.1452	10.6828	0.00220719
C2	0	0	0
D2	0	0	0
E2	0	0	0
F2	0	0	0
G2	0	0	0
H2	0	0	0
I2	0	0	0
J2	0	0	0
K2	0	0	0
L2	0	0	0
M2	0	0	0
N2	0	0	0
O2	0	0	0
P2	0	0	0
Q2	820.6288	91.18097778	0.018839045
R2	0	0	0
S2	1038.0736	115.3415111	0.023830891
T2	0	0	0
U2	0	0	0
V2	0	0	0
W2	0	0	0
X2	5340.7496	593.4166222	0.12260674
Y2	5523.5649	613.7294333	0.126803602
Z2	0	0	0
A3	2294.3922	254.9324667	0.052671997
B3	4643.815	515.9794444	0.106607323
C3	2730.4169	303.3796556	0.062681747
D3	819.9515	91.10572222	0.018823496
E3	0	0	0
F3	0	0	0
G3	2001.5787	222.3976333	0.045949924
H3	1031.6417	114.6268556	0.023683235
I3	258.4943	28.72158889	0.005934213
J3	0	0	0
K3	4544.9441	504.9937889	0.10433756
L3	6097.4745	677.4971667	0.139978753
M3	1065.3198	118.3688667	0.024456377
N3	1589.0823	176.5647	0.03648031
O3	2047.0984	227.4553778	0.046994913
P3	1542.2305	171.3589444	0.035404741
Q3	2255.7017	250.6335222	0.051783786
R3	1732.1628	192.4625333	0.039764986
S3	686.2372	76.24857778	0.015753838
T3	697.8889	77.54321111	0.016021325
U3	2888.5394	320.9488222	0.06631174
V3	1014.1195	112.6799444	0.02328098
W3	994.7533	110.5281444	0.022836393
X3	2337.246	259.694	0.053655785
Y3	0	0	0
Z3	0	0	0
A4	0	0	0
TOTAL	124685.8111	13853.97901	2.862392354



Old Durham-Chapel Hill Road Bicycle/Pedestrian Constructability Drawings

Kimley-Horn and Associates, Inc.

SHEET 1 JUNE 28, 2005

PI Sta 37+43.39
Δ = 16° 08' 40.6" (LT)
D = 1° 45' 46.8"
L = 915.71'
T = 460.94'
R = 3,250.00'

PI Sta 50+71.50
Δ = 1° 43' 22.7" (RT)
D = 1° 08' 45.3"
L = 150.36'
T = 75.18'
R = 5,000.00'

PI Sta 58+02.25
Δ = 25° 03' 27.4" (RT)
D = 5° 25' 48.7"
L = 461.45'
T = 234.47'
R = 1,055.13'

PT Sta 41+98.22

PCSta 49+96.32

PT Sta 51+46.67

PCSta 55+67.78

10' MULTI USE PATH

10' MULTI USE PATH

MATCH LINE -L- STA 34+00 (SHEET 11)

MATCH LINE -L- STA 59+00 (SHEET 3)

E. LAKEVIEW DRIVE

OLD DURHAM - CHAPEL HILL ROAD

N 76° 51' 08.7" E

N 73° 58' 20.5" E

PICKARD OAKS

WILLOWBROOK APARTMENT HOMES

WHITE OAK DRIVE

OLD DURHAM - CHAPEL HILL ROAD
PROPOSED TYPICAL SECTION

LEGEND

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED ROADWAY
- PROPOSED BIKE PATH
- HEAVY LANDSCAPING
- FIRE HYDRANT
- SANITARY SEWER
- UTILITY POLE
- WATER METER
- PEDESTRIAN LIGHTING

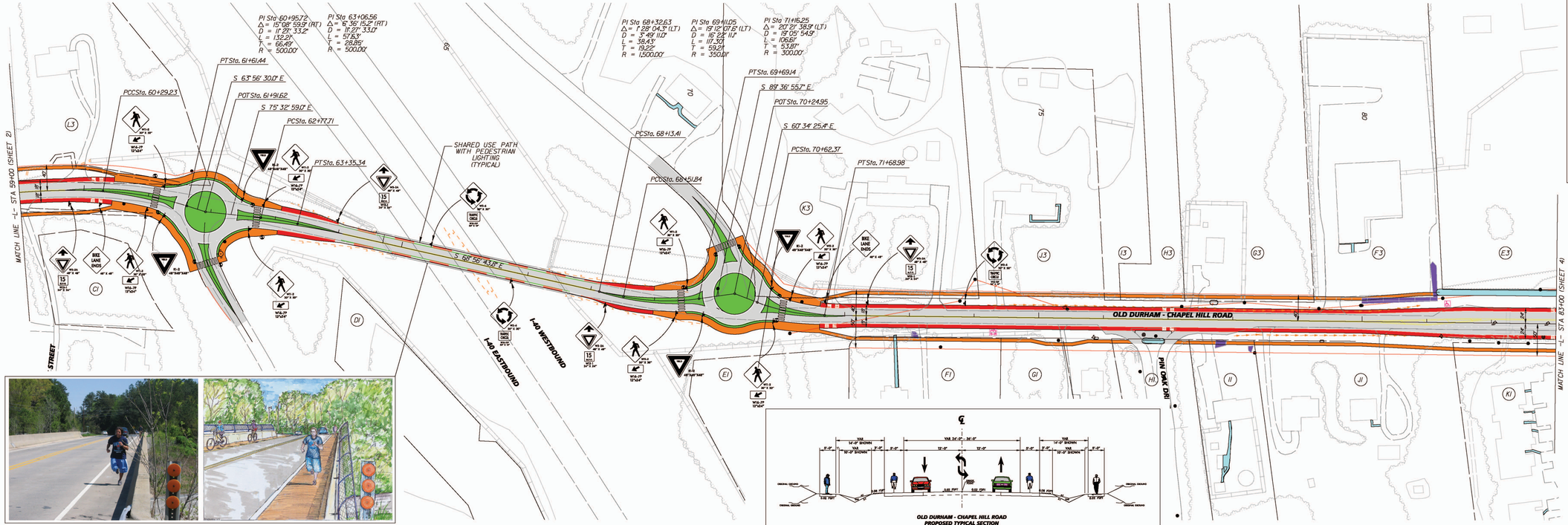
Old Durham-Chapel Hill Road Bicycle/Pedestrian Constructability Drawings

SHEET 2

JUNE 28, 2005

0 25 50 100 200 FEET

Kimley-Horn and Associates, Inc.



LEGEND

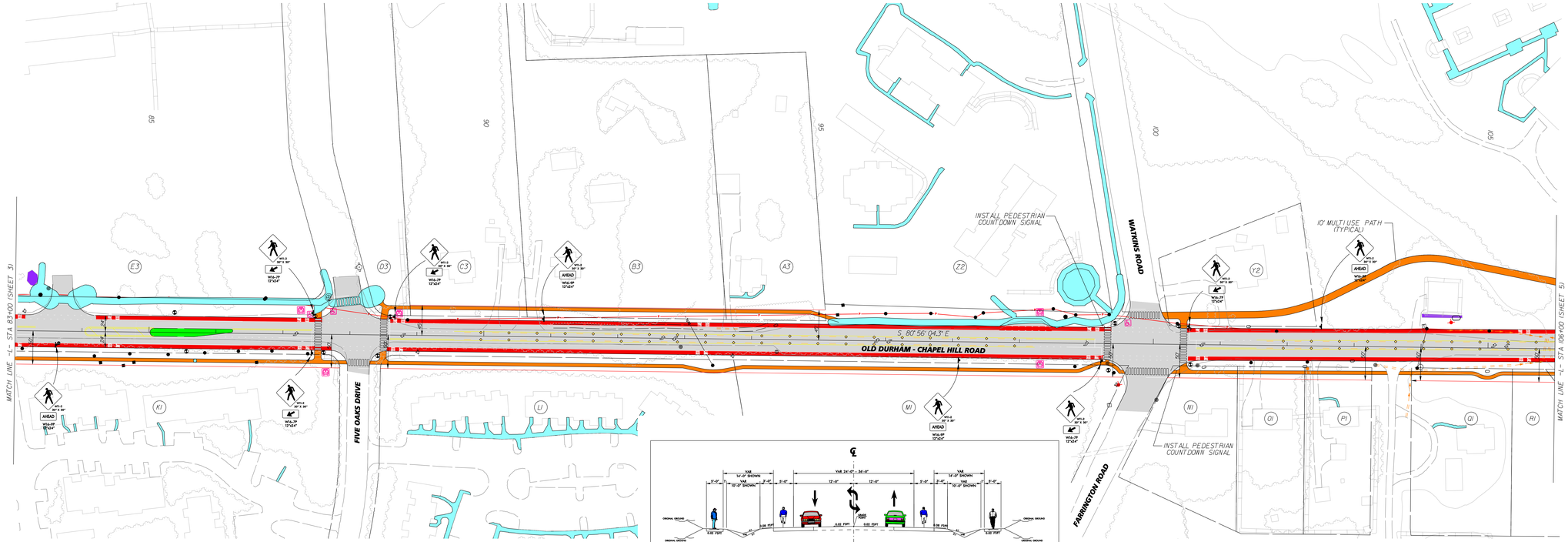
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED ROADWAY
- PROPOSED BIKE PATH
- HEAVY LANDSCAPING
- FIRE HYDRANT
- SANITARY SEWER
- UTILITY POLE
- WATER METER
- PEDESTRIAN LIGHTING

Old Durham-Chapel Hill Road Bicycle/Pedestrian Constructability Drawings

0 25 50 100 200 FEET

SHEET 3 JUNE 28, 2005

Kimley-Horn and Associates, Inc.



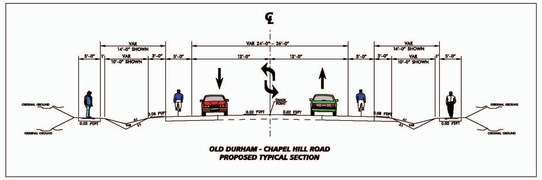
DURHAM 1869 CITY OF MEDICINE

Old Durham-Chapel Hill Road Bicycle/Pedestrian Constructability Drawings

SHEET 4

JUNE 28, 2005

Kimley-Horn and Associates, Inc.



GITHENS MIDDLE SCHOOL

TO NEW HOPE GREENWAY

INSTALL PEDESTRIAN COUNTDOWN SIGNAL

10' MULTI USE PATH (TYPICAL)

10' MULTI USE PATH (TYPICAL)

SHARED USE PATH WITH PEDESTRIAN LIGHTING

PCSta. 117+35.65

PI Sta. 123+48.02
Δ = 69° 39' 59.3" (LT)
D = 6° 30' 39.2"
L = 1070.00'
T = 616.37'
R = 880.00'

MATCH LINE -L- STA 106+00 (SHEET 4)

MATCH LINE -L- STA 127+00 (SHEET 6)

OLD DURHAM - CHAPEL HILL ROAD

NEW HOPE CREEK

LEGEND

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED ROADWAY
- PROPOSED BIKE PATH
- HEAVY LANDSCAPING
- FIRE HYDRANT
- SANITARY SEWER
- UTILITY POLE
- WATER METER
- PEDESTRIAN LIGHTING

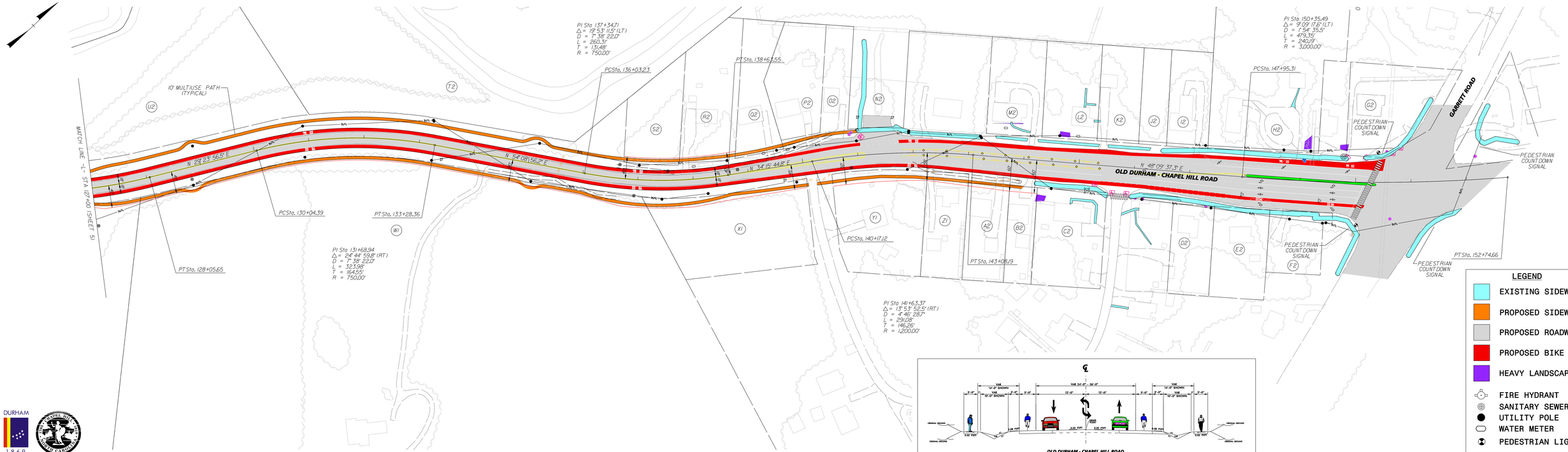
0 25 50 100 200 FEET

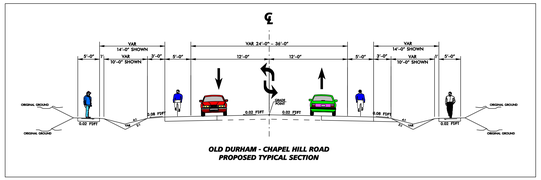
SHEET 5

JUNE 28, 2005

Kimley-Horn and Associates, Inc.

Old Durham-Chapel Hill Road Bicycle/Pedestrian Constructability Drawings





OLD DURHAM - CHAPEL HILL ROAD
PROPOSED TYPICAL SECTION

LEGEND

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED ROADWAY
- PROPOSED BIKE PATH
- HEAVY LANDSCAPING
- FIRE HYDRANT
- SANITARY SEWER
- UTILITY POLE
- WATER METER
- PEDESTRIAN LIGHTING

0 25 50 100 200 FEET

SHEET 6 JUNE 28, 2005

DURHAM 1869 CITY OF HISTORY

Old Durham-Chapel Hill Road Bicycle/Pedestrian Constructability Drawings

Kimley-Horn and Associates, Inc.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 8, 2006

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2005-2006 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- • Indicates that task is ongoing or not complete.

2005-06 Unified Planning Work Program (UPWP) Emphasis Projects

Collector Street Plan

- ✓ First public workshop, October 11, 5PM to 8PM.
- ✓ Draft current and future collector street network to be completed in November 2005.
- ✓ Evaluation of draft network to be completed in December 2005.
- ✓ Public workshop conducted on January 10, 2006
- • Development and Plan implementation strategies anticipated to be finished in early February 2006.
- • Draft Collector Street Plan to be completed in early February 2006.
- • Final public workshop to occur last week of February 2006.
- • Final Plan likely to be ready in early March.
- • Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC).

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- • Execute contract and give consultant Notice-to-Proceed – anticipated in January 2006 (delayed due to contract issues)
- • Formation of Technical Committee to be finalized in February 2006.
- • Formation of stakeholder committee (Advisory Committee) to be finalize in February 2006.
- • Kick off meeting for the study scheduled in February 2006
- • Establish Project Team List serve in February 2006

- Base Year data Collection and Information Gathering to be completed in January 2006.
- Data Analysis and Projection likely to be completed in January 2006.
- Stakeholders meeting scheduled in January 2006
- Determine and quantify historic and existing measures likely to be completed in February 2006.
- Identify new measures to be completed in February 2006.
- Identify GHG target and model reduction targets anticipated to be completed in March 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in March 2006.
- Formulate Action Plan anticipated to be completed in April 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by April 2006.
- Draft Report likely to be done in April 2006.
- Final Plan anticipated to be finalized in May 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of May and June 2006.

Congestion Management System (CMS)/Mobility Report Card

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study to commence in early November. Temporary staffing hired for the data collection effort.
- Data Collection and field inventory to be completed by spring 2006.
- Level of Service analysis anticipated to be completed by April 2006.
- Development of CMS performance measures and guidelines likely to be completed in May 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by June 2006.
- Draft CMS State of System Report likely to be done in June 2006
- Public Comment and local review in months of June and July 2006
- Adoption anticipated in August 2006.

Travel Demand Model Update – Model Revision to Incorporate FTA New Start enhancement

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is currently underway.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- Phase II TTA New Start model converted to TransCad in April 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in June 2006.

Travel Behavior (household) Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Public involvement planning meeting on November 14, 2005
- ✓ Pilot and pre-test field data gathering completed.
- ✓ Pre-test statistical analysis and data summary to be finalized in December 2005.
- Survey on schedule to commence in spring of 2006.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Pilot and pre-test expected to be done in spring of 2006.
- Survey to commence in spring of 2006. This project has be postponed to fall 2006

Transit Boarding and Alighting Counts

- Survey counts to be done in-house by the Lead Planning Agency (LPA) and MPO Transit operators.
- Counts to be completed by December 2005. This project is delayed due to regional coordination and safety issues on buses.
- Data analysis and tabulation expected to be completed in May 2006

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- Field reconnaissance and data collection has been delayed and now expected to commence in February 2006.
- Survey to be completed in Spring of 2006.

Data Automation and Integration

- LPA staff is developing work scope and Request for Proposal (RFP). RFP has been delayed in order to complete time-critical Boarding and Alighting survey
- Consultant's solicitation is expected in January 2006.
- Project delayed to complete Boarding and Alighting Survey which is time-critical

Land-use Model development

- LPA staff is developing work scope and Request for Proposal (RFP). RFP has been delayed in order to complete time-critical Boarding and Alighting survey
- Consultant's solicitation is expected in January 2006

Comprehensive Pedestrian Plan for Durham

- ✓ Comprehensive sidewalk inventory currently underway
- ✓ Five (5) public workshops held July 11-22.
- ✓ Website established for the study – www.durhamwalks.org
- ✓ Fifth stakeholder meeting held on December 8.
- ✓ First newsletter released
- Policy and program review underway for Plan development
- Feedback compiled for project prioritization process
- Pedestrian facility inventory about 75% complete
- Analysis of existing codes and standards about 80% complete.
- Focus group meetings scheduled held November 2005 – January 2006.
- Method of project prioritization anticipated to be completed in January 2006.
- Analysis and evaluation of ancillary programs anticipated to be completed in March 2006.
- Funding analysis expected to be finalized by April 2006.
- Draft Comprehensive Pedestrian Plan anticipated to be done in April 2006.
- Final Plan, presentations and adoptions likely to occur in the months of May and June 2006.

Comprehensive Bicycle Plan for Durham County

- ✓ Consultant selected for the study
- ✓ Contract has been executed.
- ✓ Steering committee formation has been completed.
- ✓ Kick off meeting held on November 16, 2005.
- Four advisory committee meetings planned for the study.
- Three (3) public open house meetings planned. First public workshop scheduled for January 31, 4-8pm, in Durham City Hall.
- Three Newsletters planned. First newsletter distributed in November.
- Review of existing data, including GIS base mapping anticipated to be completed by February 2006.
- Analysis and evaluation of existing codes and policies anticipated to be completed in March 2006.
- Bicycle facility guidelines expected to be done by April 2006.
- Bicycle route network plan anticipated to be completed in May 2006.
- Draft Comprehensive Bicycle Master Plan anticipated to be completed in June 2006.
- Final Plan, presentation and adoption likely to occur in the months of August and September 2006.

Old Durham-Chapel Hill road Bicycle and Pedestrian Feasibility Study

- ✓ Technical analysis and evaluation of alternatives are completed
- ✓ Draft report being reviewed by the technical team and TCC.

- ✓ Meeting held between NCDOT and LPA staff to discuss project recommendations.
- ✓ LPA staff working to gather comments on the draft Plan from NCDOT, local jurisdictions and policy committee.
- ✓ Draft report has been reviewed by local governments.
- ✓ TCC Bicycle and Pedestrian subcommittee refined project scope and details, referred to TIP subcommittee to make final funding recommendation for the TCC.
- TAC approval anticipated in February 2006.

ITS Deployment Plan

- LPA working on the project scope
- Triangle regional stakeholder meeting scheduled to review scope and next steps.

2005-06 Unified Planning Work Program (UPWP) – Routine and Other Special Projects

MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration

- Mandated by federal regulations
- Draft plan to be provided at the February 2006 TAC.

Update of the MPO Public Involvement Policy

- Suggested by the federal Certification Team
- To incorporate changes (public dissemination process) approved by the TAC at its March 8, 2006 meeting.
- Draft to be ready for May10, 2006 TAC meeting.

MPO Expansion for the next LRTP Update

- Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro
- Scheduling meeting with governing bodies of these jurisdictions.
- MPO expansion and revision of MOU expected to be completed by spring 2006.

Public Outreach for the East End Connector Planning and Environmental Study

- LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- Development of mailing list database about 75% complete.
- Waiting for project schedule and time line from NCDOT.

Project proposed to be undertaken in the 2006-07 Work Program

Farrington Road/Stagecoach Road Corridor Study

This study would involve the following tasks:

1. Data collection and analysis
2. Traffic circulation plan (including a collector street system plan)
3. Sub-area modeling analysis and forecast of future demand
4. Alternative evaluation
5. Recommendation

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 2/1/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	MA-37652	CORNWALLIS RD	WIDENING AND RESURF OF CORNWALLIS RD FROM NC-55 TO MIAMI BLVD.	$ 1,581,423.06	3 miles	Rea Contracting, LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	11/10/2005	100%	91.80%	12/12/2005
Durham, Chatham	B-2963	STAGECOACH RD	BRIDGE ON STAGECOACH RD OVER NEW HOPE CREEK	$ 2,012,486.60	0.528 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	9/27/2005	100%	99.09%	3/31/2006
Durham	B-3451	ERWIN RD	BRIDGE ON ERWIN RD OVER PRONG OF MUD CREEK.	$ 1,496,599.25	0.135 miles	C C Mangum Company LLC	Aaron V. Earwood, PE	(919) 560-6857	11/01/2005	100%	90.56%	1/15/2006
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	89%	76.59%	12/31/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	92.25%	93.49%	12/31/2006
Durham	I-306DC	I-85, US-70	WIDENING OF I-85 FROM WEST OF CAMDEN AVE TO NORTH OF MIDLAND TERRACE.	$ 48,903,200.51	2.794 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/28/2003	100%	96.61%	12/31/2005
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.17%	08/24/2006
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	60.40%	66.61%	08/01/2007
Durham	R-2904	NC-54	WIDENING OF NC-54 FROM DAVIS DR TO MIAMI BLVD.	$ 3,579,727.08	0.786 miles	C C Mangum Company LLC	Robert J. Downes, III	(919) 562-7000	08/01/2006	6.51%	6.51%	08/01/2006
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	86%	68.33%	06/01/2006
Durham, Gran, Pers, Wake	R-4404	US-64	DIVISIONWIDE GUARDRAIL - US-15 / 501, US-64, US-70, US-158 & NC-147.	$ 1,138,560.10	28.5 miles	Elderlee Inc	Phillip R. Johnson, PE, PLS	(919) 733-9499				
Durham	R-4752	RED MILL RD	WIDENING AND RESURF OF RED MILL RD FROM SOUTH OF I-85 TO TEKNIKA PKWY.	$ 1,787,196.00	4.37 miles	Rea Contracting, LLC	Aaron V. Earwood, PE	(919) 560-6857	12/12/2005	100%	93.13%	1/23/2006
Durham	U-3309B	ALEXANDER DR	WIDENING AND RESURF OF ALEXANDER DR FROM EAST OF DURHAM FWY TO MIAMI BLVD.	$ 3,065,281.82	0.78 miles	W. E. Garrison Co., Inc.	Bob Shultes	(919) 840-0914	10/15/2003	100%	98.50%	3/30/2006
Durham	U-4446	DURHAM FRWY	ITS WORK ON DURHAM FREEWAY FROM I-40 TO I-85.	$ 1,245,283.29	22 miles	Viasys Services, Inc	Bob Shultes	(919) 840-0914	10/15/2005	99.99%	76.82%	4/15/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 2/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	$ 1,200,000.00	0.152 miles	C. HOUSER	(919) 250-4016	4/18/2006
DURHAM / WAKE	U-4026A / B	DAVIS DRIVE	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54	$ 29,100,000.00	5.6 miles	D. TAYLOR	(919) 250-4016	7/18/2006
	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	$ 2,700,000.00	0.369 miles	J. MOORE	(919) 250-4016	11/21/2006

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: http://www.ncdot.org/planning/development/ProjectMgmt/12month/

PROGRESS REPORTS MAY BE FOUND ONLINE AT: http://apps.dot.state.nc.us/constructionunit/proglocreport/ProgLocSearch.aspx

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - 1/30/06

County	TIP #	Route	Location Description	Contract Amount	Length	Resident Engineer	RE Phone	Completion Date	Scheduled P	Actual Progress	Estimated Completion Date
Orange		US-70	US-70 FROM ALAMANCE COUNTY TO NC-86 AT HILLSBOROUGH.	$ 3,235,518.45	9.79 miles	Donald R. Huffines	(336) 570-6830	11/15/2006	48.7%	89.22%	11/15/2006
Orange		NC-86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	$ 1,321,891.11	16.424 miles	Donald R. Huffines	(336) 570-6830	09/15/2006			Work to Begin April 2006

NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTNG LIST

County	TIP #	Route	Location Description	TIP Estimate	Length	Resident Engineer	RE Phone	Est. Let Date
Orange	U-4008	US 15-501	Super Street Project @ Erwin Road	$ 4,450,000.00	0.392 miles	Donald R. Huffines	(336) 570-6830	16-May-06

PROGRESS REPORTS MAY BE FOUND ONLINE AT
http://apps.dot.state.nc/constructionunit/proglocreport/ProgLocSearch.aspx

Durham wary of transit corridor agreement

By Ray Gronberg, The Herald-Sun
January 8, 2006 7:57 pm

DURHAM -- Durham officials say they're going to try to soften a proposed agreement with Chapel Hill and the Triangle Transit Authority that now requires them to force developers to provide easements for an inter-city transit corridor.

The objections are coming from the city government, whose legal office says that the agreement would tie the City Council's hands in ways that undercut its authority under state and local law.

As drafted, the agreement "seems a mandate that those decisions be made by council rather than considered by council," Assistant City Manager Ted Voorhees told members of the Joint City/County Planning Committee last week.

The deal is an outgrowth of a regional transportation-planning group's attempts last year to tinker with the routing of a prospective transit corridor that would run between Durham and Chapel Hill. The corridor once crossed the site of Creekside Elementary School, and Durham officials wanted it moved to assure that they'd be able to place a second school there someday.

They and their counterparts from Orange County have agreed to make the line hug Interstate 40 in the Farrington Road area, but formal approval of that remains pending.

Chapel Hill officials, some of them at least, are leery of the move because they don't think the City Council has been tough enough about forcing developers to hew to the region's transit planning. The concern dates back a few years and grew out of the council's decision to allow a big-box retailer, Target, to replace the old South Square Mall in an area that was supposed to accommodate a transit stop and high-density construction to support it.

The rerouting of the corridor near Creekside has also drawn suspicion from officials on the Chapel Hill side of the county line because it seems to benefit at least one developer who's trying to get a townhouse project approved for land next to the school.

Matters came to a head in October when members of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization debated the terms of the agreement that would seal the rerouting of the transit corridor.

Durham officials turned in a draft that said local governments should seek easements for the corridor where it's "permissible under their statutory planning authority," a qualifier they proposed because local law limits the authority they have to tinker with development proposals late in the review process.

Officials on both sides of the line agree that easements are a better way to save land for transit corridors because they're guaranteed by a deed. A less-formal "reservation" on a permit map isn't as good, they say, because it can be undone by a single council vote.

Chapel Hill officials, however, objected to the "where permissible" qualifier because it seemed to them like a loophole city officials could use to evade the easement requirement.

They didn't give much credit to the countering argument about the city's legal authority because the land-use law in Chapel Hill gives the Town Council much more latitude than Durham's to negotiate the details of a development proposal with its sponsor.

The difference in outlook was the source of some puzzlement during last week's Joint City/County Planning Committee meeting.

"Does Chapel Hill play by the same rules we do?" County Commissioner Becky Heron said.

At any rate, as talks between the governments unfolded, "The earlier version [of the draft] wasn't as prescriptive: It encouraged certain action and that certain things be considered," Durham Transportation Manager Mark Ahrendsen said. "That wasn't strong enough for Chapel Hill, and they wanted to bind future decisions. We advised that was problematic at the time. The city attorney's office has come back that it's legally impermissible to bind those decisions."

Members of the Joint City/County Planning Committee -- a panel that includes three City Council members, three County Commissioners and the chairman of the Durham Planning Commission -- agreed to let administrators try hammering out a counterproposal.

They tried during a staff meeting on Friday. Details are still pending, but the "intent is to preserve that spirit of regional cooperation and review and comment," Voorhees said. "That's where we're headed."

URL for this article: http://www.heraldsun.com/durham/4-687391.html

City seeks funds for East End Connector

By Ray Gronberg, Herald-Sun, 12 January 2006

Durham officials are pressing the state Department of Transportation to make sure the long-delayed East End Connector receives construction funding in the next edition of the state's seven-year road-building program.

Paying to build the 2-mile link between the Durham Freeway and U.S. 70 would cost the agency almost $65 million. But Durham leaders say it's time for the community to reap some benefit from the state's efforts to build loop roads around its major cities.

"Over the next seven years, there's a little over $1 billion [for loops], and we want one-tenth of that," said Mark Ahrendsen, the city government's transportation manager. "Given that there are 10 loop cities, that's not an unreasonable request."

Ahrendsen and other local leaders tried to drive that point home Monday during a meeting with state Transportation Secretary Lyndo Tippett, a senior aide to Gov. Mike Easley, and a variety of top administrators at DOT.

State officials listened to Durham's case but made no promises. They're scheduled to release a draft of the 2007-13 construction program in April.

The two sides agree on the importance of the project to Durham and the Triangle, State Highway Administrator Len Sanderson said.

"I thought they made a very good presentation, and from our standpoint, not judging it against other projects, but looking at that project, and looking at the region and its transportation needs, it's a good project," said Sanderson, who participated in Monday's meeting.

Durham leaders have been urging DOT to build a link between the freeway and U.S. 70 since the late 1950s, and say they consider it the oldest unfunded highway project in the state.

The idea is to run a new stretch of highway toward U.S. 70 from the Durham Freeway starting from a pointabout a mile south of the freeway's existing interchange with Briggs Avenue. The connector would cross a mostly vacant stretch of land bracketed by Carter Avenue, Rowena Avenue and East End Avenue before joining U.S. 70.

The connection to U.S. 70 would give motorists a way to travel between northern Durham and Research Triangle Park, and provide a now-missing link between interstates 40 and 85.

Like Sanderson, Ahrendsen thinks local officials and DOT appear to be on the same page on the basics.

"I don't think there's any disagreement on the need for the project, and [on] the general design and scope for the project," he said.
The barrier to the project's construction has been its cost, and a bit of politics.

The East End Connector is a fairly complicated project for its size because DOT will have to build two major interchanges and at least one railroad crossing, factors requiring a lot of expensive bridge construction, Sanderson said.

There's also no shortage of competition for the state's loop-building money.

Seven cities -- Asheboro, Charlotte, Greensboro, Winston-Salem, Durham, Raleigh and Wilmington -- received a claim to those dollars when state officials established the loop program in 1989.

Two years ago, legislators also made Fayetteville, Greenville and Gastonia eligible for the program.

Sanderson said it's too soon to say how the East End Connector will stack up in the competition for funding this spring.

To date, much of the loop money has flowed to projects in Raleigh, Greensboro and Charlotte, Ahrendsen said.

"They had projects ready to go, and, understandably, that's where the dollars went. It took our community awhile to come to consensus," Ahrendsen said, alluding to the long debate over another potential bypass, Eno Drive.

Monday's meeting was orchestrated by Durham lawyer Ken Spaulding, a member of the state Board of Transportation. He said Durham has to make the case for the East End Connector now rather than waiting on the draft construction program.

"It's a lot more difficult to try to undo something where you'll be taking funds away from another [DOT] division's projects," Spaulding said. "My feeling was to get on this early and try to get on in rather than try to deal with it after the fact."

Ahrendsen and Sanderson said about $150 million in loop money will be up for grabs in the next edition of the road program.

The current edition of the program earmarks about $20 million for right-of-way acquisition and other preliminaries to the road's actual construction. The extra funding Durham is requesting is what engineers need to actually follow through and build it.

We could tax the odometer, not the gas gauge

MICHAEL L. WALDEN
NEWS & OBSERVER
JANUARY 13, 2006

Think of this future. Hybrid vehicles, averaging 70 miles per gallon, are used by 30 percent of drivers. Another 10 percent use hydrogen, an exciting new fuel. The remaining drivers use highly efficient gas-powered vehicles. Because the use of gasoline has declined so much, oil imports have dwindled and gas costs only $1 a gallon.

This is a future many dream of, and it may be one we eventually reach. The demand for hybrids is jumping, fuel efficiency is becoming a higher priority for drivers and a car powered by a hydrogen fuel cell is being tested in California.

Sounds great, right? We help the environment, we reduce our dependence on gasoline and oil and we still maintain the independence provided by the automobile. Could there be anything wrong with this picture?

Unfortunately, there is one downside. Funding for the maintenance and construction of highways is dependent on the gasoline tax, assessed on a per gallon basis. But as fuel efficiency improves and gas consumption per mile driven falls, public monies for highways shrink.

Of course, a solution would be to increase the tax rate per gallon to counteract the effects of improved fuel efficiency. Yet any increase in the gas tax faces stiff opposition, as evidenced by today's debate over the three cent hike that took effect in North Carolina on Jan. 1. Furthermore, additional improvements in fuel efficiency would necessitate more increases in the gas tax rate.

Yet by many reasonable estimates, North Carolina faces a significant backlog of road projects to keep pace with growth. Shortfalls in highway funding for construction and maintenance translate into more congestion and vehicle repair bills.

Therefore, the time may have come to consider a new way of funding highway spending -- one that replaces the gas tax and eliminates its problems. One candidate is a mileage tax.

A mileage tax charges drivers on how many miles they drive, not how much gas (or other fuel) they use. As such, it is a true user fee, since a driver's use of the roads is directly related to how many miles he or she drives. Since the mileage tax is independent of the type of fuel used and fuel efficiency achieved, it won't be affected by the use of gasoline alternatives, hybrid vehicles or gains in fuel efficiency.

Implementing a mileage tax would be relatively easy. Global positioning devices, costing about $100, would be placed in every North Carolina-registered vehicle. The device would record drivers' in-state mileage, and the latest information would be relayed via

satellite to service stations when drivers refuel. The mileage tax would then be added to the fuel bill. Out-of-state drivers without a device would be charged a traditional gas tax.

As with any tax proposal, there are issues. One is privacy. Could the collection of mileage data by the government be used to track the movements of drivers?

Advocates of such a tax say no. They claim the only information collected would be the total in-state mileage since the last refueling, not where a driver has been and for how long.

Others raise an environmental concern. Since a mileage tax would negate the savings in the gas tax achieved by drivers using highly fuel-efficient vehicles, they worry that the tax would discourage the purchase of such vehicles.

Mileage tax supporters have two rejoinders. First, fuel-efficient vehicles cause wear and tear on roadways and create congestion, just like fuel-inefficient vehicles, so fairness implies drivers of all types of vehicles should "pay their own way." Second, there are other substantial financial incentives for purchasing fuel-efficient vehicles, including direct savings on gas expenditures and tax credits for the purchase of hybrid cars.

A further advantage of the mileage tax is its versatility. Lighter vehicles, which cause less wear on highways than do heavier vehicles, could be charged a lower mileage tax. To encourage car pooling and mass transit, the tax could be higher for vehicles using more congested roads. To achieve this, though, would require that more detailed driving information be recorded.

Our transportation system will likely undergo dramatic changes in the next generation, making the gas tax a less reliable revenue source for highway projects. The mileage tax is a logical successor. Transportation policy-makers can get ahead of the curve by beginning a study of this alternative today.

(Michael L. Walden is a William Neal Reynolds distinguished professor in the Department of Agricultural and Resource Economics at N.C. State University. His latest book is "Smart Economics: Commonsense Answers to Fifty Questions About Government, Taxes, Business, and Households.")

Published: Jan 19, 2006 12:30 AM
Modified: Jan 19, 2006 02:32 AM

Study paves way for toll road

Proposed turnpike would save time for RTP commuters

BRUCE SICELOFF, Staff Writer

The proposed Triangle Parkway, barely three miles long, would trim only a few minutes off the morning drive to work. Is it worth a $1 toll?

Apparently so. A new financial study says thousands of Research Triangle Park workers would gladly pay that much for a faster commute -- generating enough money in tolls to cover most of the cost of building it.

The N.C. Turnpike Authority, which released what it called preliminary findings Wednesday, hopes to start building the north-south freeway through RTP by 2008 and to open it by 2010.

New cost estimates put construction of the Triangle Parkway between $124 million and $148 million. The financial study by Wilbur Smith Associates, a South Carolina-based engineering consultant, predicted that toll revenues would cover about two-thirds of that cost.

Design revisions and cost details still must be worked out. A more exhaustive financial study will be needed before Wall Street lenders agree to put up construction money that would be repaid from toll collections.

And the Turnpike Authority, authorized by the General Assembly to build up to nine toll roads and bridges across the state, would have to find other funds for the costs not covered by tolls.

"I think it's achievable, but we've got a lot of work to do," said Robert D. Teer Jr. of Durham, an RTP developer who serves on the turnpike authority. "Hopefully, by midyear, we'll have a good idea whether we can do Triangle Parkway."

The $200,000 study predicted that with a toll starting at $1, the parkway would attract about 14,000 cars a day in its first years.

With heavy residential and job growth expected south of RTP during the coming decades, the parkway's daily car count would grow to 52,000 by 2030, the study said. By then, with the toll bumped up to $2 to keep pace with inflation, the Turnpike Authority would be raking in $37 million a year from drivers.

Edward J. Regan III of New Haven, Conn., a Wilbur Smith senior vice president, predicted that 75 percent of Triangle Parkway tolls would be collected electronically, using technology that lets drivers pay without having to slow down for toll plazas.

Toll collections could cover between $71 million and $94 million in construction costs, he said. That prediction depends on what Regan called a "risky" forecast for strong growth. It assumes tolls would be collected for the next 40 years.

"Potentially, two-thirds of the project cost can be handled with tolls -- and that's a pretty significant portion, given this age of scarce tax resources," Regan said.

Research Triangle Park's founders planned a north-south freeway nearly 50 years ago -- before Interstate 40 and the I-540 Outer Loop were built -- and set aside land for the right-of-way. State highway engineers factored the Triangle Parkway into their calculations when they designed the I-540 Outer Loop near RTP.

The parkway would extend N.C. 147, the Durham Freeway, south from I-40 through RTP to I-540, now under construction just south of the park. Plans include interchanges at Hopson Road and Davis Drive.

Many commuters from Raleigh and other points east of RTP would take I-540 to the Triangle Parkway -- entering the park from the southern end, along with drivers from the south. Commuters from the west would use the northern end of the parkway.

Joseph A. Freddoso, site manager for Cisco Systems in RTP, welcomed the prospect of a new parkway. Commuters will decide whether it's worth it, he said.

"All of our employees will weigh the time savings versus the cost, and they'll make the best decisions for themselves," he said.

Plans call for stopping the Triangle Parkway at I-540, but Regan's report included traffic calculations for a proposed extension that would take the parkway another mile south to Morrisville's McCrimmon Parkway.

The McCrimmon extension would add about 20,000 cars to the daily traffic count and $6 million to annual toll collections by 2030, Regan said.

Morrisville developers and town officials have lobbied for the McCrimmon extension over the past two years. The Turnpike Authority voted to add it and then, last fall, to cut it from the plans. The issue is still up in the air, along with other details including what tolls drivers would pay.

"The question is cost and revenue," said David Joyner, the turnpike authority director. "The revenue from extending it to McCrimmon looks very positive, but the engineering work would be difficult."

Similar financial studies are expected this spring for other proposed toll roads including the planned 29-mile extension of Raleigh's Outer Loop into southern Wake County.

Staff writer Bruce Siceloff can be reached at 829-4527 or bruce.siceloff@newsobserver.com.

Working on the railbed

Trail takes shape along rail corridor

SAMIHA KHANNA, Staff Writer

From the rusty stoves and piles of used shingles amid the trees, it was hard to imagine that a South Durham dumping ground could become a serene nature trail.

But nearly every Saturday for the past several years, members of the Triangle Rails-to-Trails Conservancy have turned neglected patches of woods into walking trails. Their work eventually will become part of the American Tobacco Trail, a historic 22-mile path winding over a former Norfolk Southern railroad bed through Wake, Chatham and Durham counties. And they are always looking for more volunteers.

Creating a trail is not just about filling holes and clearing fallen trees, said Bill Bussey, president of Rails-to-Trails.

"It's a project larger than ourselves, and it will help [future] generations," he said. "They're going to use it for transportation, recreation, fitness and general well-being."

A clear path

The group formed in 1989 to push plans for the American Tobacco Trail.

The idea was inspired by communities in other states that were turning abandoned railroad corridors into trails for walking and cycling.

It made sense, said Curt Devereux, a member of the Rails-to-Trails board.

The land already had been cleared and graded, and the rails already marked a path from town to town.

With some of the infrastructure already in place, the opportunity was just waiting to be snatched up. Governments had to act fast, before the pathways were lost to private developers, he said.

The process started on paper, with annexation, rights-of-way and other red tape, Bussey said. But with such a large project, there were some pieces of the trail that would take longer to complete than others.

That's where the Rails-to-Trails Conservancy stepped in to help, adopting some sections, Devereux said.

In Durham, the group adopted a three-mile section from about Massey Chapel Road south to the Chatham County line, Devereux said. In Chatham County, the group adopted a 3.5-mile stretch from Northeast Creek south to New Hope Church Road, he said.

More than a thousand people already use the three-mile Durham path each month, Devereux said.

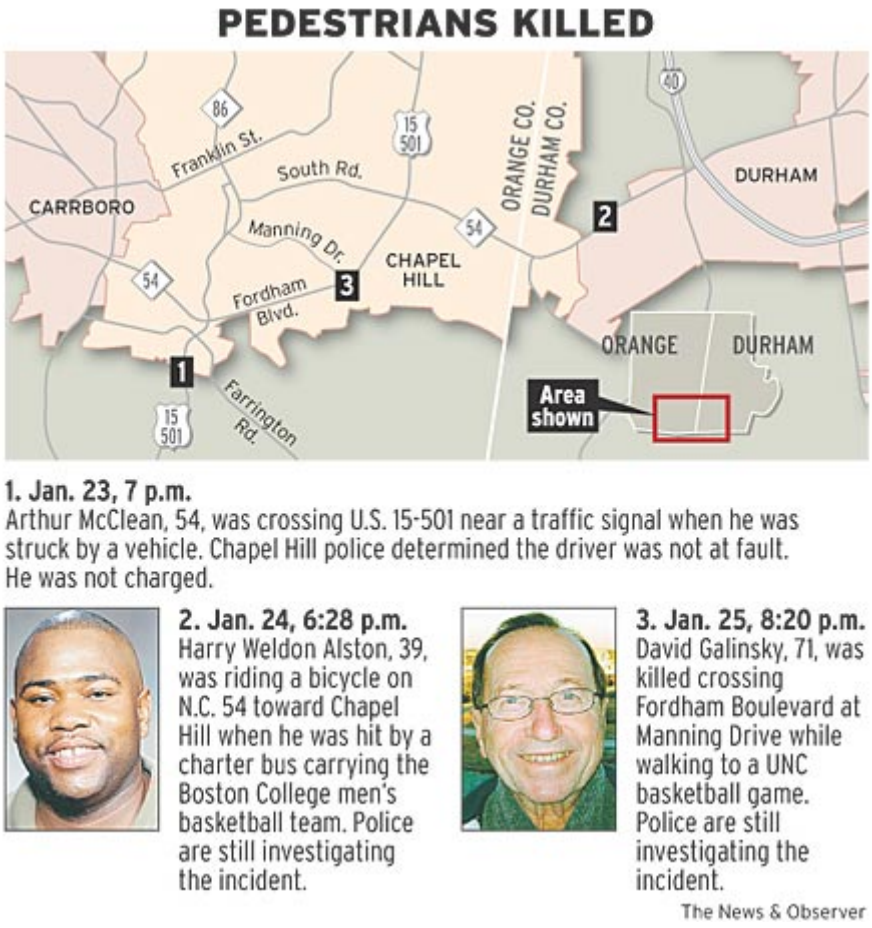
Once the paths are finished and connected to the larger American Tobacco Trail, the possibilities are endless, Bussey said.

"It goes where people want to go," Bussey said. "It goes from business districts to offices and shops. Parents could send their kids to the movies on their bikes. ... That's the real gem of it."

Staff writer Samiha Khanna can be reached at 956-2468 or skhanna@newsobserver.com.

Triangle needs to factor in pedestrians

JESSICA ROCHA, Staff Writer



Three people died on Chapel Hill's roads this week after they were hit by vehicles while they were walking or biking.

That number would be high for any North Carolina city, but this university town takes its walkability and bikeability very seriously.

Chapel Hill hadn't had a pedestrian die from being hit by a car since 2002. No cyclist had been killed by a vehicle since before 1997, according to state Department of Transportation figures.

As the Triangle grapples with increasing traffic and wider highways, it also needs to figure out how pedestrians and bicyclists fit in.

"It usually takes engineering, education and enforcement ... to have a comprehensive safety program," said Vance Barham, the DOT division traffic engineer for the area that includes Chapel Hill.

All three accidents happened in the dark on state-maintained busy highways unwelcoming to pedestrians or bicyclists. The two pedestrians were crossing busy four-lane highways at intersections that had traffic signals but no crosswalks.

"If you don't have a [pedestrian] signal, you have to watch for the traffic and then you have to walk [while watching for traffic]," said Kumar Neppalli, Chapel Hill's traffic engineer.

An accident killed a man in Raleigh this past October when he was trying to cross Interstate 440 (the Beltline) near New Bern Avenue. And a Durham high school student was killed in the early-morning darkness in September when she was hit by an SUV while walking to school.

Bicyclists also have been killed. In Durham last January, a Hillside High School student died after a collision with a bus in the school parking lot.

This week, before the charter bus carrying Boston College's men's basketball team knocked him off his bike and threw him into the grass, Harry Alston was trying to share a pothole-ridden section of shoulderless highway lane with vehicles that should have been traveling the 45-mph speed limit.

Traffic engineers from the state and the town plan to investigate where each accident happened and figure out what, if anything, can be done to make those stretches of road safer.

The town is responsible for making sure traffic signals are working properly, Neppalli said, while the state maintains the roads and crosswalks.

Neppalli said Chapel Hill has previously asked the DOT to install a crosswalk and walk signals at Manning Drive and Fordham Boulevard, the scene of Wednesday's accident.

About 8:20 p.m. that night, David Galinsky, 71, died crossing those four lanes of traffic near that intersection on his way to see the Tar Heels play at the Smith Center.

Installing a crosswalk and walk signal on one side of the intersection would cost about $15,000, Barham estimated.

But Barham said Chapel Hill has never asked to have them installed at Manning Drive.

"I know we've added some additional devices along [U.S.] 15-501 in several locations at the town's request, but I don't remember that being one of them," he said.

Staff writer Jessica Rocha can be reached at 932-2008 or jessica.rocha@newsobserver.com.

Town baffled as 3rd person is struck, killed by vehicle

By BETH VELLIQUETTE, The Herald-Sun
January 26, 2006 8:52 pm

CHAPEL HILL -- For three nights in a row, a pedestrian or bicyclist was killed on the streets of Chapel Hill.

For a town that has few if any fatal accidents in a year, having three in three days has police officials asking themselves what is going on -- and crossing their fingers that there won't be more.

The most recent accident occurred about 8:20 p.m. Wednesday on Fordham Boulevard at the intersection of Manning Drive.

Morton David Galinsky, 71, professor emeritus of psychology at UNC, was killed when a car hit him as he crossed Fordham Boulevard on his way to watch the UNC's men's basketball team play Boston College at the Dean Smith Center, police said.

The driver has been identified as Eugene Arnold Bober of Chapel Hill. He works as a management engineer for medicine administration at UNC, according to the UNC directory.

Police still are investigating the accident and did not release any other information Thursday.

"Obviously this is alarming to us," said Jane Cousins of the Chapel Hill Police Department. "Whenever we have any fatal collisions, we always look at what the causes were and what changes can be made, including environmental design."

In Chapel Hill since the beginning of 2004, no one has been killed in a bicycle or pedestrian accident until this week. Carrboro also reported no pedestrian or bicycle fatalities for the same period. UNC police did not provide statistics about pedestrian or bicycle fatalities.

Although Chapel Hill police have not concluded their investigations, the one common factor for all three accidents was that it was dark when they occurred, Cousins said. On the night of the first accident, which occurred Monday on U.S. 15-501 near the entrance of Southern Village, it also was raining, Cousins said.

The victim of that accident, Arthur McClean, 54, was hit as he crossed the road.

There was no crosswalk where he was hit, and police believe alcohol may have been a factor in the accident, Cousins said. The driver of the vehicle that hit McClean was not charged.

The second accident happened Tuesday night on N.C. 54 when a bus carrying the Boston College men's basketball team to the Smith Center for a practice session hit a bicyclist as he rode along the side of the road. Police identified him as Harry Weldon Alston, 39, of Carrboro.

Police have not completed their investigation of that accident. They identified the driver of the bus as David Harder, who is employed by Southern Coach Lines.

Ed Harrison, a member of the Chapel Hill Town Council, often rides a bicycle and once rode through the area where Alston was hit.

"That was enough," he said. "It's such an unpleasant place to be on a bicycle."

The problem is that there are few east-west routes between Chapel Hill and Durham, and none are very safe for bicyclists, he said.

"I was amazed at how fast those cars were going," Harrison said of his ride along N.C. 54.

The shoulders along that section of road aren't very wide, so there's not much room for bicyclists, he said.

"It's one of those we have to figure out what to do with," he said. "It's going to be hard to do. It's a big complicated project."

Kumar Neppalli, program manager for the Chapel Hill traffic engineering department, already has started an investigation into each of the three fatal accidents -- along with a fourth pedestrian accident on West Franklin Street on Monday night in which a man was seriously injured.

Already he's tested the traffic signal at the corner of Manning and Fordham, the site of the third fatality.

"I didn't find any problem with the signal operation," Neppalli said.

The roads where the accidents occurred are all state-maintained, and it is the state's responsibility to make changes if there is a problem that contributed to the accident, he said.

Neppalli said he plans to meet with state officials next week to discuss the accidents and any problems he may discover during his investigation.

UNC police have started a safety program for pedestrians that involves educating both drivers and pedestrians, said spokesman Randy Young. They're focusing on pedestrians who cross streets outside of crosswalks or against the light and impede traffic.

Last Wednesday, police began issuing verbal warnings. Next Wednesday, the officers will begin giving written warnings. Two weeks after that, they'll begin issuing citations that will cost the pedestrian $135 in fines and court costs.

"We hope we don't have to issue a single citation," Young said.

URL for this article: http://www.herald-sun.com/orange/10-694344.html

Triangle Parkway
New Location Roadway from SR 1635 (McCrimmon Parkway) to I-40 at NC 147
Wake and Durham Counties
TIP Project No. U-4763
WBS# 39942
Federal Aid No.: NHS-54(7)

Scoping Meeting Agenda — January 13, 2006

Introductions and Sign-in

Project Overview

- Project Description
- Adjacent T.I.P. Projects
- Purpose and Need
- Existing Conditions
- Future Traffic Projections
- Environmental Issues
- Document type and Schedule
    - EA: 10-06, FONSI: 3-07
- Current Right-of-Way & Let
    - Not Programmed in the NCDOT TIP
    - NCTA Schedule: R/W: 3-07, Const: 2-08
- Sidewalks and Bicycle Lanes
- Citizens' Informational Workshop

Input from State and Federal Agencies

- Natural Systems
- Cultural Resources

Input from FHWA/ Division 5 / NCDOT Branches and Units

Input from Local Governments

Summary/Final Comments

NORTH CAROLINA Turnpike Authority

U-4763 Project Overview	
Description	• Located in Wake and Durham Counties within the Research Triangle Park. • The project is proposed to be constructed on new location for approximately 4.5 miles between SR 1635 (McCrimmon Parkway) and I-40 at NC 147. • Strategic Highway Corridor Project
Adjacent TIP Projects	• R-2000(Northern Wake Freeway) – under construction • R-2635(Western Wake Freeway) – RW SFY 07-09 and Const. SFY 12 • I-3306(I-40 Widening Orange and Durham Counties) – Const. PY • U-4026(Davis Drive Widening) – R/W in acquisition and Const. SFY06 • U-3620(McCrimmon Parkway Ext.) – R/W and Const. PY
Purpose and Need	The primary purposes of the proposed action include the following: • **Improve regional mobility and access between Durham and Wake Counties and improve high speed regional travel along I-40, NC 147 and I-540.** • **Improve traffic flow along NC 55, NC 54 and Davis Drive.** • **Improve commuter mobility, access and connectivity to the Research Triangle Park (RTP) Employment Center and sustain the RTP's economic development.**
Existing Conditions	• **I-40** in the vicinity of RTP is an eight-lane freeway east of NC 147 and a six-lane freeway west of NC 147. I-40 has a speed limit of 65 miles per hour (mph). • **NC 55** from north of I-40 to Morrisville Carpenter Road (SR 3014) varies from a multi-lane section with turn lanes at NC 54 to a two lane section south of NC 54. However, this entire section of roadway is currently being upgraded to a multi-lane facility. The posted speed limit changes from 45 mph to 50 mph. • **NC 54** varies from a five-lane facility to a two-lane facility from NC 55 to McCrimmon Parkway. The posted speed limit is 45 mph. • **Hopson Road** is a two-lane facility with a posted speed limit of 45 mph. • **Davis Drive** is a five-lane facility north of NC 54 and a two-lane facility south of NC 54. The posted speed limit changes from 45 to 55 mph. • **NC 147 (I.L. Buck Dean Durham Freeway)** in the vicinity of I-40 is a four-lane divided freeway. The posted speed limit is 65 mph. • The 2005 average daily traffic (ADT) volumes along I-40 range from 100,000 vehicles per day (vpd) east of the Durham Freeway to 165,000 vpd west of I-540. The ADT's on the Durham Freeway, just north of I-40, are estimated to be 60,100 vpd. The ADT's on NC 55 range from 15,000 to 25,000 vpd, while the ADT's on NC 54 range from 6,000 to 23,100 vpd. The ADT's on Davis Drive range from 18,500 to 22,400 vpd between McCrimmon Parkway and I-40. The ADT's on McCrimmon Road range from 4,100 to 7,000 vpd.
Future Traffic Projections	• The projected 2030 traffic volumes are being prepared and are unavailable at this time.

U-4763 Project Overview	
Environmental Issues	Section 404 jurisdictional areas are limited to the stream crossings. Extensive wetlands are absent from the project study area. Habitat potential for four federally listed species is present in the project study area: bald eagle, dwarf wedge mussel, smooth coneflower and Michaux's sumac. However, none of the species are documented by the NCNHP to occur within two miles of the project study area.
Document Type and Style	EA scheduled for completion in October 2006.
Right-of-Way & Let Dates	Not currently programmed in the NCDOT 2006-2012 TIP
Sidewalks and Bicycle Lanes	No sidewalks are planned on the freeway facility.
Citizens Informational Workshop	Date not determined; potentially in March 2006 in Research Triangle Park.

North Carolina Turnpike Authority
Triangle Parkway
December 16, 2005

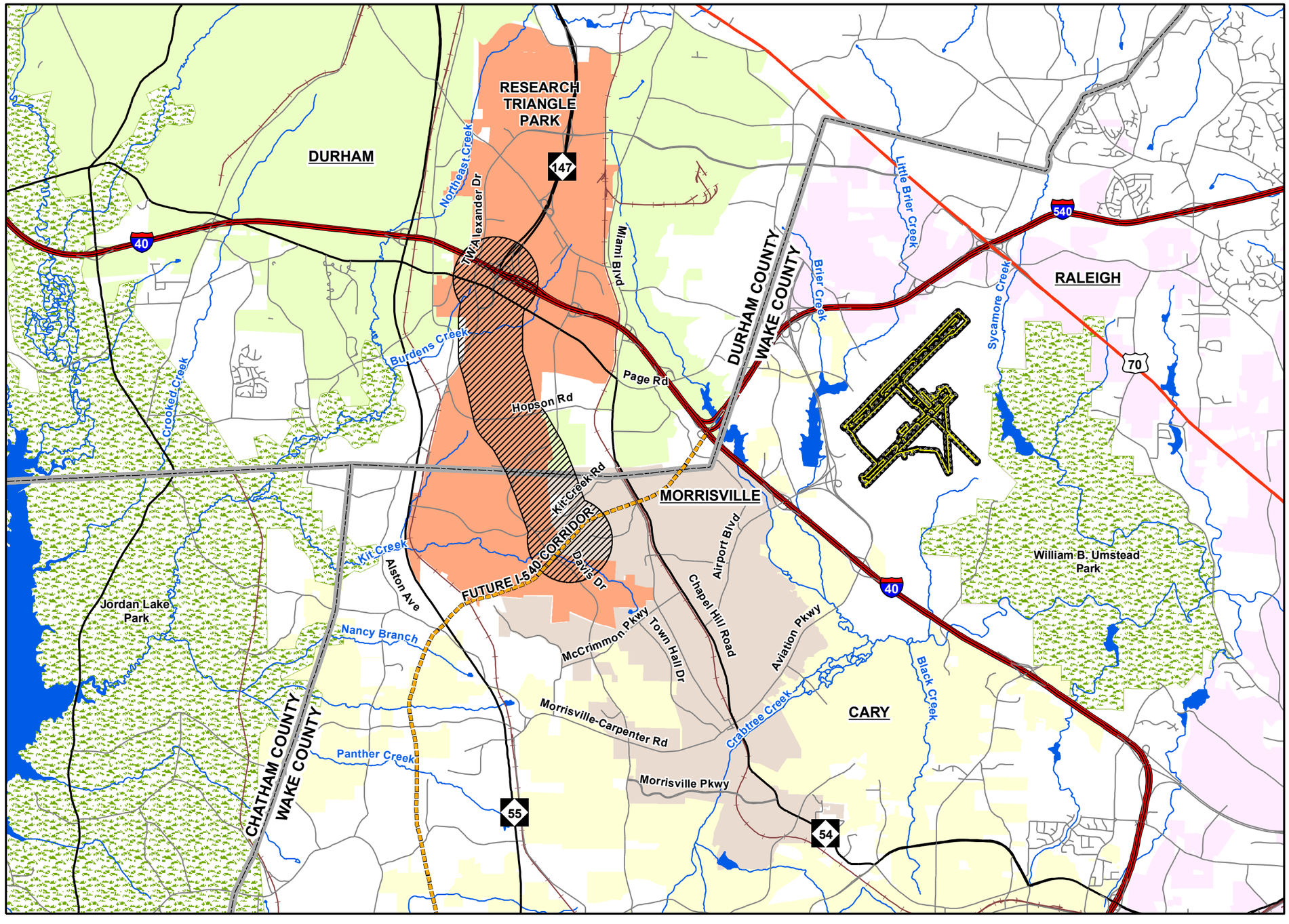


FIGURE 1 - PROJECT LOCATION

- TRIANGLE PARKWAY (STUDY CORRIDOR)
- RESEARCH TRIANGLE PARK
- RDU INTERNATIONAL AIRPORT
- STATE PARKS & RECREATION AREAS
- FUTURE I-540 CORRIDOR
- COUNTY BOUNDARY

ROAD NETWORK

- INTERSTATE
- US ROUTE
- NC ROUTE
- SECONDARY ROUTE
- RAILROADS
- STREAMS & RIVERS
- WATER BODIES

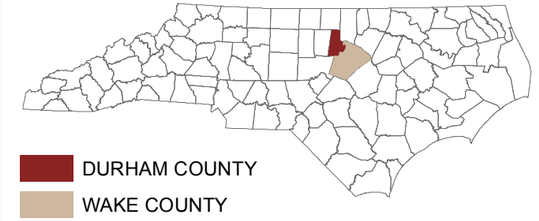
MUNICIPALITIES

- CARY
- CHAPEL HILL
- DURHAM
- MORRISVILLE
- RALEIGH

0 0.5 1 2 3 Miles

N

MAP SOURCES:
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI)
WAKE COUNTY



Triangle Mobility Action Partnership (Tri-MAP)
Friday, January 20, 2006
Longistics – 10900 World Trade Blvd – Raleigh 27617

AGENDA

I. Welcome and introductions

II. Blue Ribbon findings; proposed transportation legislative agenda

III. Opportunities and challenges

ACTION: estimate viability of legislative priorities and other potential options

IV. Proposed next steps

ACTION: propose strategies and tactics to increase opportunities for success
ACTION: confirm next steps by each partner, appropriate date to reconvene

Adjourn

Triangle Mobility Action Partnership (Tri-MAP)
Friday, January 20, 2006

2006 Transportation Legislative and Policy Agenda

1 – Ensure that any toll revenue generated in a region stays in that region

2 – Create transportation/infrastructure local option authority

3 – End transfers of transportation-related taxes and fees to non-transportation uses

BLUE RIBBON COMMISSION TO STUDY NORTH CAROLINA'S URBAN TRANSPORTATION NEEDS

Final Report

REPORT TO THE
2006 SESSION OF THE
2005 GENERAL ASSEMBLY
OF NORTH CAROLINA

Findings and Recommendations

Findings

North Carolina's urban areas face many transportation challenges that need to be addressed in order for our State to be successful in the future. After hearing information from several sources across the State, the Commission finds:

- Population growth in North Carolina is the third fastest east of the Mississippi.
- The North Carolina Department of Transportation reports that vehicle miles traveled is increasing at about 1.4 times the population growth rate. As a result, if population doubles or goes up by 100%, demand on highways goes up almost 140%.
- Longer, cross county commutes are more common. In some cases, more than half of a county's commuters exit the county each day to work – examples are Stokes County to Forsyth County (Winston-Salem) and Franklin County to Wake County (Raleigh). These daily commuting flows highlight the critical importance that urban counties possess as the economic engines of the State. Improving urban mobility is essential for the State's continued economic growth and development.
- Charlotte is now the second-most congested mid-sized city in the country, behind only Austin, Texas, according to the Texas Transportation Institute's annual Urban Mobility report. The Triangle had the nation's second-largest increase in commute times over the past decade according to US Census data.
- Currently, North Carolina's urban areas enjoy high ratings on destination and company growth lists, but these high rankings will erode without transportation improvements. Businesses considering locating or expanding in the State rank mobility as their fourth most important issue.
- Swift and efficient evacuation routes are a concern in response to weather emergencies and homeland security. The financial, research and innovation and power generation/fuel refining assets in North Carolina urban areas may be high threat targets.
- Resources fall short of transportation needs by billions of dollars. The State reports an expected 25-year transportation funding shortfall in excess of $30 billion. The shortfall in the Triangle region alone is expected to approach $8 billion over the next 20 years.
- North Carolina is a federal transportation fund "donor" state. Even under the recently enacted federal "SAFETEA-LU" transportation legislation, the State sends more in transportation funds to Washington than it receives in return, for both highways and transit.

- The current State highway funding allocation formula is not designed to target resources to those urban and rural areas with critical mobility needs. In addition, several vital transportation priorities – such as Interstate reconstruction in both rural and urban areas – currently have no dedicated funding sources.

- The State has utilized the State Highway Trust Fund for purposes other than transportation, leaving transportation needs unmet.

- GARVEE bonds are a financing tool in use in other states that have provided significant acceleration of federal funding resources.

- Toll roads have become a vital means of financing highway expansion in areas across the nation. Orange Co., California has created a 51-mile toll system – nearly $4 billion worth of freeways – that saves time for 300,000 motorists each day while serving as a catalyst for economic growth along the toll road corridor.

- High Occupancy Toll (HOT) lanes – such as the FasTrak express lanes in the median of I-15 in San Diego – are providing additional funding resources, added travel options, and an efficient use of existing freeway capacity in growing areas.

- "Junior freeways" – with lower design standards than Interstates – are providing signal-free, uninterrupted mobility along several key arterials in San Diego and other areas with reduced right-of-way and construction costs.

- Multimodal considerations are becoming more paramount across the State and nation, from a commuting, recreation, and overall quality-of-life perspective.

- Several regions are in violation of air quality standards for ozone and fine particulate matter, including portions of the Charlotte, Triad, and Hickory areas.

Recommendations

In the course of its nine meetings over the last two years, the Commission has heard many recommendations to address the urban transportation needs of North Carolina. Given the magnitude of the Statewide funding shortfall, it is clear that no single funding, financing, or policy solution exists to solve all of the challenges facing North Carolina's large and small metropolitan regions. Rather, a host of solutions – implemented in concert in each region, based on the region's unique needs – will be required to prevent a decline in mobility in the State. The Commission recommends that the General Assembly consider each of the following methods as it searches for solutions to address the transportation needs of North Carolina's urban areas.

Potential sources of new funding for transportation infrastructure

- Suspension of transfers from the State Highway Trust Fund.
- Expanded legislative authorizations for turnpike routes, express toll lanes, and high-occupancy toll (HOT) lanes at the Statewide or regional level.
- Legislative authorizations for transportation or infrastructure revenue options implemented at the municipal, county or multi-county level. The new revenue source options should have a direct nexus to transportation.

Financing options to accelerate the receipt of existing funding sources

- Use of GARVEE bonds to accelerate the receipt of federal revenues for strategic transportation projects, particularly to provide congestion relief along urban corridors of Statewide significance.

Primary policy objectives concerning transportation funding

- Insure that new revenues, such as from tolls or GARVEE bonds, are allocated fairly to urban congestion relief efforts.
- Review the components and distribution region boundaries of the current highway funding allocation formula to insure that both urban and rural transportation needs are being met for the near- and long-term.
- Create an "Interstate Maintenance Fund" not subject to the current State transportation funding distribution formula.

Other policy objectives

- Maximize the use of Intelligent Transportation Systems (ITS) technology to improve traffic flow and enhance system efficiency.
- Maintain a focus on maintenance of existing transportation infrastructure as well as needed system expansion, as reflected in the new Statewide transportation plan.
- Continue improving North Carolina Department of Transportation project delivery processes through use of innovative strategies, such as design-build.
- Expand ongoing multimodal planning approaches that integrate highway, transit, pedestrian-bicycle, and other improvements such as High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT) or express toll lanes.
- Conduct security and weather-related threat assessments to insure adequate evacuation routes from critical civilian, government, and military sites as well as from populated regions.

Triangle Mobility Action Partnership (Tri-MAP) meeting

Friday, January 20, 2006
Longistics

Meeting summary

Attendance:
Anna Tilghman representing Congressman David Price; Senator Clark Jenkins, Senator Richard Stevens, Representative Lucy Allen, Representative Paul Luebke, Representative Grier Martin, Representative Mickey Michaux, Representative Jennifer Weiss, Jim Trogdon; Board of Transportation Member Nina Szlosberg; Turnpike Authority Member Robb Teer; County Commissioner Joe Bryan, County Commissioner Ellen Reckhow, Karen Lincoln; Mayor Bill Bell, Mayor Ernie McAlister, Mayor Charles Meeker, Beau Mills; Mark Ahrendsen; Ed Johnson; TTA Chair Carter Worthy, TTA Board Member Ann Franklin, John Claflin, Wib Gulley, Amy Armbruster; Dee Freeman, John Hodges-Copple, Tobin Freid, Sanford Cross; Ted Abernathy, Marty Clayton, Charlie Fisher, Joe Freddoso, Mary Heath, Duane Long, Drew Moretz, Aaron Nelson, Matt Nolan, Boss Poe, Liz Rooks, Harvey Schmitt, Erin Mack, Joe Milazzo II.

I. Welcome and Introductions
RTA vice chair Charlie Fisher welcomed the attendees. He noted that local elected officials have been meeting with the RTA business leadership group on a regular basis since the public-private partnership commenced their study of mobility needs in 1999. The regional strategy group has achieved a series of successes in terms of MPO cooperation, identification of an $8 billion mobility shortfall, and support of new alternatives including proposed turnpikes in Durham and Wake counties. He stated that the ongoing public-private partnership was seeking to broaden the base of participation in order to gain needed perspectives and help find solutions. Fisher thanked the members of the General Assembly, Board of Transportation, Turnpike Authority, and Federal delegation for joining the conversation at this initial meeting of the Triangle Mobility Action Partnership.

II. Blue Ribbon Findings and proposed transportation legislative agenda
RTA chairman Joe Freddoso provided background on the General Assembly's Blue Ribbon Commission to Study Solutions to North Carolina's Urban Transportation Needs. The Commission released its final report in December 2005. Freddoso outlined the findings and recommendations, which centered on sources of new funding for transportation, acceleration of existing funding sources, and other policy objectives. RTA director Joe Milazzo II outlined a draft transportation legislative agenda, which included the following priorities:

1) Ensure that any toll revenue generated in a region stays in that region;
2) Create transportation/infrastructure local option authority; and
3) End transfers of transportation-related taxes and fees to non-transportation uses.

Milazzo provided more background on each item and then Charlie Fisher led a discussion of the three draft priorities.

III. & IV. Opportunities, Challenges, and Next Steps

Draft Priority 1: Ensure that any toll revenue generated in a region stays in that region
A shared concern of both the regional business community and local elected officials is the need to retain any future toll investments where the toll revenues are generated. Alliance staff cited examples of Florida, California and Texas – other growing states where local tolling authorities are in place to ensure that regions with toll roads can capture the added mobility investments made by users. Several attendees noted that the Turnpike Authority was seeking to build a series of viable projects rather than a system and that the concern of toll revenues being spent elsewhere may not be an issue here. Former Senator Gulley, an author of the original turnpike legislation, stated that the language in the statute was ambiguous regarding retaining toll revenues for the individual roads and could be cleaned up. **The consensus was to support language at the policy and/or legislative level that would clarify that turnpike revenues generated on specific projects would be reserved for those projects. Alliance staff will work to develop clarifying policy language and appropriate wording for bill introduction in 2006.**

Draft Priority 2: Create transportation/infrastructure local option authority
Local elected officials and the regional business community continue to support authorizations for local revenue options for transportation and infrastructure in order to deal with the torrid rate of growth in the Triangle. Alliance staff reviewed successful local revenue initiatives in York County, SC (suburban Charlotte) and San Diego. In both cases voters passed renewals of these programs after initial sunset provisions. Representative Weiss noted that in San Diego approval for the "TransNet" transportation local option renewal centered on both the degree of shared responsibility and a detailed plan of multimodal benefits spread across the region. Several legislators noted the need to engage all segments of the business community and to approach the General Assembly under a banner of shared participation in the solution. Commissioner Reckhow stated the importance of incorporating specific projects and considering transportation as part of a larger growth-related challenge. **The consensus was that a transportation or infrastructure local option could be viable with a strong business community consensus and a shared plan for both responsibility and benefits. The RTA will renew discussions with other members of the business community regarding the creation of a unified, broad-based approach to transportation and infrastructure local options. Alliance staff will continue to work with MPO staff to refine a list of viable multimodal transportation priorities for this region and commence a research and outreach initiative concerning the need for solutions and the benefits of additional investments in mobility infrastructure.**

Draft priority 3: End transfers of transportation-related taxes and fees to other uses
A common theme expressed at the Tri-MAP meeting was that 'those who use the infrastructure should pay for it.' Alliance staff noted that Missouri voters had recently passed, by a 4 to 1 margin, a Constitutional amendment that prohibits the transfer of transportation dollars to that state's general fund, and that the new Governor of Virginia has introduced an initiative to prevent transportation trust monies from being used for non-transportation projects. **The legislators present at the meeting expressed little optimism that the transfer in North Carolina could be ended in the near future.**

The group agreed to meet again on Friday, March 17th at 12 noon at RDU Airport Authority *(follow signs to rental car return)*.

Respectfully submitted,
Joe Milazzo II

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 29, 2005

Mr. Patrick Baker, City Manager
City of Durham
101 City Hall Plaza
Durham, North Carolina 27702

Dear Mr. Baker:

The United States Congress Transportation Reauthorization Bill (SAFETEA-LU) included approximately $3,600,000 in funding through Federal Fiscal Year 2009 for acquisition of rail corridors for and construction of bicycle and pedestrian trails in Durham and Durham County. It is our understanding that the City is interested in pursuing these projects. We will be happy to make the funds available through our normal federal aid reimbursement procedures. The City will be responsible for all matching funds required, in addition to any other costs associated with the project. We further anticipate the City will be responsible for all planning, design, right-of-way acquisition and construction activities.

Prior to the City incurring any expenses on this project, the State Transportation Improvement Program (TIP) must be amended and a municipal agreement executed. Please send us information regarding the proposed projects including a description, map, and a project timeline so that we may begin this process. Federal and state fiscal constraints may affect the effective amount of funding and the timing with which reimbursements can be made.

If we can provide you with additional information, please contact Mike Stanley at (919) 733-2039 or myself. Thank you.

Sincerely,

Calvin Leggett, PE
Manager, Program Development Branch

CWL/ms

cc: ✓Mark Ahrendsen, City of Durham
Alison Carpenter, City of Durham
Kenneth Spaulding, Member, Board of Transportation
Jon Nance, PE, Division Engineer, NCDOT Division 5
Caitlin Rayman, Federal Programs Coordinator
Laurie Smith, CPA, Funds Administration Section

PROGRAM DEVELOPMENT BRANCH
Room 146, Transportation Building
1542 Mail Service Center
Raleigh, NC 27699-1542

Telephone (919) 733-2031

FAX (919) 733-9428

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments
Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of Transportation
County of Orange

January 19, 2006

Laura Boothe
Attainment Planning Branch Chief
Division of Air Quality
North Carolina Department of Environment and Natural Resources
1641 Mail Service Center
Raleigh, NC 27699-1641

Dear Ms. Boothe:

In response to the North Carolina Division of Air Quality (NCDAQ) request for stakeholder feedback, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee (TAC) recommends county-level motor vehicle emissions budgets be used in the development of the State Implementation Plan. This recommendation was approved at a TAC meeting on January 11, 2006.

The DCHC MPO believes that there is no compelling justification not to support the NCDAQ recommendation of county-level budgets. Furthermore, county-level budgets carry the greatest incentive for counties to make land use decisions that are compatible with air quality goals, and such budgets will be consistent with the proposed MPO land use model geography. In addition, county-level budgets are also consistent with the MPO's 2030 Long-Range Transportation Plan air quality targets and transportation performance measures.

Thank you for soliciting input from the DCHC MPO on this matter. If you need additional information, please contact Mark Ahrendsen, Chair, Technical Coordinating Committee at (919) 560-4366.

Sincerely,

Mayor William V. "Bill" Bell, Chair
Transportation Advisory Committee

City of Durham ▪ Transportation Department ▪ 101 City Hall Plaza ▪ Durham, North Carolina 27701 ▪ (919) 560-4366 ▪ Facsimile (919) 560-4561

cc: DCHC MPO TAC Members
Mark Ahrendsen, Chair, DCHC MPO Technical Coordinating Committee
Eddie Dancausse, USDOT FHWA
Mike Bruff, Director, NCDOT Transportation Planning Branch
Scott Walston, NCDOT Transportation Planning Branch
Jamal Alavi, NCDOT Transportation Planning Branch
Joe Bryan, Chair, Capital Area MPO Transportation Advisory Committee
Ed Johnson, Director, Capital Area MPO Lead Planning Agency

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments
Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of Transportation
County of Orange

January 19, 2006

Honorable Michael F. Easley
Governor
State of North Carolina
20301 Mail Service Center
Raleigh, NC 27699-0301

Dear Governor Easley:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee approved a resolution to oppose the diversion of transportation taxes and fees for non-transportation purposes and to oppose a change in the state motor fuels tax formula. The committee approved this resolution at their meeting on January 11, 2006.

The gap between transportation funding and needs in North Carolina continues to widen. The North Carolina Department of Transportation has identified a shortfall of approximately $30 billion in revenue available to pay for identified statewide transportation needs over the next 25 years. Compounding this large shortfall is the rapid increase in construction costs for transportation projects, approximately 30 percent over the last two years, far outpacing growth in motor fuels tax revenues. Furthermore, over the past 15 years, more than $3 billion have been diverted from the state Highway Trust Fund to the General Fund for non-transportation purposes.

For these reasons, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization requests that revenues from transportation taxes and fees be dedicated for transportation purposes only and that the current state motor fuels tax formula be maintained. Please consider the attached resolution in your decisions on these matters.

Sincerely,

Mayor William V. "Bill" Bell, Chair
Transportation Advisory Committee

Enclosure

City of Durham ▪ Transportation Department ▪ 101 City Hall Plaza ▪ Durham, North Carolina 27701 ▪ (919) 560-4366 ▪ Facsimile (919) 560-4561

cc: Sen. Bob Atwater, North Carolina Senate
Sen. Eleanor Kinnaird, North Carolina Senate
Sen. Jeanne Hopkins Lucas, North Carolina Senate
Rep. Bill Faison, North Carolina House
Rep. Joe Hackney, North Carolina House
Rep. Verla Insko, North Carolina House
Rep. Paul Leubke, North Carolina House
Rep. Henry M. Michaux, Jr., North Carolina House
Rep. Paul Miller, North Carolina House
Rep. W.A. Wilkins, North Carolina House
Lyndo Tippett, Secretary, NCDOT
DCHC MPO TAC Members
Joe Bryan, Chair, Capital Area MPO Transportation Advisory Committee
Ed Johnson, Director, Capital Area MPO Lead Planning Agency
Mark Ahrendsen, Chair, DCHC MPO Technical Coordinating Committee
Joe Milazzo, Director, Regional Transportation Alliance

RESOLUTION TO OPPOSE THE DIVERSION OF TRANSPORTATION TAXES AND FEES FOR NON-TRANSPORTATION PURPOSES AND TO OPPOSE A CHANGE IN THE CURRENT STATE MOTOR FUELS TAX FORMULA APPPROVED BY THE TRANSPORTION ADVISORY COMMITTEE (TAC) ON JANUARY 11, 2005

A motion was made by TAC Member Mike Woodard and seconded by TAC Member Becky Heron for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the State of North Carolina maintains the second largest network of roads in the United States; and

WHEREAS, the State of North Carolina funds the maintenance and construction of the transportation network through a state motor fuels tax and other transportation taxes and fees; and

WHEREAS, statewide, the North Carolina Department of Transportation has identified an approximately $30 billion shortfall in revenue available to pay for identified needs over the next 25 years; and

WHEREAS, within the Triangle, the shortfall is estimated to be $8 billion over the next 25 years; and

WHEREAS, the Durham-Chapel Hill-Carrboro 2030 Long Range Transportation Plan identifies an approximately $558 million shortfall in historical transportation revenues available to pay for identified transportation needs; and

WHEREAS, the Durham-Chapel Hill-Carrboro 2030 Long Range Transportation Plan includes non-traditional revenue sources including a local motor fuels tax to fund the shortfall; and

WHEREAS, the cost of construction for transportation projects has increased at a greater rate than motor fuels tax revenues; and

WHEREAS, over the past 15 years, more than $3 billion have been diverted from the state Highway Trust Fund to the general fund for non-transportation purposes; and

NOW, THEREFORE, BE IT RESOLVED THAT: The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby opposes any change in the state motor fuels tax formula. The Durham-Chapel Hill-Carrboro Transportation Advisory Committee further opposes the diversion of transportation taxes and fees for non-transportation purposes. This resolution is to be provided to the Governor and the Durham-Chapel Hill-Carrboro legislative delegation.

William V. "Bill" Bell
Chair, Transportation Advisory Committee

STATE of: North Carolina
COUNTY of Durham

I, Tonette Amos, Notary Public of Durham County, North Carolina do hereby certify that William V. Bell personally appeared before me on the 12th day of January 2006 to affix his signature to the foregoing document.

Tonette Amos
Notary Public

My Commission expires: 07-17-07

TONETTE AMOS NOTARY PUBLIC DURHAM COUNTY, NC

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

January 19, 2006

Secretary Lyndo Tippett
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27699-150

RE: Planning Study for U-4720 (US 70) and U-4721 (Northern Durham Parkway)

Dear Secretary Tippett:

I am writing on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to request that the North Carolina Department of Transportation (NCDOT) initiate planning studies as soon as possible for TIP projects U-4720 (US 70 between Lynn Road and the proposed Northern Durham Parkway) and U-4721 (Northern Durham Parkway between US 70 and Roxboro Road).

These two projects are high priority projects in the DCHC MPO Metropolitan Transportation Improvement Program (MTIP) Regional Priority List. They are also key components of the DCHC MPO Long Range Transportation Plan, where they complement the East End Connector. The two projects are also eligible for funding as loop projects in the Highway Trust Fund legislation, and they are both designated elements of the Strategic Highway Corridor Plan. This combination of road improvements is a vital response to growing transportation needs in the region, with benefits for all citizens of the Triangle as well as for statewide passenger and freight transportation.

In addition, the area east of US 70 is currently the focus of significant land development interest and will continue to be so over the next decade. In order to ensure that coordinated transportation and land use planning occurs in this area, the Durham City/County Planning Commission has informed the DCHC MPO that a complete planning study of these projects is required at the earliest possible time. See the attached letter from the Chair of the Durham City/County Plannning Commission.

The initiation of a planning study for the US 70 and Northern Durham Parkway corridors has been requested through correspondence and direct discussions between the MPO and the NCDOT, most recently in May, 2005. The DCHC MPO's adopted MTIP shows planning for these projects beginning in federal Fiscal Year 2007. Based on NCDOT's schedule for planning the East End Connector, it is clear that the lead time between planning and future right of way acquisition and construction may be quite long. As it is the MPO's desire to have these projects completed rapidly

after the East End Connector, and in order to avoid any possibility of delay with these projects as construction funds become available, we urge that planning begin in 2006 for completion at the earliest possible date.

If you should have any questions regarding this matter, please contact me at (919) 560-4333, or Mark Ahrendsen, Technical Coordinating Committee Chair, at (919) 560-4366.

Sincerely,

William V. "Bill" Bell, Chair
Transportation Advisory Committee

Encl.

cc: DCHC MPO TAC Members
Ken Spaulding. NC Board of Transportation Member, Division 5
Doug Galyon, NC Board of Transportation Member, Division 7
Mark Ahrendsen, Chair, Transportation Coordinating Committee
Mike Bruff, Manager, NCDOT Transportation Planning Branch
Felix Nwoko, Manager, DCHC Lead Planning Agency

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

January 23, 2006

The Honorable William B. Bell, Chair
Transportation Advisory Committee
Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mayor Bell:

Thank you for your letter in which you express the opposition of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Advisory Committee assessing the cost for project I-3306 work to the state equity formula. State law mandates that any funds expended under the Transportation Improvement Program (TIP) be distributed according to the equity formula. Because any remedial work would be an integral part of the subject TIP construction project, the cost associated with such work is legally required to be counted under the Division 5 equity allocation.

If I can be of further assistance, please let me know.

Sincerely,

Lyndo Tippett

LT:js

cc: Ken Spaulding, Board of Transportation Member
Nina Szlosberg, Board of Transportation Member
Jon Nance, P. E., Division Engineer
Mark Ahrendsen, Chair, DCHC Technical Coordinating Committee

PHONE 919-733-2520 FAX 919-733-9150

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

January 23, 2006

The Honorable William Bell, Chair
Transportation Advisory Committee
Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mayor Bell:

Thank you for your letter concerning the Strategic Highway Corridors (SHC) initiative. Strategic Highway Corridors are intended to provide a network of high-speed, safe and reliable highways throughout North Carolina. These corridors are critical to statewide mobility and connectivity and promote a system of modern and efficient transportation, supportive of economic opportunities, and environmental excellence.

On September 2, 2004, the Board of Transportation adopted the SHC Vision Plan your letter addressed as part of the Statewide Transportation Plan. Currently, we are developing a formal process for revising the plan. Once the Board has adopted this process, we will coordinate any modifications with the Metropolitan Planning Organization. The primary purpose of the plan is to help guide improvements and provide consistency in decision-making along Strategic Highway Corridors. Projects along these corridors will continue to receive funding through the normal Transportation Improvement Program process along with other transportation needs and will not automatically receive funding priority.

Thank you again for your interest in the Strategic Highway Corridors initiative. If you have further questions, please contact David Wasserman of the Transportation Planning Branch. He can be reached at 919-715-5482, ext. 380 or by email at dswasserman@dot.state.nc.us.

Sincerely,

Lyndo Tippett

LT/dsw

cc: Ken Spaulding, Member, Board of Transportation
Doug Galyon, Member, Board of Transportation
Mark Ahrendsen, DCHC MPO Technical Coordinating Committee

PHONE 919-733-2520 FAX 919-733-9150

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

January 25, 2006

Tom Norman
NCDOT Bicycle & Pedestrian Division
1552 Mail Service Center
Raleigh, NC 27607-1552

RE: American Tobacco Trail, Phases E-F

Tom

Dear ~~Mr. Norman~~:

As you know, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) has recently entered into discussions regarding completion of Phases E and F of the American Tobacco Trail, in Durham and Chatham Counties. The MPO recognizes that the American Tobacco Trail (ATT) is an important off-road transportation facility serving a large part of the Triangle region, and looks forward to the completion of the project and its resulting connectivity benefit to many local schools, neighborhoods, parks and other trail systems throughout the region. To date, the northern and southern sections of the Trail have been funded by partnerships between State, federal and local governments, but the section in southern Durham County (Phase E) and the entire portion in Chatham County (Phase F) are currently only partially funded. The attached table, *ATT Cost and Funding Status*, provides project cost and funding details that the MPO has collected thus far.

Completion of the remaining sections of the trail is a major priority for the MPO. A $1.6 million federal earmark was recently appropriated through Congressman David Price's office for the American Tobacco Trail, and the MPO's Transportation Coordinating Committee (TCC) is working together on an allocation proposal for the federal earmark, as well as a proposal to fully fund the last two phases of the ATT project in the State's 2007-2013 Transportation Improvement Program (TIP). The TCC would like to work with NCDOT's Bicycle and Pedestrian Division on an agreement for the earmark split that accomplishes simultaneous and expeditious completion of both phases of the trail.

City of Durham • Department of Transportation • 101 City Hall Plaza • Durham, North Carolina 27701 • (919) 560-4366 • Facsimile (919) 560-4561

The MPO would like to invite you and/or other NCDOT Bicycle & Pedestrian Division staff to attend upcoming TCC and TAC meetings, and relevant subcommittee meetings, to discuss the American Tobacco Trail item. To the degree possible, the MPO and member agencies would like to be updated by the NCDOT Bike/Ped Division on progress of the Phase F trail design, revised cost figures, and information on the project scoping and public involvement process. We would also appreciate the input of the NCDOT Bike/Ped Division regarding federal earmark authority and other funding matters as related to the 2007-2013 TIP.

The MPO is looking forward to collaboration with State and local governments to help move the American Tobacco Trail project forward and complete both remaining sections of this important transportation and recreational asset. We hope that you and your staff might consider attending upcoming DCHC MPO meetings of the Transportation Coordinating Committee (TCC) and Transportation Advisory Committee (TAC), where discussions on the ATT are held. For more information, or to review upcoming and previous TCC/TAC agendas, please visit our website at www.dchcmpo.org.

We are also happy to meet with you and/or your staff individually to discuss this matter further. Thank you for your consideration, and we look forward to working with you.

Respectfully,

Mark

Mark Ahrendsen
Chair, Technical Coordinating Committee
Durham-Chapel Hill-Carrboro MPO

Cc: Bill Bussey, Triangle Rails-to-Trails Conservancy
Alison Carpenter, City of Durham/DCHC MPO
Keith Megginson, Chatham County
Felix Nwoko, DCHC MPO
Cherri Smith, City of Durham
Jason Sullivan, Chatham County
Beth Timson, City of Durham

City of Durham • Department of Transportation • 101 City Hall Plaza • Durham, North Carolina 27701 • (919) 560-4366 • Facsimile (919) 560-4561

ATT Cost and Funding Status

Current Cost Estimates

	Bridge	"Soft" Costs	Trail	Estimated Cost	Programmed Funding	Current Shortfall
Durham County (Phase E)	**I-40 bridge (approx 400 ft)**	**35% bridge cost**	**4.0 miles**			
Option 1 – "signature" bridge + 4.0 miles paved trail	$1,680,000	$588,000	$2,323,200	$4,591,200	$2,072,000	$2,519,200
Option 1A – "signature" bridge + 3.0 miles paved and 1.0 miles unpaved trail	$1,680,000	$588,000	$2,059,200	$4,327,200	$2,072,000	$2,255,200
Option 2 – "signature" bridge + 1.7 miles paved, 2.3 miles improved but unpaved	$1,680,000	$588,000	$1,753,430	$4,021,430	$2,072,000	$1,949,430
Option 3 – "off the rack" bridge + 4.0 miles paved trail	$1,315,200	$460,320	$2,323,200	$4,098,720	$2,072,000	$2,026,720
Option 3A – "off the rack" bridge + 3.0 miles paved and 1.0 miles unpaved trail	$1,315,200	$460,320	$2,059,200	$3,834,720	$2,072,000	$1,762,720
Option 4 – "off the rack" bridge + 1.7 miles paved, 2.3 miles improved but unpaved	$1,315,200	$460,320	$1,753,430	$3,528,950	$2,072,000	$1,456,950
Chatham County (Phase F)	**Two bridges**	**Unknown**	**4.7 miles**			
Paved trail with additional equestrian trail	$456,000	Unknown	$1,881,039	$2,337,039	$1,396,000	$941,039

ATT Cost and Funding Status

Current Funding Scenario

	Allocated Funding Amounts	Funding Source
ATT Phase E (Durham County)	$496,000	2004 FHWA earmark
	$1,181,000	STP/DA allocation
	$295,250	City match for STP/DA funds
	$100,000	Scott King Rd. trailhead (Payment-in lieu)
	Total = $2,072,000	
ATT Phase F (Chatham County)	$496,000	2004 FHWA earmark
	$900,000	2004 NCDOT Bicycle and Pedestrian award
	Total = $1,396,000	
Not Designated	$1,376,000	2005 SAFETEA-LU Earmark (with 86% obligation limitation)

Capital Area Metropolitan Planning Organization

January 31, 2006

William V. Bell
TAC Chairman
Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mayor Bell:

The purpose of this letter is to transmit to you the Capital Area Metropolitan Planning Organization's (Capital Area MPO's) Transportation Advisory Committee members who will participate on the Joint Capital Area MPO/Durham-Chapel Hill-Carrboro MPO Transportation Funding Task Force as agreed upon at our November 30, 2005 joint Transportation Advisory Committee (TAC) meeting. Your correspondence to the Capital Area MPO dated January 3, 2006 was presented during the Wednesday, January 18 TAC meeting. The discussion concluded with the following TAC members appointed to represent the Capital Area MPO on this Task Force:

Mayor Charles Meeker
Mayor Keith Weatherly
Mayor Vivian Jones
Mayor John Byrne
Commissioner Joe Bryan
Commissioner Hubert Gooch
Commissioner Lynnwood Buffaloe
Ann Franklin, TTA Board Member
Ed Johnson, Capital Area MPO Director

Our staffs will be in coordinate with each other to establish mutually convenient meeting dates, times, and locations as soon as possible. We look forward to working with you on this most important effort.

Sincerely,

Joe Bryan, Chairman
Transportation Advisory Committee
Capital Area MPO

cc: Capital Area MPO TAC Members
Chip Russell, Chair, Capital Area MPO Technical Coordinating Committee
Mark Ahrendsen, Chair, DCHC MPO Technical Coordinating Committee
Felix Nwoko, Manager, DCHC MPO

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

January 31, 2006

Mr. Lyndo Tippett, Secretary
NCDOT
1501 Mail Service Center
Raleigh, NC 27699-1501

RE: East End Connector (TIP Project No. U-71)

Dear Secretary Tippett:

Thank you and your staff for meeting with representatives of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Advisory Committee recently to discuss plans for fully funding the construction of the East End Connector (TIP Project No. U-71) in the 2007-2013 Transportation Improvement Program. As we discussed, construction of this project is critical and necessary to complete a north-south freeway network through the Triangle (linking I-85, NC147, I-40 and I-540).

As illustrated in the material that was provided at the meeting (copy attached), Durham, one of seven cities originally eligible for Loop funding, has received virtually no Loop funding from the inception of the Highway Trust Fund in 1989. Almost all of the funding has gone to Loop projects in Charlotte, Greensboro, Raleigh and Wilmington.

In the 2003 and 2004 legislative sessions the N.C. General Assembly amended the Highway Trust Fund legislation to add three new municipalities that would be eligible for Loop funding and to add projects that would be eligible for Loop funding in some of the municipalities originally eligible for Loop funding. The single Loop project in Durham was modified resulting in five separate projects (one with three parts) that are eligible for Loop funding. The East End Connector (U-71) is the highest priority Loop project in Durham.

At our meeting we were advised by your staff that Loop funding of $150 million per year is projected to be available over the 2007-2013 time period (total of $1.05 billion). There are ten cities eligible for Loop funding. We are asking that one tenth of the available Loop funds projected over the next seven years (approximately $100 million) be made available in the 2007-2013 TIP to complete the construction of the East End Connector. We think this is a fair and reasonable request.

City of Durham • Department of Transportation • 101 City Hall Plaza • Durham, North Carolina 27701 • (919) 560-4366 • Facsimile (919) 560-4561

We are also requesting that the joint planning process for the US70 and Northern Durham Parkway projects be initiated early in the 2007-2013 TIP and completed as soon as possible so that construction of these Loop projects could be programmed in future TIPs.

We look forward to the inclusion of a fully funded East End Connector in the draft 2007-2013 TIP. Thanks again for your assistance.

Sincerely,

Mayor William V. "Bill" Bell
Chair,
Durham-Chapel Hill-Carrboro MPO
Transportation Advisory Committee

cc: Ken Spaulding, Board of Transportation Member
Nina Szlosberg, Board of Transportation Member
TAC Members
Len Sanderson, State Highway Administrator
Calvin Leggett, Manager, Program Development Branch
Greg Thorpe, Director, Project Development and Environmental Analysis
Jon Nance, Division Engineer
Mark Ahrendsen, Chair DCHC MPO TCC
Felix Nwoko, DCHC MPO

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

January 31, 2006

Mr. Franklin Freeman
Senior Assistant for Government Affairs
20301 Mail Service Center
Raleigh, NC 27699-0301

RE: East End Connector (TIP Project No. U-71)

Dear Mr. Freeman:

Thank you for meeting with representatives of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Advisory Committee recently to discuss plans for fully funding the construction of the East End Connector (TIP Project No. U-71) in the 2007-2013 Transportation Improvement Program. As we discussed, construction of this project is critical and necessary to complete a north-south freeway network through the Triangle (linking I-85, NC147, I-40 and I-540) and to provide an alternate route for traffic currently traveling through residential neighborhoods in Durham.

As illustrated in the material that was provided at the meeting (copy attached), Durham, one of seven cities originally eligible for Loop funding, has received virtually no Loop funding from the inception of the Highway Trust Fund in 1989. Almost all of the funding has gone to Loop projects in Charlotte, Greensboro, Raleigh and Wilmington.

In the 2003 and 2004 legislative sessions the N.C. General Assembly amended the Highway Trust Fund legislation to add three new municipalities that would be eligible for Loop funding and to add projects that would be eligible for Loop funding in some of the municipalities originally eligible for Loop funding. The single Loop project in Durham was modified resulting in five separate projects (one with three parts) that are eligible for Loop funding. The East End Connector (U-71) is the highest priority Loop project in Durham.

At our meeting we were advised by NCDOT staff that Loop funding of $150 million per year is projected to be available over the 2007-2013 time period (total of $1.05 billion). There are ten cities eligible for Loop funding. We are asking that one tenth of the available Loop funds projected over the next seven years (approximately

City of Durham • Department of Transportation • 101 City Hall Plaza • Durham, North Carolina 27701 • (919) 560-4366 • Facsimile (919) 560-4561

$100 million) be made available in the 2007-2013 TIP to complete the construction of the East End Connector. We think this is a fair and reasonable request.

We are also requesting that the joint planning process for the US70 and Northern Durham Parkway projects be initiated early in the 2007-2013 TIP and completed as soon as possible so that construction of these Loop projects could be programmed in future TIPs.

We look forward to the inclusion of a fully funded East End Connector in the draft 2007-2013 TIP. Thanks again for your assistance.

Sincerely,

Mayor William V. "Bill" Bell
Chair,
Durham-Chapel Hill-Carrboro MPO
Transportation Advisory Committee

cc: Ken Spaulding, Board of Transportation Member
Nina Szlosberg, Board of Transportation Member
TAC Members
Mark Ahrendsen, Chair DCHC MPO TCC
Felix Nwoko, DCHC MPO

Comparison of Highway Loop Funding

North Carolina General Statutes provide that one-fourth of the net proceeds of the Highway Trust Fund be used to plan, design and build urban loop highways, as identified in the same legislation. These funds are especially important because the so-called urban loop funding is not included in the Equity Formula, which is used to distribute most State and federal transportation funds to the various North Carolina regions.

Figure 1 provides key loop funding data for North Carolina metropolitan areas:

- Amount expended from 1990-2004;
- Amount in the FY 2006-2012 STIP (these NCDOT figures include FY 2005);
- Amount not yet budgeted (i.e., postyear); and,
- Total estimated loop funding, which is the sum of the expended, FY 2006-2012 STIP and unfunded amounts.

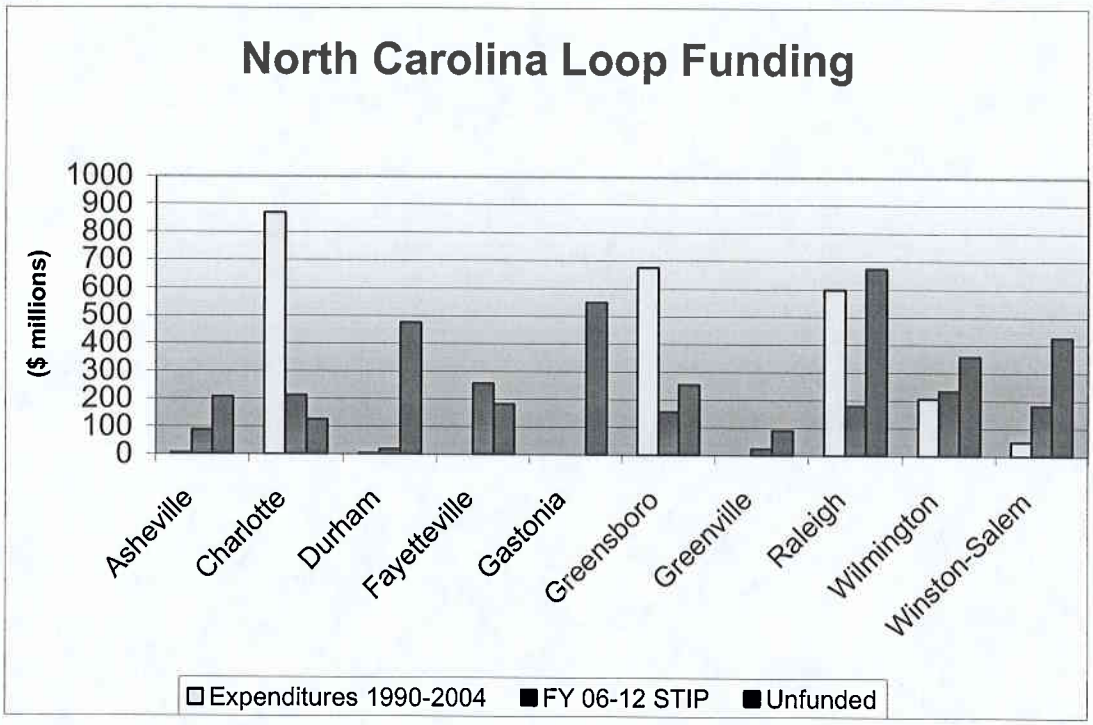
Figure 2 shows the same data presented in a bar chart.

The amount of loop funding expended between 1990 and 2004 and budgeted in the FY 2006-2012 for the Durham area is well below that of other metropolitan areas. This funding shortage is especially surprising given Durham's larger population compared to many of the other metropolitan areas, and the fact that Durham's highest transportation priority, the East End Connector, is eligible for loop funding and has been in the planning stage since the 1960s.

Figure 1: Total Urban Loop Funding in N.C. Metro Areas

	Expenditures 1990-2004	FY 06-12 STIP	Unfunded	Total Expended, Funded & Unfunded
Asheville	4	88	208	300
Charlotte	869	214	126	1209
Durham	3	20	477	500
Fayetteville	0	258	182	440
Gastonia	0	0	550	550
Greensboro	676	157	255	1088
Greenville	0	25	91	116
Raleigh	598	180	674	1452
Wilmington	207	234	359	800
Winston-Salem	52	182	428	662
TOTAL	**2,409**	**1,358**	**3,350**	**7,117**

Figure 2



In the 2003 and 2004 legislative sessions, the North Carolina General Assembly amended the Highway Trust Fund legislation to add eighteen highway projects that are eligible for Loop funding. The total cost of these new loop projects amounted to approximately $2.4 billion. Figure 3 shows the total cost of these new loop projects by the eight metropolitan areas receiving the funding, and the amount funded in the FY 2006-2012 STIP. Only the Durham, Fayetteville and Greenville areas received funding in the FY 2006-2012 STIP for these new projects. There is a noted difference in the scope of funding – Fayetteville received $167 million, while Durham and Greenville received only $20 million and $25 million, respectively.

Figure 3

New Loop Funding Projects (2003 & 2004 Legislative Amendments)
(Compare Total Project Amount and Funding in FY 2006-2012 STIP)