

Member Governments

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

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**March 22, 2006
9:00 a.m.**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

- 4. Approval of February 22, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the February 22, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the February 22, 2006 TCC meeting.

- 5. FY 2006-2007 Unified Planning Work Program
(Attachments TBD)
Felix Nwoko, LPA Staff**

The UPWP subcommittee met on March 15, 2006 to discuss the draft UPWP. The results of the subcommittee meeting will be presented at the March TCC meeting. Due to the late date of the subcommittee meeting, this agenda item and attachments will be distributed by email separately.

The UPWP subcommittee will meet at 9:00 am on Wednesday, March 29, 2006 to discuss the UPWP in more detail and to finalize what will be presented at the April TAC meeting. A draft UPWP will be submitted at the April TCC meeting. The UPWP will be submitted to the TAC for approval at the May TAC meeting.

TCC Action: Receive the updated UPWP information, discuss, and provide input.

- 6. Triangle Regional Model Update
(Attachment 6)
Felix Nwoko, LPA Staff
Jeremy Raw, LPA Staff**

The TAC requested information regarding funds spent on activities related to the regional travel demand model (the Triangle Regional Model or TRM). Attachment 6 contains a spreadsheet that outlines both DCHC expenditures planned for the next four years as well as expenditures proposed by other TRM stakeholders (where these are known).

The TAC also requested a brief introduction to travel demand modeling and how that theory relates to the Triangle Regional Model in practice. This presentation will be reviewed by the TCC modeling subcommittee before the next TAC meeting.

TCC Action: Review the attachment, discuss, and provide comments.

7. Request to NCDOT Regarding the Management of Bicycle and Pedestrian Projects
(Attachment 7)

Alison Carpenter, LPA Staff

This item is to apprise TCC members of recent matters within the DCHC MPO area related to bicycle and pedestrian project funding and construction management, and to encourage discussion on the process for planning and constructing bicycle and pedestrian facilities. A memo is attached describing the item in more detail.

TCC Action: Discuss the items outlined in the memo, and take action if needed.

8. Request to NCDOT Regarding the Transfer of CMAQ Funds to FTA
(Attachment 8)

Felix Nwoko, LPA Staff

FFY 2006 CMAQ funds used for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration. At the 3/8/2006 TAC meeting, the TAC approved the transfer of funds for the Carrboro shared ride feeder service. The TAC still needs to approve the transfer of funds for the DATA and Chapel Hill Transit bus purchases. A letter requesting the transfer is Attachment 8.

TCC Action: Recommend that the TAC approve the transfer of funds.

9. SAFETEA-LU Transportation Conformity Update

John Hodges-Copple, TJCOG

Eddie Dancausse, FHWA

FHWA, FTA, and EPA have developed a document titled "Interim Guidance for Implementing the Transportation Conformity Provisions in SAFETEA-LU". This guidance explains changes that SAFETEA-LU made to the Clean Air Act's transportation conformity provisions. SAFETEA-LU requires EPA to revise the Transportation Conformity Rule by August 10, 2007. SAFETEA-LU and the transportation conformity provisions will be explained and discussed. Handouts may be provided at the meeting.

TCC Action: Receive update, discuss, and take action if needed.

REPORTS FROM STAFF:

10. Reports from Staff

(Attachment 10)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

11. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

12. NCDOT Report

(Attachment 12)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Progress Reports for current Division 5 and 7 construction work is provided as Attachment 11.

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

13. Recent Newspaper Articles/Legislative Update

(Attachment 13)

14. Schedule for TAC and TCC Agenda Preparation

(Attachment 14, 14A)

Attachments 14 and 14A display the schedule for the TAC and TCC meeting agendas. Please adhere to this schedule when submitting items to the LPA for these meetings.

PENDING ITEMS

MAB Boundary/MPO Expansion

MPO Functional Classification of Streets and Roadways

Regional Priority List Ranking Methodology

Adjourn

Next meeting: April 26, 2006

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TECHNICAL COORDINATING COMMITTEE

February 22, 2006

MINUTES OF MEETING

The Technical Coordinating Committee met on February 22, 2006 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *Andy Henry City of Durham/Transportation
- *John Hodges-Copple Triangle J Council of Governments (TJCOG)
- *Claire Kane UNC
- *Karen Lincoln Orange County Planning
- *Jon Nance NCDOT/Division 5 Engineer
- *Felix Nwoko City of Durham/Transportation
- *Liz Rooks Research Triangle Foundation
- *Tamra Shaw NCDOT/PTD
- *Gordon Sutherland Town of Chapel Hill
- Ellen Beckmann City of Durham/Transportation
- Jeremy Raw City of Durham/Transportation
- Brian Rhodes City of Durham/Transportation
- John Tallmadge Triangle Transit Authority
- Chao Wang City of Durham/Transportation

*Voting Members

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:12 a.m.

Preliminaries:

Adjustments to the Agenda

Felix Nwoko added a Policy on Requests for Non-voting TAC Membership to the agenda. John Hodges-Copple wants to add at a future meeting, the new guidance on the small starts and how it might affect the completion of the original Phase I.

Public Comments

There were no public comments.

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Action Items:

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Approval of January 25, 2006 TCC Meeting Minutes (Attachment 4)

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A motion was made by Liz Rooks and seconded by Karen Lincoln to approve the January 25, 2006 TCC Meeting Minutes. The motion carried unanimously.

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National Modeling Issues and Triangle Regional Model Update (Attachments 5 and 5A)

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Felix Nwoko provided a Power Point presentation on the National Modeling Issues and Triangle Regional Model Update. Andy Henry asked what “feedback to land use” meant. Felix stated that it is the effect that the transportation service level (e.g., congested or free-flowing) might have on future land use. Jeremy Raw stated there really isn’t a category for the way that we developed the model; we actually have two MPO’s, NCDOT, and a regional transit agency who are involved in the creation, production, and management of the model. Jeremy asked how we answered the survey in regards to where we are on the scale. Felix stated that we are a combination of the MPO and NCDOT. Jeremy stated that we are gathering about 5,000 surveys over an area where the population is currently close to 1.6 million. Mark Ahrendsen asked how the survey takes into account revealed versus stated preferences. Felix stated that there will be a series of questions based around the regional rail system for residents to answer in order to provide the information. Jeremy stated that the survey asks individuals what they actually did. If you break the revealed preference down into demographics, the way to do it is a combination of both revealed and stated preference. Mark Ahrendsen asked how many zones we have, and Jeremy and Felix replied with 2,300 zones. We have approximately 17,000 links per Jeremy. We are trying to design ways to enhance the

58 model by adding sensitivities to various things such as land use. The availability of
59 parking is also a key factor.

60 Mark Ahrendsen stated that some of these things will be part of the work
61 program.

62 Gordon Sutherland with Chapel Hill asked in regards to Attachment 5, why are
63 we spending more money on this item than CAMPO. Jeremy Raw stated that we have
64 renegotiated the split of the costs of the external stations survey. On line 8, where it lists
65 \$50,000 for each entity; the DCHC cost has decreased to \$30,000, CAMPO has increased
66 to \$70,000, NCDOT has increased to \$70,000, and TTA has decreased to \$30,000. Mark
67 Ahrendsen stated that they made the point at a meeting yesterday that the tasks that are
68 more related to size will be split differently from now on. Andy Henry stated that the
69 shared part, i.e., cost shares based on a factor other than equal shares, such as population,
70 is approximately \$1,300,000 of the total and the remainder is equal shares. Somewhere
71 between 50 and 55 percent of the budget is on the share basis.

72 Gordon Sutherland also stated that on line 2, the staff dollar contribution should
73 be completed. Felix stated that it is difficult to complete this line and that this figure will
74 need to be estimated. Staff is still working on this line item.

75 **2006-2007 Unified Planning Work Program (UPWP) (Attachment 6, 6A, 6B, and**
76 **6C)**

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78 Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning
79 Work Program (UPWP), along with the attachments. The timeline is to present a draft at
80 the March TAC meeting for comment and feedback, and a final will be submitted for
81 review and adoption at the April TAC meeting. After discussion, John Hodges-Copple
82 stated that he believes we should provide a short list stating the items we are considering

83 so that we can receive the TAC members' concerns and questions. Jeremy Raw stated
84 that we need to provide the TAC with a summary that they can focus on with the costs.
85 John Hodges-Copple stated that it would be more beneficial for the subcommittee to meet
86 after the TAC has reviewed the summary. Mark Ahrendsen stated that the LPA staff will
87 take the lead in pulling something together for the next TAC meeting that lists the
88 prospective tasks that could be undertaken in 2006-07 in menu format. After the TAC
89 meeting, the subcommittee will get together and develop a draft program together.

90 Mark Ahrendsen stated that we are required to show all the planning funds
91 regardless of how the transit agencies or participants want to use them. They have to be
92 illustrated in the UPWP. Felix Nwoko stated that after the TAC, he will send an e-mail
93 to everyone.

94 **Southwest Durham/Southeast Chapel Hill Collector Street Plan Update**
95 **(Attachment 7)**

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97 Mark Ahrendsen provided an introduction for the Southwest Durham/Southeast
98 Chapel Hill Collector Street Plan Update, along with the attachment.

99 Andy Henry stated that there have been two public workshops. We are working
100 with KHA, our consultant and they are coming up with a recommended network for
101 collector streets and a final report. It has been delayed for the last couple of weeks
102 because staff had to talk with the school system about Southwest Durham Drive going
103 through Creekside Elementary School property. Because it is part of our Long Range
104 Transportation Plan, we have to assume that the corridor of Southwest Durham Drive is
105 set. We expect the school system to request that a public process be done to see if the
106 alignment can be taken off the school property. We will probably go forward and finish
107 the Southwest Durham Collector Street Plan, and if the alignment changes, we will

108 amend the plan. John Hodges-Copple stated that when the next update of the Long
109 Range Transportation Plan occurs, the plan should be modified to incorporate any
110 changes.

111 **Adjustments to the Agenda:**

112 **Policy on Requests for Non-voting TAC Membership**

113 Mark Ahrendsen provided an introduction for the Policy on Requests for Non-
114 voting TAC Membership. Mark stated that the TCC Administrative UPWP
115 Subcommittee met last week to review. Ellen Beckmann stated that a memo describing
116 the policy, the application that would be sent to a petitioning organization, and the
117 minutes of the subcommittee meeting are attachments. In general, the policy is that the
118 TCC will make a decision on a case-by-case basis. Upon receiving a request, LPA staff
119 would forward the application to the organization, and based on the answers, the TCC
120 subcommittee would make a recommendation and forward to the TAC. John Hodges-
121 Copple stated that this policy allows everyone to be eligible.

122 John Tallmadge asked if there is a similar process for TCC membership. Felix
123 and Mark both stated no. Mark stated the TAC makes the decision; the memorandum of
124 agreement establishes a base membership and allows the TAC to add additional
125 members.

126 A motion was made by Liz Rooks and seconded by Felix Nwoko to forward this
127 item to the TAC for consideration. The motion carried unanimously.

128 **Reports from Staff:**

129 **Reports from Staff (Attachment 8)**

130 There was nothing to report.

131 **Report from the Chair**

132 Mark Ahrendsen stated there was a scoping meeting set up for the East End
133 Connector Project on March 20, 2006. A meeting has been scheduled with the federal
134 and state officials to discuss STPA-DA, CMAQ, and other funding issues.

135 **NCDOT Report (Attachment 10 and 10A)**

136 Jon Nance, NCDOT Division 5 provided an update on Durham County projects.
137 On the attached status report, the completion date has not been updated on NC-55. The
138 new completion date for NC-55 is November 2006. NCDOT is hoping to advertise the
139 turn lanes on Garrett Road in March. NCDOT has advertised the NC-54/I-40 interchange
140 and it came in 40% above the estimate, so it is being retooled to allow some daytime
141 work that will involve lane closures. NCDOT hopes to have it back out for bid in the
142 next couple of weeks. Felix Nwoko asked if the funding issue has been resolved
143 regarding I-40. Jon stated the funding has not been resolved. Felix Nwoko asked when
144 the projected let is for US 15-501 from Garrett Road to Durant. Jon will check on the
145 date and let Felix and Mark know. Liz Rooks told Jon that someone had told her that a
146 section of Davis Drive was dropping out of the project. Jon will check on this and get
147 back with Liz. Liz also asked why Hopson Road and NC 55 is not on the list of projects
148 to be let in the next twelve months. Jon will check on this and get back to Liz. Brian
149 Rhodes asked about status of the I-85 and Guess Road ramp closure. Jon stated that the
150 I-85 southbound ramp will be the first one to shift and immediately after the off ramp of
151 I-85 northbound. Traffic control plans have been set to publicly release the closures.
152 Mark Ahrendsen stressed the need for information and signage for the motorists of road
153 closings in advance that also indicate the time of closure. Staff will notify Joe Hall of the

154 sign shop to correct the sign for NC 751 and Cornwallis Road. Brian Rhodes stated that
155 the northbound traffic at Hillandale Road and I-85 is backing up. Jon will check into this
156 and Mark stated that staff will check the cameras in the Transportation office.

157 **Informational Items:**

158 **Recent Newspaper Articles/Legislative Update (Attachment 11)**

159 The recent newspaper articles/legislative update is attached.

160 **FTA Proposed Rulemaking on Small Starts (Attachment 12)**

161 The FTA proposed rulemaking on Small Starts is attached.

162 **Adjournment**

163 There being no further business before the Technical Coordinating Committee,
164 the committee adjourned at 11:25 a.m.

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Triangle Regional Model (TRM) & Other Model Related Investments

No.	Model tasks	Comments	Time Period	DCHC	CAMPO	NCDOT	TTA	Total
Regional Model Support, Recurring								
1	Model Service Bureau (Total Direct Costs)		annual/on-going	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
2	Model Service Bureau 0.5 FTE (50% in-kind staff contribution)	cost varies by agency	annual/on-going	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Total Regional Model Support				\$140,000	\$140,000	\$140,000	\$140,000	\$560,000
DCHC MPO Additional Recurring Costs								
3	DCHC Additional Staff Costs		annual/on-going	\$140,000	? \$100,000 ?	Unknown	Unknown	Unknown
Total Recurring Model Support Costs				\$280,000	\$240,000	Unknown	Unknown	Unknown
Regional Model Updates & Enhancements								
4	TRM model update and enhancement	funded	Cost Over 4 Years	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
5	Household survey	funded	one-time cost	\$175,000	\$225,000	\$150,000	\$150,000	\$700,000
6	Onboard transit survey	unfunded	one-time cost	\$85,500	\$58,500		\$19,500	\$163,500
7	Transit ridership counts	funded	one-time cost	\$60,000	\$60,000		\$9,000	\$129,000
8	Traffic counts	funded	one-time cost			\$67,500		\$67,500
9	External Station	unfunded	one-time cost	\$30,000	\$70,000	\$70,000	\$30,000	\$200,000
10	Commercial vehicle	unfunded	one-time cost	\$43,000	\$43,000	\$43,000	\$43,000	\$172,000
11	Special Generator	unfunded	one-time cost	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
12	Travel Time Speed survey*	partially funded	one-time cost	\$150,000	? \$90,000 ?			\$240,000
Total Regional Model Updates				\$643,500	\$646,500	\$430,500	\$351,500	\$2,072,000
DCHC MPO Model Enhancements								
13	Land use Model		one-time cost	\$250,000				\$250,000
14	Non-motorized trip modeling		one-time cost	\$250,000				\$250,000
15	Others: Sub-area, Select-link, LRTP and Mobile 6 Interface		one-time cost	\$75,000				\$75,000
Total DCHC Model Enhancements				\$575,000	\$0	\$0	\$0	\$575,000
Total Modeling Costs			Cost Over 4 Years	\$2,338,500	\$1,606,500	\$570,500	\$491,500	\$3,207,000
LRTP Investments				\$6,130,000,000	\$12,000,000,000	#N/A	#N/A	#N/A
Percentage for all modeling			Cost Over 4 Years	0.0381%	0.0134%	#N/A	#N/A	#N/A
Percentage for regional modeling only (apart from DCHC Model Enhancements)			Cost Over 4 Years	0.0288%	0.0066%	#N/A	#N/A	#N/A

* highway/transit: depends on sample size

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: March 15, 2006

RE: Bicycle and Pedestrian Facility Improvements

This memo is to apprise TCC members of recent matters within the DCHC MPO area related to bicycle and pedestrian project funding and construction management, and to encourage discussion on the process for planning and constructing bicycle and pedestrian facilities. The LPA has noticed several issues with the current structure between the MPO and NCDOT for managing bike/ped projects. Particularly, the MPO is now frequently initiating multiple bicycle and pedestrian facility improvement projects, but NCDOT does not have the capacity within its Division offices for design, construction and maintenance of these projects. In addition, funding sources for alternative transportation (such as CMAQ and Transportation Enhancements) seem to be threatened when statewide resource deficiencies occur, as happened recently with the NCDOT fiscal crisis.

Recently, the LPA has been notified by NCDOT that the current policy of the Department is to require the MPO and/or local governments to manage the design and construction of bicycle and pedestrian projects funded by STP-DA and CMAQ funds. While it is recognized that the NCDOT Bicycle and Pedestrian Division is a successful unit and works tirelessly on statewide alternative transportation projects and programming, the Bike/Ped Division does not have appropriate staff resources to address design and management of TDM construction projects in all fourteen highway divisions. However, the MPO is neither charged with construction design or administration, and often local governments are often overburdened or under-equipped to handle infrastructure improvements on the State roadway system. For this reason, the LPA would like to encourage NCDOT to improve Roadway Design and Highway Division staff capacity for designing and managing bicycle and pedestrian improvement projects within their Highway Divisions and District offices. Such a policy would comply with recent efforts by NCDOT to train Department planners and engineers on bicycle and pedestrian facility design. Crafting a procedure for managing these projects will be a necessary step in improving our State's transportation infrastructure and offering more transportation choices to North Carolina residents. In addition to ensuring that NCDOT Division staff are trained with the skills and knowledge to design and manage TDM projects, the MPO would like to encourage NCDOT to include bicycle and pedestrian facility maintenance into their routine operations for the State roadway system.

The LPA would also like to request that funding sources for alternative transportation projects are not threatened above and before highway projects throughout the State.

NCDOT recently announced the cancellation of 2006 Transportation Enhancement funding, a major source of funding for bicycle and pedestrian projects. The DCHC MPO would like to encourage NCDOT to retain funding sources for alternative transportation projects, in reasonable proportion to the amount of funds dedicated to highway infrastructure.

As bicycle and pedestrian projects become more important to this rapidly growing region, it will be crucial for the MPO and NCDOT to address efficient planning, funding, construction and maintenance of alternative transportation facilities. LPA staff would like to work with NCDOT and local MPO members to improve the approach to these matters.

Issues for Discussion:

- 1) 2006-2012 TIP – Transportation Conformity Lapse
 - South Columbia St
 - Smith Level Rd
- 2) 2006 Transportation Enhancement Call-for-Projects Cancelled
- 3) Construction Management Questions
 - NC 54 (CMAQ Project)
 - Old Durham-Chapel Hill Rd (STP-DA Project)
- 4) Bicycle & Pedestrian Improvements During NCDOT Resurfacing Projects

Requested TCC Action:

Forward necessary items to the TAC for review and discussion; recommend approval of a letter from TAC to NCDOT encouraging improved strategy for managing bicycle and pedestrian projects throughout the State.



 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

April 12, 2006

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

Dear Ms. Perry:

The Durham-Chapel Hill-Carrboro MPO requests the transfer of CMAQ funds for FFY 2006 from the Federal Highway Administration to the Federal Transit Administration for the CMAQ projects listed below. The funding is as follows:

C-4927	Durham, purchase five hybrid electric 40' buses to operate two new DATA routes	FFY 06 \$587,337
C-4930	Chapel Hill, purchase three hybrid electric transit buses to provide service to a new park and ride facility	FFY 06 \$469,869

This request was approved by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee at its meeting on April 12, 2006 (see attached minutes).

Your assistance with this project is greatly appreciated.

Sincerely,

Mayor William V. "Bill" Bell
 Chair, DCHC Metropolitan Planning Organization

cc: Ms. Tamra Shaw, NCDOT - Public Transportation Division
 Ms. Carmen Cole, Town of Chapel Hill
 Mr. Dale McKeel, Town of Carrboro
 Mr. Mark Ahrendsen, City of Durham
 Mr. Felix Nwoko, DCHC MPO

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 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
- ✓ Draft collector street network and report complete by March 8.
- Final public workshop set for March 21.
- Final Plan likely to be ready in late April.
- Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC) in June.

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study scheduled for March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- Base Year data Collection and Information Gathering to be completed in March-April 2006.
- Data Analysis and Projection likely to be completed in April 2006.

- Determine and quantify historic and existing measures likely to be completed in April 2006.
- Identify new measures to be completed in April 2006.
- Identify GHG target and model reduction targets anticipated to be completed in May 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in May 2006.
- Formulate Action Plan anticipated to be completed in June 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by June 2006.
- Draft Report likely to be done in June 2006.
- Final Plan anticipated to be finalized in July 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of July and August 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 fall 2006.
- Level of Service analysis anticipated to be completed by fall 2006.
- Development of CMS performance measures and guidelines likely to be completed in June 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2006.
- Draft CMS State of System Report likely to be done in spring 2007.
- Public Comment and local review in spring 2007.
- Adoption anticipated in spring 2007.

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 been 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 completed
- ✓ Pedestrian facility inventory 100% complete
- ✓ Analysis of existing codes and standards 100% complete.
- ✓ Focus group meetings scheduled held November 2005 – January 2006.
- ✓ Feedback compiled for project prioritization process; method of project prioritization completed in January 2006; refinement of prioritization in February and March (with new comments, etc)
- ✓ Analysis and evaluation of ancillary programs anticipated to be completed in March 2006.
- ✓ Draft Pedestrian Plan available online
- Funding analysis expected to be finalized by March 2006.
- Intersection and corridor studies scheduled for completion by March 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.
- ✓ Review of existing data, including GIS base mapping, completed in February 2006.
- ✓ Analysis and evaluation of existing codes and policies completed in March 2006.
- Four advisory committee meetings planned for the study.
- Three (3) public open house meetings planned. First public workshop held on January 31. Second public workshop scheduled for March 23, 4-8pm.
- Three Newsletters planned. First newsletter distributed in November, second newsletter distributed in February/March.
- 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 to the TAC in the fall 2006.

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 June 2006 meeting.
- Draft to be ready for September 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 as part of the 2035 LRTP update.

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 90% complete.
- ✓ Received 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 - 3/2/2006

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%	99.1%	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%	94%	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%	76.6%	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	92.3%	93.5%	5/19/2006
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%	96.7%	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%	99.9%	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	63%	67.9%	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	6.5%	6.5%	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	86.5%	69.7%	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	6/6/2006	16%	24.3%	6/26/2006
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%	93.1%	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%	98.5%	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	100%	76.8%	3/21/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 3/2/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	2006	RESURFACING			23.42 miles	P. JOHNSON	(919) 733-9499	3/21/2006
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
DURHAM	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
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 17,100,000.00	1.708 miles	C. HOUSER	(919) 250-4016	2/20/2007

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 - 3/1/06

County	TIP #	Route	Location Description	Contract Amount	Length	Completion Date	Revised Completion Date	Scheduled Progress	Estimated Completion Date	Remarks
Orange		US-70	US-70 FROM ALAMANCE COUNTY TO NC-86 AT HILLSBOROUGH.	\$ 3,235,518.45	9.79 miles	11/15/2006		54%	11/15/2006	
Orange		NC-86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	\$ 1,321,891.11	16.424 miles	09/15/2006				Work to Begin April 2006
Orange	R-942	US-15	Us-15/501 from SR 1599 in Chatham Co to SR 1008 in Orange Co	\$ 41,884,597.59	20.49 km	5/31/2006		100%	5/31/2006	
NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTING LIST										
County	TIP #	Route	Location Description	TIP Estimate	Length	Est. Let Date				
Orange	U-4008	US 15-501	Super Street Project @ Erwin Road	\$ 3,700,000.00	0.392 miles	5/16/2006				

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Derailing the TTA's plans

Years of transit-unfriendly planning limited rail line's drawing power

JACOB L. VIGDOR

The Triangle Transit Authority's plans for a rail system linking Durham and Raleigh may not quite be dead, but they are certainly on life support. Conventional wisdom says that new, more stringent cost-effectiveness criteria put in place by the Federal Transit Administration have nearly killed the project.

While the federal government's current fiscal realities certainly aren't helping the TTA, the truth is that poor planning decisions by state and local authorities have put the rail system on a path toward certain doom.

While the TTA spent millions of dollars dreaming up plans for a dense rail corridor, these other authorities went about their business, approving projects that effectively guarantee the irrelevance of rail for most local trips Triangle residents will want to take in the 21st century. Since plans for rail transit were first hatched in the 1980s, these decisions became nails in the system's coffin.

Let's imagine for just a moment if the following things had developed differently in the Triangle area:

- **Research Triangle Park.** Now, it's true that planning for RTP began in the 1950s, well before anyone dreamed of commuter rail in this area. But over the past 20 years, developed square footage and employment in the park have doubled, with most of the growth occurring far away from the proposed TTA rail corridor. What if this new growth had been focused on this corridor, as some of the earlier RTP facilities (notably IBM's) were?

- **The RBC Center.** Groundbreaking for the new sports and entertainment arena in Raleigh occurred in 1997, well after regional rail planning was under way. The center is a mile from the rail corridor -- perhaps that's walking distance for some loyal fans, but who wants to trudge back to the train station on a chilly winter night after an overtime game, when they could just hop in their car and drive away?

What if the center had been built along Hillsborough Road between Blue Ridge Road and the Beltline? This largely undeveloped area directly on the corridor would have enabled spectators to reach the train station more quickly than the parking lots. Drivers would still have had nearly immediate access to the surrounding freeways.

- **The sprawling malls.** Two enormous shopping destinations, the Streets at Southpoint and Triangle Town Center, broke ground well after the plans for TTA rail had been established. What if Southpoint, instead of being 5 miles from the corridor at the then-lonely intersection of Interstate 40 and Fayetteville Road, had been built at the now-lonely intersection of the Durham Freeway and Ellis Road? Or at I-40 and Miami Boulevard? Both locations offer immediate freeway access, and both are directly adjacent to the rail corridor. Triangle Town Center is just more than a mile from the proposed northern terminus of TTA rail at Spring Forest Road. Had that mall been built on the other side of Capital Boulevard, a minor extension of the rail line would have brought the trains right to its doorstep.

- **The isolated towers.** The Triangle is speckled with large office buildings in odd locations. Both Durham's University Tower and Raleigh's proposed Soleil Center project are more than 3 miles from the rail corridor. If such a tower is to be built, why not place it on a site next to the rail corridor?

- **Houses, houses everywhere.** There were more than 120,000 new housing units built in Durham and Wake counties between 1990 and 2000 -- that's more than in the entire state of Connecticut. Tens of thousands more have arrived since 2000. The overwhelming majority of these housing units - - at least 80 percent, by my eyeballing of Census figures -- are beyond walking distance from the rail corridor.

Most potential rail commuters in the Triangle's mushrooming exurbs would face a three-mode commute: driving to a station, taking the train and then a shuttle to their workplace. Why couldn't more of the ubiquitous apartment complexes and "new urbanist" developments sprouting up all over the Triangle been steered toward the rail corridor?

Had these decisions been made differently, thousands of people could have found home, work, entertainment and shopping along the rail corridor. Instead, we must all stick with our cars -- if the trains come, they will be almost completely irrelevant. There is an old cliché that fits this situation perfectly: if you fail to plan, you plan to fail.

The Triangle's failures consist of considering decisions in isolation, caving in to developers who flash even a bit of their own money, and fragmentation of authority. These failures of planning have doomed the TTA rail plan, whether it is built or not. And, in turn, they have doomed the Triangle's residents to the continued growth of gridlock on the region's highways.

(Jacob L. Vigdor is an assistant professor of public policy studies and economics at Duke University.)

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Durham project is revised

Rail ambiguities elicit a pledge that roadways will be OK

ERIC FERRERI, Staff Writer

County leaders have reached an agreement with a Cary developer on changes to a massive mixed-use development in Research Triangle Park.

The Durham County Board of Commissioners has approved a series of tweaks to a plan it originally approved in 2004 that is expected to bring a pedestrian-friendly mix of homes, shops and offices to a 107-acre land parcel at Davis Drive and Hopson Road.

Two weeks ago, county commissioners delayed a vote on the developer's proposed changes, saying in part they were concerned the plan didn't have enough contingencies built into it in case a Trianglewide commuter rail system doesn't come to fruition.

A key component to the metro center project is a train station at the development's center, but Triangle officials got word last fall that funding for the rail project likely will fall through.

On Monday, developer Craig Davis Properties pledged four new elements to the development plan, including a promise to make sure the development's roads can handle the influx of new residents even if the commuter rail station never happens.

The plan still allows the creation of anywhere between 1,150 and 2,285 new residential units. If the Triangle Transit Authority train station doesn't materialize, the developer has pledged not to build the maximum number of units unless it can prove through traffic studies that the existing roadways can handle those new residents.

If the roadways cannot handle all those people, the developer has further promised to make whatever road improvements are needed, said James Schaafsma, a partner with Craig Davis Properties.

"Our vision is the same regardless of whether the TTA rail gets funded," Schaafsma said following the board's vote Monday evening.

Though they have expressed some concern about how the fate of the TTA plan might influence future development in the RTP area, commissioners said Monday they're pleased with the changes to metro center project and say they're still committed to lobbying for the regional train project.

"We certainly feel this project creates a very fertile climate for regional rail," said Ellen Reckhow, the board's chairwoman.

The other new additions to the plan include bike lanes on major roadways in the development, a pedestrian trail system, and at least one large park for recreation.

The changes approved Monday also include a reduction in the number of neighborhoods -- though no decrease in the total expected number of residential units -- and a shift of the project's commercial center slightly to the west. The project's "Village Center" will be moved from its original site on the northeast corner of the land parcel -- near the proposed TTA train station -- to a site a half-mile west, closer to traffic on heavily traveled Davis Drive.

Staff writer Eric Ferreri can be reached at 956-2415 or eric.ferreri@newsobserver.com.

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American Tobacco Trail: Durham eager to build link over I-40

BY GREGORY PHILLIPS, The Herald-Sun
February 19, 2006 9:02 pm

DURHAM -- Although Durham and Chatham counties are still trying to figure out how to divide federal funding for the American Tobacco Trail, Durham is pressing forward with plans for a pedestrian and bicycle bridge to extend its stretch of the trail over Interstate 40.

"We're going forward with the funds we've got," said Beth Timson, Durham's assistant director of parks development. That money, a combination of federal, state and local funding, amounts to \$2 million.

The trail snakes along a former rail corridor for 6.5 miles from downtown Durham before dead-ending at N.C. 54, within a quarter-mile of I-40 at The Streets at Southpoint. The trail picks up half a mile south of I-40 at Massey Chapel Road and continues down to the Chatham County line. The bridge forms the trickiest and most expensive part of linking the two stretches.

For the bridge across I-40 at Southpoint, planners had the option of building a basic, "off the rack" bridge -- probably a steel bridge with a wooden deck -- for about \$492,480 less than a "signature" bridge with a unique design, according to Alison Carpenter, Durham's bicycle and pedestrian coordinator.

But the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Advisory Committee wants something special.

"It makes a statement," said Durham Mayor Bill Bell, who chairs that committee. "That's a major gateway. We want something that's aesthetically pleasing, rather than just a plain old bridge. You have a lot of high class development in that area."

Lawyers are still working on a contract with the Parsons Brinkerhoff firm in Morrisville to design the bridge. Timson guessed that contract would be ready for city council review in "another few weeks." Design costs should amount to about 15 percent of the total project cost, Timson said.

That total cost will have to fit the \$2 million Durham has available, Timson said. She estimated design would take between six and eight months and would include public workshops to get citizen input on the design.

Designers will present a variety of aesthetically pleasing options within the budget. Possibilities include a single suspension bridge or a counterweighted affair with underground weights supporting two cantilevered sections, Timson said.

Whatever the finished product looks like, the state Department of Transportation doesn't want anything too striking.

"DOT doesn't particularly want us to distract the traffic on the freeway," Timson said. "They don't want drivers going, 'Wow,' then running off the road."

Regardless of the eventual design, Timson said the bridge will ultimately be "elegant, but fairly discreet."

The construction process would take about a year and is unlikely to begin before late 2007, with completion in late 2008 a "best-case scenario," Timson said.

Trail users will be lined up to stroll across the bridge once it's done.

"They want it. They're looking for the bridge," said Bill Bussey, president of the nonprofit Triangle Rails to Trails Conservancy (TRTC). "That's the most common question that we get."

The TRTC maintains the unfinished 3-mile stretch of trail between Massey Chapel Road and the Chatham County line. Bussey said he's been advocating for a signature-style bridge for years, but doesn't want it to slow work on linking and completing the various trail fragments while more funding comes through.

"A 22-mile long trail is much more valuable than a six-and-a-half mile trail," he said. "If it means the rest of the trail was built and completed, the basic bridge would be better than nothing. We could save something with a standard bridge."

Not included in the bridge project funding is \$1.6 million in federal money to be divided between Durham and Chatham counties, where a 4.7-mile stretch of trail extending to the Wake County line remains unfinished.

An initial recommendation to give Durham \$900,000 and Chatham the remaining \$700,000 came through verbal comments from DOT's bicycle and pedestrian division, Carpenter said.

Carpenter said the split is currently under discussion in subcommittees of the Transportation Coordinating Committee of the Metropolitan Planning Organization, which includes Chatham County representation.

The committees are working on a plan to complete the Chatham stretch and the unfinished four miles in Durham -- including the short sections on both sides of I-40 -- simultaneously, Carpenter said.

"It's a matter of balancing budgets," she said.

The next movement on splitting the money will come with the presentation of the state's next Transportation Improvement Program -- due in April -- that will contain DOT's official recommendation for the split. The MPO gets to offer comment on the plan after that.

For now, Bill Bussey will keep fielding questions about the bridge. He's been telling people it will be ready within a few years, but as he pointed out, "They've been saying the same thing about hydrogen cars."

URL for this article: <http://www.herald-sun.com/durham/4-703780.html>

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City invites input on sidewalk plan

BY GREGORY PHILLIPS, The Herald-Sun
February 26, 2006 9:47 pm

DURHAM -- Durham transportation leaders want feedback on the plan they've drafted for spending \$3 million in already-passed bond money to improve and expand Bull City sidewalks.

To that end, they're hosting a public "drop-in"-style workshop from 4 to 8 p.m. Tuesday in the council chambers on the second floor at City Hall, 101 City Hall Plaza.

Planners have spent nine months drafting the pedestrian plan, called "Durham Walks!" Public input was gleaned at workshops in July.

The draft plan identifies 179 stretches of 120 streets and roads throughout the city in need of new or improved sidewalks, plus 76 intersections that could be made safer with crosswalks, crossing signals and curb extensions.

Alison Carpenter, Durham's bicycle and pedestrian coordinator, said the pre-draft workshops saw citizens highlight roads all over the city needing attention. She said input emphasized the need for better access to schools, parks and trails, plus a need for main thoroughfares to have complete sidewalks along at least one side.

The plan organizes the projects into three tiers of priority using a formula that accommodated road conditions; history of accidents; proximity to schools, colleges, neighborhoods and public transit; plus existing sidewalks and their need for repair. The bond money won't be enough to complete all the projects, but Carpenter said the plan would serve as a guide for future bids for state and federal funding for pedestrian improvements. It suggests changes to streamline the local selection policy for sidewalk projects and to ensure pedestrian provisions are included in future growth.

"This is a tool," Carpenter said. "When you have a plan, you can better justify including sidewalks in developments."

The plan may be adjusted based on the feedback that planners get on Tuesday, before it's presented to the City Council for approval in April or May.

"I think we'll definitely be making some revisions," Carpenter said. Once finalized, an atlas of projects will be created and posted online so citizens can see what work is in the offing. Construction could begin on the first projects by the end of the summer, she said.

Barry Ragin is president of the Duke Park Neighborhood Association and also serves on Durham's Inter-Neighborhood Council. He said pedestrian improvements didn't top those groups' agendas, but have been getting more attention recently.

"It's certainly something a lot of people are talking about," he said. "There have been more pedestrian fatalities and accidents than there should be."

Ragin served on the stakeholders committee that monitored the development of the draft plan and said he believed the suggested improvements were a step in the right direction for pedestrian safety in Durham.

"I think more can be done to make it safer for those who are on foot," Ragin said.

For more information on the plan, call the Pedestrian Plan hotline at (919) 467-9081 or visit www.durhamwalks.org.

Links related to this article:

Durham Walks: www.durhamwalks.org

URL for this article: <http://www.herald-sun.com/durham/4-706499.html>

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Sidewalks: What's tops; timetable?

BY GREGORY PHILLIPS, The Herald-Sun
February 28, 2006 9:33 pm

DURHAM -- Durham residents who attended a public forum Tuesday to comment on a new pedestrian plan for the city primarily wanted to know how sidewalk projects were being prioritized and when they'd get built.

Durham currently has 1,124 miles of roads but just 409 miles of sidewalks, according to the draft plan, which proposes new sidewalks and highlights existing paths needing repair, plus intersections requiring safety improvements.

Dianne Darr, who passed through the "drop-in" style event at City Hall with a stroller, said she attended "to see if they thought any of this would actually happen."

The answer she got was, "not as much as anybody hoped," Darr said.

Sidewalk bonds passed last year provided \$3 million to start work on the high priority projects, but won't make a significant dent in the long list of projects.

Durham Transportation Manager Mark Ahrendsen said the evidence of need was enough to pass last year's bonds, which will be used to start work on the "A" list and should serve as a springboard for future sidewalk bonds.

"I don't expect this will be the last one," Ahrendsen said.

The 120 streets and 76 intersections identified in the draft plan are split into three priority groups based on a formula evaluating accident rate, proximity to schools, transit lines, neighborhoods and existing sidewalks. The projects aren't ranked within each group.

"We want to give the city some flexibility," explained consultant Scott Lane, "because the council will have to make the final decision."

Cost, practical aspects -- such as the need to relocate utilities or add curb and gutter -- and public opinion are all factors that could play into the decision as to which projects are undertaken first.

Officials hope to present the plan to the City Council for approval in late April or early May. The selection, design and bidding process will likely push the start of construction into early next year.

The plan is also intended to be a guide for future state and federal fundraising and to shape growth, recommending that builders be required to include sidewalks in developments.

A steady stream of people flowed through the council chambers Tuesday evening. They pored over maps, leafed through bound copies of the draft plan and chatted with city transportation officials and the consultants who drafted the plan.

Grayson Baur, a landscape architect, asked about crumbling sidewalks surrounding Duke University.

"I wonder if Duke could kick in funds for that," he said.

Officials will revise the plan based on the box full of comment sheets the public filled out, which Alison Carpenter, Durham's bicycle and pedestrian coordinator, called "very detail oriented."

Mark Dessauer works for Active Living by Design, an exercise-promoting program of UNC's School of Public Health.

"I'm trying to walk the talk here," he said. Dessauer was impressed with the plan, but said he'd also like to see more sidewalks in residential neighborhoods as well as the main roads on the "A" list.

"If we go walking as a family, we have to walk in the street," he said.

For more information, call the Pedestrian Plan hotline at (919) 467-9081 or visit www.durhamwalks.org.

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Don't get connector funds hopes up

By GREGORY PHILLIPS, The Herald-Sun
March 8, 2006 8:10 pm

DURHAM -- Durham officials have been warned not to raise their hopes too high about getting money for the East End Connector included in the state's next road-building plan.

But local officials hope their pressure -- and that from a grass-roots e-mail and letter-writing campaign -- might produce some construction funding. A draft of the plan is expected in two months.

The connector, first proposed in the 1950s, would link the Durham Freeway with U.S. 70, providing a freeway link between Interstates 40 and 85 and allowing drivers between northern Durham and Research Triangle Park to avoid downtown and adjoining residential areas.

The \$73.6 million project also includes improvements to U.S. 70 from the interchange with the new road across N.C. 98 to the north.

Local officials have been pushing for connector funding from state money designated for city loop roads over the next seven years. In January, they met with Lyndo Tippet, state secretary for transportation, to hammer that point home.

But in a letter to Durham Mayor Bill Bell, Tippet said \$4 billion in loop projects will compete for a fourth of that sum in the next spending plan.

The letter said, "It is not possible to fund all loop projects that might otherwise be ready in the next seven years."

Because of ongoing environmental studies and the need to acquire land, the earliest construction on the connector could begin would be 2010, according to the letter.

The letter also said the state is looking at funding projects already under way or close to being construction-ready.

City transportation manager Mark Ahrendsen called Tippet's letter "not very promising" at a meeting of local transportation leaders Wednesday. But city and county leaders plan to respond to Tippet's letter before the draft spending plan is unveiled in April or May.

"We've gotten no construction dollars in 16 years. All we are asking for is one tenth of that," Durham County Commissioners Chairwoman Ellen Reckhow said of the \$1 billion construction pot. "We need to respond."

When the local Transportation Advisory Committee met Wednesday, it decided the city and county should create a joint response.

"I can't see that we can craft it here, but I think it's an important thing to do," said Alice Gordon, the committee's vice chairwoman.

An ongoing community effort is also pushing for funds to be allocated to the connector. Supporters have a Web site, www.durhamloop.org, and are circulating e-mails urging Durham citizens to send messages to the state and Gov. Mike Easley advocating for the project.

URL for this article: <http://www.heraldsun.com/durham/4-710369.html>

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Fix will shut part of I-40 for 8 weeks

From Staff Reports

Nighttime travel will be difficult on Interstate 40 through Durham County for the next eight weeks, as road crews resume repairs on a botched widening project.

Starting Monday night and continuing through the end of April, new saw cuts will be made in the expansion joints across the two outer lanes of I-40 in both directions, for 10.6 miles from U.S. 15-501 to N.C. 147. The work will take place from 8 p.m. to 6 a.m.

Two lanes will be closed at a time, with motorists diverted to the far left lane. Each night's work will take place on a short stretch of I-40 in one direction only.

The state Department of Transportation ordered the work after learning last year that thousands of joints were not cut to the proper 3-inch depth when new concrete was poured on top of the two original lanes as part of a project to widen I-40.

The mistake has caused some of the concrete to buckle, crack and crumble. Some concrete was removed last fall and replaced with asphalt.

DOT officials failed to specify the correct saw cut in plans and construction contracts, but they maintain that they gave oral instructions to the contractor. The contractor is paying for the repairs and says it will seek reimbursement from DOT later.

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Chapel Hill official cites Durham roundabout's defects

BY GREGORY PHILLIPS : The Herald-Sun

gphillips@heraldsun.com

Mar 13, 2006 : 10:04 pm ET

DURHAM -- Roundabouts are supposed to reduce vehicle speeds and improve traffic flow, but some say one in southwest Durham isn't slowing drivers -- partly because it wasn't built to state standards.

The roundabout at Ephesus Church Road and Pope Road -- near the Orange County line -- was built by developers Plaza Associates, who agreed to install it to N.C. Department of Transportation standards when 41 acres of nearby land was rezoned to allow construction of a housing development.

The roundabout has been in use since late last year, but Chapel Hill Town Board member Ed

Harrison, who said he uses it up to six times a day, says it has at least 10 substandard features.

"It really needs an awful lot of work," Harrison told the local Transportation Advisory Committee -- of which he's a member -- this week. "I'm not going to let go of it."

The biggest problem is that a truck apron, a larger circle outside the landscaped center of the roundabout, was supposed to be raised above the road but was left flush with the pavement. The raised area allows the rear wheels of larger trucks and buses to ride over it while turning on the tight circle, but is high enough to force cars to drive around it, adding to the roundabout's traffic-calming effect.

"That did not happen here," said Jon Nance, a DOT division engineer.

Wesley Parham, Durham's assistant transportation manager, said construction plans for the roundabout showed "what appeared a to be a truck apron, but it wasn't."

The roundabout is in Durham County but just outside the cities of Durham and Chapel Hill. Final approval of the finished product is the state's call.

Developer-built transportation projects are supposed to be inspected during construction, but Nance said in reality it often doesn't happen until they're done, which leaves this roundabout in need of additional work to bring it up to snuff.

"It needs so many fixes right now," Harrison said. "Really, there's a screw-up here."

The developer and the engineer who designed the roundabout couldn't be reached for comment, but Nance said the district officials negotiating with them tell him the developers are receptive to making improvements.

"They want to be good neighbors," said Nance, adding that he hopes an agreement on the developer's responsibilities will be reached and work undertaken sometime this summer. Unlike a fully curbed roundabout in the nearby Patterson Place development that Harrison praised, the Pope Road structure shows that tire tracks mar the island designed to split the traffic before the roundabout and turf along the edge of the Ephesus Baptist Church property that skirts it. There's curb along the development-side of Ephesus Church Road, but not around the church side.

"What you've got is 10 feet of rutted mud," Harrison said. He cited curbs as a key element of roundabouts, but they're not required by DOT.

Harrison also wants the speed limit on Pope Road approaching the roundabout lowered from 40 mph to 35 mph so drivers will be going slower when they reach it.

"They come around like a bat out of hell," said Sam Powers, a construction worker who's been building a wall alongside the roundabout.

Part of the problem is that many Triangle drivers are unfamiliar with roundabouts, which are extremely common in England and some northern U.S. states. Yielding to traffic already on the roundabout and signaling correctly are apparently hard habits to get into. A roundabout on N.C. 751 near Erwin Road had similar problems until drivers got used to it.

With several more set to pop up around Durham in the next few years -- including at the intersection of Geer and Avondale and at Mount Moriah and Old Chapel Hill roads, according to Parham -- it's something drivers will be seeing a lot. Nance said drivers will adapt, as they have in the past.

"At some point in time, traffic signals were a big deal," he said. "The first thing that happened was people would run right through them."

2006 TAC Meeting Calendar & Deadlines								
Month	Staff requesting agenda items, narratives, and attachments	Deadline for submitting agenda items, narratives, and attachments to LPA Noon	Agenda and attachments for LPA review 10:00AM	Agenda and attachments for TCC Chair's review 4:00PM	Final agenda packet revision 9:00AM	Agenda printing and production 2:00PM	Agenda mailout Noon	TAC meeting
January	28-Dec-05	29-Dec-05	30-Dec-05	30-Dec-05	3-Jan-06	3-Jan-06	4-Jan-06	11-Jan-06
February	25-Jan-06	26-Jan-06	27-Jan-06	27-Jan-06	31-Jan-06	31-Jan-06	1-Feb-06	8-Feb-06
March	22-Feb-06	23-Feb-06	24-Feb-06	24-Feb-06	28-Feb-06	28-Feb-06	1-Mar-06	8-Mar-06
April	29-Mar-06	30-Mar-06	31-Mar-06	31-Mar-06	4-Apr-06	4-Apr-06	5-Apr-06	12-Apr-06
May	26-Apr-06	27-Apr-06	28-Apr-06	28-Apr-06	2-May-06	2-May-06	3-May-06	10-May-06
June	31-May-06	1-Jun-06	2-Jun-06	2-Jun-06	6-Jun-06	6-Jun-06	7-Jun-06	14-Jun-06
July								N/A
August	26-Jul-06	27-Jul-06	28-Jul-06	28-Jul-06	1-Aug-06	1-Aug-06	2-Aug-06	9-Aug-06
September	30-Aug-06	31-Aug-06	1-Sep-06	1-Sep-06	5-Sep-06	5-Sep-06	6-Sep-06	13-Sep-06
October	27-Sep-06	28-Sep-06	29-Sep-06	29-Sep-06	3-Oct-06	3-Oct-06	4-Oct-06	11-Oct-06
November	25-Oct-06	26-Oct-06	27-Oct-06	27-Oct-06	31-Oct-06	31-Oct-06	1-Nov-06	8-Nov-06
December	29-Nov-06	30-Nov-06	1-Dec-06	1-Dec-06	5-Dec-06	5-Dec-06	6-Dec-06	13-Dec-06

2006 TCC Meeting Calendar & Deadlines								
Month	Staff requesting agenda items, narratives, and attachments	Deadline for submitting agenda items, narratives, and attachments to LPA Noon	Agenda and attachments for LPA review 10:00AM	Agenda and attachments for TCC Chair's review 4:00PM	Final agenda packet revision 9:00AM	Agenda printing and production 2:00PM	Agenda mailout Noon	TCC meeting
January	11-Jan-06	12-Jan-06	13-Jan-06	13-Jan-06	17-Jan-06	17-Jan-06	18-Jan-06	25-Jan-06
February	8-Feb-06	9-Feb-06	10-Feb-06	10-Feb-06	14-Feb-06	14-Feb-06	15-Feb-06	22-Feb-06
March	8-Mar-06	9-Mar-06	10-Mar-06	10-Mar-06	14-Mar-06	14-Mar-06	15-Mar-06	22-Mar-06
April	11-Apr-06	12-Apr-06	13-Apr-06	13-Apr-06	18-Apr-06	18-Apr-06	19-Apr-06	26-Apr-06
May	10-May-06	11-May-06	12-May-06	12-May-06	16-May-06	16-May-06	17-May-06	24-May-06
June	14-Jun-06	15-Jun-06	16-Jun-06	16-Jun-06	20-Jun-06	20-Jun-06	21-Jun-06	28-Jun-06
July	12-Jul-06	13-Jul-06	14-Jul-06	14-Jul-06	18-Jul-06	18-Jul-06	19-Jul-06	26-Jul-06
August	9-Aug-06	10-Aug-06	11-Aug-06	11-Aug-06	15-Aug-06	15-Aug-06	16-Aug-06	23-Aug-06
September	13-Sep-06	14-Sep-06	15-Sep-06	15-Sep-06	19-Sep-06	19-Sep-06	20-Sep-06	27-Sep-06
October	11-Oct-06	12-Oct-06	13-Oct-06	13-Oct-06	17-Oct-06	17-Oct-06	18-Oct-06	25-Oct-06
November	8-Nov-06	9-Nov-06	10-Nov-06	10-Nov-06	14-Nov-06	14-Nov-06	15-Nov-06	22-Nov-06
December	6-Dec-06	7-Dec-06	8-Dec-06	8-Dec-06	12-Dec-06	12-Dec-06	13-Dec-06	20-Dec-06



News & Notes

on *Safe Routes to School Program*



March 2006

North Carolina Names State Coordinator for SRTS

Theresa Canales was named the statewide coordinator for Safe Routes to School in North Carolina in February, 2006. The federal legislation, SAFETEA-LU, had required that each state name a full-time coordinator by December 31. Now that Teresa is in place, NCDOT can move forward with regulations and procedures for local areas and organizations to apply for federal funding to support Safe Routes to School Program. We will keep you informed as plans develop. Theresa can be reached at 919.733.7384 or tcanal@dot.state.nc.us.

Strategic Highway Safety Plans Being Developed in States

Strategic Highway Safety Plans provide another avenue for additional Safe Routes to School funds. Under SAFETEA-LU, there is a federal requirement that each State Department of Transportation (DOT) must develop a Strategic Highway Safety Plan (SHSP). The SHSP is a major part of the core Highway Safety Improvement Program (HSIP).

Safe Routes to School is an eligible expenditure for the SHSP, and the Safe Routes to School National Partnership encourages local and state advocates to get involved with the SHSP process at the State level to make the most of this opportunity. In North Carolina state highway engineer Kevin Lacy is heading up this effort. If you're interested in participating, you can email him at klacy@dot.state.nc.us. The approved plans must be adopted by October 1, 2006. The federal guidance for the development of the SHSP is at: <http://safety.fhwa.dot.gov/safetealu/toc.htm>.

National Public Health Week in April

In 1995, former President William Jefferson Clinton proclaimed the first full week of April as National Public Health Week (NPHW). Each year, the American Public Health Association (APHA) serves as the organizer of NPHW and develops a national campaign to educate the public, policy-makers and practitioners during the week about issues related to the theme. The 2006 observance of NPHW will be April 3rd - 9th and will be dedicated to "Designing Healthy Communities: Raising Healthy Kids." During the week, APHA and its partners will promote awareness of the built environment as it relates to the specific children's health issues including access and equity, physical activity, injury prevention, and asthma. A critical piece of each day will be to focus on effective solutions based on case studies from model communities. To learn more about National Public Health Week and to sign up as a sponsor or partner in the event please visit www.nphw.org.

Welcome to the second issue of SRTS **News & Notes** to keep people up to date on the progress of *Safe Routes to School* programs in North Carolina and beyond. This complimentary newsletter comes courtesy of Wallace Consulting & Training, Inc.

In This Issue...

- NC Names State Coordinator for SRTS
- Strategic Highway Safety Plans
- National Public Health Week
- FHWA Updates Website and Releases Guidance on SRTS
- Study Shows Teens Not Fit
- How to Start SRTS in Your Community
- New Website Available
- What Is *Safe Routes to School*?
- Please Send Us...

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FHWA Updates Website and Releases Guidance on SRTS

The Federal Highway Administration is working constantly to update its website as it releases new memoranda and other guidance to help local areas with creating a Safe Routes to School Program. Check out what is available: <http://safety.fhwa.dot.gov/saferoutes/srtsguidance.htm>.

Study Shows Teens Are Not Fit

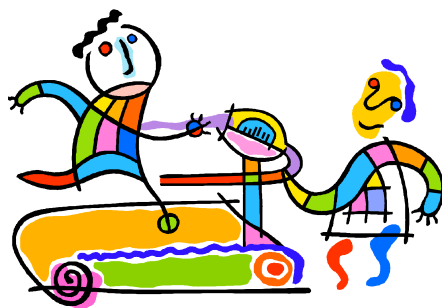
According to an article from the Associated Press, About one-third of U.S. teenagers would flunk a treadmill fitness test, a new study shows, meaning that more than 7 million youngsters could face higher risks for heart disease later in life.

The analysis of nationally representative data from government health surveys by Northwestern University researchers found that 34% of girls and boys ages 12 to 19 showed a poor level of cardiovascular fitness on an 8-minute treadmill test. The tests became faster and steeper after a two-minute warm-up, and a rapidly increasing heart rate after just a short period of exercising defined poor fitness. The study included 2,205 adolescents and 3,110 adults aged 20-49 who participated in the 1999-2002 surveys.

“We’ve known for a long time that there’s a trend toward declining physical activity” among U.S. children, said Mercedes Carnethon, an assistant professor of preventive medicine at Northwestern and lead author of the study. This lack of activity is now being reflected by the prevalence of poor fitness.

Average cholesterol levels were about 10 points higher for youngsters in the low-fitness category than for those considered highly fit. Two percent of girls and 7 percent of boys had metabolic syndrome, a cluster of symptoms that includes big waists and higher levels for blood pressure, blood sugar, and cholesterol.

“While adolescents aren’t at risk for heart disease in the short term, this has important implications for the long-term health of youth in the United States,” Carnethon said.



Today’s children may be the first generation in 100 years with a shorter life expectancy than their parents.

How to Start SRTS in Your Community

You don’t need special skills to start *Safe Routes to School* in your community. You just need concern for children’s health and the enthusiasm to pull together the right people to make things happen. It helps to find a knowledgeable advocate in the school system or local government who can identify the people to be invited and serve as the coordinator. A government agency or nonprofit can apply for funding to cover the costs of the initial workshops and materials needed. The most effective groups include representatives from schools, parents, planning, engineering, parks/recreation, health, law enforcement, neighbors, and local advocacy groups such as bicycle clubs, walking groups, or bike shops. If you have questions or want more information, email [Judi Wallace](mailto:Judi.Wallace) or call 336.768.3339.

New Website Available

The Pedestrian and Bicycle Information Center (PBIC) has created a new website—www.saferoutesinfo.org—just for *Safe Routes to School* with information on these topics:

- Getting Started
- Example Programs
- Legislation & Funding
- Training
- Links
- Publications & Resources
- FAQs

What Is *Safe Routes to School*?

Safe Routes to School (SRTS) is a national program that informs and encourages schools, planners, transportation professionals, safety organizations, parents, and others to work on improving routes around schools and starting programs that will enable more children to walk and bike to school safely. *Safe Routes to School* covers education, enforcement, and encouragement in addition to looking at possible engineering solutions.

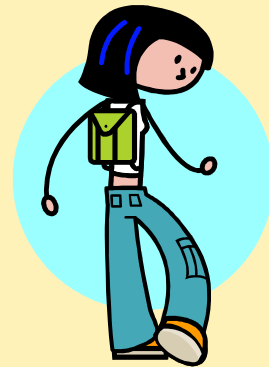
This program, developed by the Pedestrian & Bicycle Information Center at the North Carolina Highway Safety Research Center, was funded by the Centers for Disease Control, the Federal Highway Administration, the Environmental Protection Agency, and the National Highway Transportation Safety Administration.

The impetus for this program derives from several health and transportation issues:

1. The increase in childhood obesity and early on-set diabetes.
2. The low levels of physical activity for most children. In NC most public school children receive only 30 minutes of physical education a week.
3. Increased air pollution around schools because of traffic congestion with so many parents driving their kids to school.

4. Increasing instances of hazard busing, where kids who live within walking distance are bussed because of hazardous road conditions.

This program originated in Denmark, which was cited in the 1970s as having the highest child pedestrian fatality rate of any country in Europe. Initially begun in the city of Odense, community leaders identified specific road dangers and took steps to create a safer walking environment for children. In 10 years, the country saw an 80% reduction in bicycle and pedestrian casualties among children, leading Denmark to establish the first national SRTS program. In the 1990s the program spread to the United Kingdom and Canada. The first program in the United States was in the Bronx in New York City.



Please Send Us...

...your thoughts, questions, ideas so that we can all work together to get SRTS underway in our communities. And by all means, let us know what is happening in your community. We would like to include updates in future issues of **News & Notes**.

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