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

May 10, 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. **April 12, 2006 TAC Meeting Minutes**
(Attachment 5)

A copy of the April 12, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the April 12, 2006 TAC meeting.

6. **2006-2007 Unified Planning Work Program (UPWP)**
(Attachment 6, 6A)
Felix Nwoko, LPA Staff

Annually, as required by federal regulations, the DCHC MPO prepares a Unified Planning Work Program (UPWP), the document that details and guides the urban area transportation planning activities. Funding sources for planning activities include the Federal Highway Administration, Federal Transit Administration, and state and local governments.

At the April 21, 2006 meeting, the TAC received a draft UPWP, an organizational chart of MPO staff, a summary spreadsheet of projects, and a summary spreadsheet of LPA staff work allocation. The TAC released the draft UPWP for public comment.

Attachment 6 is a memo describing the UPWP. Attachment 6A is the recommended 2006-2007 UPWP.

TCC Recommendation: That the TAC adopt the FY 2006-2007 UPWP (Attachment 6A).

TAC Action: Approve two resolutions to adopt the FY 2006-2007 UPWP, and approve a resolution of self-certification for the MPO Planning Process.

7. Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and New Freedom Funds
(Attachment 7)
Felix Nwoko, LPA Staff
John Tallmadge, TTA, TCC Transit Subcommittee Chair

The TCC and TCC transit subcommittee have discussed the procedure for allocating Job Access Reverse Commute (JARC) and New Freedom Funds. A staff report summarizing the issues and presenting the TCC recommendation is included as Attachment 7. JARC funding is currently used, under an earlier set of rules, to provide transit service to the Briar Creek off US 70. DCHC MPO can apply to continue funding that project in FFY 2006, but must designate a recipient for the funds. Projects to be funded in FFY 2007 and beyond must be selected competitively and must be based on a coordinated plan developed with the participation of human service agencies.

TCC Recommendation: That the TAC adopt the recommendations presented in Attachment 7.

TAC Action:

(1) Request that the State of North Carolina designate the City of Durham as the recipient of JARC and New Freedom funds, in its role as fiscal agent of the DCHC MPO, and with the understanding that planning requirements and the competitive project selection process will be administered by the DCHC MPO.

(2) Instruct staff to prepare and present for adoption by the TAC a process for creating a coordinated human services transportation plan, and developing competitive grantmaking criteria and procedures that meet the requirements of the JARC and New Freedom programs. This process will reflect the equity concerns of the MPO as identified in the TCC's recommendation.

8. Southwest Durham/Southeast Chapel Hill Collector Street Plan
(Attachment 8, 8A, 8B, 8C, 8D, 8E, 8F, 8G, 8H, 8I and 8J)
Mark Ahrendsen, TCC Chair
Roger Henderson, KHA Associates (Plan Consultant)
Andy Henry, LPA Staff

The purpose of the Southwest Durham/ Southeast Chapel Hill Collector Street Plan is to guide the location and design of collector streets in the study area. Collector streets provide access between local residential and commercial streets and the arterial road network. The Technical Steering Committee (TSC) for the Collector Street Plan has conducted three public workshops since October 2005 to present collector street concepts to citizens and to receive feedback on the proposed plan. The TSC, with the help of a consulting firm, Kimley-Horn Associates, has developed a collector street network for the study area and a full report that recaps the public input process and provides policy and implementation recommendations.

There is public opposition to the Collector Street Plan based on the location of the Southwest Durham Drive corridor, the proposed connection of future collector streets to existing street

"stub outs," and the need to study and design changes to the arterial road network in the area. However, the TCC recommends adoption of the Collector Street Plan because the resolution of these issues lies outside the scope of the collector street plan process and purpose. The TCC believes the issue of arterial road location and design should be resolved during the upcoming Long Range Transportation Plan update. Furthermore, the study area is rapidly developing, and thus the sooner a collector street plan is adopted, the more effective it will be in providing congestion and access relief for the study area.

Attachment 7 is a staff memorandum providing additional details on the collector street plan process and recommendations. Attachment 7A is an abridged version of the *Recommended Southwest Durham/Southeast Chapel Hill Collector Street Plan* (Figure 4.5, or page 4-18, is the collector street network map). The full report will be distributed at the TAC meeting. In addition, Attachments 7B through 7J provide a compilation and summary of detailed feedback from the final public workshop.

TCC Recommendation: The TCC recommends that the TAC: 1) Receive a presentation on the collector street plan and provide comments; 2) Place the Plan on the June 14, 2006 TAC agenda to receive public comments and consider adoption of the Plan for use to guide future development in the study area; and, 3) Direct the Lead Planning Agency (LPA) to resolve the related transportation issues in the study area through the Long Range Transportation Plan development process.

Requested TAC Action: 1) Receive a presentation on the collector street plan and process, and provide comments; 2) Consider receiving public input and adopting the Collector Street Plan at the June 2006 TAC meeting; and, 3) Direct the Lead Planning Agency (LPA) to resolve other transportation issues in the study area that are related to the arterial road system through the Long Range Transportation Plan update process.

9. <u>Motor Vehicle Emissions Budget (MVEB)</u>
(Attachment 9, 9A and 9B)
Mark Ahrendsen, TCC Chair
John Hodges-Copple, Triangle J Council of Governments

At it's January 11, 2006 meeting, the TAC voted to endorse the recommendation of the TCC to support separate Motor Vehicle Emissions Budgets (MVEB) for each of the counties in the DCHC MPO planning area, i.e., Chatham, Durham and Orange. The Capital Area Metropolitan Planning Organization (CAMPO) elected to recommend an MPO-centered MVEB to the NC Division of Air Quality (DAQ). Since that time, the NC DAQ has proposed a "maintenance" State Implementation Plan (SIP), rather than the originally envisioned "attainment" SIP, because of improved air quality conditions in the Triangle Region. Given the SIP change, the DAQ is allowing additional comment by MPOs on the establishment of the MVEBs.

At its April 26, 2006, the TCC voted to recommend an MPO-centered MVEB to the TAC. Those supporting the MPO-centered MVEB believe this strategy puts the MPO in the best position to meet air quality conformity standards because:

1) There is less risk of budget exceedance since instead of having to meet four individual county budgets, we just need to meet the sum of these components.
2) This risk could increase under the new "maintenance" designation because the conformity tests reach out to the year 2017. Under the "attainment" designation, the MPO could have made budget adjustments in the year 2008, when the "maintenance" redesignation was originally expected, based on more recent land development realities and projections and transportation project budgets.
3) In the case of a budget exceedance, an MPO-centered budget offers a greater number of counter measures. Measures can be implemented anywhere in the area, not just in the county where the budget was exceeded. This expansion of choice allows the selection of the most cost-effective measures(s).

Attachment 9, a Triangle J COG memorandum dated April 19, 2006, describes the implications of the "maintenance" redesignation on the selection of the motor vehicle emissions budget. Attachment 9A is an informational item from Triangle J COG describing the source of VMT data used in the air quality analysis for each county in the Triangle. Attachment 9B is a copy of the letter in which the NC DAQ invites the Triangle air quality partners to revisit the issue of the MVEB geography.

There are two issues that are related to the MVEB in which the TCC did not make a recommendation: 1) The use of "safety margins" in the MVEB; and, 2) The inclusion of voluntary mitigation measures or mandatory Transportation Control Measures (TCMs) in the Triangle SIP. These two issues will be addressed at the next TAC meeting.

TCC Recommendation: Use an MPO-centered Motor Vehicle Emissions Budget (MVEB) for the State Implementation Plan (SIP).

TAC Action: 1) Approve an MPO-centered Motor Vehicle Emissions Budget (MVEB) for the DCHC MPO, and 2) Send a letter to the NC Department of Air Quality to recommend an MPO-centered MVEB for the DCHC MPO.

10. <u>STP-DA Amendment in Chapel Hill</u>
(Attachment 10)
David Bonk, Town of Chapel Hill
Felix Nwoko, LPA Staff

The Town of Chapel Hill is requesting an amendment to the STP-DA allocations in order to accelerate the funding of the Culbreth Road sidewalks ($108,000 federal) from FY 2007 to FY 2006. A key property has recently changed hands and the Town will request an easement to build the sidewalks. The Town wishes to request for bids and construction summer/fall 2006.

The $200,000 allocated for U-4726 F in FY06 (Chapel Hill Sidewalks) is planned for use on NC86/MLK Jr. Blvd., formerly Airport Rd. The Town is currently undertaking an implementation plan for the NC86 project and would not realistically be ready to start the project

until after October 2006. Therefore, it is recommended that this project be delayed to FY 2007. Attachment 10 displays the requested change.

TCC Recommendation: That the TAC approve an amendment to the STP-DA funding spreadsheet to shift $200,000 for Chapel Hill sidewalks from FY 2006 to FY 2007 and $108,000 for Culbreth Rd sidewalks from FY 2007 to FY 2006.

TAC Action: Approve an amendment to the STP-DA funding spreadsheet to shift $200,000 for Chapel Hill sidewalks from FY 2006 to FY 2007 and $108,000 for Culbreth Rd sidewalks from FY 2007 to FY 2006.

11. Request by NC Turnpike Authority for Non-voting TAC Membership
(Attachment 11, 11A)
Ellen Beckmann, LPA Staff

The DCHC TAC, by letter dated October 2, 2005, received a request from the North Carolina Turnpike Authority (NCTA) for membership on the TAC. At the November 2005 TAC meeting, the TAC directed the TCC to create a policy for reviewing requests for non-voting membership to the TAC. The TCC Admin/UPWP Subcommittee met on January 18, 2006, and February 17, 2006 to create a policy. This policy was brought to the TCC at its February meeting and a recommendation was made to the TAC. The TAC approved a policy for non-voting membership on the TAC at its March meeting (Attachment 11A).

Subsequently, the application for non-voting membership was completed by the NC Turnpike Authority (Attachment 11). The LPA reviewed the application and made a recommendation in favor of non-voting TAC membership for the NC Turnpike Authority. The TCC considered this request at the 4/26/2006 TCC meeting and voted to recommend non-voting membership.

TCC Recommendation: That the TAC extend non-voting membership to the North Carolina Turnpike Authority.

TAC Action: Approve non-voting membership of the North Carolina Turnpike Authority on the TAC of the DCHC MPO.

REPORTS FROM STAFF:

12. Reports from Staff
(Attachment 12)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

14. NCDOT Report
(Attachment 14)
Jon Nance, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

15. Recent News Articles and Updates
(Attachment 15)

16. Article on the Highway Trust Fund
(Attachment 16)

17. City of Greensboro Legislative Agenda
(Attachment 17)

18. Tri-MAP 4/21/06 Meeting Minutes
(Attachment 18)

19. NC GO! Legislative Agenda
(Attachment 19)

20. Results of TTA Poll on Regional Rail
(Attachment 20)

21. Durham BPAC Letter to NCDOT on Statewide Traffic Safety Hotline
(Attachment 21)

Adjourn

Next meeting: June 14, 2006

TAC Directives to Staff
5/10/06

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 08/10/2004 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 03/17/04. 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.	Completed –Staff met with NCDOT on 02/28/06 and obtained STP-DA information.
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 06/1/2004. 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 08/10/2005. 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 10/12/ 2005. NCDOT approved October 2005.
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 01/12/ 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 02/08/2005 and 05/23/2005. Final recommendation to TAC at 08/10/2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005. Memo describing feedback from the City of Durham is provided as Attachment 9 in the 04/12/2006 Agenda.
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 05/18/2005.
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 05/18/2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	Completed – TAC approved Modeling Goals & Objectives on 05/18/2005.
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 05/18/2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the 08/16/05 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 05/18/2005 TAC meeting.
04/13/05	2030 AQ Conformity Determination	Completed – TAC Resolution and Report forwarded to Federal agencies. (See 5/18/2005 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 12/14/2005 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 10/12/2005 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 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005.
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 non-voting membership on TAC.	Completed: TAC voted to permit ex-officio members to make and second motions. Completed: See Attachment 9 of 3/08/06 TAC Agenda.
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 09/14/2005 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 10/12/2005 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 10/12/2005 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 10/12/2005 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 10/12/2005 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 10/12/2005 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 10/12/2005 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 11/9/2005 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. Letter sent to NCDOT - see Attachment 23 of 02/08/06 TAC Agenda.
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 of 02/08/06 TAC Agenda.
11/9/05	Draft a blunter letter than the previous one to Secretary Tippett concerning communication and process for FY 2006-2012 TIP.	Completed: See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05
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: Committee met 3/31/2006. See Attachment 11 of 4/12/2006 Agenda.
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 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	Completed: Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.

01/11/06	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 of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	Completed: See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	In Progress: See UPWP Attachments of 4/12/2006 TAC Agenda.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	Completed: Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	Completed: See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	In Progress: The TCC has referred this item to the transit subcommittee.
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	Completed: See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	In Progress:
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	In Progress: Stakeholder's meeting has been scheduled for 5/12/06
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	In Progress TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	In Progress:
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	Completed: See Attachment 9 of 05/10/06 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

April 12, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on April 12, 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)
**Diane Catotti	City of Durham
**Alice Gordon	Orange County (TAC Vice-Chair)
**Eric Hallman	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Alex Zaffron	Town of Carrboro

**Voting Member
*Alternate or non-voting member

Mark Ahrendsen	City of Durham-Transportation (TCC Chair)
Ellen Beckmann	City of Durham-Transportation
David Bonk	Town of Chapel Hill (TCC Vice-Chair)
Eddie Dancausse	FHWA
Andy Henry	City of Durham-Transportation
John Hodges-Copple	Triangle J COG
Clair Kane	UNC
Karen Lincoln	Orange County Planning
Dale McKeel	Town of Carrboro
Mike Mills	NCDOT-Division 7 Engineer
Jon Nance	NCDOT-Division 5 Engineer
Pierre Osei-Owusu	City of Durham-DATA
Greg Phillips	The Herald Sun
Jeremy Raw	City of Durham-Transportation
Tamra Shaw	NCDOT-PTD
Chao Wang	City of Durham-Transportation
Barbara Weigel	Triangle Transit Authority

Mayor Bell called the meeting to order at 9:16 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen stated that Felix Nwoko with the LPA staff will not be present at the meeting today but the LPA staff will cover in his absence.

Mark stated there will be an amendment for the Town of Carrboro STP-DA and copies were distributed at the beginning of the meeting. Mark also referenced a few other handouts that were distributed at the beginning of the meeting. For agenda item 7, there is a revised attachment number 7 which is a table of modeling funding and a Power Point presentation. Agenda item 9, there is a revised attachment 9A which is an amendment to the 2006-2012 TIP to reflect the receipt of FTA earmark funds. Also, everyone received a final copy of the 2030 LRTP and FY 2006-2012 TIP that the TAC approved some time ago and staff just wanted to make sure everyone had a copies of these documents.

A motion was made by Becky Heron and seconded by Alex Zaffron to accept the adjustments to the agenda. The motion carried unanimously.

Public Comments

There were no public comments.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

ACTION ITEMS:

March 8, 2006 TAC Meeting Minutes (Attachment 5)

Ed Harrison made the following adjustments to the March 8, 2006 TAC Meeting Minutes. On line 77; it should read “funded” not “bonded.” On line 355 and 356; the year on both lines should be “2006” not “2007.”

A motion was made by Ed Harrison and seconded by Diane Catotti to approve the March 8, 2006 TAC Meeting Minutes with the amendments noted above. The motion carried unanimously.

Ellen Reckhow asked if staff has prepared a response to the letter from NCDOT regarding the East End Connector, Northern Durham Parkway, and US 70 Projects referenced as Attachment 18. Mark Ahrendsen stated it has not been addressed yet because more information is needed before the letter can be prepared for the TAC Chair signature.

Becky Heron asked who is supervising the consultants on the various projects. Mark Ahrendsen stated it would be discussed under agenda item 8.

US 15-501 Transit Corridor – Memorandum of Agreement (MOA) (Attachment 6 and 6A)

Mark Ahrendsen provided an introduction for the US 15-501 Transit Corridor-Memorandum of Agreement (MOA), along with the attachment. This relates to the US 15-501 transit corridor study that was done last fall. Alternative alignments were looked at and an alternative corridor was adopted for the US 15-501 transit corridor in Southwest Durham. This action followed by an MOA regarding the corridor that was to be approved by the City of Durham, Durham County, Town of Chapel Hill, and TTA. Once reviewed by the TAC, changes were made and forwarded to the stakeholders for review and approval. Durham County approved the MOA, and the Town of Chapel Hill and TTA are currently considering approval. During the agenda review process at the City of Durham, the City Attorney's office raised some questions about the MOA which are referenced in attachment 6.

Andy Henry reviewed attachment 6 with the TAC members based on the

information obtained from the City Attorney's office.

Becky Heron asked why we need to use an outside consultant. Andy stated it does not have to be an outside consultant, we can use staff. Bill Strom asked about section 3 that addresses the determination of major and minor corridor changes. Bill asked if the legal department is making a distinction and saying that a major change to the LRTP could be made by this MPO based on the authority that this body has through the MPO. Andy stated yes. Mark Ahrendsen stated that is what this body does and that is why there is representation from all the jurisdictions. Mark stated that the purpose of the MOA is to establish a process to identify what constitutes a major change to the adopted LRTP and what type of study would be required. The study would evaluate the impacts of the change as it relates to the land use decision of the local jurisdiction. The MOA would direct local governments to change their development ordinance to facilitate this study process, which might be similar to current ordinances that cover traffic impact studies.

David Bonk stated the reason the MOA was proposed was to formalize the agreed change to the corridor in lieu of a formal change to the plan because a formal change to the plan means you have to reopen the entire process. The original MIS that set the corridor to begin with was a separate process from the development of the regional plan. It was several studies entered upon through a separate process by agreement with NCDOT, Chapel Hill, and Durham. This proposed MOA is an attempt to continue the process. Nothing in the original plan has changed. Mark Ahrendsen stated he disagrees with David. This body went through a lengthy process before approving the corridor change. The process included public input, public workshops, public hearings, citizen

comments and forwarded the revised corridor to the local jurisdictions for comments. David stated this was only to deal with this issue of a revised alignment and not to revise the LRTP. The LRTP revision process is separate. He stated there is no formal action of this in the plan because the plan was never revised. Mark stated his opinion was the action this body took was to change the corridor alignment of the plan and in changing the corridor alignment of the plan, you are changing the plan.

Ellen Reckhow stated that the TCC could be the logical group to decide whether a major study needs to be done. The TCC represents all the stakeholders and in her opinion there is no need to hire an outside consultant. Andy stated there was no intent to hire an outside consultant, just to generally refer items to a group that has professional staff from all the jurisdictions and the TCC could be this body.

Alice Gordon asked what action is necessary today. Mark stated staff wanted the TAC to receive the concerns that have been raised by the City of Durham regarding the MOA and offer comments, refer the matter to the TCC so the TCC can modify the MOA based on the TAC comments, and bring a revised agreement back to the TAC. Alice stated we need to get a resolution of the issues before sending this to the TCC.

A motion was made by Alice Gordon and seconded by Ed Harrison to get a resolution as to what action is being taken before sending it to the TCC for recommendation. Diane Catotti stated she does not believe staff will come to a conclusion because there is a difference of opinion. Alice Gordon stated it is unclear as to how to direct the TCC. Ellen Reckhow respectfully requested that Alice Gordon withdraw her motion to complete the discussion. Alice Gordon withdrew her motion and Ed Harrison agreed.

Ed Harrison stated there are a number of suggested changes that really need to be referred to the staff. Ed is still uncomfortable about the stationary reserve development. Mark Ahrendsen wanted to provide follow-up to Ed Harrison's point. That is exactly our intent; our concern is that ultimately it is local ordinances that regulate land use and development. Even though the MOA may say certain things, it will ultimately be the local development regulations that guide it. Mark stated what staff was trying to do is follow through with the intent and don't just adopt the MOA although it is in conflict with the local regulations. Staff wants the TAC to adopt an MOA that encourages or commits local jurisdictions to consider ordinance changes that will hopefully carry out the intent. The intent was to develop an MOA that calls for reconsidering local development regulations to help achieve what is desired in the corridor.

Becky Heron wanted to know if the TAC is now questioning the relocation of the corridor. John Hodges-Copple stated when the corridor is shown in the plan, all you really show is a broad view. Nothing we have done on the alignment changes our plan but the plan does not specifically say something will go right here because that is not what a long range plan does. When this study was done, it was to look at an alignment for right-of-way protection purposes and land use decisions, things that are not an MPO decision, but a local decision. It did not change what was in the plan as a general corridor but it did specify a precise alignment that changed for the purposes of local decision making on land use and right-of-way protection. There is a third step that still has to come. When the planning phase for the right-of-way acquisition and system construction comes, the corridor will have to go through an environmental impact statement where the exact alignment could change again. The resource agencies will say yes it can go here or

no it can't. But, whether it can be built in a particular location still has to be determined through an environment impact statement. We have not officially changed the plan.

David Bonk stated that John Hodges-Copple's characterization of the change in the alignment as not reflecting a change to the plan is incorrect. There is some flexibility in the plan theoretically to make minor adjustments that do not significantly impact cost, etc. In fact, this body has agreed to that. The LRTP allows some flexibility but not enough to move the corridor to the significant degree that it has been moved as part of this revised planning process which takes it 3/4 mile from where it was originally shown. The other impact is financial. TTA has concluded that the shift in the alignment has about a $30 million impact on the cost of the overall project. David suggests that this change makes our financially-constrained LRTP out-of-balance.

Ellen Reckhow stated that $30 million figure is a worst case scenario. An offset to this cost increase might be less expensive land in the I-40 corridor or MTC buffer area because this land can not be developed. Ellen stated that the land acquisition cost could be a lot less and one of the land owners stated he would donate the land because it is not usable.

Bill Strom stated it is highly speculative. The fact that the right-of-way would be donated does not mean that engineering costs feasible in the right-of-way and there has been no study by TTA as to where the corridor needs to go and there is no guarantee it can go into the federal interstate right-of-way. There are a lot of unknowns, but the TTA costs estimates are in a letter. It is $16 to $30 million at first glance, without engineering. Ellen Reckhow stated that one of the possibilities that were discussed was using Bus Rapid Transit. In this case, the service would use existing I-40 HOV/HOT lanes,

eliminating alignment acquisition costs.

Barbara Weigel, TTA stated they have been working with the planning work group and have been working with Chapel Hill to outline some of the cost issues. One thing that is important to remember is it is very early to discuss the costs. The other thing that is very challenging is if you don't have local agreement on this, it is going to be very difficult to get the project through.

Ellen Reckhow asked if staff has any record that Durham County ever adopted the original agreement as she does not remember it coming to the board. Mark stated he can't recall. Ellen isn't sure if we have a valid adopted document. Mark stated he will check and let Ellen know. She remembers the amendment and it being adopted at a board meeting. The contested area goes through Durham County.

David Bonk stated that the alignment was recommended and approved by the TAC and then adopted as part of the 2030 LRTP. All the jurisdictions that voted for the plan were adopting the alignment included in the 2030 LRTP.

Mayor Bell stated he is trying to find out if TAC members object to the changes proposed by the City of Durham attorney.

Ellen Reckhow stated that Durham County adopted the plan because the attorney did not feel uncomfortable with the language. Ellen stated that the recommended changes are relatively minor. They are suggesting to the extent possible be inserted in the land use section, that there be clarity on what group would decide whether it is major or minor.

Alice Gordon wants to know what the procedure is. When we figure out the procedure, there is no reason that the will of this group can't be afforded. Mayor Bell

asked what procedure. Alice stated a procedure as to this is treated as a side agreement to detail without changing the plan or whether it is a major change to the LRTP in which case you would have to do the air quality conformity. These are facts that need to be adhered too. Ed Harrison stated there needs to be a procedure to change the plan.

Mayor Bell asked what are the objections to the MOA that the staff has proposed.

Mark Ahrendsen stated there are two parts to the question that members have concerns with the suggested changes. One is they are generally supportive but the changes make it better to carry out the intent of this body to encourage transit supportive land uses in this corridor. Some of those extend to making changes to local development regulations which were not mentioned before and this revision encourages local governments to do that. The second part is where staff is recommending that local bodies don't need to ratify the changes to the LRTP as this body has already done that. There is some disagreement on this issue. Mark thinks both of these concerns can be resolved if the TAC refers it back to the TCC.

A motion was made by Alice Gordon and seconded by Ed Harrison that this issue be referred back to the TCC to resolve the procedural issues and to take into account the feedback. Ellen Reckhow asked that staff show a lined version of the suggested changes when they bring this item back to the TAC. Becky Heron asked if this could be brought back up at the next TAC meeting and Mark Ahrendsen stated yes. The motion carried unanimously.

Triangle Regional Model Update (Attachment 7)

Mark Ahrendsen provided an introduction to the Triangle Regional Model Update, along with the attachment. Jeremy Raw provided a presentation on the Triangle

Regional Model Update.

Ellen Reckhow asked when TTA ran into a problem because the model was exaggerating time of travel between Durham and Raleigh on the highway, how did this happen. Jeremy stated he can't speak specifically to the TTA problem as he was not involved but he stated that FTA took the model apart and suggested improvements so that the model will perform better. Ellen stated we spent millions of dollars building the model and then when we had to use the model to justify a specific project it failed. How do we avoid this in the future? Jeremy stated there are two things we want the model to be able to do and the way we are going to check it is to look at the existing conditions of the world. Where are people working and living today, the traffic and transit system as it exists today and ask does the model give us numbers that are reasonably close to what we see today. For the future model runs, we ask if the output numbers are reasonable.

Ed Harrison asked what kind of data we are getting on our community service routes. Jeremy stated we have to determine if there is a stop sign or a turn lane and other things that would compromise the data.

Mayor Bell asked what body certifies the model. Jeremy stated there is no technical certification other than this body certifying the model. There has been guidance provided by the FHWA. There is no guarantee that the model will not be challenged.

Mark Ahrendsen stated it would be nice to have the funding agencies review the model up front so there are not challenges later when projects are to move forward.

Ellen Reckhow asked if there was a possibility of having an academic review by outside experts from universities engineering programs. Jeremy stated there is the traffic modeling improvement program sponsored by the FHWA and we could request their help

with our model.

Mark Ahrendsen stated staff felt it was important to provide this presentation as it has a large impact on future decisions and it affects how we will spend billions of dollars. According to the unified planning work program, we are looking to spend a lot of money on model improvements to provide these enhancements. We wanted you to understand the model history, model capabilities and limitations, and how these investments will reduce problems and produce a better tool for decision-makers.

Jeremy Raw reviewed attachment 7 with TAC members. Ellen Reckhow stated the last time this was discussed she raised the issue about CAMPO putting in the same amount of money. It still seems as though CAMPO is not putting in a fair share. Mark Ahrendsen stated they have raised the comments at a staff level with CAMPO staff and got them to make some of the minor changes in the regional model items 3 through 11, some which are directly related to population size. The CAMPO staff stated that the big items at the bottom of the sheet, which includes many of the enhancements, are not a priority for CAMPO. We can tell CAMPO what we think their fair share should be, but we can't control what they do. Mark suggested that this needs to go to a policy level, possibly at a future joint TAC meeting and have this discussion at a higher level.

2006-2007 Unified Planning Work Program (UPWP) Draft (Attachment 8, 8A, 8B, 8C, and 8D)

Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning Work Program (UPWP) Draft, along with the attachments. Staff is asking the TAC to receive the UPWP, offer comments on what is being proposed, and make the draft UPWP available for a twenty-eight day comment period.

A motion was made by Alex Zaffron and seconded by Diane Catotti to receive the

UPWP, offer comments on what is being proposed and make it available for a twenty-eight day comment period. Ed Harrison asked why Orange County has no contributions in the matching funds distribution list. Alice Gordon does not know. The motion carried unanimously.

TIP Amendments for FTA Section 5309 Funds (Attachment 9 and 9A)

A motion was made by Alex Zaffron and seconded by Diane Catotti to adopt a resolution amending the 2006-2012 MTIP to include FTA earmarks for Chapel Hill, TTA, and Durham. The motion carried unanimously.

Request to NCDOT Regarding the Transfer of CMAQ Funds to FTA (Attachment 10)

A motion was made by Alex Zaffron and seconded by Diane Catotti to approve the transfer of FY 2006 CMAQ funds to FTA for transit projects in Durham and Chapel Hill. The motion carried unanimously.

Joint CAMPO/DCHC MPO Funding Task Force Legislative Agenda (Attachment 11 and 11A)

A motion was made by Diane Catotti and seconded by Alex Zaffron to adopt the Joint CAMPO/DCHC MPO Legislative Agenda. Ellen Reckhow stated that Durham County has included the proposed wording in their legislative agenda and encourages other member governments to do the same. The motion carried unanimously.

Triangle Ozone Redesignation (Attachment 12 and 12A)

Eddie Dancausse with the FHWA provided a brief update on the Triangle Ozone Redesignation. There was a meeting on March 23, 2006 with the interagency group that basically lets us know that the Triangle area is meeting the 8-hour ozone standard. As a result, there will likely be a Maintenance SIP instead of an Attainment SIP. There is a

schedule provided as part of the TAC package. John Hodges-Copple stated that the TAC might have three decisions: (1) whether they want to revisit the geographic area covered by the MVE budget, for example, a county level MVEB versus a multi-county MVEB; (2) with the Maintenance SIP, there is an ability to put in safety margins for the budgets; and, (3) the SIP can include potential mitigation measures if we run into budget problems or even control measures.

Diane Catotti asked that the TCC make a recommendation to the TAC at the next meeting.

Adjustment to the Agenda

A motion was made by Alex Zaffron and seconded by Ed Harrison to approve the Town of Carrboro STP-DA amendment reallocating funds that were approved from two projects to fully fund a single project. Copies were distributed at the beginning of the meeting. The motion carried unanimously.

Reports from Staff:

Reports from Staff (Attachment 13)

The Lead Planning Agency (LPA) Staff Report is attached.

Report from the TCC Chair

The Collector Street Plan will be on the agenda for the next meeting.

A motion was made by Alice Gordon and seconded by Diane Catotti to receive the staff reports. The motion carried unanimously.

NCDOT Report (Attachment 15)

Jon Nance, NCDOT Division 5 Engineer provided an update. Additional

improvements have been made to the roundabout at Erwin Road. The I-85 project is moving along very well. There are still two ramps closed at Guess Road and in about three weeks, NCDOT will close three ramps for a short period of time to make some transitions but at the same time NCDOT will open the Hillandale to its final pattern. This will be done in advance of the Guess Road ramp closures. We had a good meeting yesterday regarding the Durham signal system and we hope to move the project ahead. At the end of April, we will be advertising turn-lanes on Garrett Road at three different locations. We hope to have the NC 54 and I-40 interchange out for re-advertisement in three weeks. Diane Catotti asked about the intersection at NC 54 and I-40. This is the one in which the bids were double the estimated costs. It will be sent back out for bid in about three weeks. Some of the changes made were to allow the contractor to work during the daytime. Alice Gordon asked what is going to be done at the intersection. Basically, NCDOT is going to add a lane to the I-40 west bound off ramp, those two lanes will turn into free flow and will be that way down to Farrington Road, beyond Farrington Road it will drop down a lane and there is also some intersection work taking place as you move toward Chapel Hill to put a traffic signal at Hunting Ridge and there will be some intersections restrictions at Falcon Bridge where you will only be able to make a left over you will not be able to cross Falcon Bridge from one side to the other. Ellen Reckhow asked if message boards are being put in on the Durham Freeway and Jon stated yes. The project is almost finished.

Mike Mills, NCDOT Division 7 Engineer provided an update. The US 15-501 project should be complete by May 2006. The Superstreet project will be let on May 16, 2006.

Mike Mills will email the resurfacing projects to Alice Gordon.

Informational Items:

Recent News Articles and Updates (Attachment 16)

Attached are the recent news articles and updates.

Proposed Bill in the California House -- Integrated Transportation and Land Use Planning Models (Attachment 17)

The Proposed Bill in the California House concerning Integrated Transportation and Land Use Planning Models is attached.

Letter from NCDOT Safe Routes to School (Attachment 18)

The letter from the NCDOT re Safe Routes to School is attached.

Bicycle/Pedestrian Planning Strategies Teleconference 5/4/2006 (Attachment 19)

The Bicycle/Pedestrian Planning Strategies Teleconference 5/4/2006 is attached.

Adjournment

There being no further business of the Transportation Advisory Committee, the meeting adjourned at 11:23 a.m.

MEMORANDUM

TO: **Technical Advisory Committee (TAC)**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **May 10, 2006**

SUBJECT: **2006-07 Draft Unified Planning Work Program (UPWP)**

Background

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that identifies the annual funding allocations to support the ongoing transportation planning activities of the DCHC MPO. These funds are used to support the Lead Planning Agency (LPA), partner agencies (e.g., Chapel Hill and Carrboro) and transit operator staff, and the hiring of technical consultants. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes a local matching share.

The TAC received a draft at their 4/12/06 meeting and released it for public comment. The draft has been posted on the MPO website and distributed to local libraries and municipal and county planning departments. LPA staff have edited and revised the draft to include additional information and to ensure that the document is accurate and consistent.

The full 2006-07 UPWP report, as presented in Attachment 6A, provides the detailed task and project descriptions and funding amounts as required by federal policy. The report includes:

- Adoption Resolutions for FHWA and FTA programs (p. 1-2).
- Self Certification of the DCHC MPO planning process as required. As part of the annual UPWP approval process, the MPO is required to certify that it adheres to a transportation planning process as mandated by federal regulations (p.3).
- Description and amount of the federal and local funding sources are highlighted in the Introduction (p. 8-11)
- Summary table of ongoing tasks, special projects, and new initiatives in the FY 2006-07 UPWP, and the resource allocation amount for the Lead Planning Agency (LPA) and partner agencies are also illustrated in pages 12-19 of the Introduction (p. 12-19). The resource allocation tables show staff positions and the percentage of their work time dedicated to MPO tasks and projects. Much of this data is incomplete due to data being not provided or not correct.

- Descriptions of special emphasis projects and local matching fund tables are presented in the major Emphasis Areas and Special Projects section (p. 27-39).
- A table showing a summary of MPO funding distribution by agency is presented on page 41.
- A Summary of MPO funding table by UPWP tasks and funding sources (FHWA and FTA) is show on page 43.
- Task and project descriptions, including funding distribution is shown beginning from page 53 (p. 53-76).
- Detailed agency funding Source tables that present the funding by tasks and sources (Planning funding, STP-DA, etc.) and distribution for each of the various tasks are presented in the appendices section of the UPWP (p78-201).
    - These task categories are prescribed by the State and federal policy. Note that a complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state. Tasks are identified by an alphanumeric task code and description.

UPWP Schedule

The remaining steps in developing and adopting the FY 2006-07 UPWP is presented in the table below. This process differs from the previous process in that a public involvement component has been incorporated in this process and the TAC is involved early in the process during the formulation of major emphasis areas. In addition, the schedule provides the opportunity to link the UPWP development with the local member governments' budget process.

	Date	Task Descriptions
1	March-April	Development of Draft 2006-07 UPWP
2	3-Apr-06	TCC receives draft 2006-2007 UPWP
3	12-Apr-06	TAC receives Draft 2006-2007 UPWP and provides comments to the TCC. Draft UPWP released for public comment period.
4	26-Apr-06	TCC recommends final 2006-2007 UPWP for TAC approval
5	10-May-06	TAC adopts 2006-2007 UPWP and self-certifies MPO planning process
6	Jun-06	NCDOT/FHWA approves 2006-2007 UPWP

Plan Purpose

The purpose of the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* is to **inventory** the existing collector street network and **develop a plan, standards, and policies** that will **promote future connectivity** by creating an efficient network and accommodation for automobiles, transit, pedestrians, and bicycles as collector streets are constructed. It is the intent of this plan to provide city, town, and county staff with the necessary tools to encourage the construction of the collector street network as development occurs; it is not the intent of this plan to suggest that the local governments seek to fund and construct the network through property condemnation and land acquisition.

A Technical Steering Committee (TSC) was formed for this study, and the goals and objectives for the plan include the following:

- Prepare map showing existing and proposed interconnected streets
- Facilitate multimodal transportation options
- Recommend endorsement by MPO, then adoption and implementation by local governments

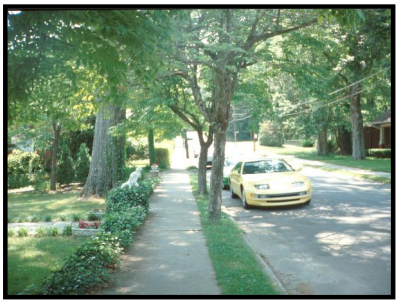
The collector street network will serve and provide benefits to the community throughout the immediate and surrounding areas. An effective interconnected collector street network can provide numerous benefits including:

- Reduced reliance on major arterials (thoroughfares) for short trips
- Reduced travel times without travel speed increases (improved connectivity) for pedestrians, bicyclists, city buses, school buses, cars, refuse collection, mail delivery, and newspaper delivery
- Compatible connections between complementary land uses
- Encouragement for mixed-use developments, resulting in the opportunity to bike or walk to local destinations
- More direct emergency response access
- Improvements to the non-vehicular transportation system (i.e., pedestrian and bicycle system improvements)
- Delay or avoid widening of major arterials beyond four lanes

While the collector street plan includes a map which depicts existing and future streets, it is important to note that the map is more qualitative than quantitative. ***The maps are not precise and do not reflect the actual location or alignment of a proposed facility.*** Location decisions can only be made after careful consideration and evaluation of a given facility, the specific constraints related to its construction,

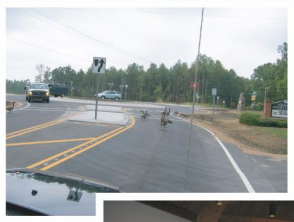
and proposed land use changes. The map associated with the CSP is intended to identify the general location of future collector streets and the desired level of connectivity.

It is also important to note that the proposal for collector streets assumes that development exists (or will exist at some future date) at a scale to warrant the construction of a collector street. To this end, the plan would not generally support the construction of collector streets in the absence of development. That is, the City of Durham and the Town of Chapel Hill do not intend to build collector streets in this study area. Instead, they intend to require developers to build collector streets as one condition of approval for any new development that is approved by the City Council in Durham or Town Council in Chapel Hill.



Typical Collector Street

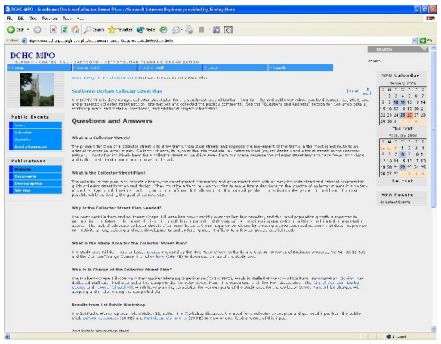
This document was created to reflect the previous planning efforts, the mission and purpose, goals and objectives, and public vision. It should help guide the planning, construction, and maintenance of a collector street system in the study area.



Chapter 2 – Public Engagement

A critical component of a successful collector street plan is engaging members of the public who live, work, and travel within the study area. These are the people who understand the transportation system as well as the shortcomings of the existing network. Beyond the intimate knowledge obtained from the public, it is ultimately these people who will live and work with the proposed future network. Therefore, they have a vested interest and responsibility to encourage their idea of the vision and function of their community for the future.

With this interest in mind, public engagement began early and continuously throughout the planning process. A project website (www.dchcmpo.org/) was maintained to inform the public of plan progress and upcoming events. Three public workshops were held and public input was obtained, summarized, and used as a guide in the development of the collector street proposal. A complete record of written public input can be found in the Appendix.

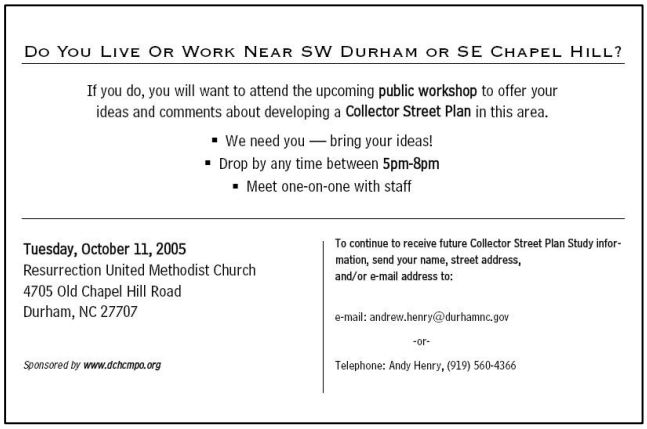


In addition to the general public outreach, a Technical Steering Committee was formed with local staff to represent the City and Town needs and interests. This committee met on a regular basis and was involved extensively throughout the process. The committee contributed technical knowledge, institutional understanding, and community familiarity. The Committee was heavily relied upon when developing the network and policy issues.

This public involvement process was developed to gain valuable knowledge and input from the community as well as build awareness and support for the collector street plan. It is hoped that the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* will be supported and promoted by the public.

Public Workshop #1

The first public workshop was held on Tuesday, October 11, 2005 as a drop-in session from 5pm to 8pm at Resurrection Methodist Church, located within the study area. Addresses inside of and adjacent to the study area were mailed a postcard invitation to this workshop and the MPO website provided an invite as well. Thirty-seven citizens attended and participated in the workshop activities. A PowerPoint presentation was presented and discussed at the beginning of the workshop and then played continuously throughout the evening. A complete record of workshop materials and public responses can be found in the Appendix.


DO YOU LIVE OR WORK NEAR SW DURHAM OR SE CHAPEL HILL?

If you do, you will want to attend the upcoming **public workshop** to offer your ideas and comments about developing a **Collector Street Plan** in this area.

- We need you — bring your ideas!
- Drop by any time between **5pm-8pm**
- Meet one-on-one with staff

Tuesday, October 11, 2005
Resurrection United Methodist Church
4705 Old Chapel Hill Road
Durham, NC 27707

Sponsored by ***www.dchcmpo.org***

To continue to receive future Collector Street Plan Study information, send your name, street address, and/or e-mail address to:

e-mail: andrew.henry@durhamnc.gov

-or-

Telephone: Andy Henry, (919) 560-4366

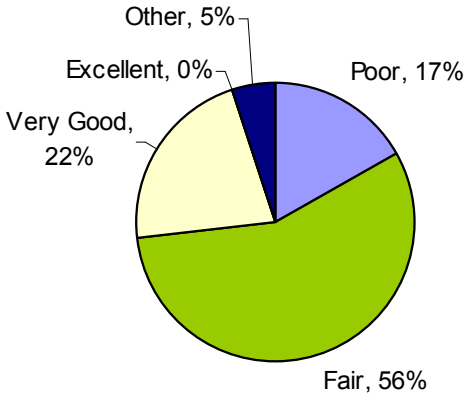
Public Workshop #1 – Direct Mail Postcard

Participants were asked to submit their responses to several questions, including "What is your vision for the study area in 20 years? What things are important to you?" A summary of all responses are included in the Appendix. Some of the responses included:

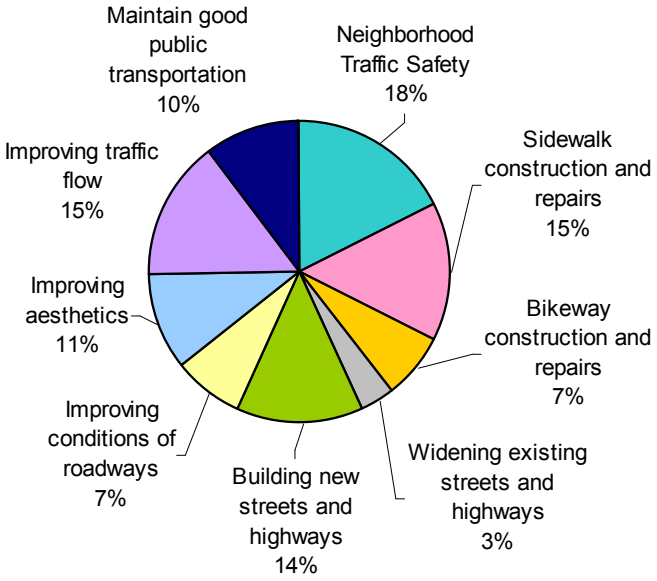
> *My 20 year vision would include "High density housing, large green belts between developed areas – bike and ped[istrian] paths everywhere. No more cookie-cutter subdivisions!"*
>
> *"Protect ponds and open space. Maintain wildlife corridors."*
>
> *My 20 year vision would include "Varied housing types, including some low-density development (with more rural character); more pedestrian-friendly areas."*
>
> *My 20 year vision would include a "Well-planned, dense transit village."*

Participants also were presented with a survey that asked for their input on the condition of the current transportation network. Some of the questions and responses asked at the first public survey included:

- Overall, how would you rate your experience traveling in the SW Durham/SE Chapel Hill area?



- If you had $100 to spend on transportation improvements, how would you spend it? *You can spend it all on one thing or spread it around.*

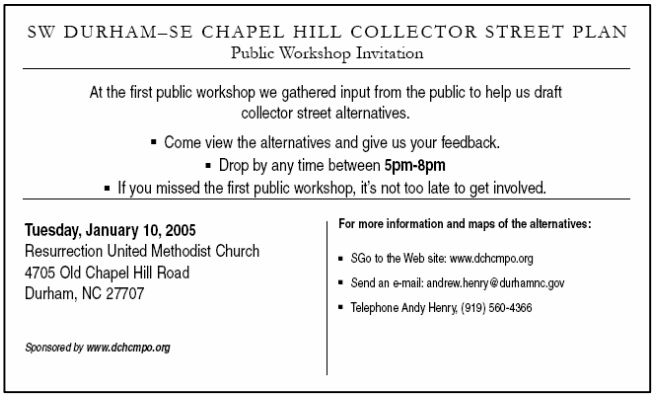


In addition to answering surveys and questionnaires, the public attendees were asked to review maps of the study area and give comments and concerns about existing and future problems and solutions. An extensive set of maps were available that clearly showed the location of existing homes, neighborhoods, stores, churches, wetlands, and other key items. The participants were encouraged to draw future collector street networks that they would like to see. These maps were then used to develop draft network alternatives.

Public Workshop #1 – Workmap Exercise

Public Workshop #2

The second public workshop was held on Tuesday, January 10, 2006, as another drop-in session from 5pm to 8pm at Resurrection Methodist Church. Prior to this public workshop, draft alternative collector street networks, that were developed based on response from the first public workshop and engineering principles, were sent out to study area residents. More than 140 attendees were present at the second workshop. A PowerPoint presentation was presented and discussed at the beginning of the workshop and was played continuously throughout the remainder of the evening. During the presentation, several questions and concerns were brought up and discussed. A complete record of workshop materials and public responses can be found in the Appendix.



SW DURHAM–SE CHAPEL HILL COLLECTOR STREET PLAN
Public Workshop Invitation

At the first public workshop we gathered input from the public to help us draft collector street alternatives.

- Come view the alternatives and give us your feedback.
- Drop by any time between **5pm-8pm**
- If you missed the first public workshop, it's not too late to get involved.

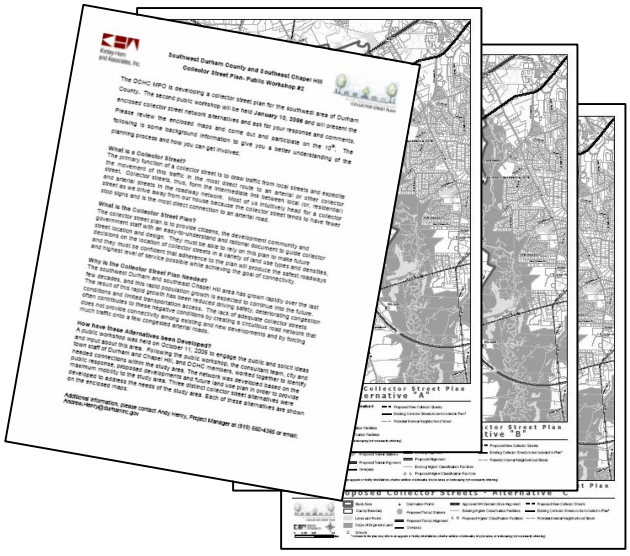
Tuesday, January 10, 2005
Resurrection United Methodist Church
4705 Old Chapel Hill Road
Durham, NC 27707

Sponsored by www.dchcmpo.org

For more information and maps of the alternatives:

- SGo to the Web site: www.dchcmpo.org
- Send an e-mail: andrew.henry@durhamnc.gov
- Telephone Andy Henry. (919) 560-4366

Public Workshop #2 – Direct Mail Postcard



Public Workshop #2 – Direct Mail Maps with CSP Proposed Alternatives

Surveys and maps of the Draft Network Alternatives were distributed and the public was asked for their input on the alternatives. Some of the comments that were received are shown below.

In reference to Alternative "A":

"This plan seems to be the most sensible."

"Good connection to transit stop and Hwy 54. Good alignment of SW Durham Drive"

"Dislike the direct connection of Lancaster to Highway 54."

"The present proposal will destroy the character of the Oaks neighborhood."

In reference to Alternative "B":

"Seems to distribute traffic more evenly. Don't make Lancaster the main road for Pinehurst residents heading to I-40 east."

"Good alignment of SW Durham Drive since it uses an existing road."

"Randall/Beaumont cannot support increased traffic."

"Do not turn Celeste Circle into a collector street."

In reference to Alternative "C":

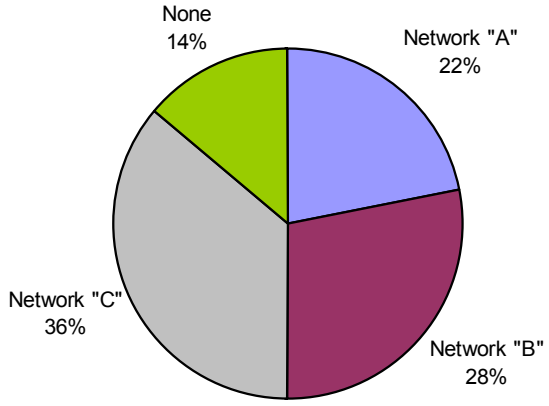
"Want Alternative C so less traffic. Buses are ruining the road, and kids are playing there, which isn't safe."

"Better direct connection from BCBS area and Meadowmont commercial area."

"Alterations need to made to the existing streets so that they are more pedestrian and bike friendly."

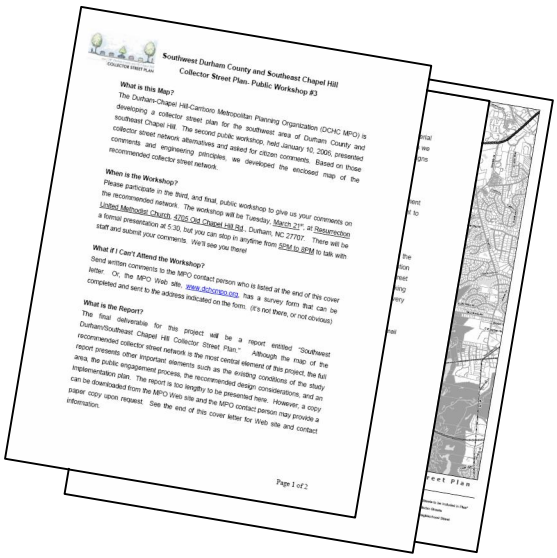
"Do not put a median at Farrington Road. There would be no logical way to get back on 54 going east."

Overall, the public participants responded in favor of Network Alternative "C" by 36%.



Public Workshop #3

The third public workshop was held on Tuesday, March 21, 2006, as another drop-in session from 5pm to 8pm at Resurrection Methodist Church. Prior to this public workshop, the recommended collector street network was developed based on public input from the previous workshops and engineering principles. Information about the plan and the recommended collector street network map were sent out to study area residents.


Southwest Durham County and Southeast Chapel Hill
Collector Street Plan: Public Workshop #3

Public Workshop #3 – Direct Mail Maps with Recommended Collector Street Network

More than 150 attendees were present at the third workshop. A PowerPoint presentation was presented and discussed at the beginning of the workshop and was played continuously throughout the remainder of the evening.

There was much public concern and comment pertaining to the Southwest Durham alignment and Highway 54 intersections within the study area. The public expressed concern and stated the following would cause them to actively oppose the adoption of this plan:

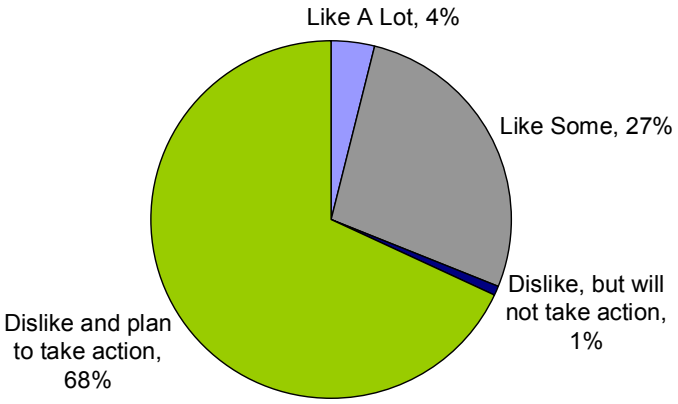
"SW Durham Drive unnecessarily connects into Meadowmont Lane."

"The SW Durham drive needs to be realigned before any further discussion on collector streets continues."

"The lack of study on Hwy 54…it really does not make sense to study potential development without looking at the whole picture."

While these issues are important, it is out of the scope of this project to address these larger issues. Many citizens mentioned that they could not support the plan until these issues were addressed.

Seventy-eight (78) participants responded to a survey distributed at the public workshop. Of those participants, 68% stated that they disliked the plan and intended to take action. One (1) percent said they disliked the plan, but would not take action. Twenty-seven (27) percent of the participants said they somewhat liked the plan and 4% said they liked the plan a lot.



Based on the feedback from the third public workshop, minor changes were made to the recommended collector street plan. However, due to the lack of support of the recommended collector street plan and the relating outstanding issues, it is recommended that the Southwest Durham Drive alignment, Highway 54 intersections, and potential interchange at I-40 be studied further, before adoption is sought.

A complete record of workshop materials and public responses can be found in the Appendix.

Chapter 3 – Existing Conditions

Chapter 1 mentions the significant growth that the study area is undergoing and identifies goals for the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* (CSP). Even though the community is changing, it is important to identify the current conditions in order to better understand the recommendations presented in this plan. A field investigation was completed at the onset of this project. **Figure 3.1** depicts the resulting data collected. Some of the influential factors that have helped shape this report include plans that have already been developed, the traffic and safety conditions, existing development, demographics, and environmental features.

Existing Plans

- Comprehensive Plan (2005) – The *Durham Comprehensive Plan* contains guidance for land use, housing, economic development, conservation, transportation, water/wastewater, solid waste, parks and recreation, schools, public safety, libraries, and capital improvements.

- Land Use Plan (2005) – The current land use plan was adopted as part of the *Durham Comprehensive Plan*. The plan proposes a flexible approach to the interaction of land uses, while limiting intensities and densities depending on the location.

- Unified Development Ordinance (2005) – This ordinance represents the first major overhaul of the development regulations in Durham in nearly 30 years. This ordinance, along with the *Comprehensive Plan*, provides Durham's development regulations.

- Thoroughfare Plan (1991) – Since its completion, the Durham County population has increased 23% (increasing from 181,835 to 223,314), and it contains some roads that are no longer in the 2025 Long Range Transportation Plan (LRTP).

- 2030 Long Range Transportation Plan (LRTP) (2005) – This contains highway, transit, fixed-guide way, bicycle, and other types of transportation projects that are planned through 2030.

- 2006-2012 Transportation Improvement Program (TIP) (2005) – This plan contains funded projects in the feasibility, scoping, environmental analysis, design, right-of-way acquisition, and construction phases.

A challenge to the process for developing a collector street plan is the existence of collector street, corridor, and fixed-guideway plans that cover areas within or adjacent to the study area. The contents of these plans will need to be incorporated and considered in a DCHC MPO collector street plan. The existing plans include:

Collector Street Plans

- Town of Chapel Hill Design Manual (2005) – The Chapel Hill Design Manual provides guidance for the design and construction of collector streets as well as street standards for collector street classification.

- CORE Collector Street Plan – The Triangle J Council of Governments (TJCOG) is developing a collector street plan in the Center of the Region Enterprise (CORE) area. Upon completion of the plan, the City and County of Durham shall evaluate the plan and consider amending the *Durham Comprehensive Plan* to incorporate the collector street plan.

- City of Durham NC 54/I-40 Corridor Study (2005) – This identifies the general location for some connector streets. Connector streets are similar to collector streets, as they provide a connection between local streets.

- In addition, the City of Durham "Public Works Reference Guide" provides design standards and guidelines for infrastructure construction, including street design standards.

Corridor Plans

- US 15-501 Corridor Master Plan (1994) – This evaluated several potential transit technologies and alignments.

- A group of citizens participated in a charrette to produce a transit oriented development (TOD) in the southwest area of Durham County to plan for the 15-501 fixed-guideway alignment.

- The DCHC MPO is implementing the "next steps" in the US 15-501 fixed-guideway major investment study that includes local decisions on alignment and proposed station changes, corridor protection and development characteristics, and the use of impact studies for proposed corridor changes.

Fixed-Guideway Plans

- The US 15-501 Fixed-Guideway Feasibility Study
- Triangle Transit Authority (TTA) Regional Rail Plan

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 3.1 - Existing Conditions

Kimley-Horn and Associates, Inc.

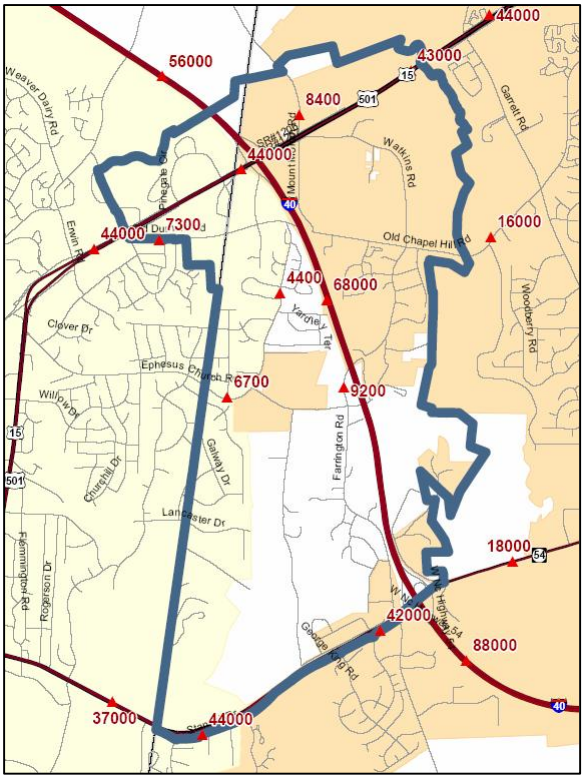
SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Study Area
Lakes, Rivers, Streams and Creeks
Corps of Engineers Land
County Boundary
Chapel Hill Town Limits
Durham City Limits
Destination Points
Schools
Stub Out
Highways
2 Lanes
2 Lanes (with left turn lane)
4 Lanes Divided (Concrete Median)
4 Lanes (with left turn lane)
4 Lanes Divided (Grass Median)
6 Lanes Divided (Grass Median)
Dirt Roads
Sidewalk One Side
Sidewalk Both Sides

0 0.125 0.25 0.5 Miles

Traffic

The *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* (CSP) study area has many higher classified facilities (such as major thoroughfares, minor thoroughfares, and interstates) that are heavily traveled. Although it was not the intent of this plan to suggest any improvements to facilities other than collector streets, it is important to study the entire roadway network to understand the existing traffic patterns and areas of concern. Non-collector street facilities of key concern that exist in the study area include I-40, US15-501, NC 54, the proposed transit fixed-guideway corridor, and the proposed Southwest Durham Drive.



2004 Average Daily Traffic Volumes

Interstate 40 is currently a six-lane interstate that runs north/south, bisecting the study area. It is divided with a grass median and the speed limit is 65 mph. This facility carries daily commuters and regional traffic. I-40 currently carries an average daily traffic (ADT) volume of 68,000 vehicles.

Highway 54

NC 54 has three distinct cross sections along its routing through the southern portion of the study area. West of I-40, NC 54 is a four-lane divided thoroughfare with a grass median. As the facility crosses I-40, the median narrows to a four foot concrete island. East of Leigh Farm Road, NC 54 narrows to two lanes. Between Leigh Farm Road and Farrington Road, the signal spacing is approximately 1,000 feet between signals at Farrington Road and the I-40 ramps. Between Leigh Farm Road and the I-40 ramps, the signal spacing is reduced to approximately 500 feet. During the peak periods, heavy congestion occurs at these signals, backing up onto the I-40 ramps and even onto I-40 itself. The congestion is due to commuter traffic to and from UNC at Chapel Hill and people who live or work in RTP, Chapel Hill, and Durham. NC 54 serves as the southern boundary of the study area and carries an ADT volume of approximately 44,000 vehicles.

US 15-501 is a four-lane, grass median divided boulevard within the study area. US 15-501 has a distinct commercial character, surrounded by retail areas and various businesses. This facility is also heavily traveled and is often congested during peak hours. This facility carries an ADT volume of 44,000 vehicles.

Farrington Road is currently a two-lane undivided arterial. This facility is typically congested during peak hours, especially at the intersection of NC 54. This facility currently carries 9,200 vehicles per day.

Old Durham/Chapel Hill Road is a two-lane undivided arterial. This facility runs east/west through the study area and is often congested near signalized intersections. This facility carries an ADT volume of 16,000 vehicles.

Mt. Mariah Road is currently a three-lane road with a two-way left-turn lane. This facility serves the newly developed retail areas in the northern section of the study area. Mt. Mariah Road typically serves 8,400 vehicles per day.

Ephesus Church Road is a two-lane undivided arterial that is centrally located within the study area. New development has recently occurred in the vicinity of this facility and is expected to continue. Ephesus Church Road currently has an ADT volume of 6,700 vehicles.

Safety

Six corridors within the study area were analyzed using crash data obtained from the North Carolina Department of Transportation over a three-year period (March 30, 2002 to March 30, 2005). **Table 3.1** shows the corridor crash rates, corridor length, severity index, majority causational factor, and the statewide average crash rate for each type of facility. A crash "rate" is defined as the number of crashes per 100 million vehicle miles traveled. It should be noted that the NCDOT splits the statistics at the county line and therefore the table reports the rates by county.

Table 3.1 - Crash Statistics

Corridor (County)	Crash Rate (per 100 MVMT*)	Corridor Length (miles)	Severity Index**	Majority Crash Type	Statewide Average Crash Rate***
Watkins Rd	1130	1.16	6.55	Rear-end	347.58
Old Durham Rd (Orange)	71	0.64	5.93	Rear-end	178.42
Old Durham Rd (Durham)	1007	2.46	3.72****	Rear-end	178.42
NC 54 (Orange)	168	0.63	3.47	Rear-end	150.3
NC 54 (Durham)	250	1.98	2.96****	Rear-end	150.3
Farrington Rd	229	2.51	6.52	Rear-end	178.42
Ephesus Church Rd (Orange)	831	0.14	2.23	Rear-end	178.42
Ephesus Church Rd (Durham)	61	0.32	1	Left-turn	178.42
US 15/US 501 (Orange)	460	0.77	3.6	Rear-end	236.68
US 15/US 501 (Durham)	529	1.63	2.66	Rear-end	236.68

Source: North Carolina Department of Transportation

* MVMT = million vehicle miles traveled

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

*** State averages for comparable roadway types (based on laneage and route type)

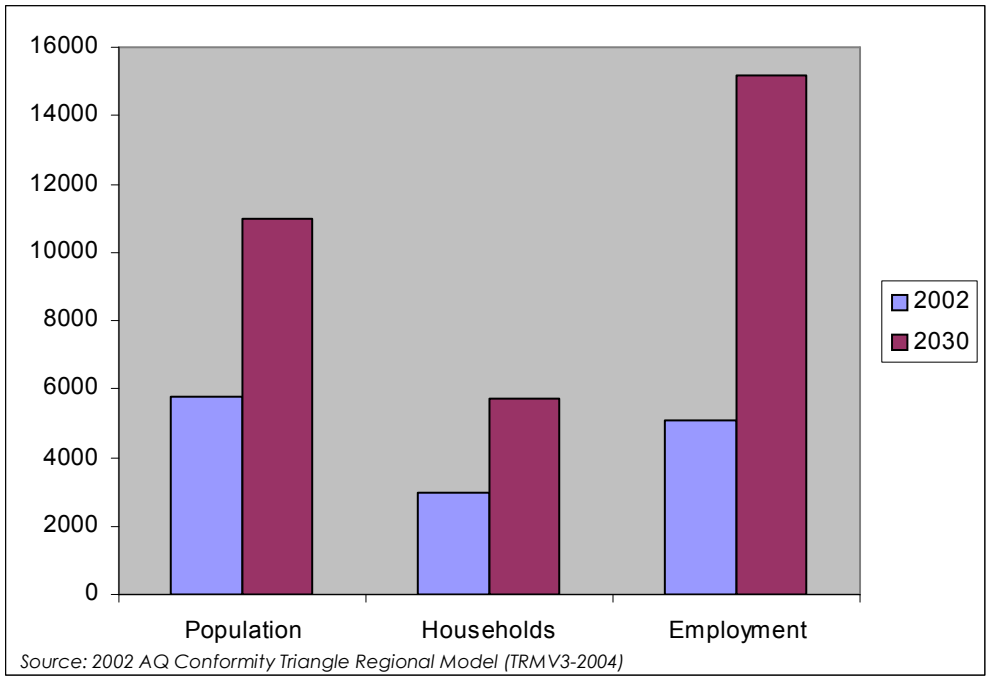
**** Fatal crash occurred

This analysis was used to help identify existing safety issues as a consideration in placing proposed collector street intersections with these facilities. As would be expected, the most heavily traveled facilities are experiencing the greatest number of crashes and the majority of those crashes are caused by rear-end collisions. The input from public workshops reinforced the safety problems identified by NCDOT data.

The adoption of a collector street plan in southwest Durham and southeast Chapel Hill may be an effective countermeasure for these crash patterns. The collector streets may reduce the volume of traffic on the major arterial routes and intersections, thereby reducing the total number of crashes occurring on these facilities. In addition, the low speed of the collector streets themselves should create a safer driving environment.

Existing Development

As mentioned previously, development has been taking place in the study area and is expected to increase in the near future. The chart below indicates the expected growth in population, households, and employment. One factor in this growth is the regional rail corridor that is projected to be built. It will provide citizens with convenient travel options and thus has the potential to attract more citizens to the area.



2002 vs. 2030 Study Area Statistics

The northern portion of the study area has experienced significant growth over the past couple of years with the development of shopping centers (including stores such as Wal-Mart, Home Depot, Kohl's, and Kroger) along US 15-501 and Mt. Mariah Road. Undeveloped land in the central portion of the study area is currently being developed as residential communities. This is illustrated in **Figure 3.2**.

It is expected that parcels throughout this study area will continue to be developed and redeveloped. Therefore, it is imperative that the *Durham County and Southeast Chapel Hill Collector Street Plan* be completed and adopted so that the future development will be supported by an appropriate infrastructure.

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 3.2 - Approved & Proposed Developments

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Study Area
County Boundary
Lakes, Rivers, Streams and Creeks
Corps of Engineers Land
Chapel Hill Town Limits
Durham City Limits
Schools
Destination Points
Stub Out
Highways
Proposed Transit Alignment
Proposed Transit Stations
Approved Internal Neighborhood Street
Proposed Internal Neighborhood Street
Proposed Development
Approved Development
Approved SW Durham Drive
Approved SW Durham Drive on Existing Alignment
Overpass

0 0.125 0.25 0.5 Miles

Environmental Resources

Because the land within the study area will continue to develop, awareness regarding the impacts to the surrounding environment have become heightened. It is imperative to manage and minimize these impacts to continue to serve this area with clean air and water and unpolluted land.

Figure 3.3 illustrates important environmental resources within the study area. Wetlands and U.S. Army Corps of Engineers land in the southern and eastern portions of the study area have forced street planning activities to the edges of these environmental resource areas.

The collector street network was developed in a way to minimize impacts to the wetlands. Potential wetlands crossings should be recommended at the smallest geographic locations. It was extremely important to be sensitive to the natural environment while developing this plan so that the potential impacts would be minimal while making sure that the plan would be reasonable and feasible.

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 3.3 - Environmental Features

Kimley-Horn and Associates, Inc.

DOC: SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

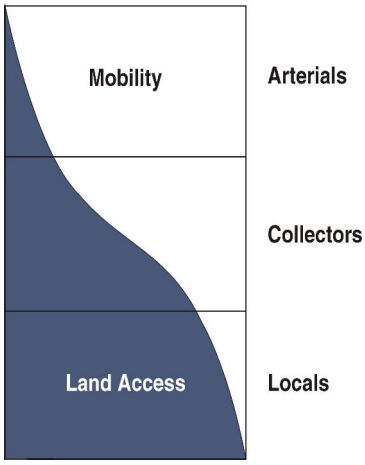
Study Area
County Boundary
Wetlands
Gamelands
Corps of Engineers Land
Chapel Hill Town Limits
Durham City Limits
Lakes, Rivers, Streams and Creeks
Vascular Plant
Invertabrate Animal
Natural Community
Approved SW Durham Drive on Existing Alignment
Approved SW Durham Drive
10-Foot Elevation Contours
Water Treatment Facility

0 0.125 0.25 0.5 Miles

Chapter 4 – Recommended Network

Introduction

The focus of the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* is transportation; however, integration of the transportation system into the overall community fabric necessitates a discussion about urban design and land use issues. These must be considered in order to reinforce the local character of the community and create the "sense of place" desired within these public rights-of-way. In many cases, collector streets are not considered in long-range transportation plans which are oriented toward "regional" transportation. However, it is the case in many situations that collector streets serve as the backbone for local mobility, property access, and non-vehicular transportation modes. Without adequate interconnected collector streets, regional routes bear the burden of both access and mobility, becoming overcrowded with the combination of local and regional traffic.



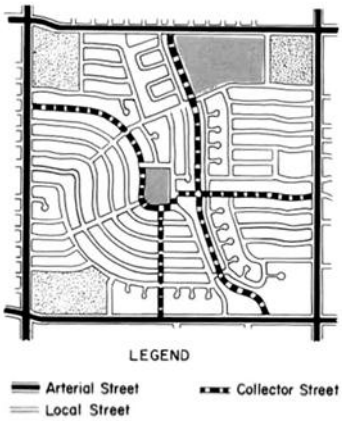
Relationship of Classification to Service

The *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* looks holistically at the hierarchy of streets within the community and identifies policies, guidelines, and recommendations for reinforcing the community vision with the collector street system – taming traffic, providing mobility options, and reinforcing community character.

Defining the Network

Functional Classification

Roadways are categorized into functional classification groups according to the character of service they provide. The functional classification groups for urban areas are freeways/controlled access facilities,



principal and minor arterials, collectors, and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access to adjacent land use. Collector streets must strike an appropriate balance of moving local traffic at safe reasonable speeds.

The existing thoroughfare plans as well as quantitative and qualitative classification criteria were used to develop the hierarchy of streets within the study area transportation system. This hierarchy was necessary to focus our efforts toward developing recommended collector street design standards.

Roadway Classification

Functional classifications for roadways are defined in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2004) and summarized below.

Freeways – "Freeways are arterial highways with full control of access. They are intended to provide for high levels of safety and efficiency in the movement of large volumes of traffic at high speeds. Control of access refers to the regulation of public access rights to and from properties abutting the highway. With full control of access, preference is given to through traffic by providing access connections with selected public roads only and by prohibiting crossings at grade and direct private driveway connections." Interstate I-40 is an example of a freeway.

Principal Arterials – "Principal arterials serve major centers of activity and carry the highest volume of traffic for urbanized areas. Principal arterials typically serve longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of total urban traffic. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is normally continuous with relatively high traffic volumes, long average trip lengths and high operating speeds. Service to abutting land is typically subordinate to

Highway 54

major traffic movements. Typical principal arterials include interstates, freeways and other limited access facilities."

Examples of principal arterials within the project study area include NC 54 and US 15-501.

Minor Arterials – These interconnect and support the principal arterial system. They accommodate trips of moderate length at a lower level of mobility than provided on principal arterials. Minor arterials provide continuity among communities and may also carry local bus routes. The spacing of minor arterials is typically not much greater than two miles in most urbanized areas.

Mt. Moriah Road

Examples of minor arterials within the project study area include Mt. Moriah Road, Old Durham/Chapel Hill Road, and Southwest Durham Drive.

Collector Streets – These provide vehicular access to and mobility within residential neighborhoods as well as commercial and industrial areas. They differ from the arterial system in that they provide connection to neighborhoods and distribute trips from arterials to their ultimate destinations. Conversely, collectors also transition vehicular traffic from local streets onto the arterial system. The collector street system may carry local bus routes, bicycles, and pedestrians. Examples of collector streets within the project study area include Barbee Chapel Road and Lancaster Drive.

Lancaster Drive

Local Streets – These comprise all roadways not in one of the higher classifications. They provide direct access to abutting land uses and connections to the higher order systems. They offer the lowest level of vehicular mobility and usually contain no bus routes. Service to

Celeste Circle

through traffic is often discouraged on local streets. Local streets usually have relatively low average traffic volumes, short average trip length, no through traffic movements, and high land access for abutting property. Examples of local streets within the project study area include Clark Lake Road and Meetinghouse Lane.

Classification Criteria

The following criteria were used to evaluate new collector streets to develop the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan*.

Quantitative Measures

- Traffic volume
- Posted speed limit
- Number of travel lanes
- Points of access (per mile)
- Roadway capacity

Qualitative Measures

- Adjacent land use
- Access function
- Mobility function
- Transit routing
- School locations
- Bicycle facilities
- Median treatment
- Presence of on-street parking

These criteria were developed based on federal, state, and local guidelines in addition to the existing street inventory database.

The Town of Chapel Hill defines their collector streets in the following way:

> *"Collector streets penetrate neighborhoods, public service areas, and districts. They are intended to provide both through-traffic and land-access services in relatively equal proportions, often linking the local street system to the arterial street system." (Town of Chapel Hill Design Manual, 2005, Appendix 4-A)*

The City of Durham does not explicitly give a definition of their collector streets; however, specifications for residential collectors are given.

Table 4.1 displays a portion of Chapel Hill and Durham's street standards. Full text pertaining to Chapel Hill and Durham's collector streets can be found in the Appendix.

Table 4.1 - Collector Street Standards

	Chapel Hill	Durham
Design Volume (ADT)	1,000 - 7,500	2,500 - 4,000
Design Speed	25 - 35 mph	35 mph
Number of Travel Lanes	2 typical	2 typical
Intersection Spacing	400' minimum	

Source: Town of Chapel Hill Design Manual, 2005, Table 4-A-1 and City of Durham Reference Guide for Development, 2003, Section 9

The collector street planning process must have a degree of flexibility to accommodate exceptions; therefore, final classifications assigned to the street network were made collectively through a process of consensus building.

Collector Street Network Development

Designating a collector street network is a process of respecting what present and future conditions exist, what the public wants for the future, and what network will offer the most benefits to balance connectivity, access, mobility, safety and the natural environment. **Figure 4.1** gives a visual of some of the key components of this process and the order in which they occurred in this study.

Designating the Network

Public Workshop #1

At the onset of the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* project, a Technical Steering Committee (TSC) was formed with County and City of Durham, Town of Chapel Hill, and North Carolina Department of Transportation (NCDOT) staff. These committee members met on a regular basis with the consultant team to help identify key issues and needs within the study area and to represent their communities from a technical background. Together, the TSC and the consultant team identified existing conditions (outlined in Chapter 3) to be used in the development of this plan.

In an effort to build consensus, a public workshop was held in the early stages of the project to obtain public and developer input and vision.

As mentioned previously in Chapter 2, surveys were distributed and participants were asked to state their vision for the future of the study area. Developers also participated in the workshop and shared their vision plans for the area. In addition, participants used markers to depict their vision on poster maps.

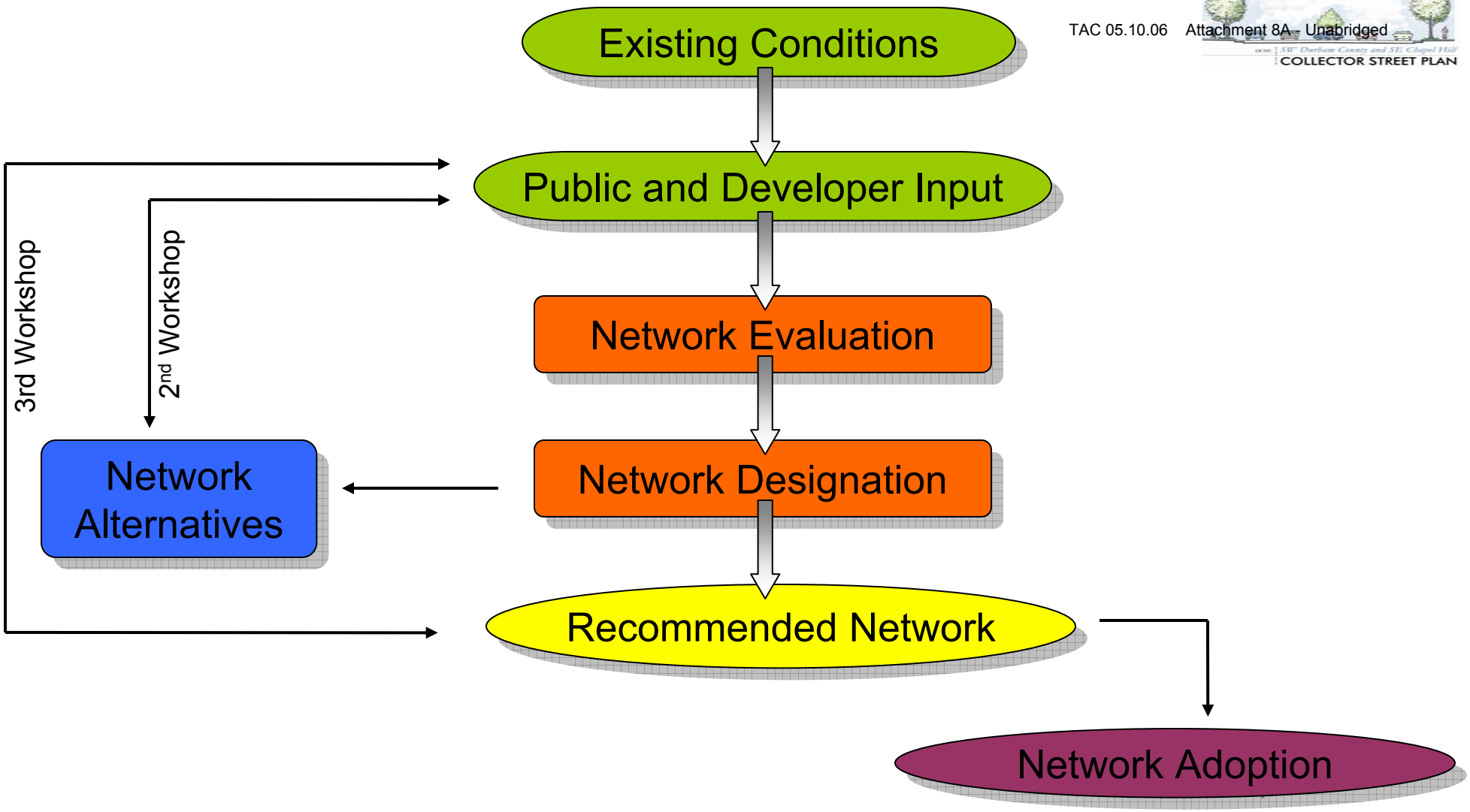


Figure 4.1 – Collector Street Planning Process

A project work-session was held following the first public workshop with a subset of the TSC. During the work-session, participants used the following general resources to develop network alternatives.

- Recent aerial photo
- Planimetric mapping (including parcels, right-of-way, and buildings)
- Environmental and social features (including rivers, streams, lakes, buffers, protected lands, open space, protected species, severe topography, railroads, and historic districts)
- Planned development (adopted)
- Land use/zoning
- Future roads and projects (including TIP, CIP, and enhancement projects)
- ADTs
- Crash data
- Existing plans (including thoroughfare, greenways, comprehensive, and water and sewer extension plans)
- Existing policy (e.g., street design standards and subdivision ordinance)

Factors unique to this study area that played an important role in network development include:

- Avoidance of U.S. Army Corps of Engineers Land and Leigh Farm Park Historic Site
- Access to Highway 54
- Access to US 15-501
- Southwest Durham Drive alignment
- Future land use plan
- Future transit corridor and station locations
- Approved and proposed development
- Existing bus network
- Street spacing guide to support likely development densities
- Impact on existing streets & neighborhoods

Table 4.2 gives general "rules of thumb" that were used to guide when it was appropriate to cross natural or manufactured barriers.

Table 4.2 - Crossing Barriers - Rules of Thumb

Freeways Considerations	Consider grade separated crossings between interchanges Collectors may need to parallel the facility
Stream Crossings	Parallel the stream at a distance sufficient to avoid water quality imparts
	When necessary, space a minimum of 2,500-3,000 feet apart
Railroad	Must close 3 existing at-grade crossings to build 1 new at grade crossing
	Let NCDOT study dictate which crossings to close
	A parallel arterial system supports good circulation

It should be noted that participants from the first public workshop were very concerned with the idea of a new interchange on Interstate 40 between NC 54 and US 15-501. Some participants were adamantly against a new interchange while others were in strong support; however, a new interchange is not in the scope of this project and should be studied further at a later date. To determine if a new interchange is a solution to some of the circulation issues in the study area is beyond the scope of a plan focused at the collector street. However, based on the public response to this issue, further focused study of this should be pursued.

The consultant team, staff from the City of Durham and the Town of Chapel Hill, and DCHC members collectively developed three distinct collector street network alternatives based on public input, environmental and existing constraints, and engineering principles. Each alternative has similar networks in the northern portion of the study area. However, the networks differ in the assumed alignments of Southwest Durham Drive and the southern portion of the study area. **Table 4.3** gives a general Alternative comparison of specific areas of interest.

Table 4.3 - Network Alternative Comparison

	Alternative "A"	Alternative "B"	Alternative "C"
NC 54/ Falconbridge Road	Left-Over	Left-Over	Signal
NC 54/ Huntingridge Road	Signal	Signal	Left-Over
NC 54/ Farrington Road	Eliminate Signal	Eliminate Signal	Eliminate Signal
NC 54/ Vauxhall Road	Signal	Right-In/Right-Out	Right-In/Right-Out
George King Road	Re-Routed	Retained and Emphasized	Re-Aligned
Southwest Durham Drive Alignment	Revised Alignment between I-40 and NC 54	Portion Aligns with Farrington Road	Adopted Alignment

During this phase of the project each proposed network alternative considered intersection configurations along Highway 54 and these were presented to the public at the second public workshop. However, the signal configurations were not recommended as part of the recommended collector street network.

Each proposed network alternative (A, B, C) assume different intersection locations and configurations. The intersection configurations (e.g. signalized, right-in/right-out, left-over, etc.) are beyond the scope of this project. The intersection configuration and access along Highway 54 will need to be determined after further study by or in conjunction with NCDOT.

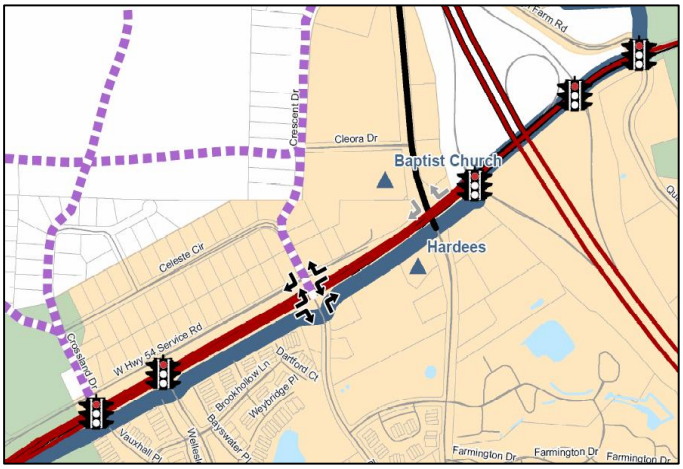
Proposed Network Alternative "A"

Alternative "A" was developed considering moderate (when compared with Alternative "B" and Alternative "C") density in the southern portion of the study area.

This alternative recognizes the future fixed-guideway alignment and supports the proposed transit station by providing an east/west parallel collector street. This would provide convenient access to those citizens using the proposed transit station.

Alternative "A" makes use of existing George King Road alignment by using two discontinuous sections of the existing alignment as a proposed collector street. However, this alternative proposes a shift in alignment of the George Kind Road and NC 54 intersection in an effort to minimize environmental impacts to the Army Corps land.

Alternative "A" recommends signals at Crossland Drive, Huntingridge Road, I-40 ramps, and Quadrangle Drive; right-ins/right-outs and a left-over at Falconbridge Road/Crescent Drive; and a right/in-right-out at Farrington Drive.



Alternative A (NC 54 Recommendations)

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 4.2 - Alternative "A"

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Study Area
County Boundary
Durham City Limits
Chapel Hill Town Limits
Corps of Engineers Land
Lakes, Rivers, Streams and Creeks
Destination Points
Schools

Proposed SW Durham Drive Alternative A
Existing Alignment
Proposed Alignment
Approved SW Durham Drive Alignment
Proposed New Collector Streets
Existing Collector Streets to be Included in Plan*
Existing Higher Classification Facilities
Proposed Higher Classification Facilities
Overpass
Highways
Proposed Transit Alignment
Proposed Transit Stations
Approved Internal Neighborhood Street
Proposed Internal Neighborhood Street
Proposed Development
Approved Development

0 0.125 0.25 0.5 Miles

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).

Sample Residential Collector Street Cross-Section

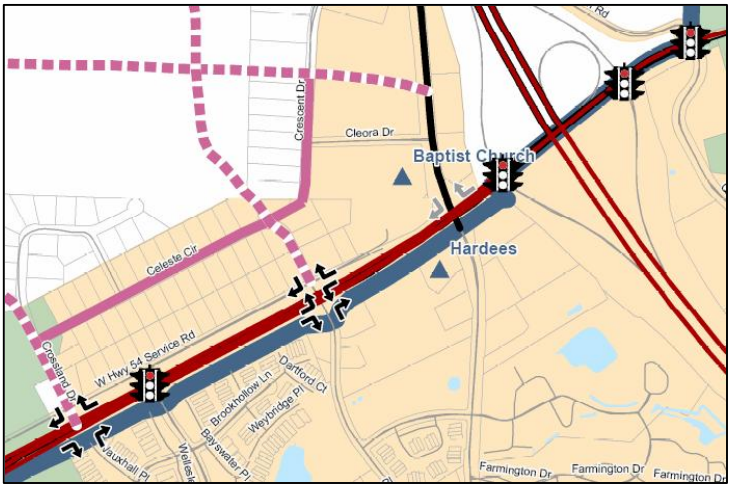
Proposed Network Alternative "B"

Alternative "B" shows a significant shift to the adopted Southwest Durham Drive alignment and was created considering the least dense future development in the southern portion of the study area when compared with the other network alternatives.

This alternative does not directly serve the proposed future fixed-guideway alignment.

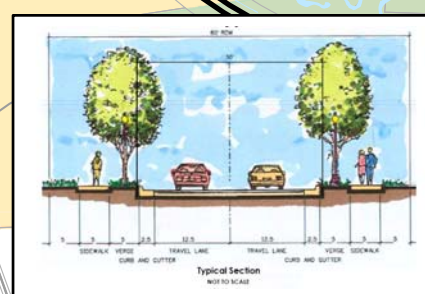
Alternative "B" makes significant use of the existing George King Road alignment. This alternative proposes a collector street to be built on the existing George King Road alignment; however, the proposal includes a shift in alignment at the intersection of NC 54 in an effort to minimize environmental impacts to the Army Corps land.

Alternative "B" recommends signals at Huntingridge Road, I-40 ramps, and Quadrangle Drive as well as right-ins/right-outs and a left-over at Falconbridge Road/Crescent Drive; right-ins/right-outs at Crossland Drive/Vauxhall Place; and a right-in/right-out at Farrington Drive.



Alternative B (NC 54 Recommendations)

Wal-Mart
Kroger
Haywood Suites
Kohls
Home Depot
Grace Church
Lowes
Borders
BCBS
Glenview Park
Ephesus Church
Markham Memorial Gardens
Creekside Elementary School
Leigh Farm Park
Resurrection United Methodist Church
Mel & Zora Rashkis Elementary
Harris Teeter
Hardees
Rho Quad



Sample Residential Collector Street Cross-Section

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 4.3 - Alternative "B"

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Study Area
County Boundary
Durham City Limits
Chapel Hill Town Limits
Corps of Engineers Land
Lakes, Rivers, Streams and Creeks
Destination Points
Schools

Proposed SW Durham Drive Alternative B
Existing Alignment
Proposed Alignment
Approved SW Durham Drive Alignment
Proposed New Collector Streets
Existing Collector Streets to be Included in Plan*
Existing Higher Classification Facilities
Proposed Higher Classification Facilities
Overpass
Highways
Proposed Transit Alignment
Proposed Transit Stations
Approved Internal Neighborhood Street
Proposed Internal Neighborhood Street
Proposed Development
Approved Development

0 0.125 0.25 0.5 Miles

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).

Proposed Network Alternative "C"

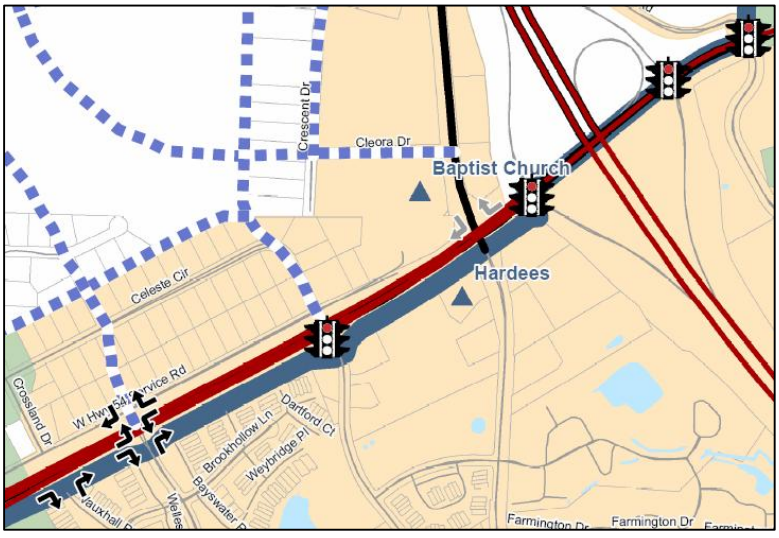
Alternative "C" shows the currently approved Southwest Durham Drive alignment and was developed considering a denser development pattern in the southern portion of the study area in anticipation of a future transit station in this area.

This alternative recognizes the future fixed-guideway alignment and supports the proposed transit station by providing an east/west parallel collector street. In addition, this alignment provides excellent circulation around the proposed transit station. This would provide convenient access to those citizens using the proposed transit station.

The Southwest Durham Assemblage (prepared by Coulter Jewell Thames), Southwest Durham Transit Opportunities Small Area Plan Study (prepared by The Farrington/George King Neighborhoods & Durham Area Designers), and the SW Area Durham Plan (prepared by Chas. H. Sells, Inc. and Land Planning Solutions) were used as well as feedback from citizens and developers in the development of this alternative. Each of these plans considers the proposed fixed-guideway transit network.

Alternative "C" makes significant use of existing George King Road alignment. This alternative proposes a collector street to be built on the existing George King Road alignment; however, the proposal includes a shift in alignment at the intersection of NC 54 in an effort to completely avoid environmental impacts to the Army Corps land and to align the intersection with Wellessley Place.

Alternative "C" recommends signals at Falconbridge Road, I-40 ramps, and Quadrangle Drive as well as right-ins/right-outs and a left-over at Huntingridge Road; right-in/right-out at Vauxhall Place; and a right-in/right-out at Farrington Drive.



Alternative C (NC 54 Recommendations)

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 4.4 - Alternative "C"

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Study Area
County Boundary
Durham City Limits
Chapel Hill Town Limits
Corps of Engineers Land
Lakes, Rivers, Streams and Creeks
Destination Points
Schools
Approved SW Durham Drive Alignment
Proposed New Collector Street
Existing Collector Streets to be Included in Plan*
Existing Higher Classification Facilities
Proposed Higher Classification Facilities
Overpass
Highways
Proposed Transit Alignment
Proposed Transit Stations
Approved Internal Neighborhood Street
Proposed Internal Neighborhood Street
Proposed Development
Approved Development

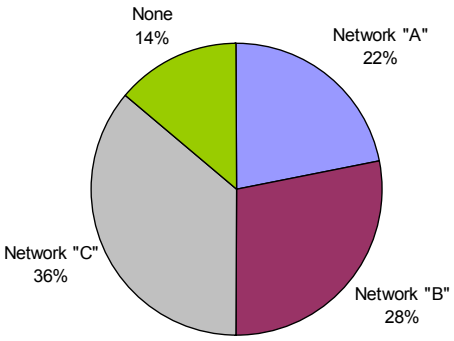
0 0.125 0.25 0.5 Miles

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).

Sample Residential Collector Street Cross-Section

Recommended Collector Street Plan

The three Network Alternatives were then presented for public review and response at a second public workshop. Prior to the workshop, maps of each alternative were mailed to those within the study area. The alternatives were not presented in an all-or-nothing manner; that is, participants were asked which things they liked and disliked about each alternative. It was explained that a recommended collector street plan would be developed based on the input received from this workshop and would likely contain features from all three of these proposed alternatives. Overall, participants said they preferred Alternative "C" by 36%, followed by Alternative "B" (28%), Alternative "A" (22%), and None (14%).



Following the second public workshop, another work-session was held with a subset of the Technical Steering Committee (TSC). Collectively, the consultant team, staff from the City Durham and Town of Chapel Hill, and DCHC members developed the Recommended Collector Street Plan based on the public input received at the public workshop #2 which can be seen in **Figure 4.5**. In addition to the public workshop input, transit circulation was considered closely to provide proper connectivity and access to the existing and future transit networks.

Wal-Mart
Kroger
Haywood Suites
Kohls
Home Depot
Grace Church
Lowes
Borders
BCBS
Resurrection United Methodist Church
Glenview Park
Ephesus Church
Markham Memorial Gardens
Creekside Elementary School
Leigh Farm Park
Mel & Zora Rashkis Elementary
Hardees
Rho Quad
Harris Teeter

Sample Residential Collector Street Cross-Section

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 4.5 - Recommended CSP Network

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Study Area
County Boundary
Durham City Limits
Chapel Hill Town Limits
Corps of Engineers Land
Lakes, Rivers, Streams and Creeks
Destination Points
Schools
Approved SW Durham Drive Alignment
Recommended Collector Street
Existing Collector Streets to be Included in Plan*
Proposed New Collector Streets
Existing Higher Classification Facilities
Proposed Higher Classification Facilities
Overpass
Proposed Interchange
Highways
Proposed Transit Alignment
Proposed Transit Stations
Approved Internal Neighborhood Street
Proposed Internal Neighborhood Street
Proposed Development
Approved Development

0 0.125 0.25 0.5 Miles

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).

Transit Circulation

During the development process of the recommended collector street plan, existing and future transit facilities were again considered more closely. The future success of the transit system within the study area is dependant on the circulation and ease of use in the area. It is important that the existing bus stops and future transit stations be accessible and safe. By providing better connectivity in and around existing and future facilities, citizens will have better accessibility to the services themselves.

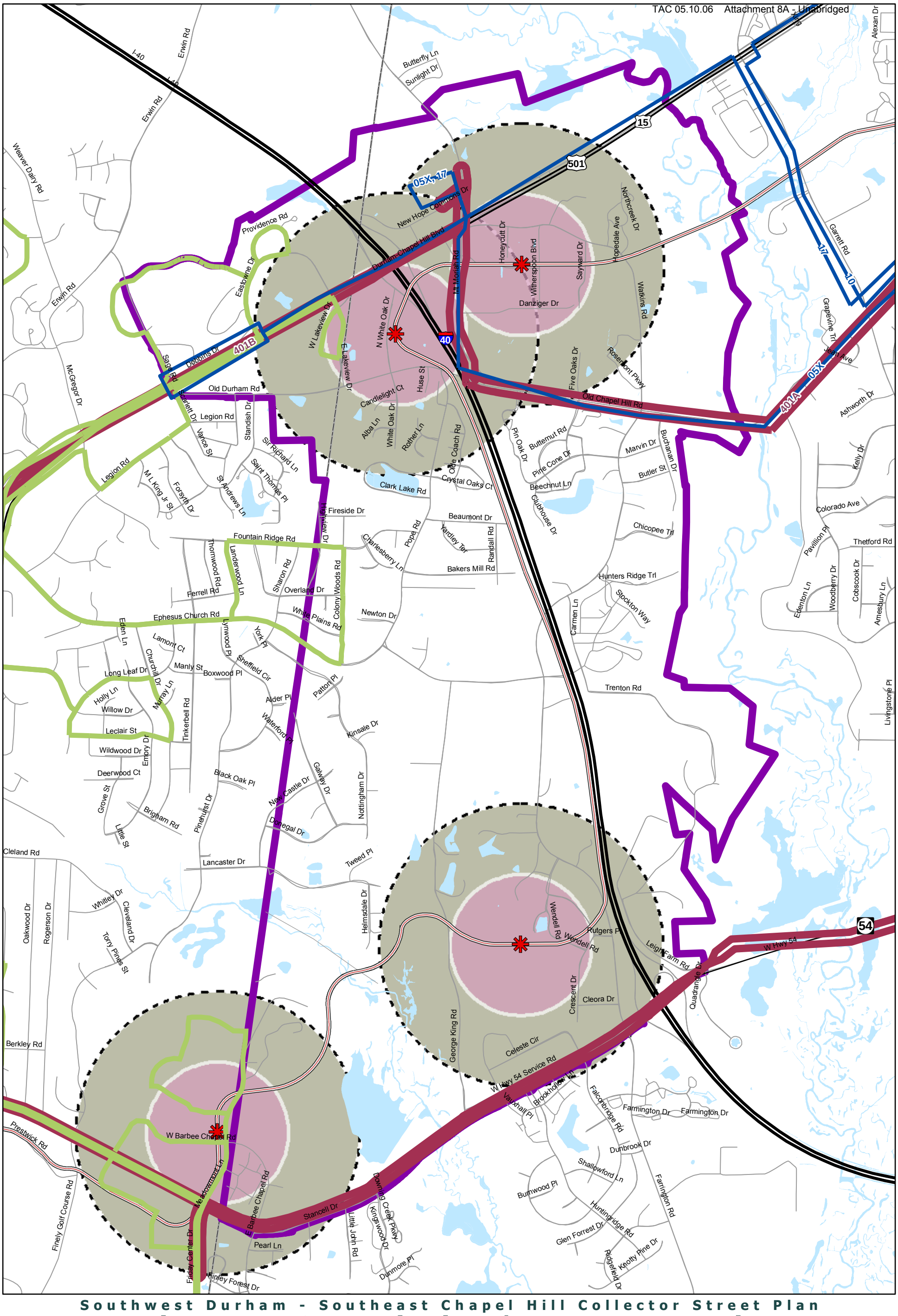
Figure 4.6 shows the existing and proposed future transit facilities. It is expected that the denser development will center near the proposed transit stations, providing more mode choices for those close to this area. In addition, **Figure 4.6** shows a ¼-mile and ½ -mile radius from the location of the proposed transit stations. This is the distance found to be most reasonable by those willing to walk to access transit facilities.

In addition to providing better access to the transit stations, potential bus route changes could be implemented to better serve those within the study area.

Figure 4.7 displays potential bus route changes that could occur in the interim if the recommended collector streets and Southwest Durham Drive are built before the proposed fixed guideway and transit stations are constructed. These potential bus changes would utilize the collector street system to serve those areas that have developed and redeveloped as transit oriented developments based on the future land use plan.

Figure 4.8 displays potential bus route changes that could occur assuming that the collector streets and Southwest Durham Drive have been constructed and that the fixed guideway and transit stations are functional. Phase II potential bus route changes utilize the recommended collector street plan to support the transit stations and serve the study area with feeder routes.

The collector street plan will provide better access for all mode choices. Citizens will have safer and more efficient options available to reach transit facilities with the implementation of this collector street plan.



Southwest Durham - Southeast Chapel Hill Collector Street Plan

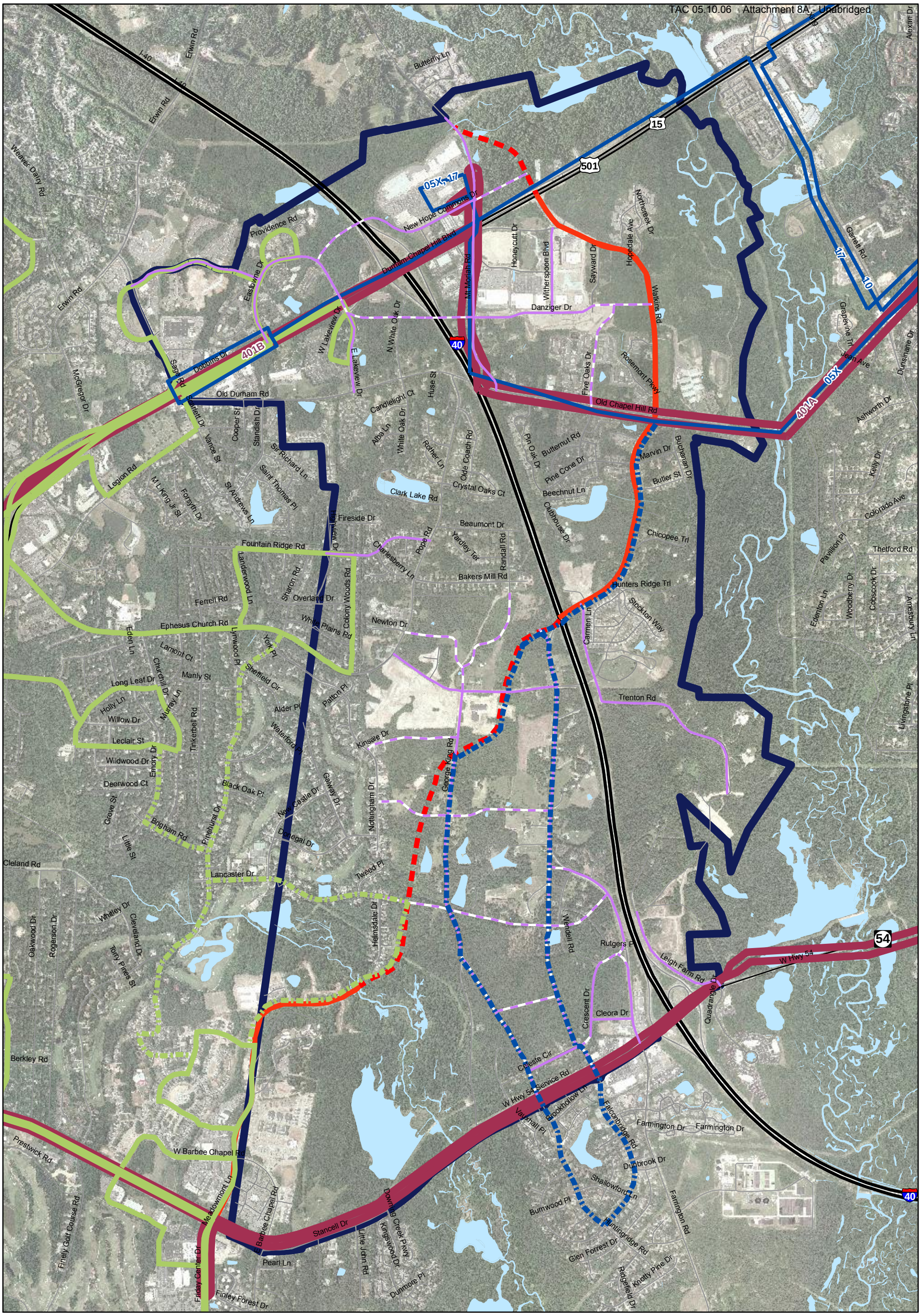
Figure 4.6 - Existing/Future Transit

Kimley-Horn and Associates, Inc.

DCHC | SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

- Study Area
- County Boundary
- Lakes, Rivers, Streams and Creeks
- Quarter Mile Buffer
- Half Mile Buffer
- Existing Durham Area Transit Authority (DATA)
- Existing Chapel Hill Transit
- Existing TTA
- Proposed Transit Alignment
- Proposed Transit Stations

0 0.125 0.25 0.5 Miles



Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 4.7 - Potential Bus Route Changes - Phase I

Phase I assumes that the proposed fixed guideway and transit stations have not been constructed, but that all recommended collector streets and approved SW Durham Drive have been constructed.

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

- Approved SW Durham Drive on Existing Alignment
- Approved SW Durham Drive
- Durham Area Transit Authority (DATA)
- Chapel Hill Transit
- Existing TTA

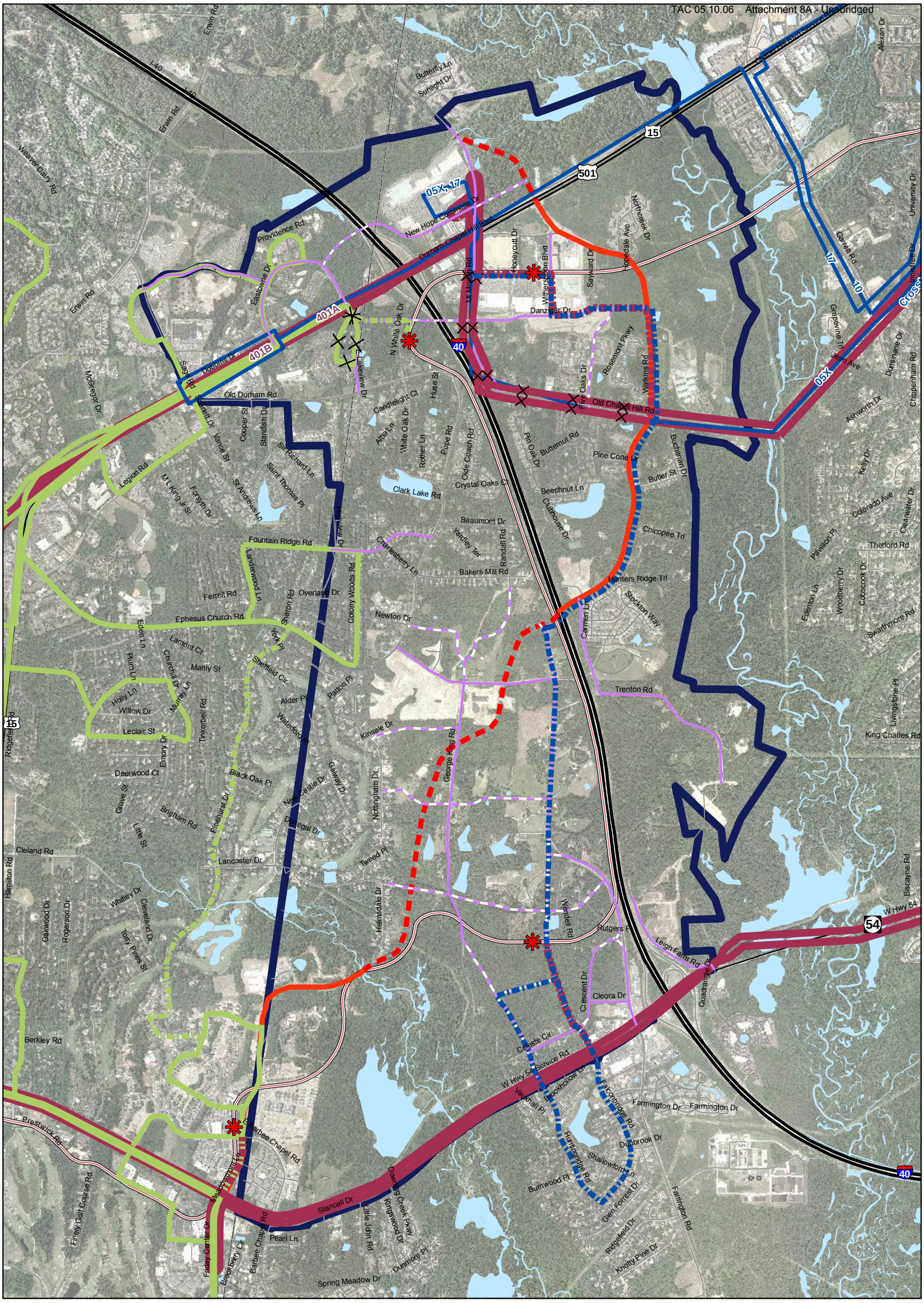
Recommended Collector Street Network

- Existing
- Proposed

Potential Bus Changes - Phase I

- Potential Chapel Hill Transit Routes
- Potential DATA Routes

0 0.125 0.25 0.5 Miles



Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 4.8 - Potential Bus Route Changes - Phase II

Phase II assumes that the proposed fixed guideway and transit stations as well as all recommended collector streets and approved SW Durham Drive have been constructed.

Kimley-Horn and Associates, Inc.

- Approved SW Durham Drive on Existing Alignment
- Approved SW Durham Drive
- Durham Area Transit Authority (DATA)
- Chapel Hill Transit
- Existing TTA

Potential Bus Changes - Phase II

- Chapel Hill Transit Proposed Deletion
- Potential Chapel Hill Transit Routes
- Potential DATA Routes
- TTA Transit Proposed Deletion
- Potential TTA Routes

Recommended Collector Street Network

- Existing
- Proposed

0 0.125 0.25 0.5 Miles

Chapter 5 – Recommended Design Considerations

Policy and Guidelines

General street spacing and connections into the existing transportation hierarchy will be monitored by local officials when reviewing new development plans proposed for the community. They will make sure that a sustainable system is maintained. Special policies and guidelines that the City of Durham and the Town of Chapel Hill may want to consider for amending their development review process are summarized below.

Street Spacing and Access

Local officials should consider street spacing guidelines to promote efficient development of an expanding transportation system. Ultimately, these street spacing guidelines could be used as "rules of thumb" during the development review process. Spacing guidelines recommended for collector streets are summarized below.

Land Use/Type of Collector Street	Intensity	Access Function	Approximate Street Spacing
Very Low Intensity Residential	Less than 2 dwelling units per acre	High	3,000 to 6,000 ft apart
Low Intensity Residential	2 to 4 dwelling units per acre	High	1,500 to 3,000 ft apart
Medium and High Intensity Residential	More than 4 dwelling units per acre	High	750 to 1,500 ft apart
Activity Center	Mixed-use residential/commercial	Medium	750 to 1,500 ft apart

In addition to these recommendations, it is desirable to provide all driveway access on collector and local streets. In some cases, however, it may be warranted to provide property access from an arterial roadway.

Design Elements

As the public realm, streets need to reflect the values of the community and reinforce a unique 'sense of place' to be enjoyed by citizens – whether in urban, suburban, or rural contexts. This is especially true for a collector street system in that it serves as the backbone for local mobility, property access, and non-vehicular transportation modes.

In recent years, municipalities across the country have started implementing **"complete streets"** as one way to transform their transportation corridors from vehicle-dominated roadways into community-oriented streets that safely and efficiently accommodate all modes of travel – not just motor vehicles. The complete street movement does not advocate for one size fits all; a complete street in an urban area may look quite different from a complete street in a more rural area. However, both facilities are designed to balance mobility, safety, and aesthetics for everyone using the travel corridor. Furthermore, design considerations supportive of complete streets include elements in both the traditional travel corridor (i.e., the public realm) as well as adjacent land uses (i.e., the private realm) for reinforcing the desired 'sense of place.'

The following design considerations serve to create the foundation for implementing complete streets:

- Travel lane width
- Pedestrian circulation
- Bicycle circulation
- Transit accommodations
- On-street parking
- Median treatments
- Street lighting
- Street trees
- Pedestrian crossings
- Stream crossings

Each of these design elements is discussed in more detail below.

Travel Lane Width

Motorists typically drive at a speed which they perceive to be safe. Therefore, one of the primary design elements for managing vehicle travel speeds is lane width. This is typically measured between the yellow centerline of a street and the outside white lane line or edge of gutter. Over the last 50 years, communities across the country have

studied the range of recommended travel lane widths published by the American Association of State Highway and Transportation Officials (AASHTO) and adopted their maximum range from these guidelines (i.e., 12 feet) as their minimum design standard.

Today, excessive travel speeds are one of the top concerns for citizens and elected officials alike. The use of other travel modes within the corridor is often discouraged because of safety concerns associated with excessive travel speeds. One solution for addressing these excessive travel speeds is traditional traffic calming; these spot improvements, however, sometimes only shift the problem to other streets.

A second solution gaining momentum among design professionals across the country is to incorporate varying minimum travel lane width standards into local rules and regulations that offer some flexibility to better relate design speed and posted speed limit. Forthcoming publications by the Institute of Transportation Engineers (ITE) and the Congress for New Urbanism (CNU) recommend the following general relationships between travel lane width and anticipated travel speeds:

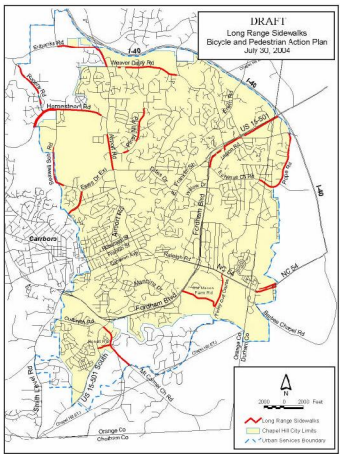
- 10' travel lane = 20 MPH
- 11' travel lane = 25 MPH
- 12' travel lane = 35 MPH

The application of varying travel lane width standards for the collector street system would allow design officials the flexibility to reinforce a 'constant' travel speed (by design) that is supportive of more livable, complete streets. The City of Durham currently requires an eighteen foot travel lane with a 35 mph speed. The Town of Chapel Hill currently requires an eleven foot travel lane with a recommended speed limit of 25 to 35 mph.

Pedestrian Circulation

The pedestrian realm is present and should be provided for in all developed areas. In urban areas, this means the provision of a sidewalk on each side of the street, often accompanied by shade trees and places of rest. In more suburban areas, a two-way shared-use path can substitute for sidewalk. In the rural to natural environment, the multi-use paths may meander away from the street system and converge into a trail system with great success. In all

developments, including those of low density near the rural realm, sidewalks or paths should be provided. Similar to other features of street design, provisions for pedestrian circulation are unique to each context. The pedestrian realm should provide for recreational and functional activity, and should be a safe and inviting environment both day and night. A successful pedestrian environment is a place where people gather to interact, observe, linger, and pass through, and is beneficial to commerce, the safety of the community, and to the development of transit. Both the City of Durham and the Town of Chapel Hill provide regulations that incorporate sidewalks on both sides of the street. It is recommended that Durham's design standards reference the pedestrian plan to ensure that the correct facility type (i.e. sidewalk, shared-use path, etc.) is being specified.



Chapel Hill Bicycle and Pedestrian Plan

Bicycle Circulation

Bicycling provides both transportation and recreational opportunities for citizens, employees, and visitors alike. Bicycle facilities can range from wide outside lanes with no striping to marked bicycle lanes to off-road bicycle paths (i.e., shared-use paths/greenways). The target user for each application and the unique circumstances of the particular roadway help to determine the bicycle treatment that is most appropriate. For example, experienced bicyclists often feel comfortable riding in mixed-flow traffic with no specific bicycle facilities provided. Marked bicycle facilities or adjacent bicycle paths are desirable for cyclists with basic or beginning skills.

In transportation planning, bicyclists are often separated into three levels of bicycling ability. An improvement deemed adequate for one group may not be suitable for another group. Therefore, user profiles are established to help local officials target appropriate bicycle improvements. Three profile user groups for bicyclists are:

- **Experienced** riders can handle most traffic conditions. Some experienced riders travel mainly for recreation while others use the bicycle for primary transportation. This group is comfortable riding on collector streets and is best served by direct access to destinations via the existing street system. Requirements include sufficient width on the roadway for an on-street bicycle lane or

wide shoulder so that neither the motorist nor the bicyclist needs to change positions when passing.

- **Basic** riders comprise the majority of adult or teenage riders in the United States. This group uses bicycles too infrequently to develop advanced cycling skills and prefers comfortable direct access to destinations via low volume streets or designated bicycle facilities. Most basic riders ride for recreation; however, for some members of this group bicycles may be the primary means of transportation to work or school.

- **Children** riders lack experience mixing with vehicular traffic and their bicycle use is primarily for recreation and may be monitored by their parents. This group prefers residential streets with low motor vehicle speed limits and traffic volumes. Well-defined separation of bicycles and motor vehicles on collector streets should be required as a minimum. Ideally, separate bike paths would be provided as part of a greenway system.

In addition to user groups, the 'toolbox' established by transportation professionals for implementing bicycle improvements across the country usually contains at least four design elements or alternatives – wide travel lanes, on-street bicycle lanes, shared multi-use paths (i.e. greenways), and bicycle routes. These applications are generally characterized by:

- **Wide Travel Lanes** — These facilities allow a motorist to safely pass a bicyclist while remaining within the same lane of travel. This improvement is considered a significant benefit and improvement for experienced and basic cyclists. The typical recommendation is 14 feet for the width of a wide travel lane meant for use by both motorists and bicyclists. Continuous stretches of pavement wider than 15 feet may encourage speeding on the undesirable operation of two motor vehicles in one lane.

- **On-Street Bicycle Lanes** — These form the portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use by bicyclists. Bicycle lanes make the movement of both motorists and bicyclists more predictable. State and national

design manuals for the construction of on-street bicycle lanes generally recommend a minimum of 4 feet in width measured from the edge of gutter for a bicycle lane and a minimum of 5 feet in width when adjacent to on-street parking. Collector streets create good places to stripe bicycle lanes.

- **Shared-Use Paths** — These facilities can serve bicycles and pedestrians in one "non-motorized" transportation corridor either adjacent to or completely independent of (e.g., a greenway) the street system. One path usually accommodates two-way travel and is constructed up to 12 feet in width to facilitate passing and mixing of modes. These facilities are typically separated from a motor vehicle travel lane by 5 feet or more. One drawback to shared-use paths is the number of safety conflicts at intersections and driveways presented by having a two-way facility on only one side of the street. The location of destinations along the path may also lead to additional street crossings in order to access homes and businesses opposite the path.

- **Bicycle Routes** — In some instances, a portion of the community's existing street system may be fully adequate for efficient bicycle travel with conventional signing, making striping unnecessary. The most common example of these types of streets is in residential neighborhoods where low traffic volumes and low travel speeds allow bicyclists to comfortably mix with traffic. Typically, the posted speed limit on these streets should be 25 miles per hour or less for these unmarked facilities. Where appropriate, trail-blazing signage may be installed to designate 'bicycle routes' on some of these streets to alert bicyclists to certain advantages of the particular route over other routes.

The most appropriate bicycle network for the southwest Durham and southeast Chapel Hill area is a combination of the four design elements mentioned above. With an emphasis on the needs of the "basic user," certain design elements will be preferred to provide comfortable direct access to destinations. The preference among the four design treatments for any one street segment will be a function of traffic volumes, travel speeds, right-of-way constraints, adjacent land uses, and route directness.

Transit

As single-occupancy auto transportation is met with the challenges of rising fuel prices and heavy traffic congestion, attention is increasingly paid to various forms of transit. Transit is ideally situated along collector and arterial corridors with urban or higher density suburban. Transit benefits from a dense interconnected street pattern, preferably mixed in land use to support good ridership.

Areas targeted for enhanced transit service, such as the study area, should be supported through land use and zoning policies that support transit-oriented development and reflect the benefits of increased access to alternative modes of travel. Examples include appropriate densities and intensities for supporting transit use, parking ratios that reflect reduced reliance on the automobile, and setback and design guidelines that result in pedestrian supportive urban design. In addition, potential transit service identified for transportation corridors within the community should take into consideration the land use, density/intensity, and urban design characteristics of the surrounding environment before selecting proposed technologies or finalizing services plans. A challenge for this study area is how to attract transit-supportive development densities before the higher frequency of transit service is actually provided. City and Town development policies should be oriented to encourage transit-supportive development near future transit stations and along high-frequency bus routes.

On-Street Parking

On-street parking is essential to support pedestrian-oriented retail. It is also beneficial to the comfort and safety of pedestrians. Although important, on-street parking reduces the capacity of a street by as much as 30%. When planning where on-street parking will be located, it is important to consider traffic and access as well as future land use potential. Future land use — rather than existing land use alone — should be considered to prevent future parking retrofits due to a lack of adequate planning.

Medians

Medians provide for pedestrian refuge, control access, reduce vehicular conflicts, increase safety, and enhance the street environment. As desired by the community, medians can be incorporated into collector street designs. When medians are landscaped, the preferred width is 10 feet. A minimum 6-foot width is acceptable at intersections. This is especially true of existing streets that will be connected to new development, e.g. Lancaster.

Lighting

Pedestrian-level lighting should be provided on collectors. At intersections and mid-block pedestrian crosswalks, conventional cobra-style street lights illuminate the roadway and increase motorist awareness of conflicts. On collector streets, street lights should illuminate the sidewalk and alert drivers to the presence of pedestrians in crosswalks. Pedestrian-scale street lights should be lower than conventional street lights and provide more illumination on the sidewalk. Typical light spacing is between 50 feet and 80 feet; this varies, however, depending on light type, illumination intensity, and fixture height.

Street Trees

Street trees should be provided along collector streets and spaced such that they create a continuous canopy. Small species of trees can be spaced as closely as 30 feet apart. Larger species will need to be placed 40 to 50 feet apart. A few examples of street trees recommended for use include: Red Maples, Allee Chinese Elm, Bosque Chinese Elms, and Ginkgo.

Pedestrian Crossings

Collector streets can be attractive places to walk. At intersections and mid-blocks where pedestrians frequently cross the street, crosswalks and appropriate refuges (minimum of 6 feet wide) should be provided.

In all cases, ADA (Americans with Disabilities Act) accessible curb ramps should be provided at each crossing. At unsignalized intersections, AASHTO, state, and local guidelines should be consulted to determine sight distance triangles before striping a crosswalk. A curb extension at crosswalks helps pedestrians.

Stream Crossings

Street patterns are affected by natural features. Streams and other bodies of water present challenges to creating interconnected street networks. Without significantly compromising water quality, stream crossings should be pursued for vehicular connections every 2,500 feet to 3,000 feet. As a rule of thumb, the North Carolina Division of Water Quality discourages more than one street crossing a stream between branch locations (locations where the stream branches out into two or more waterways).

Traffic Calming

Unfortunately, there are instances when even the most well-designed collector streets experience prevailing travel speeds well in excess of posted speed limits. The inclusion of traffic calming measures in these affected areas may mitigate these issues.

Overview

Traffic calming is quickly becoming a common term for addressing citizen concerns of traffic speeds. The Institute of Transportation Engineers has identified and published 'best practices' for traffic calming. Individual communities, including Durham and Chapel Hill, typically develop policies and protocols specific to their local traffic conditions and citizen expectations. Specific policies and protocols generally include definitive 'warrants' and a 'toolbox' of preferred traffic calming solutions to assist local officials with the design and implementation flexibility to best represent the values and vision of the community.

Measures

Various traffic calming measures incorporated throughout the United States are grouped into three types of categories – passive, vertical deflection, and horizontal deflection. These general categories are summarized below.

Passive traffic calming measures continuously alter a driver's perception of the travel corridor and include gateway treatments, street trees, sidewalks, bicycle lanes, pavement marking/textures, and signage. Together, these design elements signify to the driver that they have entered into a 'livable' street in which all travel modes are afforded equal access to the travel corridor.

Passive —Use of contrasting materials to clearly define crosswalks

Vertical traffic calming measures represent features that drivers must navigate over to proceed on their desired travel path and may include treatments such as speed humps, speed tables, raised crosswalks, and raised intersections.

Vertical— Raised crosswalk using a contrasting paving pattern

Horizontal traffic calming measures represent features that drivers must navigate around to proceed on their desired travel path and, in some cases, may divert drivers to other travel routes altogether. Typical treatments include chokers, bulb-outs, medians, traffic circles, roundabouts, realigned intersections, and chicanes.

Horizontal—Bulb-out at an intersection

Toolbox

Traffic calming measures described below are commonly found in the traffic calming 'toolboxes' of communities all across the country. They are included for the City of Durham's and Town of Chapel Hill's consideration.

Speed Humps – Speed humps are commonly referred to as the 'sleeping policemen' in the roadway. These vertical devices typically measure between 3 and 4 inches in height at their center and extend the full width of the travel lanes before tapering at the outside

lane line to allow unimpeded bicycle travel. Speed humps should not be confused with speed bumps typically found in shopping mall parking lots. Spacing of successive speed humps along a roadway determines the speed at which motorists travel between devices.

Installation of speed humps typically costs between $2,000 and $5,000, depending on materials incorporated into the design.

Speed Table/Raised Pedestrian Crosswalk – A speed table is a very long, broad speed hump that can be either parabolic or trapezoidal in design. Trapezoidal speed tables could accommodate raised pedestrian crosswalks on the flat portion of the device for mid-block crossings when designed to a sufficient width — typically 10 feet or greater. These devices also are more appropriate for streets with larger vehicle traffic (i.e., bus and fire trucks).

Installation of a speed table is slightly more expensive than a speed hump with prices ranging between $2,000 and $15,000, depending on materials incorporated into the design.

Intersection Bulb-Out – Bulb-outs extend the sidewalk or curb line out into the parking lane of a street to effectively reduce the street width. These measures greatly improve pedestrian crossings by reducing the crossing distance and improving the ability for pedestrians and motorists to see each other. Curb extensions also can help reduce turning speeds at an intersection and provide additional space for curb ramps and/or level sidewalk landings where space is limited. Bulb-outs are only appropriate where on-street parking exists and curb extensions should never reach into travel lanes, bicycle lanes, or shoulders.

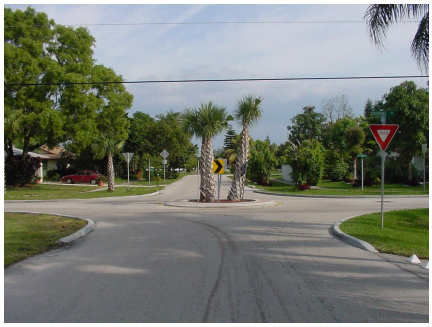
Installation of bulb-outs typically cost between $2,000 and $20,000 per corner; cost can greatly increase, however, when drainage improvements and/or utility pole relocation is necessary.

Choker – A choker intentionally extends the curb line along a street into the travel lanes, usually designed with a wide sidewalk or landscape area, to create a 'pinch point' for vehicle movement. Chokers can be created by extending both curbs into the travel lane, or they can be created more dramatically by widening only one side at a mid-block location. They can also be used at intersections to create a gateway effect when entering a street. These devices have a dramatic effect on travel speed by requiring motorists to yield to each other or slow down. This treatment is usually only appropriate for low-volume, low-speed streets.

Installation of a choker typically costs between $5,000 and $20,000, although major drainage improvements associated with implementation could significantly raise project costs.

Raised Center Median – Raised center medians are islands along the centerline of a street that narrow the real and perceived travel lane width. Raised medians help achieve speed reduction by creating a horizontal shift and blocking along view of the road ahead. A raised center median may be enhanced aesthetically and provide neighborhood identify by adding landscaping.

Installation of raised medians varies greatly among desired applications; however, short 'gateway' center medians typically cost between $10,000 and $20,000 depending on length, landscaping, and irrigation considerations.



Neighborhood Traffic Circle – A neighborhood traffic circle is a raised circular island constructed in the center of a local residential street intersection. These devices reduce vehicle speeds by forcing motorists to maneuver around them and are sometimes used instead of stop signs. Neighborhood traffic circles are commonly landscaped (i.e., bushes,

flowers, or grass) to enhance aesthetics. Yield signs, not stops signs, should be used with neighborhood traffic circles.

The occasional larger vehicle passing through an intersection with a neighborhood traffic circle (i.e., fire truck or moving van) could be accommodated at the intersection by creating a mountable curb in the outer portion of the circle. Studies show no significant impact on left or right turns for these vehicles; left turns can be made across the front of the circle just as with standard intersections.

Installation of a neighborhood traffic circle typically costs between $15,000 and $20,000, including landscaping.

Raised Intersection – Raised intersections are flat, raised areas covering entire intersections with ramps on all approaches. These intersections may include brick or other textured materials on the flat sections to delineate pedestrian crosswalks. The longer flat fields plus ramps, which may be more gently sloped than speed humps, enable slightly higher design speeds that may be suitable for slowing speeds on higher volume streets. The brick or other textured materials improve the appearance of raised intersections, draw attention to these traffic calming devices, and may further enhance speed reduction.

Installation of a raised intersection typically costs between $50,000 and $150,000 with limited texture paving. This cost greatly increases for signalized intersections.

Chicane – Chicanes are curb extensions on otherwise straight streets that cause travel lanes to bend one way and then back the other way to the original alignment of travel. Chicanes achieve speed reductions for forcing a horizontal shift and blocking long views of the road ahead. Landscaping may be provided in the curbed island created by the chicane to enhance the aesthetics.

Installation of a chicane typically costs between $5,000 and $15,000, including landscaping.

Application of Measures

Several communities across the country have developed neighborhood traffic calming programs (NTCP) to implement traffic calming judicially and efficiently in order to meet citizen concerns. As

Durham and Chapel Hill considers the installation of traffic calming measures on its streets, the evaluation process should reflect the following steps (Durham has formal application and evaluation process):

- **Problem Identification/Needs Assessment** – Most successful traffic calming programs include a petition process that allows neighborhoods to request an evaluation of traffic characteristics. The evaluation should be designed to assess the degree of complaint and may include license plate surveys, speed studies, field observations, and traffic volume counts. Thresholds or 'warrants' may be developed that would designate a street as eligible for traffic calming.

- **Establish Traffic Calming Toolbox** – Local officials should establish a set of preferred traffic calming measures that address cut-through or speeding problems; including pros/cons associated with each measure and a typical design for implementation.

- **Plan Selection/Course of Action** – The most important element for creating a successful traffic calming program is to involve impacted residents, the general public, and stakeholders such as city staff and emergency response agencies when developing a course of action. Some communities establish official traffic calming committees that review all citizen requests and studies to ensure consistency with decision-making. It is also recommended that a minimum approval rate for locally-affected residents be established before implementing any traffic calming improvements to ensure their acceptance.

- **Implementation/Installation** – Timely installation of warranted traffic calming measures is important for a traffic calming program to maintain integrity. Intended funding mechanisms should be clearly documented including the roles and responsibilities for the city or town and petitioning neighborhood residents. This may include options for neighborhood transportation assessments and participation requirements for construction and maintenance.

- **Monitoring/Evaluation** – Studies should be completed after implementation of traffic calming measures to evaluate the effectiveness of the solution. Based on the study, minor adjustments may be required for the traffic calming measure to achieve the desired outcome.

Land Use Coordination

Land use plans describe desired patterns of land use for the study area. For the most part, areas that are currently undeveloped will allow all types of land use in the future. **Figure 5.1** shows the future land use plan within the study area. **Table 5.1** provides a correlation between land use and collector street spacing.

Table 5.1—Land Use and Street Function

Land Use/Type of Collector Street	Mobility Function	Access Function	Approximate Street Spacing	Natural Feature Impacts
Residential	Medium	High	1,500-2,000 ft	Low
Commercial	High	High	1,500-2,000 ft	Low
Industrial	High	High	½-1 mile	High

Collector streets connect to one another, to local streets, and to arterials. They have the potential to offer multiple routes to citizens as neighborhood units are formed. Commercial and industrial collectors have the potential to form the outer or inner boundaries of these activity centers. They have higher capacities and provide for a higher level of mobility compared with residential collector streets. Residential collectors are likely to be key interior streets. They provide the same level of access and will be spaced at more frequent intervals depending on the density such that citizens are provided multiple routes to their destination.

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Figure 5.1 - Future Land Use Plan

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

Future Land Use

- County Boundary
- Corps of Engineers Land
- Study Area
- Low Density Residential (4 DU/Acre or less)
- Low-Medium Density Residential (4-8 DU/Acre)
- Medium Density Residential (6-12 DU/Acre)
- Medium-High Density Residential (8-20 DU/Acre)
- Recreation / Open Space
- Commercial
- Institutional
- Office

0 0.125 0.25 0.5 Miles

Street Design

The illustrations that follow represent sample typical collector street cross sections that could be incorporated into the development review process. Their application to a specific development scenario will depend largely on the adjacent land use, access control, and the type of facility that it is connecting.

The typical cross sections and plan view illustrations capture a range of rights-of-way from 50 feet to 75 feet. The travel lane widths shown in these illustrations are sometimes narrower than the standard 12 feet now provided by the North Carolina Department of Transportation. It is important to note that proposed collector street standards incorporated into this report for roadways that are maintained by the North Carolina Department of Transportation must receive design approval prior to their implementation. NCDOT does allow narrower streets in "Traditional Neighborhood" developments.

The *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* recommends three general categories for collector streets within the community: residential, commercial, and industrial. Each of these is discussed below.

Residential Collectors

Residential collector streets serve primarily residential land uses and associated traffic. These streets are potentially popular for functional and recreational walking and bicycling and could be incorporated into comprehensive community pedestrian and bicycle plans. Context sensitive street design is essential for residential collectors to prevent excessive travel speeds. Design elements recommended to reinforce the residential character of these streets include:

- Pedestrian facilities both sides of the street (i.e., sidewalk or multiuse path)
- Street trees
- Lighting (i.e., pedestrian scale)
- Left-turn lanes at major intersections
- Traffic calming (as necessary)
- Small curb radii at intersections (15 to 20 feet)
- Ten- or eleven-foot travel lanes
- Striped bicycle lanes

Although roadway capacity is not a primary focus for residential collector streets, appropriate intersection treatments are important to

the overall functionality of the street. Exclusive left-turn lanes should be considered where residential collector streets intersect arterial roadways. Mini-roundabouts should be considered at collector-collector intersections. Intersections with local streets generally would not require exclusive left turn lanes. All decisions for providing left turn lanes should be made on a case-by-case basis by the local Engineer.

It is recommended that a 60 to 70-foot right-of-way continue to be protected for future residential collector streets. Typical cross sections and plan view illustrations are provided in **Figure 5.2 Residential Collector – Type A**, **Figure 5.3 Residential Collector – Type B**, and **Figure 5.4 Residential Collector – Type C** at the end of this chapter.

Commercial Collectors

Commercial collector streets primarily serve commercial/office land uses; however, the recommended street design standards for commercial collector streets may be appropriate for areas transitioning between residential and non-residential land uses. It is recommended that the City of Durham incorporate commercial collector design standards into their Reference Guide for Developers standards. These streets have the potential to attract moderate traffic volumes and could experience excessive travel speeds. Context sensitive street design is essential for commercial collectors to prevent these streets from becoming popular cut-through traffic routes, resulting in an increase in concerns associated with excessive travel speeds. Design elements recommended to reinforce the commercial character of these streets include:

- Pedestrian facilities (i.e., sidewalk or multiuse path)
- Curb and gutter drainage system
- Street trees
- Street lighting (i.e., vehicle and pedestrian scale)
- On-street parking (where appropriate)
- Left-turn lanes at major intersections
- Traffic calming (as necessary)
- Small curb radii at intersections (15 to 25 feet)
- Intersection bulb-outs
- Centerline striping

It is recommended that a 70- to 75-foot right-of-way be protected for future commercial collector streets. Typical cross sections and plan view illustrations are provided in **Figure 5.5 Commercial Collector – Type A** and **Figure 5.6 Commercial Collector – Type B** at the end of this chapter.

Industrial Collectors

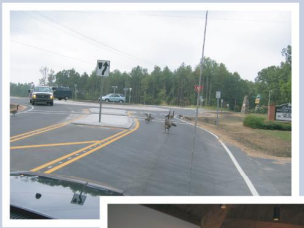
Industrial collector streets serve primarily light and heavy industrial land uses and uses that have a high potential for attracting high volumes of heavy vehicle traffic. Design elements recommended to reinforce the industrial character of these streets include:

- Pedestrian facilities (case-by-case basis)
- Street trees
- Street lighting (case-by-case basis)
- Left-turn lanes at major intersections
- Large curb radii at intersections (>25 feet)
- Intersection bulb-outs
- Centerline striping

It is recommended that a 60-foot right-of-way be protected for future industrial collector streets. Although the study area does not include industrial uses, it is recommended that the City of Durham and Town of Chapel Hill include industrial collector street design standards in their regulations for other areas beyond the study area. Typical cross sections and plan view illustrations are provided in **Figure 5.7 Industrial Collector** at the end of this chapter.

In some cases, the application of classification criteria (i.e. residential, commercial, or industrial) will result in a street being included in more than one category. In these situations, consensus building may be necessary to appropriately classify the street.

Figure 4.6 in Chapter 4, illustrates the recommended collector street plan for the southwest Durham and southeast Chapel Hill area based on classification criteria, spacing and access guidelines, street connectivity guidelines, and quantitative/qualitative characteristics for the existing and proposed transportation system. The new facilities identified in the figure show general alignment and intersections; however, the ultimate placement of new collector streets depicted in this plan should be flexible enough to account for unique social, environmental, and constructability issues associated with these corridors.



Chapter 6 – Implementation

Introduction

Transportation plans are successful only if they are implemented. Likewise, funding and consistent policies are required to fully realize the benefits of a collector street plan. When public funding is the sole source of financing used to build a system of streets, the result tends to be a fragmented and extremely slow execution of much needed infrastructure. The competition for public funds continues to escalate with each passing year and the planning, design, and construction of publicly-funded transportation projects typically take 10 years (sometimes even longer in environmentally-sensitive areas). One of the advantages of a collector street plan that is reinforced by supporting local policies is that most of these roads can be built by developers. The majority of collector streets should be no more than two-lane roads that can easily be incorporated into the development plans of the private sector. With this in mind, the City of Durham and Town of Chapel Hill have proactively conducted this study to demonstrate the benefits of an interconnected system of collector streets as well as a strategy to see them built incrementally as development occurs. This strategy has the added advantage of ensuring the timing of transportation infrastructure so that is coincides with the creation of transportation demand.

This chapter provides general policy recommendations and an action plan to assist local decision makers and planning staff in the implementation of the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan.* As shown in the collector street plan, an interconnected network of well designed collector streets can help develop safe, attractive, pedestrian-friendly neighborhoods.

General Recommendations

Although specific recommendations are discussed in Chapters 4 and 5, the following general policy recommendations are offered for consideration:

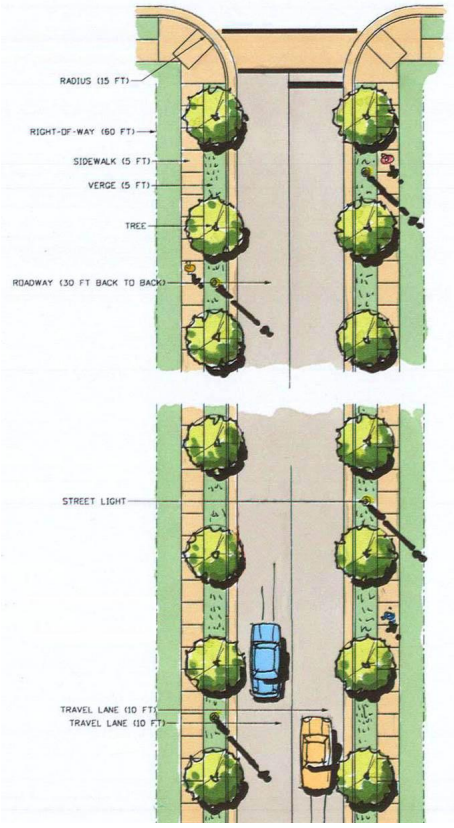
General Policy

- Update modal plans for bikeways, greenways, and transit networks with the *Collector Street Plan* to create overlapping and internally consistent plans for an interconnected multimodal network

- Avoid and/or minimize impacts to environmentally sensitive areas to preserve the natural environment. Proactively pursue permits from the U.S. Army Corps of Engineers to build both the Southwest Durham Drive and the short extension of George King Drive. The alignments have been shown to skirt the edges or barely penetrate environmentally sensitive areas.

Collectors

- Increase the number of collector streets to better facilitate travel between local streets and arterials
- Use the plan as a tool to review proposed development projects and plans as they locate and design future collector streets
- Integrate design standards (starting page 5-2) and provisions for residential and commercial collector streets through the development process
- Amend the *Collector Street Plan* as necessary to include new streets as they are identified during the development review process
- Work with the development and real estate community to increase public awareness of future collector street connections through enhanced signage
- Provide <u>temporary</u> turnaround accommodations for collector street stub-outs to allow access by maintenance and emergency vehicles; right-of-way needed for turnaround would revert back to property owners once connection is made
- Local jurisdictions should consider dedicating collector streets as public right-of-way to allow proper design and maintenance of facility
- Require that new developments reserve right-of-way for, and in some cases construct, future collector streets



- Local jurisdictions should consider adopting policies and dedicating funding to help construct traffic calming measures on existing collector streets that become connected to new collector streets.

Action Plan

To firmly establish *Collector Street Plan* principles into the normal course of business, several amendments to current policies are recommended, including the following:

1. Collector Street Plan — The Durham – Chapel Hill – Carrboro – Metropolitan Planning Organization (DCHC MPO) should adopt the *Collector Street Plan* (map) as a part of the state-mandated Comprehensive Transportation Plan (CTP). The City of Durham and the Town of Chapel Hill should consider adopting the Collector Street Plan as an element of their respective Comprehensive Plans, the *Durham Comprehensive Plan* and *Planning for Chapel Hill's Future: The Comprehensive Plan*. The City and Town should consider all available strategies to obtain rights-of-way, ensure connectivity, review requested variations, and secure funding agreements.

"Work toward a balanced transportation system" – Planning for Chapel Hill's Future: The Comprehensive Plan

"Promote the creation and enhancement of a livable, safe and beautiful community for all Durham citizens." – Durham Comprehensive Plan

2. Revise local ordinance – Both Durham and Chapel Hill should evaluate their current ordinance for any inconsistencies and develop code that accurately communicates the collector street design and construction requirements of their respective jurisdictions.

3. Street Spacing and Access — Consider adopting the street spacing guidelines (page 5-1) to promote efficient development of an expanding transportation system. These street spacing guidelines could be used as "rules of thumb" during the development review process.

4. Street Standards — The City and County of Durham should consider revisions to the street standards for public and private streets described in the table of Minimum Design Requirements for Public and Private Residential Streets. The current standards lead to speeding issues in residential neighborhoods. Neighborhood quality

of life may be improved by narrowing the total pavement width of collector streets to match illustrations contained in the Collector Street Plan. Other street design requirements in the above referenced table should be reviewed and updated as well.

5. Sidewalks — The City of Durham and Town of Chapel Hill should continue subdivision ordinances to require that sidewalks be built on both sides of all new residential and commercial collector streets. Sidewalks should be a minimum of 5 feet wide along residential, commercial, and industrial collectors. A verge width of at least 4.5 feet (wider verge is preferred) should separate the edge of pavement from the edge of sidewalk. The City of Durham and Town of Chapel Hill should also require that their pedestrian plans be consulted to provide the correct facility type (i.e. sidewalk or shared-use path).

6. Bicycle Plan — The Town of Chapel Hill currently has a bicycle plan and the City of Durham is developing a bicycle plan which will identify an interconnected system of signed bicycle routes, striped bike lanes, and off-street bike paths that serve popular bicycling destinations such as schools, parks, libraries, community centers, shopping areas, and downtown areas. The plan should take advantage of low-volume, low-speed residential local and collector streets to the extent possible. It is recommended that Durham's street design standards be modified to require that bike lanes be built on those collectors that are specified by the plan. Chapel Hill's design manual already requires this.

7. Streetscape — To induce self-enforcing speed limits on residential and commercial collector streets, the Town, City, and counties should develop streetscape guidelines for application by the Town or City (on publicly-funded projects) and developers (on privately-funded street projects). Streetscapes can narrow the visual field perceived by motorists without compromising safety. For example, on streets with posted speed limits of 35 mph or less, street trees that create a canopy effect will naturally cause most drivers to travel slower than on streets with wide open vistas. Streetscape enhancements include landscaped medians or median islands for pedestrian refuge at intersections, pedestrian-scale street lighting, street trees, benches and other street furniture, bus shelters, and highly visible crosswalks.

8. Traffic Calming — The local jurisdictions should consider enhancements to existing traffic calming programs to offer more than speed humps. An update of the policy may be warranted to ensure that it relates to developer requirements as new residential streets are built. The intent of the policy should be to eliminate the need for retrofits on future streets as the area continues to grow and build new residential neighborhoods.

9. Southwest Durham Drive Study — Based on public input, it is recommended that further study be conducted pertaining to the alignment of Southwest Durham Drive. The public response indicated a strong opposition to the current alignment of this facility.

10. Farrington Road Interchange Study — Based on public input, both for and in opposition, it is recommended that further study be conducted on a potential interchange on Interstate 40 at the existing Farrington Road bridge over I-40.

11. NC 54 Corridor Study — NCDOT has begun studying the NC 54 corridor. It is recommended that further study be conducted to assess the safety, traffic congestion, and access management issues along this corridor.

12. Consolidated Transportation Study — Based on the interdependence of the major transportation facilities in this area; it is recommended that these studies identified above (i.e., #9, #10, and #11) be consolidated into a single study. The study can be funded by consolidating several funding sources including the DCHC MPO, NCDOT, local governments and relevant property owners and developers.

Funding and Phasing Concepts

One of the primary purposes of the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* is to consider recent trends, anticipated growth, and the relationship between growth and the street network. The Plan communicates the framework for the future street network. It should be noted that the future collector streets proposed as part of the Plan do not depict specific alignments, instead they communicated desired connections. This practice ensures flexibility and allows local developers to adapt their development plans in a manner that is homogenous with their desired development vision. Simply stated, the exact alignment is not nearly as important as ensuring that the connection is made. The Plan conveys a concept of a system of collector streets that work together to provide interconnectivity. Only through the adoption of local policies and procedures can the incremental construction of the collector street network effectively occur. With this in mind, it is recommended that the development review process include consideration of the future collector street network. Just as with the Comprehensive Transportation Plan (CTP), development should be required to proceed in such a way that it is responsive to and consistent with the proposed future year street network. Identification of the future street connections should also be given consideration during the zoning and review process.

Because collector streets generally are maintained by the City/Town and not by NCDOT, the implementation of this plan can be achieved either by private development through the plan approval process or through public/private partnerships. The collector streets proposed as part of the *Southwest Durham County and Southeast Chapel Hill Collector Street Plan* generally fall into one of three categories: (1) new collector streets to be constructed as land is developed, (2) proposed connections to eliminate a discontinuity along another existing collector street, or (3) the extension of an existing collector street to another existing collector street or an existing arterial. For the most part, the responsibility for funding and constructing a collector street will depend on its category.

Routine Development

Under current practice, new collector streets that are constructed as land is developed will remain the responsibility of the developer. Newly proposed cross-sections for residential collector streets include additional landscaping, street level lighting, and sidewalk.

In certain situations it may be beneficial for the City/Town to partner with a developer to extend a collector street beyond his/her project or phase line. This may prove advantageous where an extension is necessary to improve access and emergency response services within a given area or to avoid further burdening the existing local street network due to the lack of a reasonable and convenient outlet to the arterial system. In these situations, the City/Town may consider participating in the cost of constructing the collector street and extending it to a logical or more desirable terminus. In general, such an investment by the City/Town would not exceed the cost of extending the collector street at some future date once the developer has completed his/her project.

Elimination of Existing Discontinuities or Dead Ends

In situations where a collector street is needed either as an extension that would connect to an arterial or as a missing link, the City/Town may initiate the improvement by funding it in the Capital Improvement Program and then building the street subject to assessment of the cost to the abutting properties.

Randall Road Stub-out

Economic Development Projects

The construction of collector streets may also be used as a tool to promote economic development. While this concept could apply in residential, commercial, or industrial zones, it is most likely to be used to promote either commercial or industrial development.

In terms of funding, such projects would typically be incorporated into the City/Town's Capital Improvement Program and funded with Powell Bill or general fund revenues.

Alternative Funding Measures

It is evident that Powell Bill and general fund revenues alone will not be sufficient to fund a systematic program of constructing collector streets within the City/Town. Alternate funding measures that other jurisdictions have used for street system improvements include:

- Transportation Bonds
- Impact Fees
- Enhancement Grants

Transportation Bonds

Transportation bonds have been instrumental in the strategic implementation of local roadways throughout North Carolina. Voters in communities both large and small regularly approve the use of bonds in order to improve their transportation system. Projects that have historically been funded include sidewalk projects, roadway extensions, new road construction, and streetscape enhancements.

Impact Fees

Developer impact fees and system development charges are another funding option for communities looking for ways to pay for collector streets and associated infrastructure. They are most commonly used for water and wastewater system connections or police and fire protection services but they have recently been used to fund school systems and pay for the impacts of increased traffic on existing roads. Impact fees place the costs of new development directly on developers and indirectly on those who buy property in the new developments. Impact fees free other taxpayers from the obligation to fund costly new public services that do not directly benefit them. Only a handful of communities in North Carolina have approved the use of impact fees (e.g. Cary). The use of impact fees requires special authorization by the North Carolina General Assembly.

Enhancement Grants

State and Federal Grants can play an important role in implementing strategic elements of the transportation network. A number of grants have multiple applications including, Transportation Enhancement Grants as well as State and Federal Transit Grants. The Enhancement Grant program was established by Congress in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA) as a means of ensuring that a variety of projects — most not typically associated with the road-building mindset — were implemented. While the construction of roads is not the intent of the grant, the construction of

bicycle, pedestrian, and streetscape improvements are a few of many enhancements that the grant targets and could play an important role in enhancing the pedestrian safety and connectivity in the City of Durham and Town of Chapel Hill. For more information on the Enhancement Grant Program see the following web page link: www.ncdot.org/planning/development/Enhancement/enhancement/enhancement.htm

Collector Street Plan Public Comments - Public Workshop #3

Question 6: What do you like about the Recommended Collector Street Network?

Category	Date	Source	Input	Input Revlevance
Question 6	3/21/06	Public Workshop #3	There is very little clear thought - not much confidence in the study.	General Theme
	3/21/06	Public Workshop #3	Remove SW Drive arterial connector. Why is this needed? Why can't this drive go thru undeveloped property to East of Meadowmont.	General Theme
	3/21/06	Public Workshop #3	Anticipates growth and tries to address it.	General Theme
	3/21/06	Public Workshop #3	Increase traffic flow.	General Theme
	3/21/06	Public Workshop #3	Increased access.	General Theme
	3/21/06	Public Workshop #3	Like emphasis on George King Road.	George King Road
	3/21/06	Public Workshop #3	Some intersections will be an improvement.	General Theme
	3/21/06	Public Workshop #3	I like the possibility of the transit stations.	Transit Stations
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	I like that you have taken a human-scale approach and include progressive planning measures.	General Theme
	3/21/06	Public Workshop #3	New Farrington Road and George King as major N-S connector.	Farrington and George
	3/21/06	Public Workshop #3	It does spread the traffic out somewhat.	General Theme
	3/21/06	Public Workshop #3	Getting transit since no amount of additional roads (no matter how much it goes into neighborhoods streets) is going to handle the traffic.	General Theme
	3/21/06	Public Workshop #3	The idea of connecting neighborhoods and making it easier to get to desired locations without using major roads.	General Theme
	3/21/06	Public Workshop #3	Cuts through our house. Requires moving away from the mosquito prone "waterfowl impoundment" swamp.	Celeste Circle
	3/21/06	Public Workshop #3	Not sure because the man explaining the collectors did not let me ask my question but he answered all other people questions.	General Theme
	03/21/06	Public Workshop #3	Very little. Many recent Meadowmont residents maintain that there has been significant misrepresentation on this issue. People have spent significant sums of money and were told Meadowmont Lane would not change.	Meadowmont Lane
	3/21/06	Public Workshop #3	Traffic alternatives that provide more than one way to get through the area are good if they don't destroy the character of the neighborhoods.	General Theme
	3/21/06	Public Workshop #3	Connecting Highway 54 and 15/501. I like connector road rather than cul de sacs.	General Theme
	3/21/06	Public Workshop #3	Very little.	General Theme
	3/21/06	Public Workshop #3	Not much.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme

Category	Date	Source	Input	Input Revlevance
Question 6	3/21/06	Public Workshop #3	I like the connector street plan at the residential level. I strongly dislke the volume of traffic specified for Meadowmont Lane.	General Theme
	3/21/06	Public Workshop #3	Nothing. You need to start over and consider a connector east of Meadowmont Lane.	Meadowmont Lane
	3/21/06	Public Workshop #3	New Farrington Road. New George King Road.	Farrington and George
	3/21/06	Public Workshop #3	Not much -save $ and don't tax! Some limited collector street.	General Theme
	3/21/06	Public Workshop #3	I think it works fine.	General Theme
	3/21/06	Public Workshop #3	Better access to other areas.	General Theme
	3/21/06	Public Workshop #3	It is a step toward reducing traffic on arterials. As long as one puts in sidewalks and bike paths, I am in favor of as many collector streets as possible.	General Theme
	3/21/06	Public Workshop #3	Good for local residents.	General Theme
	3/21/06	Public Workshop #3	Durham collectors, but not Meadowmont Lane.	General Theme
	3/21/06	Public Workshop #3	Will help with traffic congestion.	General Theme
	3/21/06	Public Workshop #3	Great!	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	I like the notion of planning ahead. Also, theoretically, the increased connectedness as a way to facilitate travel and reduce arterial flow, is appealing although I do not know that in reality it will be beneficial.	General Theme
	3/21/06	Public Workshop #3	Good information.	General Theme
	3/21/06	Public Workshop #3	The grid style of the network.	General Theme
	3/21/06	Public Workshop #3	George King Road should be the collector between 15-501. It's undeveloped and houses can be planned further back unlike houses on Meadowmont Lane. Also save money because no bridge needed through wetlands.	George King Road
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Connectivity.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Using existing streets.	General Theme
	3/21/06	Public Workshop #3	The connectivity of Hwy 54 and Hwy 15-501 which will relieve traffic nightmare of Hwy 54 and Fearrington Road intersection.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Safety.	General Theme
	3/21/06	Public Workshop #3	Question 6. □Faster access to 15/501; opens more avenues to Durham	General Theme
	3/21/06	Public Workshop #3	Will be paid for by developers.	General Theme
	3/21/06	Public Workshop #3	I support location of SW Durham Drive.	SW Durham Drive
	3/21/06	Public Workshop #3	Unfortunately, I don't believe the plan will accomplish what it wants to accomplish.	General Theme
	3/21/06	Public Workshop #3	It defrays traffic from Farrington and directs it elsewhere.	General Theme

Collector Street Plan Public Comments - Public Workshop #3

Question 7: What don't you like about the Recommended Collector Street Network that would cause you to actively oppose the addoption of this plan?

Category	Date	Source	Input	Input Revlevance
Question 7	3/21/06	Public Workshop #3	I am very concerned about proposed roads that "carve" up the Celeste Circle neighborhood.	Celeste Circle
	3/21/06	Public Workshop #3	Current Farrington Road need access to I-40 (interchange where Farrington crosses).	Farrington Road
	3/21/06	Public Workshop #3	Burden to existing neigborhoods when open land is available.	General Theme
	3/21/06	Public Workshop #3	The guy is right - this doesn't solve traffic on how to get thru bottleneck of trying to get onto I-40. I was out jogging on Pope Road at 8AM yesterday and had to wait for 10 cars to pass to get across street. Why would I want more traffic? What is the number of cars/hr. at 8AM on "normal day"? Or on a day with I-40 stopped up? I just see this as a way to make an undesirable neighborhood and driving development west of here trying to get through this area and making like miserable here (impossible to go out of my driveway with a continous parade of cars on my street). Does the traffic tool look in detail at things like traffic snarls at schools; what happens at intersections? By making segment of Farrington N. of Ephesus Church Road local it complicated any decision to make new interchange on I-40 between 15-501 and 54. It complicated commercial zone proposed there. It really will tie off large number of people going south on Farrington to get to I-40. Let's get a market-based solution to this. Developers who build homes that feed trafic flow thru an area bid on what they will pay us each year for inconvenience they will cause. We should get rebates on our property taxes since your saved money comes at our expense. Devonshire has had 40 years of being perfectly happy with their access - it doesn't sound like this is really good for them.	General Theme
	3/21/06	Public Workshop #3	The curve on George King Road that turns onto Celeste Circle.	George King Road
	3/21/06	Public Workshop #3	Need new I-40 intersection with Farrington - this should be a priority. Eliminate Wendell as connector - too close to second connector.	General Theme
	3/21/06	Public Workshop #3	Non-gridlike pattern of streets.	General Theme

Category	Date	Source	Input	Input Revlevance
Question 7	3/21/06	Public Workshop #3	The SW Durham drive needs to be realigned before any further discussion on collector streets continues. The environmental impact to wetlands. The added noise and traffic through an existing quiet residential area. The fact you've chosed to impact existing communities instead of going through less developed areas that would serve the same purpose as collector streets. We have more then enough walking trails in our community. They are currently very safe. We don't want more traffic throughout our quiet neighborhoods. We don't want the expense of unwanted streets, that we end up paying for with additional taxes.	General Theme
	3/21/06	Public Workshop #3	It has not been explained plainly. I actively oppose.	General Theme
	3/21/06	Public Workshop #3	Collector Streets will run though the middle of my neighborhood - Eastpark, destoying a pocket of affordable housing. I'm afraid the government will condemn my neighborhood to develop a commercial area with a higher tax base.	Eastpark neighborhood
	3/21/06	Public Workshop #3	The road that is shown along the south line fo the Arboretum property.	General Theme
	3/21/06	Public Workshop #3	I would prefer no one property be divided.	General Theme
	3/21/06	Public Workshop #3	SW Durham Drive unnecessarily connects into Meadowmont Lane. Meadowmont development has nothing to do with Durham's development plans.	Meadowmont Lane
	3/21/06	Public Workshop #3	Increased traffic on Meadowmont lane.	Meadowmont Lane
	3/21/06	Public Workshop #3	Increased traffic in front of my home and Elementary school.	General Theme
	3/21/06	Public Workshop #3	I do not believe that the roads follow natural landscape features nor have you taken in to consideration the disruption of stream corridors.	General Theme
	3/21/06	Public Workshop #3	Do not want to de-emphasize or atrophy the NC 54/Farrington Rd intersection.	General Theme
	3/21/06	Public Workshop #3	Use of Meadowmont Lane as a collector. Any extension of Meadowmont Lane is unsafe to people and hazardous to the environment.	Meadowmont Lane
	3/21/06	Public Workshop #3	Should go on property line and not divide our large property tract. Should go east of school so as not to disrupt school bus traffic.	General Theme
	3/21/06	Public Workshop #3	change Meadowmont Lane to a collector street nto an arterial street. Reduce number of cars allowed.	Meadowmont Lane
	3/21/06	Public Workshop #3	Too close to my backyard. Traffic will build up on the streets in the future. Please don't do it!	General Theme
	3/21/06	Public Workshop #3	It carves up residential property. There will be backups of traffic from main arterials to collector streets and then back to all streets. The gridlock will not be everywhere. Neighborhood quality will be destroyed.	General Theme

Category	Date	Source	Input	Input Revlevance
Question 7	3/21/06	Public Workshop #3	Does not deal with distribution of small neighborhoods. Poorly uses George King Road right of way in place of destroying Celeste Circle. Increases congestion at Ephesus Church and Pinehurst. Ads heavy traffic load to Oaks area.	General Theme
	3/21/06	Public Workshop #3	Same problem as last time - plan will cause excessive traffic on Nottingham Drive as 15/501 traffic on Ephesus Church Road accesses high density housing lack of Nottingham via Kinsale and Kilkenny collectors.	General Theme
	3/21/06	Public Workshop #3	Connecting 15-501 to 54 via Meadowmont Lane would hugely impact this dense development. There are many unsafe factors - elementary school, senior development - its planned as a walking community would become unsafe for walkers, young and elderly.	Meadowmont Lane
	3/21/06	Public Workshop #3	The homes on Meadowmont Lane are so close to the street, more as a "Lane" should be, not to accommodate the volume of a collector street, in terms of liveability.	Meadowmont Lane
	3/21/06	Public Workshop #3	Too imposing on the East of Helmsdale.	General Theme
	3/21/06	Public Workshop #3	I don't like the road going down Meadowmont Lane because of the schools.	Meadowmont Lane
	3/21/06	Public Workshop #3	Traffic calming devices of all kinds are not wanted.	General Theme
	3/21/06	Public Workshop #3	Safety; environment.	General Theme
	3/21/06	Public Workshop #3	10,000-14,000 (approx. 1/3 of Franklin Street) is excessive for a neighborhood. Particularly for homes on Meadowmont Lane.	Meadowmont Lane
	3/21/06	Public Workshop #3	If Kilkenny and Kinsale are cut through to Nottingham, it will function as a collector stret even if it is not labeled that on the plan. There is already a problem with high speed traffic on this residential street.	General Theme
	3/21/06	Public Workshop #3	Nothing.	General Theme
	3/21/06	Public Workshop #3	Children at risk of being hit by car. Noise. Pollution, Greenway issues.	General Theme
	3/21/06	Public Workshop #3	The point where the Collector Road jogs from Farrington to Ephesus Church - runs through my old neighborhood and family cemetery. It also eliminates the value of the corner of my property.	General Theme
	3/21/06	Public Workshop #3	The curve at Ephesus Church/Farrington. We are working on the project on the corner and this curve will greatly adversely affect this project as there is already constraining items such as a stream buffer and a cemetery. The current property owner will also feel a hike this is a taking of valuable property on a corner of two thoroughfares. The collector at the south property line also worries me because if the lie is taken at face value, this will also affect the project as well. There needs to be definitive language in the report that talks about how these lines are dynamic and can be moved around based on continuing development.	Ephesus Church/Farrin

Category	Date	Source	Input	Input Revlevance
Question 7	3/21/06	Public Workshop #3	Should direct through currently vacant land.	General Theme
	3/21/06	Public Workshop #3	I do not like the prospect of increased traffic flow on Celeste Circle. As a consequence of the following, much of Celeste Circle could become an arterial during adoption of the Collector street plan: 1. "Rule of Thumb" handout item #5, the atrophy of the Farrington/NC54 intersection, 2. the new path of Farrington Rd. through the NE end of Celeste, 3. the likelihood that the Celeste/Falconbridge/NC54 intersectin will not permit left turns onto NC54, 4. the proposed light at the Huntington Ridge/NC54 intersectino which likely will permit left turns onto NC 54, 5. the proposed extension of Huntington Ridge across NC54 to connect with Celeste Cir. As a consequence of i-5, the current path of heavy traffic that goes from the Watkins Road end of Farrington Road to I-40, NC 54 east and Farrington Road east will travel down much of Celeste Cir, making it an artery. The SW Durham Drive/George King route might alleviate this situation but there is considerable oppposition to the SW Durham Drive by Meadowmont residents. A more "doable" remedy would direct Farrington Rd traffic to Geoge King/NC 54. The current Collector Street Plan shows new road access through Corps of Engineers land so use of George Kind should be possible. Less favorable but possible would be access through the Crossland Drive stub-out. An alternative to reduce the heavy flow on Farrington Rd would be to enable Farrington Rd traffic to flow on the NE side of I-40 from approximately Tenton Road/Farrington intersection (Glenview Park area) to Leigh Farm Road/NC 54 intersection. Lots of commercial development is happening on parts of this latter route which is within the collector street plan area. This route would enhance connectivity and be within the spirit of the Collector Street Plan.	General Theme
	3/21/06	Public Workshop #3	Connection of Meadowmont Lane via bridge over wetlands - creating significant traffic near school zone and increased expenses. Prefer alternatives that are less impactful and integrated with core objectives of safety. I would like to see SW Durham Drive and Meadowmont reconsidered as collector streets with slower speeds rather than arterials. Next time, get elected town/city representatives to attend workshop. Refine plan for George King to connect directly to 54. Send complete proposals or make complete proposals available to constituents/citizens.	General Theme
	3/21/06	Public Workshop #3	Creekside Elem. School.	General Theme

Category	Date	Source	Input	Input Revlevance
Question 7	3/21/06	Public Workshop #3	The proximity of SW Durham Drive to the Oaks development. I think it would be better served closer to I-40 for many reasons (residential neighborhood, noise pollution, harmful to current & future tax values). Please consider alternative plans A or B. Why not run George King Road to Hwy 54? Would that not save money & have less environmental impact?	Oaks Development
	3/21/06	Public Workshop #3	Will allow traffic to use and disrupt neighborhood safety of residents.	General Theme
	3/21/06	Public Workshop #3	Potential for heavy traffic on Meadowmont Lane.	Meadowmont Lane
	3/21/06	Public Workshop #3	It will become a busy shortcut from 15-501 to 54, used by drivers who do not live in abutting developments Meadowmont Lane and Barbee Chapel already are.	General Theme
	3/21/06	Public Workshop #3	Probably nothing; however I am opposed to any traffic calming devices. I believe if you have good sidewalks and bike paths, you don't need traffic calming. People and bikes should have a safe place to walk and ride. Cars should be able to go quickly along the roads provided for them.	General Theme
	3/21/06	Public Workshop #3	I own the property bounded by Farrington Road, Cleora, Creasant and Rutgers. The plans shows a takingof roughly two acres of my property by new roads.	General Theme
	3/21/06	Public Workshop #3	Traffic! Too high a speed limit.	General Theme
	3/21/06	Public Workshop #3	A collector street in Meadowmont does not fit in the residential community that we live in. The added traffic would be dangerous to small children and the elderly at the Cedars.	Meadowmont Lane
	3/21/06	Public Workshop #3	It send traffic by Rashkin & down Meadowmont Lane. Would be unsafe for the children walking to school. Residents from Cedar's would have a difficult time navigating enter/exit.	General Theme
	3/21/06	Public Workshop #3	As a resident of Celeste Circle, currently a quiet, family, walker friendly neighborhood, drawing two collector roads through current properties rather than fully utilizing George King, which is already a road, does not make sense and ruining the quiet nature of our nieghborhood in the process. If the purpose of collector roads is indeed to just join neighborhoods while preserving the slow nature of a neighborhood, taking the two collector streets that run straight through (no turns or curves to slow down traffic) would not work as well as George King, already winding and "curvy" , naturally slowing traffic. This would also save money.	Celeste Circle
	3/21/06	Public Workshop #3	Mainly, that it proposes a major arterial roadway that passes within 100 feet of both an elementary school and a retirement community. With a proposed flow of >12,000 vehicles/day, when an alternative route through undeveloped land clearly exists (George King Road).	Meadowmont Lane

Category	Date	Source	Input	Input Revlevance
Question 7	3/21/06	Public Workshop #3	The lack of study on Hwy 54. I understand the "lack of jurisdiction" but it really does not make sense to study potential development without looking at the whole picture.	General Theme
	3/21/06	Public Workshop #3	Collector road extension of Kinsale. Extension of New Hope drive across I-40 in Eastowne area. Lack of collector roads to and thru Maida Vale.	General Theme
	3/21/06	Public Workshop #3	Lack of collector roads in Maida Vale. Potential of traffic back up on Nottingham, Pinehurst, Ephesus Church. Possible need for traffic light in Pinehurst - Ephesus intersection. Cut through Kinsale and KilKenny - these roads were never designed to be collector streets.	General Theme
	3/21/06	Public Workshop #3	Developers must be controlled in their final implementation plans.	General Theme
	3/21/06	Public Workshop #3	The extension of Lancaster Drive as drawn. It will become a “raceway” between 54 Fearrington Rd. & Ephesus Church/Old Chapel Hill Rd. You need to deal with 54/I40 intersection before you develop anything NORTH of 54.	Lancaster Drive
	3/21/06	Public Workshop #3	Endangering wetlands. Creating dangerous traffic pattern near elementary school. We were not told of this when we purchased our home; in fact, we specifically were told development would never happen.	General Theme.
	3/21/06	Public Workshop #3	In number 6, the 2nd option. Number 5.	General Theme
	3/21/06	Public Workshop #3	Traffic on gravel road; dust & pollution problem. Are we paving George King Road.	General Theme
	3/21/06	Public Workshop #3	It entirely destroys the Meadowmont concept. It is dangerous to our children. It hurts property values. We were lied to about prospects of development – by Meadowmont.	Meadowmont Lane
	3/21/06	Public Workshop #3	Noise and air pollution. Careless drivers. Traffic congestion.	General Theme
	3/21/06	Public Workshop #3	Proposed alignment of SW Durham Dr. extension of Lancaster Dr.	General Theme
	3/21/06	Public Workshop #3	Use of Meadowmont Lane as a main artery (Southwest Durham Pkwy).	Meadowmont Lane
	3/21/06	Public Workshop #3	It is not clear why it is needed. Numbers related to traffic patterns and growth are needed to make proposal seem necessary.	General Theme
	3/21/06	Public Workshop #3	It cleared up a few issues - that unless this area is developed the roads won't be built.	General Theme

Collector Street Plan Public Comments - Public Workshop #3

Question 8: How was this workshop helpful? What workshop improvements would you suggest?

Category	Date	Source	Input	Input Revlevance
Question 8	3/21/06	Public Workshop #3	I now understand that this is a plan and developers will build them. Great idea!	General Theme
	3/21/06	Public Workshop #3	No new information was presented, therefore useless. No political representatives available.	General Theme
	3/21/06	Public Workshop #3	I'm afaid the workshop is to pacify the public, but not sure the interests of the public.	General Theme
	3/21/06	Public Workshop #3	Yes- but try not to answer questions during the presentation.	General Theme
	3/21/06	Public Workshop #3	The workshop has shown that much more planning is necessary.	General Theme
	3/21/06	Public Workshop #3	I think neighborhood input was listened to and taken into consideration.	General Theme
	3/21/06	Public Workshop #3	It was nice meeting people who line in the area and Durham planners and developers.	General Theme
	3/21/06	Public Workshop #3	I am much clearer on why I don't like this.	General Theme
	3/21/06	Public Workshop #3	None- if 54 is out of study, it is worthless.	General Theme
	3/21/06	Public Workshop #3	Not particularily helpful. Too many important questions were unanswered. Too little traffic analysis actually done. Pretty charts, little information. Overall poorly rationalyzed study.	General Theme
	3/21/06	Public Workshop #3	I would suggest publishing a very specific description of who the decision makers are and how the decision will be made aobu this plan.	General Theme
	3/21/06	Public Workshop #3	Yes. Can you distribute the copies of information discussed next time?	General Theme
	3/21/06	Public Workshop #3	Need better control of the crowd.	General Theme
	3/21/06	Public Workshop #3	There is some sincerity in presentation. However, the process was giving residents a false sense of participation, while trying to defuse the anger.	General Theme
	3/21/06	Public Workshop #3	Representatives from town; consultant spent to much time defining terms - should have explained maps better. Showing street names to orient people.	General Theme
	3/21/06	Public Workshop #3	Lots of good infomration and explanation.	General Theme
	3/21/06	Public Workshop #3	Not helpful.	General Theme
	3/21/06	Public Workshop #3	This plan is absurd. This workshop was not helpful.	General Theme
	3/21/06	Public Workshop #3	Very clear presentation. Very useful maps. There is no doubt about what is being planned.	General Theme
	3/21/06	Public Workshop #3	Yes, helpful.	General Theme
	3/21/06	Public Workshop #3	Not really.	General Theme

Category	Date	Source	Input	Input Revlevance
Question 8	3/21/06	Public Workshop #3	Public input has been insufficient. Little/no advance notice to Chapel Hill residents. SW Durham drive as an arterial has not been publicily vetted. Meadowmont Lane is residentail, has as elementary school, and is full of children walking and playing. An arterial would destroy the only existing model of a walkable neighborhood - which your workshop iput indicated that everyone wants.	Meadowmont Lane
	3/21/06	Public Workshop #3	It did answer a few questions. At least the maps were large enough to see.	General Theme
	3/21/06	Public Workshop #3	It was not that much helpful because they were partisan in explaining it to Blacks.	General Theme
	3/21/06	Public Workshop #3	Please consider an alternative route to the east of the Army Corps of Engineers Wetlands area – In order to avoid 12,000 cars daily using Meadowmont Lane. Use George King Road as access to 54.	General Theme
	3/21/06	Public Workshop #3	Educational.	General Theme
	3/21/06	Public Workshop #3	Helpful people.	General Theme
	3/21/06	Public Workshop #3	it was very informative. It was also instuctive to hear public sentiment, which was rude, ignorant and abusive. Sorry you had to put up with that.	
	3/21/06	Public Workshop #3	More analytical, less "hi, I'm Mr. Friendly."	General Theme
	3/21/06	Public Workshop #3	Better control of questioners. Repeat questions for all to hear. Use of a PA system and portable mikes so all don't try to talk at once.	General Theme
	3/21/06	Public Workshop #3	Learned a lot.	General Theme
	3/21/06	Public Workshop #3	Could not stay for workshop.	General Theme
	3/21/06	Public Workshop #3	Very informative.	General Theme
	3/21/06	Public Workshop #3	The report shows a picture of a stub-out and the Figure legend cals it the Celeste Circle stub-out. There is no Celeste Circle stubout and this should be corrected. Probably it meant to say the Crossland Drive Stubout. Also, my comments submitted after workshop #2 were nto included in the report.	General Theme
	3/21/06	Public Workshop #3	Many showed up.	General Theme
	3/21/06	Public Workshop #3	Good information; learned a bit more abou the process.	General Theme
	3/21/06	Public Workshop #3	Yes, but it doesn't make me feel any better about proposal.	General Theme
	3/21/06	Public Workshop #3	Maps and plan, timeline helpful.	General Theme
	3/21/06	Public Workshop #3	Provides some insights into the future development of the area I live in and helps me plan on the disposition of my property in the near future (1-2 years).	General Theme
	3/21/06	Public Workshop #3	Bigger picture of plan. T would suggest that Roger be more clear and arrange slide in more cohesive manner. Address upfront his role in the plan & what is belonging to others.	General Theme
	3/21/06	Public Workshop #3	My first information source on the plan.	General Theme
	3/21/06	Public Workshop #3	Report the results of these comments sheets so citizens can access the depth and range of support or objection to these plans.	General Theme

Category	Date	Source	Input	Input Revlevance
Question 8	3/21/06	Public Workshop #3	Yes. Provide list of website, elected officials, contact info, and any future meetings, plus projected timelines.	General Theme
	3/21/06	Public Workshop #3	Bring the relevant elected officials!	General Theme
	3/21/06	Public Workshop #3	I thought Meadowmont Lane was going to become a collector road. Now it sounds like Meadowmont is already a collector that will be connected to an arterial which would make Meadowmont more or less an arterial road. Meadowmont reality lied to all of us about the plan of this road.	Meadowmont Lane
	3/21/06	Public Workshop #3	Provide real data about how traffic would be changed. It is not clear from presentation how widening 54 or I-40 would not be easier and would avoid arterial.	General Theme
	3/21/06	Public Workshop #3	Not really helpful. Consultant only presented topics as fix accomplishments- cost and practicability. No interactive discussion on new alternative CSP. Rude handling of questions. Recommend more structure, time and Q&A process. Communication was vague and general rather than specific. Style was inappropriate. Structure was poorly managed.	General Theme
	3/21/06	Public Workshop #3	Perhaps the speakers should be better informed and our representatives should be present.	General Theme
	3/21/06	Public Workshop #3	More info should be in the newspaper for those who cannot attend. Great information.	General Theme

Southwest Durham County and Southeast Chapel Hill
Collector Street Plan – Public Workshop #3
Summary of Survey Responses

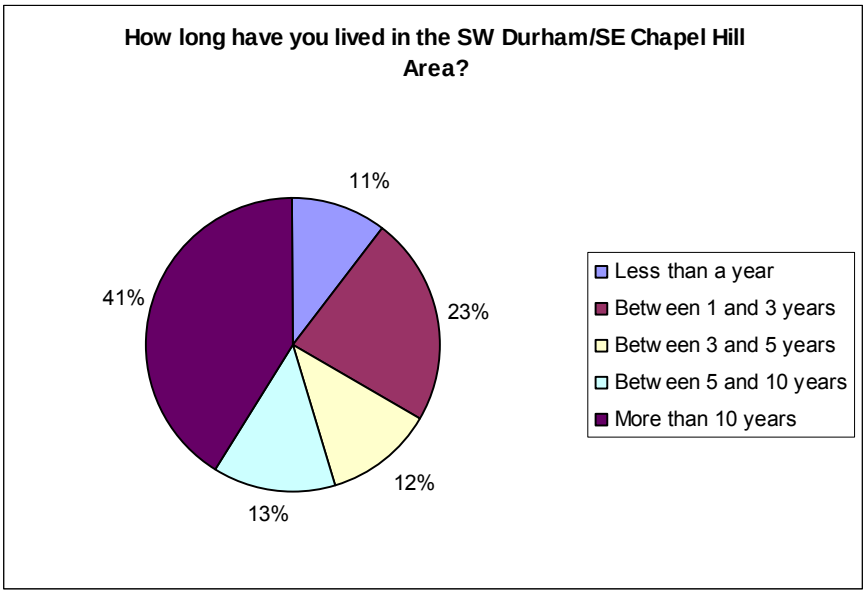
76 Participants

What is your (home) street name?

Arboretum Drive
Celeste Circle (6)
Crescent Drive (3)
Ephesus Church Road (5)
Falkner Drive
Farrington Road (5)
Fountain Ridge (2)
George King Road (3)
Grandale Drive
Helmsdale Drive (6)
Little Branch Trail
Longwood Drive
Marcella Court
Meadowmont Lane (9)
Nelson Highway (2)
New Castle Place
Newton Drive
Nottingham Drive (3)
Old Chapel Hill Road
Oval Park Place
Park Bluff Drive North (2)
Parkridge Avenue (2)
Pinafore Drive
Pinehurst Drive
Ridgefield Drive
Rutgers Road
Saint Marks Road
Simerville Road (3)
Springdale Way (3)
Sprunt Street
St. Andrews Place (2)
Tweed Place
Weaver Mine Trail
Yardley Terrace

How long have you lived in the SW Durham/SE Chapel Hill area?

8 (11%) - Less than a year – 11%
17 (23%) - Between 1 and 3 years
9 (12%) - Between 3 and 5 years
10 (13%) - Between 5 and 10 years
31 (41%) - More than 10 years



Did you attend either of the previous Public Workshops for this project?

2 (3%) - Public Workshop #1 Only– Oct. 11th
24 (32%) - Public Workshop #2 Only– Jan. 10th
11(14%) Both Workshop #1 and Workshop #2
39 (51%) - Was not able to attend

Do you feel like your input has been used in this planning process?

2 (3%) - Yes
11 (15%) - Somewhat
33 (48%) - No
24 (34%) - Did not provide input

How would you rate your satisfaction with Recommended Collector Street Network?

3 (4%) - Like a lot
19 (27%) - Like some
1 (1%) - Dislike, but will not take action
48 (68%) - Dislike and plan to take action

Collector Street Plan Public Comments - Public Workshop #3

General Comments:

Category	Date	Source	Input	Input Revlevance
Email	3/21/06	Public Workshop #3/Email	We had an opportunity to speak briefly during the third collector street information session. At your request I am attaching a copy of the petition outlining significant concerns of the Meadowmont Community relative to the SW Durham Collector Street Plan. To date, nearly 600 signatures have been collected including 100% of Phase I, II, and III Meadowmont Lane residents residing in Durham and Orange counties.. A large majority of the Durham County based Cedars' residents have also signed as have residents throughout the Meadowmont Community. A hard copy of the signed petition will be mailed to your office. As most residents only recently became aware of the impact the collector/arterial street plans will have on the community, signatures are still being collected. Beyond the areas of concern noted on the attached request, we are attempting to determine why many residents were not aware of the Collector Street Plan in time to attend the October public session.. As we mentioned to you a few weeks ago, the Meadowmont Community Association first became aware of the public information session in January of this year. At a separate information session, the Chapel Hill MPO representative acknowledged that the plan on file in the city differs from the plan presented to Meadowmont residents via the development office. Given that the neighborhood has been in existence only a few years might help put the high emotions in perspective. For all of the above reasons, and for the very real concern expressed on the attached petition, I add my voice to those asking that Kimley-Horn and Associates' recommendation not be forwarded to the MPO or any other agency until some of these concerns are addressed. We realize that the Meadowmont community is more impacted by the arterial street plan that has been under discussion for several years. We implore you, as the City of Durham's Transportation Planner , to do everything in your power to take a fresh look at the Southwest Durham Parkway alignment that was presented as a key link to the Collector Street Plan. There appear to be numerous alternatives to the alignment such that it will not have such a major impact on neighborhood schools, the retirement center, and residents.	Meadowmont

Category	Date	Source	Input	Input Revlevance
Email	3/21/06	Public Workshop #3/Email	As a resident of Meadowmont Lane in Chapel Hill, I must express my strong objections to the proposed collector street plan currently under consideration. The quality of life in this quiet neighborhood will dramatically decline if this plan is enacted, and residents, young school children, and many retirement-age citizens will be threatened by the enormous increases in proposed traffic volumes along this street. I ask you, with all earnestness, to please explore all other available options. Of course, I would be happy to answer any questions that might arise.	Meadowmont

Category	Date	Source	Input	Input Revlevance
Email	3/21/06	Public Workshop #3/Email	To: The Chapel Hill-Carrboro-Durham Metropolitan Planning Organization; the City of Chapel Hill; the counties of Orange and Durham; the North Carolina Department of Transportation; and all agencies and individuals associated with the Southwest Durham Collector Street Plan: We, the residents of the Meadowmont Community, petition the above agencies and individuals to remove all streets within the boundaries of the Meadowmont development from any consideration pertaining to the Southwest Durham Collector or Arterial Street Plan. We, as residents, consider any collector or arterial road system connecting Highways 15/501 to Highway 54 via the Meadowmont Community to be in direct conflict with the real or implied promotion of the neighborhood as a safe, pedestrian friendly and environmentally sensitive development. More specifically, we as residents believe there are alternative and less costly road systems that will not: • jeopardize the safety and welfare of children in the Meadowmont Community, many of whom walk to a neighborhood based elementary school. • jeopardize the safety and welfare of the Meadowmont based Cedars Retirement community members who walk along, or drive through, the narrow tree lined community streets. • jeopardize the safety and welfare of Meadowmont community homeowners and their families as they walk or drive through a high density neighborhood. • generate noise and sound pollution associated with significantly increased traffic flow through narrow streets with relatively close, front yard set backs along community streets. • have a negative environmental impact on county, city and developer promoted wetlands, greenways, walking trails, and wildlife preserves in the Meadowmont Community • create a complex bridge and roadway system through creek, swamp, and green areas when less complicated and intrusive infrastructure is possible. As residents of the Meadowmont Community, the town of Chapel Hill and the Counties of Durham and Orange, we encourage the above agencies to consider placing any connecting, or arterial roads through less developed areas of Durham County and to remove all streets in the Meadowmont Community from any proposed connector or arterial plan.	Meadowmont

Category	Date	Source	Input	Input Revlevance
			Respectfully Submitted, The signatures on the attached pages are intended to be an integral part of this document.	
	3/21/06	Public Workshop #3/Email	I live at 103 Springdale Way in Meadowmont. I'm sending you this e-mail to voice my concern over the proposed "cut-through" to Meadowmont Lane. My wife and I moved here from Los Angeles in March of last 2005 in search of a quite family oriented place to raise our daughter. Meadowmont is perfect! There is very little traffic; it's quiet, safe, clean and peaceful – with the exception of new house construction. The collector street would reverse everything I just mentioned. Safety would be a big concern with people flying down our streets. Residents of Meadowmont and The Oaks are just about the only people who obey the posted speed limit signs. This collector street would practically encourage people to blast down our streets at high speeds. If I can manage to keep from getting hit while walking my daughter to the park or riding my bike pulling the Burley Buggy, in the bike lane, to the Carolina Café, we still have to contend with the dirt and noise that is produced from 12,000 cars per day rolling down our streets. Criminals look for easy access. Having a house in phase III of Meadowmont discourages break-in's due to the limited escape route. This weekend a car window was smashed and a wallet taken at The Chapel Hill Country Club. Giving criminals an easier access, like the collector street, is simply unacceptable. We made a choice to live in Meadowmont for all the aforementioned reasons – Meadowmont Realty promised that the "Protected Wetlands" at the end of Meadowmont lane would "NEVER" be developed. That is why we own a house here – as do many others on Meadowmont Lane and Phase III.	Meadowmont

Category	Date	Source	Input	Input Revlevance
Email	3/21/06	Public Workshop #3/Email	I am a resident of Meadowmont, in what is known as the Phase III development. My home sits at the corner of Meadowmont Lane and Park Bluff N. Drive, sitting squarely next to the stubbed section of road that now (as of Oct 2005) is marked with signs noting "Road Subject to Future Expansion". My wife and I have followed the recent collector street planning meetings, having attended the second and third public hearings. We want to go on record and be clear that we are opposed to having Meadowmont Lane designated an arterial connecting road within the overall plan. We feel that the increased traffic, resultant noise, and increased pollution will pose significant and real risks to public safety. We are not opposed to the overall collector plan, but prefer expanded consideration of the use of George King Road as a connector to highway 54 . We are not supportive of a bridge being built across the wetlands area from Meadowmont Lane to other parts of SW Durham.	Meadowmont

Category	Date	Source	Input	Input Revlevance
Email	3/24/06	Public Workshop #3/Email	Thank you for the presentation at the recent Collector Street Plan□Public Workshop #3 on the evening of March 21, 2006. I was pleased to see that some attention had been paid to my earlier requests that the Arboretum on George King Road be preserved. Following the meeting I still had four major concerns: 1. The road along the southern boarder of the Arboretum appears to travel across the dam that was constructed in the 1950's to form the lake on the Arboretum property. A number of valuable trees were planted along this dam. The dam is currently the entrance to the property and is a single lane driveway. If this were to become a road, as shown on the map distributed for the March 21st meeting, not only would it require considerable construction costs, but also for the Arboretum there would be three unfortunate consequences: a. The plantings along the dam would be destroyed. b. The pond would be accessible to the public because the edge of the pond would be within the right-of-way. Anyone who wanted to launch a boat from this edge of the pond would have the right to do so. c. The road would cut through and largely destroy the northeastern corner of the Arboretum. 2. The plan shows a collector road that stops abruptly at the eastern boundary of the property. Early in the presentation portion of the meeting I understood that such roads were envisioned to continue through at some time in the future. In this case, a road that is planned (but not shown on the map) would cross directly through the Arboretum. Again, this would involve very serious damage to the plantings. 3. If constructed at the expense of the Arboretum, the widening and paving of George King Road would remove an extensive portion of the property along the entire western boundary, and it would sacrifice a valuable buffer from the traffic along this thoroughfare. Thank you very much for your willingness to consider these efforts to conserve this valuable Arboretum and to make it available to the North Carolina Botanical Garden as a resource for future generations.	General Theme
	3/22/06	Public Workshop #3/Email	See letter from Ed Kaiser.	General Theme

Category	Date	Source	Input	Input Revlevance
Email	3/21/06	Public Workshop #3/Email	I live on Lancaster Drive and was unable to come to the meeting tonight. I think it is an awful idea to have more traffic on our street. Some of the cars that travel this road now, particularly nonresidents, already are driving too fast due to the wide street. To add additional, nonresidential traffic to our street without traffic calming devices in place is a BAD idea. Why do you want to turn a nice residential neighborhood into a raceway? BAD MOVE! Funnel the traffic elsewhere!	Lancaster Drive
	3/22/06	Public Workshop #3/Email	Mr. Henry, just a note to let you know I attended the collector street meeting last night. I was so sorry to see the verbal abuse that "Roger" sorry can't remember his last name, took from some of the crowd. You know the old saying, "don't kill the messenger", I don't think it is right how some people took out their frustrations on him during the presentation. I appreciate the hard work that has been put into this and the fact that we have been asked our opinion. Please let "Roger" know that some of us appreciate his knowledge and help.	Roger
	3/08/06	Public Workshop #3/Email	I see that there is not any improvements along the Watkins/Farrington Road section connecting to the new major thoroughfare, "SW Durham Drive"...Today there is an inordinate amount of traffic using these two roads and the existing Farrington Road is deteriating very rapidly. They were not designed to carry the heavy truck traffic now using this corridor. When we moved to our home 17 years ago there was a weight limit on Farrington Road. Now heavily laden trucks of all sorts are using this road as a "bypass". Why are these two roads not included in the upgrade program?	Farrington Road
	3/08/06	Public Workshop #3/Email	i'm writing on behalf of my husband and myself to express our opposition to the proposed plan to make the fearrington road intersection a right-turn only network. having a kindergartner at creekside elementary, as well as another younger son who will be attending creekside, and living in sw durham, we need to go straight through that intersection or turn left to get home from school. with the knowledge that we will be traversing this intersection at least twice a day for the next eight years at least makes it a very pressing concern for us that we'd be re-routed and have to backtrack to get home.	Farrington Road

Category	Date	Source	Input	Input Revlevance
Email	2/24/06	Public Workshop #3/Email	I reside at 157 Celeste Circle and was out of town during the last public workshop #2 held on January 10th. In talking to my neighbor Mrs.. Walker, she told me that one of the plans calls for a new connector road to go though where my house is. In looking at Alternative "C" it appears that she is correct. Can you confirm this? As of now, what plan is most likely to be considered, Plan A, B or C and what is the time table to start the project? Is it 1-3 years or 3-5 years away? I suppose for obvious reasons I would prefer plan A or B I moved here from Virginia 5 years ago and love the neighborhood but am very concern about how this project will increase traffic as well as future commercial development.	Celeste Circle
	3/26/06	Public Workshop #3/Email	I attended the last meeting 21 March and was very disappointed with the presentation. The consultant had not done his homework-ie.. did not know that Chapel Hill will be installing 6 speed bumps on Pankhurst Dr and 4 bumps on Nottingham Dr. and 1 on Lancaster Dr. He said the one connector off Nottingham did not have a name yet. Well I have correspondence from 2003 that has Kilkenney named. The scope of the study area is too limited. It should include the impact of the new developments on 54. The offices on the South side of 54 have impacted traffic through the Oaks. The latest version of the arterial seems to adversely effect more people than earlier versions. When asked why the new road doesn't follow George King, the consultant did not have a good answer " its not paved." Why go through an established neighborhood when you can direct the road through sparsely populated areas? As the current head of the Oaks III HOA, my neighbors see no need to cut through Kinsale now since it does not connect to the arterial road. East West Partners can use George King and leave us alone.	General Theme
VoiceMail	3/23/06	Public Workshop #3/VoiceMail	Gary Barnes contacted Andy Henry on March 23, 2006 to: 1) voice support for the collector plan to reduce traffic that comes through the Meadowmont area; 2) let it be known that the community association did not sign the petition brought forward by a group of homeowners; 3) request information on the project number of vehicle trips on Southwest Durham Drive; 4) ask if George King Road could become an arterial road; and, 5) ask if any of the road connectors to the Oaks will be taken out of the recommended collector street network. Mr. Barnes leads the Meadowmont Community Association and is a member of the Chapel Hill Transportation Board.	General Theme

Category	Date	Source	Input	Input Revlevance
VoiceMail	3/23/06	Public Workshop #3/VoiceMail	Arthur Deberry, resident of the Cedars, left a voicemail for Andy Henry on March 23, 2006. Mr. Deberry stated that he supported the opening of the road through the backside of Meadowmont that goes to US 15-501. He believes this outlet is important to reduce the congestion on NC 54, and the road opening would be a benefit for everybody.	General Theme

100 Tweed Place
Chapel Hill, NC 27517
March 22, 2006

Andrew Henry, Planner
Durham Transportation Department
101 City Hall Plaza
Durham, NC 27701

Dear Andy:

This letter is to express my concerns to you and other members of the TAC and MPO staff about the Southwest Durham County and Southeast Chapel Hill Collector Street Plan. I divide my comments into two main parts—comments about the plan and comments about the workshops.

I have three concerns about the proposed plan. Though stressing "connectivity," the plan exhibits disturbing disconnections that mar what is basically a good and innovative planning effort. The first disconnection is between the collector street lattice-work design and the proposed Southwest Durham Drive alignment. If one looks at the recommended plan, there is no escaping the conclusion that the collector street grid, with spacing between collectors roughly determined by proposed residential densities, is completely independent of the SW Durham Drive alignment. If this were a painting, it is as if two separate artists drew on the same canvass, or the artist's child drew an arbitrary SW Durham Drive line on the collector street design. In other words, the SW Durham Drive was completely ignored in the collector street design, and vice versa. The SWD Drive was even declared "off-limits" for discussion in the workshops—outside the scope of the contract. Is it because no one believes the Drive will be built? Is it shown merely because the alighnment has already been "approved" by local governments, but now is deemed outside the scope of a transportation plan collector street plan for the same area, all part of the same transportation system? It makes no planning sense not to address the alignment of that arterial and not to integrate it with the collector street plan, perhaps realigning it with George King Road or Fearington Road. There is a similar issue with the transit line, though the uncertainty surrounding future rail transit makes that less troubling.

A second disconnect is in implementation strategy, between proposed future streets and existing neighborhood streets. The proposed plan shows only the proposed future streets in bold lines, and discusses (vaguely) how to implement that part of the collector street system through development regulations. That seems reasonable so far as it goes, except that those streets are only part of the collector street system. In actuality, the plan and the resulting traffic pattern includes existing streets in Chapel Hill to which the new collectors connect. How do we implement comparable retrofitting of those existing streets? They do not meet the standards properly proposed for new streets in the plan. It is doubtful that local governments will be able to require developers to build the necessary off-site improvements under development regulations. Retrofitting almost

certainly requires a capital improvement program by local governments, particularly in the already built-up Chapel Hill portion of the area. Who will pay for and implement traffic calming measures, bike lanes, sidewalks, landscaping, and the like to make the collector streets work properly in the existing adjacent neighborhoods? Does Chapel Hill agree to take on that responsibility? The proposed plan ignores this issue. I surely hope we are not satisfied with a plan that merely "dumps" new traffic onto existing neighborhood streets that were not designed to the same desirable standards as the proposed new collectors.

The third disconnect is in the emphasis placed on accommodating traffic. The plan holds out the concept of "complete streets," which not only accommodate cars, bikes, and pedestrians, but also become "part of the neighborhood environment." In fact, however, the plan emphasizes the transportation aspect—accommodating cars, bikes, and pedestrians. That is an appropriate concern, but designing and retrofitting streets so that they also work as "part of the neighborhood environment" is equally important to those of us living on those streets.

Now, as to the public participation workshops... The last presentation, on March 21, was the most disappointing of the three workshops. The presentation was almost entirely devoted to generalities about transportation planning principles that repeated earlier meetings and mostly irrelevant photos of streets and highways (e.g., photos showed no cars on the streets that are proposed to become collectors and be loaded with traffic). There was no explanation of the proposed plan, how it followed the general planning principles espoused earlier, how it would achieve objectives, why it was the best alternative, and how exactly it would be implemented. Then the presenter cut off discussion when many of us had our hands raised since the beginning of the commentary period. He did so by, remarking to the last speaker that he had expressed commentary instead of asking a question. Since when is a workshop limited to asking questions? I realize that workshops are difficult to manage and are now water under the bridge, and that we all need to move on, but you should just realize that a number of participants were disappointed. This should not reflect on the MPO staff who maintained easy and wide contact with residents throughout the process; it was the consultant who ran the workshops.

Lastly, let me commend you on undertaking the innovative approach of going beyond thoroughfare planning. I believe you can address flaws in the proposed collector street plan. It still holds the promise of an improvement over the ad hoc, piecemeal, assembly of a collector system, one subdivision or development proposal at a time, which virtually all local governments have been utilizing until now.

Sincerely,

Ed Kaiser

Edward J. Kaiser
Resident of the Southwest Durham Planning Area,
Professor emeritus of planning at UNC-CH

This letter is being sent to: Mayor William Bell, Chair; Alice Gordon, Vice-chair; Mayor Kevin Foy; Durham County Commissioner, Becky Heron; Chapel Hill Council Person, Ed Harrison; and Andrew Henry and David Bonk, staff planners.

Mary B. Ruvane
110 Tweed Place
Chapel Hill, NC 27517

April 10, 2007

Andrew Henry, Sr. Planner
City of Durham, Transportation Department
101 City Hall Plaza
Durham, NC 27701

RE: Concerns with SW Durham Collector Street Plan

Dear Andy,

I support, in theory, the value of collector streets for improving traffic flow from within and between adjacent neighborhoods. As development progresses in the currently undeveloped land supported by Ephesus Church Road to the north, Farrington Road to the east, Route 54 to the south, and 15/501 to the west these new neighborhoods clearly will need access via collectors to major arterials. With that said, I have several concerns regarding the currently proposed transportation plan within this region.

First, the collector street plan appears to rely on an ad hoc implementation and seems disconnected from the overall transportation plan. It overlooks the need to preserve a hierarchal relationship (e.g., arterial, collector, local) between existing and future road networks as development progresses, an essential piece in the puzzle when considering how and when to link new connectors into established neighborhood infrastructures. If congestion and safety on the more major routes are already a problem, ignoring these issues will surely encourage the unintended use of new collector streets as "cut-through" routes by non-residents. Upgrades to the surrounding arterials and major collectors should be planned in conjunction with any new development, to insure increased traffic volumes are accommodated and prevent neighborhood collector streets from becoming interim thoroughfares.

Second, the "approved" SW Durham alignment seems to be untenable. The route appears to require substantial construction through environmentally sensitive wetlands and looks to be perilously close, if not within, land designated by FEMA as a 100-year floodplain. Additionally, numerous properties would be adversely impacted by increased noise, traffic, and pollution generated from this major route cutting directly behind or through established neighborhoods (e.g., Oaks III, Oaks Villas, Meadowmont). Many residents of Meadowmont and the Oaks communities have begun to voice objections to this "approved" alignment. It also seems unlikely the route will ever reach fruition, considering the adverse environmental impact and lack of funding. These issues suggest a more practical and less costly solution should be considered before further development reduces the alternatives available.

Third, funding for upgrades to existing roads, designated as links to new collector streets, has not been addressed. Many of these are in quiet established residential neighborhoods, which currently lack amenities to address pedestrian safety and maintain community aesthetics

essential to mitigate the result of increased traffic. This is especially important for existing roads that pass through popular recreational facilities, such as the Chapel Hill Country Club and trail access to Meadowmont Park, or by school sites and residential properties with little frontage.

Fourth, supporting documentation seems lacking, which makes it difficult to follow the logic behind many of the decisions made to date. For example, why would upgrades to George King Road require such disruption through the Eastwood Park neighborhood? There appears to be undeveloped land just to the north of this community that could allow an eastward connection to Farrington, as well other options that should be considered to avoid this situation. Also absent are current and projected traffic volumes for both the existing and proposed roads, and anticipated future increases as development progresses. Additionally, for the public to fully understand the context of the transportation plan, larger scale maps (e.g., < 1:2500) would be helpful. These ideally should be provided in print format upon request, and illustrate property lines, street names, administrative responsibilities, and destination points (e.g., shopping, businesses, schools, churches, recreational facilities, etc.) in relation to the major roads surrounding the study area (e.g., 15-501, I-40, Rte. 54, Farrington Rd., Pope Rd., Ephesus Church Roads).

I appreciate your time in listening to my concerns and recognize the hard work that the DCHC MPO and related organizations have put into this transportation planning effort. These comments are submitted in good faith to point out some of my concerns, which hopefully can be addressed in future discussions.

Respectfully,

Mary Ruvane

Mary B. Ruvane
Resident of SW Durham Planning Area

April 4, 2006

To: The Chapel Hill-Carrboro-Durham Metropolitan Planning Organization; the City of Chapel Hill; the counties of Orange and Durham; the North Carolina Department of Transportation

Re: Southwest Durham Drive Arterial connection through the Meadowmont Community

Dear Mr. Henry and Mr. Wood,
I am a resident of the Meadowmont Community. I would like to respectfully register my strong disagreement with the current proposed alignment of the Southwest Durham Drive artery that traverses the Greenways, walking trailways, Army Core of Engineer wetlands and wildfowl impoundment lands on its way through the heart of the Meadowmont community.

I am specifically opposed to the alignment for the following financial, environmental, and safety reasons:

1. **The bridge and elevated road system required to span the creeks and swamp areas over the Army Core land will cost the DOT millions of unnecessary dollars of investment. Rather, there are already existing roads to the East of the Core land that can address the desire to have arterial connection from 15-501 to highway 54. Consideration of these alignment alternatives is fiscally responsible.**
2. **Reading your web pages, it is clear that there are major tenets and directives in the Durham, Chapel Hill, and MPO planning charter that call for maintenance of green spaces and the rapidly dwindling wildlife areas. Routing arterial traffic through precisely this type of terrain seems to defy logic and established decision making mandates, especially when the alternatives for arterial flow East of the Core property achieve the same traffic flows from Southwest Durham and do not impact environmentally sensitive areas.**
3. **The Meadowmont community is a pedestrian friendly and environmentally sensitive development. There are bikeways adjacent to both sides of Meadowmont Lane. There is a school and retirement center directly adjacent to Meadowmont Lane. Dumping a traffic volume of twelve to fifteen thousand cars a day down this village street would**
    - **jeopardize the safety and welfare of children in the Meadowmont Community, many of whom walk to the neighborhood based elementary school.**
    - **jeopardize the safety and welfare of the Meadowmont based Cedars Retirement community members who walk along, or drive through, the narrow tree lined community streets.**

As a resident of the Meadowmont Community, the town of Chapel Hill and Durham county, I strenuously urge you and the above agencies to move the Southwest Durham Drive alignment to the East of the Army Core of Engineers property and to remove Meadowmont Lane and the Meadowmont Community from any proposed arterial traffic plan.

Respectfully Submitted,

Eric Teagarden

February 10, 2006

To: The Chapel Hill-Carrboro-Durham Metropolitan Planning Organization; the City of Chapel Hill; the counties of Orange and Durham; the North Carolina Department of Transportation; and all agencies and individuals associated with the Southwest Durham Collector Street Plan:

We, the residents of the Meadowmont Community, petition the above agencies and individuals to remove all streets within the boundaries of the Meadowmont development from any consideration pertaining to the Southwest Durham Collector or Arterial Street Plan.

We, as residents, consider any collector or arterial road system connecting Highways 15/501 to Highway 54 via the Meadowmont Community to be in direct conflict with the real or implied promotion of the neighborhood as a safe, pedestrian friendly and environmentally sensitive development.

More specifically, we as residents believe there are alternative and less costly road systems that will not:

- **jeopardize the safety and welfare of children in the Meadowmont Community, many of whom walk to a neighborhood based elementary school.**
- **jeopardize the safety and welfare of the Meadowmont based Cedars Retirement community members who walk along, or drive through, the narrow tree lined community streets.**
- **jeopardize the safety and welfare of Meadowmont community homeowners and their families as they walk or drive through a high density neighborhood.**
- **generate noise and sound pollution associated with significantly increased traffic flow through narrow streets with relatively close, front yard set backs along community streets.**
- **have a negative environmental impact on county, city and developer promoted wetlands, greenways, walking trails, and wildlife preserves in the Meadowmont Community**
- **create a complex bridge and roadway system through creek, swamp, and green areas when less complicated and intrusive infrastructure is possible.**

As residents of the Meadowmont Community, the town of Chapel Hill and the Counties of Durham and Orange, we encourage the above agencies to consider placing any connecting, or arterial roads through less developed areas of Durham County and to remove all streets in the Meadowmont Community from any proposed connector or arterial plan.

Respectfully Submitted,

The signatures on the attached pages are intended to be an integral part of this document.

Triangle J Council of Governments	Motor Vehicle Emission Budgets	
	State Implementation Plan for the Triangle Ozone Non-Attainment Area	May 1, 2006

What is the issue?

The NC Division of Air Quality (DAQ) is proposing to develop a "maintenance" State Implementation Plan (SIP), rather than the originally envisioned "attainment" SIP. A letter from Laura Boothe of DAQ describes important differences between the two, including the longer time frame and potential use of safety margins associated with Motor Vehicle Emission Budgets (MVEBs). Because of these differences, DAQ is allowing additional comment by MPOs on the establishment of the MVEBs.

Comments from local and regional organizations could address such issues as:

1. Whether to recommend a multi-county, MPO-centered Motor Vehicle Emission Budget (Durham, Orange, Chatham, Person) or recommend separate budgets for each of these four areas.
2. Whether to recommend the inclusion of "safety margins" in any budgets (either multi-county or separate budgets). Safety margins are additional emission levels above the modeled motor vehicle amount that would be allowed in order to account for such factors as faster than anticipated growth under existing plans, delays in the construction of anticipated facilities to relieve congestion, or changes in modeling techniques.
3. Whether to recommend the inclusion of voluntary mitigation measures or mandatory Transportation Control Measures (TCMs) in the Triangle SIP. Voluntary mitigation measures are activities that could be pursued if emission budget levels may be exceeded, but they have no special status in the event of a budget lapse. TCMs are *required* actions described in the SIP (and which may continue in the event of a budget lapse). For example, the construction of a transit facility or the expansion of specific Transportation Demand Management activities could be included in a SIP as either voluntary mitigation measures or as Transportation Control Measures.

What have the TACs done previously?

At it's January 11, 2006 meeting, the DCHC TAC voted to endorse the recommendation of the TCC from its December meeting and support separate budgets for each of the counties within DCHC MPO (Chatham, Durham and Orange). The DCHC TAC has not considered any voluntary mitigation measures or Transportation Control Measures. The TAC has not addressed the issue of safety margins for the motor vehicle emission budgets because safety margins were not an option for "attainment" SIPs, but are now an option for the "maintenance SIP."

At its January 18, 2006 meeting, the CAMPO TAC voted to endorse a single multi-county, MPO-centered budget for the four counties that are CAMPO members: Franklin, Granville, Johnston and Wake. This decision was also supported by the Kerr-Tar RPO and the Upper Coastal Plain RPO, and was not opposed by NCDOT.

Why might the DCHC TAC want to reconsider previous decisions?

There are several possible reasons that the TAC may want to reconsider its stance on motor vehicle emission budgets and consider requesting safety margins. Some are listed below.

1. The MVEBs will be in place for a longer time and the budgets would be established for longer-term dates. Whereas the original "attainment SIP" was expected to only be in force for a couple of years before it was replaced by a "maintenance SIP," now that a maintenance SIP is being prepared there will not be an opportunity to revisit the issue in the near term. The attainment SIP would also have set a budget for 2008, only a couple of years into the future, whereas the maintenance SIP will have budgets stretching out to 2017.

2. This extended period can exacerbate any errors in growth forecasts or facility availability. With a 2008 budget, there is greater confidence in growth forecasts and facility completion dates, which are what is modeled to develop the budgets. With a 2017 budget, especially if budgets are set for individual counties, errors in growth forecasts or facility completion date estimates could pose problems. An initial examination of the growth forecasts developed back in 2002 for the 4 townships in Chatham County in the non-attainment area, for example, suggest that growth may have been significantly underestimated based on projects already existing, approved or under consideration in NE Chatham County.

3. Significantly different tools will be used to develop the budgets, then compare future plans to the budgets. The "old" version of the Triangle Regional Model, running in TranPlan software and without the recent TTA model enhancements, will have to be used to develop the budgets, since the "new" TransCAD version of the model with the TTA enhancements won't be available for use until later in 2006. But the newer version of the model will then be used to compare future versions of the Long Range Transportation Plan to the motor vehicle emission budgets. If these two models produce different results, there is the possibility that staying under the budgets, especially for individual counties, could be difficult. (See the document ***VMT Sources for Air Quality Modeling in the Triangle*** for greater detail).

4. Additional MPO members may wish to participate in the discussions and decisions, and members may wish to spend more time on the implications of different choices. Because the issue was addressed over the December-January holiday period, some member communities may not have had the opportunity for adequate participation. Chatham County, Orange County and Hillsborough staff – 3 of the 7 MPO communities -- were not able to attend the December 21 TCC meeting. Similarly, the Chatham County, Hillsborough and Carrboro representatives were unable to attend the January 11, 2006 TAC meeting where the issue was briefly addressed. TCC members from local and regional organizations at the December 21 meeting were divided on the recommendation for 4 separate budgets for Chatham, Durham, Orange and Person counties vs. a single MPO-centered budget for the same 4 counties. Chapel Hill, Carrboro, TTA and 2 Durham staff members supported 4 separate county-level budgets and TJCOG and 2 Durham staff members supported a single MPO-centered budget. NCDOT staff voted 3-1 in favor of four separate county-level budgets. At its April 26, 2006 meeting, the DCHC TCC revised its earlier recommendation and voted 8-4 for a multi-county, MPO-centered budget. Chatham County and TJCOG representatives were not at this latter meeting, but have also indicated support for a multi-county, MPO-centered budget.

What are some of the major implications of 4 county-level budgets vs. a single multi-county, MPO-centered budget covering Chatham, Durham, Orange and Person Counties?

The motor vehicle emission budget decision is complex and subject to much uncertainty. Although a single regionwide budget for all eight counties in the non-attainment area is not currently being considered, it is important to recognize that planning or budget lapses in one MPO can affect the other MPOs and rural areas if they are not resolved in a timely fashion. Documents listed later in this report provide greater detail, but a few points may be worth emphasizing:

1. The responsibilities that MPOs and NCDOT/RPOs have are the ***same*** under any option:
   - Each MPO must adopt growth forecasts for its areas of responsibility.
   - Each MPO and NCDOT must adopt LRTPs and TIPs for new facilities/services for its areas.
   - Each MPO (within its Metropolitan Area Boundary) and NCDOT (for rural areas) must make a conformity finding for its LRTPs and TIPs.

2. The total amount of motor vehicle emissions (air pollution from cars and trucks) allowed to be emitted, and how these emissions are calculated, are the ***same*** under any option.

3. The consequences and the timing of these consequences are the ***same*** under either option if the DCHC MPO has an LRTP or TIP that expires (a *planning* lapse) or an emissions budget is exceeded that includes Chatham, Durham or Orange County (a conformity *budget* lapse); the timing of consequences could be different for a Person County budget lapse under the MPO-centered option.

What other information is available?

The following background material is being posted on the Triangle Air Quality Partnership website on the State Implementation Plan Motor Vehicle Emissions Budget page (www.triangleair.org):

Options & Implications -- a summary that shows maps of the original options and includes a table summarizing their major implications.

What if? -- a matrix containing details on the consequences if a Long Range Transportation Plan (LRTP) or Transportation Improvement Program (TIP) expires in any MPO or rural county in the non-attainment area, or if a LRTP or TIP causes an emissions budget to be exceeded under either option.

Cases for Different Options -- a document summarizing the arguments that have been put forward for choosing one or the other of the options.

Motor Vehicle Emission Budgets FAQs -- a document that tabulates questions and responses as they develop.

Division of Air Quality Letter -- a letter explaining the development of the maintenance SIP.

VMT Sources for Air Quality Modeling in the Triangle -- a document that summarizes how the amount of travel is reflected in air quality modeling.

Who can I contact for more information about these issues?

For information on the development of the State Implementation Plan (SIP) and its Motor Vehicle Emission Budgets (MVEBs), contact:

Mike Abraczinskas
Division of Air Quality
NC Department of Environment and Natural Resources
1641 Mail Service Center
Raleigh, NC 27699-1641
P: 919-715-3743
michael.abraczinskas@ncmail.net

For information on transportation air quality conformity requirements, contact:

Edward J. Dancausse
Air Quality Specialist
FHWA NC Division
310 New Bern Avenue, Suite 410
Raleigh, NC 27601-1418
919-856-4330 x112
edward.dancausse@fhwa.dot.gov

For information on MPO roles and decisions, contact:

Felix Nwoko
City of Durham
Public Works/Transportation Division
101 City Hall Plaza
Durham, NC 27701
919-560-4366
felix.nwoko@durhamnc.gov

Edison H. Johnson, Jr., PE
Director, N.C. Capital Area Metropolitan Planning Organization
127 W. Hargett St. - Suite 406
Raleigh, NC 27601
Telephone: 919.807.8511
E-Mail: ed.johnson@ci.raleigh.nc.us

For information on regional coordination of MVEB and conformity issues, contact:

John Hodges-Copple, Planning Director
Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709
johnhc@tjcog.org
Telephone: 919-558-9320

VMT Sources for Air Quality Modeling in the Triangle

Prepared by John Hodges-Copple, Triangle J Council of Governments, April 17, 2006 version

There are three main modeling efforts, and each uses somewhat different techniques or inputs, although efforts are made to make them consistent:

- Attainment demonstration modeling – combines motor vehicle emissions with emissions from all other sources to model ozone levels at the monitoring sites during selected weather episodes.
- SIP MVEB setting modeling – uses only motor vehicle emissions to set the budgets that will be included in the State Implementation Plan.
- Conformity modeling – uses only motor vehicle emissions to compare the emissions from a long range plan or TIP to the budgets established during the SIP MVEB modeling.

For *attainment modeling* and *SIP MVEB modeling*, the forecast VMT amount is increased by 30% in counties where the NCDOT Universe File/HPMS (Rural Spreadsheet Model) is used to develop the VMT forecast, but where the county is already in or may be brought into, a travel demand model in the future. This factoring is based on observations showing that Universe File/HPMS VMT tend to under-report modeled VMT by 30% in counties where Universe File/HPMS and travel demand model VMT can be compared. This factor can be thought of as an "equivalency" factor to ensure that rural spreadsheet VMT is essentially equivalent to travel demand model VMT as the county is brought into the regional travel demand model.

An additional factor may be used in both *attainment modeling* and *SIP MVEB modeling* to try and reflect especially large anticipated growth in counties on the edge of fast growing metropolitan regions, recognizing that past VMT growth (as reflected in the regression equation used to forecast future VMT) may under-represent what is to come. These "growth" factors are arrived at through discussions among the state and local agency staffs involved in transportation and air quality planning. After soliciting input from these partners, DAQ will apply an additional 10% growth factor in Johnston County and an additional 20% growth factor in Franklin County over and above the 30% "equivalency" factor described in the previous paragraph.

For *conformity* modeling, VMT from a regional travel demand model must be used where it is available. In rural areas not covered by the regional travel demand model, ***unfactored*** NCDOT rural spreadsheet model VMT is used. In these rural areas, the 30% "equivalency" factor essentially serves as an additional cushion for the VMT comparison, since the MVE budget was developed with the factor, but the emissions developed for a long range plan or TIP that are compared to the budget are developed without the factor. The table below summarizes the source of VMT by county that DAQ is using for each of the three modeling efforts, ***given the current coverage*** and projected evolution of the Triangle Regional travel demand Model:[1]

VMT source	Chatham	Durham	Franklin	Granville	Johnston	Orange	Person	Wake
Attainment	RSM x 1.3	old TRM	RSM x 1.5	RSM x 1.3	RSM x 1.4	RSM x 1.3	RSM	old TRM
SIP MVEB	old TRM	old TRM	RSM x 1.5	RSM x 1.3	RSM x 1.4	RSM x 1.3	RSM	old TRM
Conformity	new TRM	new TRM	TRM/RSM	TRM/RSM	TRM/RSM	new TRM	RSM	new TRM

RSM means NCDOT Rural Spreadsheet Model; TRM means Triangle Regional travel demand Model; "old" means the unrevised TranPlan model; "new" means the TransCAD model with TTA revisions.
TRM/RSM means the TRM is used in the part of the county covered by the TRM; RSM is used in rest of county.
1.3 means a 30% equivalency factor is applied; 1.4 or 1.5 means an additional 10% or 20% growth factor is applied.

[1] Although both Orange County and the four townships of Chatham County in the non-attainment area are covered by the Triangle Regional travel demand Model (TRM), DAQ discussions with NCDOT have resulted in a recommendation to use factored Rural Spreadsheet Model (RSM) VMT in the attainment demonstration modeling for both counties and also in the SIP budget setting modeling for Orange County. In Chatham County, this is so consistently generated emissions can be used for the entire county in the large geographic area used in the Community Multiscale Air Quality model for attainment modeling. In Orange County, this is because TRM VMT was observed to be only 1% more than RSM VMT, which was judged to indicate possible problems with the TRM VMT; using factored RSM VMT was judged to provide more of a cushion in estimating mobile source emissions both in the attainment modeling and the SIP budget modeling.

North Carolina Department of Environment and Natural Resources
Division of Air Quality

Michael F. Easley, Governor

William G. Ross, Jr., Secretary
B. Keith Overcash, P.E., Director

March 29, 2006

Subject: Development of Motor Vehicle Emission Budgets

Dear Triangle Transportation Partner:

The North Carolina Division of Air Quality (NCDAQ) sent out a letter September 16, 2005 requesting comments on how the motor vehicle emission budgets (MVEBs) should be established in the 8-hour ozone attainment demonstration. Several of the Triangle partners responded to that letter, with some partners requesting the NCDAQ establish county level MVEBs and others requesting multi-county MVEBs.

At a recent Statewide Interagency Consultation Meeting (SICM), the NCDAQ announced that the Triangle area was attaining the 8-hour ozone standard based on the 2003-2005 data. Immediately following the SICM meeting, an interagency consultation meeting was held with the Triangle transportation partners to discuss the schedule and data needs for the redesignation demonstration and maintenance plan.

During the Triangle interagency consultation meeting, one of the issues discussed was the setting of MVEBs. The original request for comments on how the MVEBs would be established was for an attainment demonstration. In an attainment demonstration, the MVEBs are set for only one year, the year the area is required to meet the 8-hour ozone standard. The required attainment year for the Triangle area is 2008. The MVEBs set in attainment demonstration would be in place until the area attained the standard and a redesignation demonstration and maintenance plan was approved by the U. S. Environmental Protection Agency, in which new MVEBs would be established.

In a maintenance plan, MVEBs can be set for a number of years with the latest year having to be at least ten years from when the plan is expected to be approved. For the Triangle area, this required MVEB year is 2017. Additionally, a portion of the safety margin can be added to the MVEBs in a maintenance plan to address uncertainty in the data that is used to calculate the highway mobile source emissions.

Due to these differences in how MVEBs are set in an attainment demonstration versus a maintenance plan, the NCDAQ is providing the Triangle transportation partners an opportunity to revisit the issue. Since the NCDAQ has not yet made any decisions on the responses to the September 16, 2005 letter, the agency has decided to hold off on reviewing these responses and wait until the area has an opportunity to re-address the issue if they desire.

Planning Section
1641 Mail Service Center, Raleigh, North Carolina 27699-1641
2728 Capital Blvd., Raleigh, North Carolina 27604
Phone: 919-715-7670 / FAX 919-715-7476 / Internet: www.ncair.org

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The NCDAQ requests that any additional correspondence regarding this issue be submitted no later than May 31, 2006. The process for recommending approaches other than county level MVEBs is outlined in the September 16, 2005 letter. Partners that responded to the original letter and are comfortable with their current position may respond as such and no further action will be required. The NCDAQ will take into consideration the recommended approaches from the transportation partners when developing the MVEBs.

The NCDAQ is committed to working with all of our partners during this process to determine the best course of action in achieving and maintaining air quality goals. If you should have any questions, please contact Mike Abraczinskas of my staff at (919) 715-3743 or michael.abraczinskas@ncmail.net or myself at (919) 733-1488 or laura.boothe@ncmail.net.

Sincerely,

Laura A. Boothe
Attainment Planning Branch Chief

cc: Keith Overcash, NCDAQ
Sheila Holman, NCDAQ
Mike Abraczinskas, NCDAQ
Lynorae Benjamin, USEPA
Amanette Wood, USEPA
Eddie Dancausse, FWHA
Loretta Barren, FHWA

Chapel Hill STP-DA Amendment for April 26, 2006 TCC

Existing

TIP #	Location	Description	Total Cost	FY 06	FY 07
C-4726F	03-04 bike allocation	Chapel Hill Sidewalks	$250,000	$200,000	
U-4726P	07 bike/ped allocation	Culbreth Rd: 15501-Culbreth Park Dr. sidewalk	$135,000		$108,000

Amendment

TIP #	Location	Description	Total Cost	FY 06	FY 07
C-4726F	03-04 bike allocation	Chapel Hill Sidewalks	$250,000		$200,000
U-4726P	07 bike/ped allocation	Culbreth Rd: 15501-Culbreth Park Dr. sidewalk	$135,000	$108,000	

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

Application for Non-voting Membership to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee

Thank you for your interest in membership in our organization. Please fill out the following application and return it to DCHC MPO staff.

1. Name of organization:

   North Carolina Turnpike Authority

2. What is the mission of your organization?

   To help meet the state's critical highway needs by providing a state-of the-art turnpike system that will improve mobility, reduce congestion, enhance economic prosperity, save motorists time, deliver key projects sooner, protect investors and enrich our citizen's quality of life.

3. Describe the history of your organization. When and how was it established?

   The North Carolina Turnpike Authority was created in 2002 by the North Carolina General Assembly to study, develop, construct, operate and maintain up to nine (9) toll roads in the state. The Authority's charge is to determine if and where toll roads may be constructed to provide options to existing heavily congested roadways. The NCTA will assist the Department of Transportation in its ongoing congestion-fighting efforts and will provide more transportation facilities than the department could otherwise afford.

4. What geographic area does your organization serve or represent?

   The state of North Carolina

5. Is your organization involved in the administration of transportation regulations? If so, how?

   No.

6. Does your organization independently fund transportation services or the construction of transportation facilities? If so, what types of services or facilities?

   The NCTA, in conjunction with NCDOT, fund and construct roadway facilities.

7. Does your organization own or provide transportation services or facilities? If so, are these services or facilities open to the general public? How are the services or facilities funded?

   The NCTA does not current own or operate any transportation facilities.

8. Who would serve as your TAC member? Mr. Robert D. Teer, Jr.

   What is their position in your organization? Mr. Teer is a member of the North Carolina Turnpike Authority Board of Directors

9. Why should your organization be represented on the TAC?

   The NCTA is currently considering two projects within the Triangle Region: I-540 Western and Southern Wake Outer Loop and the Triangle Parkway. These roadways are important facilities for improving mobility for the citizens of Wake, Durham and Orange Counties. However, the construction of these roadways as toll roads or as freeways is not the silver bullet. Congestion is not a static problem that can be solved, it is an ongoing problem that must be managed, and will require municipal and county to continually explore new concepts and ideas for improving transportation alternatives. The NCTA is a partner with the NCDOT, the cities of Durham and Chapel Hill, and Wake and Orange Counties in providing the citizens of the Triangle Region with an alternative to driving on our congested freeways.

10. How will your organization contribute to the decisions and discussions of the TAC?

    The NCTA will provide the MPO and the NCDOT with an alternative funding solution for expediting needed transportation projects currently not programmed for construction in the state or municipal TIP.

Policy for Non-voting membership to the DCHC MPO TAC

The TAC approved the following policy on March 8, 2006.

1. The organization shall send a request to the LPA.
2. The LPA staff will send the organization an application for membership (see attached application).
3. LPA staff will review the answers to these questions and make a recommendation to the TCC. In general, TAC non-voting members should have the following characteristics:
   - The representative on the TAC should be a board member or executive of the organization.
   - The organization should be responsible for any of the following:
     1. Independent funding of transportation services or the construction of transportation facilities that could be included in the LRTP or TIP.
     2. Ownership or direct provision of transportation facilities or services open to the general public within the MPO.
   - The organization should not be a unit of an existing MPO member or be a contractor of an existing MPO member.
4. LPA staff will present their recommendation to the TCC. The TCC will review and make a recommendation to the TAC.
5. The TAC will receive the recommendation of the TCC and will vote on the request.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 10, 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 held 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 June 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in June 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in December 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 is underway with completion expected in June 2006.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Survey to take place in Fall of 2006.

Transit Boarding and Alighting Counts

- ✓ Survey counts to be done in-house by the Lead Planning Agency (LPA) and MPO Transit operators.
- ✓ Counts have been completed by all agencies.
- Data entry is being completed, with 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).
- Consultant's solicitation is expected in May 2006.

Land-use Model development

- LPA staff is developing work scope and Request for Proposal (RFP)
- Consultant's solicitation is expected in May 2006

Non-Motorized Model development

- LPA staff is developing work scope and Request for Qualifications (RFQ)
- Consultant's solicitation is expected in May 2006
- First phase of project to be complete in parallel with validated Triangle Regional Model (December 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 will be presented to Council for adoption on May 1, 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.
- ✓ Bicycle facility guideline draft to be completed by April 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 held for March 23, 4-8pm. Third public workshop to be held on May 30, 5-7pm, at Durham City Hall.
- Three Newsletters planned. First newsletter distributed in November, second newsletter distributed in February/March.
- 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 July/August 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 - 5/1/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	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, 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	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	100.0%	93.1%	4/5/2006
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%	5/15/2006
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	95%	94.4%	6/30/2006
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	92.0%	80.5%	12/31/2006
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	90%	73.6%	11/30/2006
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	68%	70.5%	08/01/2007
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	54.0%	58.1%	6/6/2006
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914				
DURHAM	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857		4/18/2006		

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 5/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM / WAKE	U-4026A/B 2904 R	DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	$ 33,100,000.00	5.7 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 - 1/30/06

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

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

Old and new issues still plague transit corridor

BY GREGORY PHILLIPS, The Herald-Sun
April 12, 2006 8:14 pm

DURHAM -- Old issues and new concerns stymied any progress Wednesday as regional transportation planners tried to resolve concerns over how best to guide development in a proposed transit corridor connecting Durham and Chapel Hill.

The corridor will incorporate buses, trains or both in a network not yet determined. It is probably two decades from development. For now, the concept is supposed to guide development decisions along the corridor made by the local governments involved -- the city and county of Durham, Orange County and Chapel Hill.

All four governments had been asked to agree to incorporate in their planning a corridor realignment approved by the regional Transportation Advisory Committee last October. The plan is to shift a stretch of the corridor from the Creekside Elementary School property to a route following Interstate 40 in southwest Durham.

Durham County is the only body so far to approve the agreement. The pact calls for tighter control over development in the corridor and for governments to pursue easements for eventual transit routes and stations. City of Durham attorneys raised concerns that language in the agreement, designed to bind governments to supporting transit development in the corridor, could illegally constrain their legislative discretion.

Transportation staff's suggested amendments include adding the words "to the extent possible" in verbiage addressing governments' obligation to support transit-friendly development.

Some committee members called the Durham-requested changes minor. But Ed Harrison, a commissioner in Chapel Hill, where the land-use plan gives the town more authority over development than in Durham, said Durham needs "to find some way to get transit-supporting design in zoning ordinances." Without that, "you simply won't get a system in place," Harrison said.

No action was taken and staff members were directed to report back to the committee next month.

The discussion was laden with other issues that divided Durham and Chapel Hill delegations on the realignment before the committee approved it last year.

Durham delegate Becky Heron, a county commissioner, was fiercely protective of the Creekside school property, where the county plans a second school.

"Right now the alignment, in my opinion, is where it should be," Heron said. "We don't need a corridor going through our school property."

Bill Strom, a Chapel Hill commissioner and the Triangle Transit Authority delegate, brought up the higher potential cost of acquiring property along the realigned corridor, which he said could be anywhere from $16 million to $30 million at a glance.

"It ain't getting any cheaper," Strom said.

Durham officials say the cost would be lower than Strom's estimate and that acquiring land along I-40 would be cheaper because regulations forbid its development.

Durham County Chairwoman Ellen Reckhow said one landowner has said he'd donate land along the interstate for the corridor because he can't build on it.

More important than cost estimates, according to TTA staffer Barbara Weigel, is community and local government support, without which "the project just won't move," Weigel said.

URL for this article: http://www.herald-sun.com/durham/4-723779.html

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The Chapel Hill News

Published: Apr 11, 2006

Roses & Raspberries

Roses to the N.C. Department of Transportation -- yes, you read that right -- for its response to citizens' concerns about pedestrian safety at a Carrboro intersection.

Residents who live in the area around McDougle School told the town that too many motorists were failing to stop for pedestrians at the intersection of Hillsborough Road and Old Fayetteville Road. Given that many of those pedestrians are children on their way to and from school, that was an unacceptable situation.

The residents and the town talked to NCDOT, which explored the matter, determined that there was indeed a need for additional measures, and installed electronic signals to address the situation.

> What's encouraging about this is that nobody -- not the parents, not the town and not DOT -- was complacent. Something needed doing, and everybody worked together to get it done.

If you have a comment on today's Roses & raspberries, or if you have suggestions for Roses or Raspberries, please contact Dave Hart, associate editor, at 932-8744 or dhart@nando.com

Poll: 70% of Triangle residents back rail

BY GREGORY PHILLIPS, The Herald-Sun
April 27, 2006 12:17 am

DURHAM -- As many as 70 percent of Triangle residents still support a commuter rail link between Durham and Raleigh, and 61 percent think the federal government should help pay for it, according to poll results released Wednesday.

Of the 811 randomly sampled Durham, Orange and Wake County residents questioned April 12 by OnPoint Polling and Research of Raleigh, 70 percent said a variety of transportation options -- including regional rail -- ought to be part of the solution to traffic congestion.

"No matter how you slice up the demographic, people are in support of a rail system," said Chris Shigas, the publicist who presented the results Wednesday to the Triangle Transit Authority. The TTA commissioned the poll to gauge support for its plan to build an $810 million, 28-mile commuter rail line with 12 stops between Durham and Raleigh.

The TTA is currently working toward meeting cost-effectiveness standards by a Sept. 30 deadline to get $485 million in next year's federal budget. President Bush didn't include the project in his budget proposal, but the TTA is currently working to increase its ridership projections as it awaits a meeting with Federal Transit Administration officials to discuss the proposal.

The poll found 56 percent of people believing a rail system would spur economic development and 52 percent said they'd be more likely to vote for a political candidate who supported regional rail, with 22 percent less likely and 25 percent unsure.

The TTA has incorporated the poll results, which officials said have a 3 percent margin of error, into a video presentation that will form part of a campaign for elected leaders and the community to shore up support for the project.

"We need to be thinking 10, 15, 20 years out," said Durham County Chairwoman and TTA board member Ellen Reckhow. "I'm not necessarily seeing that mindset at other levels of government."

TTA General Manager John Claflin said the "noisy minority" opposing the project has focused on its struggles to meet federal guidelines rather than the need for the system, "which is a different issue entirely," he said.

"It's a quality of life issue," Claflin said.

David Hartgen, professor of transportation at UNC-Charlotte, didn't dispute the poll's results for the most part but called them irrelevant and said they "reflect people's misunderstanding of what transit can do."

Hartgen said widespread support for rail is why the FTA tightened its standards for projects to get funded -- which has steepened TTA's uphill climb to the federal mountaintop. He called the TTA proposal a "colossal waste of money" and said his studies suggest rail ridership would account for only one quarter of one percent of regional travel.

Missing out on federal funds for the rail project would be an opportunity for Triangle planners to refocus their efforts on relieving congestion on roads, Hartgen said. He suggested identifying and relieving bottlenecks by adding lanes and expanding busy interchanges would do far more to ease congestion than a rail system.

While planners continue to focus on rail systems, "the glue is thickening around our ankles," Hartgen said.

As the debate continues, TTA is pushing ahead with land acquisition along the proposed route and agreed Wednesday to pay $3.67 million for 1.31 acres of land in Raleigh for the terminus there. Through last Friday, TTA has spent $22.6 million to acquire 56.7 acres needed for the project and has about 93 percent of the land it needs, officials said.

Along with agreements finalized this week with Norfolk Southern for sharing of the N.C. Railroad corridor, "This gives us two big pops this week," TTA spokesman Brad Schulz said.

URL for this article: http://www.herald-sun.com/durham/4-728828.html

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Modified: Apr 19, 2006 02:51 AM

New ways to fund roads proposed

Group calls for local control on tolls

BRUCE SICELOFF, Staff Writer

Local governments should be given the power to levy taxes, fees and tolls to help North Carolina pay for badly needed road and transit improvements, a statewide advocacy group said Tuesday.

Bill Carstarphen of Charlotte, co-chairman of NC Go, outlined a string of transportation finance proposals, starting with a billion-dollar bond issue.

"We are simply not appropriating the funds that are needed to keep the system moving forward," Carstarphen told reporters before a meeting with legislators in Raleigh. NC Go represents road builders, transit agencies and other transportation interests.

He said North Carolina must find new approaches to close an expected $30 billion shortfall in funds that will be needed to pay for the state's mobility needs over the next 25 years.

Alluding to a recent proposal to finish Wake County's Interstate 540 Outer Loop as a toll road, Carstarphen said local and regional governments should have the option to collect tolls on existing loops and freeways.

"This could represent a source of revenue ... that could generate funds that would be used in that locality for transportation purposes only," he said.

Some southern and western Wake residents resent a proposal to collect tolls on the new part of I-540 while northern loop drivers ride for free. Apex Mayor Keith Weatherly was glad to hear about the idea of collecting tolls on the northern half, too.

"That would make it go down quite a bit better," he said.

But Joe Bryan of Knightdale, a county commissioner and chairman of the Wake area's transportation planning agency, said it would be unfair for state or local government to extract tolls from drivers on a road that had been paid for with gas tax revenue.

"I can't imagine that statement about tolling existing roads will have any legs," Bryan said.

Legislative leaders flanked Carstarphen at a news conference and said they are open to all suggestions for shoring up the state's transportation finances. But they did not endorse any details, and the legislative committee spent only a few minutes on the proposals.

'Past critical'

"Our situation with transportation in North Carolina is critical -- it's probably past critical," said Sen. Clark Jenkins of Edgecombe County.

Some North Carolinians want to cut the state gas tax, which grew by nearly 3 cents in January to 29.9 cents per gallon. Another increase is possible in July, because a portion of the tax rises and falls with wholesale gas prices.

Carstarphen said gas taxes are crucial now but should be cut back in the future. Instead of a tax that will provide less money as automobile fuel economy improves, transportation costs should be covered by user fees based on how much each resident uses road and transit networks, he said.

Sen. Neal Hunt, a Raleigh Republican on the committee, said he was not ready to see a heavy emphasis on toll roads. He agreed with a proposal to stop using Highway Trust Fund money for non-transportation purposes.

Hunt and Bryan said Wake County deserves a bigger share of the state's available transportation money.

"We need to adjust the formula for distributing funds to the urban areas," Hunt said in an interview. "We've done some research, and Wake County has only been collecting between 50 cents and 60 cents on every dollar we've contributed to the Department of Transportation over the past 15 years."

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

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Spring 2006, CONSERVATIVE CITIZEN

Where has the HIGHWAY TRUST FUND SURPLUS GONE?

Policy Report

Chloe Gossage
Senior Policy Analyst

The North Carolina Highway Trust Fund was established in 1989to fund select road construction for economic development purposes. Funds were to be spent on expanding more than 1,800 miles of specified roads and highways to four lanes, building more than 200 miles of urban loops in seven metropolitan areas, paving secondary roads, and supplementing municipalities' funds for city streets. Although the General Assembly anticipated that Trust Fund projects would be fully funded by 2003, most of the projects are still partially funded and completion of the Trust Fund's mission is decades away. Internal and external factors have delayed projects, construction costs have risen, new projects have been added, and money has been diverted from the Trust Fund for other purposes.

Who Pays for the TrustFund?

The Highway Trust Fund is made up of revenues from 25 percent of motor fuel and related taxes, the highway use tax, and the certificate of title fee and other fees. The largest source of revenue is the 3 percent highway use tax. In 1989, this tax replaced a 2 percent sales tax on motor vehicles, which went to the General Fund. The Trust Fund also earns interest and income, and has annual revenues in the range of $1 billion.

In 1996, North Carolina voters approved the issuance of $950 million in general obligation bonds to accelerate Highway Trust Fund projects. The state issued $250 million in bonds soon afterwards, and the remaining $700 million in 2003 and 2004. That $700 million, however, was issued to conduct smaller maintenance, improvement, bridge replacement, and public transportation projects across the state through the North Carolina Moving Ahead! program.

How Was the Money Supposed to Be Spent?

The original distribution of funds was as follows:

• **Transfer to General Fund.** In the last two years it was collected, the sales tax on motor vehicles generated approximately $170 million for the General Fund. The Trust Fund was required to transfer the amount collected in 1989-91, and thereafter $170 million annually, to the General Fund. The transfer amount has since been increased by the governor and General Assembly.

• **Administration.** This was an amount not to exceed 5 percent of the Fund revenue from taxes and fees. This percentage has been reduced to 3.8 percent.

• **Projects.** The remaining funds are to be used as follows:

> 61.95% for Intrastate Projects and related debt service.

> 25.05% for Urban Loops and related debt service.

> 6.50% for municipal street aid.

> 6.50% + $15 of each certificate of title fee for Secondary Road Construction and related debt service.

For Intrastate projects, the state is divided into seven regions, and funds are distributed based on population, Intrastate road miles, and an equal base amount. Urban Loops are excluded from this distribution formula, but the Department of Transportation's (DOT) practice has been to spread funds throughout the state each year rather than focus the Urban Loop revenue on one project at a time. For secondary road construction, funds are allocated using a formula based on each county's percentage of the state's unpaved roads.

How Has the Money Been Spent?

As of July 2005, a total of $8.0 billion had been authorized for Intrastate and Urban Loop projects. The funds appropriated to secondary road projects and municipal aid have followed the allocation formula laid out in statute. However, in the 1990s, projects did not proceed as quickly as expected and money built up in the Trust Fund. This built up cash became a focus of legislative attention beginning in 2001, and money was spent more rapidly by DOT, the governor and General Assembly. Legislative changes in the last few years have allowed DOT more flexibility in how it constructs Highway Trust Fund projects, added new projects to the list, and permitted Trust Fund monies to be used to match federal highway funds. In addition, more money has been transferred to the General Fund, and $1.4 billion has been authorized for two new groups of smaller transportation projects — 2001 Budget Bill and N.C. Moving Ahead! — that focus on road preservation, improvements and public transportation.

• 2001 Budget Bill. The 2001 and 2002 Budget Bills (SB 1005 and SB 1115) directed the Department of Transportation to use $687 million of the cash balance in Highway Trust Funds for primary route preservation ($470 million), preliminary engineering costs ($45 million), traffic signals ($45 million), public transportation ($120 million), and small urban construction ($7 million).

Ten percent of the $470 million was authorized for discretionary economic development projects. As of February 2006, these funds had been used in 63 counties to build or improve roads to attract new industries, and to make other improvements for economic development purposes. Project funds range from $20,000 to $800,000, and may be supplemented by other state or local transportation dollars.

• North Carolina Moving Ahead! The 2003 Budget Bill (HB 397) allowed the DOT to use $700 million of the cash balance in the Highway Trust Fund for Moving Ahead programs. This money was to be replaced with $700 million in bonds, in effect spending bonds authorized for Highway Trust Fund construction projects on Moving Ahead projects.

Examples of Moving Ahead projects include widening and resurfacing roads, installing turn lanes, and upgrading turn signals. The bulk of the $630 million was allotted to preserving and modernizing highways and replacing bridges. Common projects include widening and resurfacing roads, installing turn lanes, and upgrading turn signals.
The remaining $70 million was allocated to public transportation projects.

Where Are We Now?

The original legislation (HB 399, 1989) defined completion of the Trust Fund as full funding for all projects. This was expected to occur in 2003, with a total of approximately $8.2 billion. However, many projects have not been fully funded, and new projects were added to the list in 2003 and 2004. Three new loops — Fayetteville, Gastonia and Greenville — were added, and the estimated mileage for the Durham Northern Loop has increased from 16.4 miles to 50.5 miles. Other projects have had smaller adjustments in mileage. As of July 2005, approximately 50 percent of the original Intrastate and Urban Loop mileage, and 45 percent of the overall Intrastate and Urban Loop mileage, had been fully funded. A total of $8.0 billion had been authorized, and DOT estimates it will require another $11.3 billion to complete all projects except the Durham Northern Loop
(cost of that project is unknown). By this summer, approximately 945 miles of Intrastate highways and 114 miles of Urban Loops will be open to traffic.[1]
Some Trust Fund projects have not been started, and many are in multiple pieces and stages. The Raleigh Outer Loop (I-540) illustrates most project stages. As of July 2005, only 39 percent of the project had been funded. The northern segment is completed or under construction, the western segment is in design phase, and the southern and southeastern segments, which were added by legislation in 2004, are still in the planning phase.

Why Aren't We Finished?

The use of the Trust Fund cash balance for other purposes has required DOT to manage its cash and project schedules more carefully, and the addition of new Trust Fund projects has increased the total funds required to complete its mission. In addition,
increased construction costs, project complexities, environmental and local obstacles, and internal DOT issues have contributed to delays. Out of concern over the pace of Trust Fund and other DOT projects, the Joint Legislative Committee on Transportation Oversight commissioned a study in 2003 of DOT's project delivery schedule.[2]
The study found that the delivery of construction projects had become more difficult and complex over the years. One reason was the Highway Trust Fund law, which required DOT to pursue the construction of specific projects, did not take into account whether these projects could be permitted and approved by environmental agencies, and whether these projects were still regional or local priorities at the time of construction.
When the Trust Fund was initiated, the Secretary of Transportation instituted measures for advanced planning and streamlined environmental reviews.
However, the 2003 Transportation Oversight study found that over the past few years environmental sensitivity had increased, as had the vigilance of the many environmental and other regulators, and there was more public involvement and litigation. The study also found that DOT was lacking in strong project and program management systems, and hampered in developing processes and systems because of difficulties in recruiting and retaining personnel.

What is Being Done to Speed Things Up?

Recent sessions of the General Assembly have attempted to address some of these issues. The legislature has made changes to the scope of the Trust Fund, attempted to streamline the environmental permitting process, and initiated organizational changes in DOT.

• **Changes to Trust Fund Scope.** In the 2003 and 2004 Budget Bills, the General Assembly made statutory changes that allowed DOT flexibility in four-lane expansions, permitted Trust Fund monies to be used as the state match for federal funds, and added a new list of projects, making the original list "priority" projects.

As a result, DOT has begun more projects.

• **Changes Affecting Environmental Permits**. The 2003 Budget Bill significantly limited cases in which environmental permits on a transportation project can be cancelled or modified. It directed agencies issuing environmental permitting rules to analyze in advance the impact of those rules on DOT costs and provide the analysis to the Board of Transportation.

• **Organizational Changes**. The 2005 Budget Bill also aimed to streamline processes and improve efficiency by reorganizing DOT branches and instituting personnel policy changes in the Project Development and Environmental Analysis branch. DOT was directed to offer competitive salaries for specialized positions and develop, but not implement, an incentive pay pilot program to increase efficiency and productivity.

What are the Limitations Now?

Recent legislation should help the DOT deliver projects more promptly, but obstacles to some projects will remain, and the Trust Fund schedule will still be driven by the availability of funds. In the past, the large cash balance and available bonding authority gave DOT ample funds on which to draw. Now, DOT has already encumbered much of the revenue that will come into the Trust Fund over the next two years. The cash has been spent, and bonds have been issued. Trust Fund projects will continue, but only at the pace of the revenue stream.

FOOTNOTES:

[1] N.C. Department of Transportation, Program Management Division, data received March 2006

[2] Study conducted by Dye Management Group, Inc. "North Carolina General Assembly. NCDOT Project Delivery Study: Final Report." July 19, 2004.

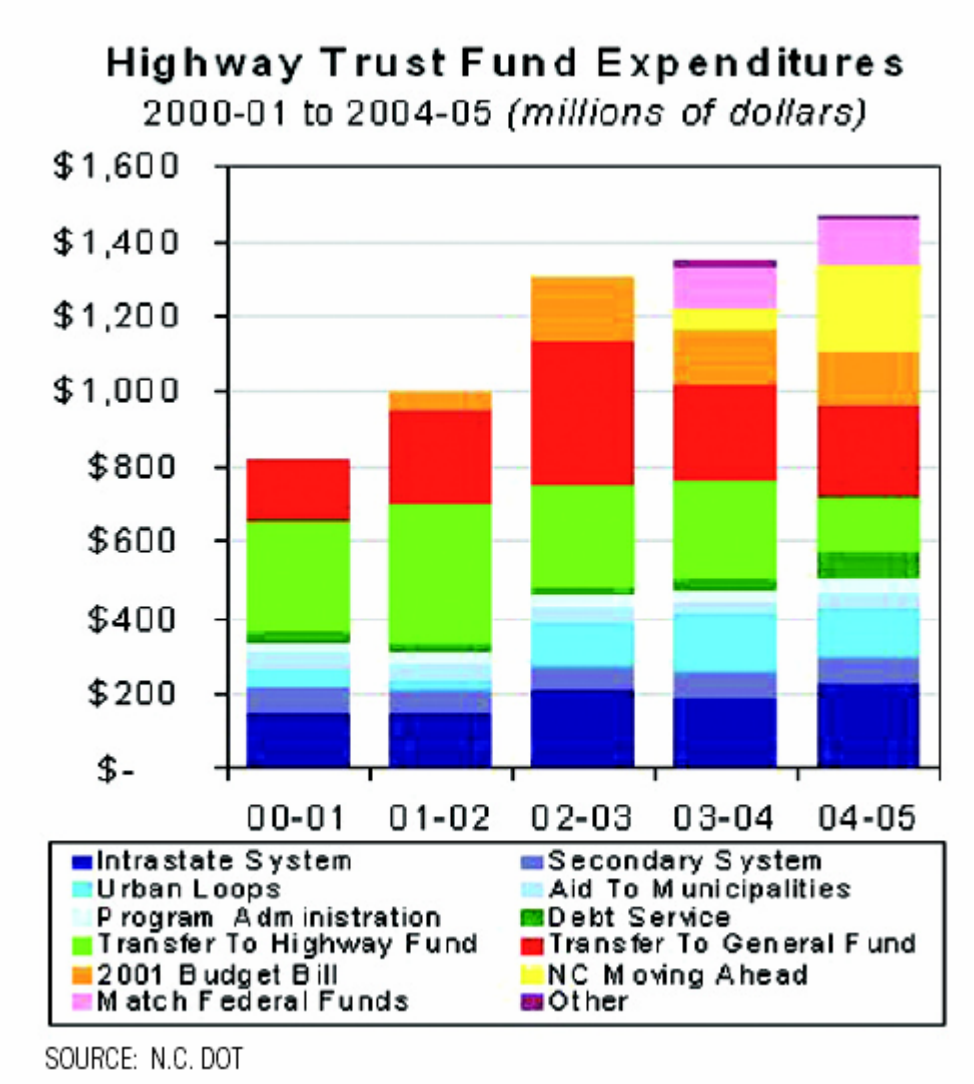
HIGHWAY TRUST FUNDS APPROPRIATED FOR OTHER PURPOSES
Fiscal Years 1990-2006

	Original Legislation	Actual Authorized	Difference
• Transferred to General Fund (all years)	$2.946 billion	$3.473 billion	+ $527 million
• Highway preservation, modernization & maintenance (2002-05)	$0	$1.143 billion	+ $1.143 billion
• Match Federal Funds (2004 forward, as needed; July 03 - Dec. 05 expend. shown)	$0	$289 million	+ $289 million
• Public Transportation (2002-05)	$0	$190 million	+ $190 million
• Economic Dev./Discretionary (2002-04)	$0	$47 million	+ $47 million
• Small Urban Construction (2003)	$0	$7 million	+ $7 million
• TOTAL	$2.946 billion	$5.149 billion	+ $2.203 billion

TRUST FUND PROJECT ESTIMATES

	Estimated Mileage		Estimated Cost	
	Intrastate	Loops	Intrastate	Loops
1989	1,844	205	$5.95 billion	$2.21 billion
1998	1,848	226	$8.24 billion	$3.37 billion
2005	1,837	378	$12.14 billion	$7.12 billion

SOURCE: N.C. State Auditor and N.C. DOT



SOURCE: N.C. DOT

85-06

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RESOLUTION APPROVING 2006 LEGISLATIVE PROGRAM AND REQUESTING SUPPORT THEREOF BY THE GUILFORD COUNTY DELEGATION TO THE GENERAL ASSEMBLY

WHEREAS, the purpose of the legislative program is to seek additional authority where needed, to maintain a current and accurate City Charter, and to implement all affairs and government of the City;

WHEREAS, pursuant thereto, the City Council has reviewed the legislative needs of the City of Greensboro, and, after careful deliberation, has recommended matters which are attached hereto.

WHEREAS, the City Council is of the opinion that the support by the 2006 General Assembly of the specific legislative matters, as hereinabove referred to, is vital to the welfare and good government of the citizens of Greensboro.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENSBORO:

That the legislative program, as hereinabove set out, is hereby approved, and the Guilford County Legislative Delegation is hereby urged to support the City's position on statewide issues and to seek the adoption of the local bills in the 2006 Session of the General Assembly of North Carolina.

The foregoing resolution was adopted by the City Council of the City of Greensboro, NC on

April 18, 2006

City Clerk

City of Greensboro

Date: April 18, 2006

To: Mayor, City Council, City Manager

From: City Attorney

Subject: Endorsement and Support of Legislative Program for 2006

I. Background

The purpose of Greensboro's Legislative Program is to seek special authority where needed in the form of local bills and to share the views of the Mayor and City Council with our Guilford County Delegation to the General Assembly on relevant statewide issues of vital importance to local government on behalf of the citizens of Greensboro. The General Assembly Session, which begins in May, is a "Short Session". Therefore, the nature of the bills eligible to be introduced and voted on is limited. Any bill that met the cross over deadline of the last Session is eligible as well as any measure affecting the 2006-2007 budget and those local measures that are not controversial and enjoy the support of the entire local delegation.

II. The City of Greensboro's Legislative Initiatives

The areas of concern for Greensboro with regard to legislative initiatives in the upcoming session are as follows:

1. Annexation--The City will resist any further legislation that will have an adverse affect on annexation laws and will also oppose indiscriminate incorporation of new towns..
2. ACC Hall of Fame—The City will support legislation that would appropriate funds for the construction of an ACC Hall of Fame to be located in Greensboro.
3. Private Solid Waste Hauler Buy-Out ---- The City will oppose any bill that would require the City to compensate Private Waste Haulers *anytime* the City takes over the hauling.
4. Delete Public Official Recommendation Requirement for Notary Licensure ---- The City will request a statewide measure to eliminate the requirement that a public official certify the application of one wishing to become a Notary Public.
5. Telecommunication Exemption-----The City will oppose any legislation that would exempt or otherwise limit the City's current ability to regulate the telecommunications industry.

6. Delete the Requirement of Findings Required in Rezoning Matters---- The City will support a bill that would eliminate the requirement that governing boards to make findings of fact before the vote on a rezoning request.
7. Shorten the Waiting Period Before Demolition----The City will seek legislation to shorten the waiting period between the time a structure is boarded up and when it is eligible for demolition. (If this can be done as a local bill, it can be done during short session, if not, it will need to wait until next year).
8. Full Funding and Reinstitution of Construction Schedule for Eastern Portion of Urban Loop--- The City will support legislation that returns fill funding to the Eastern Urban Loop project as well as reinstituting its construction schedule.
9. Protect Highway Safety Funds --- The City will support legislation that would phase out the State's current ability to transfer funds from the Highway trust Fund to the General Budget.
10. Exempt Federal Transportation Appropriations from State Funding Requirements Oversight ---- The City will support legislation that would exempt Federal transportation appropriations given directly to Metropolitan Planning Organizations from the State funding oversight.

II. SUMMARY

It is recommended that the City Council encourage the Legislature support or opposed the measures described above as they are vital to the City's progress.

While these matters which will arise from time to time and will request City Council's formal input and recommendations as the Legislative Session progresses.

Respectfully submitted,

Linda Bowles

Linda A. Miles
City Attorney

Attachment

Cc: Assistant City Managers
Department Heads

86-06
74-

RESOLUTION IN SUPPORT OF THE 2006 MUNICIPAL LEGISLATIVE GOALS AND POLICIES

WHEREAS, each year prior to the start of the legislative session, the League of Municipalities posts its goals and policies for the upcoming session;

WHEREAS, staff has reviewed these goals and policies and has highlighted those that would assist the City of Greensboro, said goals and policies presented herewith this day.

WHEREAS, the City Council is of the opinion that the support of the 2006 Municipal Goals and Policies, as hereinabove referred to, will benefit the welfare and good government of the citizens of Greensboro.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENSBORO:

That it supports the 2006 Municipal Legislative Goals and Polices presented herewith this day.

The foregoing resolution was adopted by the City Council of the City of Greensboro, NC on

April 18, 2006

City Clerk

EXHIBIT A

I. INITIATIVES OF OTHER ORGANIZATIONS

The following is a summary of legislative initiatives adopted by the North Carolina League of Municipalities' for Council's review and consideration:

1. Air Quality-- The League will support legislation to create a Clean Air Trust Fund that will provide grants to support local government efforts to improve air quality, including in non-attainment designated areas. The League will support legislation to clarify the role of municipalities subject to air quality non-attainment designations and associated regulatory requirements.
2. Municipal Revenues – The League will support preservation of the current local government tax structure and support a reasonable increase in the interest rate on delinquent property taxes.
3. Municipal Finance - The League will support legislation allowing more flexibility in local government borrowing, such as special obligation bond financing. The League will also support efforts to enhance compliance with existing sales tax regulations and the accuracy of distributions to local governments.
4. Personnel – The League will oppose any law or regulation which affects municipal employees' salaries, benefits or conditions of work or the ability of each elected municipal governing body to make independent policy and budgetary decisions regarding its employee. The League will oppose legislation which would strengthen the influence of public employee labor unions as such are not in the public interest. The League will oppose legislation that proposes statewide qualifications for municipal employees unless the League determines there is a compelling State reason for such qualifications.
5. Land Use Planning –The League will support legislation to clarify and provide flexibility in the zoning notice requirements. The League will support legislation to authorize redevelopment commissions to use the quick-take procedure for acquisition of property in redevelopment areas for housing purposes. The League will support legislation authorizing redevelopment commissions and city councils acting as redevelopment commissions to convey acquired property by private negotiation and sale to a nonprofit corporation for the purpose of providing affordable housing in a redevelopment area.
6. Housing - The League will support legislation which will facilitate access to safe, decent, and affordable housing for all North Carolina citizens, including appropriations for the Housing Trust Fund and other housing programs and transitional housing for homeless and disabled persons, legislation to authorize incentives to developers for providing low and moderate income housing, and legislation designed to promote home ownership, including

programs and measures enhancing the ability of municipalities to help citizens transition from rental housing to home ownership.

7. Stormwater—The League will support legislation to clarify municipal authority to inspect private property for illicit connections to the stormwater system.
8. Water and Wastewater Funding – The League will seek increased adequate funding from state appropriations, bond issues and other revenues, to assist with critical municipal water and wastewater capital facilities.
9. Environmental Regulation - The League will support legislation to require that, before implementation or enforcement, operating policies developed by administrative agencies will be subject to a review process including full opportunity for public hearing and comment. The League will not oppose legislation authorizing "environmental excellence" agreements with regulated entities, so long as the enforcement of municipal environmental regulations that are stricter than state regulations will not be impaired by such agreements. The League will support legislation authorizing the state to delegate selected environmental permitting and enforcement programs, provided that acceptance of such delegation is voluntary and sufficient funding resources or incentives are offered for participation
10. Solid Waste Management - The League will not oppose advance disposal fees on the manufacturer of specified products, like electronics, provided the revenues are earmarked for recycling and reuse of the product. The League will support a legislative study on solid waste management issues provided the committee includes municipal representation. The League will support beverage container deposit legislation, provided that the economic impact on local governments is adequately addressed. The League will oppose legislation or regulations limiting local government flexibility in the development of their solid waste management plans. The League will support continued funding of a revolving loan and grant program for solid waste disposal facilities.
11. Alcoholic Beverages - League will support legislation to permit inspections of ABC facilities by local law enforcement officers.
12. Law Enforcement – The League will support creation of a legislative study committee on law enforcement officer jurisdiction, including consideration of liability issues. The League will support legislation that clarifies municipal authority to regulate solicitation on state roadways within municipal boundaries.
13. Telecommunications - The League will oppose legislation which is more restrictive on municipalities than the Federal Telecommunications Act of 1996.
14. Emergency Response - The League will support a legislative study to consider the issues regarding expenditure of emergency telephone system (911) funds.
15. Public Transportation - The League will seek to cultivate a partnership among federal, state and local governments to promote public transportation and paratransit systems in both rural and urban areas of the state. The League will support the dedication of additional funds to highway maintenance. The

League will support legislation to authorize municipalities to impose additional local option taxes dedicated to transit. The League will seek an increase in the amount of the Powell Bill funds allocated to municipalities each year. The League will seek legislation which generates dedicated sources of revenue for transportation.

16. Streets and Highways – The League will support legislation to require municipal approval of withdrawals of platted streets prior to filing of a declaration of withdrawal in the register of deeds office. The League will support legislation allowing for more flexible use of the Highway Trust Fund, provided such use does not impair the implementation of currently funded projects in the Transportation Improvement Program. The League will support legislation creating a Toll Road and Bridge Authority provided there is collaboration with local government during planning.

Triangle Mobility Action Partnership (Tri-MAP) meeting
Friday, April 21, 2006

Attendees:
Senator Neal Hunt, Representative Lucy Allen, Representative Jennifer Weiss, Mayor Bill Bell, County Commissioner Joe Bryan, County Commissioner Becky Heron, Mark Ahrendsen, John Claflin, Keith Everett, Ann Franklin, Joe Freddoso, Damien Graham, Wib Gulley, Patrick Hannah, Ed Johnson, David Joyner, David King, Karen Lincoln, Erin Mack, Joe Milazzo II, Liz Rooks, Perry Safran, Harvey Schmitt, Robb Teer, Rick Weddle, Diane Wilson, Carter Worthy

Welcome from honorary legislative vice chairs
Representative Lucy Allen noted the need for elected and business leaders to jointly discuss problems and provide creative solutions for transportation challenges. She stated that it is helpful to have the rural areas involved in Tri-MAP because they share many of the same concerns as urban areas and help to provide a more comprehensive view of the state. Senator Neal Hunt noted that the Triangle needs to explore alternative options including telecommuting and mixed use developments in order to stay ahead of the curve.

Regional toll road update
Alliance Chairman Joe Freddoso thanked David Joyner for bringing a spirit of true partnership to the role. Turnpike Authority Director David Joyner noted that he is primarily in the business of innovative financing for turnpike projects. Joyner noted that the supplemental environmental impact statement (EIS) for I-540 should be ready by March 2007 – the same time as the environmental assessment (EA) for Triangle Parkway. Joyner stated that if the projects were approved as turnpikes that the Authority would hope to begin construction in fall 2007 and open the freeways about 3.5 years later. Joyner stated that the general statutes require the tolls to expire when the bonds are paid. He noted that the Authority is pursuing an agreement with NCDOT on issues such as ongoing freeway maintenance.

Joyner discussed the expected funding gap for Triangle regional projects. He noted that current cost estimates have doubled to approximately $550m (originally $280m) for the Western Wake Freeway (I-540). Estimates for Triangle Parkway have escalated to $150m, for a total cost of $700m for the two projects. Bond capacity estimates for Triangle Parkway are 70% of total cost or around $105m, leaving a gap of around $40m. The Authority hopes that Western Wake will also be 70% bondable, with the federal government's TIFIA loan program (essentially a "patient" lender) financing another 20%, leaving a 10% gap or around $55m for I-540 and around $100m for the two projects.

State Highway Trust Fund Loop revenues, if available, could be used to fill the Western Wake Freeway gap; the Triangle Parkway is not currently eligible for loop funds. Joyner noted that a long-term revenue stream of about $5m would be sufficient to close the gap

for the two projects. Joyner stated that local areas could contribute gap funds to the Authority and specify that if the project were leased as a concession at some point in the future, the local area would receive the appropriate proceeds; Perry Safran stated that an acceleration clause could be included in the grant contract. Joe Freddoso noted that venture capital could be another option for funding. Joyner noted that in 35 states, all successful toll authorities received a significant infusion of capital from the State.

The cost estimates for the two regional freeway projects under consideration as turnpike routes (Triangle Parkway and I-540) have increased dramatically – including a doubling to $550 million for the Western Wake Freeway – and tolls and subordinated debt from the federal government (TIFIA) are not expected to cover the entire cost of either of the two projects. The projects will not be able to proceed unless reliable state, local, or private revenues to close the funding gap are identified. Joyner expressed confidence that a way would be found to make the projects work. The Alliance will continue to lobby for state funding (in particular loop funding for the loop-eligible I-540) and investigate other potential revenue sources to close the gap.

Overview of regional legislative priorities

At the January Tri-MAP meeting, the consensus from the legislators present was that preserving future turnpike revenues generated along a corridor was an achievable legislative priority. Other regional policy priorities – including modernizing the statewide funding formula, reducing the transfer of transportation fees and taxes to the general fund, and receiving authorization of transportation and infrastructure local options, were not given much promise in the short term, although some movement was possible over a longer horizon. Since that meeting, the MPOs jointly developed a regional legislative priority list that encompasses each of the short-and-long-term viability items discussed at the January Tri-MAP.

Joe Milazzo II noted that he has contacted several states to gain an understanding of toll language used elsewhere. **The legislative priority of preserving toll revenue for the same turnpike corridor again received support from Tri-MAP members. Milazzo will provide summary toll language for the convenience of expected bill sponsors.**

Freddoso and Milazzo detailed a new draft legislative concept, based in response to the likely toll funding gap. This would reserve at least 25% of annual state Highway Trust Fund loop revenues for those urban loops being constructed as turnpikes in order to help leverage the state's loop dollars and encourage urban areas to share in the responsibility of relieving congestion. **Several Tri-MAP members voiced concerns about the legislative viability of a specific 25% minimum figure in the short term, although the consensus was to support the thrust of the concept. David Joyner suggested that a joint legislative-NC Turnpike-NCDOT study may be an appropriate vehicle to identify a long-term means of ensuring sufficient gap funds for turnpike projects. Mark Ahrendsen noted that a means of qualifying projects should be in place.**

Concerning local option, Freddoso noted the long-term nature of getting development community support for a variety of revenue possibilities. Milazzo noted that RTA had contracted with MAB to update the list of regional needs. Ed Johnson noted that projects such as major regional roads are not usually the target for local options.

Concerning the allocation formula and the general fund transfer, Representative Weiss noted the importance of continuing to gather information and push for relief over the short or long-term. Senator Hunt noted that the region could push for a minimum percentage return back for the region.

Legislative Summary: MPO and RTA policy priorities remain in concert:
- Preserve area toll revenues for that toll corridor (RTA) or region (MPOs)
- Modernize the allocation formula to address congestion-related needs
- End the highway trust fund transfer of Highway Trust Fund revenue to the general fund
- Create transportation/infrastructure local option authority
- Leverage existing revenue sources to close funding gaps for turnpike priorities

Only the first policy priority – "Clarify N.C. Turnpike Authority legislation to ensure that toll revenues generated along a corridor stay on that turnpike corridor" – was given a reasonable likelihood of short-term success in the legislature. RTA staff will compile draft bill language for this legislative priority and work with potential bill sponsors to confirm bill eligibility and simplify bill introduction.

All other regional policy priorities will still be pursued by the regional business community, elected officials, and transportation partners from an information gathering and synthesizing standpoint, as well as for the purpose of building support in case a window of opportunity were to open during the short session.

TTA update
Carter Worthy noted that TTA will visit the Federal Transit Administration the last week of April to get a more certain update as to the project status. She invited the RTA to join TTA in leading a regional discussion concerning the role of transit, including the need for bold leadership from the Tri-MAP group and the potential for a fresh, outside look at our transit future in order to rebuild broad-based support for regional transit. **Joe Freddoso accepted the invitation from TTA on behalf of the RTA to help spearhead a regional conversation on the future of transit in the Triangle.**

Tri-MAP Schedule update
Next Tri-MAP meeting will be Friday, June 16th. Note that this is only two months from now instead of three due to the legislature going into session in a few weeks.

Respectfully submitted,
Joe Milazzo II

For Immediate Release:

DATE: April 18, 2006

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FILLING THE GAP: *NC GO!* SEEKS TO ELIMINATE A LOOMING TRANSPORTATION SHORTFALL

The statewide transportation coalition proposes a five-point plan to fund billions in unmet transportation needs

RALEIGH, NC – North Carolina's transportation system remains stuck in reverse, with the projected shortfall between anticipated revenues and identified needs over the next 25 years now amounting to $30 billion. NC Go! announced its plan today to "FILL THE GAP" in transportation funding, shortly before presenting the plan to the Joint Legislative Transportation Oversight Committee.

NC Go! co-chair Bill Carstarphen outlined the coalition's multi-tiered approach to tackling the projected $30 billion shortfall, which encourages rapid investment in our transportation infrastructure, exploring regional solutions for regional needs, and addressing the long-term needs of the state.

The plan, divided into short, intermediate and long-term action items, calls on policymakers to focus on five key points:

Short Term

- Pass a $1 billion transportation bond
- End diversion from the Highway Trust and protect existing funding sources, such as the gas tax

Intermediate

- Permit local options funding, including the ability to toll urban loops
- Align NC's Highway Use Tax with those of surrounding states

Long Term

- Reform our state's transportation financing system

The *NC Go!* plan aims to meet the transportation needs of the growing state while encouraging economic development through a sound transportation system.

"Efficient transportation moves people and goods, reduces congestion, and keeps commerce moving," said Carstarphen. "Beyond fostering job and business growth, US Department of Transportation research shows that for every additional $1 billion investment in highway and

transit infrastructure, approximately 47,000 new jobs are created - about as many people in Kinston or Burlington."

In attendance at the press conference were Senator Clark Jenkins (D- Edgecombe), and Representative Nelson Cole (D- Rockingham), co-chairs of the Joint Legislative Transportation Oversight Committee.

"There is no doubt we have some big issues to tackle concerning transportation in North Carolina," said Cole. "We are facing a $30 billion shortfall in funding over the next 25 years. This not something we can put off until another day. We must begin to address this funding gap today."

"It is important to remember that transportation infrastructure is critical to our state's economic activity and our quality of life, said Jenkins. "It is also the major driver of rural prosperity for our state. If we want to encourage businesses to locate in these areas, our transportation system must be an incentive, not a barrier."

"Our plan is aggressive, but today we challenge our state leaders to deal with our transportation needs," said Carstarphen. "Delay and inaction won't put us on the path to success."

About *NC Go!*:

NC Go! was launched in 2001 with fewer than 10 members. Today, the coalition has more than 130 members representing more than 22,000 businesses and organizations and one million individuals across the state. It is the only diverse statewide organization fighting to relieve traffic congestion and to increase transportation funding.

Since its inception, the organization has worked to protect dedicated Trust Fund money, expand Highway Trust Fund flexibility, maintain efficient cash management practices, terminate annual transfers from the Highway Trust Fund to the General Fund, increase multi-modal transportation funding and has commissioned polls to gauge North Carolinians' opinions on transportation problems and solutions.

In years past, *NC Go!* has been instrumental in the passage of several pieces of legislation including NC Moving Ahead and the Trust Fund Cash Management bill. In 2003, *NC Go!* called for an independent study of transportation project delivery, resulting in the NCDOT Project Delivery Study Final Report which identified ways to more rapidly start and finish transportation projects. In 2006, *NC Go!* continues its push to ensure the security and of North Carolina's transportation future by protecting transportation revenue.

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OnPoint
Polling and Research

Triangle Residents April 12, 2006

Q1 Do you think traffic congestion here in the Triangle area is a problem? If you think traffic congestion is not a problem, press 1 on your keypad now. If you think it's somewhat of a problem, press 2. If you think traffic congestion is a major problem in the Triangle, press 3.

Not a problem .....10% *Major problem*.....51%

Somewhat a problem.....39%

Q2 How do you think traffic congestion here in the Triangle will change over the next five to ten years? If you think traffic congestion will get better, press 1. If you think it will get somewhat worse, press 2. If you think traffic congestion will get much worse in the Triangle over the next five to ten years, press 3.

Better ..... 6% *Much worse* 69%

Somewhat worse ...25%

Q3 Some people think that the solution to traffic congestion is building and widening more roads. Others believe we ought to develop a variety of transportation options, including roads, regional bus service, vanpools, carpools and regional rail. Which approach makes more sense to you? If you think we ought to focus strictly on building and widening more roads, press 1. If you think we ought to develop a variety of transportation options, including regional rail, press 2. If you're not sure, press 3.

More roads only .....23% *Not sure* 7%

Variety of options including rail.....70%

Q4 Some communities around the country that build rail transportation systems find that housing, stores, and offices are built near the rail stations. That allows some people to walk or take the train to shop and work. Do you think that kind of development would improve the Triangle's quality of life? If you think it would improve the quality of life, press 1. If you think it wouldn't improve the quality of life, press 2. If you're not sure, press 3.

Improve.....65% *Not sure* 10%

Would not improve .25%

Q5 Some studies suggest that for every dollar spent building a rail transportation system, several more dollars' worth of economic development occurs around the stations. Other studies dispute those benefits. If the Triangle built a regional rail system, do you think that kind of economic development would happen here? If you think economic development would happen, press 1. If you think economic development wouldn't happen, press 2. If you're not sure, press 3.

Ec. Development would happen .....56% *Would not happen*..26%

Not sure 18%

Q6 Every time you buy gasoline, you pay federal taxes into a fund that supports rail transit projects around the country. Where should this federal rail transit money go? If you think other parts of the state or the country should get the money instead of the Triangle, press 1. If you think the money should be spent for a regional rail system here in the Triangle, press 2. If you're not sure, press 3.

Projects elsewhere .14% *Not sure* 16%

Regional Rail in the Triangle.....69%

April 12, 2006
survey of 811 Triangle Residents

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OnPoint
Polling and Research

Q7 If you learned that a candidate supports a regional rail system for the Triangle, how would that information affect your vote? If you'd be more likely to vote for a candidate who supports a regional rail system, press 1. If you'd be less likely to vote for a candidate who supports a regional rail system, press 2. If you're not sure, press 3.

More likely.....52% *Not sure*.....25%

Less likely.....22%

Q8 Here in the Triangle, 100% of the design work has been completed for a regional rail system, and nearly all the necessary land has been purchased. For construction to begin, the federal government would need to provide the final part of the funding package. How should the federal government proceed? If you think the federal government should not fund construction of a regional rail system in the Triangle, press 1. If you think the federal government should fund construction of the regional rail system, press 2. If you're not sure, press 3.

Should not fund regional rail.....25% *Should fund*.....61%

Not sure.....15%

Q9 If you are a woman, press 1, if a man, press 2.

Women.....52% *Men*.....48%

Q10 If you are white, press one now. If you are African-American, press two now. If other, press 3.

White.....69% *Other*..... 8%

Black.....23%

Q11 If you are a Democrat, press 1. A Republican, press 2. If other, press 3.

Democrat.....48% *Other*.....25%

Republican.....28%

Q12 If you are 18 to 29 years old, press 1 now. If you are 30 to 45, press 2. If you are 46 to 60, press 3. If older, press 4.

18-29.....28% *46-60*.....23%

30-45.....35% *Older than 60*.....14%

April 12, 2006
survey of 811 Triangle Residents

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OnPoint Polling and Research

Crosstabs

	Base	Gender	
		Women	Men
Is traffic congestion a problem?			
Not a problem	10%	9%	12%
Somewhat a problem	39%	36%	42%
Major problem	51%	55%	46%

	Base	Gender	
		Women	Men
How will traffic congestion change over the next 5-10 years?			
Better	6%	4%	7%
Somewhat worse	25%	21%	30%
Much worse	69%	74%	63%

	Base	Gender	
		Women	Men
Approach to solving traffic congestion?			
More roads only	23%	19%	28%
Variety of options including rail	70%	76%	65%
Not sure	7%	6%	8%

	Base	Gender	
		Women	Men
How would rail station development improve quality of life?			
Improve	65%	69%	60%
Would not improve	25%	20%	30%
Not sure	10%	11%	10%

	Base	Gender	
		Women	Men
Would rail produce economic development in the Triangle?			
Ec. Development would happen	56%	61%	51%
Would not happen	26%	20%	31%
Not sure	18%	18%	18%

	Base	Gender	
		Women	Men
Where should the federal transit money go?			
Projects elsewhere	14%	9%	20%
Regional Rail in the Triangle	69%	76%	62%
Not sure	16%	14%	19%

	Base	Gender	
		Women	Men
Vote for a candidate that supports regional rail?			
More likely	52%	54%	51%
Less likely	22%	17%	27%
Not sure	25%	29%	22%

	Base	Gender	
		Women	Men
How should the federal government proceed?			
Should not fund regional rail	25%	18%	32%
Should fund	61%	63%	58%
Not sure	15%	19%	10%

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OnPoint Polling and Research

Crosstabs

	Base	Race		
		White	Black	Other
Is traffic congestion a problem?				
Not a problem	**10%**	10%	11%	11%
Somewhat a problem	**39%**	38%	46%	22%
Major problem	**51%**	52%	43%	67%

	Base	Race		
		White	Black	Other
How will traffic congestion change over the next 5-10 years?				
Better	**6%**	3%	11%	13%
Somewhat worse	**25%**	27%	24%	16%
Much worse	**69%**	70%	65%	71%

	Base	Race		
		White	Black	Other
Approach to solving traffic congestion?				
More roads only	**23%**	26%	17%	21%
Variety of options including rail	**70%**	68%	76%	77%
Not sure	**7%**	7%	7%	2%

	Base	Race		
		White	Black	Other
How would rail station development improve quality of life?				
Improve	**65%**	62%	72%	68%
Would not improve	**25%**	28%	17%	20%
Not sure	**10%**	10%	11%	12%

	Base	Race		
		White	Black	Other
Would rail produce economic development in the Triangle?				
Ec. Development would happen	**56%**	55%	58%	62%
Would not happen	**26%**	28%	17%	27%
Not sure	**18%**	16%	25%	11%

	Base	Race		
		White	Black	Other
Where should the federal transit money go?				
Projects elsewhere	**14%**	16%	10%	12%
Regional Rail in the Triangle	**69%**	66%	77%	76%
Not sure	**16%**	18%	14%	12%

	Base	Race		
		White	Black	Other
Vote for a candidate that supports regional rail?				
More likely	**52%**	53%	52%	52%
Less likely	**22%**	26%	11%	20%
Not sure	**25%**	21%	37%	28%

	Base	Race		
		White	Black	Other
How should the federal government proceed?				
Should not fund regional rail	**25%**	28%	17%	23%
Should fund	**61%**	57%	69%	62%
Not sure	**15%**	15%	14%	15%

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OnPoint Polling and Research

Crosstabs

	Base	Party Affiliation		
		Democrat	Republican	Other
Is traffic congestion a problem?				
Not a problem	10%	7%	16%	11%
Somewhat a problem	39%	42%	37%	36%
Major problem	51%	51%	48%	53%

	Base	Party Affiliation		
		Democrat	Republican	Other
How will traffic congestion change over the next 5-10 years?				
Better	6%	4%	5%	10%
Somewhat worse	25%	24%	31%	22%
Much worse	69%	72%	64%	67%

	Base	Party Affiliation		
		Democrat	Republican	Other
Approach to solving traffic congestion?				
More roads only	23%	16%	36%	23%
Variety of options including rail	70%	78%	57%	70%
Not sure	7%	6%	7%	7%

	Base	Party Affiliation		
		Democrat	Republican	Other
How would rail station development improve quality of life?				
Improve	65%	73%	55%	61%
Would not improve	25%	17%	38%	25%
Not sure	10%	10%	7%	14%

	Base	Party Affiliation		
		Democrat	Republican	Other
Would rail produce economic development in the Triangle?				
Ec. Development would happen	56%	62%	45%	59%
Would not happen	26%	17%	39%	28%
Not sure	18%	21%	16%	14%

	Base	Party Affiliation		
		Democrat	Republican	Other
Where should the federal transit money go?				
Projects elsewhere	14%	8%	22%	17%
Regional Rail in the Triangle	69%	78%	55%	68%
Not sure	16%	13%	23%	14%

	Base	Party Affiliation		
		Democrat	Republican	Other
Vote for a candidate that supports regional rail?				
More likely	52%	59%	44%	49%
Less likely	22%	13%	35%	24%
Not sure	25%	27%	21%	27%

	Base	Party Affiliation		
		Democrat	Republican	Other
How should the federal government proceed?				
Should not fund regional rail	25%	14%	37%	32%
Should fund	61%	69%	49%	56%
Not sure	15%	16%	14%	12%

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OnPoint Polling and Research

Crosstabs

	Base	Age 18-29	30-45	46-60	Older than 60
Is traffic congestion a problem?					
Not a problem	**10%**	7%	12%	8%	17%
Somewhat a problem	**39%**	48%	40%	32%	28%
Major problem	**51%**	45%	48%	59%	55%

	Base	Age 18-29	30-45	46-60	Older than 60
How will traffic congestion change over the next 5-10 years?					
Better	**6%**	7%	6%	4%	6%
Somewhat worse	**25%**	25%	26%	22%	31%
Much worse	**69%**	68%	68%	74%	63%

	Base	Age 18-29	30-45	46-60	Older than 60
Approach to solving traffic congestion?					
More roads only	**23%**	22%	27%	20%	20%
Variety of options including rail	**70%**	71%	70%	73%	66%
Not sure	**7%**	7%	3%	7%	14%

	Base	Age 18-29	30-45	46-60	Older than 60
How would rail station development improve quality of life?					
Improve	**65%**	72%	60%	68%	56%
Would not improve	**25%**	20%	29%	23%	26%
Not sure	**10%**	7%	11%	9%	18%

	Base	Age 18-29	30-45	46-60	Older than 60
Would rail produce economic development in the Triangle?					
Ec. Development would happen	**56%**	62%	55%	59%	44%
Would not happen	**26%**	17%	29%	26%	33%
Not sure	**18%**	20%	16%	15%	22%

	Base	Age 18-29	30-45	46-60	Older than 60
Where should the federal transit money go?					
Projects elsewhere	**14%**	7%	19%	15%	15%
Regional Rail in the Triangle	**69%**	75%	69%	67%	62%
Not sure	**16%**	17%	12%	18%	23%

	Base	Age 18-29	30-45	46-60	Older than 60
Vote for a candidate that supports regional rail?					
More likely	**52%**	51%	51%	58%	50%
Less likely	**22%**	19%	23%	21%	27%
Not sure	**25%**	30%	26%	21%	22%

	Base	Age 18-29	30-45	46-60	Older than 60
How should the federal government proceed?					
Should not fund regional rail	**25%**	22%	25%	24%	32%
Should fund	**61%**	61%	63%	61%	53%
Not sure	**15%**	17%	12%	15%	16%

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D U R H A M
Bicycle & Pedestrian Advisory Commission

Durham City-County Planning Department ▪ 101 City Hall Plaza ▪ Durham, NC 27701

Phillip Barron
Diane Daniel
Alan Dippy
Heather Fisher
Robert Glenn
Tim Griffin
Judy Martell
Chris Mankoff
Pete Schubert
Caleb Southern

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

April 26, 2006

Dear Secretary Tippett,

We, the Durham Bicycle and Pedestrian Advisory Commission, request your leadership in creating a nationally renowned statewide traffic safety hotline for the public to report all forms of unsafe travel behavior and incidents.

To our knowledge, North Carolina currently has no statewide system in place to monitor the frequency and location of unsafe travel incidents. Those statistics that are available rely on law enforcement personnel to collect accident data, which significantly under-reports true accident numbers and keeps no record of non-collision incidents. We believe that a public-based reporting hotline, that encompasses all forms of unsafe travel behavior and incidents, is critical to monitoring the safety of our roadways, to provide an accessible database for transportation planning and project prioritization, and to evaluate the effectiveness of safety-education campaigns.

Two of NCDOT's 2006 secretarial agenda items are to expand alternative modes of transportation to provide citizens more options and to improve highway safety through innovative programs and the work of the Executive Committee for Highway Safety. We commend NCDOT's efforts to expand alternative modes of transportation through its statewide Bicycle and Pedestrian Planning Grant Initiative. Durham City received funding through this grant program to conduct its first-ever pedestrian plan, which we anticipate will be adopted by the Durham City Council in May 2006. Durham County has also received federal Surface Transportation Program funds to update its bicycle plan, which we also anticipate will be completed in 2006.

Our commission's involvement in both of these plans has raised our awareness that current bicycle and pedestrian safety conditions are not adequately assessed by NC law enforcement agency-reported bicycle/pedestrian-motor vehicle crash data. Furthermore, our commission has observed that, even on roads with adequate facilities, current share-the-road behavior is dangerously inadequate. These observations likely apply to all areas of the state, not just Durham or the Triangle. We believe that all forms of unsafe travel behavior and incidents, such as "near-misses", harassment and road-rage, are more characteristic of the safety of the roadway environment than craksh reports alone. Therefore, we believe that these non-collision types of data are critical for effective planning and facility improvement needed to expand alternative modes of transportation.

Improved education of motor vehicle drivers, as well as bicyclists and pedestrians, is the key to successful share-the-road behavior. NCDOT oversees a vast network of roads that bicyclists, pedestrians, and motor vehicles share everyday. All users of our public roads share responsibility in following the rules of the road and practicing safe, courteous travel behavior. It is our understanding that the NCDOT Division of Bicycle and Pedestrian Transportation is preparing to undertake a massive share-the-road education campaign in an attempt to stem the more than 900 bicycle-motor vehicle crashes reported throughout the state each year. With more bicyclist and pedestrian commuters on the roads following the rise in gas prices, there is a real concern that these crash statistics will rise unless road-sharing behavior is immediately improved. We believe that accurate monitoring of all unsafe travel behaviors and incidents will be necessary to evaluate the effectiveness of state-wide education campaigns. A statewide, toll-free traffic safety hotline and website is just the kind of innovative program sought by the 2006 secretarial agenda to help improve the safety conditions of our roadways.

For these reasons, we encourage NCDOT to support a traffic safety hotline through the Highway Safety Improvement Program (HSIP), Governor's Highway Safety Program or by other means, in order to monitor all forms of unsafe travel behavior and incidents for roadway users (i.e. motor vehicles, bicyclists, and pedestrians). We believe that North Carolina can develop a state-of-the-art program for assessing the true safety conditions of our transportation system, and we look forward to your response on how we might work with NCDOT staff to further this goal.

Sincerely,

Tim Griffin
Vice-Chairperson
Durham Bicycle and Pedestrian Advisory Commission

CC: NCDOT Board of Transportation members
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DCHC MPO TAC members
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