

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

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

AGENDA

**December 13, 2006
9:00 AM**

**Committee Room
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. November 8, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the November 8, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the November 8, 2006 TAC meeting.

**6. Election of Chair and Vice Chair for 2007
Mark Ahrendsen, TCC Chair**

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Bylaws state that officers cannot serve more than two consecutive terms. The Chair must rotate between Durham, Orange, and Chatham County representatives such that the new Chair comes from a different county than the previous Chair. In addition, the Chair and Vice Chair must come from different counties.

At the November TAC meeting, Alex Zaffron and Eric Hallman volunteered to be the nominating committee.

TAC Action: Receive nominations for Chair and Vice Chair for 2007. Elect officers.

**7. Southwest Durham Southeast Chapel Hill Collector Street Plan
(Attachment 7, 7A, 7B, 7C, 7D)
Mark Ahrendsen, TCC Chair
Andy Henry, LPA Staff**

The LPA presented changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan to the TAC at their September 13, 2006 meeting. The TAC requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood. The public workshop was conducted on October 10, 2006 at the Creekside Elementary School. In addition, the Town of Chapel Hill conducted a public hearing on the Revised Collector Street Plan on October 18, 2006. The Chapel Hill Town Council further addressed this plan at their December 4, 2006 meeting. Attachment 7D is a copy of a resolution from the Chapel Hill Town Council.

Based on the most recent public workshop, the Steering Committee has identified three minor adjustments to the Revised Plan for the TCC to consider. Attachment 7 is a memorandum that summarizes the workshop comments and the proposed adjustments. Attachment 7A is a compilation of comments on the Collector Street Plan resulting from the final public workshop. Attachment 7B indicates the location of these adjustments – the number on the map corresponds with the narrative in the memorandum. Attachment 7C is a copy of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan map that includes the proposed changes. The full report for the Revised Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available on the MPO Web site – www.dchcmpo.org.

TCC Recommendation: Forward the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan with the three proposed changes, along with any resolution(s) from the Chapel Hill Town Council, and recommend that the TAC consider adoption of the Plan.

TAC Action: Receive update on Chapel Hill's consideration of the plan, consider adoption of the Southwest Durham/Southeast Chapel Hill Collector Street Plan with the three proposed adjustments.

**8. Amendment #5 to the 2006-2012 Metropolitan Transportation Improvement Program
(MTIP)
(Attachment 8)
Mark Ahrendsen, TCC Chair
David Bonk, Town of Chapel Hill
Ellen Beckmann, LPA Staff**

Amendment #5 to the 2006-2012 MTIP provides funding to the Chapel Hill Transit Maintenance Facility (TD-4711D). This project was previously listed in the TIP as an unfunded project. The 2007-2013 MTIP and STIP will include funding for this project. However, NCDOT has not confirmed when the 2007-2013 STIP will be approved by the State Board of Transportation. The Town of Chapel Hill needs to be reimbursed for expenses associated with this project as soon as possible. Therefore, the TCC recommends approval of a resolution to amend the 2006-

2012 MTIP (Attachment 8). It is expected that the State Board of Transportation will consider this amendment at their meeting in January.

TCC Recommendation: That the TAC approve a Resolution to Amend the 2006-2012 Metropolitan Transportation Improvement Program (MTIP) to provide funding for TD-4711D

TAC Action: Approve a Resolution to Amend the 2006-2012 Metropolitan Transportation Improvement Program (MTIP) to provide funding for TD-4711D (Attachment 8).

9. Carrboro Bicycle Plan

(Attachment 9, 9A)

Dale McKeel, Town of Carrboro

Mark Ahrendsen, TCC Chair

On October 2, 2006, NCDOT issued a call for proposals for the bicycle and pedestrian planning grants. The Town of Carrboro has submitted an application for a grant to prepare a comprehensive bicycle plan (Attachment 9A) and requests that the TAC adopt a resolution in support of the application (Attachment 9). The application deadline was December 1, 2006 and the eligibility criteria require that municipalities within an MPO obtain a resolution of support from the MPO.

TAC Action: Approve a Resolution in Support of the Carrboro Bicycle Planning Grant Application (Attachment 9).

10. 2007 TAC Meeting Schedule

(Attachment 10)

Mark Ahrendsen, TCC Chair

The meeting schedule for the upcoming calendar year is adopted at the last TAC meeting of every year. Attachment 8 lists the proposed TAC and TCC meeting schedule for 2007.

TAC Action: Approve the 2007 TAC and TCC meeting schedule.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11, 11A)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. Recent News Articles and Updates

(Attachment 14)

15. Joint DCHC MPO CAMPO Resolution on I-40 Repairs

(Attachment 15)

16. Letter to Division 7 and 8 Regarding the Driveway Permit for the Retail Development on the Orange-Chatham County Line

(Attachment 16)

Adjourn

Next meeting: January 10, 2007

TAC Directives to Staff

11/06/02 – 12/31/04 (Pending/In Progress/On Going)

01/01/05 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
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.	<u>Completed/Pending</u> – 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.	<u>In Progress</u> – 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. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming. Staff will coordinate with NCDOT regarding periodic updates.
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)	<u>On Going</u> – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – 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 (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – 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.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC	<u>Completed/In Progress</u> – 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	<u>Completed</u> – Letter sent via fax and by mail 04/01/05

04/13/05	Request for funding for Durham County TDM program.	<u>Completed</u> – 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.	<u>Completed</u> - 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	<u>Completed</u> – 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.	<u>Completed</u> – 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.	<u>Completed/In Progress</u> – 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.	<u>In Progress</u> – 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.	<u>Completed</u> – Analysis/schedule provided at 05/18/2005 TAC meeting.
04/13/05	2030 AQ Conformity Determination	<u>Completed</u> – TAC Resolution and Report forwarded to Federal agencies. (See 5/18/2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	<u>Completed</u> - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	<u>In Progress</u> : 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.	<u>Completed</u> : 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.	<u>Completed</u> : 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.	<u>Completed</u> : See 10/12/2005 TAC Agenda

08/10/05	Refer US 15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>Completed:</u> 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. See Attachment 9 of 09/13/06 TAC Agenda.
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.	<u>Completed:</u> TAC voted to permit ex-officio members to make and second motions. <u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>In Progress</u>
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.	<u>Completed:</u> 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.	<u>Completed:</u> 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	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> Jon Nance provided information on the Durham signal system schedule at the 10/12/2005 TAC meeting.
10/12/05	Draft letter to Secretary Tippet 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.	<u>Completed</u> – Letter sent 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.	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> TAC approved a TIP amendment to fully fund the project – see Attachment 8B of the 8/09/06 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.	<u>In Progress:</u> 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 Tippet concerning communication and process for FY 2006-2012 TIP.	<u>Completed:</u> See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05
11/9/05	Draft a letter to Secretary Tippet – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	<u>Completed:</u> See Attachment 17 of 12/14/05 TAC agenda. Letter sent 11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	<u>Completed</u>

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.	<u>Completed:</u> 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).	<u>Completed:</u> 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	<u>Completed:</u> 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	<u>Completed:</u> 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	<u>Completed:</u> 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	<u>Completed:</u> 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	<u>Completed:</u> 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.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> 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	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> 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	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>Completed:</u> See Attachment 9 of 09/13/06 TAC Agenda

04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>Completed:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>In Progress:</u> See Attachment 7 of 09/13/06 TAC Agenda.
06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	<u>Completed:</u> Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 19 of 10/11/06 TAC Agenda. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	<u>In Progress:</u> See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 16 of the 12/13/06 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

November 8, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on November 8, 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)
**Alice Gordon	Orange County (TAC Vice-Chair)
**Eric Hallman	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham
**Alex Zaffron	Town of Carrboro
**Voting Member	
*Alternate or non-voting member	
Mark Ahrendsen	City of Durham/Transportation
Ellen Beckmann	City of Durham/Transportation
Anna Biton	Town of Chapel Hill
David Bonk	Town of Chapel Hill
Wally Bowman	NCDOT – Division 5
Jeff Dayton	HNTB
Ray Gronberg	The Herald Sun
Andy Henry	City of Durham/Transportation
Brad Hibbs	FHWA
John Hodges-Copple	Triangle J COG
John Hunsinger	NCDOT – Division 7 Engineer
Claire Kane	UNC-DPS
Denese Lavender	NCDOT - PTD
Karen Lincoln	Orange County Planning
Joe Milazzo II	Regional Transportation Alliance
Dale McKeel	Town of Carrboro
Greg Northcutt	Triangle Transit Authority
Brian Rhodes	City of Durham/Transportation
Tamra Shaw	NCDOT-PTD
Jill Stark	FHWA
Chao Wang	City of Durham/Transportation
Barbara Weigel	Triangle Transit Authority

41
42 Mayor Bell, TAC Chair called the meeting to order at 9:20 a.m. and the Roll Call
43 was conducted.

44 **PRELIMINARIES:**

45 **Adjustments to the Agenda**

46 Mark Ahrendsen stated there are a couple of things that he will address during the
47 Report from TCC Chair. One is the I-40 project and the other is the Alston Avenue
48 Widening.

49 **Public Comments**

50 There were no public comments.

51 **Directives to Staff (Attachment 4)**

52 There were no comments regarding the Directives to Staff.

53 **ACTION ITEMS:**

54 **October 11, 2006 TAC Meeting Minutes (Attachment 5)**

55 A motion was made by Ellen Reckhow and seconded by Mike Woodard to
56 approve the October 11, 2006 TAC Meeting Minutes. The motion carried unanimously.

57 **2007-2013 Transportation Improvement Program (MTIP) (Attachments 6, 6A, 6B,**
58 **6C, 6D, 6E, 6F, 6G, 6H, 6I**

59
60 Mark Ahrendsen provided an introduction for the 2007-2013 Transportation
61 Improvement Program (MTIP), along with the attachments.

62 Ellen Reckhow asked if we have been told how much it is going to cost us next
63 year for the I-40 resurfacing. Mark Ahrendsen stated that not all the details are in at this
64 point but we have been told that the repairs would be subject to the equity formula. Ms.
65 Reckhow asked if it will affect the TIP and Mark Ahrendsen stated that he doesn't believe

66 it will.

67 Ed Harrison stated that the Old Durham Chapel Hill Road project has full
68 funding. Is there any way that we can use local bond funds to get something done faster?
69 Mayor Bell stated that the TAC has already asked the TCC to look into advancing funds.
70 Mark Ahrendsen stated that can be done if the funds are already programmed. The
71 schedule could be advanced if someone has the funds now. Mark stated that a major
72 issue with this project is determining who will manage the project. The NCDOT has
73 deferred these bicycle/pedestrian enhancement projects to the local jurisdictions. In most
74 cases, the jurisdiction requesting the project would manage the project. This project
75 extends into two jurisdictions and unincorporated Durham County. Mark stated that the
76 TCC would like the NCDOT to take a management role for projects that span multiple
77 jurisdictions. This is something that needs to be addressed to the NCDOT Board
78 Member at the joint meeting.

79 Eric Hallman asked Mark Ahrendsen if the TCC received any comments from
80 Hillsborough. Mark stated that they had not but the TCC will follow-up with Margaret to
81 get the comments.

82 Alex Zaffron stated that the Town of Carrboro continues to have concerns about
83 the Estes Drive bicycle/pedestrian project. Carrboro would like this project accelerated
84 with the understanding that there are right-of-way issues. Carrboro does have the right-
85 of-way for the off-road path alternative.

86 Ed Harrison expressed a concern with the one-on-one meeting date. Mark
87 Ahrendsen stated Ellen Beckmann is still working on setting up the one-on-one meetings.

88 **2035 Long Range Transportation Plan (Attachment 7, additional attachments to be**
89 **provided)**

90
91 Mark Ahrendsen provided an introduction for the 2035 Long Range
92 Transportation Plan, along with the attachments.

93 Andy Henry reviewed the packet that was distributed prior to the meeting with
94 TAC members. Ellen Reckhow asked about the estimate for Durham County and Andy
95 Henry stated that it includes some of the university housing at Duke and at NCCU. Ellen
96 Reckhow asked should we use the university housing or not. Andy stated that from now
97 on he will break the university housing out from the base population. The model uses the
98 data in different ways. Mike Woodard asked how the university housing is calculated
99 and Andy stated some have already been counted. Jill Stark stated that this data is a
100 snapshot in time; however, the reason for the undercount is because a lot of times the
101 student will use their permanent home address.

102 Mark Ahrendsen stated that this is for informational purposes only. The rest of
103 the forecast data should be available in advance of the TAC December meeting. As part
104 of this, we will afford the public and the local governments an opportunity to comment
105 on the data that will be used. At the December TAC meeting, the TCC would like to
106 present the entire package and request that it be made available for public comment. The
107 schedule would be to adopt it at the February or March TAC meeting after receiving
108 public comment and local review.

109 Eric Hallman stated that the data that Hillsborough supplied was a guess but since
110 then the Town has started the process of strategic planning and capacity studies with the
111 County and the urban growth boundary definition. They will have much better data but
112 unfortunately it will not be adopted until well into the LRTP process. Eric asked if the
113 LPA would rather have less accurate adopted data or more accurate draft data from the

unadopted plan. Andy Henry stated that we are supposed to use the projections based on the most recently adopted comprehensive land use plan. However, Mark Ahrendsen stated that we would like to have the best data forecast rather than an outdated plan.

Alice Gordon stated that when the forecast data is presented it would be helpful for staff to explain how they combine TAZs and sectors.

Triangle Regional Transit Planning (Attachments 8 and 8A)

Mark Ahrendsen provided an introduction for the Triangle Regional Transit Planning, along with the attachments. There are two items that need to be discussed: the public outreach effort; and how we begin to set regional priorities and put these into each MPOs' long range transportation plan.

John Hodges-Copple stated that the Blueprint looks at three elements. The corridors that have been identified as having major transit investments, the travel analysis within those corridors, and the cost analysis for any particular investment in any of the corridors. The sponsor team will set up a technical oversight committee to make sure that individuals involved have the expertise needed and their first meeting will be in December. The big issue is what is done in the interim to involve a broader range of individuals on some of the alternatives.

Bill Strom stated that he supports the initiative and believes that the MPO is the right place to have the conversation because there are a lot of elected officials on the MPO and they have the expertise. Bill thinks that we need to go through an academic process and allow the technical work to be completed before a parallel political process begins. We would lose our credibility as informed, cautious leaders if we start the political process in parallel right now. This is a big step and there needs to be significant

137 conversation.

138 Ellen Reckhow wanted to clarify in terms of the blueprint; will this blueprint
139 generate an actual map showing possible locations of corridors. John Hodges-Copple
140 stated that at the Joint MPO meeting there will be a map showing the corridors that have
141 already been identified through the long range transportation plan, through CAMPO's
142 comprehensive transportation plan, or through other planning efforts. Ellen asked if
143 additional corridors will be identified and included in a final map such as a route to the
144 airport. John Hodges-Copple stated that for the blueprint technical analysis they are
145 taking all the corridors that have been identified, including an airport route, and doing an
146 analysis. When this information feeds into a policy or political process is when
147 additional routes will be addressed. Ellen asked if during the technical review the
148 committee will study any corridors that are not already proposed. John Hodges-Copple
149 stated that as currently scoped they will not. Ellen is surprised because through the
150 process a new corridor might emerge. John stated it could and if there is policy direction
151 to add additional corridors, they will. Ellen also stated that most planning processes start
152 some point after data collection with a goal and an objective setting process. At TTA,
153 they discussed extensively about having the objectives come back early to decision
154 makers for review and that is not laid out in this plan. Ellen wants to get this clarified
155 and she is concerned that if a blue ribbon committee is established would this process go
156 to them as opposed to the TAC. Having the TAC sit back and be on the receiving end of
157 a final plan could be a problem. Ellen suggested broadening the public input process, but
158 structure it in a way that does not take the MPO totally out of the process until the final
159 decision. Ellen thinks that we need a wider process than just appointing a stakeholder

160 committee. There needs to be opportunity for citizens to weigh in.

161 John Hodges-Copple replied to Ellen's comments. (1) How can corridors be
162 added? Since the blueprint isn't a policy issue, we are going to start with what is already
163 there but obviously there could be additional corridors that individuals want to look at.
164 We would need a process to allow that without ending up with eight-two different
165 corridors. (2) Do we need to expand the goals and objectives process beyond the LRTP
166 process? The original thought was what is being done through the blueprint project feeds
167 into the long range transportation planning process which is where goals and objectives
168 are tasked. (3) Can we include additional public outreach? Will there be outreach
169 beyond what is typically done in the long range transportation planning process and what
170 would be involved?

171 Ed Harrison agreed with Bill Strom and Ellen Reckhow. Ed stated they would
172 like to see a cleaner slate. Ed doesn't believe that the group of people identified for the
173 committee is the best group to do it and the process is not really the best. Ed thanked the
174 staff for all the work on the draft.

175 Mayor Bell appreciates the work of the staff as well. Mayor Bell stated that they
176 are trying to find a way to have more community input as we look at this next phase of
177 transit. Mayor Bell does not want to see CAMPO go one way and our TAC go another
178 when trying to develop a transportation system. We really need to do this as a region
179 with both MPOs involved from the start. Public input from the beginning is very
180 important. Mayor Bell stated that an important part of today's discussion is; does the
181 MPO want to establish a blue ribbon committee, if so, what are the parameters we want
182 to set and when do we bring the blue ribbon committee into the process? Public meetings

183 could be a charge of the committee and an MPO member could be on the committee as a
184 liaison.

185 Bill Strom stated that there is a challenge here given the nature of the two MPOs
186 in this region. We need some mechanism to bridge the two MPOs. Bill's concern is that
187 the blue ribbon committee as proposed is trying to blend the two other needs which are
188 public input and leadership. Bill thinks until we do the land use analysis, understanding
189 what the jurisdictions are really going to commit to in terms of land use, and until we
190 review the technical analysis of all the corridors, we can't have an honest conversation
191 about where we should go. Bill asked John Hodges-Copple when the TAC is going to
192 see some technical output. John stated that the schedule to do the pre-analysis task is
193 essentially the middle of 2007, so around June we will be wrapping up the analysis.

194 Alice Gordon stated that the MPOs need to be central to the decision making process.

195 Ellen Reckhow stated that in terms of the corridors, you will initially focus on the
196 proposed corridors, but is there a way for the TAC to direct the committee to add a
197 corridor if an idea develops that hasn't been proposed in the past to ensure that it is not
198 just dismissed. John Hodges-Copple stated that the committee will need direction to do
199 this and identify who would do it. We want to make sure that the project doesn't sink
200 under its own weight, but we don't want to preclude a great idea that everyone is
201 supportive of just because we have a firm rule. The sponsor team needs to develop a way
202 to look at the corridors differently. What would be the process to get agreement to look
203 at those without opening it up to too many different corridors? Ellen asked if there is a
204 way for the team to do a quick technical review of a new idea that could be brought to the
205 MPO for further study. Mayor Bell stated that the TAC doesn't have the level of detail to

206 answer the question that Ellen asked. Mayor Bell asked what type of feedback the MPO
207 will get during the interim. John Hodges-Copple stated that the sponsor team has a
208 detailed list of what will be done by June. Mayor Bell asked if they planned to come
209 back to the MPO. John Hodges-Copple stated the plan was to report to the MPO. The
210 sponsor team met yesterday and discussed that at the November 29, 2006 joint MPO
211 meeting, they would like to get feedback from both MPOs on how the MPOs want to be
212 involved beyond receiving the reports. Mayor Bell asked that the sponsor team build in
213 checkpoints for the MPO. John Hodges-Copple stated that all this has to fit into the
214 LRTP process which has a firm schedule. Mark Ahrendsen stated that this is only a
215 transit piece to fit into the LRTP next year, not the final product. The final development
216 of the LRTP plan will not be for six to nine months later, so there will be opportunity to
217 develop whatever comes out of this process through that LRTP process. Alex Zaffron
218 stated that the timing of this process is very important.

219 Mark Ahrendsen stated that the transit piece may require an intense public
220 outreach effort which will be a major undertaking and is far beyond anything that is in
221 our work program or perhaps even beyond our technical expertise to do correctly. That is
222 one of the reasons in coming up with the concept of the blue ribbon commission, to help
223 push it along.

224 Mayor Bell stated the question is; does the TAC want to establish a blue ribbon
225 commission as part of this process. Bill Strom stated yes, but after the TAC sees some of
226 the technical review. Mr. Strom thinks that the recommended corridors need to be
227 brought forward for public comment. Mr. Strom believes that the two MPOs need to
228 work closer together and establish a committee at this time. Ellen Reckhow would like to

see some type of public outreach before June. Ellen stated that the committee should be an advisory committee and have periodic checkpoints coming back to the TACs so that the MPOs are not removed from the process and just on the receiving end of recommendations. Mayor Bell emphasized that the commission will only be working on the transit piece. Alex Zaffron stated that he feels that the TAC should agree to formulate the blue ribbon commission and will deal with the timing issues. Ellen Reckhow stated that is fine with her as long as they are advisory and there are checkpoints. Bill Strom suggested that the committee should be called the DCHC CAMPO Joint Transit Advisory Committee. The TAC was in agreement. Mark Ahrendsen stated that there needs to be discussion on how this effort is managed, it is beyond the current staff resources at both MPOs.

A motion was made by Alex Zaffron and seconded by Mike Woodard to establish the proposed advisory committee as outlined and present this at the Joint DCHC - CAMPO meeting on November 29, 2006. The motion carried unanimously.

Nominating Committee

Alex Zaffron and Eric Hallman will steer the nominating committee for the TAC Chair and Vice-Chair and will bring back a recommendation at the December meeting.

REPORTS FROM STAFF:

Reports from Staff (Attachments 9 and 9A)

The report from staff is attached.

Report from the TCC Chair

Mark Ahrendsen provided an update on the Alston Avenue widening project. The TCC still has comments and concerns with design aspects of the project that will be

submitted to NCDOT primarily having to do with right turn lanes, sidewalks, curb radii, and grades of the roadway.

Mark provided an update on the I-40 improvement from the concrete overlay. Questions were raised as to whether or not there will be implications of the repair work on the TIP. It is Mark's understanding that any funds that go toward that repair work will be counted toward the equity formula allocation but we have not received a clear indication at this point what the amount will be. A settlement has been reached with the contractor and Wally Bowman with the NCDOT expressed that they don't know anymore than we do.

Mark stated that Jon Nance has been promoted to Director of Field Operations and Wally Bowman will be the Division 5 Engineer.

NCDOT Report (Attachment 11)

Wally Bowman, NCDOT Division 5 Engineer provided an update on projects. On the I-40 repairs, the contractor has worked two weekends on the eastbound lanes and has a couple more weeks of work but hopes to finish by the Thanksgiving holiday. Ellen Reckhow asked if the NCDOT had an estimate of the cost and Wally stated not at this time. He suggested that this be discussed during the one-on-one meetings. Ellen Reckhow stated that she wants NCDOT to consider using discretionary money for the repairs because Division 5 should not have to pay for the road twice. NCDOT is receiving bids on R-2904 and U-4026. Ellen Reckhow asked about the island landscaping project at Hillandale and Guess Road. Ellen stated that this is the perfect time to put in shrubs instead of grass. Wally stated that they were able to negotiate with the contractor to get the cost lower. The resident engineer is finalizing the agreement

275 which will be under \$100,000. Anytime the NCDOT does a landscape project under a
276 TIP project they are not allowed to do any type of warranty agreement, so the Division
277 has always done separate purchase orders after the project is completed and a landscaping
278 company bids. It will be next fall before the landscaping is complete. Mark Ahrendsen
279 asked if a separate purchase order can be done right away. Wally Bowman will look into
280 it. Mike Woodard asked for an update on the Broad/Perry intersection. Mark Ahrendsen
281 stated that we have received approval from the NCDOT on the signal plans. It should be
282 installed within the next thirty days.

283 John Hunsinger, NCDOT Division 7 Engineer, provided an update on projects.
284 The NCDOT is working on the Homestead Road project; the portion at High School
285 Road should be complete by the middle of the month and, after the utility issues are
286 resolved on the remainder of Homestead Road down to Rogers Road, hopefully the work
287 will be completed before school starts next year. They are working on a new project that
288 is between the MPO and the RPO outside of Carrboro. They have resurfacing projects on
289 15-501, NC-54, NC-751, and some secondary roads. The TIP projects have just been
290 given final approval for funding and received numbers that can be charged.

291 Ed Harrison asked about the driveway permit for the development on the Orange-
292 Chatham County line. Alice Gordon asked how we can have input on the permit
293 application. John Hunsinger suggested that Mark Ahrendsen draft a letter to Mike Mills
294 and Tim Johnson requesting they direct their Division Engineers to coordinate their
295 activities associated with the approval of driveway applications at this location and
296 contact Chapel Hill/Carrboro/Orange County so they have an opportunity to review what
297 has been recommended.

298 **INFORMATIONAL ITEMS**

299 **Recent News Articles and Updates (Attachment 12)**

300 The recent news articles and updates are attached.

301 **Best Workplaces for Commuters – Fall 2006 Newsletter (Attachment 13)**

302 The Best Workplaces for Commuters - Fall 2006 newsletter is attached.

303 **Division 7 and 8 Response to Letter Regarding the Proposed Development on the**
304 **Chatham-Orange County Line (Attachments 14 and 14A)**

305 The Division 7 and 8 response to the letter regarding the proposed development

307 on the Chatham-Orange County line is attached.

308 **Joint TAC Meeting**

309 There will be a joint DCHC-CAMPO meeting on November 29, 2006 at 9:00 a.m.

310 to be held at the NC Biotechnology Center on T.W. Alexander Drive just off the Durham

311 Freeway. A notice will be sent out, in addition to a map.

312 **Adjournment**

313 There being no further business of the Transportation Advisory Committee, the

315 meeting adjourned at 11:45 a.m.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: December 13, 2006

RE: Final Southwest Durham/Southeast Chapel Hill Collector Street Plan
(CSP)

Background

The TAC conducted a public hearing at their June 14, 2006 meeting to hear citizen comments on the recommended Southwest Durham/Southeast Chapel Hill Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. In addition, the Town of Chapel Hill requested that the TAC defer action on the Collector Street Plan until the Town Council conducted a public hearing on the plan.

Changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan were made and a Revised Plan was presented to the TAC on September 13, 2006. The TAC requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood that the neighborhood has not had adequate notice to participate in the collector street process. The public workshop was conducted on October 10, 2006 at the Creekside Elementary School.

The Town of Chapel Hill conducted a public hearing for the Collector Street Plan on October 18, 2006, and addressed the Plan at meetings on November 20, 2006 and December 4, 2006.

Results of Public Workshop

Approximately seventy citizens participated in the October 10th workshop. The comments are similar to those collected at the third public workshop and TAC public hearing. Attachment 7A is a compilation of the workshop and other comments (e.g., e-mails sent to Lead Planning Agency) that have been collected as a response to the Revised Collector Street Plan. The following points provide a summary of these comments:

Improved Plan – The Revised Plan is an improvement because it is simpler than previous versions and brings needed infrastructure to the area.

Eastwood Park – The Plan is an improvement in that it provides more protection for Eastwood Park (also known as Celeste Circle). However, Crossland Drive should not be a collector street; the current George King Road alignment should be used all the way to NC 54 instead of using Crossland Drive.

Falconbridge Neighborhood – The Plan will increase traffic in the Falconbridge neighborhood.

The Oaks Neighborhoods – The Plan will encourage cut-through traffic from Farrington Road into the Oaks neighborhoods via Kilkenny Drive and Lancaster Drive. The proposed collector streets that connect with these two streets are too straight, thus encouraging cut-through traffic and excessive vehicle speeds.

Southwest Durham Drive – On the section of Southwest Durham Drive that is north of Ephesus Church Road, the Plan should shift the corridor to follow the creek. Southwest Durham Drive should not connect with Meadowmont Lane especially if it is designated as an arterial road (a designation that excludes the use of traffic calming). Connectivity is inevitable, thus if Southwest Durham Drive is connected to Meadowmont Lane, it should not be designated an arterial road and it should have lower speed limits and traffic calming.

The section of Southwest Durham Drive that coincides with Meadowmont Lane should be included in the upcoming process to adjust the Southwest Durham Drive corridor.

Workshop – Comments on the workshop were mostly positive in that people were glad to have an opportunity to comment on the Revised Plan, although a few did not believe the workshop comments would impact the final Plan. Several people were annoyed with the poor acoustics of the meeting room, which made it difficult to hear comments during the presentation.

Additional Changes

The Steering Committee has identified the following minor adjustments to the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan. Attachment 7B is a close-up map of the collector street network that indicates the location of these adjustments – the number on the map corresponds with the narrative below:

1. Crescent Drive – There is a section of the Crescent Drive collector street that is south of Cleora Drive. This dead-end section should be eliminated.
2. Rutgers Place – In the Revised Plan, there is a new east/west collector street alignment that parallels Rutgers Place to the south and connects with Farrington Road. This alignment runs through an existing house, and there appears to be adequate right-of-way on existing roads in the area to connect the proposed collector street with Farrington Road. The proposed east/west collector street could use the northern section of Crescent Drive and Rutgers Place to connect with Farrington Road.

3. Crossland Drive – In the Revised Plan, the north/south collector street connection that uses the Crossland Drive alignment does not connect directly with NC 54 – it uses the NC 54 service road to connect with NC 54 across from Huntingridge Road. This collector street could directly connect with NC 54 not using the service road.

Attachment 7C is a map of the Revised Collector Street Network that includes these three proposed changes.

In order to distribute the traffic generated by existing and future development in the study area, the street connectivity of the collector street network has been maintained. An even distribution of traffic will help slow the growth of traffic congestion, especially at the arterial intersections, and reduce the likelihood that these intersections will require costly capacity improvements and experience unusually high accident rates. In addition, the shorter trip lengths and reduced traffic delays associated with effective collector street networks have positive effects on air quality.

Town of Chapel Hill Actions

The Town of Chapel Hill conducted a public hearing for the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan on Wednesday, October 18, 2006, and addressed the Plan at meetings on November 20, 2006 and December 4, 2006. Attachment 7D is a resolution from the Chapel Hill Town Council.

TCC Action

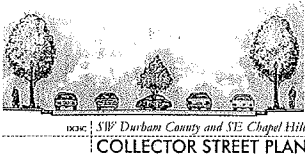
Forward the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan with the three proposed adjustments, along with any resolution(s) from the Chapel Hill Town Council, and recommend that the TAC consider adoption of the Plan.

TAC Action

Receive update on Chapel Hill's consideration of the plan, consider adoption of the Southwest Durham/Southeast Chapel Hill Collector Street Plan with the three proposed changes.

Attachments

Attachment 7A is a compilation of comments on the Collector Street Plan that were received as a result of the final public workshop. Attachment 7B is a map indicating proposed changes to the Revised Plan. Attachment 7C is a copy of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan map that includes the proposed changes. Attachment 7D is a copy of a resolution from the Chapel Hill Town Council. The full report for the Revised Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available for review upon request to the LPA staff and at www.dchcmpo.org.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

There is some planning being done, with forums held. Thank you Andy!
The biggest impact is more traffic onto HWY 54 if it would appear.
In your future discussions it would be nice to know how HWY 54
be improved. (going to 6 lanes, 8?)

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

1. Discussion of improvements of existing road, i.e. HWY 54.
2. WITH more traffic - more noise, will there be road noise barrier (along 54) as part of the plan?
3. Pretend that the collector road is close to your house!!

How has this workshop been helpful? What workshop improvements would you suggest?

- Yes.
1. use a portable mike
 2. Andy did a good job of repeating the question.

P.S. I lived
in Falconbridge
for 27 years



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What do you like about the Collector Street Network?

Basically it is a good idea.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

I live in Falkenbridge. There is a lot of new development south of us. I am worried about the traffic flowing between Farrington & NC 54 via Huntingridge & Ridgefield Dr. because a collector street feeds directly into Huntingridge.

How has this workshop been helpful? What workshop improvements would you suggest?

Keith Lack was very helpful in explaining a chart. The large charts are very helpful.

Thank you for this meeting.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmmpo.org Web site.



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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

The connector streets into Nottingham Dr. and Lancaster Drive should not be straight cut-thru streets as shown. Rather, multiple turns should be included. This would still allow traffic between adjacent neighborhoods without providing a straight cut-thru for traffic

How has this workshop been helpful? What workshop improvements would you suggest?

attempting to commute across entire neighborhoods. Also make connector streets narrow with traffic calming devices.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dhcmmpo.org Web site.

Robert Chappell 967-4807
113 Nottingham Drive
Chapel Hill, NC 27517

**Southwest Durham County and Southeast Chapel Hill****Collector Street Plan****Comment Form**

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What do you like about the Collector Street Network?

Nothing, as proposed. The proposed collector streets on the Daniel property, along with the Southwest Durham Drive, would ~~severely~~ severely limit how the tract can be used and would divide the property, making much of it unuseable.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

If the Southwest Durham Drive is shifted either to our eastern property line or to a route ^{running} nearer the "creek" we could connect the Randall Road connector streets to the Southwest D. Drive. We would welcome the ^{city and} committee to further talk with us regarding how to lessen the impact on our property so as to lessen us bearing the burden of too many streets that will benefit the whole community.

How has this workshop been helpful? What workshop improvements would you suggest?

All those involved in running the workshop could wear name tags with their position held. This would help us direct questions to appropriate person.

Thank you.

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and not have to have an additional "leg" ←

**Southwest Durham County and Southeast Chapel Hill****Collector Street Plan*****Comment Form***

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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Move collector streets away from creekside.
Current plan surrounds the school with high-traffic roads, and encroaches on school land necessary for school expansion.
Grave concern about how the plan dumps south-bound traffic directly into Falconbridge subdivision. Both Falconbridge Rd. + Huntingridge Rd. would become an easier cut-through route to S. Fawcington Rd.

How has this workshop been helpful? What workshop improvements would you suggest?

It has solidified my concern about how this plan adversely impacts several neighborhoods.
I-40 was supposed to alleviate traffic on 54...
As Los Angeles has proven, "if you build them, people will fill them up..."

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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Please Move the SW Durham Drive alignment
away from Meadowmont Lane.

Concerns:

- school (Rashkis elementary)
- Retirement center (The Cedars)
- high density housing
- expensive bridge system to access Meadowmont rather than

How has this workshop been helpful? What workshop improvements would you suggest?

Continuing
down
George King
to Hwy 54.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



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What do you like about the Collector Street Network?

- Brings much-needed infrastructure to the area.
- Seems simpler (and therefore better) than last version.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

- At the intersection of "Old" Fairington and Rutzers, the plan continues to show a new road which demolishes the only house on my property, valued at \$350,000. The connector seems to me unnecessary and contrary to both Durham's and my goals.

How has this workshop been helpful? What workshop improvements would you suggest?

Don't know - I've raised this issue three times before and nothing has changed!

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmopo.org Web site.

George Smart 740-8407



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What do you like about the Collector Street Network?

Nothing !!!

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

DO NOT USE MEADOWMONT LANE AS
PART OF THE COLLECTOR STREET PLAN. OR
ANY STREET IN MEADOWMONT

How has this workshop been helpful? What workshop improvements would you suggest?

NOT REALLY - MEETING POORLY PLANNED
WITH NO SOUND SYSTEM IN A ROOM NOT
DESIGNED FOR QUESTIONS AND ANSWERS.

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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

PLEASE take into ACCOUNT THE CONCERNS OF MEADOWMONT LANE AND MEADOWMONT COMMUNITY RESIDENTS REGARDING SOUTHWEST DURHAM DRIVE. RESIDENTS ARE NOT OPPOSED TO CONNECTIVITY, but ARE VERY much OPPOSED TO AN ARTERIAL ROAD

How has this workshop been helpful? What workshop improvements would you suggest?

PLEASE be SURE it is included in the SWD Alignment review PROCESS

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmopo.org Web site.

being suggested to TAC on 10/10/06



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What do you like about the Collector Street Network?

I am opposed to Meadowmont Lane becoming an arterial road.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Residents in Meadowmont are opposed to Southwest Durham Drive becoming an arterial road through Meadowmont.

How has this workshop been helpful? What workshop improvements would you suggest?

Time for citizen comments in addition to questions.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.

**Southwest Durham County and Southeast Chapel Hill****Collector Street Plan*****Comment Form***

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

Generally like the plan except for comment below.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Use of Farrington Rd as a major thoroughfare is a bad idea. It is just too close to I-40 intersection. The major thoroughfare should be further west, maybe use part of Crescent and connect to Farrington further north.

How has this workshop been helpful? What workshop improvements would you suggest?

yes, Very helpful.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

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What do you like about the Collector Street Network?

nothing

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Change the direction of traffic flow so as to keep it out of established stable neighborhoods? Where will traffic go once it reaches the roundabout at the end of Lancaster? Up Pinehurst? No way!

How has this workshop been helpful? What workshop improvements would you suggest?

Have it held in a room without an echo!

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

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What do you like about the Collector Street Network?

I like eliminating Kinsale^{Drive} as a Collector Road.

I do not ~~favor~~ favor of turning ^{existing} neighborhood roads into collector roads.

I do not favor cutting Kilbenny Street into Farrington Road.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Eliminate extension of Kilbenny Street to Farrington due to increased ~~obstruction~~ traffic (e.g., on Hittingham Ave.)

How has this workshop been helpful? What workshop improvements would you suggest?

Provides opportunity for expression of concerns by existing residents of Chapel Hill.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

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What do you like about the Collector Street Network?

Like the elimination of KINGSLEY as a Collector Road.

Neutral on many proposals

Strongly opposed to turning local, neighborhood streets into collector roads that results in (even encourage) significant increase in traffic

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Eliminate ^{cutting} Kilkenny ~~as a~~ through to Farrington Rd because it will increase traffic on Nottingham and make it even ^{less} safe to back out of a driveway onto Nottingham.

How has this workshop been helpful? What workshop improvements would you suggest?

Workshop a good idea, but the acoustics were so bad that it was difficult to hear the questions & their answers.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.

**Southwest Durham County and Southeast Chapel Hill****Collector Street Plan*****Comment Form***

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

No longer cutting through the center of Eastwood Park
Subdivision.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

The use of Crossland as a collector street is unacceptable.
George King Rd is a direct path to Rt 54 w/out a need to
enter Eastwood Park subdivision at all. The comment that

"Crossing Corps of Engineers property" is timeconsuming is not valid in that
How has this workshop been helpful? What workshop improvements would you
suggest?

Somewhat.

(over please)

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmopo.org Web site.

the proposed street crosses Army Corp of Engineers land also.
To think about that - also George King is wider at
present than Crossland - the difference is one is paved & one
is not. Expense of paving vs build up of new section of
Crossland.

I am a Meadowmont resident who is deeply concerned about how the propose "SW. Durham drive" will affect the Meadowmont community. If Meadowmont Lane becomes a Collector street, by my estimation there will be approximately 1000 cars per hour during the peak hours of 7^{AM} & 7^{PM} going ^{up} down that road. Given Meadowmont Lane houses an elementary school and a retirement home this proposal is very alarming. 'Someone will get killed if the proposal goes through as planned.' From a selfish standpoint I don't want this proposal to be approved as the increase ⁱⁿ of traffic this will bring to the entire high density (picture kids playing near the street; lots of walkers, joggers, bikers & pets) neighborhood ~~and~~ is frightening and I hate the idea of the recreation area being destroyed; however, I do realize connectivity is inevitable. I would like to see the street reused to run through an as yet to be developed area so that it can be better thought out. At the very least, keep the speed limit low, install calmed devices including lights,

and make sure the road is well
patrolled! Thanks.

Karen Mendys kmendys@belkouth.net
Meadowmont

From: Sara Kerr [mailto:sgkerr1995@yahoo.com]
Sent: Thu 10/12/2006 12:22 AM
To: Council Members
Subject: Collector Street Plan
Sara Kerr
307 Highview Dr.
Chapel Hill, NC 27517

October 11, 2006

Durham City Council

Dear Madams and Sirs:

I am writing in regard to the Southeast Chapel Hill and Southwest Durham County Collector Street Plan.

I am a resident of Chapel Hill, but in Durham County. I have one child that attends Creekside Elementary in Durham County.

I think it is abhorrent that any road bordering a school should be classified as a collector street.

Under the current plan, both Ephesus Church and George King Roads would be reclassified as collector streets.

As currently zoned, Ephesus Church Road is very dangerous to children and families. It is marked at 35 mph in both counties and is regularly sped upon without regard to bicyclists and pedestrians. Sidewalks are intermittent and the road shoulder varies between a steep drop into overgrown ditches, level gravel shoulder, and curbs that have been driven over.

The existence of the traffic circle at the intersection of Ephesus Church and Pope Road does little or nothing to calm traffic as there is complete visibility, unlike, for example the traffic circle on Pinehurst (south of Ephesus Church Road farther to the West into Orange County) which is landscaped with trees, bushes and plants to obscure and subsequently slow down traffic at that intersection.

Instead of making Ephesus Church Road busier as a collector street, traffic needs to be slowed down via a landscaped traffic circle with fully developed shoulders and the installation of additional traffic calming devices, such as rumble strips.

George King Road, on the other hand is a street used twice daily by parents picking up and dropping off their children at Creekside Elementary and the schools' buses. It lies less than 20 yards from where the 730 Creekside students eat their lunch and wait for their buses or parents to pick them up. No amount

of landscaping, curbs, and grading on a collector street will ensure their safety.

My family has made it a priority to bike and/or walk to school. Currently due to the lack of sidewalks and heavy, speeding (45 mph at least) traffic, it is impossible to walk to school without endangering my children. Biking is difficult, but we employ many safety devices to ensure our visibility (lights, flags, reflective striping etc.).

My family is no different than many families in the neighborhoods surrounding Creekside Elementary. Daily, I receive comments from parents saying they wish they could walk to school or bike, but the roads are just too busy.

The Southeast Chapel Hill and Southwest Durham County Collector Street Plan advocates for a complete street strategy (page 56/chapter 5, page 3 of the plan) as a method to make roadways community oriented and useful for a variety of modes of transportation. Pursuant to this concept the plan states on page 58 (Chapter 5, page 5) the following in regard to children biking:

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.

If these were values of the planning committee, then why would roads bordering an elementary school purposely be made busier?

Regards,

Sara Kerr

-----Original Message-----

From: william dunk [mailto:advisors@beecom.net]
Sent: Saturday, September 09, 2006 7:55 PM
To: Henry, Andrew
Cc: w dunk
Subject: Southwest Durham Collector Street Plan

Mr. Henry:

We are citizens of Durham County who will be directly affected by the Collector Plan as well as proposed high density housing along the Durham Border near George King as well as the proposed 'derailment' of the mass transit station in the neighborhood.

We are not receiving announcements of these proposals and the planning and would appreciate being notified in full in a timely manner. This is quite surprising to us.

We would appreciate your help in this matter.

Sincerely

William P. Dunk
325 Nottingham Drive
Chapel Hill, North Carolina 27515

P.S. Do you know if there is some reason why affected citizens are not being given full and timely disclosure of these developments?

--

William Dunk Partners Inc.
P.O. Box 3687
Chapel Hill, North Carolina 27515
www.globalprovince.com
Advisors to Senior Management:
www.globalprovince.com/williamdunkpartners.htm

Visit our website to sign up for our
free weekly email newsletter.

--

From: CRAZPCL1@aol.com
Sent: Tuesday, September 12, 2006 5:12 PM
To: Henry, Andrew
Subject: Re: Lancaster Drive collector road proposal
Dear Mr. Henry,

I seems that this idea of the collector roads continues to be pursued in spite of the protestations of the citizen that will be affected by them.

We already have a significant problem with speeding on Lancaster with just citizens who reside in this area.

In addition, our road is heavily used by children and their parents from all parts of Durham and Chapel Hill and beyond when swim meets are held at Chapel Hill Country Club.

The impact of continued further development will change further our streams and ponds. I think specifically of the dead, orange watered pond on Donegal. The only animals that reside in that pond are the sinking duck decoys that live there.

Who do you all listen to? The citizens who are impacted by your continued pursuit of this development are consistently AGAINST the collector roads planned for our neighborhoods. PLEASE STOP!

Claudia Crassweller

From: Chicita Culberson [mailto:cculb@duke.edu]
Sent: Thursday, September 14, 2006 3:47 PM
To: Henry, Andrew
Cc: Becky Heron; Ellen Reckhow
Subject: SW Durham-SE Chapel Hill Collector Street Plan

Dear Mr. Henry:

Johnny Randall, Assistant Director of the North Carolina Botanical Garden in Chapel Hill and I attended the September 13 TAC meeting discussing the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan. We are particularly concerned by the impact of the collector street planned along the southern border of the Arboretum at 5501 George King Road. This road would seriously impact valuable plantings, including a collection of Magnolias (see the list below) introduced in this location ca. 40 or more years ago.

1. Asimina triloba (Pawpaw) planted in 1963
2. Magnolia kobus (Kobus Magnolia) planted in 1963
3. Magnolia stellata (Star Magnolia) planted in 1960
4. Magnolia X loebneri (hybrid) planted in 1967
5. Magnolia X soulangiana (Saucer Magnolia) Planted in 1959

Additionally, any collector street planned for this route must cross a low area that receives the very significant runoff from a 64-acre watershed feeding through the Arboretum pond. Development being planned for areas in this watershed will surely increase this runoff and seriously impact the proposed road intersecting George King Road as shown on the current Collector Street Plan.

Thank you for your consideration of these concerns.

Sincerely,

Chicita Culberson
5501 George King Road
Durham, NC 27707

-----Original Message-----

From: Debbie Hunt [mailto:ddhunt@duke.edu]
Sent: Wednesday, October 11, 2006 9:45 AM
To: Ahrendsen, Mark; david.bonk@Durhamnc.gov
Cc: Henry, Andrew; Beckmann, Ellen
Subject: Collector Street/Southwest Durham Drive Comments

Thank you for allowing our family to speak with Mr. Mark Ahrendsen and Mr. Wesley Parham at the collector street meeting on Tuesday, October 10. As we discussed at the meeting, we have serious concerns regarding how the proposed collector streets and Southwest Durham Drive would impact our tract of land located across from the Creekside Elementary School. As proposed, if we develop the land, collector streets will be required from Weston Downs Drive and from Randall Road in Bakers Mill Subdivision to this tract. The collector streets would divide our property and make an awkward loop or "Y". Also, as proposed, the Southwest Durham Drive would split our tract in two, separating a portion of the land on the east side of the drive and limiting its use and value.

As the possible realignment of the Southwest Durham Drive is being considered, we would like to have further discussion with you regarding possible solutions that would lessen the impact on our property. One possible solution to this problem that we discussed with Mr. Ahrendsen last night would be to run the Southwest Durham Drive along the eastern property line of our tract. This path would not divide our property into two separate tracts. Another possible solution would be to run the path along side the "creek" on our property and closer to Randall Road so the collector street could tie into the SW Durham Drive. However, we would need to take this under advisement before pursuing this route.

In summary, we would welcome the opportunity to work with the appropriate agencies to find a more feasible way of running these roadways that would lessen the impact on our property. We do not believe that our tract of land should have to bear such a large burden of new collector streets and roadways in this area and we would like to discuss options further. Our phone contact numbers are listed below for your convenience.

Regards,

Bobby and Debbie Daniel Hunt

Bobby and Debbie Hunt	919-489-8022
Wayne Daniel	919-730-3529
David Daniel	919-967-9811

From: RJTBCHNC@aol.com
Sent: Tuesday, October 03, 2006 12:17 PM
To: Henry, Andrew
Subject: Re: Collector Street Issue

Hello Mr. Henry,

I am have been a resident of the Oaks for over 13 years and have lived on Lancaster Drive for most of that period. I know you have heard many concerns that the residents have with the connection of the collector roads into and through our neighborhood. I also wish to express my concern and would love the opportunity to briefly chat with you about the issues involved.

I also wish to express my concern over notification. This issue impacts the lives, homes, safety, noise level, mail retrieval, property values, etc of not only the residents of two counties but also a thriving, expanding, viable, country club and its members and property. It is difficult to know which government is actually in charge of this, who has the final say so and when and what meetings to attend. Unfortunately, many residents find out about meetings with only a day notice or after the fact. I have received a notice of the meeting scheduled for October 10th, 2006 at Creekside Elementary School, but specific, clear notification of meetings and discussions pertinent to the collector issues does not seem to be forthcoming to all of the people/businesses/property owners/neighbors/Homeowners Associations who will be affected by these issues.

I just tried to reach you by phone and would love to have an opportunity to speak to you if you have a moment. I can be reached at (919) 971-3125. If there is a convenient time for me to call back, let me know.

Thank you, Jean Nance (Lancaster Drive)

Dear Mayor Foy and Chapel Hill Town Council members. Next Wednesday October 18th a Public Forum is scheduled. I understand that David Bonk will present the latest DCHC-MPO Collector Street Plan. I am sure you all know that there is great concern within The Oaks and Meadowmont communities regarding the impact of this Plan on our communities and that the concerns and needs we have voiced over the last year have not really been taken into consideration.

As an owner in The Oaks Villas who lives on Lancaster, I, along with many of my neighbors, have great concern about the impact collector streets would have on our neighborhoods. I have attached the most recent Villas Owners' Association Statement along with an earlier Statement from The Oaks neighborhoods for your review. Some of you may have already seen it. It should not take much of your time.

We oppose the plan as drafted because it fails to meet the issue of attaching the collector street system to existing neighborhood streets without dealing with the negative impacts. If the plan were modified to deal with our concerns, we could support it. But, there has been little inclination from the DCHC-MPO or planning consultant to do that. From our perspective, it is imperative that the collector streets, including existing streets incorporated into the system, be constructed according to the specification for a true collector street (speed and safety considerations built in). Additionally, a funding stream needs to be identified, agreed upon by Durham County, the Town of Chapel Hill and Orange County and made available at the appropriate time to retrofit existing streets converted to collectors. Finally, we must have assurances that (a) Lancaster will only be opened to emergency traffic until the entire length of George King Road is paved, and (b) that alternative options will be provided to get into and out of the new developments without being funneled through our neighborhood for years. We have MAJOR CONCERNS about increased traffic, speeding and safety. The current Plan study area shows an ending at the Durham/Orange County line. A traffic study needs to be conducted past county lines to the Pinehurst Circle. The impact of the swim season at CHCC needs to be considered as our streets are clogged with parked cars on both sides of the street during these events.

The folks in the Oaks Villas and many Oaks III residents live in Durham County but are part of the Town of Chapel Hill. We really need the Town to partner with Durham County and come up with solutions to the concerns we have voiced. Thanking all of you in advance for your time and consideration of our concerns.

Dick Dennis for The Oaks Villas

Feel free to contact us:

Bill Sax, President of The Oaks Villas Owner's Association bas4@duke.mail.edu

Ed Kaiser, VP of The Oaks Villas Owner's Association ekaiser1@nc.rr.com

Dick Dennis, Architectural Review, OVOA rlldennis@nc.rr.com

STATEMENT OF THE OAKS VILLAS RESIDENTS' CONCERNS AND
SUGGESTED IMPROVEMENTS TO THE CONSULTANT'S RECOMMENDED
SOUTHWEST DURHAM COLLECTOR STREET PLAN

We have two serious concerns about the recommended plan and corresponding suggestions for solutions.

1) We are concerned that George King Road is proposed to be paved by developers in bits and pieces as developments are approved one by one over a long period of time. That will cause traffic from the initial developments to be diverted for years onto existing neighborhood streets -Lancaster, Nottingham, Donegal, and New Castle, and eventually to Pinehurst and Burning Tree Drives in the Oaks. Those streets will become de facto mini-thoroughfares for many years.

Thus we urge two modifications to the plan to solve this problem:

- A. Early in the development of the area, pave the entire length of George King Rd from Ephesus Church Rd. to Hwy 54 and improve the intersections at both ends of George King Road. The plan will not work if you depend on piecemeal implementation of that critical collector street by developers.
- B. Limit connections from new developments to Lancaster and other existing neighborhood streets to emergency vehicles until such time as George King Road provides collector street service across the entire area.

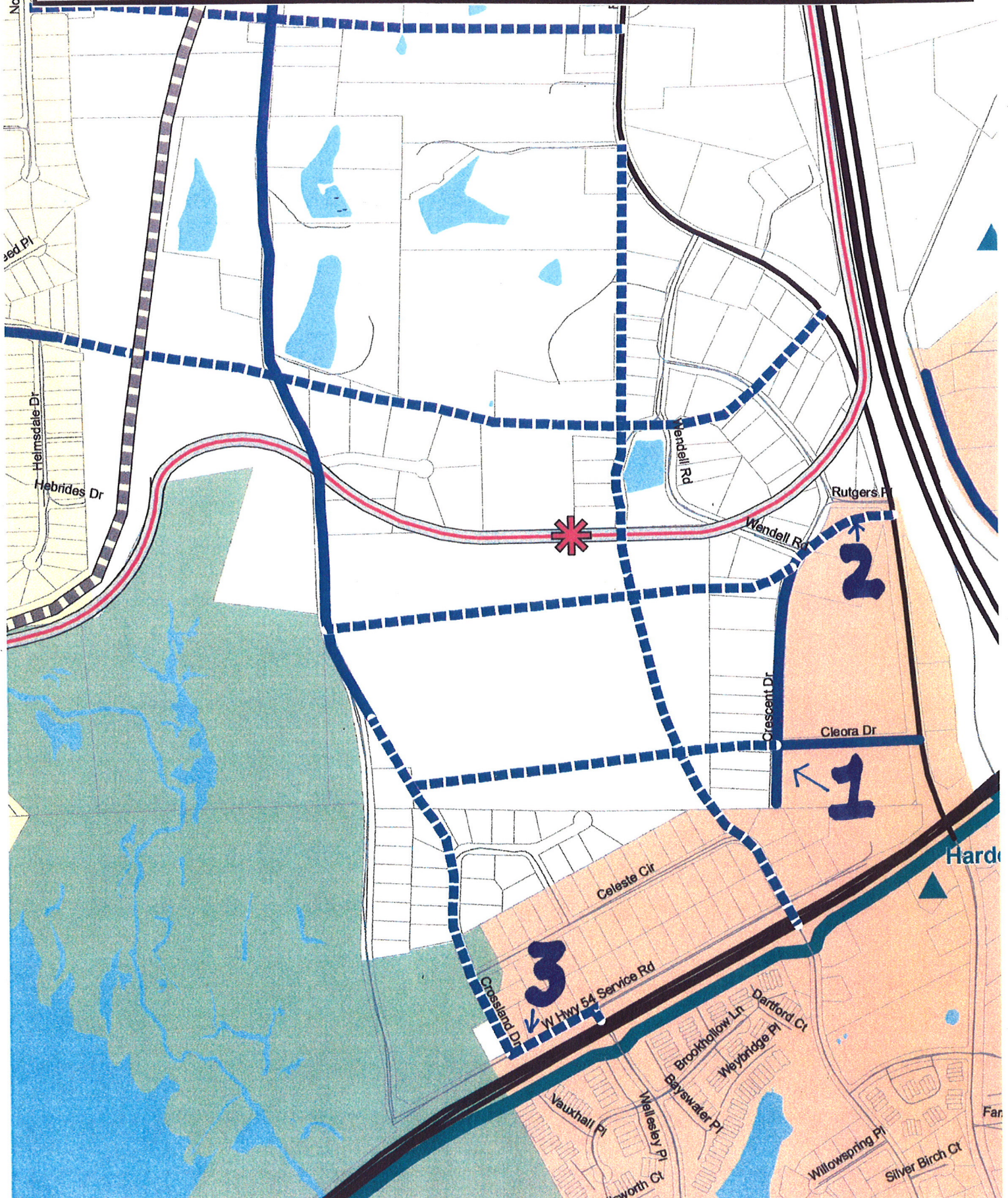
2) The plan provides no implementation component to retrofit existing streets that are incorporated into the collector street system, so that our neighborhood streets approximate the standards proposed for new streets.

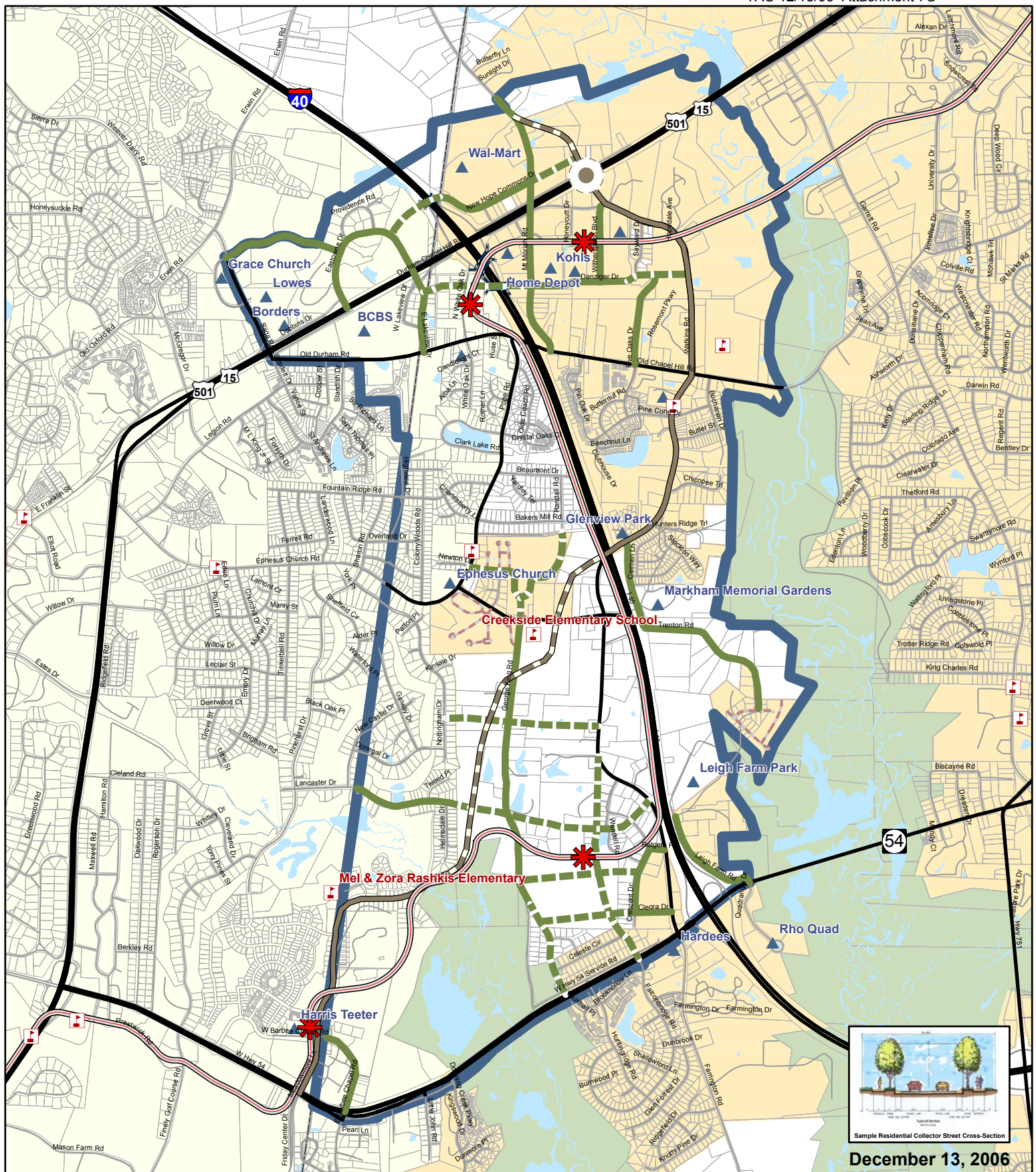
- A. Thus, we urge modification of the plan to incorporate a capital improvement funding program by local governments, particularly the Town of Chapel Hill and Durham County or the MPO, to bring existing streets to the approximate standards of the new streets. Retrofitting cannot be feasibly implemented through subdivision and other development regulations.

September 15, 2006

Southwest Durham/Southeast Chapel Hill Collector Street Plan

Close-up of NC 54 Corridor





Southwest Durham - Southeast Chapel Hill Collector Street Plan Revised Draft Recommended CSP Network

Kinley-Horn and Associates, Inc.



Scale: 1" = 50' Durham County and SE Chapel Hill

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

0 0.125 0.25 0.5
Miles

A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON THE DRAFT SOUTHWEST DURHAM-SOUTHEAST CHAPEL HILL COLLECTOR STREETS PLAN (2006-12-04/R-13)

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has prepared a draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has referred the draft Plan to Chapel Hill for comments; and

WHEREAS, the Council has received comments and recommendations from Town Advisory Boards and the public on the draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council refers the following recommendations to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee.

- The Durham-Chapel Hill-Carrboro Transportation Advisory Committee should direct Metropolitan Planning Organization staff to initiate a process to secure a combination of public and private funds to upgrade George King Road as a collector road, which connects Ephesus Church Road to NC 54 east of the Chapel Hill limits.
- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and KilKenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street (see attachment).
- Allocation of these funds should be initiated as soon as possible.
- Designate Meadowmont Lane as a collector road in the next update of the Regional Long Range Transportation Plan.
- Staff from Chapel Hill, the City of Durham and Durham County should coordinate the implementation of the collector streets network, through the existing courtesy review agreement, to ensure that the design of the network provides multiple connections, discourages through traffic and includes adequate traffic calming features.
- The Metropolitan Planning Organization should provide funding from the Surface Transportation Program Direct Allocation program to implement traffic calming, including bicycle and pedestrian improvements along existing streets that are part of the proposed collector street network.
- The Metropolitan Planning Organization should revise the Memorandum of Understanding to correct any inconsistencies between State statutes and the provisions of the Memorandum.
- The draft Collector Streets Plan should be revised to realign the proposed collector street crossing of I-40, south of US 15-501, to conform to the proposed fixed guideway crossing.

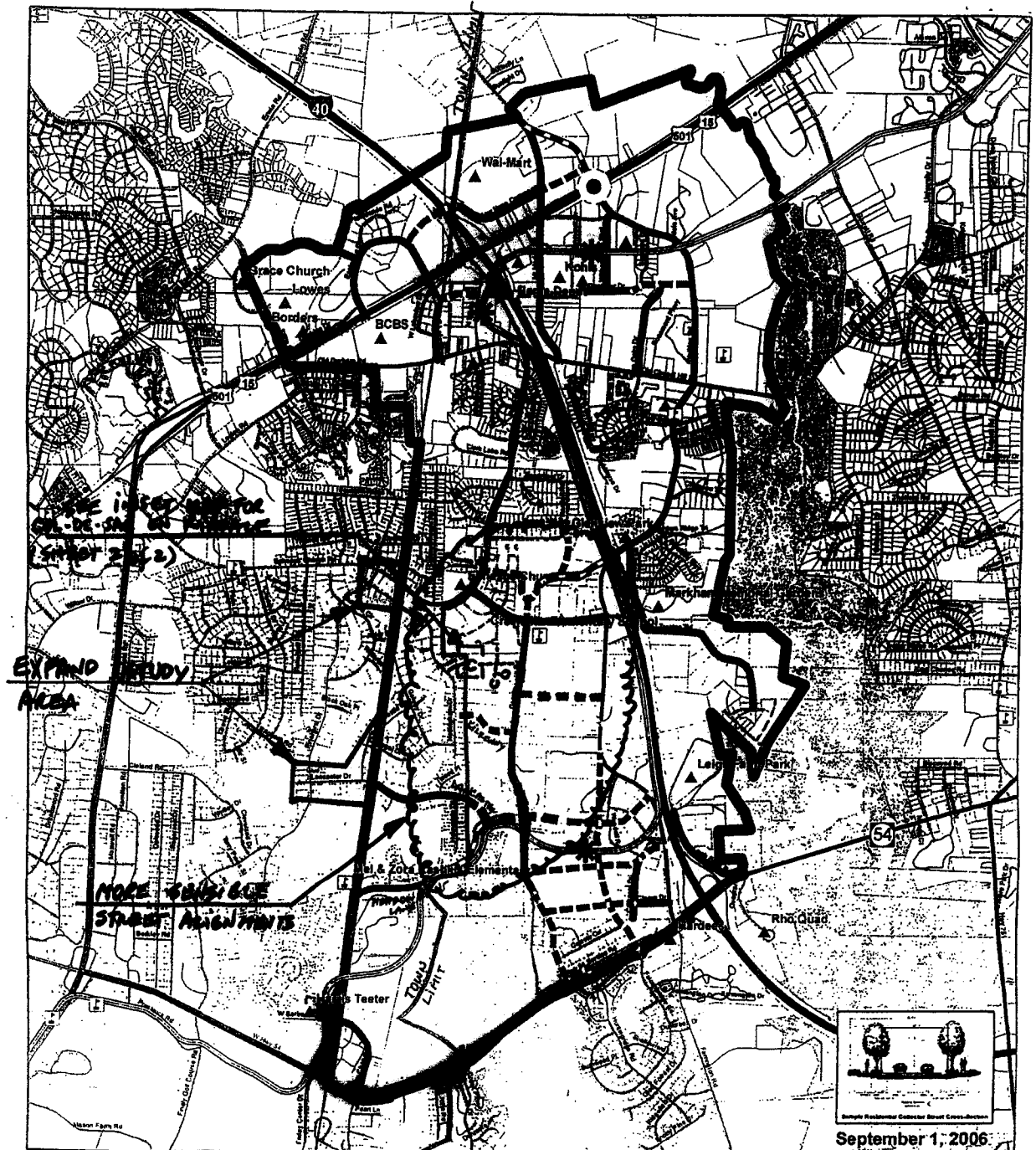
This the 4th day of December, 2006.

Addition to Council Resolution 2006-12-04/12-13

- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and Kilkenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street.

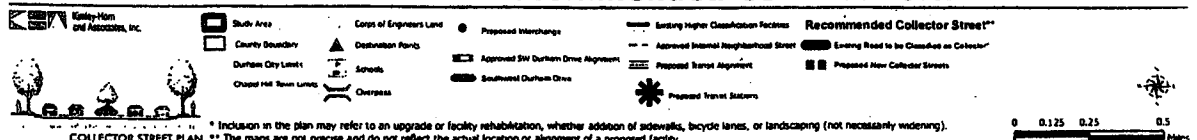
"CHAPEL HILL" PLAN

TAC 12/13/06 Attachment 7D



Southwest Durham - Southeast Chapel Hill Collector Street Plan

Revised Draft Recommended CSP Network



* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
 ** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

OCTOBER 3, 2006

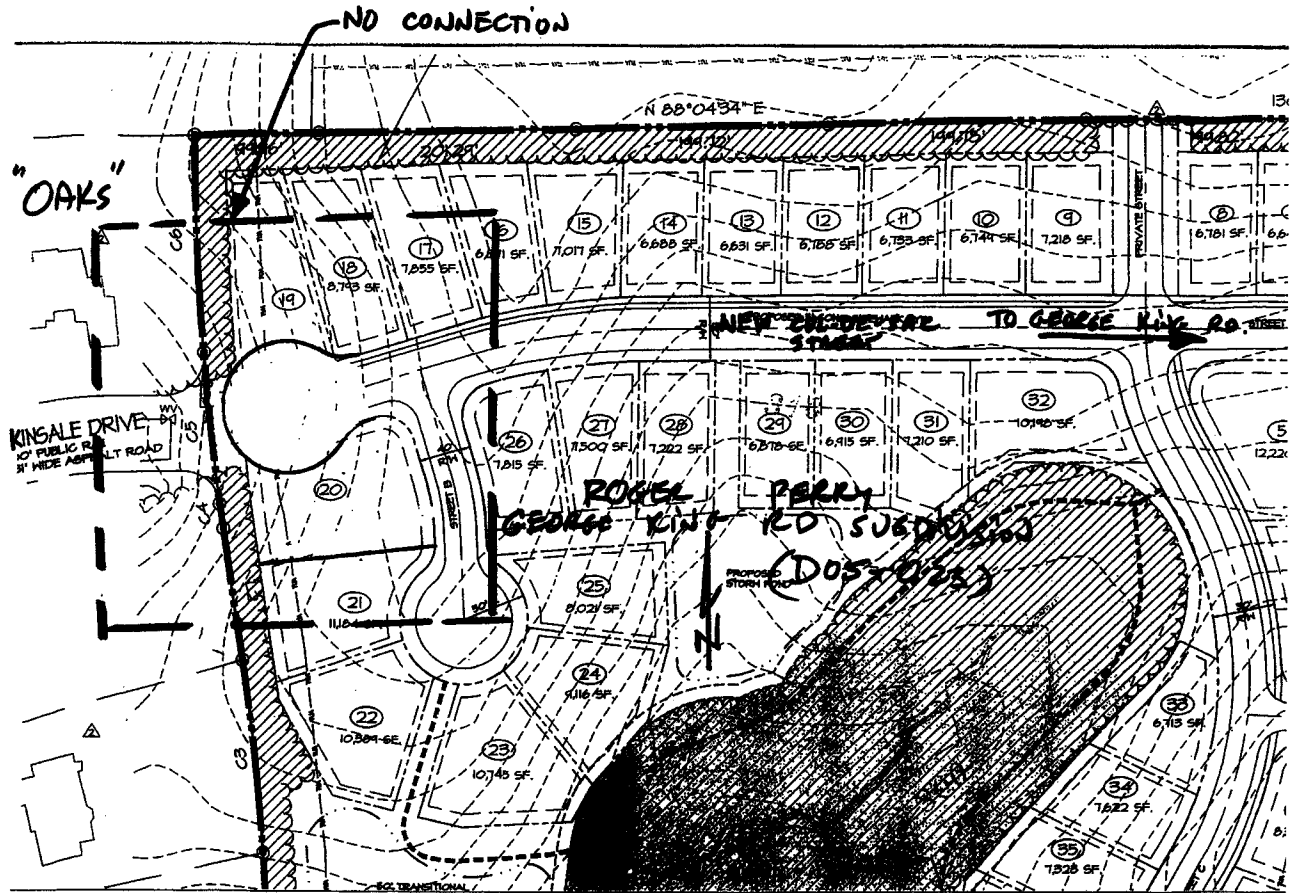
REVISED NOV 24, 2006

Page 3 of 4

SHEET 1 of 2

"CHAPEL HILL" PLAN

TCC 2 Attachment 7D



NOTE: THIS IS THE PLAN THAT
 ROGER PERRY PRESENTED TO THE
 CHAPEL HILL OAKS NEIGHBORHOOD
 SHOWING THAT KINGSLEY DRIVE
 WILL NOT BE CONNECTED BY
 ROADWAY TO GEORGE KING ROAD.

NOVEMBER 24, 2006

SHEET 2 of 2

**RESOLUTION TO AMEND THE
2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #5
December 13, 2006**

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

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, The inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, The procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2006-2012 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on June 15, 2005; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby amends the FY 2006-2012 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on October 12, 2005, and as described in the "Attachment to Resolution for Amendment #5 to DCHC 2006-2012 MTIP."

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 13th day of December 2006.

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2006 to affix his/her signature to the foregoing document.

Notary Public
My Commission expires: _____

Attachment to Resolution for Amendment #5 to the DCHC MPO 2006-2012 MTIP

Moving Project from Unfunded to Funded

Division 7 - Existing (UNFUNDED)

STIP Page 7-34

I.D. No.	System	Description	Funding	FFY
TD-4711D	CHAPEL HILL	MAINTENANCE FACILITY DESIGN AND ENGINEERING, AND CONSTRUCTION. FUNDING RECEIVED FROM STP MONEY FLEXED FROM PROJECT U-4723 AND AND FLEXED FROM STP-DA TRANSIT ALLOCATION <i>UNFUNDED PROJECT</i>	FED \$1,670,664	2007
			STAT \$208,833	2007
			L \$208,833	2007
			Total \$2,088,330	

Division 7 - Modified (FUNDED)

STIP Page 7-34

I.D. No.	System	Description	Funding	FFY
TD-4711D	CHAPEL HILL	MAINTENANCE FACILITY DESIGN AND ENGINEERING, AND CONSTRUCTION. FUNDING RECEIVED FROM STP MONEY FLEXED FROM PROJECT U-4725 AND AND FLEXED FROM STP-DA TRANSIT ALLOCATION	FUZ \$1,670,664	2007
			STAT \$208,833	2007
			L \$208,833	2007
			Total \$2,088,330	

**A RESOLUTION SUPPORTING AN NCDOT BICYCLE PLANNING
GRANT APPLICATION BY THE TOWN OF CARRBORO**

December 13, 2006

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

WHEREAS, the North Carolina Department of Transportation has issued a call for projects for the 2007 Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Carrboro has a long history of developing bicycle facilities and is recognized by the League of American Bicyclists as a Bicycle Friendly Community; and

WHEREAS, Carrboro's adopted *Vision 2020* includes a goal that the Town's bicycle plan should identify links needed now as well as links that will be needed by 2020; and

WHEREAS, the Carrboro Board of Aldermen recognizes that an update of the 1989 bicycle plan will help the Town in achieving this goal and qualifies as a project under the NCDOT grant initiative; and

Now, therefore, be it resolved that:

The Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro MPO supports the Towns of Carrboro's 2007 North Carolina Department of Transportation Bicycle and Pedestrian Planning Grant Application for the Development of a Comprehensive Bicycle Plan.

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 13th day of December 2006.

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2006 to affix his/her signature to the foregoing document.

Notary Public

My Commission expires: _____:

North Carolina Department of Transportation
Application for Bicycle and Pedestrian Planning Grant Funds
2007 Call for Proposals

Submittal Deadline is December 1, 2006

Applicant Information			FOR NCDOT USE ONLY Proposal eligible ☐ Yes ☐ No	
Name of Municipality: Town of Carrboro		Population 17,797	County Orange	NCDOT Division 7
Total Cost for Plan Development: \$65,000	NCDOT Planning Funds Requested: \$45,500		Local Match: \$19,500	
Municipality agrees to enter into a reimbursement agreement with NCDOT: ☒ Yes ☐ No			Municipality is member of: ☒ MPO ☐ RPO ☐ neither	
Department applying for grant: Planning				
Contact Person: Patricia McGuire		Title: Planning Administrator		Work Phone Number: 919-918-7327
Work Fax Number: 919-918-4454		E-mail Address: pmcguire@townofcarrboro.org		
Mailing Address: 301 W. Main Street		City: Carrboro	State: NC	Zip Code: 27514

I certify that the City/Town of _____, in applying for Bicycle or Pedestrian Planning Grant funds, attests a commitment to the plan's development, management, financing and completion within 12 months from receipt of a Notice to Proceed from NCDOT, and that the completed plan will be submitted to the City/Town Council or other approving authority for adoption.

Signature*

Title

Name (printed)

Date

Eligibility Criteria	
Plan Category – Check only one category ☒ Bicycle Plan ☐ Pedestrian Plan	
Due to limited planning grant funds, municipalities may apply for funding to undertake either a bicycle plan or a pedestrian plan in any given fiscal year. Please indicate the type of plan for which you are submitting <u>this</u> application.	
Has the City/Town Council passed a resolution supporting this application?	☒ Yes, attached ☐ Pending** _____ Date anticipated
For municipalities within a Metropolitan Planning Organization (MPO), has the MPO passed a resolution supporting this application?	☐ Yes, attached ☒ Pending** <u>12-13-06</u> Date anticipated
For municipalities within a Rural Planning Organizations (RPO), has the RPO passed a resolution supporting this application?	☐ Yes, attached ☐ Pending** _____ Date anticipated

***THE SIGNATURE OF AN AUTHORIZED STAFF PERSON (I.E. CITY/TOWN MANAGER, ADMINISTRATOR, ETC.) IS REQUIRED FOR PROPOSAL TO BE ELIGIBLE.**

****A RESOLUTION BY THE APPROPRIATE MUNICIPAL GOVERNING BODY AND BY THE MPO, IF APPLICABLE, MUST ACCOMPANY THE APPLICATION, OR MUST BE SUBMITTED PRIOR TO DECEMBER 31, 2006 TO BE ELIGIBLE FOR FUNDING. RPO RESOLUTION, IF APPLICABLE, IS HIGHLY ENCOURAGED. PLEASE INDICATE THE DATE YOU ANTICIPATE RECEIVING A PENDING RESOLUTION.**

Narrative Description

Please limit descriptions to space provided

1) Please describe the vision and goals for your municipality related to improving bicycle **OR pedestrian transportation. Refer to any plans adopted within the last five (5) years that support this vision (may include comprehensive plan, land use plan, transportation plan, etc).**

Carrboro Vision 2020 was adopted by the Board of Aldermen in 2000 and is a policy-making document to use in planning the town's future. While this document is more than five years old, it provides the town's adopted vision and long-range goals. The plan includes the following related to bicycle transportation:

4.3 Bicycle and pedestrian traffic

4.31 The town should fully implement its bicycle and pedestrian network plan. This plan should identify links needed now as well as links that will be needed by 2020.

4.32 The town should establish connections with bicycle and pedestrian ways in other jurisdictions.

4.33 The maintenance of these paths and ways should continue to be a high priority.

4.4 Established Roads

4.41 As a general policy, established roads should be widened to accommodate bike lanes and sidewalks, but not to provide additional lanes for automobiles.

4.5 New Development

4.51 The town should continue to require developers to install sidewalks and bicycle paths in new developments.

4.52 New developments should bear the costs of upgrading connector and arterial facilities in the areas adjacent to their properties to the extent appropriate, including upgrades to serve pedestrians and bicycles, given the added load to the infrastructure and anticipated use of facilities.

In addition, Vision 2020 states that the the town should encourage and support the development of greenways dedicated to public use along streams and easements, and that greenways should serve as biking trails, among other uses.

2) Describe your municipality, including demographic information and the physical setting. Highlight any special features (e.g. resort community, college town, etc.), high-use bicycle **OR pedestrian areas and areas with a high incidence of bicycle crashes **OR** pedestrian crashes. Identify and describe any special user populations or areas deserving special focus.**

Known originally as West End because of its location west of Chapel Hill, Carrboro was settled in 1882 around a spur of the North Carolina Railroad. The railroad stop was located about a mile west of the University of North Carolina campus. The town is built on a ridge and much of the topography is relatively flat and bicycle friendly, with the exception of the S. Greensboro-Smith Level road corridor.

Due to the town's proximity to the University of North Carolina, many town residents are students or employees of the university or UNC hospitals. In the 1990s, many Latino immigrants began to move to Carrboro and the 2000 census recorded that Hispanic or Latino of any race were 12.29% of the population. The 2000 census also indicated that the racial makeup of the town was 72.67% White, 13.54% African American, 0.36% Native American, and 5.15% Asian.

The state demographics unit estimates that the 2005 population of Carrboro is 17,797. The town's total area is about 5.6 square miles in 2006. The population density of about 3,161 persons per square miles is one of the highest in the state.

Due in part to the proximity to UNC, there are many students and young people in Carrboro. In 2000, the population was spread out with 19.0% under the age of 18, 21.4% from 18 to 24, 40.3% from 25 to 44, 14.2% from 45 to 64, and 5.1% who were 65 years of age or older. The median age was 28 years. The median year 2000 income for a household in the town was \$33,527, and the median income for a family was \$47,330. About 11% of families and 19% of the population were below the poverty line, including 13.1% of those under age 18 and 6.1% of those age 65 or over.

The 2005 Mobility Report Card measured the number of cyclists over a 12-hour period at 18 locations in Carrboro. Counts were highest on the streets in the downtown core (Main, Greensboro, Hillsborough, and Weaver streets). Counts were also high on the Libba Cotten and Francis Shetley bikepaths. The Report Card also reports that crashes involving bicycles and pedestrians were highest between 2002 and 2005 on NC 54 Bypass, Jones Ferry Road, and portions of Main Street and Hillsborough Road.

3) Provide an overview of the current bicycling OR pedestrian transportation system, including an assessment of strengths and weaknesses of the system. Describe facilities currently in place or planned for completion in the next two years (e.g. designated bicycle route system, miles of off-road paths, extent of sidewalk network, etc.) as well as potential barriers that inhibit developing the system. Please enclose any relevant documents or maps, or provide links to on-line materials.

The Town of Carrboro has made an ongoing commitment to bicycle facility planning since the mid-1970s. Over the past quarter century, the town has utilized its bonding authority to develop bike lanes and bike paths, has worked cooperatively to include bike lanes in all state road improvement projects, and has amended its street standards to include bike lanes as a requirement on all collector roads (as identified in the adopted Connector Roads Plan).

Currently there are bike lanes along about 12 miles of streets in Carrboro, including the following arterial streets: all of Hillsborough and portions of N. Greensboro, Main, Weaver, Jones Ferry, Old Fayetteville, and Old NC 86. There are about 4 miles of wide paved shoulders along the NC 54 Bypass. Carrboro also has seven sections of off-road bicycle and pedestrian paths, totaling 2.5 miles. Recent counts on one of these paths, the Libba Cotten bikepath, recorded almost 700 bicyclists within a 12-hour period.

Facilities planned for completion within the next two years include the 1900-foot Roberson Place bikepath, which will open in December 2006, and bike lanes are being constructed by NCDOT along a 1150-foot section of Homestead Road between High School Road and Rogers Road as part of a project that will also include a sidewalk. Funds are also programmed in the state TIP to construct bike lanes on Seawell School Road in 2007, though Carrboro and Chapel Hill are considering transferring these funds to construct bike lanes on Estes Drive. It is anticipated that portions of the Bolin Creek greenway trail will be built in 2007 or 2008 as part of residential subdivisions that are under construction.

Weaknesses in the current bicycle network include the lack of bicycle lanes on several arterials, including Smith Level, S. Greensboro, Estes, Old NC 86, Eubanks, and Homestead. There is also a lack of safe bicycle routes through portions of downtown Carrboro. In addition, the recently adopted Recreation and Parks Master Plan identifies the need for off-road paths in the Morgan Creek and Bolin Creek watersheds. At the Carrboro Greenways Summit held in October 2006, many citizens expressed support for completion of these greenway trails to provide transportation corridors in the community.

4) Describe any bicycle and/or pedestrian education, enforcement or encouragement programs and initiatives underway or planned. List any key issues that have been identified, such as safety, health and well-being, connectivity, etc.

There are several bicycle education, enforcement, and encouragement initiatives underway or planned in Carrboro, as follows:

- On April 28, 2005, a Safe Routes to School training course was held which focused on Carrboro Elementary School. Participants included town staff, parents, school staff, and NCDOT staff.
- On October 30, 2006, a Walkable Communities Workshop was held. Attendees included members of the Board of Aldermen, Planning Board, and Transportation Advisory Board (TAB), as well as citizens and town staff.
- The Town of Carrboro participates in the Smart Commute Challenge, and the Board of Aldermen have actively promoted Car-Free Day and Bike Month.
- Students at the two elementary schools in Carrboro receive the "Basics of Bicycling" training and a "Bicycle Rodeo" has been held within the past five years.
- All Chapel Hill Transit buses that serve Carrboro have racks that hold two bicycles.
- Members of the Carrboro TAB distribute "Share the Road" brochures that include bicycle laws and safety tips.
- The Carrboro TAB is working with the Chapel Hill Transportation Board to develop a bicycle suitability map for Carrboro and Chapel Hill.
- The Carrboro TAB has met with representatives of the Carrboro Police Department to discuss enforcement of bicycle and pedestrian laws.
- The UNC Highway Safety Research Center is currently studying intersections and bicycle/pedestrian crash locations in Carrboro and Chapel Hill and will make recommendations for safety improvements at these locations.

Among the key issues that have been identified are bike lane connectivity, improved bike lanes near intersections, bicycle education efforts within the Hispanic community, and more emphasis on the health benefits of bicycling.

5) Provide a brief description of any municipal bicycle planning and/or pedestrian planning activities that are currently underway or have been undertaken in the past (list years). List may include bicycle, pedestrian, or greenway elements in any municipal, county or regional planning documents. Please enclose any relevant documents or maps, or provide links to on-line materials. Describe the results of these planning efforts in terms of improvements in bicycle and/or pedestrian facilities, accessibility, and/or safety.

In 1974, a group of citizens was formed to lobby for improved bicycle facilities in Carrboro. This group, Carrboro Cyclists, did their own ridership surveys and traffic counts and published a report on developing and improving bicycle routes in Carrboro. In 1978, the town obtained an NCDOT grant to hire a staff person to coordinate bicycle planning and safety. Working together, bicyclists and town staff in 1980 developed the Carrboro Bikeways Project, a master plan for improving the bicycling climate for both commuting cyclists and child cyclists. The Transportation Advisory Board was created in 1980 to advise the Board of Aldermen on transportation matters, including bicycle issues.

The first phase of the 1980 master plan included building the Libba Cotten rail with trail bikepath, restriping a portion of Main Street, and widening and striping portions of Jones Ferry Road and N. Greensboro Street, and these projects, among others, were completed in the early 1980s with town contribution from a 1978 bond issue and outstanding financial and planning assistance from the NCDOT bike program. In 1989, the Carrboro Bicycle and Sidewalk Policy was adopted. Since the adoption of that document, bike lanes have been added to additional arterial roads, including all of Hillsborough Road and N. Greensboro Street and several off-road paths have also been constructed.

In 1994, the Board of Aldermen adopted the Recreation and Parks Master Plan, which included off-road trails along several stream corridors. The land use ordinance was modified to incorporate provisions for construction of off-road trails as part of development projects. Through these provisions, sections of trails have been built and are under construction to implement portions of the master plan. The Recreation and Parks Master Plan has recently been updated and includes additional trail recommendations and standards. A greenways summit was recently held and the town may create a Greenways Commission.

6) Describe how the development of a comprehensive bicycle transportation **OR pedestrian transportation plan will benefit your municipality and meet the needs of diverse populations (residents and, where appropriate, students and/or visitors).**

Decades after the town began to aggressively plan for bicycle transportation, Carrboro in 2001 became the first municipality in North Carolina to be recognized as a Bicycle Friendly Community by the League of American Bicyclists. On June 8, 2004, the Carrboro Board of Aldermen authorized the mayor to sign the "Action Plan for Bicycle Friendly Communities," which outlines steps that communities can take to become more bicycle friendly. The development of the comprehensive bicycle transportation plan will allow Carrboro to continue to make progress on the steps in the action plan, including the following:

- Provide safe and convenient bicycle access to all parts of the community.
- Establish information programs to promote bicycling for all purposes and to communicate the many benefits of bicycling to residents and businesses.
- Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community.
- Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
- Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
- Develop special programs to encourage bicycle use in areas where significant segments of the population do not drive and where short trips are most common.

In addition, the plan should address the following:

- Provide bicycle safety information to the parents, caregivers, teachers and students within Carrboro's growing Latino and Hispanic community.
- Provide bicycle safety information to an annually changing college student population
- Ensure that all new facilities are designed and maintained in accordance with state and federal guidelines.
- Coordinate Carrboro's plans with those in Chapel Hill, Orange County, Chatham County, and through the MPO with other parts of the region.
- Encourage cooperation with regional and state agencies in planning and funding bicycle facilities and programs.

7) List the name and title/position of the municipal staff person responsible for project oversight. Please note that this person **must** be a full-time permanent employee of the municipality. Also list any others who will have involvement in plan development and their experience. Please describe any prior experience these individuals have in the preparation and/or implementation of a bicycle plan and/or a pedestrian plan or other transportation/community planning efforts and include copies or links to relevant documents. Provide resumes/qualifications for each individual listed, including the overseeing staff person.

Patricia McGuire, Planning Administrator, will provide project oversight. Ms. McGuire has worked for the Town of Carrboro for more than 11 years in zoning and planning. Ms. McGuire has experience managing several projects for the Town of Carrboro, including Vision 2020, the Facilitated Small Area Plan for Carrboro's Northern Study Area, and the Downtown Carrboro: New Vision charette and report. Ms. McGuire has previously managed grants and Certified Local Government pass-through funds for Historic Preservation, Urban and Community Forestry, and the DCHC MPO. Ms. McGuire has a B.A. in Anthropology/Archaeology emphasis from the University of Maryland and a Master of Regional Planning in Land Use and Transportation from the University of North Carolina. Ms. McGuire's research paper, "ORGANIZATIONAL COORDINATION, TRANSPORTATION PLANNING, AND HAZARD MITIGATION: A VIEW FROM THE NORTH CAROLINA COAST," was published in the Transportation Research Record in 1995. Ms. McGuire's resume is attached.

Other town staff who will likely be involved with the project include Roy Williford, Planning Director, who has more than 30 years experience working in the Town of Carrboro and has been involved with the planning and implementation of bicycle improvements during that time, and Ruth Heaton, the town's GIS specialist who has more than six years experience.

Vision 2020, the Facilitated Small Area Plan for Carrboro's Northern Study Area, and the Downtown Carrboro: New Vision report can all be viewed at the following website:

<http://www.townofcarrboro.org/pzi/Induseregs.htm>

8) Describe how your plan will be developed, specifying whether the work will be done through the services of a paid consultant, a combination of municipal staff and consultant, or through some other process. Briefly describe how duties and tasks will be divided. Indicate how MPO or RPO staff and resources may be utilized.

The Carrboro Bicycle Plan will be developed through the services of a paid consultant working with town staff and a steering committee. The consultant will fulfill the requirements of each of the ten sections outlined in the Recommended Template for Developing Municipal Bicycle or Pedestrian Plans provided by the NCDOT Division of Bicycle and Pedestrian Transportation including the following:

1. Introduction
2. Evaluating Current Conditions
3. Existing Plans, Programs and Policies
4. Develop Bicycle System Plan
5. Facility Standards and Guidelines
6. Ancillary Facilities / Programs
7. Project Development
8. Maps and Illustrations
9. Recommendations
10. Implementing the Plan

It is anticipated that the resources of the MPO will be used in a variety of ways. The Durham-Chapel Hill-Carrboro MPO has a bicycle and pedestrian planner who will be involved in the development of the plan, perhaps serving on the steering committee for the project. In addition, other resources of the MPO, including the 2030 long-range transportation plan and data collected for the 2035 plan will be available to the consultant for use in developing the plan.

The planning process will also take into account plans that have been developed by the Town of Chapel Hill (2004) and Orange County (1999), as well as on-going planning efforts related to the Carolina North campus of UNC.

Links to previous plans, maps, and related documents can be found at:

<http://www.townofcarrboro.org/pzi/bikeplan.htm>

9) Indicate the level of support from elected officials and municipal decision-makers for bicycle and/or pedestrian programs and projects. Describe what elected officials, municipal decision-makers, representatives of other agencies, interest groups, commissions and boards, individuals and other stakeholders have done to support bicycle and/or pedestrian programs and projects in the past. Describe how they or others will be involved in development of this plan. List any existing bicycle, pedestrian, greenway, open space or other relevant committees and task forces in your area that are charged with addressing bicycle issues and/or pedestrian issues. Provide letters of support, if available.

Question # 5 provided some history of the previous support from elected officials, municipal decision-makers, advocacy groups, advisory boards, and citizens for bicycle planning and funding of bicycle facilities in Carrboro. The Board of Aldermen historically has shown strong leadership and support for including bicycle facilities in all highway projects and considering bicycles in the town's planning process.

The Board of Aldermen have encouraged the town staff to seek funding for an NCDOT bicycle planning grant. The Board has approved funding for the local match and adopted a resolution in support of the planning grant application, which is attached. The Carrboro Transportation Advisory Board is appointed by the Board of Aldermen and advises the Board on transportation matters. Several current members of the TAB are bicycle commuters and have been involved with previous efforts to improve bicycling in Carrboro.

As mentioned previously, a Greenways Summit was held in October 2006. Many residents who attended the summit expressed support for a trail system that would serve not only for recreation but as a part of the transportation network in Carrboro and the surrounding area. There is also discussion of creating a Greenways Commission.

It is anticipated that a steering committee will be created as part of the bicycle planning process, and these and other stakeholders will be represented.

Town staff has provided strong support for bicycling in Carrboro. In designating the town as a Bicycle Friendly Community, the League of American Bicyclists noted that the town takes good care of its existing bicycling facilities and enforces its traffic laws as they impact cyclists. For example, bike lanes are swept regularly to remove glass, sand, litter, and fallen leaves; signs and pavement markings are inspected regularly and kept in good condition (with help from NCDOT); and prohibitions on parking in bike lanes are enforced.

10) Describe how your community will implement the programs, policies, projects and initiatives identified and prioritized in the plan. Indicate what municipal, regional, state or federal resources may be sought. List any departments, agencies, organizations or other partners that may be involved. Attach letters of support, if available.

As discussed previously, Carrboro has a long history of implementing bicycle programs, policies, projects, and initiatives. As in the past, it is anticipated that a variety of strategies will be employed to implement the recommendations of the plan.

The town will continue to work with NCDOT on project development and funding. It is anticipated that the plan will prioritize projects and identify funding opportunities from local agencies, state agencies, federal funds (including those managed by the DCHC MPO), and public-private initiatives.

Partner's that may be involved in implementation include NCDOT (both staff in Raleigh, including the Division of Bicycle and Pedestrian Transportation, and Division and District staff), the Governor's Highway Safety Program, the UNC Highway Safety Research Center, the Institute for Transportation Research and Education at N.C. State, university departments including the Engineering School at N.C. State and the City and Regional Planning Department at UNC, and student interns.

The recommendations of the comprehensive bicycle plan will be incorporated into the DCHC MPO 2035 Long-Range Transportation Plan as well as the Comprehensive Transportation Plan to be undertaken within the MPO.

List activities involved in developing the plan and provide a Plan Development Schedule, beginning with NCDOT notification of grant award, scheduled for June 2007. Note whether the task will be undertaken by staff, consultant, or both. Please state when municipality anticipates executing the Municipal Reimbursement Agreement, entering a contract with a consultant, and receiving the Notice to Proceed and keep in mind that there are 12 months from its issuance to complete the plan. List activities by quarter:

June to September 2007

Notification of grant award from NCDOT

Identification of Steering Committee (staff)

Execution of Municipal Reimbursement Agreement - September 2007

Preparation of Request for Proposals (staff)

Release of Request for Proposals (staff)

October to December 2007

Receipt of Consultant Proposals (staff)

Consultant selection, finalization of scope of work, and contracting, including NCDOT approval (staff)

Notice to proceed from NCDOT

January to March 2008

Initial meeting of consultant with town staff and steering committee (consultant and staff)

Plan development, mapping, analysis, and public involvement (consultant)

(Plan development activities, continued from previous page)

April to June 2008

Plan development, mapping, analysis, and public involvement (consultant)

July to September 2008

Draft plan and presentation to Board of Aldermen with advisory board input and available for public comment (consultant and staff)

October to December 2008

Plan finalized to take into account input from citizens, advisory boards, and the Board of Aldermen (consultant)

Plan adoption by Board of Aldermen and approved by NCDOT

Project Cost Information			
Total Project Cost*: \$65,000	Total NCDOT Planning Funds Requested: \$45,500	Total Local Match Committed: \$19,500	Source(s) and Amount(s) of Local Matching Funds (list all applicable): General fund balance

*Municipalities awarded a grant will be required to submit a detailed budget including a breakdown of allowable costs. Staff time is not an allowable cost, nor can it be considered as an in-kind contribution for matching funds.

Attachments	
Required:	Optional (if information is available on-line, please list link):
☒ Municipal Resolution ☒ MPO Resolution (if applicable) ☐ RPO Resolution (if applicable) ☒ Resume(s) of overseeing staff and other individuals <u>1</u> attached ☒ Map of Municipality	☐ Letters of Support _____ attached or will be sent by 12/31/06 ☒ Copies of previous plans (summaries and/or web links preferred) web link listed in # 8 ☒ Other Maps web link listed in # 8 ☒ Other (please identify): Rec/Parks Plan - see web ☐ Other (please identify): ☐ Other (please identify):

Preparer Information			
Please provide information on the primary person who prepared this application and indicate the municipal department, local agency, consulting firm, or other organization with which they are affiliated.			
Agency/Consulting Firm/Organization: Carrboro			
Name of Preparer: Dale McKeel	Title: Transportation Planner	Work Phone Number: 919-918-7329	
Work Fax Number: 919-918-4454	E-mail Address: dmckeel@townofcarrboro.org		
Mailing Address: 301 W. Main Street	City: Carrboro	State: NC	Zip Code: 27510

Submittal Information	
For more detailed information on completing the application please see the Step-by-Step Instructions online at www.itre.ncsu.edu/PTG/BikePed/NCDOT/application.html. Please mail one original and nine copies of the completed application, including attachments, to the NCDOT Division of Bicycle and Pedestrian Transportation at the address to the right. Double-sided copies are acceptable. Applications will be accepted no later than 5:00 pm on December 1, 2006.	Mailing Address: Robert Mosher, AICP, ASLA NCDOT Division of Bicycle and Pedestrian Transportation 1552 Mail Service Center Raleigh, NC 27699-1552 Delivery Address: Robert Mosher, AICP, ASLA NCDOT Division of Bicycle and Pedestrian Transportation Suite 250 401 Oberlin Road Raleigh, NC 27605

DCHC MPO TAC/TCC Meeting Dates 2007

TAC	TCC
<i>10-Jan-07</i>	<i>24-Jan-07</i>
<i>14-Feb-07</i>	<i>28-Feb-07</i>
<i>14-Mar-07</i>	<i>28-Mar-07</i>
<i>11-Apr-07</i>	<i>25-Apr-07</i>
<i>09-May-07</i>	<i>23-May-07</i>
<i>13-June-07</i>	<i>27-June-07</i>
<i>No July Meeting</i>	<i>25-July-07</i>
<i>08-Aug-07</i>	<i>22-Aug-07</i>
<i>12-Sept-07</i>	<i>26-Sept-07</i>
<i>10-Oct-07</i>	<i>24-Oct-07</i>
<i>14-Nov-07</i>	<i>28-Nov-07</i>
<i>12-Dec-07</i>	<i>19-Dec-07*</i>

Tentative Joint TAC Meeting Dates

30-May-07
31-Oct-07

***Rescheduled to avoid a holiday.**

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 13, 2006

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

This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

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

2006-07 Unified Planning Work Program (UPWP) Emphasis Projects

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Kick-off meeting August 8, 2006
- ✓ Survey - in progress.

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey to be completed in spring of 2006.

GIS/Data Integration and Automation

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- Council approves contract – January 16, 2007
- City issues contract – January 25, 2007
- Notice to proceed – January 29, 2007

Land-use Model development

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007
- Consultant submits phase 1 of model including files, model products, and documentation and deliverables – December 2, 2007
- Consultant submits phase 2 of model including files, model products, and documentation and final deliverables – December 15, 2008

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006

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

MPO Collector Street Plan

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- ✓ Draft schedule – August 2006

7-Year Transportation Demand Management Program

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- ✓ Kick-off meeting – October 23, 2006
- ✓ Stakeholder Involvement – November 30, 2006
- ✓ TDM Program Analysis – November 30, 2006
- ✓ Assessment of Local Growth Management Strategies – November 30, 2006
- Market Analysis – January 3, 2007
- TDM Investment Scenario Development and Analysis – February 2, 2007
- Draft Recommendations – February 28, 2007
- Final Report – April 30, 2007

Regional Transit Infrastructure Blueprint

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- Finish corridor and infrastructure descriptions; finalize principles fall 2006
- Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Coordinated Human Services Transportation Plan (JARC/New Freedom)

- ✓ Convene Project Planning Team – Completed by September 15
- ✓ Inventory of available human services transportation and public transportation - Completed by October 15
- ✓ Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and “reverse-commuters.” Identify what the current systems do well and what we need to do better. – First stakeholder meeting to be held November 1, Draft assessment to be completed by December 1
- Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held December 14
- Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- Final document. - Final plan to be presented at February TAC meeting

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

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-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Identify GHG target and model reduction targets anticipated to be completed in December 2006.
- Formulate Action Plan anticipated to be completed in January 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by January 2007.
- Draft Report likely to be done in January 2007.
- Final Plan anticipated to be finalized in February 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of February 2006 and March 2007.

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 about 60% complete.
- Data Collection and field inventory to be completed by spring 2007.
- Level of Service analysis anticipated to be completed by spring 2007.
- Development of CMS performance measures and guidelines likely to be completed in January 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by spring 2007.
- Draft CMS State of System Report likely to be done in summer 2007.
- Public Comment and local review in summer 2007.
- Adoption anticipated in summer/fall 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 complete.

- ✓ 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 conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in December 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

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 prepared in 2007.

Update of the MPO Public Involvement Policy

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Presented at October 2006 TAC meeting for adoption.

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- 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 complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- Second public meeting – January 2007

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 13, 2006

Subject: **Lead Planning Agency (LPA) Staff Report – Long Range
Transportation Plan**

Update on the progress of the Long Range Transportation Plan (LRTP)

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has been completed. The 2035 Forecast for population and employment data has been drafted and the detailed process of checking the data has begun. TAC received a preliminary review of the SE Data at their November 8, 2006 meeting. The TAC will receive the draft SE Data at their January 10, 2007 meeting and be asked to release that information for a 42-day public comment period. The original 2035 LRTP schedule designates the December 13, 2006 TAC meeting for release of the SE Data. This schedule change will not affect the 2035 LRTP schedule or the subsequent tasks such as the Deficiency Analysis and travel model efforts.

The efforts to reexamine the role of transit in the Triangle will affect the 2035 LRTP task to develop goals and objectives. The Transit Blueprint, the Blue Ribbon commission and the public involvement effort to develop a transit vision are tasks that will need to be coordinated with the 2035 LRTP goals and objectives.

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 12/1/2006												
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%	-----
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	100%	88.2%	1/15/2007
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	10/28/2006	100.0%	77.4%	12/15/2006
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	99.0%	93.0%	12/31/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	98.7%	98.5%	12/31/2006
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	98.0%	90.0%	08/01/2007
Durham	I-3306BA	HWY. 54 / I-40	WIDENING OF I-40 WESTBOUND RAMP ONTO HWY. 54	\$ 729,216.38		B. D. Milling	Aaron V. Earwood, PE	(919) 560-6857		95.0%	97.0%	12/15/2006
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	12/1/2006	65.0%	34.3%	1/15/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE				Aaron V. Earwood, PE	(919) 560-6857	6/30/2007			
NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 12/1/2006												
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	\$ 38,100,000.00	6.363 miles		D. TAYLOR	(919) 250-4016	12/19/2006			
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,200,000.00	0.369 miles		J. MOORE	(919) 250-4016	4/17/2007			
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,800,000.00	0.587 miles		C. HAIRE	(919) 250-4016	6/19/2007			
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	\$ 17,400,000.00	1.708 miles		C. HOUSER	(919) 250-4016	7/17/2007			
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: https://apps.dot.state.nc.us/traffictravel/progloc/												

County	WBS #	Route	Location Description	Amount	Status
Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms	100,000.00	Revised contract advertisement TBD
Orange	31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles	85,000.00	Aded funding for Rev. Compl. 3/31/07
Orange	35009.3.2 U-4008	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Plans revisions by TEB pending due to "Streetscape"; Compl. delayed
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgfield Dr.	Construct left turn lane	150,000.00	Town acquiring R/W and adjusting utilities
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	FA const. for turn lane w/ signal @ SR 1834= 90% compl. -waiting for power; Contract in 2007
Orange	40955	SR 1734 (Erwin Rd) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Plans received; materials ordered; Compl. by 1/31/07
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	District to design for FA construction
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	Municipal Agreement with Town of Chapel Hill; construction underway
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	App. by BOT 10/5/06; Design for FA const. pending
Orange	41291	SR 1772 (Greensboro Street) and SR 1780 (Estes Drive)	Relocate pedestrian signals and push buttons	20,000.00	Pending BOT approval
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads		Raleigh Let 12/19/06
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. -rev. compl. 10/07
Orange	SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. pending approval of Final TIP
Orange	SS-4907A 40715.3	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange/Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Contract Complete; signal installation @ Dogwood Acres Dr. by DOT pending TEB design

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I-40 fix will tax budget, patience

The DOT isn't saying what it will cost to replace botched concrete lanes with asphalt

BRUCE SICELOFF, Staff Writer

The new concrete pavement on Interstate 40 in Durham County was supposed to be good for 30 years, but it went bad fast.

Now, after a year of patching the most dangerous cracks and potholes, the state Department of Transportation is preparing to rip out the bad concrete. All of it.

State officials wouldn't talk Thursday about the details, but it became clear this week that fixing DOT's paving mistakes on I-40 would cost more, take more time and tie up more traffic than they had hoped.

DOT invited contractors this week to bid for the unusual job of removing the top 3-inch layer from the two outer lanes of I-40, in both directions, for 10.3 miles from U.S. 15-501 in Chapel Hill to N.C. 147 in Research Triangle Park. The concrete layer is deteriorating because of mistakes in the paving process. It will be replaced with asphalt.

The new repair plans will be a dreary prospect for commuters who recall daily delays and rush-hour backups during DOT's three-year project to add lanes to I-40.

It is the Triangle's busiest freeway, carrying more than 150,000 cars and trucks every day. A round of minor pavement repairs now under way is limited to Saturday nights and Sundays, but even this weekend work has been disruptive enough to cause hour-long traffic jams.

Lyndo Tippet, the state transportation secretary, and other senior DOT officials declined to discuss or even acknowledge the I-40 repair project. DOT officials did not respond to several requests for interviews or for public records concerning the deterioration of concrete pavement that was applied in 2003 and 2004.

No details were available on how the repair work would be performed, how much it would affect traffic, how long it would take, what it would cost and who would pay for it. One DOT official, pressed in 2005 to estimate the cost of replacing all the failed concrete, suggested a range of \$10 million to \$15 million.

Kenneth B. Spaulding, a Durham lawyer who represents Durham and Wake counties on the state Board of Transportation, said DOT administrators had given him only a little information about repair plans. He said I-40 should be repaired quickly.

"My main concern is safety for the traveling public," Spaulding said Thursday. "I've traveled that road almost every day, and I have run over different crumbling parts of I-40 and run over the potholes as well. Whatever it takes needs to be done, to get that repaired as expeditiously as possible."

There was a sense of urgency in a classified advertisement published Wednesday and a handful of files posted for contractors on the DOT Web site. DOT officials hope to award the contract in March. Interested contractors are asked to respond by Nov. 16.

"Anybody who produces asphalt is going to be interested in it," said Christie B. Barbee, executive director of the Carolina Asphalt Pavement Association. "I would think there would be some very competitive bidding on it."

Motorists on I-40 reported during a hot spell in July 2005 that the pavement was beginning to buckle and break. Chunks of concrete were bouncing on the roadway. Consultants hired by DOT quickly zeroed in on mistakes in the paving job.

I-40 had been built in Durham County in the 1980s, with two lanes in each direction. DOT widened it by adding a third, inside lane in each direction. The original lanes, which became the two outer lanes, were covered with a 3-inch concrete layer called a bonded overlay.

Expansion joints were to be cut across the concrete layer every 22 feet or so, so the slab could expand and contract with changes in the weather.

But DOT failed to make sure the joints were sliced all the way down through the top layer. Instead of bonding with the concrete below, the top layer separated from the bottom layer.

Len A. Sanderson Jr., the state highway administrator, and Tippet acknowledged last year that DOT had failed to add a paragraph in construction documents for the \$45 million contract specifying that the expansion joints must be cut to the full depth of the concrete layer.

But they maintained that DOT officials had given sufficient oral instructions to the contractor, Granite Construction Co. of Watsonville, Calif. DOT and Granite blamed each other for the oversight, and each vowed that the other would pay for whatever repairs were needed.

They compromised in a five-page settlement signed Oct. 17. Granite's responsibility would end after it repaired about three lane-miles of concrete this fall.

Meanwhile, the settlement document said, DOT had determined that "all other areas of the bonded overlay will need to be repaired at a later date."

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Editorial:

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Wreck at DOT

Leaders of the state Department of Transportation have slapped taxpayers in the face in failing to face up to an I-40 mess

Do not get your hopes up, good people of North Carolina, especially those in the Research Triangle, in expecting officials from the state Department of Transportation to fix the mess on Interstate 40 in Durham County in a timely fashion. Apparently, they're not even concerned about it. That's if you go by their reluctance to respond to requests for comment and for documents pertaining to the unholy disintegration of I-40, something that came to the fore yesterday when The News & Observer reported that bid offers were being solicited.

DOT officials declined comment, refusing to discuss the issue, or even the fact that the repair project was under consideration. It's a dangerous thing to combine arrogance and incompetence, but the DOT doesn't mind taking the risk.

Consider: the department invited contractors this week to bid for the job of removing the top 3-inch layer from two lanes of I-40, in both directions, for 10.3 miles -- from U.S. 15-501 in Chapel Hill to N.C. 147 in Research Triangle Park. There were mistakes in paving, and there are still questions about assigning percentages of the blame (the contractor's goof or a lack of instruction from DOT). But this much is for sure: travelers on the region's busiest freeway are in for goodness knows what kinds of delays and inconveniences, not to mention millions of dollars in expense. And it'll be a while.

The particulars of the dispute will likely be under debate for some time. The original contractor, Granite Construction Co. of California, and the DOT reached a deal that requires Granite to repair about three lane-miles of concrete this fall. The settlement document said DOT would have to have the rest repaired "at a later date."

But when The N&O's Bruce Siceloff sought comment from DOT, there was none to be had.

So how about this? How about Governor Easley calls DOT Secretary Lyndo Tippet and other officials to his office and explains to them that they work for the public, and thus they don't have any choice when it comes to responding to serious matters such as this one. Their arrogance is intolerable, and the governor should consider removing some of the brass if that's what it takes to bring this department under rein. Not to mention that the department appears to have made some costly mistakes here.

For example: the DOT didn't put a paragraph in the \$45 million contract with the California company that specified requirements about the work that might have prevented the fiasco now in progress. DOT officials apparently thought they'd given the company "oral instructions" that were sufficient. A kid trading a pair of roller skates knows better than that.

Tippet owes the public an apology on two counts: First, for the fact that mistakes were made on the road, and second, for the stubborn disregard of accountability to the public on his part and that of his subordinates.

It's true that DOT has long been a highly politicized agency -- Tippet is a long-time political supporter of Easley's -- but North Carolinians had hoped that the department was more efficient after the political involvement in decision-making had been curbed a little. Clearly, there's more work to be done.

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DOT officials unsure of I-40 repairs' impact

BY RAY GRONBERG, The Herald-Sun
November 9, 2006 12:58 am

DURHAM -- State Department of Transportation engineers had no answers Wednesday when local officials pressed them for information on the likely cost to repair a crumbling section of Interstate 40.

Members of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee want the information because they're sure the repairs will force the DOT to delay other area road projects, thanks to a legislative "equity formula" that requires the agency to spread construction money around the state.

But acting Division Engineer Wally Bowman sidestepped the question.

"I don't have that," he said in response to prodding from Durham County Commissioners Chairwoman Ellen Reckhow. "I haven't been [given] that information."

The repairs target a 10.3-mile stretch of the interstate that was widened earlier this decade. Soon after the widening was completed last year, engineers noticed that part of the road's concrete overlay was falling apart. That led to the discovery that they and the widening contractor had botched the job by failing to ensure that a series of expansion joints were cut properly.

The error -- traceable to the DOT's failure to spell out the details of the joints' design in the construction concrete, and the contractor's failure to follow subsequent verbal orders -- triggered the crumbling pavement because the overlay can't expand or contract the way it should as the temperature changes.

The DOT now intends to have another contractor remove the faulty overlay and replace it with asphalt paving -- a job that officials said last year could take \$10 million to \$15 million.

But that was a guess only. And since then, the DOT hasn't shared any information with local governments about its estimate of the likely bill.

Reckhow made it clear that she's unhappy with the agency's silence, its part in the botched widening and the likelihood that other projects will be put on hold so it can make good.

"I just find the whole situation troublesome," she said.

The DOT, she added, should find a way to pay for the repairs that won't delay other projects.

"We're basically paying for the road twice, and it's not fair," Reckhow said.

Meanwhile, Bowman said weekend motorists using the eastbound stretch of I-40 in southern Durham face a weekend or two more of bumper-to-bumper delays as the original widening contractor finishes a series of stopgap repairs.

Workers have closed two of the highway's three eastbound lanes each of the past two weekends, causing gridlock that's spilled over onto N.C. 54, the main surface street that runs parallel to the interstate.

"I suspect people are taking alternate routes or changing travel times if they can do that," said Mark Ahrendsen, Durham's transportation manager. "It's amazing the amount of traffic there is [on weekends] even into the evenings, and the impact of going from three lanes to one lane."

The agency's goal is to finish the short-term patchwork by Thanksgiving, Bowman said.

URL for this article: <http://www.heraldsun.com/durham/4-786543.html>

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Bad I-40 paving spurs discipline

State transportation chief says workers responsible will be fired or demoted

BRUCE SICELOFF, Staff Writer

State workers will be disciplined or fired for a bungled paving job on Interstate 40 in Durham County that requires up to \$30 million in repairs, state Transportation Secretary Lyndo Tippet said Thursday.

Much of the money will come from the Federal Highway Administration, which paid most of the original \$44.8 million construction tab to widen a 10.6-mile stretch, he said. The state also hopes to recover money from HNTB, an international engineering firm it hired to inspect the work.

Kenneth B. Spaulding of Durham, a member of the state Board of Transportation, which awarded the I-40 contract, voiced dismay about the extensive repairs needed in the next two years. He said the Triangle economy will feel the drag of construction delays on a stretch traveled by nearly 100,000 cars and trucks each day.

"It's not only going to be inconvenient and create significant congestion, but it is going to have an impact on the economies of our Triangle cities," Spaulding said. "You're going to have people ... make decisions not to go to some of our Research Triangle areas, based on the traffic situation.

"This does not help the free flow of traffic or the free flow of commerce."

The board, appointed by Gov. Mike Easley, sets priorities for the department and approves contracts.

Tippet declined to name the Department of Transportation employees he deemed at fault or say how many there are. Some have left the DOT, he said in a prepared statement, and others who remain "will be subject to suspension, demotion or firing."

He said in a telephone interview that he would probably announce early next week which employees were involved and what action would be taken. Len A. Sanderson, who reports to Tippet as the state highway administrator, did not return calls seeking comment.

The problems began in July 2005 when motorists started reporting cracks and potholes in fresh concrete pavement. A pavement expert concluded that DOT engineers had failed to specify the correct paving process in contract documents and in overseeing construction work. The concrete buckled and broke because it lacked adequate joints designed to allow it to expand and contract in changing weather.

Granite Construction Co. of Watsonville, Calif., the original contractor, did not accept blame but agreed to spend about \$3 million to repair the worst damage. In a settlement signed Oct. 17, Sanderson agreed that Granite's liability will end later this fall when it finishes the last round of weekend repairs.

Tippet said he would change the way the DOT plans and builds highways to prevent more such mistakes.

"One of those changes will make all top-level managers periodically go on-site and inspect these major projects," he said. "That has never been a requirement."

He said DOT engineers did not take enough precautions in 1999 when they chose a concrete paving process called bonded overlay, with which they had little experience. It involved putting a fresh 3 inches of concrete on top of the four original concrete lanes of I-40, built in the 1980s. The two layers were supposed to form a bond strong enough to handle traffic for 30 years.

The DOT had previously used bonded overlay paving only for two small projects, both of which were successful. Tippet said it was risky to use it on the bigger I-40 job.

"It was innovative," he said. "While it might be good for a one-mile project with low risk, I of course question the application in a project of this size."

Tippett issued the state's first comments on the I-40 project since the DOT indicated last week that the needed repairs would cost more, take longer and tie up more traffic than had been expected. The DOT said it was seeking a contractor to replace all the crumbling concrete with new asphalt on the two outer lanes of I-40, in both directions, from U.S. 15-501 in Chapel Hill to N.C. 147 (the Durham Freeway) in Research Triangle Park.

Tippett said he hoped this work would start next spring and be finished by the end of 2007. In 2008, contractors will add a 5/8-inch layer of asphalt to all six lanes of I-40.

He said the repairs could cost between \$18.4 million and \$30 million but said the DOT estimated the actual price at about \$18.6 million. Of that, he said, the federal government will pay about \$14.4 million.

Seth Effron, a spokesman for Easley, said Thursday night that North Carolinians count on the DOT to closely monitor highway projects and public spending.

Officials with Granite Construction, HNTB and the Federal Highway Administration could not be reached for comment Thursday evening.

The state and federal dollars will be subtracted from other highway funds distributed in DOT's seven-county Division Five, which includes Durham and Wake counties, Tippett said. Ellen Reckhow, chairman of the Durham County commissioners, said at a transportation planning meeting Wednesday that Triangle motorists should not have to pay for the DOT's mistakes. "We're basically paying for the road twice," she said, "and it's not fair."

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

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Transit corridor study on tap

BY RAY GRONBERG, The Herald-Sun
November 8, 2006 10:24 pm

DURHAM -- Area transportation planners intend to spend the next few months compiling data on potential transit corridors, to set the stage for elected officials to make decisions about how to address the failure of the Triangle Transit Authority's rail plans.

But while they will end up with an idea about what corridors are feasible, they don't know yet how officials from Durham, Orange and Wake counties should go about establishing construction priorities. One suggestion is to secure advice from a specially created blue-ribbon commission, but some officials are wary of that approach.

The technical study should "be done before we go through a political process," said Bill Strom, a Chapel Hill town council member who represents TTA on the Durham-Chapel Hill-Carrboro Transportation Advisory Committee. "We will lose our credibility as informed, cautious leaders if we start this parallel political process right now."

Strom's advice didn't stop the panel on Wednesday from backing the idea, but it did prompt local officials to say that if planners set up a special commission to gather advice on transit options, they should make sure it checks in early and often with elected officials on both sides of the Triangle.

The point is to make sure that the elected officials most deeply involved in transportation planning can keep tabs on the effort to come up with an alternative to TTA's defunct \$810 million rail link between Raleigh and Durham.

Durham Mayor Bill Bell said officials from the Durham-Chapel Hill planning group and a similar organization in Raleigh hit on the idea of setting up a blue-ribbon commission because they want to make sure that whatever recommendations emerge as officials try to regroup from TTA's decision to stop seeking federal subsidies for the rail project have public support.

Bell indicated that the special commission's membership would be drawn from a variety of groups and institutions that have a stake in seeing the area find a solution to its transportation woes. He did not say who those groups might be.

Durham Transportation Manager Mark Ahrendsen said the discussion of a special commission is still "very preliminary" and should grow clearer after a Nov. 29 meeting between transportation planners from the western and eastern sides of the Triangle.

TTA leaders conceded at the time they halted their quest for federal rail subsidies that the decision would force officials to take a fresh look at plans for regional transit links. The Raleigh-to-Durham project was supposed to be the backbone of a system that was eventually supposed to reach the UNC campus in Chapel Hill.

With that off the table, officials have a chance to look at all the different transit corridors they've identified over the years, decide whether any are worth pursuing and establish them as regional priorities, Ahrendsen said.

Durham County Commissioners Chairwoman Ellen Reckhow said officials have the opportunity to reconsider decisions like those that left Raleigh-Durham International Airport out of TTA's rail plans, and to consider any new ideas that emerge.

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DOT lapses led to botched I-40 project

State left out crucial written directions to the contractor; paving repairs will cost \$18.6 million

BRUCE SICELOFF, Staff Writer

A yearlong internal review at the state Department of Transportation sheds light on far-reaching failures that came together in an \$18.6 million blunder on Interstate 40 in Durham County: Next year 10.6 miles of crumbling concrete will be ripped out and replaced with asphalt.

The paving was botched because DOT engineers gave faulty instructions to the contractor. The new DOT study, summarized in a 67-page report, tracks their costly mistake through several years and across many desks at the state's road-building agency:

* DOT pavement experts did not know much about bonded concrete overlay, a paving process rarely used in North Carolina, when they chose it in 1999 for a major project to relieve congestion on the Triangle's busiest freeway.

* Engineers who drafted paving instructions for the \$44.8 million contract in 2001 lifted the bonded overlay details from plans for a small Raleigh Beltline paving job. They thought -- mistakenly -- that it was similar to the big I-40 project.

* The DOT did not give its engineers any training in the new paving method until October 2003, five months after overlay paving began on I-40. The department did not update its technical manuals to include the special requirements of overlay work.

I-40 commuters remember the chaos and congestion they endured during the three-year widening project between Chapel Hill and Research Triangle Park. They could face more of the same next spring when the DOT begins pavement repairs that will continue into 2008.

The DOT plans to remove a 3-inch layer of concrete from the two outside lanes in both directions -- about 50,000 tons of bad concrete that should have been good for 30 years.

"There's never been a project or a situation that I know of in my career with DOT as disappointing as this is," said Len A. Sanderson, the state highway administrator, in an interview Tuesday.

Sanderson's DOT career began in 1970. Transportation Secretary Lyndo Tippetts signaled its end Friday, announcing that Sanderson, who has supervised 11,000 DOT employees since 1998, would retire Jan. 1.

The I-40 concrete, put down in 2003 and 2004, began breaking up in the summer of 2005. Tests showed that state and federal engineers, contractors and inspectors had overlooked a crucial detail in the paving process -- the right way to cut expansion joints between slabs of concrete.

Sanderson directed the DOT's internal investigation and delivered its findings to Tippet last month. The report describes a string of blunders.

Sanderson's report also looks at frequent accidents and poor drainage on the I-40 project. Because engineers underestimated the need for drains along the median, the DOT spent an extra \$1.8 million to repair water damage and install additional drains.

Shallow expansion joints

The I-40 paving failure called into question the choice of the bonded overlay method, but pavement experts elsewhere say it has succeeded on the Beltline and on bigger projects in other states.

It involved a 3-inch layer of concrete poured over the two original concrete lanes each way that had carried traffic since I-40 opened in Durham County in the 1980s. (The DOT used standard paving methods to add a third lane in each direction, in the original median.)

The concrete layers were supposed to bond as a strong, single layer. The secret lay in carefully sawing expansion joints through the full depth of the top layer, making room for the concrete to expand and contract with changes in the weather.

I-40 engineers, contractors and inspectors discussed full-depth joint cuts only once -- in April 2003, shortly before the bonded overlay work began. DOT officials say they gave clear direction that day but acknowledge that they violated their own policies by failing to put it in writing.

Normally, Sanderson said, a DOT engineer would have distributed the minutes of the meeting to help everyone keep track of each item that was discussed. That did not happen this time.

No one mentioned the depth of the joints again, according to DOT records, until August 2005 -- eight months after paving was finished and experts were trying to figure out why the concrete was cracking. They found that most expansion joints were half as deep as they should have been.

Sanderson and Tippet acknowledged that their employees were at fault, but they didn't want the DOT to carry all the blame.

An e-mail message Sept. 9, 2005, captured the frustration of DOT administrators who searched frantically -- and in vain -- for evidence that state and federal highway engineers had paid attention to the expansion joint cuts during the paving process:

"Please no one take this wrong," Steven D. DeWitt, then DOT construction director, wrote other administrators, "but ... how in the world did saw depth not get discussed, documented, looked at, poked into, measured, or *whatever*?"

Assigning blame

They were relieved a few days later when they found evidence that might pin the rap -- and the repair bill -- on Granite Construction Co. of Watsonville, Calif., the I-40 project contractor. Three DOT employees produced brief notes from the discussion of joint cuts in April 2003.

"It appears to be the smoking gun that we were seeking," DeWitt, who was later named chief engineer for the state Turnpike Authority, said by e-mail Sept. 13, 2005.

Last week, Tippet told legislators that much of the blame was shared by Granite Construction, the Federal Highway Administration and HNTB, an engineering consultant that supplied construction inspectors for several Triangle projects in a five-year, \$13 million DOT contract.

The federal agency paid about 80 percent of the original project cost and has agreed to cover a similar share of the new repair bill.

That means the I-40 fix will gobble up federal and state money that could otherwise have been spent on other road improvements in a seven-county area that includes Wake and Durham counties. The estimated \$18.6 million cost could be diverted, for example, from the planned \$18 million widening of Aviation Parkway in Morrisville or a \$15 million widening of T.W. Alexander Drive in Durham.

John A. Sullivan III, who heads the Federal Highway Administration's North Carolina office, said his agency was at fault for failing to make sure the DOT handled the I-40 project properly.

"We were in position to catch the missing [expansion joint] detail, but we didn't," Sullivan said.

Taxpayers bear lion's share

Granite said it did the work according to the DOT's plans and instructions. The contractor agreed to make urgently needed repairs to the worst-damaged areas -- the work is expected to end this weekend -- while lawyers for both sides worked out the finances.

A settlement agreement signed in October by the DOT and Granite killed any chance that taxpayers might avoid paying the bulk of the repair bill. Granite continued to deny responsibility for the damage but agreed to absorb the \$3 million cost of its repairs through the end of this year. The DOT agreed that Granite did not owe a nickel toward the repairs next year or in the future.

Tippet predicted that HNTB, the consultant the DOT hired to provide construction inspectors, would pay some of next year's repair costs. He also said the DOT would reduce its reliance on outside firms for inspection work.

HNTB officials denied responsibility for the concrete failure. They said their employees based their work on the project plans, which left out details about cutting the expansion joints.

"Our technicians were not in a position to second-guess or overrule the plans and specifications," said Henry V. Liles Jr., vice president of HNTB North Carolina, in an interview. " ... I told them that I did not see where we had any responsibility for the mistakes out there."

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

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Moss: Traffic's reach extensive

BY WILLIAM F. WEST, The Herald-Sun
November 29, 2006 11:27 pm

CREEDMOOR -- Mayor Darryl Moss told the Triangle's two key transportation development groups Wednesday that they must think beyond the cities when considering future highway and road needs.

"Traffic just doesn't stop at the county line," Moss said.

Moss is Creedmoor's representative to the Raleigh-based Capital Area Metropolitan Planning Organization (CAMPO).

On Wednesday, CAMPO met in Research Triangle Park with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO).

Moss said he decided to speak up because he believes much of the conversation has always been related to what's going on in Durham, Chapel Hill, the Research Triangle Park, Raleigh and Wake County.

"I impressed upon them to remember that there is a rural component that needs to be not forgotten about," he said.

"They are forming an advisory committee, with members being drawn" from CAMPO and DCHC-MPO, he added.

Moss, asked whether he believed the pair of organizations took his message to heart, replied, "I think so."

"I just didn't want us to get lost in the shuffle," he said.

Creedmoor and the rest of southern Granville County have been experiencing sprawl from Durham and Wake counties, with new subdivisions going up as fast as crews can be brought in to build them.

In addition, DCHC-MPO was shown 2000 census data indicating more than 4,600 Granville County residents worked in Durham County, while more than 3,900 Person County residents worked in Durham County.

And more updated census figures show that Granville County's population alone swelled from nearly 48,500 in 2000 to more than 53,000 last year.

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N&O- November 13, 2006

Keep it rolling

A poll shows interest in mass transit, but Triangle leaders are the ones who have to demonstrate real vision

Credit Mayor Bill Bell of Durham with the most statesmanlike view thus far of the future of mass transit in the Triangle. A poll (for The News & Observer and WRAL-TV) showed significant public interest in rail travel and more mass transit in general, something that's been on the Triangle Transit Authority's drawing board for years. The TTA's dreams have been bruised because federal regulators said there wasn't enough potential ridership to justify funding for a 28-mile, \$810 million commuter train.

In any case, Bell's notion about mass transit is: "We shouldn't let the financing drive the vision. The important thing is to get buy-in from the general public about what kind of system they want, and then go out and try to find the dollars." That's 100 percent right. And it's encouraging to hear veteran state transportation administrator David King, who now heads the TTA, talking in a forward-thinking way and not lingering on the past frustrations. He said, "It's our job to figure out what to do and how to pay for it. They (the public) want us to get on with it. I see a sense of urgency."

Amen to that, too. Talking about mass transit with politicians around here is like trying to get everyone to agree on what to play on the radio in the family car while on a long journey. If enough people are against ol' Willie Nelson and others don't like Chopin, then the compromise is going to be silence. And a long, boring ride.

Or in the case of mass transit, stalemate. The local pols, a good many of them, have kept only their reading glasses on when it comes to looking at this region's future traffic problems. No foresight. Too expensive, they say. Not enough people yet, they say. People like their cars and won't give them up, they say.

Well, yes, even if cost-efficiency is the measure that really matters, trains are expensive. But more and more Triangle residents are starting to spend way too much time on I-40 and other heavily traveled routes. And they can read the numbers: thousands of new residents moving to the area every year, many of them used to long commutes but hopeful of shortening their travel hereabouts. Who would disagree with the absolute certainty that a booming population is going to create worse and worse traffic on existing roads, even those that have opened recently?

The gasoline situation is iffy as well, and the combinations of wasted time and more expense might well encourage people to use trains or buses.

The point is this: the TTA, state transportation officials, local governments, interested citizens and yes, those reluctant politicians, ought to be looking at all the options for the future of transit.

The good thing, if it can be called that, about the funding setback on federal rail money is that it gives the region a chance to return to square one, study polls, talk to the people about what they want, toss all the ideas out there, and then, as Bill Bell said, focus the vision and find the money.

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Road hearing today in Roxboro

BY WILLIAM F. WEST, The Herald-Sun
November 30, 2006 11:27 pm

ROXBORO -- The N.C. Department of Transportation wants public feedback on the draft of the 2007-2013 Transportation Improvement Program (TIP).

A meeting is set for 2-4 p.m. today at Roxboro City Hall, 105 S. Lamar St., with registration to start one hour prior.

NCDOT is going to get input from Person County, whose officials and leaders are ever vigilant of the agency making good on closing the curvy, hilly four-lane gap of U.S. 501 between Roxboro and the Virginia border.

Leigh Woodall on Thursday said he's going to call for moving the start of roadwork from fiscal year 2012 to fiscal year 2009.

"It just stands to reason that if your right-of-way acquisition begins, well, let's say, now, and they're projecting like, two years to have all their right of way acquired, then it just stands to reason that construction should begin shortly thereafter," he said.

Woodall said he believes the current time gap between purchasing the lands and getting the construction crews in place has to do with funding and where NCDOT wants to prioritize spending.

Woodall is chairman of Roxboro's and Person County's Thoroughfare Advisory Committee, which engaged in intensive lobbying efforts to widen U.S. 501, including meeting in the summer with state Transportation Secretary Lyndo Tippet and a key adviser to Gov. Mike Easley.

The local leaders learned in September that the proposed four-laning of U.S. 501 was on the draft version of the TIP, which when finalized is going to be NCDOT's master list of highways to be built or improved.

Person County Commissioner Larry Yarborough said the fact that NCDOT is having today's meeting in Roxboro "does make us feel like they're listening to us, somewhat."

But Yarborough said, "We're still in a lot of trouble competing with Raleigh and the Cary area. Even Durham can't compete with Raleigh for roads."

In addition, Granville County Commissioner Hubert Gooch is going to be urging the four-laning of the curvy, hilly, winding, two-lane N.C. 50 from Creedmoor to Interstate 540.

More than a few motorists have complained that what irks them in peak hours is they can't pass, meaning they can only go as fast as the driver in front of them.

"That'll be part of my presentation, to point out just the geography of the road itself," along with the impact of foul weather on driving conditions, Gooch said.

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Aldermen act on need for sidewalks

BY CARA MCDONOUGH, The Herald-Sun
December 5, 2006 10:42 pm

CARRBORO -- The Carrboro Board of Aldermen talked about the importance of bike paths and sidewalks at their meeting Tuesday night, and the panel took some steps to move forward on designated projects in town.

The board approved a resolution to reallocate \$650,000 in state transportation funds toward a project on Estes Drive that will provide bike paths on both sides of the road.

The project, according to Carrboro's 2007-2013 Transportation Priority List (TPL), is to construct "bike lanes, sidewalks and transit accommodations" on both sides of the road from Greensboro Street to the town limits, and a multi-use path from Williams Street to Estes Drive.

Estes Drive is Carrboro's No. 1 priority on the TPL that was adopted in March 2005.

Carrboro Mayor Mark Chilton has said he receives more resident complaints about Estes Drive -- particularly regarding pedestrian and bike safety -- than he does about any other issue in town.

But money granted to the town as part of the state's Transportation Improvement Program (TIP) did not include funding for Carrboro's Estes Drive plans. Those funds did include \$650,000 to build bike paths on Seawell School Road from Estes Drive to Homestead Road, said Dale McKeel, the town's transportation planner, Tuesday night.

On further review of that project, said McKeel, the state recently determined the cost of the Seawell School project as much higher than originally thought -- close to \$2 million -- and gave Carrboro the option of reallocating those funds to the Estes Drive project.

The board quickly agreed -- without much discussion -- to vote that way.

"I think it's very exciting that we may have some real bike facilities on Estes Drive," said Chilton.

He thanked the staff, particularly McKeel, for its hard work on the project.

The board also heard an update on the sidewalk bond program Tuesday, specifically on 11 sites designated in phase B of the program. Funding needed to complete those projects is estimated at \$2.284 million.

The cost includes estimates for construction engineering costs, rights-of-way and permanent drainage easement acquisition.

In an effort to conserve funds, the staff recommended that the funds first be used for prioritized sidewalk enhancement projects on Brewer Lane, Old Fayetteville Road, Jones Ferry Road and West Main Street.

Carrboro resident Jan Simons, who lives off Culbreth Road, spoke in support of the bond project and asked the board to consider Culbreth Road a priority as well, as Chapel Hill already has.

Senior citizens like herself who live in the area need the sidewalks, she said. She urged the staff to have "compassion for us old ladies."

"Chapel Hill built these beautiful sidewalks, and they stop right where we need them," she said.

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Advocates aren't happy with city's pace on walkway

By Ray Gronberg, The Herald-Sun
November 2, 2006 11:01 pm

DURHAM -- Advocates for the American Tobacco Trail aren't happy with the pace the city's Public Works Department is setting when it comes to getting a key part of the walkway finished and worry that delays will drive up the cost of the project.

Leaders of the Triangle Rails-To-Trails Conservancy have collected 2,398 signatures on an online petition that urges city officials to get on with designing the segment that will go in near the Streets at Southpoint mall, including a bridge that will carry the trail over Interstate 40.

Estimates posted on the city's Web site call for work on the 4 1/2-mile segment to be complete in the spring of 2010.

Before the project can go ahead, officials need to have the required money in hand, a formal agreement with the N.C. Department of Transportation and a contract with the segment's likely designer, the Parsons Brinckerhoff engineering firm, said Lee Murphy, the Public Works Department's engineering manager.

But Murphy can't say exactly when all that will happen, which is what troubles people like Rails-To-Trails Conservancy President Bill Bussey.

Bussey said he and other trail advocates met last month with two senior administrators, Deputy City Manager Ted Voorhees and Public Works Director Katie Kalb, to try to get answers. From his account, few were given.

"Basically, they said go to the city's Web site to check," Bussey said. "I was not impressed with them. It was obvious they did not want to be there."

One thing that's clear is that the project is caught up in a bureaucratic thicket, in part because construction money from the federal government is being channeled through the DOT. Although the funding is there, the state Board of Transportation has to formally release it before much more can happen. City officials hope the board acts before year's end.

Even after the money is in hand, the use of federal funds means "there are numerous and stringent procedures to follow," Kalb and Voorhees said in an Oct. 5 e-mail to City Manager Patrick Baker. "If [they're] not followed properly, the city will not be reimbursed. Those procedures tend to control the speed of the process."

The agreement memo with DOT is another potential roadblock, as the agency's staff will write its first draft. It's an essential document because it will spell out everything Parsons Brinckerhoff will undertake during the design process, Murphy said.

Hiring the engineering firm could also be a stumbling block -- and it's one that has folks like Bussey especially worried.

Bussey said conservancy leaders aren't convinced Parsons will undertake what promises to be a complicated project for the price state regulations would dictate.

Murphy disputes that. The firm can collect no more than 15 percent of the project's cost for design work and another 15 percent for construction management, he said, adding that he doesn't see a problem getting the engineering firm on board within those caps.

Trail advocates are also bothered by the spring 2010 completion estimate, as city officials until July were saying they thought the project could be done by the summer of 2008.

But that estimate predated a move to reassign the project from the city General Services Department and give it to Public Works.

General Services Director Mark Greenspan said Public Works got the job because his department can't keep up with the entirety of the city's \$180 million construction program, and because Public Works has more experience in dealing with DOT to nail down project agreements like the one needed for the trail.

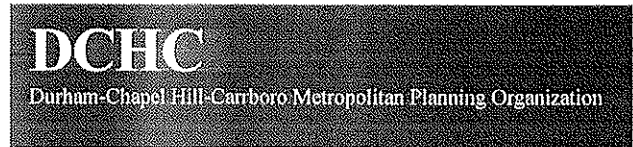
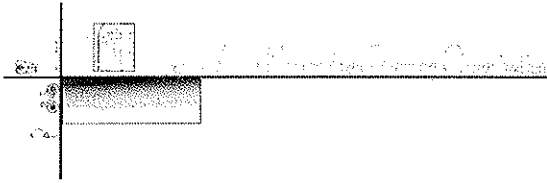
Once the trail project was moved to Public Works, Murphy revised the completion estimate. "I don't know if [2008] was realistic," he said. "The project wasn't even funded."

The one thing that's clear is that the conservancy -- a nonprofit that arranges corporate donations and volunteer labor -- doesn't feel it's getting clear answers from the city government.

Senior city administrators "have this problem about not communicating or not wanting to communicate," Bussey said. "Maybe these folks need to take a Dale Carnegie class about how to win friends and influence people, because they don't have those skills."

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November 29, 2006

Governor Michael F. Easley
Office of the Governor
20301 Mail Service Center
Raleigh, NC 27699-0301

Dear Governor Easley:

Attached for your consideration is a resolution requesting that the cost to repair mistakes on the I-40 widening project between NC 147 and US 15-501 (I-3306) be exempted from the State's equity formula. This resolution was adopted by the Transportation Advisory Committees of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Capital Area Metropolitan Planning Organization at a joint meeting on November 29, 2006 and has the support of our Transportation Board Member, Ken Spaulding.

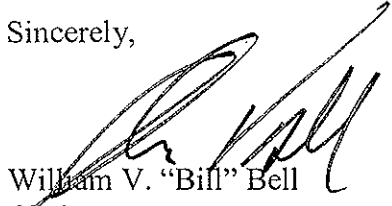
It is inherently unfair for NCDOT Division 5 and the citizens of the Triangle to suffer financially for the mistakes of others on the I-40 widening project. Individuals traveling on this section of I-40 have already put up with three years of construction related traffic delays and an increase in accidents associated with the widening. These delays also had an adverse economic impact on businesses in the I-40 corridor. Now it appears that motorists on I-40 will have to endure another two years of traffic delays while repairs are made to this project. They should not have to suffer financially by bearing through the equity formula the estimated \$18.6 million in repair costs to fix the pavement problems on I-40 and have other critical transportation improvements delayed as a result.

You are well aware that current revenues are woefully inadequate to keep up with the growing needs and demand for transportation improvements in the Triangle. Another \$18.6 million "hit" will only make a bad situation worse.

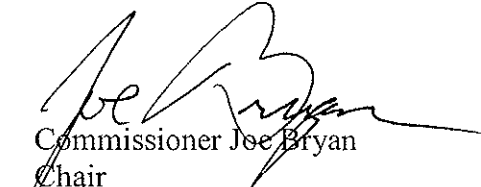
We respectfully request your assistance in exempting the costs associated with the repairs to I-40 between NC 147 and US 15-501 (estimated at \$18.6 million) from the State's equity formula or in identifying some other funding solution that does not unfairly penalize Division 5 for the mistakes of others.

Your assistance in this matter is appreciated.

Sincerely,



William V. "Bill" Bell
Chair
Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization



Commissioner Joe Bryan
Chair
Capital Area
Metropolitan Planning Organization

Cc: DCHC MPO State Legislative Delegation
Capital Area MPO State Legislative Delegation
Franklin Freeman
DCHC MPO TAC Members
Capital Area MPO TAC Members

**Joint Resolution by the Durham-Chapel Hill-Carrboro MPO and Capital Area
MPO to Exempt Expenditures Associated with Repairs to I-40 from NC 147 to
US 15-501 from the Equity Formula**

WHEREAS, I-40 was recently widened from four to six lanes between NC 147 and US 15-501 at a cost of \$44.8 million to relieve traffic congestion in south Durham; and

WHEREAS, during the three year construction period motorists traveling on I-40 endured lane closures, ramp closures, detours, increased delays and an increase in the number of traffic accidents; and

WHEREAS, concrete failures on the original four lanes of I-40 began to appear in 2005 shortly after the widening work was completed; and

WHEREAS, it has been determined that the concrete problems are due to the failure to provide appropriate expansion joints in the three inch concrete overlay applied to the original four lanes on I-40; and

WHEREAS, the repairs to correct the concrete failures on I-40 will involve removing the three inch concrete overlay from the four original lanes of I-40 between NC 147 and US 15-501 (two outer lanes in each direction) and replacing this concrete with asphalt; and

WHEREAS, under a settlement agreement the original contractor, Granite Construction Company, will repair approximately three lane miles of the damaged concrete in the fall of 2006 and NCDOT will be responsible for repairing the remaining 37 lane miles of damaged concrete at a later date (this work is expected to occur in 2007 and 2008); and

WHEREAS, the cost to repair the 37 lane miles for which NCDOT has assumed responsibility is estimated at \$18.6 million; and

WHEREAS, the concrete pavement was expected to last 30 years and the asphalt pavement is expected to last approximately 10 years; and

WHEREAS, motorists traveling on I-40 have once again had to endure significant delays this fall associated with Granite Construction Company's repair work for the three lane miles for which they are responsible even though this repair work has been limited to weekends; and

WHEREAS, once again Triangle citizens and others traveling on I-40 will have to endure the frustration and countless hours of delay associated with the repair of the remaining 37 lane miles of I-40 between NC 147 and US 15-501; and

WHEREAS, sufficient revenue is not currently anticipated to keep up with the growing needs and demand for transportation improvements in the Triangle; and

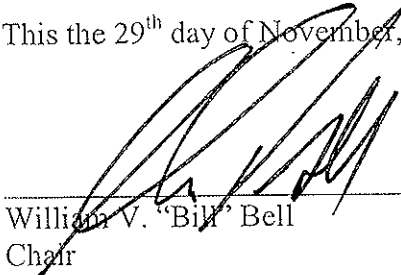
WHEREAS, Division 5 (and the Triangle in particular) has experienced a nearly \$350 million reduction of funds available in the 2006-2012 TIP to "repay" the advancement of funds to accelerate the construction of a project in the Triangle; and

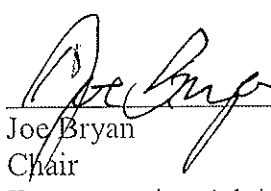
WHEREAS, the counties in the Triangle are donor counties in terms of the ratio of taxes generated versus the amount of NCDOT funds spent in the area over the past fifteen years based on the funding allocation specified by the State's Equity Formula; and

WHEREAS, Division 5 and citizens in the Triangle should not have to bear the cost of the \$18.6 million in repairs to I-40 caused by the mistakes of others and have other critical transportation improvements delayed as a result.

Now, therefore, be it resolved by the Transportation Advisory Committees of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Capital Area Metropolitan Planning Organization that the costs associated with repairs to I-40 between NC 147 and US 15-501 (estimated at \$18.6 million) be exempted from the State's Equity Formula.

This the 29th day of November, 2006.



William V. "Bill" Bell
Chair
Transportation Advisory Committee
Durham-Chapel Hill-Carrboro MPO

Joe Bryan
Chair
Transportation Advisory Committee
Capital Area MPO



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
N.C. Department of
Transportation
County of Orange

November 14, 2006

Mr. Tim Johnson, PE
Division Engineer
NCDOT Division 8
P.O. Box 1067
Aberdeen, NC 28315

Mr. Mike Mills, PE
Division Engineer
NCDOT Division 7
P.O. Box 14996
Greensboro, NC 27415-4996

RE: Proposed Development on U.S. 15-501 at the Chatham/Orange County Line

Dear Mr. Johnson and Mr. Mills:

Thank you for your letters of response dated October 6, 2006 and October 10, 2006, respectively, to our letter of September 18, 2006 regarding the above referenced subject. According to your letters neither the Chatham nor Orange District Offices has received a complete driveway permit application for the above referenced project. As stated in your letter, consideration of a complete driveway application and potential subsequent approval cannot go forward until pending litigation related to the right of way acquisition of TIP Project R-942 is resolved.

Given the proximity of the proposed development to Chapel Hill and Carrboro and the possibility that driveway permits to this development may be requested in both Orange and Chatham Counties, we would respectfully request that you notify the DCHC MPO and the four aforementioned jurisdictions at such time as driveway permits to this proposed development are requested to afford these jurisdictions an opportunity to comment before NCDOT acts on the driveway permits.

Contact information for these jurisdictions is provided below:

Felix Nwoko
Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza
Durham, NC 27701

Karen Lincoln
Orange County Planning Department
P.O. Box 8181
Hillsborough, NC 27278

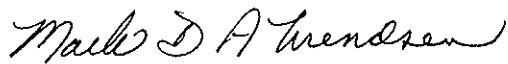
Jason Sullivan
Chatham County Planning Department
P.O. Box 54
Pittsboro, NC 27312

David Bonk
Town of Chapel Hill
306 N. Columbia Street
Chapel Hill, NC 27516

Dale McKeel
Town of Carrboro
301 W. Main Street
Carrboro, NC 27510

We appreciate the cooperation you have exhibited to date on the proposed development project referenced herein and look forward to continued dialogue on this project.

Sincerely,



Mark D. Ahrendsen
TCC Chair

Cc: Mike Cross, Chatham County
Alice Gordon, Orange County
Ed Harrison, Town of Chapel Hill
Kevin Foy, Town of Chapel Hill
Alex Zaffron, Town of Carrboro
David Bonk, Town of Chapel Hill
Karen Lincoln, Orange County
Dale McKeel, Town of Carrboro
Jason Sullivan, Chatham County