DCHC

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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

**November 12, 2008** **Committee Room**
**7:00 PM** **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. **October 8, 2008 TAC Meeting Minutes**
**(Attachment 5)**

A copy of the October 8, 2008 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the October 8, 2008 TAC meeting.

6. **2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Options - Public Hearing**
**(Attachment 6)**
**Andy Henry, LPA Staff**

The TAC authorized the release of the 2035 Long Range Transportation Plan and Comprehensive Transportation Plan options for public comment subject to the TAC officers' review on October 8, 2008 and scheduled a public hearing for November 12, 2008. The options report was released to the public on October 28, 2008. Public meetings and workshops on the options are occurring in October, November and early December.

Attachment 6 is a copy of the options report. The following table presents the schedule for the remainder of the 2035 LRTP:

| Action | Date |
|---|---|
| TAC hold public hearing for 2035 LRTP - Options | 11/12/08, **7 pm** |
| TAC approve 2035 LRTP | 12/10/08 |
| TAC release 2035 LRTP Air Quality Conformity Report | 2/11/09 |
| TAC hold public hearing for Conformity Report | 3/11/09 |
| TAC approve 2035 LRTP Air Quality Conformity Report | 4/8/09 |
| Federal approval of 2035 LRTP | Before 6/15/09 |

**TAC Action:** Hold a public hearing on the 2035 Long Range Transportation Plan Options, discuss and refer comments to staff.

**7. FY 2011-2017 Transportation Improvement Program – Regional Priority List**
**(Attachment 7, 7A, 7B, 7C, 7D, 7E)**
**Ellen Beckmann, LPA Staff**

NCDOT has requested that MPOs provide their Regional Priority Lists for the FY 2011-2017 Transportation Improvement Program (TIP) by March 28, 2008 (Attachment 7A). This is a three month delay from the original schedule. A revised schedule for the development of the FY 2011-2017 Metropolitan TIP with this new deadline is provided in Attachment 7B. In August 2008, the TAC approved the Ranking Methodology for the development of the Regional Priority List (Attachment 7C). Local jurisdictions have submitted their local priority lists (Attachment 7D) and applied the ranking methodology to their projects.

Attachment 7E is the results of the ranking methodology for the MPO. As with the previous methodology, three separate methodologies are used for highway, bicycle/pedestrian, and transit projects. The TAC is requested to release the results of the ranking methodology as the draft Regional Priority List and schedule a public hearing. Attachment 7 is an overview memo on the Regional Priority List. This memo describes a number of unresolved issues discussed by the TCC and TCC TIP Subcommittee.

**TCC Recommendation:** That the TAC release for public comment the draft Regional Priority List (Attachment 7E) and schedule a public hearing at the December TAC meeting.

**TAC Action:** Release for public comment the draft Regional Priority List (Attachment 7E) and schedule a public hearing at the December TAC meeting.

**8. FY 2008-2009 Unified Planning Work Program – Amendment #2**
**(Attachment 8)**
**Felix Nwoko, LPA Staff**

The TAC approved $50,000 in STP-DA and local match funding for a study of transit impact fees in the Town of Chapel Hill for FY 2009 on May 14, 2008. The FY 2008-2009 UPWP must be amended to reflect this allocation. Attachment 8 is a resolution adopting amendment #2 to the FY 2008-2009 UPWP.

**TCC Recommendation:** That the TAC approve the resolution adopting amendment #2 to the FY 2008-2009 Unified Planning Work Program.

**TAC Action:** That the TAC approve the resolution adopting amendment #2 to the FY 2008-2009 Unified Planning Work Program.

**9. Election of MPO Officers for 2009 – Appointment of Nominating Committee**
**Alice Gordon, TAC Chair**

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December.

The TAC Bylaws state that officers cannot serve more than two consecutive terms. In addition, the Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties. For example, if the Chair is from Durham County (including the City of Durham), the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County. The Vice-Chair shall be from a jurisdiction located in one of the two other counties.

Alice Gordon was elected the TAC Chair in December 2006 and is therefore ineligible to serve as Chair in 2009. Mike Woodard was elected the TAC Vice Chair in December 2007 and is therefore eligible to serve one more term as Vice Chair.

**TAC Action:** The TAC Chair will appoint a nominating committee and the election of officers for 2009 will be scheduled for the December TAC meeting.

**REPORT:**

**10. Report from the TAC Chair**
**Alice Gordon, TAC Chair**

**TAC Action:** Receive Report from TAC Chair

**11. Report from Staff**
**(Attachment 11)**
**Felix Nwoko, LPA Staff**

**TAC Action:** Receive Report from Staff

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

**TAC Action:** Receive Report from TCC Chair

**13. NCDOT Report**
**(Attachment 13)**
**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. **NCLM Newsletter Article on Road Financing**
    **(Attachment 15)**

16. **Letter from Rep. David Price on Highway Trust Fund – October 10, 2008**
    **(Attachment 16)**

**Adjourn**

**Next meeting: December 10, 2008**

# TAC Directives to Staff

06/11/03 – 12/31/06 (Pending/In Progress/On Going)
01/01/07 – Present (Completed/Pending/In Progress)

| Meeting Date | Directive | Status |
|---|---|---|
| 06/11/03 | (TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project. | Completed/Pending – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012) |
| 03/10/04 | Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147. | Completed/Pending - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT. |
| 08/25/04 | Metropolitan Area Boundary | Completed/In Progress – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update. |
| 08/25/04 | Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding. | In Progress – See Attachment 11 of 6/11/08 TAC Agenda. |
| 08/25/04 | Further study of Latta Road/Infinity Road/Roxboro Road intersection. | In Progress – To be evaluated as part of the next (2035) LRTP update. |
| 09/14/05 | Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham. | In Progress |
| 04/12/06 | Investigate use of peer review for Triangle Regional Model (TRM) | In Progress: TRM committee has taken up this project |
| 04/12/06 | Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting | In Progress: |
| 08/09/06 | Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities. | In Progress: |
| 10/11/06 | Provide information on if a municipality can accelerate resurfacing using local funding. | In Progress |
| 01/10/07 | Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments | Completed: See Attachment 6 of the 02/14/07 TAC Agenda. |

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| 01/10/07 | Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue | In Progress: See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda |
| 02/14/07 | Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station | Completed: See Attachment 23 of 4/11/07 TAC Agenda |
| 02/14/07 | Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues. | Completed: See Attachment 23 of 3/14/07 TAC Agenda |
| 02/14/07 | Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition | In Progress: See 10/31/07 Joint TAC Agenda. |
| 03/14/07 | Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan. | Completed: See Attachment 7A of 4/11/07 TAC Agenda |
| 04/11/07 | Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan. | Completed: See Attachment 10 of 5/09/07 TAC Agenda. |
| 04/11/07 | Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40. | Completed: See Attachment 16 of 6/13/07 TAC Agenda. |
| 04/11/07 | Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly | Completed: See Attachment 20 of 6/13/07 TAC Agenda. |
| 05/09/07 | Review the STP-DA allocation procedure including eligible projects and geographic distribution | Completed: See Attachment 7C of 6/13/07 TAC Agenda, Attachment 8 of 3/12/08 TAC Agenda, Attachment 8 of 4/09/08 TAC Agenda, and Attachment 6 of 5/14/08 TAC Agenda. |
| 05/09/07 | Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax | Completed: See Attachment 20 of 6/13/07 TAC Agenda. |
| 05/09/07 | Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests | Completed: See Attachment 15 of 8/8/07 TAC Agenda |
| 08/08/07 | Provide a summary of transportation-related development review regulations from member jurisdictions | Completed: See Attachment 17 of 10/10/07 TAC Agenda |
| 08/08/07 | Add information on student employment, employment-to-population ratios, and household size to the SE Data | Completed: See Attachment 6 of 9/12/07 TAC Agenda |
| 08/08/07 | Provide an update on damage to NC-147 due to the I-40 detour | Completed: NCDOT staff replied via email to TAC members |

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|---|---|---|
| 09/12/07 | Develop final goals and objectives for the 2035 LRTP considering public comments and the Chapel Hill resolution | Completed: See Attachment 8 of 10/10/07 TAC Agenda |
| 10/10/07 | Send a letter to thank the NCDOT for the I-40 repair project | Completed: See Attachment 17 of 11/14/07 TAC Agenda. |
| 11/14/07 | Develop a strategy for pursuing regional bicycle routes between MPO jurisdictions. Include public input and identify funding sources. | Completed: Corridors to be identified as part of the 2035 LRTP process. STP-DA funding has been reserved. See Attachment 7 of 10/8/08 TAC Agenda. |
| 11/14/07 | Develop a combined mode 2009-2015 TIP regional priority list by division with costs. | Completed: See Attachment 7 and 7A of 1/09/08 TAC Agenda. |
| 12/12/07 | Provide a presentation and update on the 21st Century Transportation Committee | Completed: See Attachment 6 of 3/12/08 TAC Agenda. |
| 12/12/07 | Send a letter to NCDOT regarding U-3804 Hillandale Road widening using similar language as the Durham Board of County Commissioners. | Completed: See Attachment 15 of 1/09/08 TAC Agenda. |
| 02/13/08 | Present to the JCCPC and planning boards on the LRTP targets and the importance of land use. | In Progress: |
| 03/12/08 | Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis | Completed: Presentations given at the 4/2/08 JCCPC and 3/31/08 Assembly of Governments. |
| 03/12/08 | Provide an update on the state's human services transportation plan | In Progress: |
| 04/09/08 | Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO | Completed: See Attachment 6C of 5/14/08 TAC Agenda. |
| 04/09/08 | Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category | Completed: To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. See Attachment 7 of 10/8/08 TAC Agenda. |
| 04/09/08 | Develop a list of principles that should be considered in the proposed Congestion Intermodal Transportation Fund legislation. | Completed: See Attachment 10B of 5/14/08 TAC agenda. |
| 05/14/08 | Develop a recommendation for funding regional bicycle and pedestrian projects with STP-DA. | Completed: To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. |
| 06/11/08 | Send a letter to the NC Turnpike Authority expressing the TAC's concerns regarding Triangle Parkway. | Completed: See Attachment 18 and 18A of the 8/13/08 TAC agenda. |
| 06/11/08 | Send a letter to the MPO's state delegation stating the MPO's position on the Triangle Parkway. | Completed: See Attachment 17 of the 8/13/08 TAC Agenda. |

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| 8/13/08 | Work with NCDOT to amend the 2009-2015 TIP to address transit project errors. | Completed: See Attachment 8 of 10/8/08 TAC Agenda. |

**TRANSPORTATION ADVISORY COMMITTEE**

**October 8, 2008**

**MINUTES OF MEETING**

The Transportation Advisory Committee met on October 8, 2008, at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

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| **Mayor William V. Bell | City of Durham |
| *Diane Catotti | City of Durham |
| **Alice Gordon | Orange County – TAC Chair |
| **Eric Hallman | Town of Hillsborough |
| **Ed Harrison | Town of Chapel Hill |
| **Becky Heron | Durham County |
| **George Lucier | Chatham County |
| **Lydia Lavelle | Town of Carrboro |
| *Ellen Reckhow | Durham County |
| **Mike Woodard | City of Durham – TAC Vice-Chair |

**Voting Members
*Alternate or Non-Voting Members

| | |
|---|---|
| Mark Ahrendsen | City of Durham - Transportation |
| Jamal Alavi | NCDOT – TPB |
| David Bonk | Town of Chapel Hill |
| Wally Bowman | NCDOT – Division 5 Engineer |
| James Carnahan | Village Project, Carrboro |
| Kevin Harward | City of Durham - Transportation |
| Andy Henry | City of Durham - Transportation |
| John Hodges-Copple | Triangle J COG |
| Joe Huegy | ITRE |
| Karen Lincoln | Orange County |
| Patrick McDonough | Triangle Transit |
| Dale McKeel | City of Durham - Transportation |
| Adena Messinger | Town of Carrboro |
| Ryan Mickles | Town of Chapel Hill |
| Felix Nwoko | City of Durham – Transportation |
| Brian Rhodes | City of Durham - Transportation |
| Battle Whitley | NCDOT – Division 5 Engineer |
| Kenneth Withrow | CAMPO |

Alice Gordon, TAC Chair, called the meeting to order at 9:08 a.m. and the Roll Call was conducted.

**PRELIMINARIES:**

**Adjustments to the Agenda**

There were no adjustments to the agenda.

**Public Comments**

James Carnahan, who chairs The Village Project, spoke regarding the Long Range Transportation Plan update. The Village Project, Inc. supports light rail in the Durham-Chapel Hill corridor per the signed letters that were delivered to Andy Henry on September 27, 2008. Mr. Carnahan distributed a sample of the letters that were signed by citizens supporting light rail transit.

**Directives to Staff (Attachment 4)**

There were no comments regarding the Directives to Staff.

**ACTION ITEMS:**

**September 10, 2008 TAC Meeting Minutes (Attachment 5)**

A motion was made by Mike Woodard and seconded by George Lucier to approve the September 10, 2008 TAC Meeting Minutes. The motion carried unanimously.

**2035 Long Range Transportation Plan Preferred Option and Comprehensive Transportation Plan Update (Attachment 6)**

Andy Henry provided an update on the 2035 Long Range Transportation Plan Preferred Option and Comprehensive Transportation Plan Update, along with the attachments. Andy Henry stated staff does not have all the information for the preferred option; they are missing two pieces. They are the cost and revenue for the fixed guideway alternative and the performance data that tells us the average trip time and congestion on different corridors and the transit ridership.

Andy Henry stated he will go through what is in the preferred option and recommend that TAC release the preferred option for public review as soon as the other data is complete. Andy Henry provided a Power Point presentation on the Preferred Option.

Lydia Lavelle asked if Andy Henry was assuming that the Fixed Guideway revenues and expenses will wash out and Andy Henry stated they will add to the cost.

Mark Ahrendsen stated staff has been working with Triangle Transit to implement time lines as to how quickly these projects could come online given the work that has to be done in order to get them online. The financial information is needed to determine how quickly some of the projects can be brought online.

Becky Heron stated that some of the car rental tax money was used for transportation and Ms. Heron asked how staff will bring the balance into the funding table. Mark Ahrendsen stated it will be considered as a revenue source toward any of the alternatives. Becky Heron stated staff needs to account for the car rental tax funds because we have been collecting it for awhile.

Patrick McDonough stated they took into account the money from the car rental tax which regionally right now is $8.8 million a year and it comes to Triangle Transit and it is traditionally set aside for long term capital planning such as rail; but with the recent upsurge in demand for bus service, the Triangle Transit Board made a decision to use some of the money to support current bus services. Becky Heron asked how much of the $8.8 million has been used and Patrick McDonough stated he will check with the Finance Department and get back to Becky Heron with the amount.

Patrick McDonough stated there are two variables that drive the scheduling of these projects. The first is the level of the environmental and engineering work and the second is financial. The Durham to Chapel Hill line could be anywhere from ten to sixteen years away and from Durham going to the Research Triangle Park it could be seven to eight years to thirteen years. Triangle Transit does not have a firm decision on what the projects are but as the project scope gets more defined they will be able to produce better schedules.

Alice Gordon outlined the process for TAC members. The TAC will go through the various projects being mindful that the next agenda item is a related item to designate the regional bicycle projects. The order will be to discuss the highway, transit, bicycle/pedestrian and then discuss costs.

Alice Gordon stated that staff had identified the major projects since the highway list is a fairly large list.

Mark Ahrendsen stated there are approximately eighty-four of the one hundred and fifty projects that were included in the intensive highway alternative based on the factors that Andy Henry mentioned earlier. The staff is recommending that these be included in the preferred option that is made available for public comment. Alice Gordon asked if this involved the ones listed in Andy Henry's handout. She noted that there are a lot of projects and Andy Henry stated the map matches the project list.

Ed Harrison stated that #58 - Mason Farm Road realignment project limits are incorrect. The alignment near US 15-501 should be in the Preferred Option. It should be shown as near Fordham Boulevard, not near South Columbia Street. It is a new four-lane road still shown as a $23 million package. Private money and UNC is the funding source. The Town of Chapel Hill would like the Mason Farm Road project removed from the list. Ed Harrison stated that the Town of Chapel Hill also sent over a resolution adopted on September 22, 2008 which took certain positions on certain projects. It opposed the widening for six general purpose lanes for the two main roads in Chapel Hill and opposed the Farrington Road interchange. Alice Gordon stated the resolutions need to be included at the public hearings.

George Lucier asked why there were no Chatham County road improvements listed in the highway projects. Mr. Lucier stated that the MPO wants to charge Chatham County a ¼ cent sales tax to help pay for the highway projects and not include any of the Chatham County highway projects. Andy Henry stated there would be capacity improvements at intersections, but no road widening because there are a lot of wetlands and it is difficult to take any more right-of=way through the wetlands. George Lucier stated that Chatham County is more than Corps land. Mark Ahrendsen stated that what was included in the alternatives report that were in Chatham County were the Jack Bennet/Lystra Road,

Farrington Road, Farrington Mill Road, NC 751, and O'Kelly Chapel Road improvements. Those were the projects in Chatham County that were considered under the highway intensive alternatives in the report. Again, this is just the staff recommendation. Based on the feedback and the environmental concerns staff did not include those among the recommended highway network. George Lucier stated that in the feedback there were two conflicting feedbacks; one was to provide more highway capacity in Chatham County and the other was not to provide anymore capacity on US 15-501. George Lucier asked who gave the feedback on no more capacity on US 15-501 and Andy Henry stated it was one particular person that lived in Farrington Village. Andy Henry stated that when he met with the Chatham County Commissioners they asked for improvements on the roads and improved transit service between Pittsboro and UNC. George Lucier stated that it is a bit uneven to include the homeowner statement and not include the Chatham County Commissioners statement. Andy Henry confirmed this statement. Ed Harrison stated that a bullet on the Chapel Hill resolution was to advocate for more road capacity in Chatham County. George Lucier stated that the projects must be in the 2035 LRTP in order to receive state and federal transportation funding in the North Carolina TIP. If the projects are not in the LRTP, they are precluded from being funded. Andy Henry stated they will not be in the transportation improvement program unless it is in the 2035 LRTP. Alice Gordon asked how the CTP fit into it. Andy Henry stated that any roadways and transit services that we had in the alternative analysis that weren't advanced into the LRTP would still be in the CTP. George Lucier asked if it is also true that the projection plans for growth are more rapid in Chatham County than any other jurisdictions covered by the MPO and Andy Henry said yes it is true. George Lucier stated that yet there is nothing in the 2035 LRTP for Chatham County and Mr. Lucier asked isn't that a bit inconsistent. Andy Henry stated that there is nothing specifically. They did the Farrington Road corridor study and the short term recommendation was to make improvements at the intersections to help the traffic flow and reduce delays. There is

funding in the LRTP for the Transportation Systems Management (TSM). Those intersection improvements are the type of projects assumed in the TSM.

Mark Ahrendsen stated again, this is the staff recommendation and if the TAC wants to include other projects in the preferred options made available for public comments you can. You can either include or exclude projects from the plan that is ultimately adopted. Andy Henry stated if you look, you will see there is significant congestion on Farrington Road; but there is not much on Lystra or Jack Bennett. Andy Henry stated the Farrington Road corridor runs through a lot of wetland and staff understands it is difficult to get additional right-of-way through wetlands. Mark Ahrendsen stated we are using the model results and the tables that accompany these alternatives are subject to debate; but again based on the analysis it wasn't showing a capacity deficiency.

Alice Gordon stated the TAC could add in or delete projects. Ms. Gordon noted that one possibility is to state that the preferred option to be considered is this list plus the additions and deletions. Mark Ahrendsen stated that the TAC could just add them to the list to be made available for public comment as part of the preferred option. What is being released to the public as the preferred option isn't the plan that the TAC must ultimately adopt. The TAC will ultimately come back to adopt it after receiving further public comment and the TAC can continue to include or delete projects at a later point.

George Lucier stated he couldn't vote on this preferred option without it being amended. That way citizens will have a chance to comment on it.

Mark Ahrendsen stated that the highway improvements in and adjacent to Chatham County that were included in the highway intensive alternative that aren't in the preferred alternative are Jack Bennett Road, Farrington Road, Farrington Mill Road to Durham County, Farrington Road from Barbee Chapel Road to Stagecoach Road, NC 751 and O'Kelly Chapel Road. The project numbers are 19, 20, 21, 50.1, 50.2, 76 and 101.

Eric Hallman stated they are looking at Elizabeth Brady Road and the information they have received back suggests that they may be able to piece together smaller projects and have a bigger impact on traffic; yet those projects aren't on the LRTP Preferred Option list. Mark Ahrendsen stated the Town of Hillsborough needs to get the projects added to the LRTP preferred option quickly if the TAC wants to seek federal funding. The projects are listed in the TIP, but then are not in the alternatives analysis. Eric Hallman will provide the projects to staff.

Mike Woodard wanted to understand that the reason staff didn't include some of the projects was simply because of the wetlands. Mark Ahrendsen stated it was the wetlands and the deficiency analysis from the model results staff was using didn't show forecast deficiencies on Jack Bennett Road and Lystra. Mark Ahrendsen stated this deficiency information is for a transit alternative that had fairly extensive transit improvements.

Ellen Reckhow stated staff needs to make sure the growth in NE Chatham is captured. Staff is going to double check the model to make sure the growth in NE Chatham has been accounted for and bring back the raw scores for the TAC. Ellen Reckhow also asked how the transit would impact the Chatham County corridor. Andy Henry stated that NC-540 is carrying a lot of trips. George Lucier stated citizens will not use NC-540 because that route will add a lot of travel miles to their trip.

Lydia Lavelle stated that comments on the STAC DMU versus the STAC Electric were that the STAC Electric may result in some savings over the STAC DMU and she asked if there was a general comment. Patrick McDonough asked if the question is "what is the cost comparison between the diesel and electric trains" and Ms. Lavelle stated yes. Mr. McDonough stated generally there are two issues. One is scalability and the other is capital versus operating cost.

Ed Harrison stated that back to George Lucier's concern, the Corps will work with you on road widening to get right-of-way in wetlands. Ed Harrison stated the Town of Chapel Hill resolution opposes the Farrington Road interchange. They would like the Mason Farm realignment on UNC campus to be

deleted. Mark Ahrendsen stated if the Town of Chapel Hill wants to remove the Mason Farm realignment project out of the option that is made available as part of the preferred option it is no problem. Two reasons for including the two widenings in Chapel Hill, the US 15-501 widening from I-40 to Franklin and the widening of the bypass from NC-54 to US 15-501 to six lanes, were: the model did project them well over capacity and the improvement was to address that congestion; and secondly, we are expecting that the transit costs are going to exceed the revenue that we are projecting. We may look to flex some highway funds to transit. Part of the reason for including it as part of the preferred option is to show a highway project that we may wish to flex the funds associated with it to a transit project.

Mike Woodard stated we need to leave the Farrington Road interchange and the Mason Farm realignment so we can have conversation regarding it. Becky Heron objects to leaving the Farrington Road interchange in the preferred option.

A motion was made by Mike Woodard and seconded by Ed Harrison to ask staff to prepare the preferred option as presented with inclusion of the Chatham County and the Town of Hillsborough projects. The motion carried unanimously.

Ed Harrison stated the cover memo to the TAC mentioned that CAMPO is also working on the development of a preferred option and they may extend the schedule up to 60 days. Mark Ahrendsen stated there was concern expressed at a CAMPO meeting last week regarding meeting the approval schedule. Staff is still finalizing information on the transit fixed guideway cost. There is also the work of the 21st Century Committee, and there may be some recommendations in December that might affect an ultimate decision on the LRTP. DCHC wants to move forward and provide the opportunity to act in December if all information is together. If we get to December and there is reason to delay, that is the TAC's option.

Alice Gordon doesn't want the DCHC MPO to be responsible for a lapse in federal funding if that can be avoided. The TAC should stick to the schedule. Perhaps it would help if CAMPO knew our schedule for adoption. Mark Ahrendsen stated the staff recommendation is to move forward with a plan adoption in December 2008.

Ellen Reckhow wants staff to bring more information back to the TAC regarding the Farrington interchange at the December meeting. Becky Heron stated we need to scratch the Farrington Road interchange as we don't want fast food restaurants in that area.

Becky Heron asked for information regarding the East End Connector having to have additional environmental studies. Mark Ahrendsen stated it won't affect anything in the LRTP or the TIP; the schedule that is illustrated in the TIP for the East End Connector will remain unchanged. There is some environmental work that the FHWA says NCDOT must do beyond what was originally done. They will have to prepare some additional environmental analysis. Their feedback to us is it will not affect the construction schedule as illustrated in the TIP which has construction starting by 2013. It may add six months to starting the planning for the design work; but not the construction schedule.

Alice Gordon asked how they should handle the transit section because it is incomplete. Mark Ahrendsen stated that the pieces that staff has been working on were just finalized yesterday. Hopefully within a few days staff can assemble the cost information for the four transit alternatives which can then be made available for public comment. Alice Gordon stated the transit won't be fiscally constrained. Mark Ahrendsen stated we might need to adjust the schedules to implement projects later to balance the cost and revenues. Staff will go over the schedule with the TAC before it is released. Under the DMU option we had Durham to RTP first and Durham to Chapel Hill second. Under the all light rail option, we had Durham to Chapel Hill first and Durham to RTP second. We suggest keeping that as described in the plan; but the timetable on the implementation may be delayed to fiscally

constrain the plan when we have all the financial information. The STAC revenue recommendations are in all the options.

Mike Woodard stated there should be a policy board oversight, such as a review by the Chair/Vice-Chair, before it is released.

Ellen Reckhow stated staff needs to make the fixed guideway timetable explicit. Mark Ahrendsen stated that what he indicated may change to be financially constrained. We may not be able to do both the projects in 2019 and 2025 based upon the costs and revenue. One way to try to bring them into fiscal constraint is delaying the schedule to collect more revenue before the spending starts. The preference is to still keep them in the relative order under the DMU alternative and the light rail alternative. Ellen Reckhow asked if the commuter rail could be used in the interim in the fixed guideway corridor if the Durham to Raleigh corridor is built much later and Mark Ahrendsen stated yes it can. Ellen Reckhow asked if staff has determined if the electric option is feasible in the rail corridor and Patrick McDonough stated yes; according to the N.C. Railroad, they will not block electric rail service in the corridor.

A motion was made by Mike Woodard and seconded by Becky Heron to move the staff transit recommendation for release. The motion carried unanimously.

A motion was made by Mike Woodard and seconded by Becky Heron to move the staff recommendation for bicycle/pedestrian for release. The motion carried unanimously.

A motion was made by Becky Heron and seconded by Mike Woodard to move the staff recommendation for the ITS and related transportation projects for release. The motion carried unanimously.

A motion was made by Eric Hallman and seconded by George Lucier to release the 2035 LRTP Preferred Option as amended for public comment, after review and approval by the TAC Chair and Vice

Chair, and schedule a public hearing at the November 12, 2008 TAC meeting at 7:00 p.m. The motion carried unanimously.

**Regional Bicycle Routes (Attachment 7)**

Dale McKeel provided an introduction for the Regional Bicycle Routes, along with the attachments. Based on the public comment from the draft Regional Bicycle Routes, changes were made to the proposed routes. We added some connections to the Research Triangle Park and the Mountains-to-Sea Bicycle Route.

Becky Heron asked how the priority was set for the routes. Dale McKeel stated there are no priorities set. The priorities will be set through the other processes that the TAC is engaged in, such as the TIP priority lists. . Some of the routes already have facilities. Becky Heron stated as plans are approved for new developments there needs to be an element to include bike routes. Dale McKeel stated this is supposed to be done through the development review process.

Ed Harrison stated this is an extremely good picture of what needs to be done in the region.

A motion was made by Mike Woodard and seconded by Lydia Lavelle to approve the regional bicycle routes identified in Attachment 7. The motion carried unanimously.

**FY 2009-2015 Metropolitan Transportation Improvement Program – Administrative Modification #1 (Attachment 8)**

Felix Nwoko provided an introduction for the FY 2009-2015 Metropolitan Transportation Improvement Program – Administrative Modification #1, along with the attachment.

A motion was made by Mike Woodard and was seconded by George Lucier to approve the resolution adopting Administrative Modification #1 to the FY 2009-2015 MTIP. The motion carried unanimously.

**21st Century Transportation Committee (Attachment 9)**

Mark Ahrendsen provided an introduction for the 21st Century Transportation Committee, along with the attachment.

Mark Ahrendsen recommended a change under "Now Therefore,….1.Adopt…" It should read, "1. Adopt the Congestion Relief/Intermodal Transportation Fund legislation to enable the Triangle to enact a local option sales tax and other authorized fee increases, dependent upon a referendum, and provide state funding for transit."

Ellen Reckhow stated there has been discussion of the possibility of a tax or fee on how far you drive, such as VMT tax. Ellen Reckhow wondered if staff should enact a local tax option for revenue based on VMT. Mark Ahrendsen recommended keeping this separate because it is not part of the legislation. Mr. Ahrendsen suggested adding another bullet to consider other innovative ways of raising revenue such as a mileage based fee. Ellen Reckhow stated that even with the ½ cents sales tax we still aren't going to have enough money to move forward with our road and transit projects.

Mayor Bell stated the state funds should be commensurate with the task that the local government must do.

A motion was made by Mike Woodard and seconded by Mayor Bill Bell to approve the resolution, with amendments, supporting the Triangle regional priorities for the 21st Century Transportation Committee (Attachment 9). The motion carried unanimously.

**NCDOT Incident Management Presentation (Attachments were distributed at the meeting)**

Battle Whitley, NCDOT Division 5 Engineer provided a NCDOT Incident Management Presentation. NCDOT is asking the elected officials to get the police, fire, etc. to the table to coordinate.

Becky Heron stated that the 911 Advisory Committee of Durham County needs to be involved. The contact is Carolyn Titus.

Ellen Reckhow stated the volunteer fire departments many times are the first responders to many of I-40 incidents between Durham and Raleigh.

Alice Gordon suggested notifying the radio stations. Battle Whitley stated the media is a stakeholder.

Battle Whitley stated that some agencies have sent representatives that don't have the clout to get things done.

The next meeting is October 29, 2008 at 3 p.m.

Becky Heron wants to compliment the District Office on solving a problem on Red Mountain Road yesterday. They were doing some tree cutting and it was a scenic highway. Thanks for the fast response.

**REPORTS:**

**Report from the TAC Chair**

Alice Gordon stated there will be a Joint DCHC/CAMPO meeting on October 29, 2008 at the Research Triangle Foundation headquarters at Davis Drive and I-40 from 4 pm – 6 pm. The main focus of this meeting is to discuss our 2035 LRTPs. Alice Gordon suggested sending an email to remind everyone of this meeting.

**Report from staff (Attachment 12)**

The report from staff is attached.

**Report from the TCC Chair**

Mark Ahrendsen distributed a brochure from Reality Check explaining what they hope to accomplish and how to participate.

**NCDOT Report (Attachment 14)**

Wally Bowman, NCDOT Division 5 Engineer thanked the TAC members for giving Battle Whitley the opportunity to provide the presentation on Incident Management.

Wally Bowman stated the NC 98 and Holloway Street project is behind schedule by six months. NCDOT is pushing the contractor to finish by the end of the year. The Davis Drive and NC 54 project is ahead of schedule. The East End Connector right-of-way has slipped because of the environmental updates required by the FHWA.

Becky Heron requested a signal intersection analysis at Kerly/Cornwallis Road. Battle Whitley will do the traffic count. It will take about six weeks to do the analysis.

There was no representation from Division 7.

**Adjournment**

There being no further business before the Transportation Advisory Committee, a motion was made by Mike Woodard and seconded by Diane Catotti to adjourn the meeting at 11:44 a.m. The motion carried unanimously.


**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**

# 2035 Long Range Transportation Plan
# Transportation Options
## October 22, 2008


**Direct Questions and Comments to:**
Andy Henry
City of Durham -- Transportation Division
101 City Hall Plaza
Durham, NC 27701
(919) 560-4366
andrew.henry@durhamnc.gov


**www.dchcmpo.org**

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# 2035 LRTP – Transportation Options
## Introduction

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## What is the 2035 LRTP?

The 2035 Long-Range Transportation Plan (LRTP) is the guide for major transportation investments in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) area. The DCHC-MPO area covers the entire Durham County and the urbanized portions of Orange and Chatham Counties. The 2035 LRTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs. The 2035 LRTP is also designed to support land use and air quality goals for the urban area, and must be prepared in accordance with Federal transportation and environmental requirements. Projects must be in the 2035 LRTP in order to receive state and federal transportation funding through the North Carolina Transportation Improvement Program (TIP).

## What are the Transportation Options?

The transportation options are the draft 2035 LRTP. It shows the highway, transit, bicycle and other transportation projects that are to be included in the Plan, and the costs and revenues associated with the proposed set of projects. In addition, the Triangle Regional Model (TRM) uses the proposed set of projects to create a future transportation network and combines that network with a future Land Use Scenario (i.e., forecasted location of population and employment) to produce evaluation measures and congestion maps. These measures, such as the level of roadway congestion, average travel time, and transit ridership, will be used to evaluate the extent to which the proposed set of projects will meet the MPO's Goals and Objectives.

The MPO staff and policy board (Transportation Advisory Committee – TAC) will review the transportation options and consider public comments to develop the final 2035 LRTP.

## How Can Citizens Participate?

There are many opportunities for citizens to review and comment on the transportation options at a series of public workshops and public hearings that will take place from October through December 2009. The public involvement calendar for the transportation options is displayed below. The DCHC MPO Website will continue to post a detailed list of these public involvement opportunities in the 2035 LRTP section of the Website – www.dchcmpo.org. For more information, citizens can also contact Andy Henry, (919) 560-4366, andrew.henry@durhamnc.gov.

**Transportation Options** – Local Board Review and Public Workshops

| Jurisdiction | Elected Board | Planning Board | Transportation Board | Bicycle/ Pedestrian Board | Transit Board | Public Workshops |
|---|---|---|---|---|---|---|
| **City of Durham** | 11/20<br>City Hall Committee Room 2PM | 11/11 | n/a | 11/18<br>City Hall Committee Room 7PM | 11/5<br>1907 Faye St. 7:15PM | 10/30<br>Jordan H.S, 6:30PM to 8:30PM<br><br>12/03<br>Durham County Library – Main Branch, 4:30PM to 7:30PM* |
| **Durham County** | 12/1 | 11/11 | n/a | 11/18<br>7PM | n/a | 10/28<br>Northern H.S, 6:30PM to 8:30PM |
| **Chapel Hill** | 11/10 | 10/21 | 10/23 | | | 12/02<br>Town Hall, 1st Fl. Conf. Room, 5:00PM to 8:00PM |
| **Carrboro** | 11/18 | 11/06 | 11/06 | | | |
| **Hillsborough** | 11/24 | 11/20 | n/a | n/a | n/a | 11/25<br>Town Barn on Town Hall Campus, 101 E. Orange St. (parking and access off of Corbin St.) 4:00PM to 7:00PM |
| **Orange County** | 11/18<br>7PM | Can attend Transportation Board meeting | 11/19<br>7PM | n/a | n/a | |
| **Chatham County** | 11/17<br>2PM | | n/a | n/a | n/a | 11/13<br>Ag. Center 4:00PM-7:00PM |

*This workshop will be focused for environmental justice organizations.

For meeting details and updates, please see the MPO Web site – www.dchcmpo.org

## What is the Next Step in the 2035 LRTP Process?

In the next major step in the 2035 LRTP development process, the MPO's board (TAC) and technical staff will evaluate the transportation options and consider public input to develop the draft 2035 LRTP. After approving the 2035 LRTP in early December 2008, the 2035 LRTP will go through an evaluation and public input process to ensure that the Plan meets air quality conformity regulations.

## Remaining Steps/Actions in LRTP Process

| Action | Date |
|---|---|
| TAC release Preferred Option for public review | 10/8/08 |
| MPO releases full Preferred Option Report | 10/28/08 |
| TAC hold public hearing for Preferred Option | 11/12/08, **7 pm** |
| Public Comment period ends | 12/09/08 |
| TAC approve 2035 LRTP | 12/10/08 |
| TAC release 2035 LRTP Air Quality Conformity Report | 2/11/09 |
| TAC hold public hearing for Conformity Report | 3/11/09 |
| TAC approve 2035 LRTP Air Quality Conformity Report | 4/8/09 |
| Federal approval of 2035 LRTP | Before 6/15/09 |

## Summary Description of Transportation Options

The MPO believes that evaluation beyond the Alternatives Analysis phase of the LRTP process is needed to identify the transit services for the 2035 LRTP. As a result, there are actually four transit options in the Preferred Option:

1. Bus Transit – using the *Baseline* Land Use Scenario
2. Commuter Rail – using the *Baseline* Land Use Scenario
3. Rail Transit using DMU (Diesel Multiple Unit) – using the *Transit Node* Land Use Scenario; and,
4. Light Rail Transit using Electric rail cars – using the *Transit Node* Land Use Scenario.

There is only a single option for the highway, bicycle and other transportation modes.

Each Transportation System is composed of many highway, transit and other transportation projects. A review of the long list of projects is a difficult task. The table on the next page provides a summary of the major projects in each of the options for the Preferred Option. Subsequent sections of this report present detailed maps and project tables for each of the options.

The Baseline Land Use Scenario projects population and employment location to the year 2035 based on the local land use plans and policies. The Transit Node Land Use Scenario assumes changes in those plans and policies that would permit and provide incentives for more intense residential and employment development close to the rail transit stations. For more information on the characteristics of the Land Use Scenarios, see Section 5 of the MPO's 2035 LRTP Alternatives Analysis, which is on the MPO's Web site or by contacting the MPO staff.

# Summary of Preferred Options(1)

| Preferred Option | Highway | Bus Transit | Fixed Guideway |
|---|---|---|---|
| **Bus Transit**<br>(from Bus Intensive Alternative) | • HOV/HOT on I-40 (from Wake Co. to NC 86 )<br>• Triangle Parkway (toll)<br>• US 15-501 freeway<br>• 7 Highway Trust Fund "loop" projects (including East End Connector) | • Local bus expansion<br>  ○ Peak headways **10-20 minutes**<br>  ○ Off-Peak headways **15-30 minutes**<br>• Express bus expansion<br>• Regional bus expansion (to outlying communities)<br>• Employment center circulators | • No fixed guideway service |
| **Commuter Rail**<br>(from Moderate multi-modal alternative) | • Same as above | • Same with addition of bus feeder service to commuter stations | • Commuter Rail – Hillsborough to Downtown Durham to RTP to Downtown Raleigh to Clayton<br>• Commuter Rail – Downtown Durham to Carrboro via Carolina North<br>• Bus Rapid Transit – Downtown Durham to UNC-Chapel Hill |
| **STAC – DMU**<br>((from Fixed Guideway alternative) | • Same as above | • Same with addition of bus feeder service to rail transit stations | • Rail Transit -- Duke to Downtown Raleigh using Diesel Multiple Units (DMU) starting in 2019<br>• Light Rail Transit – Duke to UNC-Chapel Hill using electric rail cars starting in 2025 |
| **STAC – Electric**<br>(New alternative – the only Preferred Option not evaluated as part the Alternatives Analysis | • Same as above | • Same with addition of bus feeder service to rail transit stations | • Light Rail Transit – UNC-Chapel Hill to Duke to Downtown Durham starting in 2019, then to NCCU to RTP to Downtown Raleigh using electric rail cars starting in 2025 |

(1) Some helpful definitions: HOV/HOT = High Occupancy Vehicle/Toll; lanes that can only be used by vehicles that pay a toll or have at least a specified number of passengers. Headway = minutes to wait before next bus arrives. Peak = period of highest travel, generally 7am-9am and 4pm-6pm. BRT = Bus Rapid Transit, which are buses on a separate roadway. Fixed Guideway = transit vehicles on traveling on separate track or roadway. STAC = Special Transit Advisory Commission, which was a regional commission that recommended major transit investments. Highway Trust Fund "loop" = Highway projects designated in state legislation to receive special funding, in DCHC MPO these include: a) East End Connector; b) US 70 widening and freeway upgrade between Wake County and East End Connector; c) I-85 widening in Durham County; d) all three section of the Northern Durham Parkway; and, e) North Roxboro Road widening. DMU = Diesel Multiple Unit; each car carries own propulsion capacity and thus trains can be scaled more easily to meet demand. However, the DMUs are relatively large and heavy, and cannot be mixed on streets with regular traffic. Electric = Using electric rail cars (often called light rail transit) that can be, to some extent, mixed on streets with regular traffic. Commuter Rail = Locomotive passenger trains running on mainline rail tracks that have stations relatively far apart and typically only run during peak commute hours.

## What is the CTP?

At this time, the DCHC MPO is completing the development and public input process for adopting the 2035 LRTP by June 2009. The same process for the Comprehensive Transportation Plan (CTP) will be carried out from June 2009 through December 2009, or once the 2035 LRTP is adopted, and the CTP adoption process will be completed from December 2009 through June 2010. The development process for the LRTP and the Comprehensive Transportation Plan (CTP), which includes the use of a travel demand model and the development of project attributes, are very similar. As a result, the 2035 LRTP transportation options documentation will often identify highway projects that are not in the 2035 LRTP but are expected to be part of the CTP. This identification process helps the MPO match future projects with their partner MPO centered in Raleigh, the Capital Area Metropolitan Planning Organization (CAMPO), and to get a good start on the CTP development process.

A description of the CTP and comparison with the LRTP might help to understand this relationship. North Carolina General Statute 136-66.2 requires each municipality or Metropolitan Planning Organization (MPO), with the cooperation of the NCDOT, to develop a Comprehensive Transportation Plan (CTP) serving present and anticipated travel demand in and around the MPO. The CTP is a series of 5 sheets that include: Adoption Sheet, Highway Map, Public Transportation and Rail Map, Bicycle Map, and Pedestrian Map. These sheets show current and future transportation facilities. The principal differences between the LRTP and CTP include:

- Planning Horizon -- LRTP has a 2035 planning horizon and thus only shows new projects to be operational by the year 2035, whereas the CTP has no planning horizon and thus shows projects to be implemented beyond the year 2035.
- Fiscal Constraint -- LRTP must be fiscally-constrained, i.e., the anticipated revenues must cover the anticipated costs, but the CTP has no fiscal element and thus will contain more projects than the LRTP;
- Current and New Projects -- LRTP lists only proposed highway improvements and transit services, whereas the CTP maps out both the current and proposed projects;
- Air Quality – LRTP must pass Air Quality Conformity but the CTP does not.
- Approval – LRTP is a federal requirement and must be approved by the MPO and federal oversight agencies, whereas the CTP is a state requirement and must be approved by the North Carolina Board of Transportation and the MPO.

A list of highway projects that will considered for inclusion in the CTP are provided in Appendix A – *Highway Project Not Included in the 2035 LRTP*.

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# 2035 LRTP – Transportation Options
## Financial Plan

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## Introduction -- Fiscal Constraint

Federal regulations require the 2035 LRTP to be fiscally-constrained. This requirements means that the cost of the various highway, transit and other transportation facilities must be covered by the reasonably-expected state, federal, local and private transportation revenues. The Financial Plan provides a comparison of projected revenues and costs from 2009 through 2035 – this is a 27-year period – to demonstrate the balance between costs and revenues. After reviewing the current financial plan, the reader will find that the Transportation Options do not meet the fiscal constraint requirement because the expected costs exceed the revenues. The public, staff and elected officials will need to make modifications to the Transportation Options to develop a draft 2035 LRTP that is fiscally constrained.

## Costs

The costs for each of the four transportation options are presented in the table on page 3 of this section. The table rows represent a cost category and the columns represent the transportation option (i.e., a set of transportation projects for the proposed long range plan). The cost categories are broken down into cost sub categories for Highway and Other, Bus Transit and Rail Transit. There is only one transportation option for Highways and Other – in other words, the proposed highway network is the same for all four transportation options. As a result, the cost table has only a single set of costs for the Highway and Other cost category in each column.

There are four transportation options for transit. Thus, the Bus Transit and Rail Transit cost categories have a different cost in each column, which represents the costs for one of the four transportation options.

The values include twenty-seven years of costs, from 2009 through 2035.

## Revenues

The transportation options are presented in the revenue table on page 4 of this section in the same format as the costs. These are called “traditional” revenues because the figures are based on trends from the current transportation funding sources for the long range transportation plan.

## Local Revenue Sources

The table on page 5 of this section presents two new revenue sources that could be used to finance transportation projects: 1) increased sales tax; and 2) increased car registration fee. In previous long range plans, these revenue sources have been called "non-traditional" revenues. The revenue totals assumes receipts from the year 2011 through 2035. Table notes provide additional assumptions made for calculating the receipts.

It is important to note that these revenue options would require a local referendum for approval. The DCHC MPO is not empowered to invoke these tax changes or direct the usage of the receipts.

## Cost/Revenue Summary

The table on page 6 presents and balances the key cost and revenue figures. As demonstrated, costs exceed traditional revenues by $1.2 to $2.3 billion. The inclusion of nontraditional revenues reduces this negative balance to a point in which costs exceed all revenues by $356 million to $1.4 billion. The challenge for the public, staff and DCHC MPO policy board is to refine the transportation options to produce a draft 2035 LRTP that is balance – i.e., costs and revenues are equal.

| **2035 LRTP Cost Forecast**<br>(Years 2009 through 2035) | **Amount:** | | | |
|---|---|---|---|---|
| **Highways & Other** | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit |
| Highways | $ 2,660,464,833 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Maintenance | $ 1,018,070,580 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Highway Trust Fund ("Loop" projects) | $ 683,621,384 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Toll roadway | $ 156,700,000 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Bicycle Projects | $ 491,910,028 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Pedestrian Projects | $ 180,435,000 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| TDM/TSM/ITS | $ 193,306,300 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| **Total Highway Capital and Maintenance** | **$ 5,384,508,124** | **$ 5,384,508,124** | **$ 5,384,508,124** | **$ 5,384,508,124** |
| | | | | |
| | | | | |
| **Bus Transit** | | | | |
| Capital | $ 333,131,384 | $ 322,797,142 | $ 324,711,702 | $ 330,032,558 |
| Operations & Maintenance | $ 1,160,212,360 | $ 936,942,840 | $ 1,444,745,960 | $ 857,205,160 |
| Amenities/Park-n-Ride | $ 46,550,400 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| **Total Bus Transit** | **$ 1,539,894,144** | **$ 1,306,290,382** | **$ 1,816,008,062** | **$ 1,233,788,118** |
| | | | | |
| | | | | |
| **Rail Transit** | | | | |
| Capital | (No rail in this option) | $ 333,627,152 | $ 1,215,200,000 | $ 1,365,700,000 |
| Operations & Maintenance | (No rail in this option) | $ 88,411,050 | $ 186,600,000 | $ 215,200,000 |
| **Total Rail Transit** | (No rail in this option) | **$ 422,038,202** | **$ 1,401,800,000** | **$ 1,580,900,000** |
| | | | | |
| *Annual Operating & Maintenance Cost* | *(Not available)* | | *$ 13,800,000* | *$ 12,500,000* |
| | | | | |
| **Total Costs** | **$ 6,924,402,268** | **$ 7,112,836,709** | **$ 8,602,316,186** | **$ 8,199,196,242** |

# 2035 LRTP Revenue Forecast

## *Traditional Revenue*

(Years 2009 through 2035)

| | Amount: | | | |
|---|---|---|---|---|
| **Highways & Other** | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit |
| Capital - Federal / State | $ 2,006,653,493 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Maintenance -- Federal/State | $ 1,018,070,580 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Highway Trust Fund ("Loop" projects) | $ 650,371,384 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Toll roadway | $ 156,700,000 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Local (Capital Improvement Program) | $ 271,729,400 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Private | $ 149,791,685 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| **Total Highways** | **$ 4,253,316,542** | **$ 4,253,316,542** | **$ 4,253,316,542** | **$ 4,253,316,542** |
| | | | | |
| | | | | |
| **Bus Transit** | | | | |
| Capital - Federal / State | $ 300,009,986 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Op./Mtce./Planning.- Federal / State | $ 305,661,753 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Local | $ 531,174,379 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| Fares | $ 118,180,898 | $ 114,416,678 | $ 114,416,678 | $ 114,416,678 |
| Private - Capital (Duke and NCCU) | $ 25,377,312 | $ 25,711,224 | $ 25,711,224 | $ 25,711,224 |
| Private - Operating (Duke and NCCU) | $ 124,767,080 | $ 69,296,080 | $ 90,530,680 | $ 69,296,080 |
| **Total BusTransit** | **$ 1,405,171,409** | **$ 1,346,270,100** | **$ 1,367,504,700** | **$ 1,346,270,100** |
| | | | | |
| | | | | |
| **Rail Transit** | | | | |
| Capital - Federal / State | (No rail in this option) | $ 250,220,364 | $ 607,600,000 | $ 682,850,000 |
| Op./Mtce./Planning.- Federal / State | (No rail in this option) | $ 19,353,179 | $ 33,953,000 | $ 39,150,000 |
| Local | (No rail in this option) | $ - | $ - | $ - |
| Fares | (No rail in this option) | $ 25,639,205 | $ 37,300,000 | $ 43,000,000 |
| **Total Rail Transit** | (No rail in this option) | **$ 295,212,748** | **$ 678,853,000** | **$ 765,000,000** |
| | | | | |
| | | | | |
| **Total Revenues** | **$ 5,658,487,951** | **$ 5,894,799,390** | **$ 6,299,674,242** | **$ 6,364,586,642** |

# 2035 LRTP Revenue Forecast

## *Local Revenue Sources*

(Recepts in years 2011 through 2035)

| | Amount: | | | |
|---|---|---|---|---|
| | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit |
| **Local Source(1)** | | | | |
| Sales Tax<br>(Assumes: 1/2 cent increase in Durham and Orange counties, and 1/4 cent increase in Chatham County; from 2011 through 2035; and, revenue increases commensurate with population.) | $ 754,991,395 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| | | | | |
| Car Registration Fee<br>(Assumes: $10 car reg. fee in Chatham, Durham and Orange counties; from 2011 through 2035; and, revenue increases commensurate with population.) | $ 106,588,668 | (Same as Bus Transit) | (Same as Bus Transit) | (Same as Bus Transit) |
| **Total Local Source** | **$ 861,580,063** | **$ 861,580,063** | **$ 861,580,063** | **$ 861,580,063** |

(1) These revenue sources require a local referendum.

# 2035 LRTP

## *Cost/Revenue Summary*

(Years 2009 through 2035)

**Amount:**

| **Costs** | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit |
|---|---|---|---|---|
| Total Highways and Other | $ 5,384,508,124 | $ 5,384,508,124 | $ 5,384,508,124 | $ 5,384,508,124 |
| Total Bus Transit | $ 1,539,894,144 | $ 1,306,290,382 | $ 1,816,008,062 | $ 1,233,788,118 |
| Total Rail Transit | (No rail in this optio | $ 422,038,202 | $ 1,401,800,000 | $ 1,580,900,000 |
| **Total Costs** | **$ 6,924,402,268** | **$ 7,112,836,709** | **$ 8,602,316,186** | **$ 8,199,196,242** |
| | | | | |
| | | | | |
| **Revenues** | | | | |
| Total Highways and Other | $ 4,253,316,542 | $ 4,253,316,542 | $ 4,253,316,542 | $ 4,253,316,542 |
| Total Bus Transit | $ 1,405,171,409 | $ 1,346,270,100 | $ 1,367,504,700 | $ 1,346,270,100 |
| Total Rail Transit | (No rail in this optio | $ 295,212,748 | $ 678,853,000 | $ 765,000,000 |
| **Total Costs** | **$ 5,658,487,951** | **$ 5,894,799,390** | **$ 6,299,674,242** | **$ 6,364,586,642** |
| | | | | |
| **Difference (Revenues minus Costs)** | **$ (1,265,914,318)** | **$ (1,218,037,319)** | **$ (2,302,641,944)** | **$ (1,834,609,600)** |
| | | | | |
| | | | | |
| **Local Source Revenues** | | | | |
| Total | $ 861,580,063 | $ 861,580,063 | $ 861,580,063 | $ 861,580,063 |
| | | | | |
| **Difference** | **$ (404,334,255)** | **$ (356,457,256)** | **$ (1,441,061,881)** | **$ (973,029,537)** |
| **(Revenues + Local Source Revenues) minus (Costs)** | | | | |

# 2035 LRTP – Transportation Options
## Detailed Description and Maps -- Highways

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## Introduction

Although there are four transit options in the Transportation Options, there is only one highway option. This section presents:

- the proposed set of highway projects;
- the corresponding attribute information, such as project cost and implementation year; and,
- a brief discussion on the criteria used for selecting these projects from the larger set of highway projects in the Alternatives.

## Project Selection for Transportation Options

The Transportation Options includes 93 of the 150 highway projects that were presented in the Highway Intensive Alternative of the Alternatives Analysis. Several factors were considered in selecting these 84 projects from the Alternatives Analysis, including:

1. Congestion (V/C) – The Triangle Regional Model (TRM) produces maps that show the level of congestion on the road segments – these maps are often called "volume over capacity" maps. Highway projects in corridors in which the forecast indicated high levels of congestion, and highway projects that were shown to help relieve that congestion, were given preference.

2. Fiscal Constraint – The revenues must cover the costs in the 2035 LRTP. The cost of the 150 projects in the Highway Intensive Alternative (reviewed in the Alternatives Analysis) exceeded the revenues by $1.75 billion. Thus, many highway projects were removed from that set of highway projects to produce the set of highway projects in the Transportation Options.

3. Environmental Impacts – Some proposed road widenings cross wetlands and other environmentally sensitive areas. It is difficult to increase the right-of-way of these existing roadways or add to negative impacts such as storm water runoff. The MPO proposes to implement capacity improvement that have less overall environmental impact, such as intersection capacity and design improvements, to meet these capacity improvements.

4. Local Support – In some cases, the board of local elected officials, a community organization or citizen has provided a clear indication during the Alternatives Analysis process that they support or oppose a project or type of project (e.g., rail transit.

Highway projects that are expected to be completely constructed or funded (as stated in the current TIP – Transportation Improvement Program) before January 1, 2008 are not included in the Transportation Options. It is assumed that these projects will be completed and their fiscal impact occurs before the beginning of the 2035 LRTP planning horizon, which is January 1, 2009.

## Projects in the Comprehensive Transportation Plan (CTP)

The DCHC MPO plans to develop and adopt a Comprehensive Transportation Plan (CTP) from June 2009 to December 2009. Indeed, much of the analysis work required for the CTP is being completed in the 2035 LRTP process. Given that the CTP has a time horizon that extends beyond that of the 2035 LRTP, many of the projects from the Highway Intensive Alternative that are not included in the 2035 LRTP will be part of the adopted CTP.

## Transportation Options Map and Tables

The map of the highway projects in the Transportation Options is on page 4 of this section. A table that lists these projects and their attributes follows the map and a key to the attribute information is below.

The Introduction in this report provides a summary of the highway projects that indicates the major projects.

## Key Information in Project Table

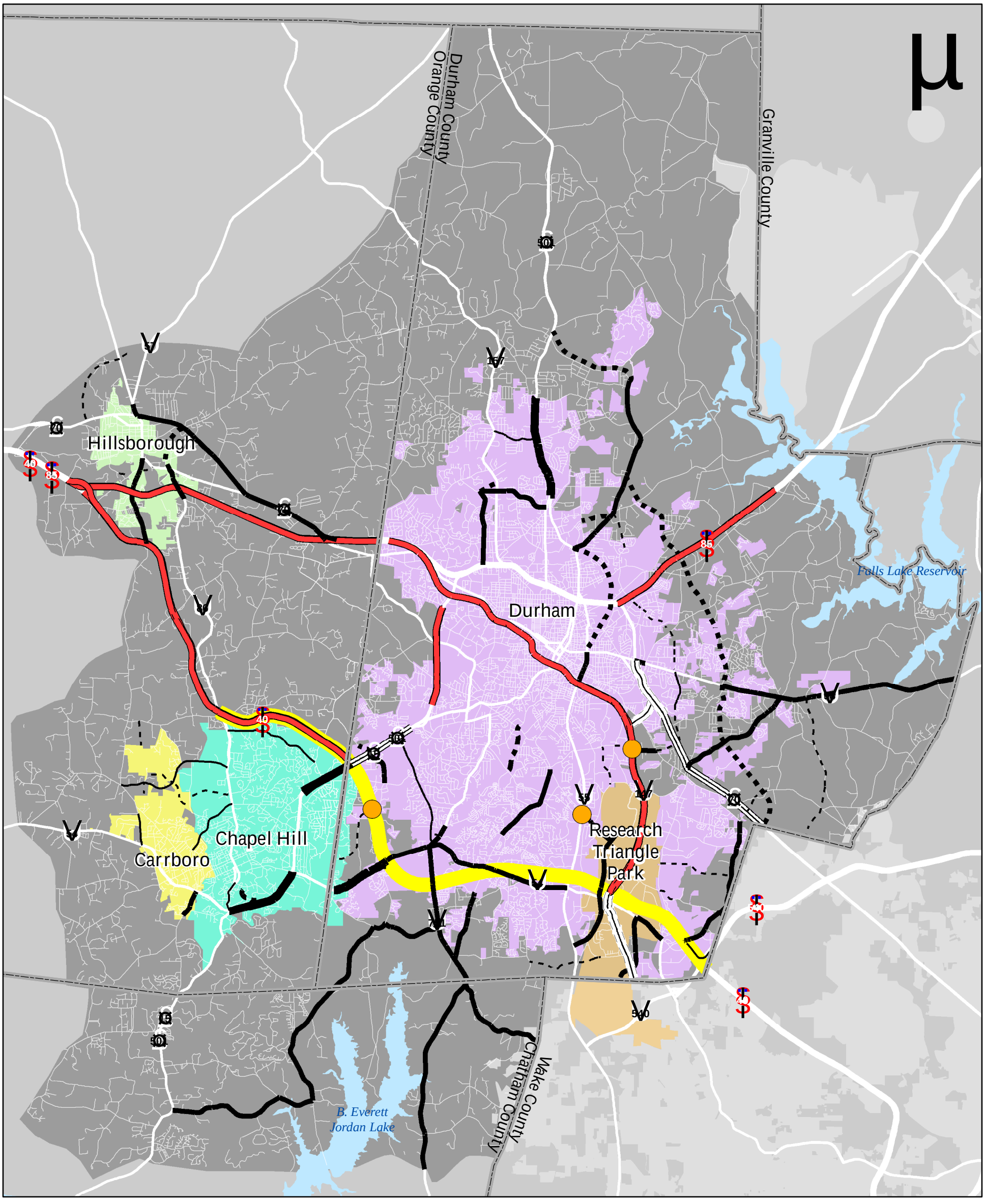
Each row in the table is a separate highway project. The attribute information for each project is presented by columns, and includes the following:

- New ID – This number facilitates the identification of projects in the long-range plan.
- Project – The project name is the name of the road.
- Project Limits – This usually identifies the name of the two road intersections between which the project is to be constructed.
- Existing Cross-Section – This identifies the number of current lanes. "0" indicates a new road alignment – in other words, there is no existing road.
- Proposed Cross-Section – This identifies the number of lanes proposed in the plan.
- County – This identifies the county location of the project.
- Length – This shows the length, in miles, of the project roadway.

- Total Cost – The total costs includes those estimated costs to be incurred between January 1, 2009 and December 31, 2035. Cost information from the current Transportation Improvement Program (TIP) and any related studies (e.g., I-40 HOV) was used to calculate costs for projects, when available, and a modified version of the current highway cost template from the NCDOT (North Carolina Department of Transportation) was used for the majority of projects
- AQ Year – There are five Air Quality analyses thresholds – there are three periods, 2009 to 2015, 2016 to 2025, and 2026 to 2035, and two stand alone years, 2011 and 2017. The AQ Year indicates in which analysis period the particular project will be completed and in service.
- Reg. Significant? – Regionally Significant projects provide access to and from the region, or to major destinations in the region. They are usually classified by the FHWA as interstate, freeway/expressway, urban principal arterial, rural interstate, or rural principal arterials. Note that the FHWA functional classifications serve a different purpose than the local functional classification used by the MPO, and as a result, the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant. The Regionally Significant designation is important – if a Regionally Significant project is changed (e.g., completion year, travel capacity) after the Air Quality Conformity Determination for the 2035 LRTP has been approved, then the Conformity Determination process might have to be done again.
- Exempt? – Some transportation projects are exempt from air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126 and PART 93.127. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of an approved and conforming Long Range Transportation Plan. These exempt projects tend to be transit services, and highway project that do not add overall roadway capacity but reduce travel delays, thereby reducing vehicle emissions.
- TIP No. – Some projects are completely or partially funded in the current Transportation Improvement Plan (TIP). If so, the TIP identification number is shown.
- Funding Source – The proposed funding sources for most projects are federal and/or state programs. In some cases, the local government or a private source is identified.

# Durham Chapel Hill Carrboro Metropolitan Planning Organization

## Roadway Improvements in Preferred Option




Interstates
US and NC Highways
**Preferred Option Projects**
2-3 Lane New Location
2-3 Lane Improvement
4-5 Lane Divided New Location
4-5 Lane Divided Improvement
6-Lane Divided Improvement
Upgrade to Freeway
New Freeway/Expressway
Upgrade Existing Freeway
Intersection Improvements
HOV Projects
Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park
MPO Boundary
County Boundaries

*Transportation Plan* 20 35

The Louis Berger Group, Inc.
8.6.2008

0 1.25 2.5 5 Miles

**DCHC MPO**

***2035 LRTP -- Highway Projects -- Transportation Options***

TAC 11/12/08 Attachment 6

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Signifant? | Exempt? | TIP No. | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Alexander Dr (T.W. Alexander) | Cornwallis Rd to NC 147 | 2 | 4 | Durham | 0.50 | $8,900,000 | 2017 | No | No | U-3309 | State/Fed |
| 3 | Alexander Dr (T.W. Alexander) | NC 54 to NC 55 | 2 | 4 | Durham | 1.64 | $25,083,066 | 2025 | No | No | | State/Fed/Private |
| 4 | Alexander Dr (T.W. Alexander) | NC 54 to Cornwallis Rd | 2 | 4 | Durham | 1.58 | $24,204,905 | 2025 | No | No | | State/Fed/Private |
| 5 | Alston Ave Ext | Holloway St to Old Oxford/Roxboro | 0 | 4 | Durham | 3.49 | $64,185,815 | 2035 | No | No | | State/Fed/Private |
| 8.11 | Briggs Ave Ext | So-Hi Dr to Riddle Rd | 0 | 2 | Durham | 1.08 | $11,492,938 | 2035 | No | No | U-2831B | State/Fed |
| 9 | Carver Street Ext | Armfield St to Old Oxford Rd | 0 | 4 | Durham | 0.73 | $7,660,000 | 2017 | No | No | CIP | Local |
| 10.11 | Chin Page Ext | Page Rd to Wake County Line | 0 | 2 | Durham | 0.20 | $2,128,322 | 2025 | No | No | | State/Fed/Private |
| 12 | Cornwallis Rd | MLK to Alexander Dr | 2 | 4 | Durham | 0.79 | $8,210,476 | 2025 | No | No | | State/Fed |
| 13.11 | Cornwallis Rd Ext | Miami Blvd to Chin Page Rd | 0 | 2 | Durham | 0.55 | $5,852,885 | 2035 | No | No | | State/Fed |
| 15 | East End Connector (EEC) | NC 147 to US 70 E; US 70:EEC to NC 98 | 0 | 4 | Durham | 2.50 | $155,401,000 | 2017 | Yes | No | U-0071 | State/Fed/Hwy Trust Fund |
| 16 | Elizabeth Brady Rd Ext | US 70 Business to St Mary's Rd | 0 | 4 | Orange | 1.30 | $33,594,000 | 2017 | No | No | U-3808 | State/Fed |
| 16.1 | Eno Mountain Rd/Mayo Rd | Orange Grove Rd intersection realignment | 2 | 2 | Orange | 0.00 | $5,000,000 | 2017 | No | Yes | U-3436 | State/Fed |
| 17 | Estes Dr | Greensboro Rd to NC 86 | 2 | 3 | Orange | 1.70 | $6,600,000 | 2025 | No | No | U-2909 | State/Fed |
| 19 | Farrington Point/Old Farrington/Farrington Mill Rd | Lystra Rd to Durham Co. line | 2 | 4 | Chatham | 3.66 | $38,038,409 | 2035 | No | No | | State/Fed |
| 20 | Farrington Mill Rd | Barbee Chapel Rd to Chatham Co. line | 2 | 4 | Durham | 2.04 | $21,201,736 | 2035 | No | No | | State/Fed |
| 21 | Farrington Rd | Barbee Chapel Rd to Stagecoach Rd | 2 | 4 | Durham | 0.40 | $4,157,203 | 2035 | No | No | | State/Fed |
| 22.1 | Fayetteville Rd | Renaissance Pkwy to NC 751 | 2 | 4 | Durham | 1.90 | $20,826,715 | 2025 | No | No | | State/Fed |
| 23 | Fayetteville Rd | Woodcroft Pkwy to Cornwallis Rd | 2 | 4 | Durham | 2.31 | $23,134,000 | 2017 | No | No | CIP | Local |
| 24.11 | Garrett Rd | NC 751 to US 15-501 | 2 | 3 | Durham | 3.09 | $16,753,108 | 2025 | No | No | | State/Fed |
| 26.11 | Globe Rd Ext (Brier Creek Pkway) | Miami Blvd. To Wake County Line | 0 | 2 | Durham | 2.18 | $23,198,709 | 2035 | No | No | | State/Fed/Private |
| 27 | Glover Rd | Glover Rd/NC 147 interchange; 147 to Angier | 2 | 4 | Durham | 0.64 | $33,231,525 | 2025 | No | No | | State/Fed/Private |
| 28.11 | Glover Rd | Angier to US 70 | 0 | 2 | Durham | 0.59 | $6,278,550 | 2025 | No | No | | State/Fed/Private |
| 30 | Hillandale Rd | I-85 to Carver St | 2 | 4 | Durham | 0.62 | $10,943,000 | 2011 | No | No | U-3804 | State/Fed |
| 31 | Hillandale Rd | Carver to Horton Rd | 2 | 4 | Durham | 1.38 | $14,342,351 | 2025 | No | No | | State/Fed |
| 32 | Hillandale Rd Ext | Horton Rd to Guess Rd | 0 | 4 | Durham | 0.55 | $9,094,040 | 2035 | No | No | | State/Fed/Private |
| 33 | Hillsborough Rd/Old Fayetteville | Strowd Ln to Old Fayetteville/NC 54 | 2 | 3 | Orange | 0.85 | $1,800,000 | 2025 | No | Yes | U-3100 | State/Fed |
| 35 | Homestead Rd | High School Rd to NC 86 | 2 | 3 | Orange | 1.58 | $10,300,000 | 2025 | No | No | U-2805 | State/Fed |
| 36 | Homestead Rd | Old NC 86 to High School Rd | 2 | 3 | Orange | 1.74 | $8,825,634 | 2025 | No | No | | State/Fed |

**DCHC MPO**

***2035 LRTP -- Highway Projects -- Transportation Options***

TAC 11/12/08 Attachment 6

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Signifant? | Exempt? | TIP No. | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | Horton Rd | Duke St to Hillandale Rd | 2 | 4 | Durham | 1.94 | $22,322,436 | 2035 | No | No | | State/Fed |
| 40 | (Horace Williams Network) Carolina North | Carolina North Campus (this is not an extension of Weaver Dairy Rd) | 0 | 2 | Orange | 1.14 | $12,131,435 | 2020 | No | No | | Private |
| 41 | I-40/Farrington Rd interchange | I-40/Farrington Rd interchange | 0 | 1 | Durham | 0.20 | $26,610,000 | 2025 | No | No | | State/Fed |
| 43 | I-40 (general purpose widening) | US 15-501 to NC 86 | 4 | 6 | Orange | 4.08 | $43,790,031 | 2035 | Yes | No | I-3306 | State/Fed |
| 44 | I-40 (general purpose widening) | NC 86 to I-85 | 4 | 6 | Orange | 7.32 | $77,277,997 | 2035 | Yes | No | I-3306 | State/Fed |
| 45 | I-40 HOV | Wake County Line to NC 86 | 0 | 2 | Durham/ Orange | 16.63 | $604,500,000 | 2035 | Yes | No | | State/Fed |
| 46 | I-540 | Ramp improvement: I-540 W to I-40 W | 1 | 2 | Durham | 0.86 | $4,930,000 | 2011 | Yes | No | R-2000 | State/Fed |
| 48 | I-85 | I-40 to the Durham Co line | 4 | 6 | Orange | 8.35 | $210,782,000 | 2025 | Yes | No | I-0305 | State/Fed |
| 49 | I-85 | US 70 to Redwood Rd | 4 | 6 | Durham | 5.25 | $132,527,605 | 2025 | Yes | No | I-4743 | Hwy Trust Fund |
| 50.1 | Jack Bennett Rd/Lystra Rd | US 15/501 South to Farrington Pt. Rd | 3 | 4 | Chatham | 4.10 | $13,837,500 | 2035 | No | No | | State/Fed/Private |
| 51 | Lake Hogan Farms Rd Ext | Lake Hogan Farms Rd to Eubanks Road | 0 | 2 | Orange | 0.96 | $10,419,610 | 2020 | No | No | | Private |
| 52 | Latta Rd | Guess Rd to Roxboro Rd | 2 | 3 | Durham | 1.20 | $5,409,315 | 2035 | No | No | | State/Fed |
| 54.11 | Leesville Rd Ext | Leesville Rd to US 70/Page Rd | 0 | 2 | Durham | 0.81 | $9,587,110 | 2035 | No | No | | State/Fed/Private |
| 57 | Lynn Rd Ext | NC 98/Glover Rd Ext to Existing Lynn Rd | 0 | 2 | Durham | 0.86 | $9,346,199 | 2035 | No | No | | State/Fed/Private |
| 60 | Midland Terrace | NC 98 to Geer St | 0 | 2 | Durham | 2.44 | $17,207,959 | 2035 | No | No | | State/Fed |
| 61 | Midland Terrace | Dearborn to Old Oxford Rd/Hamlin Junction | 0 | 2 | Durham | 0.98 | $17,862,527 | 2035 | No | No | | State/Fed/Private |
| 63 | MLK Pkwy (NC 55 interchange) | NC 55 to Cornwallis Rd connector | 0 | 4 | Durham | 0.28 | $29,850,000 | 2035 | Yes | No | U-2405 | State/Fed |
| 64.11 | NC 147 General purpose widening | Alston Ave to East End Connector | 4 | 6 | Durham | 1.84 | $25,497,857 | 2035 | Yes | No | | State/Fed |
| 64.12 | NC 147 General purpose widening | Alston Ave to I-85 | 4 | 6 | Durham | 6.73 | $120,515,944 | 2035 | Yes | No | | State/Fed |
| 64.13 | NC 147 General purpose widening | East End Conn to I-40 | 4 | 6 | Durham | 4.78 | $52,645,086 | 2035 | Yes | No | | State/Fed |
| 66 | NC 147 South Ext (Triangle Pkwy -toll) | I-40 to Wake County Line | 0 | 6 | Durham | 2.40 | $156,700,000 | 2017 | Yes | No | U-4763B | State/Fed/Tolls |
| 69 | NC 54 | I-40 Interchange to NC 55 | 2 | 4 | Durham | 5.24 | $36,357,032 | 2025 | No | No | | State/Fed |
| 70 | NC 54 | I-40 to Barbee Chapel Rd | 4 | 6 | Durham | 1.65 | $34,540,862 | 2025 | Yes | No | | State/Fed |
| 73 | NC 54/US 15-501 Bypass | NC 54 to US 15-501 | 4 | 6 | Orange | 2.12 | $22,372,618 | 2025 | Yes | No | | State/Fed |
| 75 | NC 55 (Alston Ave.) | NC 147 to NC 98 | 2 | 4 | Durham | 0.90 | $23,320,000 | 2017 | No | No | U-3308 | State/Fed |
| 76 | NC 751 | US 64 to O'Kelly Chapel Rd | 2 | 4 | Chatham | 7.00 | $44,130,000 | 2035 | No | No | | State/Fed |
| 77.1 | NC 751 | S Roxboro St to NC 54 | 2 | 4 | Durham | 0.7 | $10,245,211 | 2025 | No | No | | State/Fed |
| 77.2 | NC 751 | NC 54 to Renaissance Pkwy | 2 | 4 | Durham | 1.23 | $12,783,400 | 2025 | No | No | | State/Fed |

**DCHC MPO**

***2035 LRTP -- Highway Projects -- Transportation Options***

TAC 11/12/08 Attachment 6

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Signifant? | Exempt? | TIP No. | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77.3 | NC 751 | Renaissance Pkwy to Fayetteville/Scott King Rd | 2 | 4 | Durham | 1.94 | $20,162,436 | 2025 | No | No | | State/Fed |
| 78 | NC 751 | O'Kelly Chapel Rd to Fayetteville/Scott King Rd | 2 | 4 | Durham | 0.74 | $7,690,826 | 2035 | No | No | | State/Fed |
| 80 | NC 86 | Old NC 10 to US 70 Business | 2 | 4 | Orange | 0.90 | $11,513,707 | 2025 | No | No | | State/Fed |
| 81 | NC 86 | US 70 Bypass to NC 57 | 2 | 4 | Orange | 0.34 | $3,533,623 | 2025 | No | No | | State/Fed |
| 81.1 | NC 98 (Holloway St) | Wake County Line to Mineral Springs | 2 | 4 | Durham | 6.46 | $68,218,832 | 2035 | No | No | | State/Fed |
| 83 | Northern Durham Pkwy | US 70 E to I-85 North | 0 | 4 | Durham | 8.07 | $133,434,364 | 2025 | Yes | No | U-4721 | Hwy Trust Fund |
| 84 | Northern Durham Pkwy | I-85 North to Old Oxford Hwy | 0 | 4 | Durham | 3.80 | $64,991,547 | 2025 | Yes | No | U-4721 | Hwy Trust Fund |
| 85 | Northern Durham Pkwy | Old Oxford Hwy to Roxboro Rd | 0 | 2 | Durham | 2.64 | $28,093,849 | 2025 | No | No | U-4721 | Hwy Trust Fund |
| 85.2 | O'Kelly Chapel Rd | NC 751 to Wake County Line | 2 | 4 | Chatham | 2.90 | $30,139,723 | 2035 | No | No | | State/Fed/Private |
| 86 | Old NC 86 | I-40 to Lafayette Dr. | 2 | 4 | Orange | 0.80 | $6,176,000 | 2035 | No | No | R-2825 | State/Fed |
| 87 | Old NC 86 | Lafayette Dr to US 70 Business | 2 | 4 | Orange | 1.63 | $13,124,000 | 2035 | No | No | R-2825 | State/Fed |
| 88 | Old Oxford Rd | Roxboro Rd to Snow Hill Rd | 2 | 4 | Durham | 2.57 | $27,790,031 | 2025 | No | No | | State/Fed |
| 89 | Olive Branch Rd Ext | NC 98 to Wake County Line | 0 | 2 | Durham | 1.48 | $16,869,085 | 2035 | No | No | | Private |
| 89.3 | Orange Grove Connector | Orange Grove Rd to US 70 | 0 | 2 | Orange | 0.40 | $5,336,644 | 2017 | No | No | | State/Fed/Private |
| 90 | Page Rd | I-40 to Page Rd Ext | 2 | 4 | Durham | 3.88 | $40,324,871 | 2035 | No | No | | State/Fed |
| 91 | Riddle Rd Extension | Ellis Rd to NC 147 | 0 | 2 | Durham | 0.49 | $5,214,389 | 2025 | No | No | | State/Fed/Private |
| 92 | Roxboro Road (501N) | Duke Street to Goodwin Rd | 4 | 6 | Durham | 2.65 | $40,962,074 | 2035 | Yes | No | U-4722 | Hwy Trust Fund |
| 94 | Roxboro St | Cornwallis Rd to MLK Pkwy | 0 | 4 | Durham | 1.29 | $4,240,000 | 2025 | No | No | CIP | State/Fed |
| 95.11 | Scott King Rd | Grandale Dr to Hopson Rd | 0 | 2 | Durham | 1.15 | $13,317,851 | 2035 | No | No | | State/Fed |
| 96 | Seawell School Connector | Lake Hogan Farms Rd to Seawell School Rd | 0 | 2 | Orange | 1.61 | $17,132,991 | 2035 | No | No | Private | Private |
| 96.1 | Sherron Rd | US 70 to NC 98 | 2 | 4 | Durham | 3.25 | $33,777,276 | 2035 | No | No | | State/Fed |
| 97 | Smith Level Rd | Rock Haven Rd to NC 54 bypass | 2 | 3 | Orange | 0.75 | $5,400,000 | 2017 | No | No | U-2803 | State/Fed |
| 98 | South Columbia St | NC 54 to Manning Dr. | 0 | 2 | Orange | 0.86 | $3,650,000 | 2017 | Yes | Yes | U-624 | State/Fed |
| 101 | Stagecoach Rd | Farrington Mill Rd to NC 751 | 2 | 4 | Durham | 1.96 | $20,370,296 | 2035 | No | No | | State/Fed |
| 102 | SW Durham Dr | Meadowmont Dr to I-40 | 0 | 2 | Durham | 1.79 | $21,208,481 | 2025 | No | No | | State/Fed/Private |
| 104 | SW Durham Dr. | Watkins Rd (Old Chapel Hill Rd to US 15-501) | 2 | 4 | Durham | 0.70 | $10,245,211 | 2017 | No | No | | Private |
| 106 | SW Durham Dr. | US 15-501 to Mt. Moriah Rd | 0 | 4 | Durham | 0.35 | $9,054,232 | 2025 | No | No | | Private |
| 108 | UNC Access to the Bypass | Manning Dr to 54/15-501 Bypass | 0 | 4 | Durham | 0.54 | $13,904,714 | 2035 | No | No | | State/Fed |

**DCHC MPO**

***2035 LRTP -- Highway Projects -- Transportation Options***

TAC 11/12/08 Attachment 6

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Signifant? | Exempt? | TIP No. | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 111 | US 15-501 | I-40 to Franklin St | 4 | 6 | Orange | 1.40 | $24,270,422 | 2035 | Yes | No | U-2807 | State/Fed |
| 113 | US 15-501 (freeway conversion) | Bypass to I-40 | 4 | 6 | Durham | 1.88 | $106,381,000 | 2035 | Yes | No | U-2807 | State/Fed |
| 114 | US 15-501 Bypass | Pickett Rd to Morreene Rd | 4 | 6 | Durham | 2.64 | $35,386,491 | 2035 | Yes | No | | State/Fed |
| 116 | US 70 (freeway conversion) | Lynn Rd to Wake Co line | 4 | 6 | Durham | 4.08 | $128,210,945 | 2025 | Yes | No | U-4720 | Hwy Trust Fund |
| 117 | US 70 Bypass | NC 86 to I-85 (exit 170) | 2 | 4 | Orange | 6.90 | $102,068,510 | 2025 | No | No | | State/Fed |
| 119 | Weaver Dairy Rd | NC 86 to Erwin Rd | 2 | 3 | Orange | 2.65 | $11,070,000 | 2017 | No | No | U3306 | State/Fed |
| 120 | Western Bypass | US 70 to NC 86 | 0 | 2 | Orange | 2.23 | $23,730,789 | 2025 | No | No | R-3438 | State/Fed |
| 121 | Western Bypass | NC 86 to Stroud Creek Rd | 0 | 2 | Orange | 0.30 | $3,192,483 | 2025 | No | No | R-3438 | State/Fed |
| 123.11 | Woodcroft Pkwy Ext | Garrett Rd to Hope Valley Rd | 0 | 2 | Durham | 0.25 | $2,660,402 | 2025 | No | No | | State/Fed/Private |
| | | | | **Total Cost for 2035 LRTP =** | | | **$3,500,786,217** | | | | | |

# 2035 LRTP – Transportation Options
## Detailed Description and Maps -- Transit

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## Introduction

There are four transit options. This section presents:

- Summary of four transit options;
- Proposed sets of transit projects for each option; and,
- Project attribute information, such as project cost.

## Summary of Transit Options

Although there is only a single highway option, there are four bus transit options to evaluate. This section summarizes those options:

Bus Transit Option

- Expands local, express and regional bus routes and improves service frequency.
- There is no rail transit.
- Improves peak headways to 10-20 minutes, and off-peak headways to 15-30 minutes. Headway is the amount of time between the arrival of a buses.
- Includes circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.

Commuter Rail

- Commuter Rail service can be defined as locomotive passenger trains running on mainline rail tracks that have stations relatively far apart and typically only run during peak commute hours.
- The main service line includes Burlington, Hillsborough, Duke, downtown Durham, RTP, Raleigh and Goldsboro.
- An additional line includes University Station to Chapel Hill and Carrboro.
- Service is provided during the morning and afternoon commute, and there is one mid-day run.
- Local bus feeder service connects to the Commuter Rail stations.
- Includes moderate service expansion and improvements to local, express and regional bus service.

Rail Transit

- Diesel Multiple Unit (DMU) service starts in 2019, and runs from Duke, through downtown Durham and the Triangle Metro Center, and to Raleigh. DMU.

- DMU is service in which each car carries its own propulsion capacity and thus trains can be scaled relatively easily to meet demand. However, the DMUs are relatively large and heavy, and cannot be mixed on streets with regular traffic.
- Light Rail service starts in 2025, and runs from UNC-Chapel Hill to downtown Durham.
- Light Rail is service that uses electric rail cars that can be, to some extent, mixed on streets with regular traffic.
- The DMU and Light Rail services would overlap (serve the same stations) from Duke to downtown Durham, and passengers would need to transfer from one line to the other when travelling to a destination station that is not on the origin rail line.
- Local bus feeder service connects to the Rail stations.
- Includes moderate service expansion and improvements to local, express and regional bus service.

Light Rail Transit

- Light Rail service starts in 2019, and runs from UNC-Chapel Hill to downtown Durham.
- Light Rail service starts in 2025, and runs from downtown Durham, through the Triangle Metro Center, and to Raleigh.
- Passengers do not have to transfer – this is a seamless rail transit system.
- Local bus feeder service connects to the Rail stations.
- Includes moderate service expansion and improvements to local, express and regional bus service.

## Transportation Options Maps and Tables

Maps of the transit options are presented on page 4 through 7 of this section. A table that lists these projects and their key attributes follows the maps. Key attributes include:

- Reg ID – This number, the regional identification number, facilitates the identification of projects in the various modeling and financial databases in the long-range plan.

- Route Name – This name provides information to help identify the transit system, local route identification information, and the destination points of the route.

- Company – This is the name of the transit operator that is expected to provide the service:
    - CHT -- Chapel Hill Transit;
    - DATA -- Durham Area Transit Authority;
    - Duke -- Duke University and Medical Center transit service;

  - NCCU – North Carolina Central University transit service;
  - DCHC – the transit operator is unknown at this time;
  - TBD and TBDe – the transit operator is unknown at this time.

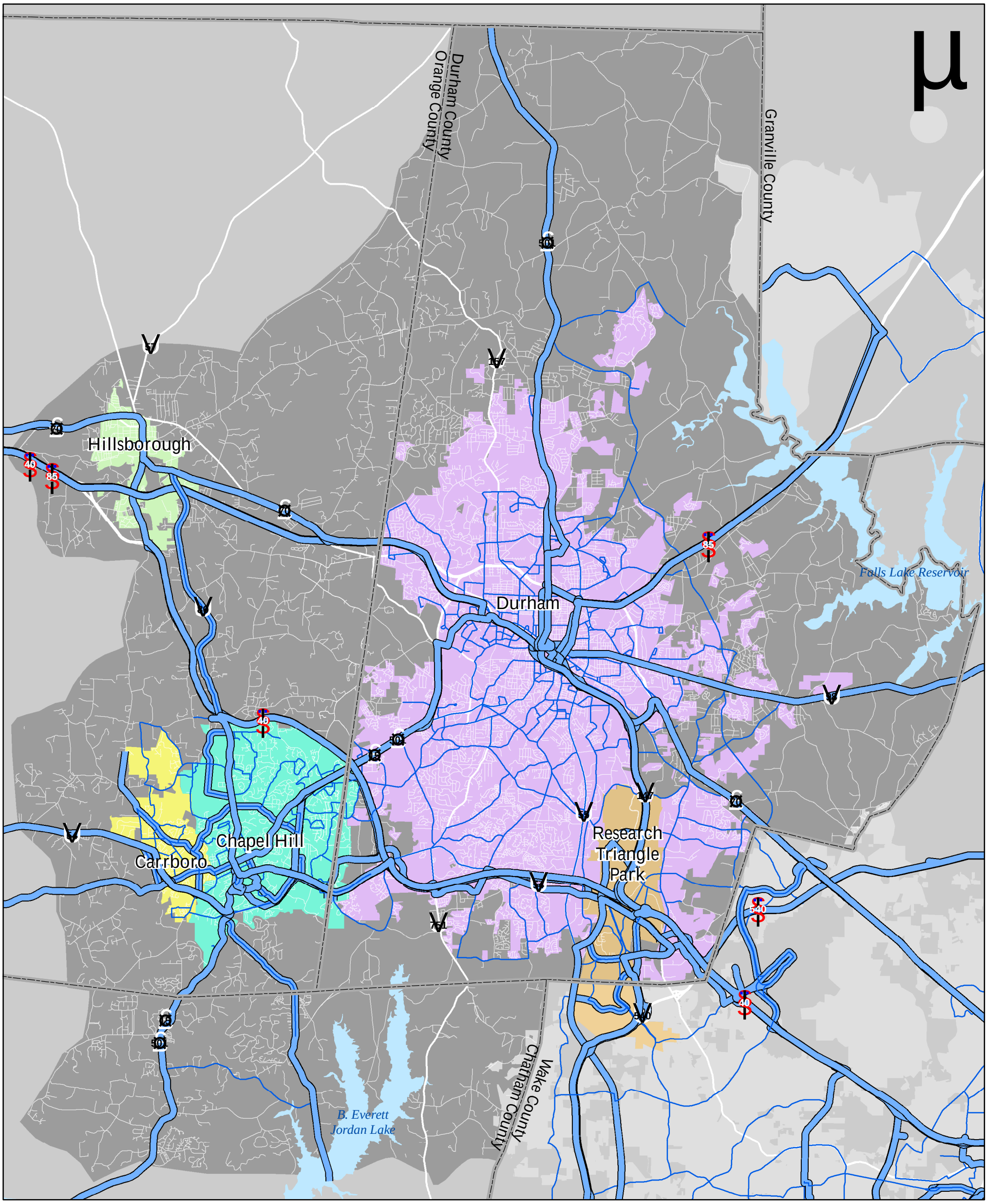
- Service Type
  - Local Bus – standard fixed-route bus service with frequent stops.
  - Express Bus – express bus service that has only a few stops between major residential and employment centers, longer routes and faster operating speeds.
  - Circulator Service – very frequent bus service that operates in close proximity to the employment center that is being served.

- Capital Costs – Includes costs for vehicles, infrastructure, facilities and other fixed assets. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

- O&M Costs (Operating & Maintenance) – Includes vehicle maintenance, operator labor, fuel and other costs that are closely associated with the hours of service provided. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

# Durham Chapel Hill Carrboro Metropolitan Planning Organization

## Transit Preferred Option-Bus Transit




Interstates
US and NC Highways
MPO Boundary
County Boundaries

**Transit in Bus Intensive Scenario**

Local Bus
Express Bus

Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park

Transportation Plan 2035

DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

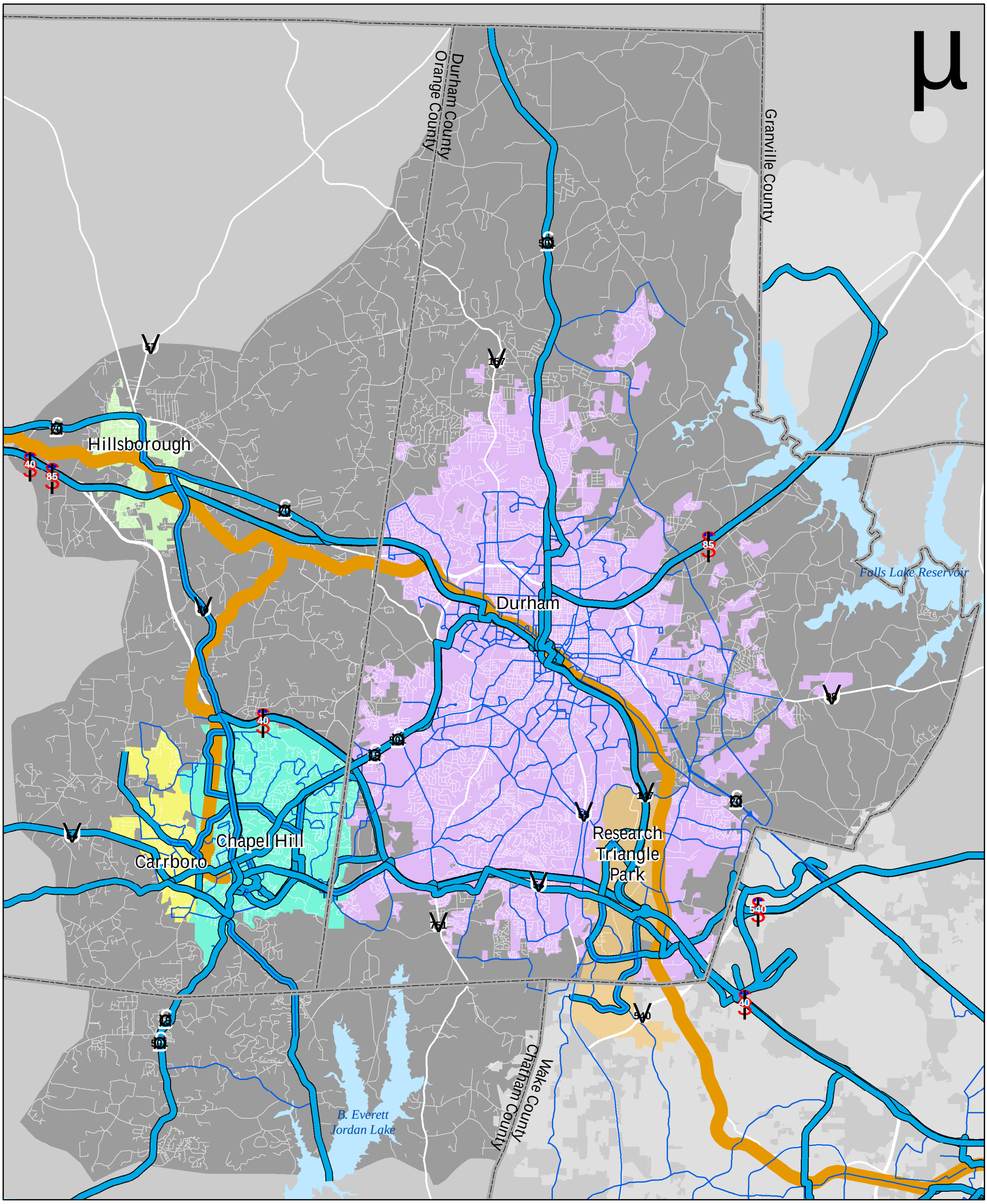
10.23.2008

0 1.25 2.5 5 Miles

# Durham Chapel Hill Carrboro Metropolitan Planning Organization



## Transit Preferred Option-Commuter Rail




Interstates
US and NC Highways
MPO Boundary
County Boundaries

**Transit in Modified Scenario**
Local Bus
Express Bus
Commuter Rail

Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park

Transportation Plan 2035

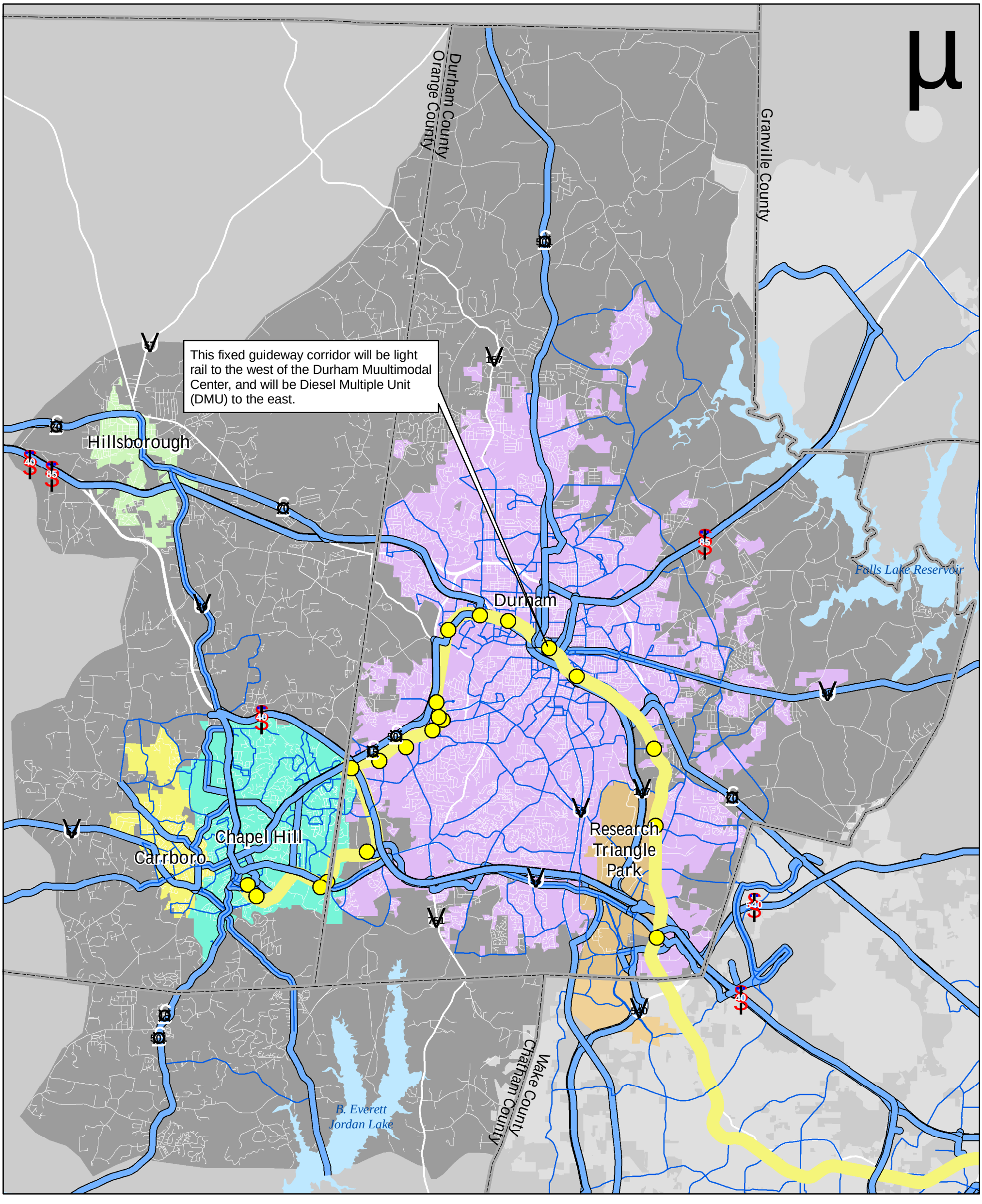
DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

10.23.2008

0 1.25 2.5 5 Miles

# Durham Chapel Hill Carrboro Metropolitan Planning Organization

## Transit Preferred Option-Rail Transit




Rail Transit Stations
Interstates
US and NC Highways
MPO Boundary
County Boundaries

**Transit in Fixed Guideway Scenario**
Local Bus
Express
Rail Transit

Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park

Transportation Plan 2035

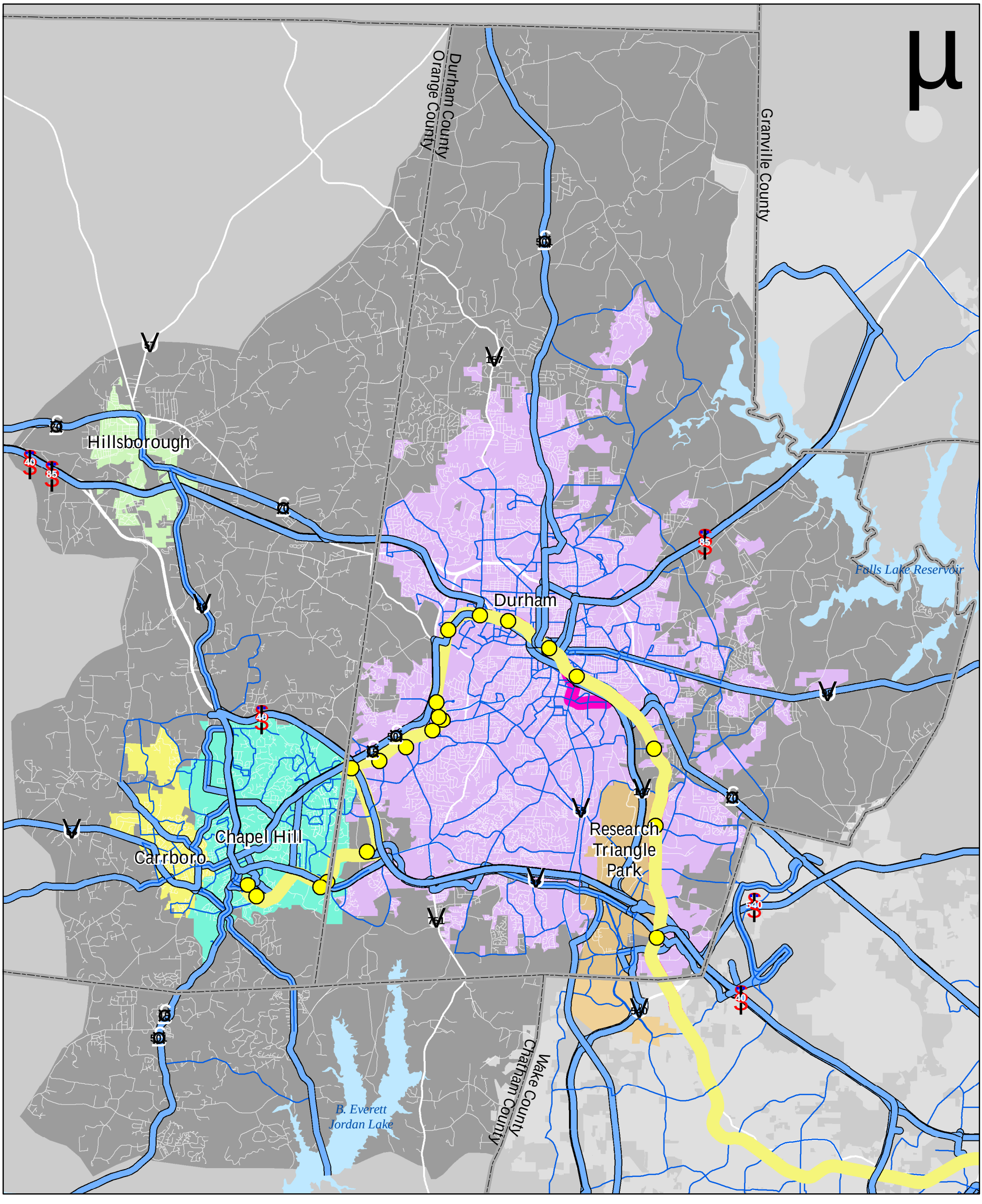
DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

10.23.2008

0 1.25 2.5 5 Miles

# Durham Chapel Hill Carrboro Metropolitan Planning Organization

## Transit Preferred Option-Light Rail Transit




Light Rail Stations
Interstates
US and NC Highways
MPO Boundary
County Boundaries

**Transit in Fixed Guideway Scenario**

Local Bus
Express
Electric Light Rail
Electric Light Rail Deviation to NCCU

Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park

*Transportation Plan* 2035

DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

10.23.2008

0 1.25 2.5 5 Miles

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| CHT A OB:MLKBlvd-Weiner | CHT | Local Bus | $1,669,560 | $1,144,560 | $1,669,560 | $1,144,560 | $1,669,560 | $1,144,560 | $1,669,560 | $1,144,560 |
| CHT A IB:Weiner-MLKBlvd | CHT | Local Bus | $1,335,648 | $1,004,000 | $1,335,648 | $1,004,000 | $1,335,648 | $1,004,000 | $1,335,648 | $1,004,000 |
| CHT CW OB:JonesFerry-Ptsboro | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT CW IB:Ptsboro-JonesFerry | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT CM IB:FamPrac-JonesFerry | CHT | Local Bus | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 |
| CHT CM OB:JonesFerry-FamPrac | CHT | Local Bus | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| CHT CL OB: UNCHosp-WldnGrnfld | CHT | Local Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT CL IB: WldnGrnfld-UNCHosp | CHT | Local Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT CPX OB:CarrboroP&R-UNC | CHT | Express Bus | $667,824 | $7,048,080 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT CPX IB:UNC-CarrboroP&R | CHT | Express Bus | $667,824 | $7,048,080 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT D OB:SmithLevel-Provdnce | CHT | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| CHT D IB:Prvdnce-SmithLevel | CHT | Local Bus | $1,669,560 | $963,840 | $1,669,560 | $963,840 | $1,669,560 | $963,840 | $1,669,560 | $963,840 |
| CHT FCX OB:FridayCntr-Pttsbor | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT FCX IB:Pttsbor-FridayCntr | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT F IB:ColonyWds-McDougle | CHT | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT F OB:McDougle-ColonyWds | CHT | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT G OB:BookerCrk-Briarcliff | CHT | Local Bus | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 |
| CHT G IB:Briarcliff-BookerCrk | CHT | Local Bus | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 |
| CHT HS OB:Hghsch-VarsityTh | CHT | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT HS IB:VarsityTh-Hghsch | CHT | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT HUX OB:HedrckBldg-UNCHosp | CHT | Express Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT HUX IB:UNCHosp-HedrckBldg | CHT | Express Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT J OB:RockCrkApt-SGrnsboro | CHT | Local Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT J IB:SGrnsboro-RockCrkApt | CHT | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT JFX OB:JonesFerry-Ptsboro | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT JFX IB:Ptsboro-JonesFerry | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT M OB:CrestCole-UnivMall | CHT | Local Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT M IB:UnivMall-CrestCole | CHT | Local Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT N OB:FamPract-EstsPrkApt | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT N IB:EstsParkApt-FamPract | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT NS OB:Eubanks-SVillage | CHT | Local Bus | $1,001,736 | $421,680 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT NS IB:SVillage-Eubanks | CHT | Local Bus | $1,001,736 | $421,680 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT NUX OB: PRLot-UNCHosp | CHT | Express Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| CHT NUX IB:UNCHosp-PR Lot | CHT | Express Bus | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| CHT S OB:HedrickBldg-UNCHosp | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT S IB:UNCHosp-HedrickBldg | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT T OB:ECHHghSch-UNCHosp | CHT | Local Bus | $667,824 | $7,319,160 | $667,824 | $7,319,160 | $667,824 | $7,319,160 | $667,824 | $7,319,160 |
| CHT T IB:UNCHosp-ECHHghSch | CHT | Local Bus | $667,824 | $7,319,160 | $667,824 | $7,319,160 | $667,824 | $7,319,160 | $667,824 | $7,319,160 |
| CHT U LP:clockwise loop | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT RU LP:counter clock loop | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT V OB:SVillage-Meadowmont | CHT | Local Bus | $0 | $100,400 | $0 | $100,400 | $0 | $100,400 | $0 | $100,400 |
| CHT V IB:Meadowmont-SVillage | CHT | Local Bus | $0 | $100,400 | $0 | $100,400 | $0 | $100,400 | $0 | $100,400 |
| CHT Base 1 Carr N IB | CHT | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| CHT Base 1 Carr N OB | CHT | Local Bus | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| CHT Base 11 S Orange IB | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT Base 11 S Orange OB | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT Base 13 Hills. Exp IB | CHT | Express Bus | $1,669,560 | $1,144,560 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT Base 13 Hills. Exp OB | CHT | Express Bus | $1,669,560 | $1,144,560 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT Base 2 New Hope Commons IB | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT Base 2 New Hope Commons OB | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT Base 3 Estes-Carrboro IB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT Base 3 Estes-Carrboro OB | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT Base 4 Laurel Hills IB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT Base 4 Laurel Hills OB | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT Base 8 UNC Exp IB | CHT | Express Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT Base 8 UNC Exp OB | CHT | Express Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| CHT Base 9 Mason Farm Exp IB | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT Base 9 Mason Farm Exp OB | CHT | Express Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT CARR 2 Feeder | CHT | Local Bus | $667,824 | $10,120,320 | $667,824 | $10,120,320 | $667,824 | $10,120,320 | $667,824 | $10,120,320 |
| CHT CH MODY | CHT | Local Bus | $667,824 | $7,048,080 | $667,824 | $7,048,080 | $667,824 | $7,048,080 | $667,824 | $7,048,080 |
| CHT Carr 1A Feeder | CHT | Local Bus | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| CHT Carr 1B Feeder | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT EW Crosstown | CHT | Express Bus | $667,824 | $502,000 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT Eubanks Station 1A Feeder | CHT | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT Eubanks Station 1B Feeder | CHT | Local Bus | $0 | $0 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT Gateway Feeder 2 | CHT | Local Bus | $0 | $0 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT Gateway Feeder 3 | CHT | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT HW 1A Feeder | CHT | Local Bus | $0 | $0 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT HW 1B Feeder | CHT | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT HW 2A Feeder | CHT | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT HW 2B Feeder | CHT | Local Bus | $0 | $0 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT HW 3 Feeder | CHT | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT MOD 1 IB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT MOD 1 OB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT MOD 10 XPS IB | CHT | Express Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT MOD 10 XPS OB | CHT | Express Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT MOD 20 Pitt. Exp IB | CHT | Express Bus | $2,003,472 | $843,360 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT MOD 20 Pitt. Exp OB | CHT | Express Bus | $1,335,648 | $562,240 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT MOD 21 IB | CHT | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT MOD 21 OB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT MOD 22 Exp IB | CHT | Express Bus | $667,824 | $411,640 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT MOD 22 Exp OB | CHT | Express Bus | $667,824 | $411,640 | $0 | $0 | $0 | $0 | $0 | $0 |
| CHT MOD 8 IB-1 | CHT | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| CHT MOD 8 OB-1 | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT MOD 8 IB-2 | CHT | Express Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT MOD 8 OB-2 | CHT | Express Bus | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT MODV IB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT MODV OB | CHT | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT Meadowmont Feeder 2 | CHT | Local Bus | $0 | $0 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT Meadowmont Feeder 3 | CHT | Local Bus | $0 | $0 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CHT Meadowmont Feeder IB | CHT | Local Bus | $0 | $0 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT Meadowmont Feeder OB | CHT | Local Bus | $0 | $0 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT Gateway Feeder 1 | CHT | Local Bus | $0 | $0 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |
| CHT BRT-1 I40-Rsmry-UNC IB | CHT | BRT Guideway | $0 | $0 | $1,605,333 | $863,440 | $1,605,333 | $863,440 | $1,605,333 | $863,440 |
| CHT BRT-1 I40-Rsmry-UNC OB | CHT | BRT Guideway | $0 | $0 | $1,605,333 | $863,440 | $1,605,333 | $863,440 | $1,605,333 | $863,440 |
| CHT BRT-3A I40-US15-UNC IB | CHT | BRT Guideway | $0 | $0 | $1,070,222 | $502,000 | $1,070,222 | $502,000 | $1,070,222 | $502,000 |
| CHT BRT-3A I40-US15-UNC OB | CHT | BRT Guideway | $0 | $0 | $1,070,222 | $502,000 | $1,070,222 | $502,000 | $1,070,222 | $502,000 |
| CHT BRT-3B I40-Elzbth-UNC IB | CHT | BRT Guideway | $0 | $0 | $1,605,333 | $863,440 | $1,605,333 | $863,440 | $1,605,333 | $863,440 |
| CHT BRT-3B I40-Elzbth-UNC OB | CHT | BRT Guideway | $0 | $0 | $1,605,333 | $863,440 | $1,605,333 | $863,440 | $1,605,333 | $863,440 |
| CHT BRT-3C I40-Carolina N IB | CHT | BRT Guideway | $0 | $0 | $1,605,333 | $642,560 | $1,605,333 | $642,560 | $1,605,333 | $642,560 |
| CHT BRT-3C I40-Carolina N OB | CHT | BRT Guideway | $0 | $0 | $1,605,333 | $642,560 | $1,605,333 | $642,560 | $1,605,333 | $642,560 |
| CHT BRT-5 I40 to UNC IB | CHT | BRT Guideway | $0 | $0 | $1,070,222 | $502,000 | $1,070,222 | $502,000 | $1,070,222 | $502,000 |
| CHT BRT-5 I40 to UNC OB | CHT | BRT Guideway | $0 | $0 | $1,070,222 | $502,000 | $1,070,222 | $502,000 | $1,070,222 | $502,000 |
| CHT BRT-6 to Carolina N IB | CHT | Express Bus | $0 | $0 | $1,001,736 | $642,560 | $1,001,736 | $642,560 | $1,001,736 | $642,560 |
| CHT BRT-6 from Carolina N OB | CHT | Express Bus | $0 | $0 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| CHT BRT-7a to Carolina N IB | CHT | Express Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT BRT-7a from Carolina N OB | CHT | Express Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT BRT-7 to UNC IB | CHT | Express Bus | $0 | $0 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| CHT BRT-7 from UNC OB | CHT | Express Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT BRT-8 to UNC IB | CHT | Express Bus | $0 | $0 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| CHT BRT-8 from UNC OB | CHT | Express Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CHT BRT-8a to Carolina N IB | CHT | Express Bus | $0 | $0 | $333,912 | $361,440 | $333,912 | $361,440 | $333,912 | $361,440 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| CHT BRT-8a from Carolina N OB | CHT | Express Bus | $0 | $0 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CTRAN 3 SB:North South | CTRAN | Local Bus | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| CTRAN 3 NB:North South | CTRAN | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CTRAN 4 EB:East West | CTRAN | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CTRAN 4 WB:East-West | CTRAN | Local Bus | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| CTRAN 1 Maynard Loop One CLK | CTRAN | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| CTRAN 2 Maynard Loop Two CTR | CTRAN | Local Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| CTRAN 5 SB: Cary Parkway | CTRAN | Local Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| CTRAN 5 NB: Cary Parkway | CTRAN | Local Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| CTRAN 6 SB: Cary-Apex | CTRAN | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CTRAN 6 NB: Cary-Apex | CTRAN | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CTRAN 7 SB: Davis Drive | CTRAN | Local Bus | $1,001,736 | $682,720 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CTRAN 7 NB: Davis Drive | CTRAN | Local Bus | $1,335,648 | $823,280 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| CTRAN 8 SB: Northwest | CTRAN | Local Bus | $1,001,736 | $682,720 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| CTRAN 8 NB: Northwest | CTRAN | Local Bus | $1,335,648 | $823,280 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DATA 1-3:Hillndal-Guess-Mdlnd | DATA | Local Bus | $1,669,560 | $8,433,600 | $1,669,560 | $7,730,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 |
| DATA 3-1:Mdlnd-Guess-Hillndal | DATA | Local Bus | $2,003,472 | $10,120,320 | $2,003,472 | $9,276,960 | $2,003,472 | $14,337,120 | $2,003,472 | $843,360 |
| DATA 1-3:Hillndal-Point-Mdlnd | DATA | Local Bus | $1,669,560 | $8,433,600 | $1,669,560 | $12,037,960 | $1,669,560 | $18,604,120 | $1,669,560 | $1,094,360 |
| DATA 3-1:Mdlnd-Point-Hillndal | DATA | Local Bus | $2,003,472 | $9,276,960 | $2,003,472 | $13,584,120 | $2,003,472 | $20,993,640 | $2,003,472 | $1,234,920 |
| DATA 4-2:Horton-Angier | DATA | Local Bus | $667,824 | $3,092,320 | $333,912 | $2,981,880 | $333,912 | $4,608,360 | $1,335,648 | $823,280 |
| DATA 2-4:Angier-Horton | DATA | Local Bus | $667,824 | $3,092,320 | $333,912 | $2,981,880 | $333,912 | $4,608,360 | $1,335,648 | $823,280 |
| DATA 6-5:Cnstitutn-Crnw-Emrld | DATA | Local Bus | $1,001,736 | $4,638,480 | $667,824 | $11,114,280 | $667,824 | $6,997,880 | $1,669,560 | $963,840 |
| DATA 5-6:Emrld-Crnw-Cnstitutn | DATA | Local Bus | $1,001,736 | $4,638,480 | $667,824 | $14,638,320 | $667,824 | $9,216,720 | $1,669,560 | $1,094,360 |
| DATA 5-6:Emerald-HV-Cameron | DATA | Local Bus | $1,001,736 | $5,060,160 | $667,824 | $281,120 | $667,824 | $3,092,320 | $1,669,560 | $702,800 |
| DATA 6-5:Cameron-HV-Emerald | DATA | Local Bus | $1,001,736 | $5,060,160 | $667,824 | $281,120 | $667,824 | $3,092,320 | $1,669,560 | $702,800 |
| DATA 7 OB:Downtown-Southpoint | DATA | Local Bus | $1,335,648 | $9,879,360 | $2,003,472 | $1,234,920 | $2,003,472 | $9,276,960 | $2,003,472 | $20,993,640 |
| DATA 7 IB:Southpoint-Downtown | DATA | Local Bus | $1,335,648 | $9,879,360 | $2,003,472 | $1,234,920 | $2,003,472 | $9,276,960 | $2,003,472 | $20,993,640 |
| DATA 8-10:DrhmTech-NewHopeCmn | DATA | Local Bus | $1,335,648 | $9,879,360 | $2,003,472 | $1,234,920 | $2,003,472 | $9,276,960 | $2,003,472 | $1,234,920 |
| DATA 10-8:NewHopeCmn-DrhmTech | DATA | Local Bus | $1,669,560 | $13,132,320 | $2,337,384 | $1,506,000 | $2,337,384 | $10,823,120 | $2,337,384 | $1,506,000 |
| DATA 8-10:DrhmTech-Woodcroft | DATA | Local Bus | $1,335,648 | $9,879,360 | $2,003,472 | $1,234,920 | $2,003,472 | $9,276,960 | $2,003,472 | $1,234,920 |
| DATA 10-8:Woodcroft-DrhmTech | DATA | Local Bus | $1,669,560 | $13,132,320 | $2,337,384 | $1,506,000 | $2,337,384 | $10,823,120 | $2,337,384 | $1,506,000 |
| DATA 9-11:DRHosp-Bennett | DATA | Local Bus | $1,335,648 | $9,879,360 | $2,003,472 | $1,234,920 | $2,003,472 | $14,337,120 | $2,003,472 | $1,234,920 |
| DATA 11-9:Bennett-DRHosp | DATA | Local Bus | $1,335,648 | $9,879,360 | $2,003,472 | $1,234,920 | $2,003,472 | $14,337,120 | $2,003,472 | $1,234,920 |
| DATA 12 OB:Downtown-TTATerm | DATA | Local Bus | $1,001,736 | $10,361,280 | $1,335,648 | $1,004,000 | $1,335,648 | $9,558,080 | $1,335,648 | $11,044,000 |
| DATA 12 IB:TTATerm-Downtown | DATA | Local Bus | $1,001,736 | $10,361,280 | $1,335,648 | $1,004,000 | $1,335,648 | $9,558,080 | $1,335,648 | $11,044,000 |
| DATA 13 OB:Birchwood-Fayette | DATA | Local Bus | $1,001,736 | $5,060,160 | $1,001,736 | $421,680 | $1,001,736 | $7,168,560 | $1,001,736 | $4,638,480 |
| DATA 13 IB:Fayette-Birchwood | DATA | Local Bus | $667,824 | $3,373,440 | $667,824 | $281,120 | $667,824 | $4,779,040 | $667,824 | $3,092,320 |
| DATA 14 LP:NCCUShuttle | DATA | Local Bus | $333,912 | $1,686,720 | $333,912 | $140,560 | $333,912 | $2,389,520 | $333,912 | $1,546,160 |
| DATA 15 OB:Dtn-BrierCreek | DATA | Local Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| DATA 15 IB:BrierCreek-Dtn | DATA | Local Bus | $333,912 | $361,440 | $0 | $0 | $0 | $0 | $0 | $0 |
| DATA 16 IB:MineralSprng-Dtn | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $682,720 | $1,001,736 | $15,702,560 | $1,001,736 | $682,720 |
| DATA 16 OB:Dtn-MineralSprng | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $682,720 | $1,001,736 | $15,702,560 | $1,001,736 | $682,720 |
| DATA 17 IB:Treyburn-Horton | DATA | Local Bus | $1,335,648 | $7,590,240 | $667,824 | $3,795,120 | $667,824 | $3,795,120 | $667,824 | $843,360 |
| DATA 17 OB:Horton-Treyburn | DATA | Local Bus | $2,003,472 | $11,385,360 | $667,824 | $3,795,120 | $667,824 | $3,795,120 | $1,335,648 | $1,686,720 |
| DATA 12X DTT-EPA OB | DATA | Express Bus | $1,335,648 | $1,004,000 | $0 | $0 | $0 | $0 | $0 | $0 |
| DATA 12X DTT-EPA IB | DATA | Express Bus | $1,669,560 | $1,144,560 | $0 | $0 | $0 | $0 | $0 | $0 |
| DATA 15 Willowdale OB | DATA | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $17,288,880 | $1,335,648 | $823,280 |
| DATA 15 Willowdale IB | DATA | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $17,288,880 | $1,335,648 | $823,280 |
| DATA 17 Feeder Eno Loop | DATA | Local Bus | $0 | $0 | $333,912 | $361,440 | $667,824 | $8,534,000 | $333,912 | $361,440 |
| DATA 17 Feeder IB | DATA | Local Bus | $0 | $0 | $333,912 | $271,080 | $667,824 | $6,997,880 | $333,912 | $271,080 |
| DATA 17 Feeder OB | DATA | Local Bus | $0 | $0 | $333,912 | $271,080 | $667,824 | $6,997,880 | $333,912 | $271,080 |
| DATA 17 Horton-Davinci NWB | DATA | Local Bus | $1,001,736 | $2,530,080 | $333,912 | $7,048,080 | $333,912 | $3,654,560 | $333,912 | $7,048,080 |
| DATA 17 Horton-Davinci SEB | DATA | Local Bus | $1,001,736 | $2,530,080 | $333,912 | $7,048,080 | $333,912 | $3,654,560 | $333,912 | $7,048,080 |
| DATA 17 Roxboro-Davinci NB | DATA | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $281,120 | $667,824 | $502,000 |
| DATA 17 Roxboro-Davinci SB | DATA | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $281,120 | $667,824 | $502,000 |
| DATA 18 Feeder IB | DATA | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $4,528,040 | $667,824 | $4,528,040 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| Route Name | Company | Service | Capital Cost | O & M Cost | Capital Cost | O & M Cost | Capital Cost | O & M Cost | Capital Cost | O & M Cost |
| DATA 18 Feeder OB | DATA | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $4,528,040 | $667,824 | $4,528,040 |
| DATA 19 Feeder IB | DATA | Local Bus | $0 | $0 | $333,912 | $271,080 | $1,335,648 | $9,056,080 | $1,335,648 | $9,056,080 |
| DATA 19 Feeder OB | DATA | Local Bus | $0 | $0 | $333,912 | $271,080 | $1,335,648 | $9,056,080 | $1,335,648 | $9,056,080 |
| DATA 20 Ngate-RTP OB | DATA | Local Bus | $2,003,472 | $7,409,520 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| DATA 20 Ngate-RTP IB | DATA | Local Bus | $2,337,384 | $8,252,880 | $1,669,560 | $963,840 | $1,669,560 | $963,840 | $1,669,560 | $963,840 |
| DATA 20 UniDr-RTP OB | DATA | Local Bus | $2,003,472 | $1,234,920 | $333,912 | $271,080 | $333,912 | $271,080 | $1,335,648 | $823,280 |
| DATA 20 UniDr-RTP IB | DATA | Local Bus | $2,003,472 | $1,234,920 | $333,912 | $271,080 | $333,912 | $271,080 | $1,335,648 | $823,280 |
| DATA 21 Ngate-Spoint IB | DATA | Local Bus | $1,335,648 | $562,240 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| DATA 21 Ngate-Spoint OB | DATA | Local Bus | $1,335,648 | $562,240 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| DATA 25 DurReg-DukeMed OB | DATA | Local Bus | $667,824 | $281,120 | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 |
| DATA 25 DurReg-DukeMed IB | DATA | Local Bus | $667,824 | $281,120 | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 |
| DATA 27 Ngate-RTP W OB | DATA | Local Bus | $2,337,384 | $983,920 | $1,669,560 | $702,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 |
| DATA 27 Ngate-RTP W IB | DATA | Local Bus | $2,337,384 | $983,920 | $1,669,560 | $702,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 |
| DATA 28 RTP E OB | DATA | Local Bus | $1,669,560 | $963,840 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| DATA 28 RTP E IB | DATA | Local Bus | $1,669,560 | $963,840 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| DATA 30 Duke Hospital OB | DATA | Local Bus | $1,001,736 | $4,638,480 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| DATA 30 Duke Hospital IB | DATA | Local Bus | $1,001,736 | $4,638,480 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| DATA 7SP Southpoint Mall OB | DATA | Local Bus | $2,003,472 | $9,276,960 | $2,003,472 | $1,506,000 | $2,003,472 | $1,506,000 | $2,003,472 | $1,506,000 |
| DATA 7SP Southpoint Mall IB | DATA | Local Bus | $2,671,296 | $12,369,280 | $2,671,296 | $2,008,000 | $2,671,296 | $2,008,000 | $2,671,296 | $2,008,000 |
| DATA Bethesda NB | DATA | Local Bus | $667,824 | $3,092,320 | $333,912 | $3,514,000 | $333,912 | $3,514,000 | $667,824 | $7,028,000 |
| DATA Bethesda SB | DATA | Local Bus | $667,824 | $3,092,320 | $333,912 | $3,514,000 | $333,912 | $3,514,000 | $667,824 | $7,028,000 |
| DATA Dtech-Snow IB | DATA | Local Bus | $1,669,560 | $963,840 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| DATA Dtech-Snow OB | DATA | Local Bus | $1,669,560 | $1,094,360 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| DATA Dtown Terminal Feeder IB | DATA | Local Bus | $667,824 | $411,640 | $333,912 | $5,692,680 | $333,912 | $271,080 | $333,912 | $271,080 |
| DATA Dtown Terminal Feeder OB | DATA | Local Bus | $667,824 | $411,640 | $333,912 | $5,692,680 | $333,912 | $271,080 | $333,912 | $271,080 |
| DATA Dtown Terminal Shuttle IB | DATA | Local Bus | $1,335,648 | $5,622,400 | $1,335,648 | $7,028,000 | $667,824 | $3,514,000 | $1,335,648 | $7,028,000 |
| DATA Dtown Terminal Shuttle OB | DATA | Local Bus | $1,335,648 | $5,622,400 | $1,335,648 | $7,028,000 | $667,824 | $3,514,000 | $1,335,648 | $7,028,000 |
| DATA Durham XT NWB | DATA | Local Bus | $1,001,736 | $421,680 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DATA Durham XT SEB | DATA | Local Bus | $1,335,648 | $562,240 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DATA EPA IB | DATA | Express Bus | $1,001,736 | $421,680 | $0 | $0 | $0 | $0 | $0 | $0 |
| DATA EPA OB | DATA | Express Bus | $1,001,736 | $421,680 | $0 | $0 | $0 | $0 | $0 | $0 |
| DATA Holoway/The Village IB | DATA | Local Bus | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| DATA Holoway/The Village OB | DATA | Local Bus | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| DATA Joyner-Club-Duke IB | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| DATA Joyner-Club-Duke OB | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| DATA L1 NDP: Carver to RDU NB | DATA | Local Bus | $2,003,472 | $843,360 | $2,003,472 | $843,360 | $2,003,472 | $843,360 | $2,003,472 | $843,360 |
| DATA L1 NDP: Carver to RDU SB | DATA | Local Bus | $2,003,472 | $843,360 | $2,003,472 | $843,360 | $2,003,472 | $843,360 | $2,003,472 | $843,360 |
| DATA L2 Cornwallis-Brier Crk EB | DATA | Local Bus | $1,669,560 | $702,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 |
| DATA L2 Cornwallis-Brier Crk WB | DATA | Local Bus | $1,669,560 | $702,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 | $1,669,560 | $702,800 |
| DATA L3 Cornwallis-Miami EB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA L3 Cornwallis-Miami WB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA L4 W Cornwallis-SP Mall NB | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $2,530,080 | $1,001,736 | $421,680 |
| DATA L4 W Cornwallis-SP Mall SB | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $2,530,080 | $1,001,736 | $421,680 |
| DATA L5 Mt Moraih-NC 54 EB | DATA | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $4,939,680 | $1,335,648 | $823,280 |
| DATA L5 Mt Moraih-NC 54 WB | DATA | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $4,939,680 | $1,335,648 | $823,280 |
| DATA L6 Morehead-Cornwallis NB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA L6 Morehead-Cornwallis SB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA L7 Avondale-Chpl Hill St EB | DATA | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| DATA L7 Avondale-Chpl Hill St WB | DATA | Local Bus | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| DATA L8 Hillsbor N-Hillsbor S NB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA L8 Hillsbor N-Hillsbor S SB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA L9 Rennaisance-Hopson EB | DATA | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $4,939,680 | $1,335,648 | $823,280 |
| DATA L9 Rennaisance-Hopson WB | DATA | Local Bus | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $4,096,320 | $1,001,736 | $682,720 |
| DATA Meridian Pkwy circulator IB | DATA | Local Bus | $0 | $0 | $1,001,736 | $421,680 | $1,001,736 | $2,530,080 | $1,001,736 | $421,680 |
| DATA Meridian Pkwy circulator OB | DATA | Local Bus | $0 | $0 | $1,001,736 | $421,680 | $1,001,736 | $2,530,080 | $1,001,736 | $421,680 |
| DATA NC98 - US70 - Miami IB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| DATA NC98 - US70 - Miami OB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| DATA Riddle Station Feeder IB | DATA | Local Bus | $0 | $0 | $1,001,736 | $421,680 | $1,001,736 | $2,530,080 | $1,001,736 | $421,680 |
| DATA Riddle Station Feeder OB | DATA | Local Bus | $0 | $0 | $667,824 | $281,120 | $667,824 | $1,686,720 | $667,824 | $281,120 |
| DATA S Square Feeder IB | DATA | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $6,997,880 |
| DATA S Square Feeder OB | DATA | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $6,997,880 |
| DATA S Square Shuttle IB | DATA | Local Bus | $1,335,648 | $562,240 | $1,335,648 | $562,240 | $1,335,648 | $3,373,440 | $1,335,648 | $9,558,080 |
| DATA S Square Shuttle OB | DATA | Local Bus | $1,335,648 | $562,240 | $1,335,648 | $562,240 | $1,335,648 | $3,373,440 | $1,335,648 | $9,558,080 |
| DATA Treyburn NB | DATA | Local Bus | $1,335,648 | $562,240 | $1,335,648 | $562,240 | $1,335,648 | $3,373,440 | $1,335,648 | $562,240 |
| DATA Treyburn SB | DATA | Local Bus | $1,335,648 | $562,240 | $1,335,648 | $562,240 | $1,335,648 | $3,373,440 | $1,335,648 | $562,240 |
| DATA Treyburn Station Feeder | DATA | Local Bus | $0 | $0 | $2,003,472 | $1,234,920 | $2,003,472 | $7,409,520 | $2,003,472 | $1,234,920 |
| DATA Woodcroft Feeder IB | DATA | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $6,997,880 |
| DATA Woodcroft Feeder OB | DATA | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $6,997,880 |
| DCHC B10a Durham-Capital Blvd | dchc | Express Bus | $2,450,000 | $1,094,360 | $1,470,000 | $682,720 | $1,470,000 | $682,720 | $1,470,000 | $682,720 |
| DCHC B10b Capital Blvd-Durham | dchc | Express Bus | $4,900,000 | $1,797,160 | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 |
| DCHC B11a Duke to N Raleigh EB | dchc | Local Bus | $1,335,648 | $823,280 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B11b N Raleigh to Duke WB | dchc | Local Bus | $1,669,560 | $963,840 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| DCHC B12a Duke to W Wake fwy OB | dchc | Local Bus | $667,824 | $411,640 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| DCHC B12b W Wake fwy to Duke IB | dchc | Local Bus | $667,824 | $411,640 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| DCHC B13a Durham to Apex OB | dchc | Express Bus | $3,430,000 | $1,506,000 | $1,960,000 | $823,280 | $1,960,000 | $823,280 | $1,960,000 | $823,280 |
| DCHC B13b Apex to Durham IB | dchc | Express Bus | $3,430,000 | $1,506,000 | $1,960,000 | $823,280 | $1,960,000 | $823,280 | $1,960,000 | $823,280 |
| DCHC B14a W Wake pkwy to US70 | dchc | Local Bus | $1,335,648 | $823,280 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B14b US70 to W Wake pkwy | dchc | Local Bus | $1,335,648 | $823,280 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B15a Southpoint to RDU | DATA | Local Bus | $1,001,736 | $682,720 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B15b RDU to Southpoint | DATA | Local Bus | $1,001,736 | $682,720 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B1a Durham to Roxboro NB | DATA | Express Bus | $1,960,000 | $823,280 | $490,000 | $271,080 | $490,000 | $271,080 | $980,000 | $411,640 |
| DCHC B1b Roxboro to Durham SB | DATA | Express Bus | $1,960,000 | $823,280 | $490,000 | $271,080 | $490,000 | $271,080 | $980,000 | $411,640 |
| DCHC B2a Durham-Butner OB | DATA | Express Bus | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 |
| DCHC B2b Butner-Durham IB | DATA | Express Bus | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 |
| DCHC B3a Duke-Mebane OB | DATA | Express Bus | $5,390,000 | $2,329,280 | $5,390,000 | $2,329,280 | $5,390,000 | $2,329,280 | $5,390,000 | $2,329,280 |
| DCHC B3b Mebane-Duke IB | DATA | Express Bus | $5,390,000 | $2,329,280 | $5,390,000 | $2,329,280 | $5,390,000 | $2,329,280 | $5,390,000 | $2,329,280 |
| DCHC B4a CH to Hillsborough OB | DATA | Express Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B4b Hillsborough to CH IB | DATA | Express Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| DCHC B5a RDU to Hillsborough OB | DATA | Express Bus | $2,940,000 | $1,234,920 | $2,940,000 | $1,234,920 | $2,940,000 | $1,234,920 | $2,940,000 | $1,234,920 |
| DCHC B5b Hillsborough to RDU IB | DATA | Express Bus | $2,940,000 | $1,234,920 | $2,940,000 | $1,234,920 | $2,940,000 | $1,234,920 | $2,940,000 | $1,234,920 |
| DCHC B6a CH to Alamance OB | DATA | Express Bus | $1,001,736 | $863,440 | $1,001,736 | $863,440 | $1,001,736 | $863,440 | $1,001,736 | $863,440 |
| DCHC B6b Alamance to CH IB | DATA | Express Bus | $1,335,648 | $1,004,000 | $1,335,648 | $1,004,000 | $1,335,648 | $1,004,000 | $1,335,648 | $1,004,000 |
| DCHC B7a CH to Alamance OB | DATA | Express Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B7b Alamance to CH IB | DATA | Express Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B8a UNC to Pittsboro SB | DATA | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| DCHC B8b Pittsboro to UNC NB | DATA | Local Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| DCHC B9a CH to Old Farrington OB | DATA | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| DCHC B9b Old Farrington to CH IB | DATA | Local Bus | $1,335,648 | $562,240 | $1,335,648 | $562,240 | $1,335,648 | $562,240 | $1,335,648 | $562,240 |
| DCHC R6 Drhm/Dunhill Circulator | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DCHC R7a Durham Outer Circulator | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DCHC R7b Durham Inner Circulator | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DCHC R8a UNC to Hillsborough NB | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DCHC R8b Hillsborough to UNC SB | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DCHC R9a Duke to Burlington WB | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DCHC R9b Burlington to Duke EB | DATA | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| TT Butner-Durham OB | DATA | Express Bus | $1,960,000 | $5,903,520 | $1,960,000 | $281,120 | $1,960,000 | $281,120 | $1,960,000 | $281,120 |
| **Total DATA, CHT, and DCHC** | | | **$239,659,816** | **$441,679,680** | **$229,236,662** | **$301,511,240** | **$230,906,222** | **$578,304,000** | **$241,569,670** | **$366,269,240** |
| DUKE C1 OB:ECampus-WCampus | Duke | Local Bus | $667,824 | $2,951,760 | $667,824 | $2,951,760 | $667,824 | $2,951,760 | $667,824 | $2,951,760 |
| DUKE C1 IB:WCampus-ECampus | Duke | Local Bus | $667,824 | $2,951,760 | $667,824 | $2,951,760 | $667,824 | $2,951,760 | $667,824 | $2,951,760 |
| DUKE C2 OB:WCampus-ECampus | Duke | Local Bus | $1,335,648 | $5,903,520 | $1,335,648 | $5,903,520 | $1,335,648 | $5,903,520 | $1,335,648 | $5,903,520 |
| DUKE C2 IB:ECampus-WCampus | Duke | Local Bus | $1,335,648 | $5,903,520 | $1,335,648 | $5,903,520 | $1,335,648 | $5,903,520 | $1,335,648 | $5,903,520 |
| DUKE C3 OB:SciDr-EastCampus | Duke | Local Bus | $667,824 | $3,373,440 | $667,824 | $3,373,440 | $667,824 | $3,373,440 | $667,824 | $3,373,440 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| DUKE C3 IB:EastCampus-SciDr | Duke | Local Bus | $667,824 | $3,373,440 | $667,824 | $3,373,440 | $667,824 | $3,373,440 | $667,824 | $3,373,440 |
| DUKE H1 OB:PG3-Entry11 | Duke | Local Bus | $333,912 | $1,686,720 | $333,912 | $1,686,720 | $333,912 | $1,686,720 | $333,912 | $1,686,720 |
| DUKE H1 IB:Entry11-PG3 | Duke | Local Bus | $333,912 | $1,686,720 | $333,912 | $1,686,720 | $333,912 | $1,686,720 | $333,912 | $1,686,720 |
| DUKE H2 OB:PG3-HospNorth | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 |
| DUKE H2 IB:HospNorth-PG3 | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 |
| DUKE H3 OB:HospN-HillsbghRd | Duke | Local Bus | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 |
| DUKE H3 IB:HillsbghRd-HospN | Duke | Local Bus | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 |
| DUKE H5 OB:MillBldg-HockPlaza | Duke | Local Bus | $667,824 | $4,528,040 | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 |
| DUKE H5 IB:HockPlaza-MillBldg | Duke | Local Bus | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 | $333,912 | $2,981,880 |
| DUKE H6 OB: LaSalleLot-Ent11 | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 |
| DUKE H6 IB:Ent11-LaSalleLot | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 |
| DUKE PR1 OB:BassettDr-Ent11 | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 |
| DUKE PR1 IB:Entry11-BassettDr | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 | $333,912 | $3,252,960 |
| DUKE C6 OB:Chapel-Ecampus | Duke | Local Bus | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DUKE C6 IB:Ecampus-Chapel | Duke | Local Bus | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Duke E/Cent./W EB | Duke | Local Bus | $667,824 | $3,373,440 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| Duke E/Cent./W WB | Duke | Local Bus | $667,824 | $3,373,440 | $667,824 | $281,120 | $667,824 | $281,120 | $667,824 | $281,120 |
| Duke E/W EB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| Duke E/W WB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $271,080 | $333,912 | $271,080 |
| Duke Med 1 EB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| Duke Med 1 WB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| Duke Med 3 NB | Duke | Local Bus | $333,912 | $1,686,720 | $333,912 | $140,560 | $333,912 | $843,360 | $333,912 | $140,560 |
| Duke Med 3 SB | Duke | Local Bus | $333,912 | $1,686,720 | $333,912 | $140,560 | $333,912 | $843,360 | $333,912 | $140,560 |
| Duke Med 4 EB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| Duke Med 4 WB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| Duke Science Loop CCW | Duke | Local Bus | $667,824 | $4,939,680 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| Duke Science Loop CW | Duke | Local Bus | $1,001,736 | $5,060,160 | $1,001,736 | $421,680 | $1,001,736 | $2,530,080 | $1,001,736 | $421,680 |
| Duke Student Park EB | Duke | Local Bus | $333,912 | $1,686,720 | $333,912 | $140,560 | $333,912 | $843,360 | $333,912 | $140,560 |
| Duke Student Park WB | Duke | Local Bus | $333,912 | $1,686,720 | $333,912 | $140,560 | $333,912 | $843,360 | $333,912 | $140,560 |
| Duke Villa NB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| Duke Villa SB | Duke | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| NCCU Circulator | NCCU | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| NCCU Shuttle NB | NCCU | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| NCCU Shuttle SB | NCCU | Local Bus | $333,912 | $3,252,960 | $333,912 | $271,080 | $333,912 | $1,626,480 | $333,912 | $271,080 |
| NCSU 1 Avent Ferry | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $2,469,840 | $667,824 | $411,640 |
| NCSU 3 Engineering Shuttle | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 4 Westgrove | NCSU | Local Bus | $667,824 | $411,640 | $0 | $0 | $0 | $0 | $0 | $0 |
| NCSU 5 Varsity | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 6 Carter Finley | NCSU | Local Bus | $667,824 | $411,640 | $0 | $0 | $0 | $0 | $0 | $0 |
| NCSU 7 Wolflink Shuttle | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 7A Mid-Day Shuttle | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 8 Southeast Loop | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 8A Mid-Day Textiles | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 9 Greek Court | NCSU | Local Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| NCSU 11 Village Link | NCSU | Local Bus | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 4 Westgrove (Rail) | NCSU | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 6 Carter Finley (Rail) | NCSU | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| NCSU 2 Reverse Wolflink Shuttle | NCSU | Local Bus | $0 | $0 | $667,824 | $411,640 | $667,824 | $411,640 | $667,824 | $411,640 |
| **Total Duke and NCCU** | | | **$25,377,312** | **$124,767,080** | **$25,711,224** | **$69,296,080** | **$25,711,224** | **$90,530,680** | **$25,711,224** | **$69,296,080** |
| OPT Hillsborough-Chapel Hill NB | OPT | Local Bus | $2,671,296 | $16,465,600 | $2,671,296 | $16,465,600 | $2,671,296 | $16,465,600 | $0 | $0 |
| OPT Hillsborough-Chapel Hill SB | OPT | Local Bus | $2,671,296 | $16,465,600 | $2,671,296 | $16,465,600 | $2,671,296 | $16,465,600 | $0 | $0 |
| Apex-Cary (DMU) NB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Apex-Cary (DMU) SB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Burlington-CarolinaNorth NB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Burlington-CarolinaNorth SB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Burlington-Raleigh EB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| Burlington-Raleigh WB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Cary Circulator NB | TBD | Local Bus | $1,335,648 | $10,291,000 | $1,335,648 | $10,291,000 | $1,335,648 | $10,291,000 | $1,335,648 | $10,291,000 |
| Cary Circulator SB | TBD | Local Bus | $667,824 | $6,777,000 | $667,824 | $6,777,000 | $667,824 | $6,777,000 | $667,824 | $6,777,000 |
| Cary-Raleigh-DurantRd EB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Cary-Raleigh-DurantRd WB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| ChapelHill Circulator EB | TBD | Local Bus | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 |
| ChapelHill Circulator WB | TBD | Local Bus | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 |
| ChapelHillCirculator NB | TBD | Local Bus | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 |
| ChapelHillCirculator SB | TBD | Local Bus | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 | $1,335,648 | $10,702,640 |
| Duke-TMC(Rail) NB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Duke-TMC(Rail) SB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DurantRd-WakeForest NB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DurantRd-WakeForest SB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Durham Circulator NB | TBD | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| Durham Circulator SB | TBD | Local Bus | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 | $1,001,736 | $421,680 |
| DurhamMMC-UNC EB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| DurhamMMC-UNC WB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Hillsborough-CarolinaNorth NB | TBD | Local Bus | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Hillsborough-CarolinaNorth SB | TBD | Local Bus | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| RTP Circulator CCW | TBD | Local Bus | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| RTP Circulator CW | TBD | Local Bus | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 | $1,001,736 | $682,720 |
| Raleigh Circulator CCW | TBD | Local Bus | $3,005,208 | $1,917,640 | $3,005,208 | $1,917,640 | $3,005,208 | $1,917,640 | $3,005,208 | $1,917,640 |
| Raleigh Circulator CW | TBD | Local Bus | $3,005,208 | $1,917,640 | $3,005,208 | $1,917,640 | $3,005,208 | $1,917,640 | $3,005,208 | $1,917,640 |
| Selma-Durham EB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Selma-Durham WB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| TMC-Cary NB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| TMC-Cary SB | TBD | Guideway | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| TMC-RDU EB | TBD | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| TMC-RDU WB | TBD | Local Bus | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 | $667,824 | $502,000 |
| UNC-CarolinaNorth NB | TBD | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| UNC-CarolinaNorth SB | TBD | Local Bus | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 | $1,335,648 | $823,280 |
| Durham-NorthDurham NB | TBDe | Express Bus | $2,450,000 | $702,800 | $2,450,000 | $702,800 | $2,450,000 | $702,800 | $2,450,000 | $702,800 |
| Durham-NorthDurham SB | TBDe | Express Bus | $2,450,000 | $702,800 | $2,450,000 | $702,800 | $2,450,000 | $702,800 | $2,450,000 | $702,800 |
| I540 Northern Arc HOV EB | TBDe | Express Bus | $490,000 | $140,560 | $490,000 | $140,560 | $490,000 | $140,560 | $490,000 | $140,560 |
| I540 Northern Arc HOV WB | TBDe | Express Bus | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 |
| I540 Southern Arc EB | TBDe | Express Bus | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 |
| I540 Southern Arc WB | TBDe | Express Bus | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 |
| JohnstonCnty-TMC EB | TBDe | Express Bus | $1,960,000 | $9,879,360 | $1,960,000 | $9,879,360 | $1,960,000 | $9,879,360 | $1,960,000 | $9,879,360 |
| JohnstonCnty-TMC WB | TBDe | Express Bus | $2,940,000 | $13,252,800 | $2,940,000 | $13,252,800 | $2,940,000 | $13,252,800 | $2,940,000 | $13,252,800 |
| NC147: TMC-Duke NB | TBDe | Express Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| NC147: TMC-Duke SB | TBDe | Express Bus | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 | $1,001,736 | $552,200 |
| Pittsboro-ChapelHill NB | TBDe | Express Bus | $3,430,000 | $1,375,480 | $3,430,000 | $1,375,480 | $3,430,000 | $1,375,480 | $3,430,000 | $1,375,480 |
| Pittsboro-ChapelHill SB | TBDe | Express Bus | $2,450,000 | $1,094,360 | $2,450,000 | $1,094,360 | $2,450,000 | $1,094,360 | $2,450,000 | $1,094,360 |
| Raleigh-Zebulon EB | TBDe | Express Bus | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 | $2,450,000 | $963,840 |
| Raleigh-Zebulon WB | TBDe | Express Bus | $3,920,000 | $1,385,520 | $3,920,000 | $1,385,520 | $3,920,000 | $1,385,520 | $3,920,000 | $1,385,520 |
| TMC-ChapelHill(BRT) EB | TBDe | Express Bus | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 |
| TMC-ChapelHill(BRT) WB | TBDe | Express Bus | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 | $333,912 | $140,560 |
| **Total TBD (operator unknown)** | | | **$54,864,256** | **$133,230,800** | **$54,864,256** | **$133,230,800** | **$54,864,256** | **$133,230,800** | **$49,521,664** | **$100,299,600** |
| TT Burlington-Duke IB | TTE | Express Bus | $1,470,000 | $10,120,320 | $1,470,000 | $10,120,320 | $0 | $10,120,320 | $0 | $10,120,320 |
| TT Burlington-Duke OB | TTE | Express Bus | $1,470,000 | $10,120,320 | $1,470,000 | $10,120,320 | $1,470,000 | $10,120,320 | $1,470,000 | $10,120,320 |
| TT Burlington-UNC IB | TTE | Express Bus | $980,000 | $281,120 | $1,960,000 | $2,811,200 | $1,960,000 | $2,811,200 | $1,960,000 | $2,811,200 |
| TT Burlington-UNC OB | TTE | Express Bus | $980,000 | $281,120 | $1,960,000 | $2,811,200 | $1,960,000 | $2,811,200 | $1,960,000 | $2,811,200 |
| TT Butner-Durham IB | TTE | Express Bus | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 | $980,000 | $281,120 |
| TT PersonCo-Durham IB | TTE | Express Bus | $980,000 | $6,746,880 | $980,000 | $6,746,880 | $0 | $6,746,880 | $0 | $6,746,880 |
| TT PersonCo-Durham OB | TTE | Express Bus | $980,000 | $6,746,880 | $980,000 | $6,746,880 | $980,000 | $6,746,880 | $980,000 | $6,746,880 |
| TT 420 IB:Hillsb-Chap Hill | TTR | Regional Bus | $0 | $23,051,840 | $0 | $23,051,840 | $0 | $23,051,840 | $0 | $23,051,840 |

# 2025 LRTP -- Transit Options

## Projects and Costs

TAC 11/12/08 Attachment 6

| | | | Bus Transit | | Commuter Rail | | Rail Transit | | Light Rail Transit | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Route Name** | **Company** | **Service** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** | **Capital Cost** | **O & M Cost** |
| TT 420 OB:Hillsb-Chap Hill | TTR | Regional Bus | $0 | $26,987,520 | $0 | $26,987,520 | $0 | $26,987,520 | $0 | $26,987,520 |
| TT ChapelHill-Durham-402/403 IB | TTR | Regional Bus | $0 | $42,168,000 | $0 | $42,168,000 | $0 | $15,060,000 | $0 | $15,060,000 |
| TT ChapelHill-Durham-402-403 OB | TTR | Regional Bus | $0 | $38,232,320 | $0 | $38,232,320 | $0 | $13,654,400 | $0 | $13,654,400 |
| TT ChapelHill-RTP-402-403 IB | TTR | Regional Bus | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 |
| TT ChapelHill-RTP-402-403 OB | TTR | Regional Bus | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 |
| TT ChapelHill-RTP-412/413 IB | TTR | Regional Bus | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 |
| TT ChapelHill-RTP-412/413 OB | TTR | Regional Bus | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 | $0 | $14,056,000 |
| TT Durham-RTP-412-413 IB | TTR | Regional Bus | $0 | $24,176,320 | $0 | $24,176,320 | $0 | $5,020,000 | $0 | $5,020,000 |
| TT Durham-RTP-412-413 OB | TTR | Regional Bus | $0 | $24,176,320 | $0 | $24,176,320 | $0 | $5,020,000 | $0 | $5,020,000 |
| **Total Triangle Transit within DCHC** | | | **$7,840,000** | **$269,594,080** | **$9,800,000** | **$274,654,240** | **$7,350,000** | **$184,655,680** | **$7,350,000** | **$184,655,680** |
| TT 500 EB:Chap Hill-Raleigh | TTE | Express Bus | $0 | $38,513,440 | $0 | $38,513,440 | $0 | $38,513,440 | $0 | $38,513,440 |
| TT 550 WB:Raleigh-Chap Hill | TTE | Express Bus | $0 | $42,449,120 | $0 | $42,449,120 | $0 | $42,449,120 | $0 | $42,449,120 |
| TT 600 EB:Durham-Raleigh | TTE | Express Bus | $0 | $11,525,920 | $0 | $3,654,560 | $0 | $6,827,200 | $0 | $6,827,200 |
| TT 650 WB:Raleigh-Durham | TTE | Express Bus | $0 | $11,525,920 | $0 | $3,654,560 | $0 | $8,232,800 | $0 | $8,232,800 |
| TT HollySprings-RTP IB | TTE | Express Bus | $5,390,000 | $1,546,160 | $1,960,000 | $562,240 | $5,390,000 | $1,546,160 | $5,390,000 | $1,546,160 |
| TT HollySprings-RTP OB | TTE | Express Bus | $3,430,000 | $983,920 | $1,470,000 | $421,680 | $3,430,000 | $983,920 | $3,430,000 | $983,920 |
| TT TriangleTownCtr-RTP IB | TTE | Express Bus | $980,000 | $13,554,000 | $1,470,000 | $17,068,000 | $1,470,000 | $17,068,000 | $1,470,000 | $17,068,000 |
| TT TriangleTownCtr-RTP OB | TTE | Express Bus | $980,000 | $13,554,000 | $1,470,000 | $17,068,000 | $1,470,000 | $17,068,000 | $1,470,000 | $17,068,000 |
| TT US 70 EB | TTE | Express Bus | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| TT US 70 WB | TTE | Express Bus | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| TT 42 SH:Trans Ctr-IBM | TTL | Local Bus | $0 | $7,871,360 | $0 | $3,935,680 | $0 | $11,807,040 | $0 | $11,807,040 |
| TT 45 SH:Trans Ctr-S RTP | TTL | Local Bus | $0 | $7,871,360 | $0 | $7,871,360 | $0 | $11,807,040 | $0 | $11,807,040 |
| TT 46 SH:Trans Ctr-E RTP | TTL | Local Bus | $0 | $7,871,360 | $0 | $3,935,680 | $0 | $11,807,040 | $0 | $11,807,040 |
| TT 48 SH:Trans Ctr-NE RTP | TTL | Local Bus | $0 | $11,807,040 | $0 | $7,871,360 | $0 | $15,742,720 | $0 | $15,742,720 |
| TT 49 SH:Trans Ctr-S RTP | TTL | Local Bus | $0 | $3,935,680 | $0 | $3,935,680 | $0 | $7,871,360 | $0 | $7,871,360 |
| TT 105 IB:Moore Sq-RTP | TTR | Regional Bus | $0 | $42,168,000 | $0 | $23,092,000 | $0 | $7,530,000 | $0 | $7,530,000 |
| TT 105 OB:RTP-Moore Sq | TTR | Regional Bus | $0 | $32,047,680 | $0 | $19,859,120 | $0 | $5,722,800 | $0 | $5,722,800 |
| TT 201 IB:Millbrook-RTP | TTR | Regional Bus | $0 | $11,807,040 | $0 | $11,807,040 | $0 | $11,807,040 | $0 | $11,807,040 |
| TT 201 OB:RTP-Millbrook | TTR | Regional Bus | $0 | $11,807,040 | $0 | $11,807,040 | $0 | $11,807,040 | $0 | $11,807,040 |
| TT 301 IB:Moore Sq-RTP | TTR | Regional Bus | $0 | $42,168,000 | $0 | $36,144,000 | $0 | $9,036,000 | $0 | $9,036,000 |
| TT 301 OB:RTP-Moore Sq | TTR | Regional Bus | $0 | $42,168,000 | $0 | $36,144,000 | $0 | $9,036,000 | $0 | $9,036,000 |
| TT 747 SH :Trans Ctr-RDU OP | TTR | Regional Bus | $0 | $19,116,160 | $0 | $19,116,160 | $0 | $19,116,160 | $0 | $19,116,160 |
| TT 747 SH:Trans Ctr-RDU | TTR | Regional Bus | $0 | $7,590,240 | $0 | $7,590,240 | $0 | $7,590,240 | $0 | $7,590,240 |
| **Total Triangle Transit in DCHC & CAMPO** | | | **$10,780,000** | **$381,881,440** | **$6,370,000** | **$316,500,960** | **$11,760,000** | **$273,369,120** | **$11,760,000** | **$273,369,120** |
| | | | | | | | | | | |
| **Total Bus Transit Cost** | | | **$333,131,384** | **$1,160,212,360** | **$322,797,142** | **$936,942,840** | **$324,711,702** | **$1,123,405,720** | **$330,032,558** | **$857,205,160** |

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# 2035 LRTP – Transportation Options
## Detailed Description and Maps – Bicycle and Pedestrian

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## Summary of Networks

In response to the increased popularity of bicycle and pedestrian travel, the MPO has set a goal to create…

> "a pedestrian and bicycle system that provides an alternative means of transportation, allows greater access to public transit, and supports recreational opportunities."

To best accomplish this goal, DCHC member governments coordinate planning efforts for bicycle and pedestrian routes. Most local governments in the region have adopted their own bicycle and pedestrian plans, and the regional plan is a composite of these local plans.

As part of the 2035 Long-Range Transportation Plan, the MPO has identified the following networks:

On-Road Bicycle Network – This network includes both local and regional bicycle routes. The regional routes provide links between major destinations and between urban centers and serve as a backbone to a finer grained system of local bicycle routes in each jurisdiction.

Off-Road Bicycle Network – This network includes many trail networks that connect to the larger on-road bicycle network. Not all the off-road bicycle projects are eligible for transportation funding because an off-road facility must have a significant travel or commuter function to be considered transportation, as opposed to recreation. However, the entire off-road network is included in the long range transportation plan because the public, staff and elected officials must be mindful of the off-road connections when evaluating on-road bicycle and other transportation facilities.

Pedestrian Network – The DCHC MPO does not designate a specific pedestrian network of sidewalks and other pedestrian facilities. On a regional level, the Transportation Advisory Committee has adopted a policy of inclusion for pedestrian projects within the DCHC MPO boundary. Local county, town and city governments have instituted sidewalk requirements for new development, and sidewalk upgrades are generally included in roadway construction projects. All roadway projects in the highway section of the long range transportation plan are expected to provide appropriate accommodations for pedestrians, concurrent with roadway improvements. Missing links and gaps in the pedestrian networks will be constructed retroactively and subsidized with limited MPO funding. Priority

will be given to areas with heavy pedestrian traffic generators, such as schools, parks and business districts.

The table of proposed sidewalk projects included in this report represents those projects that have been identified by the municipalities for construction.

## Maps and Tables

Maps

Maps of the On-Road Bicycle and the Off-Road Bicycle networks are shown on pages 4 and 5 of this section. The On-Road network includes both regional and local facilities.

Tables

Bicycle Projects

A table of the On-Road Bicycle projects begins on page 6 of this section, and includes the following attribute information:

ID – Provides a project identification number.

Facility Description – Identifies the roadway on which the facility is to be built.

Facility Type – Identifies the type of facility to be built, including:

- Bicycle Lane: Separately marked lane that is for bicycle use only.
- Paved Shoulder: Additional pavement, commonly at least 4 feet, that has been added to an existing road to more safely accommodate bicycles.
- Sharrows: These are markers that are painted on a lane in which motor vehicles and bicycles are to share, often used instead of installing bike route signs.
- Multi-use path: A path that is physically separated from motor vehicle traffic for use by bicycles and pedestrians.

County – County in which the facility is located.

Length – Length (in miles) of the facility.

Municipality – Municipality in which the facility is located.

Total Cost – The expected cost of constructing the facility, in year 2009 dollars.

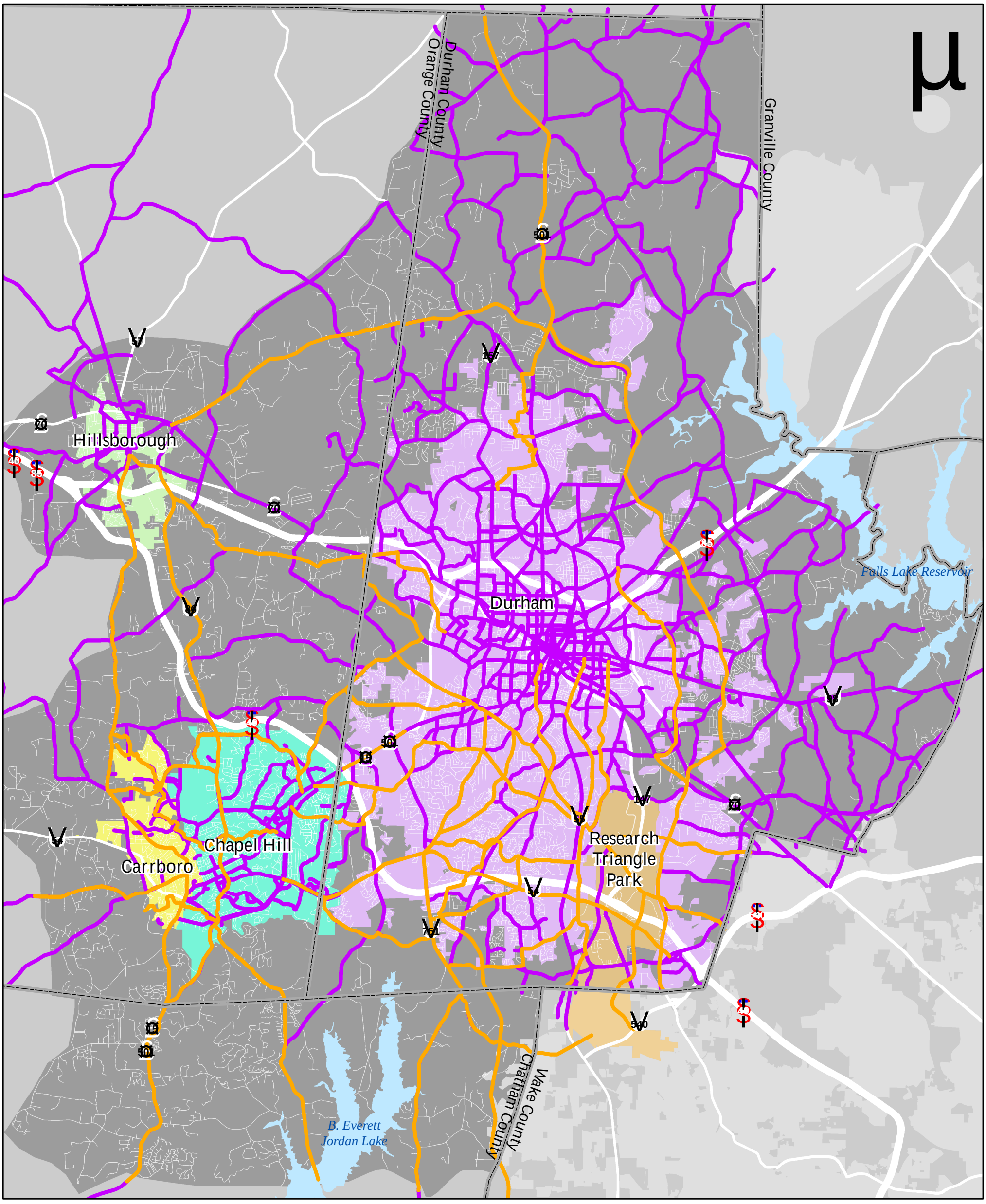
Sidewalk Projects

A table of the sidewalk projects begins on page 18 of this section and displays the key attribute information such as length and cost. The "Rank" field is only relevant for the Durham sidewalk projects – this field designates the project ranking in the City of Durham Pedestrian Plan, with the "A" designation being the highest priority projects.

# Durham Chapel Hill Carrboro Metropolitan Planning Organization



## On-Road Bicycle Facilities




Interstates
US and NC Highways
MPO Boundary
County Boundaries
Regional Bicycle Facilities
On-Road Bicycle Facilities
Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park

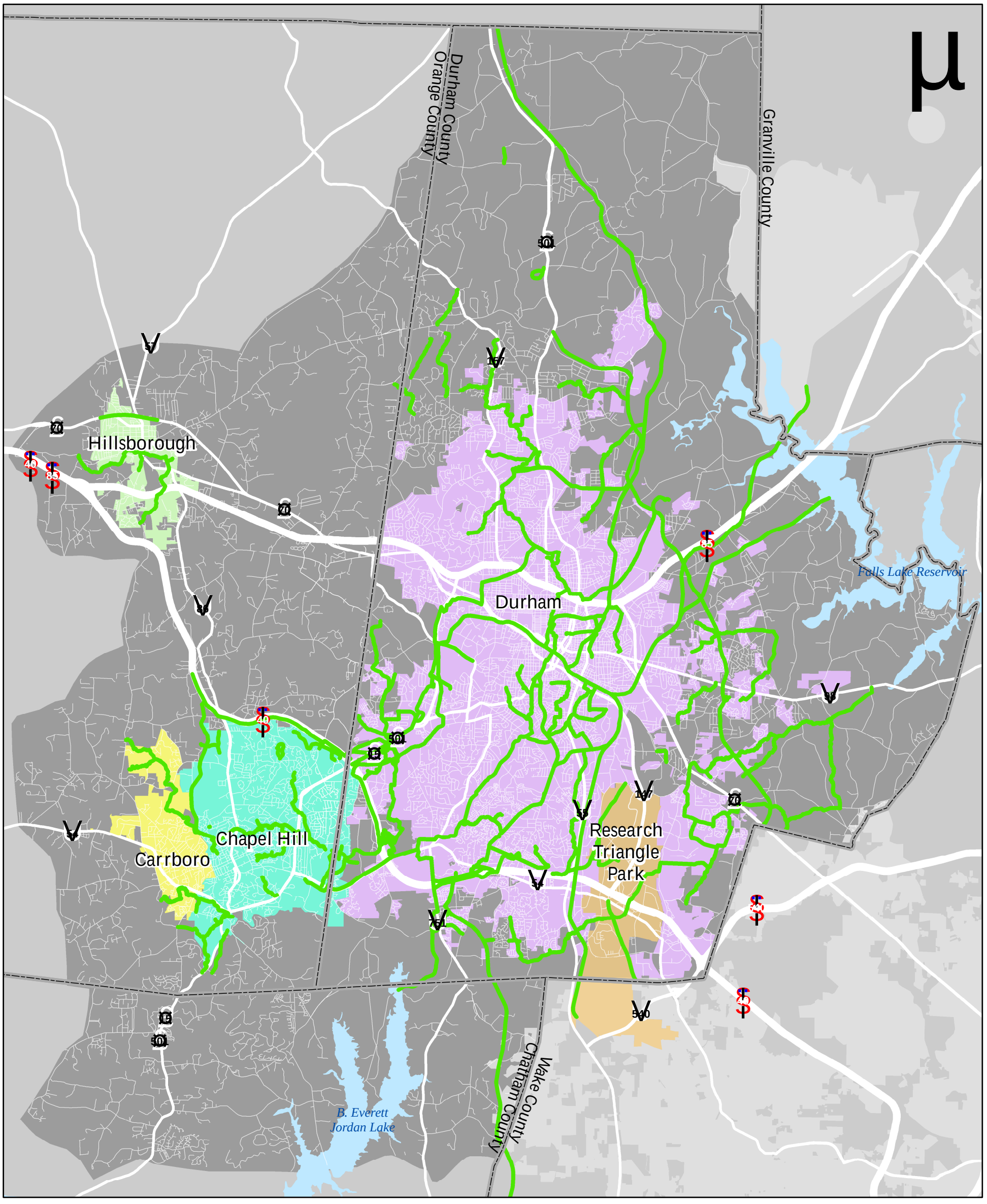
Transportation Plan 20 35

The Louis Berger Group, Inc.
8.6.2008

0 0.5 1 2 Miles

# Durham Chapel Hill Carrboro Metropolitan Planning Organization

## Off-Road Bicycle Facilities




- Off-Road Bicycle Facilities
- Interstates
- US and NC Highways
- MPO Boundary
- County Boundaries
- Carrboro
- Chapel Hill
- Durham
- Hillsborough
- Other Municipalities
- Research Triangle Park

Transportation Plan 20 35

The Louis Berger Group, Inc.
8.6.2008

0 1.25 2.5 5 Miles

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| **DURHAM** | | | | | | |
| 1 | Academy Rd | Bicycle Lane | Durham | 1.19 | City/County | $ 714,000 |
| 2 | Academy Rd | Existing Bicycle Lane | Durham | 0.51 | City/County | $ - |
| 3 | Adcock Rd | Paved Shoulder | Durham | 0.92 | City/County | $ 552,000 |
| 4 | Airport Rd | Bicycle Lane | Durham | 0.2 | City/County | $ 120,000 |
| 5 | Albany St | Sharrows | Durham | 0.21 | City/County | $ 546 |
| 6 | Alston Ave | Bicycle Lane | Durham | 10.8 | City/County | $ - |
| 7 | Amber Pl | Sharrows | Durham | 0.07 | City/County | $ 182 |
| 8 | American Dr | Sharrows | Durham | 1.86 | City/County | $ 4,836 |
| 9 | American Tobacco Trail | Multi-Use Path | Durham | 4 | City/County | $ 4,753,000 |
| 10 | Anderson St | Restripe Bicycle Lane | Durham | 1.76 | City/County | $ 4,576 |
| 11 | Andrews Chapel Rd | Paved Shoulder | Durham | 1.23 | City/County | $ 738,000 |
| 12 | Angier Ave | Bicycle Lane | Durham | 5.71 | City/County | $ 3,426,000 |
| 13 | Apex St | Sharrows | Durham | 0.1 | City/County | $ 260 |
| 14 | Archdale Dr | Bicycle Lane | Durham | 0.52 | City/County | $ 312,000 |
| 15 | Avondale Dr | Bicycle Lane | Durham | 1.06 | City/County | $ 636,000 |
| 16 | Bacon Rd | Paved Shoulder | Durham | 1.8 | City/County | $ 1,080,000 |
| 17 | Bacon St | Bicycle Lane | Durham | 1.13 | City/County | $ 678,000 |
| 18 | Bahama Rd | Paved Shoulder | Durham | 9.35 | City/County | $ 5,610,000 |
| 19 | Ball Rd | Paved Shoulder | Durham | 2.38 | City/County | $ 1,428,000 |
| 20 | Baptist Rd | Paved Shoulder | Durham | 4.07 | City/County | $ 2,442,000 |
| 21 | Barbee Chapel Rd | Bicycle Lane | Durham | 1.75 | City/County | $ 1,050,000 |
| 22 | Barbee Rd | Bicycle Lane | Durham | 2.84 | City/County | $ 1,704,000 |
| 23 | Bennett Memorial Rd | Bicycle Lane | Durham | 0.67 | City/County | $ 402,000 |
| 24 | Berini Dr | Sharrows | Durham | 1.14 | City/County | $ 2,964 |
| 25 | Bill Poole Rd | Paved Shoulder | Durham | 3.19 | City/County | $ 1,914,000 |
| 26 | Bivins Rd | Paved Shoulder | Durham | 3.64 | City/County | $ 2,184,000 |
| 27 | Blackwell St | Sharrows | Durham | 0.56 | City/County | $ 1,456 |
| 28 | Bowen Rd | Paved Shoulder | Durham | 1.05 | City/County | $ 630,000 |
| 29 | Boyce Mill Rd | Paved Shoulder | Durham | 0.83 | City/County | $ 498,000 |
| 30 | Briggs Ave | Bicycle Lane | Durham | 1.52 | City/County | $ - |
| 31 | Broad St | Restripe Bicycle Lane | Durham | 2.37 | City/County | $ 6,162 |
| 32 | Broad St | Sharrows | Durham | 0.33 | City/County | $ 858 |
| 33 | Buchanan Blvd | Bicycle Lane | Durham | 1.48 | City/County | $ 888,000 |
| 34 | Burton Rd | Paved Shoulder | Durham | 1.59 | City/County | $ 954,000 |
| 35 | Camden Ave | Bicycle Lane | Durham | 1.99 | City/County | $ 1,194,000 |
| 36 | Cameron Blvd | Bicycle Lane | Durham | 1.08 | City/County | $ 648,000 |
| 37 | Cammie St | Bicycle Lane | Durham | 0.48 | City/County | $ 288,000 |
| 38 | Campus Dr | Bicycle Lane | Durham | 0.25 | City/County | $ - |
| 39 | Campus Dr | Existing Bicycle Lane | Durham | 1.17 | City/County | $ - |
| 40 | Campus Walk Ave | Bicycle Lane | Durham | 0.34 | City/County | $ 204,000 |
| 41 | Capps St | Bicycle Lane | Durham | 0.32 | City/County | $ 192,000 |
| 42 | Carolina Cir | Sharrows | Durham | 0.07 | City/County | $ 182 |
| 43 | Carpenter Fletcher Rd | Bicycle Lane | Durham | 0.78 | City/County | $ 468,000 |
| 44 | Carpenter Pond Rd | Paved Shoulder | Durham | 4.82 | City/County | $ 2,892,000 |
| 45 | Carpenter Rd | Paved Shoulder | Durham | 1.12 | City/County | $ 672,000 |
| 46 | Carver Rd | Paved Shoulder | Durham | 0.78 | City/County | $ 468,000 |
| 47 | Carver St | Bicycle Lane | Durham | 4.31 | City/County | $ 2,586,000 |
| 48 | Cassam Rd | Paved Shoulder | Durham | 3.75 | City/County | $ 2,250,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 49 | Cecil St | Bicycle Lane | Durham | 0.36 | City/County | $ 216,000 |
| 50 | Chandler Rd | Paved Shoulder | Durham | 0.96 | City/County | $ 576,000 |
| 51 | Chapel Dr | Existing Bicycle Lane | Durham | 0.32 | City/County | $ - |
| 52 | Chapel Hill Rd | Restripe Bicycle Lane | Durham | 2.35 | City/County | $ 6,110 |
| 53 | Chapel Hill St | Restripe Bicycle Lane | Durham | 0.89 | City/County | $ 2,314 |
| 54 | Chapel Hill St | Sharrows | Durham | 0.4 | City/County | $ 1,040 |
| 55 | Cheek Rd | Paved Shoulder | Durham | 5.91 | City/County | $ 3,546,000 |
| 56 | Cheek Rd. (SR 1800) | Bicycle Lane | Durham | 8.5 | City/County | $ 5,100,000 |
| 57 | Chin Page Rd. (SR 1969) | Bicycle Lane | Durham | 1.5 | City/County | $ 900,000 |
| 58 | Church St | Sharrows | Durham | 0.13 | City/County | $ 338 |
| 59 | Circuit Dr | Bicycle Lane | Durham | 0.5 | City/County | $ - |
| 60 | City Hall Plz | Sharrows | Durham | 0.1 | City/County | $ 260 |
| 61 | Clayton Rd | Paved Shoulder | Durham | 1.84 | City/County | $ 1,104,000 |
| 62 | Clermont Rd | Bicycle Lane | Durham | 0.76 | City/County | $ 456,000 |
| 63 | Club Blvd. (SR 1669) | Bicycle Lane | Durham | 5.33 | City/County | $ 3,198,000 |
| 64 | Cole Mill Rd | Bicycle Lane | Durham | 3.73 | City/County | $ 2,238,000 |
| 65 | Coley Rd | Paved Shoulder | Durham | 3.66 | City/County | $ 2,196,000 |
| 66 | Colonial St | Sharrows | Durham | 0.15 | City/County | $ 390 |
| 67 | Compton Pl | Sharrows | Durham | 0.11 | City/County | $ 286 |
| 68 | Constitution Dr | Sharrows | Durham | 0.58 | City/County | $ 1,508 |
| 69 | Cook Rd | Bicycle Lane | Durham | 1.69 | City/County | $ 1,014,000 |
| 70 | Cooksbury Dr | Paved Shoulder | Durham | 0.59 | City/County | $ 354,000 |
| 71 | Corcoran St | Sharrows | Durham | 0.18 | City/County | $ 468 |
| 72 | Cornwallis Rd | Existing Bicycle Lane | Durham | 4.5 | City/County | $ - |
| 73 | Cornwallis Rd | Paved Shoulder | Durham | 3.12 | City/County | $ 1,872,000 |
| 74 | Cornwallis Rd | Restripe Bicycle Lane | Durham | 4.35 | City/County | $ 11,310 |
| 75 | Corporation St | Bicycle Lane | Durham | 0.82 | City/County | $ 492,000 |
| 76 | Cothran Rd | Paved Shoulder | Durham | 0.91 | City/County | $ 546,000 |
| 77 | Craig Rd | Paved Shoulder | Durham | 2.06 | City/County | $ 1,236,000 |
| 78 | Cranford Rd | Sharrows | Durham | 0.44 | City/County | $ 1,144 |
| 79 | Creech Rd | Paved Shoulder | Durham | 0.95 | City/County | $ 570,000 |
| 80 | Danube Ln | Bicycle Lane | Durham | 1.56 | City/County | $ 936,000 |
| 81 | Davis Dr. (SR 1999) | Bicycle Lane | Durham | 2.8 | City/County | $ 1,680,000 |
| 82 | Dearborn Dr. (SR 1666) | Bicycle Lane | Durham | 1.6 | City/County | $ 960,000 |
| 83 | Denfield St | Bicycle Lane | Durham | 0.69 | City/County | $ 414,000 |
| 84 | Dillard St | Sharrows | Durham | 0.66 | City/County | $ 1,716 |
| 85 | Dixon Rd | Bicycle Lane | Durham | 0.67 | City/County | $ 402,000 |
| 86 | Doc Nichols Rd | Paved Shoulder | Durham | 1.9 | City/County | $ 1,140,000 |
| 87 | Drew St | Bicycle Lane | Durham | 0.48 | City/County | $ 288,000 |
| 88 | Driver St | Bicycle Lane | Durham | 0.19 | City/County | $ 114,000 |
| 89 | Driver St | Sharrows | Durham | 1.15 | City/County | $ 2,990 |
| 90 | Duke Homestead Rd | Bicycle Lane | Durham | 1.64 | City/County | $ 984,000 |
| 91 | Duke St | Bicycle Lane | Durham | 4.87 | City/County | $ 2,922,000 |
| 92 | Duke University Rd | Existing Bicycle Lane | Durham | 1.13 | City/County | $ - |
| 93 | Dunnegan Rd | Paved Shoulder | Durham | 0.42 | City/County | $ 252,000 |
| 94 | Dunwoody Rd | Paved Shoulder | Durham | 1.83 | City/County | $ 1,098,000 |
| 95 | Durham-Chapel Hill Blvd | Bicycle Lane | Durham | 0.78 | City/County | $ 468,000 |
| 96 | Durham-Chapel Hill Blvd | Sidepath | Durham | 5.1 | City/County | $ 3,570,000 |
| 97 | East End Ave | Bicycle Lane | Durham | 0.5 | City/County | $ 300,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 98 | Ebenezer Church Rd | Paved Shoulder | Durham | 0.8 | City/County | $ 480,000 |
| 99 | Ed Cook Rd | Bicycle Lane | Durham | 0.9 | City/County | $ 540,000 |
| 100 | Elizabeth St | Sharrows | Durham | 1.08 | City/County | $ 2,808 |
| 101 | Ellis Chapel Rd | Paved Shoulder | Durham | 3.13 | City/County | $ 1,878,000 |
| 102 | Ellis Rd | Bicycle Lane | Durham | 4.06 | City/County | $ 2,436,000 |
| 103 | Emperor Boulevard (SR 2103) | Bicycle Lane | Durham | 1.1 | City/County | $ 660,000 |
| 104 | Enterprise St | Sharrows | Durham | 0.4 | City/County | $ 1,040 |
| 105 | Ephesus Church Rd | Bicycle Lane | Durham | 1.05 | City/County | $ 630,000 |
| 106 | Erwin Rd. (SR 1306) | Bicycle Lane | Durham | 2.3 | City/County | $ 1,380,000 |
| 107 | Erwin Rd. (SR 1320) | Bicycle Lane | Durham | 2.3 | City/County | $ 1,380,000 |
| 108 | Falkirk Dr | Sharrows | Durham | 0.11 | City/County | $ 286 |
| 109 | Farrington Mill Rd | Paved Shoulder | Durham | 3.08 | City/County | $ 1,848,000 |
| 110 | Farrington Rd | Bicycle Lane | Durham | 4.49 | City/County | $ 2,694,000 |
| 111 | Farrington Rd. (SR 1110) | Bicycle Lane | Durham | 4.2 | City/County | $ 2,520,000 |
| 112 | Fayetteville St | Restripe Bicycle Lane | Durham | 9.26 | City/County | $ 24,076 |
| 113 | Fenwick Pkwy | Bicycle Lane | Durham | 0.49 | City/County | $ 294,000 |
| 114 | Ferrand Rd | Sharrows | Durham | 0.16 | City/County | $ 416 |
| 115 | Ferrell Rd | Paved Shoulder | Durham | 1.42 | City/County | $ 852,000 |
| 116 | Fifteenth St | Restripe Bicycle Lane | Durham | 0.25 | City/County | $ 650 |
| 117 | Fletchers Chapel Rd | Paved Shoulder | Durham | 1.61 | City/County | $ 966,000 |
| 118 | Flowers Dr | Bicycle Lane | Durham | 0.73 | City/County | $ - |
| 119 | Forest Hills Blvd | Sharrows | Durham | 0.55 | City/County | $ 1,430 |
| 120 | Foster St | Restripe Bicycle Lane | Durham | 0.58 | City/County | $ 1,508 |
| 121 | Foster St | Sharrows | Durham | 0.08 | City/County | $ 208 |
| 122 | Fountain Ridge Rd | Sharrows | Durham | 0.7 | City/County | $ 1,820 |
| 123 | Freeman Rd | Paved Shoulder | Durham | 0.92 | City/County | $ 552,000 |
| 124 | Front St | Bicycle Lane | Durham | 0.62 | City/County | $ 372,000 |
| 125 | Fulton St. (SR 1321) | Bicycle Lane | Durham | 0.4 | City/County | $ 240,000 |
| 126 | Garrett Rd. (SR 1116) | Bicycle Lane | Durham | 4.1 | City/County | $ 2,460,000 |
| 127 | Geer St | Bicycle Lane | Durham | 4.25 | City/County | $ 2,550,000 |
| 128 | Geer St | Paved Shoulder | Durham | 3.38 | City/County | $ 2,028,000 |
| 129 | Gibson Rd | Paved Shoulder | Durham | 0.84 | City/County | $ 504,000 |
| 130 | Glendale Ave | Sharrows | Durham | 0.66 | City/County | $ 1,716 |
| 131 | Glenn Rd | Paved Shoulder | Durham | 3.67 | City/County | $ 2,202,000 |
| 132 | Glenn School Rd | Paved Shoulder | Durham | 0.83 | City/County | $ 498,000 |
| 133 | Glover Rd | Bicycle Lane | Durham | 1.24 | City/County | $ 744,000 |
| 134 | Goodwin Rd | Paved Shoulder | Durham | 2.28 | City/County | $ 1,368,000 |
| 135 | Grandale Dr | Bicycle Lane | Durham | 2.81 | City/County | $ 1,686,000 |
| 136 | Gray Ave | Bicycle Lane | Durham | 0.41 | City/County | $ 246,000 |
| 137 | Great Jones St (Loop) | Restripe Bicycle Lane | Durham | 0.13 | City/County | $ 338 |
| 138 | Greenhaven Dr | Paved Shoulder | Durham | 0.03 | City/County | $ 18,000 |
| 139 | Gregson St | Bicycle Lane | Durham | 1.8 | City/County | $ 1,080,000 |
| 140 | 1361) | Bicycle Lane | Durham | 2.3 | City/County | $ 1,380,000 |
| 141 | Guess Rd | Bicycle Lane | Durham | 4.9 | City/County | $ 2,940,000 |
| 142 | Guess Rd | Paved Shoulder | Durham | 6.22 | City/County | $ 3,732,000 |
| 143 | Guess Rd./NC 157/Buchanan Blvd. | Bicycle Lane | Durham | 12.2 | City/County | $ 7,320,000 |
| 144 | Gurley St | Sharrows | Durham | 0.14 | City/County | $ 364 |
| 145 | Hale St | Sharrows | Durham | 0.03 | City/County | $ 78 |
| 146 | Hall Rd | Paved Shoulder | Durham | 1.47 | City/County | $ 882,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 147 | Hamilton Way | Bicycle Lane | Durham | 0.13 | City/County | $ 78,000 |
| 148 | Hamlin Rd | Paved Shoulder | Durham | 3.41 | City/County | $ 2,046,000 |
| 149 | Hampton Rd | Paved Shoulder | Durham | 4.45 | City/County | $ 2,670,000 |
| 150 | Hanover St | Bicycle Lane | Durham | 0.03 | City/County | $ 18,000 |
| 151 | Hardee St | Bicycle Lane | Durham | 1.41 | City/County | $ 846,000 |
| 152 | Heather Glen Rd | Sharrows | Durham | 0.25 | City/County | $ 650 |
| 153 | Hebron Rd | Paved Shoulder | Durham | 1.57 | City/County | $ 942,000 |
| 154 | Hereford Rd | Paved Shoulder | Durham | 0.63 | City/County | $ 378,000 |
| 155 | Herndon Rd | Bicycle Lane | Durham | 2.57 | City/County | $ 1,542,000 |
| 156 | Hillandale Rd | Bicycle Lane | Durham | 3.69 | City/County | $ 2,214,000 |
| 157 | Hillsborough Rd | Bicycle Lane | Durham | 4.32 | City/County | $ 2,592,000 |
| 158 | Hillsborough Rd | Paved Shoulder | Durham | 0.95 | City/County | $ 570,000 |
| 159 | Holloway St | Bicycle Lane | Durham | 3.86 | City/County | $ 2,316,000 |
| 160 | Hope Valley Rd | Bicycle Lane | Durham | 4.31 | City/County | $ 2,586,000 |
| 161 | Hopkins | Paved Shoulder | Durham | 3.47 | City/County | $ 2,082,000 |
| 162 | Hopson Rd | Bicycle Lane | Durham | 2.29 | City/County | $ 1,374,000 |
| 163 | Horton Rd | Bicycle Lane | Durham | 2.04 | City/County | $ 1,224,000 |
| 164 | Humphrey St | Sharrows | Durham | 0.05 | City/County | $ 130 |
| 165 | Hurley Rd | Paved Shoulder | Durham | 0.24 | City/County | $ 144,000 |
| 166 | Hyde Park Ave | Sharrows | Durham | 1.02 | City/County | $ 2,652 |
| 167 | Indian Trl | Sharrows | Durham | 0.44 | City/County | $ 1,144 |
| 168 | Infinity Rd | Paved Shoulder | Durham | 2.76 | City/County | $ 1,656,000 |
| 169 | Isham Chambers Rd | Paved Shoulder | Durham | 1.42 | City/County | $ 852,000 |
| 170 | Jackie Robinson Dr | Bicycle Lane | Durham | 0.08 | City/County | $ 48,000 |
| 171 | James St | Sharrows | Durham | 0.9 | City/County | $ 2,340 |
| 172 | Jeffries Rd | Paved Shoulder | Durham | 1.22 | City/County | $ 732,000 |
| 173 | Jock Rd | Paved Shoulder | Durham | 1.81 | City/County | $ 1,086,000 |
| 174 | Joe Ellis Rd | Paved Shoulder | Durham | 0.81 | City/County | $ 486,000 |
| 175 | John Jones Rd | Paved Shoulder | Durham | 2.36 | City/County | $ 1,416,000 |
| 176 | Johnson Mill Rd | Paved Shoulder | Durham | 3.44 | City/County | $ 2,064,000 |
| 177 | Juliette Dr | Bicycle Lane | Durham | 0.9 | City/County | $ 540,000 |
| 178 | Junction Rd | Paved Shoulder | Durham | 2.92 | City/County | $ 1,752,000 |
| 179 | Juniper St | Bicycle Lane | Durham | 0.7 | City/County | $ 420,000 |
| 180 | Kelvin Dr | Paved Shoulder | Durham | 0.47 | City/County | $ 282,000 |
| 181 | Kemp Rd | Paved Shoulder | Durham | 3.21 | City/County | $ 1,926,000 |
| 182 | Kenan Rd | Sharrows | Durham | 0.38 | City/County | $ 988 |
| 183 | Kenmore Rd | Bicycle Lane | Durham | 0.18 | City/County | $ 108,000 |
| 184 | Kent St | Sharrows | Durham | 1.43 | City/County | $ 3,718 |
| 185 | Kerley Rd | Paved Shoulder | Durham | 2.45 | City/County | $ 1,470,000 |
| 186 | Kirkwood Dr | Bicycle Lane | Durham | 0.7 | City/County | $ 420,000 |
| 187 | Kit Creek Rd | Bicycle Lane | Durham | 0.43 | City/County | $ 258,000 |
| 188 | Knox St | Sharrows | Durham | 2.19 | City/County | $ 5,694 |
| 189 | Lakeland St | Sharrows | Durham | 0.51 | City/County | $ 1,326 |
| 190 | Lakewood Ave | Bicycle Lane | Durham | 1.66 | City/County | $ 996,000 |
| 191 | Lasalle St | Bicycle Lane | Durham | 1.35 | City/County | $ 810,000 |
| 192 | Latta Rd | Bicycle Lane | Durham | 1.2 | City/County | $ 720,000 |
| 193 | Lawson St | Restripe Bicycle Lane | Durham | 1.76 | City/County | $ 4,576 |
| 194 | League Way | Sharrows | Durham | 0.07 | City/County | $ 182 |
| 195 | Leesville Rd | Paved Shoulder | Durham | 4.04 | City/County | $ 2,424,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 196 | Legion Rd | Bicycle Lane | Durham | 0.13 | City/County | $ 78,000 |
| 197 | Leon St | Sharrows | Durham | 0.67 | City/County | $ 1,742 |
| 198 | Leon St. | Existing Bicycle Lane | Durham | 0.6 | City/County | $ - |
| 199 | Liberty St | Bicycle Lane | Durham | 2.01 | City/County | $ 1,206,000 |
| 200 | Lumley Rd | Bicycle Lane | Durham | 2.55 | City/County | $ 1,530,000 |
| 201 | Lynn Rd | Paved Shoulder | Durham | 1.8 | City/County | $ 1,080,000 |
| 202 | Mackwood Dr | Paved Shoulder | Durham | 0.17 | City/County | $ 102,000 |
| 203 | Madden Ave | Paved Shoulder | Durham | 0.27 | City/County | $ 162,000 |
| 204 | Main St | Restripe Bicycle Lane | Durham | 4.26 | City/County | $ 11,076 |
| 205 | Main St | Sharrows | Durham | 0.47 | City/County | $ 1,222 |
| 206 | Mangum St | Bicycle Lane | Durham | 1.81 | City/County | $ 1,086,000 |
| 207 | Mangum-Roxboro Connector | Bicycle Lane | Durham | 0.11 | City/County | $ 66,000 |
| 208 | Market St | Sharrows | Durham | 0.04 | City/County | $ 104 |
| 209 | Markham Ave | Bicycle Lane | Durham | 0.13 | City/County | $ 78,000 |
| 210 | Markham Ave | Sharrows | Durham | 2 | City/County | $ 5,200 |
| 211 | Martin Luther King Jr Pkwy | Existing Bicycle Lane | Durham | 4.91 | City/County | $ - |
| 212 | Maryland Ave | Sharrows | Durham | 0.6 | City/County | $ 1,560 |
| 213 | Mason Rd | Paved Shoulder | Durham | 2.46 | City/County | $ 1,476,000 |
| 214 | Massey Chapel Rd | Bicycle Lane | Durham | 1.84 | City/County | $ 1,104,000 |
| 215 | Medford Rd | Bicycle Lane | Durham | 1.02 | City/County | $ 612,000 |
| 216 | Miami Blvd | Bicycle Lane | Durham | 8.92 | City/County | $ 5,352,000 |
| 217 | 1827) | Bicycle Lane | Durham | 1.8 | City/County | $ 1,080,000 |
| 218 | Mile Branch Rd | Paved Shoulder | Durham | 0.28 | City/County | $ 168,000 |
| 219 | Milton Rd | Paved Shoulder | Durham | 2.48 | City/County | $ 1,488,000 |
| 220 | Mineral Springs Rd | Paved Shoulder | Durham | 4.48 | City/County | $ 2,688,000 |
| 221 | Moores Mill Rd | Paved Shoulder | Durham | 3.54 | City/County | $ 2,124,000 |
| 222 | Morehead Ave | Restripe Bicycle Lane | Durham | 1.52 | City/County | $ 3,952 |
| 223 | Morgan St | Sharrows | Durham | 0.47 | City/County | $ 1,222 |
| 224 | Morgan St (Loop) | Restripe Bicycle Lane | Durham | 0.44 | City/County | $ 1,144 |
| 225 | Moriah Rd | Paved Shoulder | Durham | 1.33 | City/County | $ 798,000 |
| 226 | Morning Glory Ave | Sharrows | Durham | 0.05 | City/County | $ 130 |
| 227 | Morreene Rd | Bicycle Lane | Durham | 1.52 | City/County | $ 912,000 |
| 228 | Morris St | Restripe Bicycle Lane | Durham | 0.35 | City/County | $ 910 |
| 229 | Morris St | Sharrows | Durham | 0.08 | City/County | $ 208 |
| 230 | Mt Herman Rd | Paved Shoulder | Durham | 1.01 | City/County | $ 606,000 |
| 231 | Mt Hermon Church Rd | Paved Shoulder | Durham | 1.76 | City/County | $ 1,056,000 |
| 232 | Mt Moriah Rd | Bicycle Lane | Durham | 2.01 | City/County | $ 1,206,000 |
| 233 | Mt Sinai Rd | Paved Shoulder | Durham | 0.73 | City/County | $ 438,000 |
| 234 | NC 54 | Bicycle Lane | Durham | 10.6 | City/County | $ 6,360,000 |
| 235 | NC 55 | Bicycle Lane | Durham | 3.4 | City/County | $ 2,040,000 |
| 236 | NC 751 (Garrett Rd.) | Bicycle Lane | Durham | 3.8 | City/County | $ 2,280,000 |
| 237 | NC 98 - Wake Forest Hwy | Bicycle Lane | Durham | 2.89 | City/County | $ 1,734,000 |
| 238 | NC 98 - Wake Forest Hwy | Paved Shoulder | Durham | 4.94 | City/County | $ 2,964,000 |
| 239 | Neal Rd | Bicycle Lane | Durham | 1.24 | City/County | $ 744,000 |
| 240 | Nichols Farm Dr | Sharrows | Durham | 0.32 | City/County | $ 832 |
| 241 | Ninth St | Sharrows | Durham | 0.76 | City/County | $ 1,976 |
| 242 | Northeast Creek Pkwy | Bicycle Lane | Durham | 1.3 | City/County | $ 780,000 |
| 243 | Northern Durham Pkway | Bicycle Lane | Durham | 12.1 | City/County | $ 7,260,000 |
| 244 | Northlake Dr | Sharrows | Durham | 0.41 | City/County | $ 1,066 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 245 | O'Kelly Church Rd | Paved Shoulder | Durham | 1.02 | City/County | $ 612,000 |
| 246 | Oakland Ave | Sharrows | Durham | 0.65 | City/County | $ 1,690 |
| 247 | Old Creedmoor Rd | Paved Shoulder | Durham | 0.11 | City/County | $ 66,000 |
| 248 | 2220) | Bicycle Lane | Durham | 3.4 | City/County | $ 2,040,000 |
| 249 | Old NC 10 | Paved Shoulder | Durham | 1.47 | City/County | $ 882,000 |
| 250 | Old Oxford Hwy | Paved Shoulder | Durham | 10.24 | City/County | $ 6,144,000 |
| 251 | Olive Branch Rd | Paved Shoulder | Durham | 3.84 | City/County | $ 2,304,000 |
| 252 | Olympic Ave. | Bicycle Lane | Durham | 0.3 | City/County | $ 180,000 |
| 253 | Orange Factory Rd | Paved Shoulder | Durham | 3.05 | City/County | $ 1,830,000 |
| 254 | Page Rd | Bicycle Lane | Durham | 4.94 | City/County | $ 2,964,000 |
| 255 | Parrish St | Sharrows | Durham | 0.28 | City/County | $ 728 |
| 256 | Pat Tilley Rd | Paved Shoulder | Durham | 1.05 | City/County | $ 630,000 |
| 257 | Patrick Rd | Paved Shoulder | Durham | 1 | City/County | $ 600,000 |
| 258 | Patterson Rd | Paved Shoulder | Durham | 3.53 | City/County | $ 2,118,000 |
| 259 | Pervis Rd | Paved Shoulder | Durham | 0.46 | City/County | $ 276,000 |
| 260 | Pettigrew St | Bicycle Lane | Durham | 2.87 | City/County | $ 1,722,000 |
| 261 | Pickett Rd | Bicycle Lane | Durham | 3.76 | City/County | $ 2,256,000 |
| 262 | Pleasant Dr | Paved Shoulder | Durham | 1.33 | City/County | $ 798,000 |
| 263 | Plum St | Bicycle Lane | Durham | 0.18 | City/County | $ 108,000 |
| 264 | Plum St | Sharrows | Durham | 0.18 | City/County | $ 468 |
| 265 | Pope Rd | Bicycle Lane | Durham | 1 | City/County | $ 600,000 |
| 266 | Preston Andrews Rd | Paved Shoulder | Durham | 0.86 | City/County | $ 516,000 |
| 267 | Preston Ave | Bicycle Lane | Durham | 0.14 | City/County | $ 84,000 |
| 268 | Quail Roost Farm Rd | Paved Shoulder | Durham | 1.28 | City/County | $ 768,000 |
| 269 | Quail Roost Rd | Paved Shoulder | Durham | 2.47 | City/County | $ 1,482,000 |
| 270 | Quincemoore Rd | Sharrows | Durham | 0.38 | City/County | $ 988 |
| 271 | Ramseur St (Loop) | Restripe Bicycle Lane | Durham | 0.58 | City/County | $ 1,508 |
| 272 | Range Rd | Paved Shoulder | Durham | 6.1 | City/County | $ 3,660,000 |
| 273 | Red Mill Rd | Paved Shoulder | Durham | 3.88 | City/County | $ 2,328,000 |
| 274 | Red Mountain Rd | Paved Shoulder | Durham | 2.6 | City/County | $ 1,560,000 |
| 275 | Redpine Rd | Paved Shoulder | Durham | 0.24 | City/County | $ 144,000 |
| 276 | Redwood Rd | Paved Shoulder | Durham | 5.2 | City/County | $ 3,120,000 |
| 277 | Renaissance Pkwy | Existing Sidepath | Durham | 1.22 | City/County | $ - |
| 278 | Research Dr | Bicycle Lane | Durham | 0.21 | City/County | $ - |
| 279 | Revere Rd | Existing Bicycle Lane | Durham | 1.38 | City/County | $ - |
| 280 | Riddle Rd | Bicycle Lane | Durham | 1.91 | City/County | $ 1,146,000 |
| 281 | Rigsbee Ave | Bicycle Lane | Durham | 0.39 | City/County | $ 234,000 |
| 282 | Rigsbee Ave | Sharrows | Durham | 0.08 | City/County | $ 208 |
| 283 | Rivermont Rd | Paved Shoulder | Durham | 1.17 | City/County | $ 702,000 |
| 284 | Rocky Springs Rd | Sharrows | Durham | 0.35 | City/County | $ 910 |
| 285 | Rogers Rd | Paved Shoulder | Durham | 1.02 | City/County | $ 612,000 |
| 286 | Rose of Sharon Rd | Bicycle Lane | Durham | 2.53 | City/County | $ 1,518,000 |
| 287 | Ross Rd | Paved Shoulder | Durham | 1.03 | City/County | $ 618,000 |
| 288 | Rougemont Rd | Paved Shoulder | Durham | 2.66 | City/County | $ 1,596,000 |
| 289 | Rowena Ave | Bicycle Lane | Durham | 0.33 | City/County | $ 198,000 |
| 290 | Roxboro St | Existing Bicycle Lane | Durham | 0.78 | City/County | $ - |
| 291 | Roxboro St | Paved Shoulder | Durham | 9.44 | City/County | $ 5,664,000 |
| 292 | Roxboro St | Restripe Bicycle Lane | Durham | 13.96 | City/County | $ 36,296 |
| 293 | Russell Rd | Paved Shoulder | Durham | 3.81 | City/County | $ 2,286,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 294 | Safeway St | Restripe Bicycle Lane | Durham | 0.07 | City/County | $ 182 |
| 295 | Saint Marys Rd | Paved Shoulder | Durham | 2.36 | City/County | $ 1,416,000 |
| 296 | Santee Rd | Paved Shoulder | Durham | 1.51 | City/County | $ 906,000 |
| 297 | Scarlett Dr | Bicycle Lane | Durham | 0.2 | City/County | $ 120,000 |
| 298 | Science Dr | Bicycle Lane | Durham | 0.66 | City/County | $ - |
| 299 | Scott King Rd | Bicycle Lane | Durham | 1.95 | City/County | $ 1,170,000 |
| 300 | Sedwick Rd | Bicycle Lane | Durham | 1.84 | City/County | $ 1,104,000 |
| 301 | Shady Grove Rd | Paved Shoulder | Durham | 1.1 | City/County | $ 660,000 |
| 302 | Shannon Rd | Bicycle Lane | Durham | 1.04 | City/County | $ 624,000 |
| 303 | Sherron Rd | Paved Shoulder | Durham | 3.25 | City/County | $ 1,950,000 |
| 304 | Slater Rd | Bicycle Lane | Durham | 0.66 | City/County | $ 396,000 |
| 305 | Snow Hill Rd | Paved Shoulder | Durham | 4.55 | City/County | $ 2,730,000 |
| 306 | So Hi Dr | Bicycle Lane | Durham | 0.72 | City/County | $ 432,000 |
| 307 | South Lowell Rd | Paved Shoulder | Durham | 4.95 | City/County | $ 2,970,000 |
| 308 | South St | Bicycle Lane | Durham | 0.84 | City/County | $ 504,000 |
| 309 | Southview Rd | Paved Shoulder | Durham | 2.41 | City/County | $ 1,446,000 |
| 310 | Southwest Durham Dr | Bicycle Lane | Durham | 0.12 | City/County | $ 72,000 |
| 311 | Sowell St | Sharrows | Durham | 0.07 | City/County | $ 182 |
| 312 | Sparger Rd | Bicycle Lane | Durham | 1.78 | City/County | $ 1,068,000 |
| 313 | Sprunt Ave | Sharrows | Durham | 1.06 | City/County | $ 2,756 |
| 314 | St. Mary's Rd. (SR 1002) | Bicycle Lane | Durham | 4.5 | City/County | $ 2,700,000 |
| 315 | Stadium Dr | Restripe Bicycle Lane | Durham | 2.71 | City/County | $ 7,046 |
| 316 | Stagecoach Rd | Bicycle Lane | Durham | 1.62 | City/County | $ 972,000 |
| 317 | Stagville Rd | Paved Shoulder | Durham | 3.78 | City/County | $ 2,268,000 |
| 318 | Stallings Rd | Paved Shoulder | Durham | 1.86 | City/County | $ 1,116,000 |
| 319 | State Forest Rd | Paved Shoulder | Durham | 2.23 | City/County | $ 1,338,000 |
| 320 | Summit St | Restripe Bicycle Lane | Durham | 0.4 | City/County | $ 1,040 |
| 321 | Swift Ave | Restripe Bicycle Lane | Durham | 0.51 | City/County | $ 1,326 |
| 322 | Swing Rd | Paved Shoulder | Durham | 0.15 | City/County | $ 90,000 |
| 323 | T W Alexander Dr | Bicycle Lane | Durham | 8.25 | City/County | $ - |
| 324 | Tavistock Dr | Sharrows | Durham | 0.21 | City/County | $ 546 |
| 325 | Taylor St | Bicycle Lane | Durham | 1.43 | City/County | $ 858,000 |
| 326 | Teknika Pkwy | Paved Shoulder | Durham | 0.68 | City/County | $ 408,000 |
| 327 | Third Fork Creek Greenway | Multi-Use Path | Durham | 3.3 | City/County | $ 2,310,000 |
| 328 | Tom Clark Rd | Paved Shoulder | Durham | 0.73 | City/County | $ 438,000 |
| 329 | Tom Wilkinson Rd | Paved Shoulder | Durham | 0.23 | City/County | $ 138,000 |
| 330 | Towerview Rd | Bicycle Lane | Durham | 1.01 | City/County | $ - |
| 331 | Trent Dr | Bicycle Lane | Durham | 0.29 | City/County | $ - |
| 332 | Trent Dr | Sharrows | Durham | 0.21 | City/County | $ 546 |
| 333 | Tri Center Boulevard | Bicycle Lane | Durham | 0.6 | City/County | $ 360,000 |
| 334 | Trinity Ave | Bicycle Lane | Durham | 1.15 | City/County | $ 690,000 |
| 335 | Trinity Ave | Sharrows | Durham | 0.38 | City/County | $ 988 |
| 336 | Umstead Rd | Paved Shoulder | Durham | 3.41 | City/County | $ 2,046,000 |
| 337 | Umstead Rd. (SR 1449) | Bicycle Lane | Durham | 3.4 | City/County | $ 2,040,000 |
| 338 | University Dr | Restripe Bicycle Lane | Durham | 4.55 | City/County | $ 11,830 |
| 339 | US 15/501 | Bicycle Lane | Durham | 4.9 | City/County | $ 2,940,000 |
| 340 | US 70 | Bicycle Lane | Durham | 1.2 | City/County | $ 720,000 |
| 341 | Valley Springs Rd | Paved Shoulder | Durham | 0.44 | City/County | $ 264,000 |
| 342 | Vickers Ave | Bicycle Lane | Durham | 0.83 | City/County | $ 498,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 343 | Virgil Rd | Paved Shoulder | Durham | 2.36 | City/County | $ 1,416,000 |
| 344 | Ward St | Sharrows | Durham | 0.77 | City/County | $ 2,002 |
| 345 | Washington St | Restripe Bicycle Lane | Durham | 1.43 | City/County | $ 3,718 |
| 346 | Watkins Rd | Bicycle Lane | Durham | 0.87 | City/County | $ 522,000 |
| 347 | Wiley Mangum Rd | Paved Shoulder | Durham | 1.37 | City/County | $ 822,000 |
| 348 | Wilkins Rd | Paved Shoulder | Durham | 2.98 | City/County | $ 1,788,000 |
| 349 | Willard St | Bicycle Lane | Durham | 0.37 | City/County | $ 222,000 |
| 350 | Winkler Rd | Paved Shoulder | Durham | 0.68 | City/County | $ 408,000 |
| 351 | Woodcroft Pkwy | Bicycle Lane | Durham | 3.8 | City/County | $ 2,280,000 |
| | **Durham City/County Totals** | | | **675.46** | | **$ 333,628,336** |

| **CHAPEL HILL** | | | | | | |
|---|---|---|---|---|---|---|
| 1 | Bolin Creek Bikeway | Bike lanes | Orange | 1.1 | CH | $ - |
| 2 | Booker Creek Rd | Bike lanes | Orange | 0.4 | CH | $ 240,000 |
| 3 | Boundary St. | Bike lanes | Orange | 0.4 | CH | $ 240,000 |
| 4 | Burning Tree Dr./Pinehurst Dr. | Bike lanes | Orange | 2 | CH | $ 1,200,000 |
| 5 | Cameron Ave. | Bike lanes | Orange | 0.5 | CH | $ 300,000 |
| 6 | Caswell Rd./Curtis Rd./N. Lakeshore | Bike lanes | Orange | 2.5 | CH | $ 1,500,000 |
| 7 | Culbreth Rd. | Bike lanes | Orange | 1.1 | CH | $ 660,000 |
| 8 | Elliott Rd. | Bike lanes | Orange | 0.7 | CH | $ 420,000 |
| 9 | Ephesus Church Rd. | Bike lanes | Orange | 2.1 | CH | $ 1,260,000 |
| 10 | Erwin Rd. | Bike lanes | Orange | 0.9 | CH | $ 540,000 |
| 11 | Estes Dr./Estes Dr. Extension | Bike lanes | Orange | 3.7 | CH | $ 2,220,000 |
| 12 | Eubanks Rd. | Bike lanes | Orange | 2.6 | CH | $ 1,560,000 |
| 13 | Finley GC/Mason Farm Rds. | Bike lanes | Orange | 1.4 | CH | $ 840,000 |
| 14 | Fordham Blvd./Chapel Hill Blvd. | Bike lanes | Orange | 5.1 | CH | $ 3,060,000 |
| 15 | Franklin St. (E. Franklin St.) | Bike lanes | Orange | 2.9 | CH | $ 1,740,000 |
| 16 | Homestead Rd. | Bike lanes | Orange | 3.3 | CH | $ 1,980,000 |
| 17 | Manning Dr. | Bike lanes | Orange | 1.2 | CH | $ 720,000 |
| 18 | Mason Farm Rd. | Bike lanes | Orange | 1.2 | CH | $ 720,000 |
| 19 | Merritt Mill Rd./ S. Greensboro St. | Bike lanes | Orange | 0.8 | CH | $ 480,000 |
| 20 | Mt. Carmel Church Rd. | Bike lanes | Orange | 2.5 | CH | $ 1,500,000 |
| 21 | NC 86/Airport Rd. | Bike lanes | Orange | 4.3 | CH | $ 2,580,000 |
| 22 | Old Durham Rd. | Bike lanes | Orange | 0.6 | CH | $ 360,000 |
| 23 | Old Oxford Rd. | Bike lanes | Orange | 0.4 | CH | $ 240,000 |
| 24 | Piney Mtn. Rd./Emily Rd./Partin St./K | Bike lanes | Orange | 2.2 | CH | $ 1,320,000 |
| 25 | Pittsboro St. | Bike lanes | Orange | 0.4 | CH | $ 240,000 |
| 26 | Rogers Rd. | Bike lanes | Orange | 1.2 | CH | $ 720,000 |
| 27 | Rosemary St. | Bike lanes | Orange | 1.4 | CH | $ 840,000 |
| 28 | Seawell School Rd. | Bike lanes | Orange | 1.5 | CH | $ 900,000 |
| 29 | South Columbia St. | Bike lanes | Orange | 0.2 | CH | $ 120,000 |
| 30 | Raleigh Rd. (NC 54) | Bike lanes | Orange | 1.9 | CH | $ 1,140,000 |
| 31 | Smith Middle School Greenway | Multi-Use Path | Orange | 0.5 | CH | $ 350,000 |
| 32 | South Rd. | Bike lanes | Orange | 0.6 | CH | $ 360,000 |
| 33 | Sunrise Rd. | Bike lanes | Orange | 1.3 | CH | $ 780,000 |
| 34 | Umstead Dr. | Bike lanes | Orange | 1 | CH | $ 600,000 |
| 35 | US 15-501 Corridor | Bike lanes | Orange | 0.3 | CH | $ 180,000 |
| 36 | US 15-501 South | Bike lanes | Orange | 0.5 | CH | $ 300,000 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 37 | Weaver Dairy Rd. | Bike lanes | Orange | 0.4 | CH | $ 240,000 |
| 38 | Weaver Dairy Rd. Ext. | Bike lanes | Orange | 1.3 | CH | $ 780,000 |
| | **Chapel Hill Totals** | | | **56.4** | | **$ 33,230,000** |

| **HILLSBOROUGH** | | | | | | |
|---|---|---|---|---|---|---|
| 1 | Hillsborough Marked Bike Route (Calvin St./Occoneechee St./Margaret Ln./Cameron St./E. Corbin St.) | Signage | Orange | 1.7 | Hillsborough | |
| 2 | Cates Creek Greenway | Multi-Use Path | Orange | 2 | Hillsborough | $1,400,000 |
| 3 | Eno Mt. Rd./Allison St. | 4' shoulders | Orange | 0.8 | Hillsborough | $480,000 |
| 4 | NC 751/US 70/Old NC 10 | 4' shoulders | Orange | 6.6 | Hillsborough | $3,960,000 |
| 5 | NC 86 | 4' shoulders | Orange | 7.1 | Hillsborough | $4,260,000 |
| 6 | NC 86 N | 4' shoulders | Orange | 3.3 | Hillsborough | $1,980,000 |
| 7 | Oakdale Dr. | 4' shoulders | Orange | 1.1 | Hillsborough | $660,000 |
| 8 | Orange Grove Rd. | 4' shoulders | Orange | 3.2 | Hillsborough | $1,920,000 |
| 9 | Riverwalk (future phases) | Multi-Use Path | Orange | 1.6 | Hillsborough | $1,120,000 |
| 10 | South Churton Street/Old NC 86 | 4' shoulders | Orange | 1.9 | Hillsborough | $0 |
| 11 | St. Mary's Rd. | 4' shoulders | Orange | 1.2 | Hillsborough | $720,000 |
| 12 | US 70 | 4' shoulders | Orange | 1.45 | Hillsborough | $0 |
| 13 | US 70 Business (partially on new alignment) | shared | Orange | 2 | Hillsborough | $5,200 |
| | **Hillsborough Totals** | | | **33.95** | | **$16,505,200** |

| **ORANGE COUNTY** | | | | | | |
|---|---|---|---|---|---|---|
| 1 | Ben Johnston Rd./US 70/I-85 Conne | 4' shoulders | Orange | 7.2 | Orange Co. | $ 4,320,000 |
| 2 | Buckhorn Rd./Orange Grove Rd./Da | 4' shoulders | Orange | 13.5 | Orange Co. | $ 8,100,000 |
| 3 | Cornwallis Rd./Mt. Herman Ch. Rd. | 4' shoulders | Orange | 3.4 | Orange Co. | $ 2,040,000 |
| 4 | Rd./ | 4' shoulders | Orange | 14.7 | Orange Co. | $ 8,820,000 |
| 5 | Faucette Mill Rd./Frank Perry Rd./Co | 4' shoulders | Orange | 3.8 | Orange Co. | $ 2,280,000 |
| 6 | Highland Farm Rd./Efland-Cedar Gr | 4' shoulders | Orange | 4.7 | Orange Co. | $ 2,820,000 |
| 7 | Jones Ferry Rd. | 4' shoulders | Orange | 4.1 | Orange Co. | $ 2,460,000 |
| 8 | Lawrence Rd. | 4' shoulders | Orange | 2.8 | Orange Co. | $ 1,680,000 |
| 9 | Lebanon Rd./Brookhollow Rd./Forres | 4' shoulders | Orange | 6.5 | Orange Co. | $ 3,900,000 |
| 10 | Mt. Sinai Rd. | 4' shoulders | Orange | 4.9 | Orange Co. | $ 2,940,000 |
| 11 | NC 751/US 70/Old NC 10 | 4' shoulders | Orange | 6.6 | Orange Co. | $ 3,960,000 |
| 12 | NC 86 | 4' shoulders | Orange | 7.1 | Orange Co. | $ 4,260,000 |
| 13 | NC 86/Walnut Grv. Ch. Rd. | 4' shoulders | Orange | 7.97 | Orange Co. | $ 4,782,000 |
| 14 | New Hope Church Rd. | 4' shoulders | Orange | 4.1 | Orange Co. | $ 2,460,000 |
| 15 | Old Greensboro Rd. | 4' shoulders | Orange | 9.6 | Orange Co. | $ 5,760,000 |
| 16 | Old NC 86 | 4' shoulders | Orange | 4.9 | Orange Co. | $ 2,940,000 |
| 17 | Old NC 86 | 4' shoulders | Orange | 0.8 | Orange Co. | $ 480,000 |
| 18 | Pleasant Green Rd./Schley Rd. | 4' shoulders | Orange | 15.6 | Orange Co. | $ 9,360,000 |
| 19 | Sawmill Rd./Carr Store Rd. | 4' shoulders | Orange | 8.5 | Orange Co. | $ 5,100,000 |
| 20 | St. Mary's Rd./New Sharon Church R | 4' shoulders | Orange | 8.6 | Orange Co. | $ 5,160,000 |
| 21 | US 70 Bypass | 4' shoulders | Orange | 6.5 | Orange Co. | $ 3,900,000 |
| 22 | Whitfield Rd. | 4' shoulders | Orange | 3.4 | Orange Co. | $ 2,040,000 |
| | **Orange County Totals** | | | **149.27** | | **$ 89,562,000** |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities

TAC 11/12/08 Attachment 6

| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| **CARRBORO** | | | | | | |
| 1 | Bolin Creek Greenway Trail | Multi-Use Path | Orange | 2.3 | Carrboro | $ 1,610,000 |
| 2 | Bolin Creek Greenway Trail | Multi-Use Path | Orange | 1 | Carrboro | $ - |
| 3 | Bolin Creek Greenway Trail | Multi-Use Path | Orange | 0.2 | Carrboro | $ 140,000 |
| 4 | BPW Club Rd / Tar Hill Dr./Rock Hav | Bike Lanes | Orange | 0.2 | Carrboro | $ - |
| 5 | Dairyland Road | Bike Lanes | Orange | 0.6 | Carrboro | $ 360,000 |
| 6 | Davie Rd. | Bike Lanes | Orange | 0.6 | Carrboro | $ 360,000 |
| 7 | Farm House/Tramore Connector | Bike Lanes | Orange | 0.1 | Carrboro | $ 60,000 |
| 8 | Jones Ferry Road | Bike Lanes | Orange | 0.7 | Carrboro | $ 420,000 |
| 9 | Morgan Creek Greenway Trail | Multi-Use Path | Orange | 1.7 | Carrboro | $ 1,190,000 |
| 10 | N. Lake Hogan Farm Extension | Bike Lanes | Orange | 1 | Carrboro | $ 600,000 |
| 11 | Old Fayetteville Road | Bike Lanes | Orange | 1.6 | Carrboro | $ 960,000 |
| 12 | Old Greensboro Road | 4' shoulders | Orange | 0.4 | Carrboro | $ 240,000 |
| 13 | Old NC 86 | Bike Lanes | Orange | 2.3 | Carrboro | $ 1,380,000 |
| 14 | Pathway Drive | Bike Lanes | Orange | 1.2 | Carrboro | $ - |
| 15 | Quail Roost Drive | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 16 | Roberson Place Bikepath | Multi-Use Path | Orange | 0.4 | Carrboro | $ - |
| 17 | S. Lake Hogan Farm Road | Bike Lanes | Orange | 0.3 | Carrboro | $ - |
| 18 | Seawell School Connector | Bike Lanes | Orange | 1.7 | Carrboro | $ 1,020,000 |
| 19 | Smith Level Road | Bike Lanes | Orange | 0.7 | Carrboro | $ - |
| 20 | Strowd Lane | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 21 | Tripp Farm Road | Multi-Use Path | Orange | 0.5 | Carrboro | $ 350,000 |
| 22 | Tripp Farm Road | Bike Lanes | Orange | 0.3 | Carrboro | $ 180,000 |
| 23 | Smith Level Rd | 4' shoulders | Orange | 2.2 | Carrboro | $ 1,320,000 |
| 24 | Damascus Church Rd. | 4' shoulders | Orange | 0.6 | Carrboro | $ 360,000 |
| 25 | Pathway Drive | Multi-Use Path | Orange | 0.2 | Carrboro | $ 140,000 |
| 26 | W. Main | Bike Lanes | Orange | 0.3 | Carrboro | $ 180,000 |
| 27 | Weaver st. | Bike Lanes | Orange | 0.1 | Carrboro | $ 60,000 |
| 28 | E Main St. | Bike Lanes | Orange | 0.3 | Carrboro | $ 180,000 |
| 29 | Bolin Creek Greenway Trail | Multi-Use Path | Orange | 1.8 | Carrboro | $ 1,260,000 |
| 30 | Estes spur trail | Multi-Use Path | Orange | 0.2 | Carrboro | $ 140,000 |
| 31 | Jones Creek Trail | Multi-Use Path | Orange | 0.9 | Carrboro | $ 630,000 |
| 32 | Old Fayetteville Rd. | Bike Lanes | Orange | 0.15 | Carrboro | $ 90,000 |
| 33 | Old Fayetteville Rd. | Bike Lanes | Orange | 0.25 | Carrboro | $ 150,000 |
| 34 | Old Pittsboro Rd. | Sharrow | Orange | 0.4 | Carrboro | $ 1,040 |
| 35 | Carr St. | Sharrow | Orange | 0.2 | Carrboro | $ 520 |
| 36 | Roberson St. | Sharrow | Orange | 0.2 | Carrboro | $ 520 |
| 37 | Sweet Bay Pl. | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 38 | Red Sunset | Sharrow | Orange | 0.07 | Carrboro | $ 182 |
| 39 | Purple Leaf | Sharrow | Orange | 0.08 | Carrboro | $ 208 |
| 40 | Rand | Sharrow | Orange | 0.07 | Carrboro | $ 182 |
| 41 | Brewer Ln. | Sharrow | Orange | 0.2 | Carrboro | $ 520 |
| 42 | Greensboro St. | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 43 | Pleasant St. | Sharrow | Orange | 0.2 | Carrboro | $ 520 |
| 44 | Shelton St. | Sharrow | Orange | 0.4 | Carrboro | $ 1,040 |
| 45 | Elm St. | Sharrow | Orange | 0.2 | Carrboro | $ 520 |
| 46 | Cobblestone | Sharrow | Orange | 0.4 | Carrboro | $ 1,040 |

# 2035 LRTP -- Transportation Options

## Bicycle Facilities



| ID | Facility Description | Facility Type | County | Length | Municipality | Total Cost |
|---|---|---|---|---|---|---|
| 47 | Colfax | Sharrow | Orange | 0.5 | Carrboro | $ 1,300 |
| 48 | Barrington Hills | Sharrow | Orange | 0.1 | Carrboro | $ 260 |
| 49 | Rock Garden | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 50 | Horne | Sharrow | Orange | 0.2 | Carrboro | $ 520 |
| 51 | James St. | Sharrow | Orange | 0.6 | Carrboro | $ 1,560 |
| 52 | Carol | Sharrow | Orange | 0.6 | Carrboro | $ 1,560 |
| 53 | Lorraine | Sharrow | Orange | 0.35 | Carrboro | $ 910 |
| 54 | Pine St. | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 55 | Williams St. | Sharrow | Orange | 0.15 | Carrboro | $ 390 |
| 56 | Bolin Creek Dr. | Sharrow | Orange | 0.5 | Carrboro | $ 1,300 |
| 57 | Bolin Forest | Sharrow | Orange | 0.3 | Carrboro | $ 780 |
| 58 | Camilla | Sharrow | Orange | 0.6 | Carrboro | $ 1,560 |
| 59 | Talley Ho | Sharrow | Orange | 1.3 | Carrboro | $ 3,380 |
| | **Carrboro Totals** | | | **34.22** | | **$ 13,404,492** |

| **CHATHAM COUNTY** | | | | | | |
|---|---|---|---|---|---|---|
| 1 | American Tobacco Trail | Bike Path | Chatham | 5.2 | County | $ - |
| 2 | Mt. Carmel Church Road | Bike lanes | Chatham | 1.2 | County | $ 720,000 |
| 3 | NC 751 | Bike lanes | Chatham | 3.2 | County | $ 1,920,000 |
| 4 | Old Farrington Point Road | Bike lanes | Chatham | 1.7 | County | $ 1,020,000 |
| 5 | US 15-501 South | Bike lanes | Chatham | 3.2 | County | $ 1,920,000 |
| | **Chatham County Totals** | | | **14.5** | | **$ 5,580,000** |

**TOTAL BICYCLE FACILITIES** **964** **$ 491,910,028**

# 2035 LRTP -- Transportation Options

***Proposed Sidewalk Projects***

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| **Durham Sidewalk Projects** | | | | | | | | |
| D-1 | Academy1 | Duke University | Cornwallis | B | 1.00 | Durham | Durham City | $223,946 |
| D-2 | Academy2 | Cornwallis | University | B | 0.71 | Durham | Durham City | $158,341 |
| D-3 | Acadia | Knox | Markham | C | 0.19 | Durham | Durham City | $43,392 |
| D-4 | Albany | Sprunt | Indian | C | 0.21 | Durham | Durham City | $47,797 |
| D-5 | AlstonA1 | Trinity | Holloway | B | 0.96 | Durham | Durham City | $214,906 |
| D-6 | AlstonA2 | Holloway | NC 147 | B | 0.94 | Durham | Durham City | $209,999 |
| D-7 | AlstonA3 | Cecil | Riddle | B | 1.23 | Durham | Durham City | $275,507 |
| D-8 | AlstonA4 | Riddle | Cornwallis | C | 1.82 | Durham | Durham City | $408,924 |
| D-9 | AlstonA5 | Cornwallis | Carpenter Fletcher | B | 1.09 | Durham | Durham City | $244,111 |
| D-10 | AlstonA6 | Carpenter Fletcher | Sedwick | A | 1.45 | Durham | Durham City | $325,098 |
| D-11 | AlstonA7 | Sedwick | TW Alexander | C | 0.96 | Durham | Durham City | $215,197 |
| D-12 | Ancroft | Delray | Riddle | C | 0.16 | Durham | Durham City | $35,855 |
| D-13 | Ancroft2 | Ancroft | ATT | C | 0.20 | Durham | Durham City | $44,546 |
| D-14 | Anderson2 | Lewis | Campus | B | 0.25 | Durham | Durham City | $56,860 |
| D-15 | AndersonA1 | Lewis | Yearby | B | 0.10 | Durham | Durham City | $23,202 |
| D-16 | AngierPW | Hoover | Midway | B | 1.04 | Durham | Durham City | $232,343 |
| D-17 | Archdale1 | Old Chapel Hill | Hope Valley | C | 0.77 | Durham | Durham City | $173,839 |
| D-18 | Archdale2 | Alpine | Oak Ridge | C | 0.32 | Durham | Durham City | $71,891 |
| D-19 | Avondale | Roxboro | Geer | A | 1.06 | Durham | Durham City | $238,589 |
| D-20 | Barbee | Fayetteville | Herndon | B | 2.84 | Durham | Durham City | $637,912 |
| D-21 | Briggs | Holloway | Main | C | 0.54 | Durham | Durham City | $120,783 |
| D-22 | Broad1 | Durham Freeway | F Street | B | 0.17 | Durham | Durham City | $38,264 |
| D-23 | Broad2 | F Street | North Pointe | B | 0.69 | Durham | Durham City | $153,927 |
| D-24 | Broad3 | Eatondale | Carver | C | 0.51 | Durham | Durham City | $113,853 |
| D-25 | Buchanan1 | Old Chapel Hill | Butler | C | 0.21 | Durham | Durham City | $47,168 |
| D-26 | Buchanan2 | Yancey | Main | C | 0.59 | Durham | Durham City | $132,824 |
| D-27 | Buchanan3 | Trinity | Club | B | 0.29 | Durham | Durham City | $64,234 |
| D-28 | Cameron | Erwin | Duke University | A | 0.84 | Durham | Durham City | $188,073 |
| D-29 | Campus Walk | Morrene | LaSalle | A | 0.34 | Durham | Durham City | $76,989 |
| D-30 | Canal | Roxboro | Gearwood | C | 0.37 | Durham | Durham City | $83,620 |
| D-31 | Carpenter Fletcher | E Woodcroft Pkwy | Alston | B | 0.78 | Durham | Durham City | $174,177 |
| D-32 | Casa | Valley | Horton | C | 0.27 | Durham | Durham City | $59,843 |
| D-33 | Chapel Hill1 | Kent | Carroll | C | 0.10 | Durham | Durham City | $21,735 |
| D-34 | Chapel Hill2 | Maplewood | Lakewood | C | 0.74 | Durham | Durham City | $167,054 |
| D-35 | Chapel Hill3 | Prince | Huron | C | 0.19 | Durham | Durham City | $43,138 |
| D-36 | Chapel Hill4 | Huron | Anderson | C | 0.07 | Durham | Durham City | $16,113 |
| D-37 | Chapel Hill5 | Vesson | University | B | 1.06 | Durham | Durham City | $237,388 |
| D-38 | Cheek | Hoover | Junction | B | 1.03 | Durham | Durham City | $232,061 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| D-39 | CheekPW2 | Geer | Hardee | A | 0.48 | Durham | Durham City | $108,636 |
| D-40 | Club1 | Ruffin | Ambridge | A | 1.19 | Durham | Durham City | $267,582 |
| D-41 | Club2 | Ambridge | Dearborn | B | 0.84 | Durham | Durham City | $188,958 |
| D-42 | Cobb | Carroll | Duke | B | 0.38 | Durham | Durham City | $84,349 |
| D-43 | Cole Mill | Sparger | Hillsborough | C | 2.65 | Durham | Durham City | $595,468 |
| D-44 | Cook - Juliette | Fayetteville | Fayetteville | B | 2.51 | Durham | Durham City | $563,737 |
| D-45 | Cornwallis1 | Erwin | Chapel Hill | B | 2.52 | Durham | Durham City | $566,138 |
| D-46 | Cornwallis3 | Fayetteville | TW Alexander | B | 2.58 | Durham | Durham City | $577,830 |
| D-47 | CornwallisA1 | 15-501 | Roxboro | A | 1.17 | Durham | Durham City | $262,852 |
| D-48 | CornwallisA2 | Roxboro | Fayetteville | C | 0.66 | Durham | Durham City | $147,067 |
| D-49 | Corporation1 | Duke | Rigsbee | C | 0.36 | Durham | Durham City | $80,894 |
| D-50 | Corporation2 | Rigsbee | Mangum | C | 0.27 | Durham | Durham City | $61,030 |
| D-51 | Dacian | Buchanan | Watts | C | 0.06 | Durham | Durham City | $13,181 |
| D-52 | DearbornA1 | Old Oxford | Ruth | A | 0.75 | Durham | Durham City | $168,187 |
| D-53 | DearbornA2 | Ruth | Club | B | 0.85 | Durham | Durham City | $189,990 |
| D-54 | Dixon | University | Archdale | C | 0.67 | Durham | Durham City | $151,155 |
| D-55 | Duke Homestead | Carver | Guess | C | 0.86 | Durham | Durham City | $192,920 |
| D-56 | Duke2 | Leon | Club | B | 0.60 | Durham | Durham City | $134,178 |
| D-57 | Duke3 | Club | Minerva | C | 0.86 | Durham | Durham City | $192,698 |
| D-58 | Duke4 | Peabody | Memorial | B | 0.05 | Durham | Durham City | $10,782 |
| D-59 | Duke6 | Cobb | Lakewood | B | 0.16 | Durham | Durham City | $36,359 |
| D-60 | DukeA1 | Roxboro | Carver | B | 1.09 | Durham | Durham City | $244,724 |
| D-61 | DukeA2 | Carver | Murray | B | 0.79 | Durham | Durham City | $176,305 |
| D-62 | Durham - Chapel HillA1 | I-40 | 15-501 | B | 2.62 | Durham | Durham City | $588,455 |
| D-63 | Durham - Chapel HillA2 | 15-501 | Cornwallis | B | 1.51 | Durham | Durham City | $338,069 |
| D-64 | Durham - Chapel HillA3 | Cornwallis | University | B | 0.78 | Durham | Durham City | $175,815 |
| D-65 | Englewood | Watts | Ruffin | C | 0.44 | Durham | Durham City | $98,555 |
| D-66 | Erwin1B | Kerley | Mt. Sinai | B | 0.40 | Durham | Durham City | $89,069 |
| D-67 | Erwin2 | Cameron | LaSalle | B | 0.81 | Durham | Durham City | $182,210 |
| D-68 | Erwin3 | Flowers | Pettigrew | B | 0.63 | Durham | Durham City | $142,100 |
| D-69 | Everett | Arbor | Edgevale | C | 0.17 | Durham | Durham City | $38,010 |
| D-70 | FayettevilleA1 | Massey Chapel | Crooked Creek | B | 1.13 | Durham | Durham City | $254,262 |
| D-71 | FayettevilleA2 | Woodcroft | MLK | A | 1.64 | Durham | Durham City | $368,239 |
| D-72 | FayettevilleA3 | MLK | Buxton | B | 0.73 | Durham | Durham City | $163,473 |
| D-73 | FayettevilleA4 | Buxton | Pilot | B | 1.13 | Durham | Durham City | $253,258 |
| D-74 | FayettevilleA5 | Nelson | Pekoe | B | 0.15 | Durham | Durham City | $33,835 |
| D-75 | Fern | Calvin | Driver | C | 0.33 | Durham | Durham City | $73,219 |
| D-76 | Forestview | Forest Hills | Lakewood | C | 0.25 | Durham | Durham City | $56,785 |
| D-77 | Formosa | Pekoe | Concord | C | 0.16 | Durham | Durham City | $36,373 |
| D-78 | Foster | Hunt | Monmouth | C | 0.08 | Durham | Durham City | $17,599 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| D-79 | Freeman | Clayton | Valmet | B | 1.18 | Durham | Durham City | $265,364 |
| D-80 | GarrettA1 | Hope Valley | Swarthmore | A | 1.02 | Durham | Durham City | $229,071 |
| D-81 | GarrettA2 | Swarthmore | Old Chapel Hill | B | 1.05 | Durham | Durham City | $235,263 |
| D-82 | GarrettA3 | Old Chapel Hill | 15-501 | B | 1.02 | Durham | Durham City | $228,437 |
| D-83 | GarrettA4 | 15-501 | Pickett | B | 1.00 | Durham | Durham City | $223,986 |
| D-84 | Geer1 | Washington | Foster | C | 0.09 | Durham | Durham City | $21,199 |
| D-85 | Geer3 | Elizabeth | Miami | B | 0.70 | Durham | Durham City | $157,969 |
| D-86 | Geer4 | Miami | Club | B | 2.42 | Durham | Durham City | $543,367 |
| D-87 | Georgia | Hillsborough | Club | C | 0.18 | Durham | Durham City | $39,791 |
| D-88 | Gibson | Lynn | Mineral Springs | C | 0.84 | Durham | Durham City | $187,697 |
| D-89 | Glendale1 | Leon | Lavender | C | 0.45 | Durham | Durham City | $100,952 |
| D-90 | Glendale2 | I-85 | Corporation | C | 1.04 | Durham | Durham City | $232,944 |
| D-91 | Grandale | Barbee | Scott King | C | 2.06 | Durham | Durham City | $461,529 |
| D-92 | Green1 | Oakland | Carolina | C | 0.20 | Durham | Durham City | $44,559 |
| D-93 | Green2 | Carolina | Ninth | C | 0.21 | Durham | Durham City | $47,491 |
| D-94 | Green3 | Ninth | Broad | C | 0.14 | Durham | Durham City | $30,477 |
| D-95 | Green4 | Watts | Glendale | C | 0.84 | Durham | Durham City | $189,273 |
| D-96 | Gregson1 | Duke | Club | C | 0.27 | Durham | Durham City | $60,256 |
| D-97 | Gregson2 | Club | Markham | B | 0.48 | Durham | Durham City | $107,972 |
| D-98 | Guess1 | Bramble | Redmond | C | 0.78 | Durham | Durham City | $175,109 |
| D-99 | GuessA1 | Hillcrest | Carver | B | 1.14 | Durham | Durham City | $255,445 |
| D-100 | GuessA2 | Carver | Horton | B | 1.36 | Durham | Durham City | $304,481 |
| D-101 | Hammond | Farthing | Roxboro | C | 0.16 | Durham | Durham City | $36,609 |
| D-102 | HardeePW | Holloway | Cheek | B | 0.96 | Durham | Durham City | $215,460 |
| D-103 | Hart | Maple | Harvard | C | 0.52 | Durham | Durham City | $117,000 |
| D-104 | Herndon | Barbee | Ainsley | C | 0.46 | Durham | Durham City | $104,081 |
| D-105 | Hillandale1 | Rose of Sharon | Peppertree | B | 0.83 | Durham | Durham City | $187,118 |
| D-106 | HillandaleA1 | Peppertree | Carver | A | 1.21 | Durham | Durham City | $271,278 |
| D-107 | HillandaleA2 | Carver | I-85 | A | 0.65 | Durham | Durham City | $145,362 |
| D-108 | Hillsborough1 | Sparger | LaSalle | B | 2.43 | Durham | Durham City | $546,325 |
| D-109 | Hillsborough2 | LaSalle | Ninth | C | 1.50 | Durham | Durham City | $337,158 |
| D-110 | HollowayA1 | Guthrie | Miami | B | 0.36 | Durham | Durham City | $81,042 |
| D-111 | HollowayA2 | Miami | Junction | B | 0.65 | Durham | Durham City | $145,253 |
| D-112 | HollowayA3 | Junction | Chandler | B | 1.05 | Durham | Durham City | $236,541 |
| D-113 | Holt School | Valley | Duke | C | 0.35 | Durham | Durham City | $79,216 |
| D-114 | Hope ValleyA1 | HWY 54 | Swarthmore | A | 1.16 | Durham | Durham City | $260,595 |
| D-115 | Hope ValleyA2 | Swarthmore | Surrey | C | 1.09 | Durham | Durham City | $245,162 |
| D-116 | Hope ValleyA3 | Surrey | Archdale | B | 0.90 | Durham | Durham City | $202,007 |
| D-117 | Hope ValleyA4 | Archdale | 15-501 | A | 1.13 | Durham | Durham City | $254,662 |
| D-118 | HortonA1 | Hillandale | Stadium | B | 1.06 | Durham | Durham City | $237,297 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*



| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| D-119 | HortonA2 | Stadium | Roxboro | B | 0.88 | Durham | Durham City | $197,729 |
| D-120 | HWY 54 PW2 | Alston | Miami | B | 2.57 | Durham | Durham City | $577,269 |
| D-121 | HWY 54 PW3 | Highgate | Fayetteville | B | 0.63 | Durham | Durham City | $142,024 |
| D-122 | HWY54A1 | Fayetteville | Barbee | B | 1.04 | Durham | Durham City | $233,422 |
| D-123 | HWY54A2 | Barbee | NC55 | B | 1.25 | Durham | Durham City | $280,713 |
| D-124 | HWY54A3 | NC 55 | Alston | B | 0.40 | Durham | Durham City | $88,737 |
| D-125 | Hyde Park | Fern | Drew | C | 0.38 | Durham | Durham City | $85,522 |
| D-126 | Indian | Hillandale | Albany | C | 0.44 | Durham | Durham City | $97,781 |
| D-127 | James | Lakewood | University | C | 0.90 | Durham | Durham City | $201,108 |
| D-128 | Jester | Alston | end | C | 0.23 | Durham | Durham City | $51,084 |
| D-129 | Juniper | Hanover | Miami | B | 0.77 | Durham | Durham City | $173,276 |
| D-130 | Kenan | Duke Homestead | Carver | C | 0.38 | Durham | Durham City | $85,406 |
| D-131 | Kent1 | Morehead | Lakewood | C | 0.38 | Durham | Durham City | $85,697 |
| D-132 | Kent2 | Lakewood | University | B | 0.68 | Durham | Durham City | $153,548 |
| D-133 | Knox1 | Watts | Vista | C | 1.29 | Durham | Durham City | $289,276 |
| D-134 | Lakewood1 | Chapel Hill | University | B | 1.03 | Durham | Durham City | $231,479 |
| D-135 | Lakewood2 | University | Blackwell | B | 0.14 | Durham | Durham City | $31,111 |
| D-136 | LasalleA1 | Kangaroo | Erwin | A | 0.44 | Durham | Durham City | $99,242 |
| D-137 | LasalleA2 | Sprunt | Kangaroo | B | 0.69 | Durham | Durham City | $154,324 |
| D-138 | Latta | Guess | Roxboro | B | 1.20 | Durham | Durham City | $269,762 |
| D-139 | Lebanon | Guess | Guess | B | 0.57 | Durham | Durham City | $128,123 |
| D-140 | Leon | Duke | Glendale | B | 0.43 | Durham | Durham City | $96,508 |
| D-141 | Liberty1 | Dillard | Alston | B | 0.50 | Durham | Durham City | $112,279 |
| D-142 | Liberty2 | Park | Miami | B | 0.59 | Durham | Durham City | $133,422 |
| D-143 | Luther | Rose of Sharon | Rose of Sharon | C | 0.93 | Durham | Durham City | $209,692 |
| D-144 | Lynn | Gibson | Miami | C | 0.50 | Durham | Durham City | $112,359 |
| D-145 | Main | Briggs | Gary | B | 0.22 | Durham | Durham City | $49,073 |
| D-146 | Maple1 | Liberty | Taylor | C | 0.25 | Durham | Durham City | $56,942 |
| D-147 | Maple2 | Taylor | Angier | C | 0.40 | Durham | Durham City | $89,126 |
| D-148 | Markham1 | Ninth | Washington | B | 1.25 | Durham | Durham City | $281,535 |
| D-149 | Markham2 | Washington | Avondale | A | 1.11 | Durham | Durham City | $249,794 |
| D-150 | Martin Luther King | Yorktown | HWY 55 | C | 0.23 | Durham | Durham City | $52,673 |
| D-151 | Maryland | Guess | Club | C | 0.60 | Durham | Durham City | $135,122 |
| D-152 | Masondale | Roxboro | Formosa | C | 0.20 | Durham | Durham City | $44,219 |
| D-153 | Mathison | Ridgeway | End | C | 0.23 | Durham | Durham City | $51,647 |
| D-154 | Merrimac | Morehead | House | C | 0.06 | Durham | Durham City | $12,568 |
| D-155 | Miami | Angier | Stirrup Creek | B | 1.99 | Durham | Durham City | $446,662 |
| D-156 | MidlandPW | Cheek | Geer | B | 0.69 | Durham | Durham City | $155,000 |
| D-157 | Milton | Tom Wilkinson | Roxboro | B | 0.68 | Durham | Durham City | $153,161 |
| D-158 | Morehead1 | Anderson | Shepherd | C | 1.11 | Durham | Durham City | $249,463 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*



| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| D-159 | Morehead3 | Duke | Roxboro | B | 0.70 | Durham | Durham City | $156,817 |
| D-160 | Morreene1 | Neal | Campus Walk | B | 0.97 | Durham | Durham City | $218,743 |
| D-161 | Morreene2 | Campus Walk | Erwin | B | 0.55 | Durham | Durham City | $122,743 |
| D-162 | Murray | Broad | Roxboro | B | 1.32 | Durham | Durham City | $297,120 |
| D-163 | Newby | Horton | Holt School | C | 0.31 | Durham | Durham City | $70,111 |
| D-164 | Ninth | Club | Pettigrew | C | 0.03 | Durham | Durham City | $5,674 |
| D-165 | North Bend | Carpenter Fletcher | Meridian | C | 0.10 | Durham | Durham City | $22,671 |
| D-166 | North Pointe | Woodmont | Broad | B | 0.85 | Durham | Durham City | $191,064 |
| D-167 | Oakland | Sprunt | Green | C | 0.65 | Durham | Durham City | $146,955 |
| D-168 | Old Chapel Hill A1 | Pope | Garrett | B | 1.66 | Durham | Durham City | $372,817 |
| D-169 | Old Chapel Hill A2 | University | Archdale | C | 1.28 | Durham | Durham City | $288,218 |
| D-170 | Old Chapel Hill A3 | Archdale | University | C | 0.63 | Durham | Durham City | $140,910 |
| D-171 | Old Oxford | Roxboro | Dearborn | B | 0.52 | Durham | Durham City | $117,388 |
| D-172 | Pettigrew | Fayetteville | Briggs | B | 1.39 | Durham | Durham City | $310,902 |
| D-173 | Pinecrest | Academy | Marion | C | 0.44 | Durham | Durham City | $99,594 |
| D-174 | Randolph | Solterra Way | Pickett | B | 0.58 | Durham | Durham City | $130,225 |
| D-175 | RaynorPW | Miami | Hardee | B | 0.34 | Durham | Durham City | $77,344 |
| D-176 | RiddleA1 | Fayetteville | HWY 55 | B | 0.84 | Durham | Durham City | $187,869 |
| D-177 | RiddleA2 | HWY 55 | Ellis | B | 1.08 | Durham | Durham City | $242,047 |
| D-178 | Ridgeway | Mathison | Lakeland | C | 0.26 | Durham | Durham City | $57,702 |
| D-179 | Rose of Sharon | Cole Mill | Guess | C | 2.53 | Durham | Durham City | $567,872 |
| D-180 | Roxboro2 | Pacific | Murray | A | 1.40 | Durham | Durham City | $315,281 |
| D-181 | Roxboro3 | Davidson | Knox | B | 0.39 | Durham | Durham City | $88,132 |
| D-182 | Roxboro5 | Holloway | Liberty | B | 0.05 | Durham | Durham City | $11,157 |
| D-183 | Roxboro6 | Enterprise | Cornwallis | A | 1.66 | Durham | Durham City | $371,781 |
| D-184 | Roxboro7 | Cornwallis | Oak Ridge | C | 0.52 | Durham | Durham City | $116,455 |
| D-185 | Roxboro8 | Juliette | Hope Valley | C | 1.64 | Durham | Durham City | $368,553 |
| D-186 | RoxboroA1 | Pacific | Monk | B | 0.91 | Durham | Durham City | $204,989 |
| D-187 | RoxboroA2 | Monk | Infinity | B | 1.33 | Durham | Durham City | $297,342 |
| D-188 | RoxboroA3 | Infinity | Tom Wilkinson | B | 1.23 | Durham | Durham City | $274,977 |
| D-189 | Seaton | Revere | Wenonah | C | 0.41 | Durham | Durham City | $92,964 |
| D-190 | Sedwick | Grandale | Alston | B | 1.76 | Durham | Durham City | $394,742 |
| D-191 | Shannon | Durham-Chapel Hill | Old Chapel Hill | B | 1.04 | Durham | Durham City | $232,581 |
| D-192 | Shoreham | University | Stuart | C | 0.13 | Durham | Durham City | $28,242 |
| D-193 | Solitude | Whisperwood | Sedwick | C | 0.25 | Durham | Durham City | $56,581 |
| D-194 | Sparger | Cole Mill | Stafford | C | 1.96 | Durham | Durham City | $439,969 |
| D-195 | Swarthmore | end | Hope Valley | C | 1.18 | Durham | Durham City | $264,026 |
| D-196 | Swift | Duke University | Durham Freeway | B | 0.51 | Durham | Durham City | $113,756 |
| D-197 | Taylor1 | Elizabeth | Alston | B | 0.39 | Durham | Durham City | $86,646 |
| D-198 | Taylor3 | Guthrie | Gary | B | 0.31 | Durham | Durham City | $69,368 |

# 2035 LRTP -- Transportation Options

***Proposed Sidewalk Projects***



| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| D-199 | Tom Wilkinson | Milton | Roxboro | C | 0.23 | Durham | Durham City | $51,821 |
| D-200 | Trinity2 | Rosetta | Edgar | B | 0.50 | Durham | Durham City | $111,881 |
| D-201 | Umstead1 | Scout | Merrick | B | 0.40 | Durham | Durham City | $88,687 |
| D-202 | Umstead2 | Riverdale | Guess | C | 1.31 | Durham | Durham City | $294,160 |
| D-203 | University1 | Old Chapel Hill | Ivy Creek | B | 0.68 | Durham | Durham City | $152,521 |
| D-204 | University2 | Martin Luther King | Old Chapel Hill | B | 1.01 | Durham | Durham City | $226,761 |
| D-205 | University3 | Old Chapel Hill | Hope Valley | A | 0.77 | Durham | Durham City | $173,870 |
| D-206 | University4 | Hope Valley | Forest Hills | B | 1.23 | Durham | Durham City | $274,998 |
| D-207 | University5 | Forest Hills | Lakewood | B | 0.64 | Durham | Durham City | $143,420 |
| D-208 | Urban | Buchanan | Washington | C | 0.58 | Durham | Durham City | $130,908 |
| D-209 | Valley | Casa | Holt School | C | 0.36 | Durham | Durham City | $80,115 |
| D-210 | Vickers | Proctor | University | C | 0.45 | Durham | Durham City | $100,198 |
| D-211 | Wabash | end | Plum | C | 0.47 | Durham | Durham City | $105,760 |
| D-212 | Ward | Chapel Hill | Forest Hills | C | 0.86 | Durham | Durham City | $191,883 |
| D-213 | Washington | Glendale | Urban | B | 1.01 | Durham | Durham City | $226,317 |
| D-214 | Watts | Green | Englewood | C | 0.38 | Durham | Durham City | $84,998 |
| **Durham Totals** | | | | | **170** | | | **$38,061,140** |

| **Chapel Hill Sidewalk Projects** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CH-1 | Barbee Chapel Rd (west) | NC 54 | Downing Creek Pkwy. | | 0.72 | Orange | Chapel Hill | $161,500 |
| CH-2 | Barbee Chapel Rd (west) # 2 | Finley Forest Dr. | Downing Creek Pkwy | | 0.53 | Orange | Chapel Hill | $119,000 |
| CH-3 | Barbee Chapel Rd (west) #1 | Finley forest | NC 54 | | 0.34 | Orange | Chapel Hill | $42,500 |
| CH-4 | Bennett Road (south) | 15-501 S | fire Station #5 entrance | | 0.04 | Orange | Chapel Hill | $8,500 |
| CH-5 | Booker Creek Rd | Entire length | Entire length | | 0.34 | Orange | Chapel Hill | $76,500 |
| CH-6 | Brookview Dr. | Entire length | Entire length | | 0.47 | Orange | Chapel Hill | $106,250 |
| CH-7 | Burning Tree Drive (west) | NC 54 | Pinehurst Dr | | 0.86 | Orange | Chapel Hill | $192,313 |
| CH-8 | Cameron Ave (south) | SE corner at Merritt Mill Rd | SE corner at Merritt Mill Rd | | 0.05 | Orange | Chapel Hill | $10,625 |
| CH-9 | Cameron Ave(north) | NE corner at Merritt Mill Rd | NE corner at Merritt Mill Rd | | 0.05 | Orange | Chapel Hill | $10,625 |
| CH-10 | Caswell Road (north) | Entire length | Entire length | | 0.62 | Orange | Chapel Hill | $138,975 |
| CH-11 | Cedar Hills Dr. | Weaver Dairy Rd. | Partin St. | | 0.57 | Orange | Chapel Hill | $127,500 |
| CH-12 | Church St (east) | W.Rosemary St | Caldwell St | | 0.32 | Orange | Chapel Hill | $72,250 |
| CH-13 | Churchill Dr. | Longleaf Dr. | LeClair St. | | 0.19 | Orange | Chapel Hill | $42,500 |
| CH-14 | Churchill Dr. | Entire length | Entire length | | 0.95 | Orange | Chapel Hill | $212,500 |
| CH-15 | Cleland Drive (south) | Entire length | Entire length | | 0.76 | Orange | Chapel Hill | $170,000 |
| CH-16 | Craig St (south) | Gomains Ave | Bynum St | | 0.13 | Orange | Chapel Hill | $28,475 |
| CH-17 | Culbreth Rd (north) | Adam Way | Smith Level Rd. | | 0.38 | Orange | Chapel Hill | $85,000 |
| CH-18 | Culbreth Rd (south) | Btw Cobble Ridge and Rossbum | Btw Cobble Ridge and Rossbum | | 0.09 | Orange | Chapel Hill | $21,250 |
| CH-19 | Cynthia Dr | Dixie Dr | Seminole Dr | | 0.42 | Orange | Chapel Hill | $93,500 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*



| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| CH-20 | Cypress Rd/Spruce St/Eden La | Entire length | Entire length | | 0.63 | Orange | Chapel Hill | $140,250 |
| CH-21 | Dixie Dr | Stateside Dr | Cynthia Dr | | 0.38 | Orange | Chapel Hill | $85,000 |
| CH-22 | Dixie La | Entire length | Entire length | | 0.11 | Orange | Chapel Hill | $25,500 |
| CH-23 | Dobbins Dr. ( north) | Dobbins Dr. | Dobbins Dr. | | 0.23 | Orange | Chapel Hill | $51,000 |
| CH-24 | Eastwood Rd | north side at Shady Lawn Dr. | north side at Shady Lawn Dr. | | 0.02 | Orange | Chapel Hill | $4,250 |
| CH-25 | Elizabeth Street (north) | Penny Ln | East Franklin St | | 0.08 | Orange | Chapel Hill | $17,255 |
| CH-26 | Emory Dr | Entire length | Entire length | | 1.33 | Orange | Chapel Hill | $297,500 |
| CH-27 | Ephesus Ch Rd #1 (south) | Eden Dr | 15-501 Bypass | | 0.57 | Orange | Chapel Hill | $127,500 |
| CH-28 | Ephesus Ch Rd #2 (north) | Colony Woods Dr | Pope Rd | | 0.30 | Orange | Chapel Hill | $66,938 |
| CH-29 | Ephesus Ch Rd #2 (north) | Colony Woods Dr | Pope Rd | | 0.30 | Orange | Chapel Hill | $66,938 |
| CH-30 | Estes Dr. Ext. | Seawell School Rd | west town limits | | 0.51 | Orange | Chapel Hill | $114,750 |
| CH-31 | Estes Drive #1 (north) | MLK Jr. Blvd. | Estes Elementary School | | 0.76 | Orange | Chapel Hill | $170,000 |
| CH-32 | Estes Drive (south) | Caswell | Franklin St | | 0.61 | Orange | Chapel Hill | $136,000 |
| CH-33 | Estes Drive Ext #3 (south) | Seawell School Rd | MLK Jr. Blvd. | | 0.78 | Orange | Chapel Hill | $174,250 |
| CH-34 | Europa Dr. (west) | Europa Dr. | Europa Dr. | | 0.09 | Orange | Chapel Hill | $21,250 |
| CH-35 | Ferrell Rd | Entire length | Entire length | | 0.44 | Orange | Chapel Hill | $97,750 |
| CH-36 | Finley Golf Course Rd (west) | NC 54 | Old Mason Farm Rd | | 0.65 | Orange | Chapel Hill | $146,625 |
| CH-37 | Flemington Rd | Hamilton Rd | Hayes Rd | | 0.11 | Orange | Chapel Hill | $25,500 |
| CH-38 | Fordham Blvd #1 (north) | Manning Dr | Carmichael St | | 0.25 | Orange | Chapel Hill | $55,250 |
| CH-39 | Fordham Blvd #2 (west) | Ephesus Church Rd | Elliott Rd | | 0.21 | Orange | Chapel Hill | $46,325 |
| CH-40 | Fordham Blvd (north) | Elliot Rd | Estes Drive | | 0.23 | Orange | Chapel Hill | $51,000 |
| CH-41 | Forest Hills Rd | Lake Ellen Dr | Seminole Dr | | 0.15 | Orange | Chapel Hill | $34,000 |
| CH-42 | Fountain Ridge Rd. | Entire length | Entire length | | 0.91 | Orange | Chapel Hill | $204,000 |
| CH-43 | Francis St | Entire length | Entire length | | 0.28 | Orange | Chapel Hill | $63,750 |
| CH-44 | Gimghoul Rd | Entire length north side | Entire length north side | | 0.28 | Orange | Chapel Hill | $63,750 |
| CH-45 | Gimghoul Rd | Entire length south side | Entire length south side | | 0.23 | Orange | Chapel Hill | $51,000 |
| CH-46 | Hamilton Rd (east) | Cleland Dr | Flemington Rd. | | 0.15 | Orange | Chapel Hill | $34,000 |
| CH-47 | Hillsborough St. (east) | Rosemary Street | Mill Race Dr. | | 0.21 | Orange | Chapel Hill | $46,750 |
| CH-48 | Homestead Rd | Homestead Rd | Homestead Rd | | 0.03 | Orange | Chapel Hill | $6,375 |
| CH-49 | Homestead Rd #1(north) | Homestead Rd #1(north) | Homestead Rd #1(north) | | 0.30 | Orange | Chapel Hill | $68,000 |
| CH-50 | Homestead Rd #2 (south) | Homestead Rd #2 (south) | Homestead Rd #2 (south) | | 0.30 | Orange | Chapel Hill | $68,000 |
| CH-51 | Homestead Rd #3 (north) | Homestead Rd #3 (north) | Homestead Rd #3 (north) | | 0.34 | Orange | Chapel Hill | $76,500 |
| CH-52 | Homestead Rd #4 (south) | Homestead Rd #4 (south) | Homestead Rd #4 (south) | | 0.30 | Orange | Chapel Hill | $68,000 |
| CH-53 | Honeysuckle Rd | Honeysuckle Rd | Honeysuckle Rd | | 0.49 | Orange | Chapel Hill | $110,500 |
| CH-54 | Kenmore Rd | Kenmore Rd | Kenmore Rd | | 0.11 | Orange | Chapel Hill | $25,500 |
| CH-55 | Lake Ellen Dr. East | Lake Ellen Dr. East | Lake Ellen Dr. East | | 0.04 | Orange | Chapel Hill | $8,500 |
| CH-56 | Lakeview Dr. East | Lakeview Dr. East | Lakeview Dr. East | | 0.25 | Orange | Chapel Hill | $55,250 |
| CH-57 | Landerwood La | Landerwood La | Landerwood La | | 0.53 | Orange | Chapel Hill | $119,000 |
| CH-58 | LeClair St. | LeClair St. | LeClair St. | | 0.38 | Orange | Chapel Hill | $85,000 |
| CH-59 | Longleaf Dr. Phase 1 | Longleaf Dr. Phase 1 | Longleaf Dr. Phase 1 | | 0.25 | Orange | Chapel Hill | $55,250 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| CH-60 | Longleaf Dr. Phase 2 | Longleaf Dr. Phase 2 | Longleaf Dr. Phase 2 | | 0.32 | Orange | Chapel Hill | $72,250 |
| CH-61 | Mallette Street (west) | Mallette Street (west) | Mallette Street (west) | | 0.18 | Orange | Chapel Hill | $40,375 |
| CH-62 | Manly St. | Manly St. | Manly St. | | 0.08 | Orange | Chapel Hill | $17,000 |
| CH-63 | Manning Dr. (north) | Manning Dr. (north) | Manning Dr. (north) | | 0.55 | Orange | Chapel Hill | $123,250 |
| CH-64 | McCauley St. (north) | McCauley St. (north) | McCauley St. (north) | | 0.06 | Orange | Chapel Hill | $12,750 |
| CH-65 | McMasters St (south) | McMasters St (south) | McMasters St (south) | | 0.10 | Orange | Chapel Hill | $22,525 |
| CH-66 | MLK Jr. Blvd. ( west) | Estes Dr | Critz Dr. | | 0.68 | Orange | Chapel Hill | $153,000 |
| CH-67 | MLK Jr. Blvd. ( west) | Weaver Dairy Rd. | Northwood Dr.. | | 0.06 | Orange | Chapel Hill | $12,750 |
| CH-68 | MLK Jr. Blvd. (east) | Timber Hollow Ct | Homestead Rd | | 0.35 | Orange | Chapel Hill | $78,625 |
| CH-69 | NC 54 | East of Barbee Chapel Rd | Town Limits | | 0.38 | Orange | Chapel Hill | $85,000 |
| CH-70 | NC 54(south) | Missing Section west of Finley Golf Course Rd | Missing Section west of Finley Golf Course Rd | | 0.04 | Orange | Chapel Hill | $8,500 |
| CH-71 | North Street (north) | MLK Jr. Blvd. | Henderson St | | 0.13 | Orange | Chapel Hill | $29,750 |
| CH-72 | Old Drhm-Chpl Hill Rd (s) | Durham Co line | Blue Cross | | 0.40 | Orange | Chapel Hill | $89,250 |
| CH-73 | Old Mason Farm Rd (north) | Finley Golf Course | US 15-501 | | 0.73 | Orange | Chapel Hill | $163,625 |
| CH-74 | Old Oxford Rd | Erwin Rd | Bolin Creek Rd | | 0.15 | Orange | Chapel Hill | $34,000 |
| CH-75 | Piney Mtn Rd (north) | Forest Creek Dr. | Priestly Cricle Dr. | | | Orange | Chapel Hill | $0 |
| CH-76 | Plant Road (south) | Park/Rec facility | Franklin St | | 0.10 | Orange | Chapel Hill | $22,100 |
| CH-77 | Pope Road (west) | Ephesus Church Rd | Old Durham Rd | | 1.02 | Orange | Chapel Hill | $229,500 |
| CH-78 | Rigsbee Rd. | Piney Mtn Rd | Brookview Dr. | | 0.17 | Orange | Chapel Hill | $38,250 |
| CH-79 | Rogers Rd (east) | Homestead Rd | Sylvan Wy. | | 0.09 | Orange | Chapel Hill | $21,250 |
| CH-80 | Rolling Road (south) | South Lakeshore Dr | Ridgecrest Dr | | 0.37 | Orange | Chapel Hill | $82,025 |
| CH-81 | Roosevelt Drive (east) | Entire length | Entire length | | 0.47 | Orange | Chapel Hill | $105,400 |
| CH-82 | Rosemary St (north) | west of Church St | west of Church St | | 0.03 | Orange | Chapel Hill | $7,650 |
| CH-83 | Rosemary St (north) | east of Church St | east of Church St | | 0.05 | Orange | Chapel Hill | $10,625 |
| CH-84 | Rosemary Street #2 (north) | 157 E. Rosemary St | Henderson St | | 0.04 | Orange | Chapel Hill | $8,500 |
| CH-85 | Rosemary Street #3 (north) | Pickard St | Boundary St | | 0.15 | Orange | Chapel Hill | $34,000 |
| CH-86 | Rosemary Street #4 (north) | east of intersection with Mitchell La | east of intersection with Mitchell La. | | 0.02 | Orange | Chapel Hill | $4,250 |
| CH-87 | Sage Rd | west side south of Coleridge Dr. | west side south of Coleridge Dr. | | 0.08 | Orange | Chapel Hill | $17,000 |
| CH-88 | Seawell School Rd #1 (west) | Seawell Elementary | Hanover Pl | | 0.83 | Orange | Chapel Hill | $187,000 |
| CH-89 | Seawell School Rd #2 (west) | Homestead Rd | High School Road | | 0.25 | Orange | Chapel Hill | $55,250 |
| CH-90 | Seminole Dr | Entire length | Entire length | | 0.21 | Orange | Chapel Hill | $46,750 |
| CH-91 | Shady Lawn Road (north) | Eastwood Rd | Lakeshore Dr | | 0.97 | Orange | Chapel Hill | $216,750 |
| CH-92 | Stateside Dr | MLK Jr. Blvd. | Dixie Dr. | | 0.11 | Orange | Chapel Hill | $25,500 |
| CH-93 | Stephens St (west) | Martin Luther King, Jr. Blvd | N.Columbia St | | N/A | Orange | Chapel Hill | $0 |
| CH-94 | Sunrise Rd (east) | Sweeten Cir. Dr. | Sweeten Cir. Dr. | | 0.32 | Orange | Chapel Hill | $72,250 |
| CH-95 | Thornwood Rd | Entire length | Entire length | | 0.38 | Orange | Chapel Hill | $85,000 |
| CH-96 | University Drive (north) | Pittsboro St | Ransom St | | 0.08 | Orange | Chapel Hill | $18,913 |
| CH-97 | University Mall entrs | S. Estes Dr. ( 2 locations west side ) | S. Estes Dr. ( 2 locations west side ) | | 0.06 | Orange | Chapel Hill | $12,750 |
| CH-98 | University Mall north entr. | Willow Dr. | Willow Dr. | | 0.15 | Orange | Chapel Hill | $34,000 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| CH-99 | US 15-501 South (east) | Mount Carmel Church Rd | S. Columbia St | | 0.21 | Orange | Chapel Hill | $46,750 |
| CH-100 | Weaver Dairy Rd (east) | Erwin Rd | Arcadia Place | | 0.53 | Orange | Chapel Hill | $119,000 |
| CH-101 | Weaver Dairy Rd (west) | Erwin Rd | Arcadia Place | | 0.53 | Orange | Chapel Hill | $119,000 |
| CH-102 | West University Dr (south) | Ransom St | Westwood Dr | | 0.28 | Orange | Chapel Hill | $62,815 |
| CH-103 | Willow Dr. | west side south of Conner Dr | west side south of Conner Dr | | 0.06 | Orange | Chapel Hill | $12,750 |
| CH-104 | Willow Dr. | Longleaf Dr. | Emory Dr. | | 0.34 | Orange | Chapel Hill | $42,500 |
| | **Chapel Hill Totals** | | | | **34** | | | **$7,563,895** |

| **Carrboro Sidewalk Projects** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| C-1 | Culbreth | Smith Level Rd | town limits | | 0.20 | Orange | Carrboro | $ 104,300 |
| C-2 | Davie | Jones Ferry Rd | Main St | | 0.49 | Orange | Carrboro | $ 258,000 |
| C-3 | Estes Dr. Ext | N. Greensboro | town limits | | 0.91 | Orange | Carrboro | $ 480,000 |
| C-4 | S. Greensboro | Old Pittsboro | NC 54 | | 0.43 | Orange | Carrboro | $ 228,900 |
| C-5 | Old Fayetteville | NC54 | Carrboro Plaza P&R | | 0.36 | Orange | Carrboro | $ 189,700 |
| C-6 | Parker | N. Greensboro | Lloyd | | 0.15 | Orange | Carrboro | $ 80,000 |
| C-7 | Pathway | Bolin Forest | Seawell School Rd | | 0.42 | Orange | Carrboro | $ 220,000 |
| C-8 | Seawell Rd. Ext. | Seawell | Homestead | | 0.57 | Orange | Carrboro | $ 300,000 |
| C-9 | Shelton | Oak | Elm | | 0.13 | Orange | Carrboro | $ 67,000 |
| C-10 | Simpson | Main | Hillsborough | | 0.40 | Orange | Carrboro | $ 210,000 |
| C-11 | Smith Level Rd | NC54 bridge 88 | Woodcrest | | 0.82 | Orange | Carrboro | $ 432,100 |
| C-12 | Strowd Ln | Old Fayetteville | Anderson Park | | 0.18 | Orange | Carrboro | $ 95,000 |
| C-13 | Tripp Farm Rd | Hillsborough | Tripp Farm Rd | | 0.30 | Orange | Carrboro | $ 160,000 |
| C-14 | Tripp Farm Rd | Tripp Farm Rd | Seawell School Rd | | 0.55 | Orange | Carrboro | $ 290,000 |
| C-15 | Homestead Rd | Old NC 86 | Claremont | | 1.76 | Orange | Carrboro | $ 930,200 |
| C-16 | Rogers Road | Homestead | town limits | | 1.09 | Orange | Carrboro | $ 575,700 |
| C-17 | Old NC 86 | Hillsborough | Eubanks | | 5.86 | Orange | Carrboro | $ 3,096,200 |
| C-18 | Pine | Hillsborough | N. Greensboro | | 0.49 | Orange | Carrboro | $ 259,200 |
| C-19 | Elm | Weaver | Shelton | | 0.19 | Orange | Carrboro | $ 102,600 |
| C-20 | Ashe | Weaver | Shelton | | 0.14 | Orange | Carrboro | $ 75,100 |
| C-21 | Bim | Jones Ferry Rd | Fidelity | | 0.21 | Orange | Carrboro | $ 111,400 |
| C-22 | Old Fayetteville | NC54 | McDougle | | 0.50 | Orange | Carrboro | $ 266,300 |
| C-23 | Carol | Old Fayetteville | Lorraine | | 0.60 | Orange | Carrboro | $ 315,800 |
| C-24 | Jones Ferry | Main | Alabama | | 0.59 | Orange | Carrboro | $ 310,500 |
| C-25 | Lindsay | Weaver | Shelton | | 0.19 | Orange | Carrboro | $ 102,800 |
| C-26 | Main | Fidelity | Poplar | | 0.06 | Orange | Carrboro | $ 30,000 |
| C-27 | Oak St | Hillsborough | Greensboro | | 0.32 | Orange | Carrboro | $ 166,600 |
| C-28 | Rainbow | Lisa | Hillsborough | | 0.35 | Orange | Carrboro | $ 183,000 |
| C-29 | Fowler | Lloyd | Broad | | 0.07 | Orange | Carrboro | $ 34,900 |

# 2035 LRTP -- Transportation Options

## *Proposed Sidewalk Projects*

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| C-30 | NC 54 | Main | Old Fayetteville | | 0.32 | Orange | Carrboro | $ 166,900 |
| C-31 | Carr | Greensboro | Maple | | 0.08 | Orange | Carrboro | $ 41,300 |
| C-32 | Carr | Greensboro | end | | 0.14 | Orange | Carrboro | $ 72,800 |
| C-33 | Center | Weaver | Short | | 0.06 | Orange | Carrboro | $ 30,000 |
| C-34 | Gary | Poplar | Keith | | 0.25 | Orange | Carrboro | $ 131,300 |
| C-35 | High | Main | Hillsborough | | 0.23 | Orange | Carrboro | $ 123,800 |
| C-36 | Hill | Lloyd | Broad | | 0.07 | Orange | Carrboro | $ 34,600 |
| C-37 | Laurel | Jones Ferry | end | | 0.19 | Orange | Carrboro | $ 98,400 |
| C-38 | Laurel | Town Parking Lot | Jones Ferry | | 0.11 | Orange | Carrboro | $ 57,300 |
| C-39 | Lorraine | Hillsborough | James | | 0.36 | Orange | Carrboro | $ 190,800 |
| C-40 | Maple | Carr | end | | 0.18 | Orange | Carrboro | $ 96,200 |
| C-41 | Milton | Cheek | Greensboro | | 0.16 | Orange | Carrboro | $ 85,700 |
| C-42 | Oleander | NC 54 | Gary | | 0.22 | Orange | Carrboro | $ 118,600 |
| C-43 | Roberson | Greensboro | Sweet Bay | | 0.11 | Orange | Carrboro | $ 56,600 |
| C-44 | Short | Center | Greensboro | | 0.05 | Orange | Carrboro | $ 25,000 |
| C-45 | Autumn | Barrington Hills | Stratford | | 0.15 | Orange | Carrboro | $ 81,700 |
| C-46 | Bolin Creek | Wild Oak | end | | 0.49 | Orange | Carrboro | $ 257,100 |
| C-47 | Eugene | Wesley | end | | 0.10 | Orange | Carrboro | $ 53,300 |
| C-48 | Maple | Carr | Roberson | | 0.04 | Orange | Carrboro | $ 20,000 |
| C-49 | Phipps | Lorraine | Simpson | | 0.15 | Orange | Carrboro | $ 81,300 |
| C-50 | Spring Valley | Morningside | Pathway | | 0.29 | Orange | Carrboro | $ 153,100 |
| C-51 | Merritt Mill | Cameron | Brewer | | 0.19 | Orange | Carrboro | $ 101,200 |
| C-52 | Barnes | Jones Ferry | King | | 0.26 | Orange | Carrboro | $ 135,000 |
| C-53 | Bel Arbor Path | Bel Arbor | Simpson | | 0.10 | Orange | Carrboro | $ 67,100 |
| C-54 | King | Allen | Barnes | | 0.13 | Orange | Carrboro | $ 68,600 |
| C-55 | Prince | King | end | | 0.20 | Orange | Carrboro | $ 105,000 |
| C-56 | Wild Oak | Bolin Creek | Pathway | | 0.07 | Orange | Carrboro | $ 37,600 |
| C-57 | Queen | Barnes | Prince | | 0.06 | Orange | Carrboro | $ 32,400 |
| C-58 | Barrington Hills | Hillsborough | Autumn | | 0.23 | Orange | Carrboro | $ 121,200 |
| | **Carrboro Totals** | | | | **23** | | | **$ 12,319,200** |

| **Hillsborough Sidewalk Projects** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| H-1 | US 70 Bypass | I-85 Collector | St. Mary's Rd. | | 11.00 | Orange | Hillsborough | $ 5,808,000 |
| H-2 | Elizabeth Brady Road Extension | US 70A | US 70 Bypass/St. Mary's Rd. | | 1.50 | Orange | Hillsborough | $ 792,000 |
| H-3 | S. Churton St. | Lafayette Dr. | Margaret Ln. | | 1.90 | Orange | Hillsborough | $ 1,003,200 |
| H-4 | Nash Street Sidewalk | US 70 | Eno St. | | 1.80 | Orange | Hillsborough | $ 679,233 |
| H-5 | Riverwalk (Future Phases) | S. Cameron St. | Allison St. | | 1.60 | Orange | Hillsborough | $ 844,800 |
| H-6 | Cates Creek Greenway | Old NC 86 | US70A/NC86 South Intersection | | 2.00 | Orange | Hillsborough | $ 1,060,000 |

# 2035 LRTP -- Transportation Options

***Proposed Sidewalk Projects***

TAC 11/12/08 Attachment 6

| No. | Project Name | From | To | Rank | Length (Miles) | County | Municipality | Cost |
|---|---|---|---|---|---|---|---|---|
| | **Hillsborough Totals** | | | | **20** | | | **$ 10,187,233** |

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# 2035 LRTP – Transportation Options
## Other Transportation Projects

## Introduction

The proposed sets of highway, transit, bicycle and pedestrian projects cannot offer an efficient and effective transportation system by themselves. There are many other types of transportation projects that help to increase the efficiency of the system and offer travel alternatives to the public. These projects are often relatively inexpensive compared to building and widening roadways and operating public transportation.

This section provides a summary list of these other transportation projects, and the Cost table in the Financial Plan designates $193,306,300 (under the title "TDM/TSM/ITS") to finance these types of projects.

## Project Lists

The following list identifies the types of projects that are expected to be implemented through the long range transportation plan. This list is not expected to be exhaustive because the solutions and technologies will continue to evolve with the specific challenges of our transportation system and the advance of transportation technology.

Intelligent Transportation Systems (ITS)
Intelligent Transportation Systems (ITS) is a set of diverse technologies, such as information processing, communications, control systems, and electronics that make the existing transportation infrastructure more efficient and safer. These technology systems tend to be region wide because of the interconnection among our road systems and our travel patterns. Examples include:

- Freeway Management
- Arterial Management (signal systems)
- Rail Operation Information Network
- Electronic Toll/Smart Cards
- Commercial Vehicle ITS
- Incident Management
- Public Transportation technology
- Advance Traveler Info. System
- ITS regional data warehouse
- Transit signal priority system

Travel Demand Management (TDM)
Transportation Demand Management (TDM) includes strategies and actions that reduce SOV trips, spread traffic volumes away from peak travel periods, and improve traffic flow. TDM basically eases the demand on the highway system by providing travel options and making more efficient use of existing transportation facilities. Examples include:

- Flexible and staggered work hours
- TDM coordinators
- HOV/HOT facilities in I-40 corridor
- Transit fare reduction/elimination
- Vanpools/carpools startups
- Targeted parking fee increases

Transportation System Management (TSM)
Transportation System Management solutions increase efficiency and safety by allowing the current transportation network to operate with fewer travel delays and increased capacity. Examples include:

- Widening of approach widths for key intersections
- Installation and/or adjustment of traffic signals, including dynamic signal timing coordination
- Provision of left and/or right turn lanes
- Limitation or prohibition of driveways, turning movements, trucks, and on-street parking
- Installation of traffic calming devices for residential neighborhoods
- Planning for traffic circles and roundabouts at appropriate intersections.

# 2035 LRTP – Transportation Options
## Evaluation Measures

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## Purpose of Evaluation Measures

Evaluation Measures provide a general indicator of a transportation system from a variety of perspectives such as mobility, travel time, congestion, mode choice, air quality, and financial. The measures are not specific to a particular travel corridor but instead cover the entire transportation system, and therefore are useful for comparing the efficiency and effectiveness of the different transportation options. Most of the data used for calculating the Evaluation Measures comes from the Triangle Regional Model, which is a travel demand model that forecasts future travel statistics based on a set of assumptions concerning the highway network, transit service and other transportation facilities.

## Evaluation Measures Tables

The table in this section presents the Evaluation Measures for the Existing plus Committed network and the four transportation options, including:

- Bus Transit;
- Commuter Rail;
- Rail Transit; and,
- Light Rail Transit.

The column in the table designated as E+C indicates Existing plus Committed. The E+C is composed of a transportation network of the existing and committed highway and transit facilities, and the 2035 socioeconomic data (i.e., population and employment in the year 2035). Thus, the E+C serves as a benchmark for comparing how much the performance measures improve with the transportation investments in the different options.

# DCHC MPO -- 2035 LRTP

## Transportation Options -- Evalution Measures

| ID | Measures | 2005 | 2035 E+C | Fiscally Constrained Options | | | | Percent change from 2035 E+C | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit |
| **1** | **Performance Measures** | | | | | | | | | | |
| 1.1 | Total VMT (daily) | 10,673,382 | 17,397,077 | 17,711,125 | 17,354,800 | 17,644,889 | 17,630,140 | 2% | 0% | 1% | 1% |
| 1.2 | Total VHT (daily) | 233,474 | 459,072 | 402,534 | 395,009 | 401,867 | 401,643 | -12% | -14% | -12% | -13% |
| 1.3 | Average Speed by Facility (miles/hour) | | | | | | | | | | |
| 1.3.1 | - Freeway | 62.3 | 57.1 | 61.0 | 61.3 | 60.9 | 60.9 | 7% | 7% | 7% | 7% |
| 1.3.2 | - Arterial | 40.2 | 35.5 | 39.5 | 39.4 | 39.3 | 39.3 | 11% | 11% | 11% | 11% |
| 1.3.3 | - All Facility | 50.1 | 44.6 | 49.4 | 49.4 | 49.3 | 49.4 | 11% | 11% | 11% | 11% |
| 1.4 | Peak Average Speed by Facility (miles/hour) | | | | | | | | | | |
| 1.4.1 | - Freeway | 61.0 | 54.2 | 59.5 | 59.8 | 59.3 | 59.4 | 10% | 10% | 9% | 10% |
| 1.4.2 | - Arterial | 39.3 | 33.6 | 38.5 | 38.5 | 38.3 | 38.2 | 15% | 15% | 14% | 14% |
| 1.4.3 | - All Facility | 49.1 | 42.2 | 48.0 | 48.1 | 48.0 | 48.0 | 14% | 14% | 14% | 14% |
| 1.5 | Average Travel Time - All Trips | 14.9 | 17.2 | 16.3 | 16.2 | 16.2 | 16.2 | -5% | -5% | -6% | -6% |
| 1.6 | Average Travel Time - Work Trips | 19.6 | 25.8 | 23.0 | 23.0 | 23.0 | 23.0 | -11% | -11% | -11% | -11% |
| 1.7 | Peak Average Travel Time - All Trips | 16.71 | 20.5 | 18.74 | 18.72 | 18.69 | 18.7 | -9% | -9% | -9% | -9% |
| 1.8 | Hours of Delay (daily) | 27,402 | 112,862 | 60,669 | 58,589 | 61,794 | 61,863 | -46% | -48% | -45% | -45% |
| 1.8.1 | CV Hours of Delay (daily) | 1,178 | 4,580 | 2,673 | 2,529 | 2,690 | 2,694 | -42% | -45% | -41% | -41% |
| 1.9 | Percent of VMT experiencing congestion - All Day | | | | | | | | | | |
| 1.9.1 | - Freeway | 1.50% | 5.80% | 1.40% | 1.50% | 1.50% | 1.50% | -76% | -74% | -74% | -74% |
| 1.9.2 | - Arterial | 2.10% | 9.20% | 3.20% | 3.20% | 3.40% | 3.50% | -65% | -65% | -63% | -62% |
| 1.9.3 | - All Facility | 1.40% | 6.40% | 1.90% | 1.90% | 2.00% | 2.00% | -70% | -70% | -69% | -69% |
| 1.10. | Percent of VMT experiencing congestion - Peak | | | | | | | | | | |
| 1.10.1 | - Freeway | 2.60% | 10.50% | 2.10% | 2.20% | 2.20% | 2.20% | -80% | -79% | -79% | -79% |
| 1.10.2 | - Arterial | 3.40% | 13.80% | 4.70% | 4.70% | 4.80% | 4.90% | -66% | -66% | -65% | -64% |
| 1.10.3 | - All Facility | 2.40% | 10.40% | 2.80% | 2.80% | 2.80% | 2.80% | -73% | -73% | -73% | -73% |
| 1.10.4 | Degree of congestion (V/C >1) on designated truck routes | 2.10% | 8.40% | 2.40% | 2.40% | 2.60% | 2.60% | -71% | -71% | -69% | -69% |
| 1.10.5 | Degree of congestion (V/C >1) on facilities w/bus routes | 2.60% | 8.70% | 2.30% | 2.10% | 2.10% | 2.20% | -74% | -76% | -76% | -75% |
| **2** | **Mode Share Measures** | | | | | | | | | | |
| 2.1 | Number Mode Choice - <u>All Trips</u> | | | | | | | | | | |
| 2.1.1 | - Drive alone (single occupant vehicle -SOV) | 1,010,192 | 1,660,787 | 1,652,733 | 1,654,844 | 1,641,871 | 1,639,296 | 0% | 0% | -1% | -1% |
| 2.1.2 | - Carpool (Share ride) | 687,217 | 1,095,943 | 1,105,760 | 1,103,364 | 1,098,912 | 1,096,781 | 1% | 1% | 0% | 0% |
| 2.1.3 | - Bus | 44,815 | 69,664 | 88,606 | 86,461 | 85,764 | 86,963 | 27% | 24% | 23% | 25% |
| 2.1.4 | - Rail | 0 | 0 | 0 | 1,724 | 12,146 | 14,914 | | | | |
| 2.1.5 | - Non-Motorized (Bike and Walk) | 133,412 | 206,552 | 206,832 | 206,832 | 210,153 | 210,153 | 0% | 0% | 2% | 2% |
| 2.2 | Number Mode Choice - <u>Peak Hours</u> | | | | | | | | | | |
| 2.2.1 | - Drive alone (single occupant vehicle -SOV) | 515,049 | 834,496 | 834,691 | 835,277 | 827,961 | 827,303 | 0% | 0% | -1% | -1% |
| 2.2.2 | - Carpool (Share ride) | 352,438 | 550,209 | 558,697 | 557,204 | 554,489 | 553,819 | 2% | 1% | 1% | 1% |
| 2.2.3 | - Bus | 23,440 | 35,228 | 47,713 | 46,654 | 44,892 | 44,859 | 35% | 32% | 27% | 27% |
| 2.2.4 | - Rail | 0 | 0 | 0 | 1,724 | 7,397 | 8,932 | | | | |
| 2.2.5 | - Non-Motorized (Bike and Walk) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 2.3 | Number Mode Choice - <u>Non Work Trips</u> | | | | | | | | | | |
| 2.3.1 | - Drive alone (single occupant vehicle -SOV) | 670823 | 1098746 | 1,090,147 | 1,091,468 | 1,082,813 | 1,081,093 | -1% | -1% | -1% | -2% |
| 2.3.2 | - Carpool (Share ride) | 627686 | 998378 | 1,009,293 | 1,007,425 | 1,002,928 | 1,001,260 | 1% | 1% | 0% | 0% |
| 2.3.3 | - Bus | 32458 | 53261 | 62,741 | 60,879 | 60,446 | 61,069 | 18% | 14% | 13% | 15% |
| 2.3.4 | - Rail | 0 | 0 | 0 | 1,229 | 8,956 | 11,317 | | | | |
| 2.3.5 | - Non-Motorized (Bike and Walk) | 129042 | 199646 | 199,914 | 199,914 | 203,170 | 203,170 | 0% | 0% | 2% | 2% |
| 2.4 | Daily Bicycle and Pedestrian Trips | 133412 | 206552 | 206,832 | 206,832 | 210,153 | 210,153 | 0% | 0% | 2% | 2% |

# DCHC MPO -- 2035 LRTP

## Transportation Options -- Evalution Measures

| ID | Measures | 2005 | 2035 E+C | Fiscally Constrained Options | | | | Percent change from 2035 E+C | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit | Bus Transit | Commuter Rail | Rail Transit | Light Rail Transit |
| **3** | **Transit Measures** | | | | | | | | | | |
| 3.1 | Average Weekday Transit Ridership (Whole region) | | | | | | | | | | |
| 3.1.1 | - TTA (Including Rail) | 3,494 | 4,900 | 11,943 | 17,855 | 30,590 | 33,074 | 144% | 264% | 524% | 575% |
| 3.1.2 | - CAT | 12,931 | 22,874 | 32,865 | 32,284 | 32,940 | 33,104 | 44% | 41% | 44% | 45% |
| 3.1.3 | - CHT | 30,048 | 44,990 | 53,792 | 55,088 | 58,965 | 62,911 | 20% | 22% | 31% | 40% |
| 3.1.4 | - DATA | 13,691 | 23,312 | 55,210 | 49,417 | 55,154 | 55,381 | 137% | 112% | 137% | 138% |
| 3.1.5 | - NCSU | 12,066 | 20,080 | 14,790 | 13,618 | 15,722 | 16,134 | -26% | -32% | -22% | -20% |
| 3.1.6 | - DUKE | 9,056 | 14,642 | 12,287 | 12,400 | 11,646 | 11,270 | -16% | -15% | -20% | -23% |
| 3.1.7 | - OPT | 0 | 0 | 1,186 | 1,219 | 1,128 | 0 | | | | |
| 3.1.8 | - C-Tran | 0 | 1,557 | 3,708 | 4,009 | 4,434 | 4,508 | 138% | 157% | 185% | 190% |
| 3.1.9 | Total | 81,288 | 132,358 | 185,784 | 185,892 | 210,583 | 216,386 | 40% | 40% | 59% | 63% |
| 3.2 | Rail | | | | | | | | | | |
| **4** | **Demographics Measures** | | | | | | | | | | |
| 4.1 | Population | 375,052 | 551,362 | 551,362 | 551,362 | 551,362 | 551,362 | 0% | 0% | 0% | 0% |
| 4.2 | Employment | 227,208 | 389,249 | 389,249 | 389,249 | 389,249 | 389,249 | 0% | 0% | 0% | 0% |
| 4.3 | Total Daily Trips | 1,875,636 | 3,032,947 | 3,053,933 | 3,053,225 | 3,048,848 | 3,048,109 | 1% | 1% | 1% | 0% |
| 4.4 | Total Daily Work Trips | 415,626 | 682,913 | 691,836 | 692,308 | 690,533 | 690,197 | 1% | 1% | 1% | 1% |
| 4.5 | Total Daily Non-Work Trips | 1,460,010 | 2,350,033 | 2,362,096 | 2,360,917 | 2,358,314 | 2,357,911 | 1% | 0% | 0% | 0% |

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# 2035 LRTP – Transportation Options
## Congestion Maps (V/C maps)

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## Use of Congestion Maps

The Performance Measures provide a general indicator of the overall transportation system. On the other hand, the Congestion Maps show the forecasted level of service on specific road segments and corridors based on the afternoon peak hour. The afternoon peak hour is used because that period traditionally experiences the greatest travel demand. These maps are sometimes called "V/C" maps (V over C maps) because the level of service, or existence of congestion, is derived by dividing the traffic volume by the traffic capacity of the road segment. For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9. A V/C of 1.0 is equal to a Level of Service (LOS) of "E", which can be described as:

> Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.

Although the term traffic congestion is subjective in that it means different levels of delay to different people, it can be said that any road segment approaching a V/C of 1.0, which is indicated on the maps with an **orange color**, experiences some delays. A V/C greater than 1.0, which is indicated on the maps by the **purple color**, means frequent delays for the motorist, and a V/C greater than 1.1, which is indicated by the **red color** on the maps, translates into unacceptable travel delays.

The Triangle Regional Model (the travel demand model for the Triangle Region) uses travel behavior data for the Triangle Region, future transportation system networks, and future population and employment data, to forecast the volume and capacity values needed to produce these maps. The forecasts are for the year 2035. Each Congestion Map represents one of the transportation options.

Review and comparison of the Congestion Maps for the various transportation options will show how well a particular option addresses travel demand on the key roadway segments and corridors in the MPO planning area.

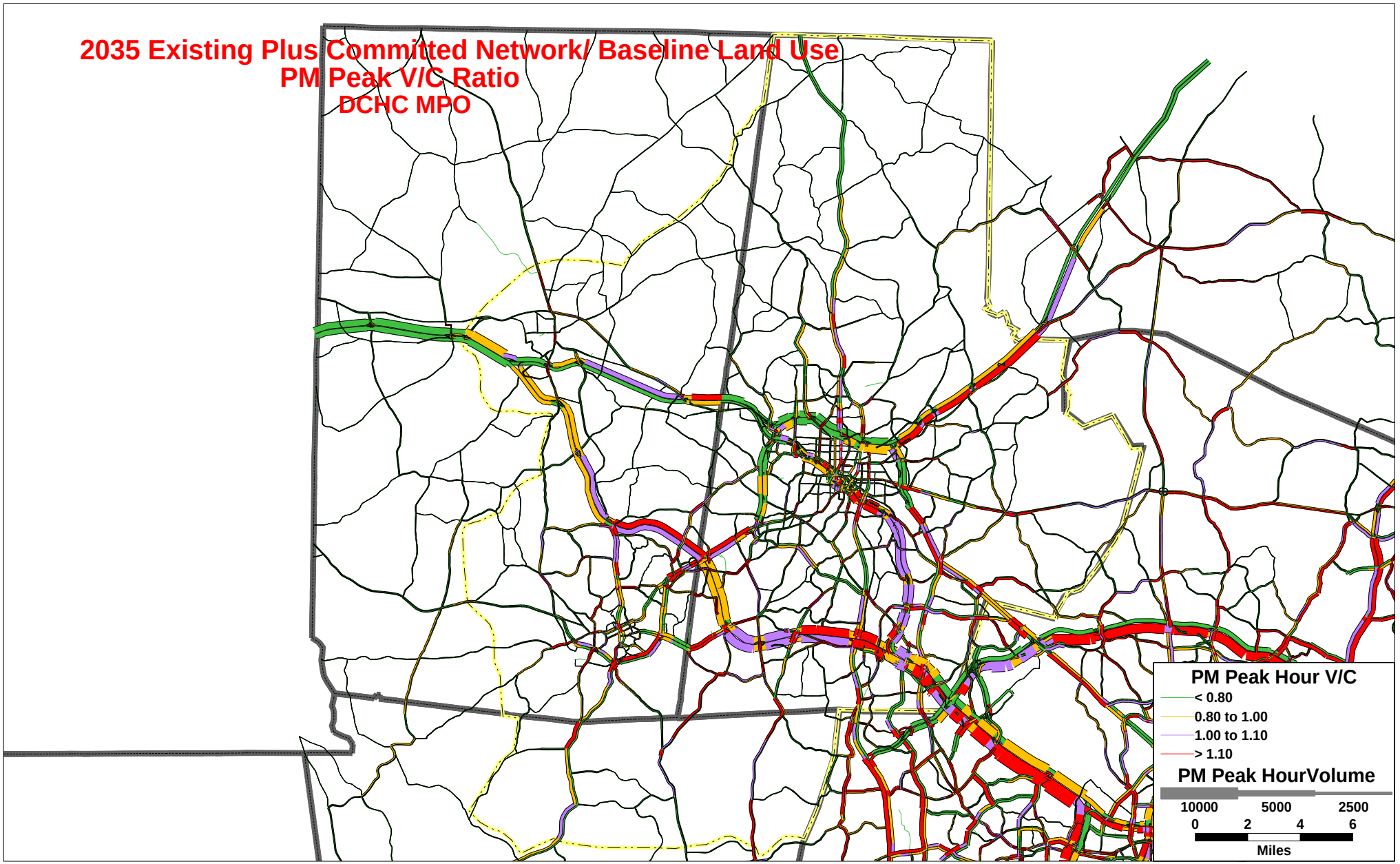
Of particular importance is the comparison of any one option with the **E+C map** (Existing plus Committed), which can be considered a benchmark. The E+C map uses a transportation network with the current roadways and transit services plus any others that have been committed to being implemented, and the Socioeconomic Data (i.e., population and employment) for the year 2035. This map shows the level of service to be experienced if no additional roadways improvements or transit services are implemented, and thus helps to answer the question, "When we make our next transportation investment decision, where do we need to focus our investment?" Furthermore, by comparing the E+C Congestion Map with the transportation options, you can see how well the transportation investments in that option address the congestion in the E+C.

## Congestion Maps for Transportation Options

On the following pages, the Congestion Maps are presented in the following order:

1. Existing Plus Committed (used as a benchmark)
2. Bus Transit option
3. Commuter Rail option
4. Rail Transit option
5. Light Rail Transit option

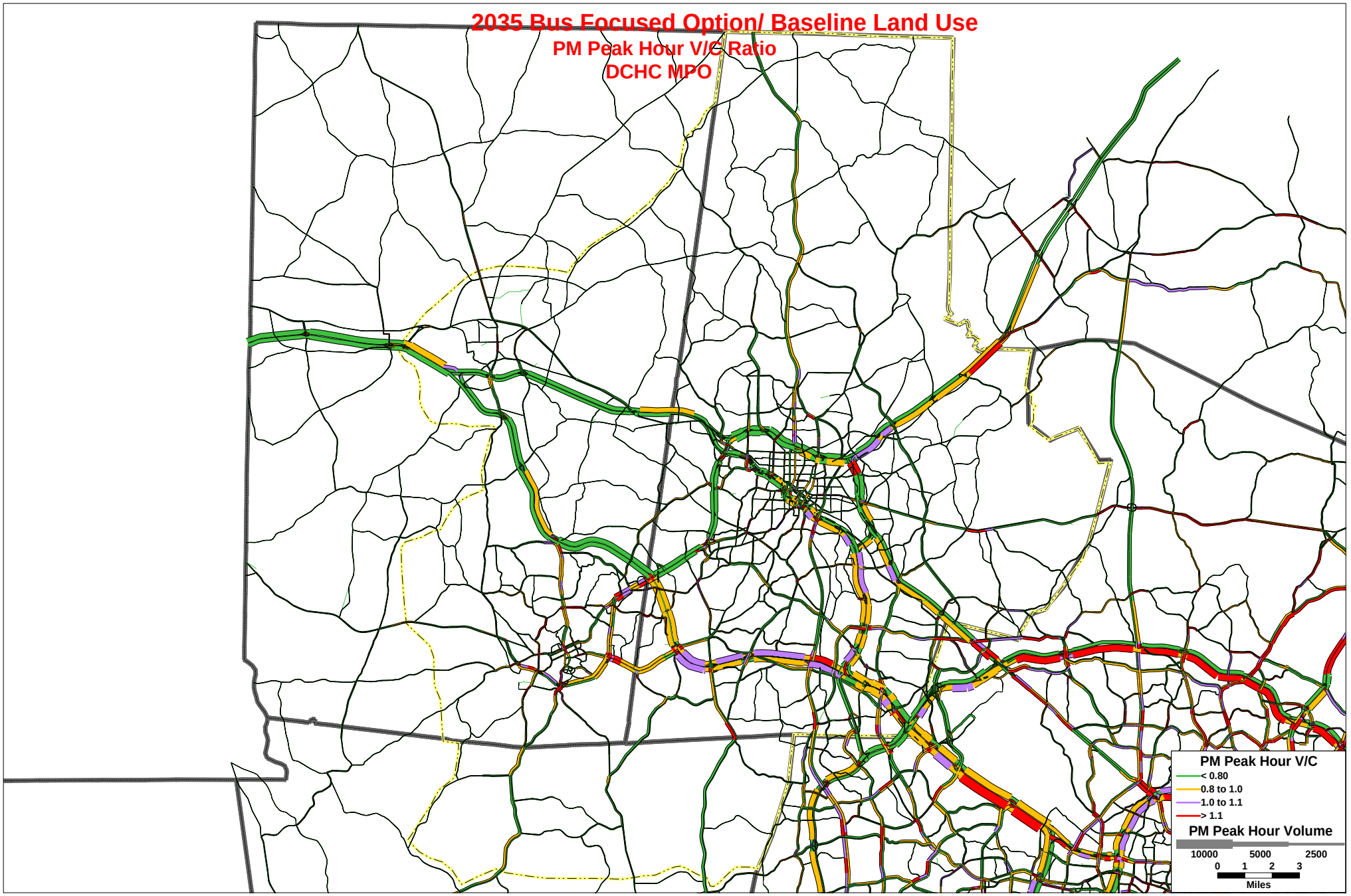
# 2035 Existing Plus Committed Network/ Baseline Land Use
## PM Peak V/C Ratio
## DCHC MPO



# 2035 Bus Focused Option/ Baseline Land Use

## PM Peak Hour V/C Ratio

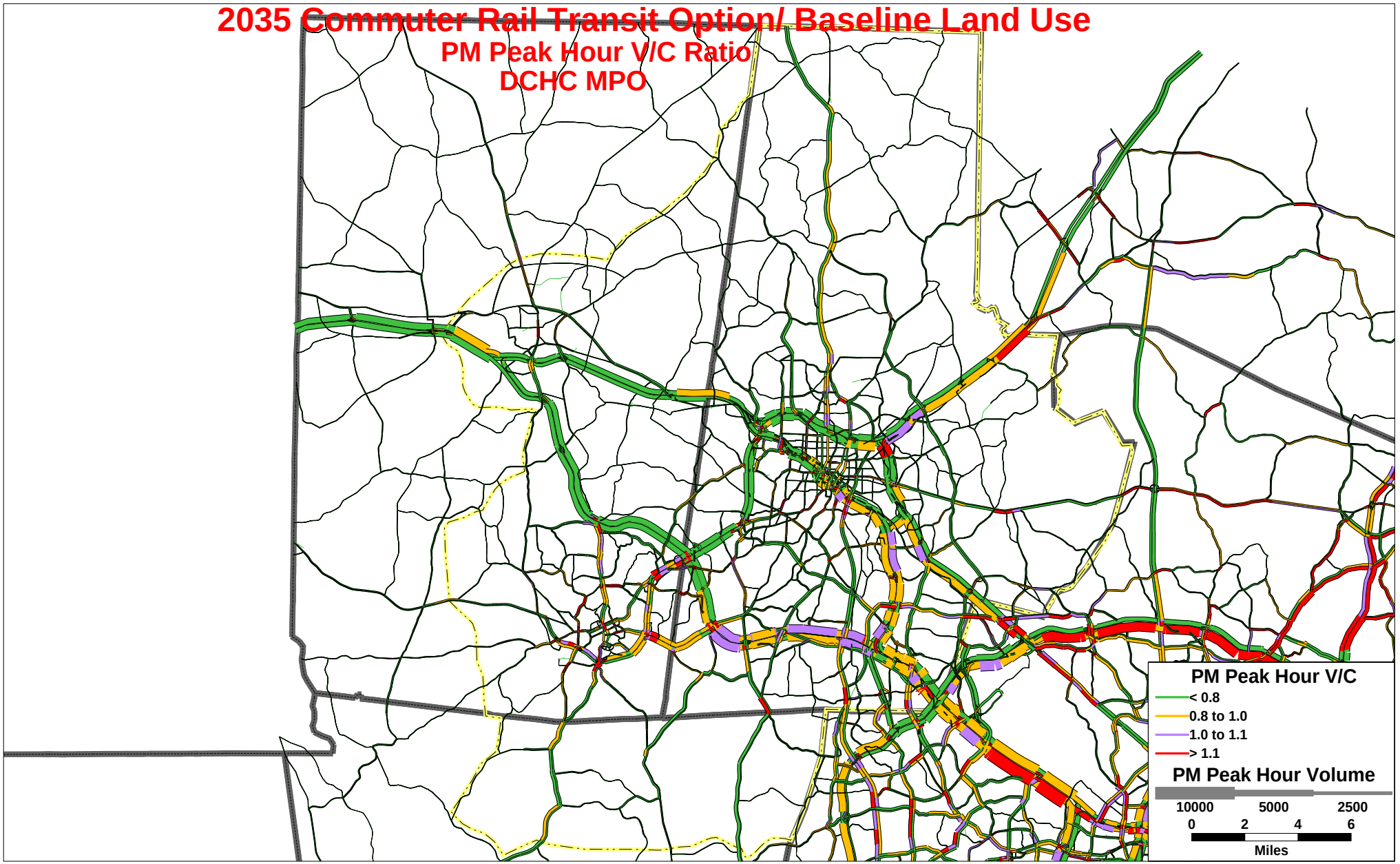
## DCHC MPO



# 2035 Commuter Rail Transit Option/ Baseline Land Use

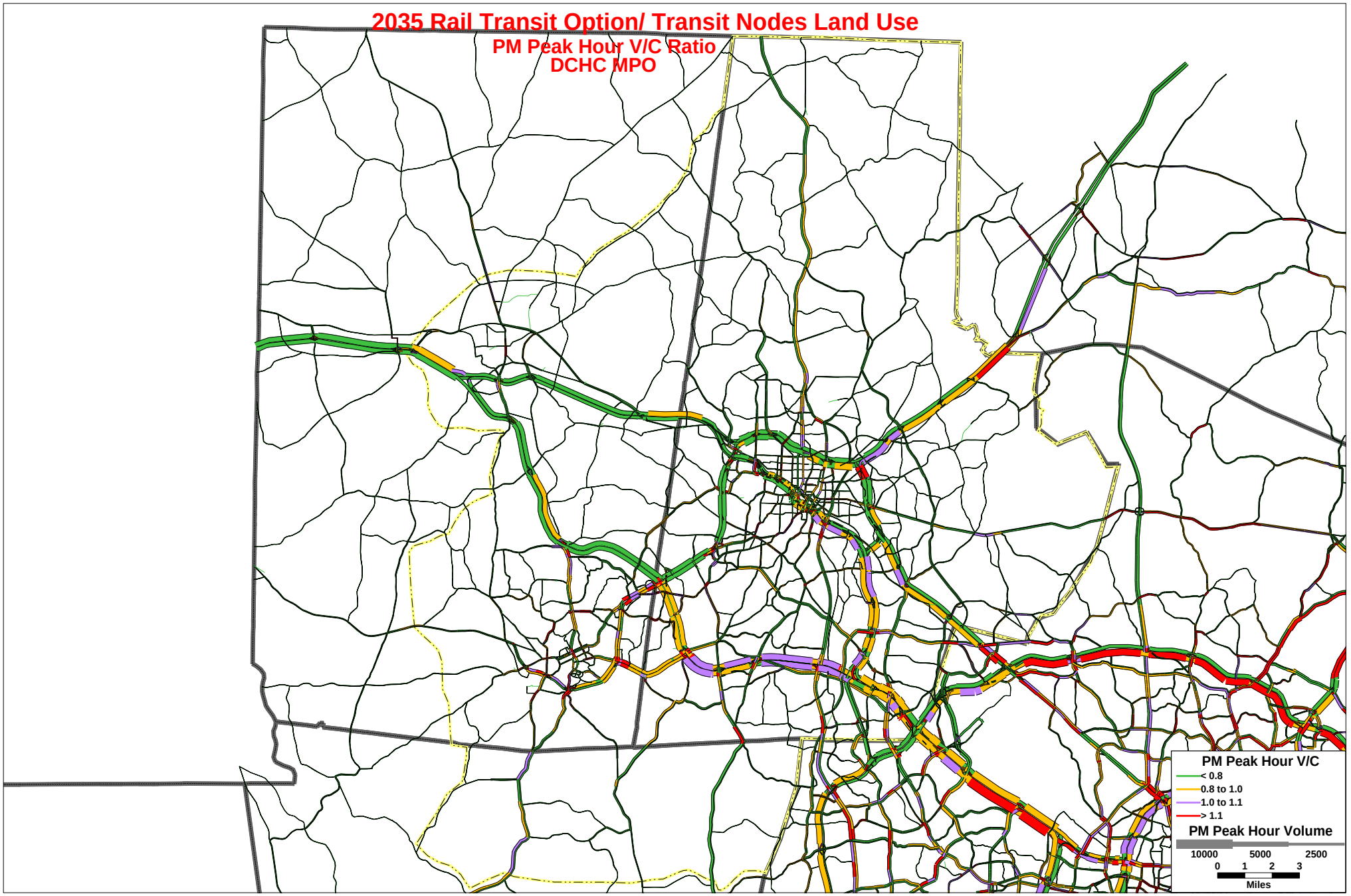
## PM Peak Hour V/C Ratio

## DCHC MPO



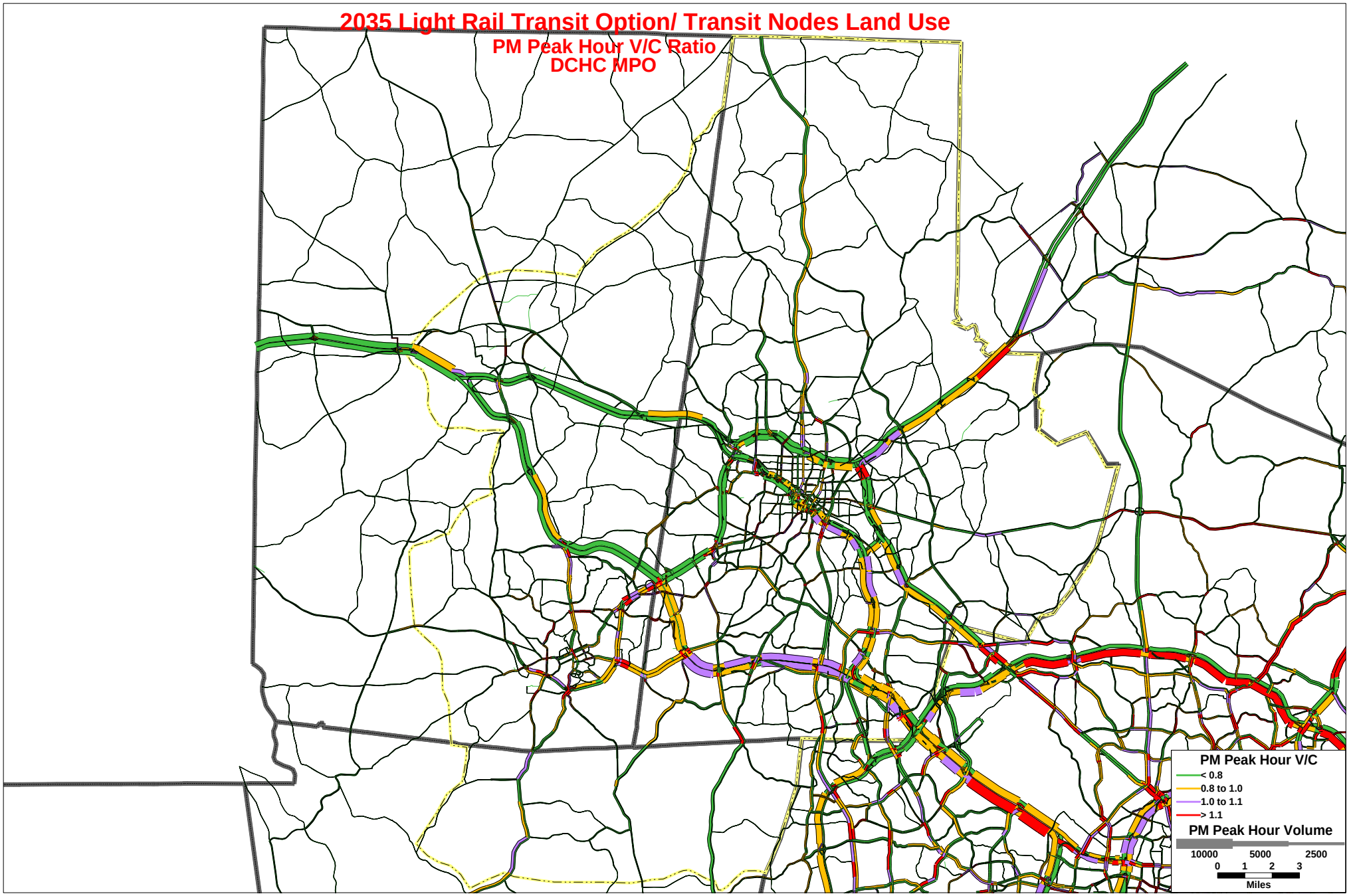
# 2035 Rail Transit Option/ Transit Nodes Land Use

## PM Peak Hour V/C Ratio
## DCHC MPO



# 2035 Light Rail Transit Option/ Transit Nodes Land Use

## PM Peak Hour V/C Ratio
## DCHC MPO



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# DCHC MPO

## *Highway Projects Not Included in 2035 LRTP Transportation Options*

TAC 11/12/08 Attachment 6

| New ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) |
|---|---|---|---|---|---|---|---|
| 2.1 | Alexander Dr. | NC 147 to Miami Blvd | 4 | 6 | Durham | 0.70 | $10,245,211 |
| 5.1 | Anderson St Ext (15th St) | Erwin Rd to Main (US 70 Bus) | 2 | 4 | Durham | 0.10 | $2,543,602 |
| 5.2 | Barbee Road | E Woodcroft Pkwy to Herndon Rd | 2 | 4 | Durham | 1.50 | $12,533,688 |
| 5.3 | Barbee Chapel Road | NC 54 to Farrington Mill Rd. | 2 | 4 | Durham | 1.60 | $12,217,267 |
| 7.1 | Briggs Ave Ext | Lawson-NE Creek Pkway | 2 | 4 | Durham | 1.14 | $8,704,803 |
| 8 | Briggs Ave Ext | So-Hi Dr to Riddle Rd | 2 | 4 | Durham | 1.60 | $12,217,267 |
| 8.1 | Burton Road Ext | Burton Rd to Red Mill Rd/I-85 | 0 | 2 | Durham | 0.56 | $4,106,452 |
| 8.2 | Carpenter Fletcher | Woodcroft Pewit ext to NC 55 | 2 | 4 | Durham | 0.60 | $4,581,475 |
| 10 | Chin Page Ext. | Page Rd to Wake County Line | 2 | 4 | Durham | 0.66 | $6,834,190 |
| 11.1 | Club Blvd | Washington to Roxboro | 2 | 4 | Durham | 0.60 | $4,581,475 |
| 11.2 | Club Blvd | Roxboro to Geer St | 2 | 4 | Durham | 2.70 | $20,616,638 |
| 13 | Cornwallis Rd Ext | Miami Blvd to Chin Page Rd | 0 | 4 | Durham | 0.78 | $12,897,002 |
| 14.1 | Duke Street (North) | I-85 to N Roxboro split | 4 | 6 | Durham | 2.30 | $33,662,837 |
| 15.1 | East End Connector (EEC) HOV/HOT | NC 147 to US 70 E; US 70:EEC to NC 98 | 4 | 8 | Durham | 2.50 | $28,821,720 |
| 18 | FarmHouse/Tramore Conn. | Old NC 86 to Stratford Drive | 0 | 2 | Orange | 0.25 | $1,833,238 |
| 24 | Garrett Rd | NC 751 to US 15-501 | 3 | 4 | Durham | 3.12 | $12,368,782 |
| 25.1 | Geer Street | Club Blvd to Cheek | 2 | 4 | Durham | 2.20 | $16,798,742 |
| 26 | Globe Rd. Ext. (Brier Creek Pkway) | Miami Blvd. To Wake County Line | 2 | 4 | Durham | 1.98 | $15,098,043 |
| 28 | Glover Rd | Angier to US 70 | 2 | 4 | Durham | 1.37 | $10,470,291 |

# DCHC MPO

## *Highway Projects Not Included in 2035 LRTP Transportation Options*

TAC 11/12/08 Attachment 6

| New ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) |
|---|---|---|---|---|---|---|---|
| 29.1 | Hamlin Road Ext | Glenn Rd to Red Mill Rd | 0 | 2 | Durham | 0.60 | $4,399,770 |
| 29.2 | Herndon Rd | Scott King to Barbee Rd/Massey Chapel | 2 | 4 | Durham | 1.90 | $14,508,005 |
| 45.1 | I-40 HOV | NC 86 to I-85/Alamance County Line | 0 | 0 | Durham | 7.20 | $261,496,800 |
| 49.1 | I-85 HOV/HOT | US 70 to Red Mill Rd. | 6 | 8 | Durham | 5.68 | $206,291,920 |
| 50 | Infinity Rd | Roxboro Rd to Snow Hill Rd | 3 | 4 | Durham | 2.77 | $10,995,008 |
| 50.11 | Infinity Rd | Roxboro Rd to Snow Hill Rd | 2 | 3 | Durham | 2.77 | $10,995,008 |
| 50.2 | Kemp Road (SR 1902) | SR 1809 to Olive Branch | 0 | 2 | Durham | 1.00 | $7,332,950 |
| 53 | Leesville Rd Ext | Northern Parkway to US 70/Page Rd. | 2 | 4 | Durham | 1.14 | $8,692,944 |
| 53.11 | Leesville Rd Ext | Northern Durham Parkway to US 70/Angier Ave | 0 | 2 | Durham | 1.14 | $8,359,563 |
| 54 | Leesville Rd Realignment | East of Olive Branch Rd to County line | 2 | 4 | Durham | 1.18 | $9,031,349 |
| 54.1 | Leesville Rd | US 70 to Panoramic Dr | 0 | 2 | Durham | 1.00 | $7,332,950 |
| 57.1 | Massey Chapel Rd | Fayetteville Rd. to Herndon Rd | 2 | 4 | Durham | 0.90 | $6,872,213 |
| 64 | NC 147 HOV/HOT | Alston Ave to East End Connector | 6 | 8 | Durham | 1.84 | $66,826,960 |
| 64.1 | NC 147 HOV/HOT | Alston Ave to I-85 | 6 | 8 | Durham | 11.60 | $421,300,400 |
| 65 | NC 147 HOV/HOT | East End Conn to I-40 | 6 | 8 | Durham | 4.78 | $173,604,820 |
| 89.1 | Orange Factory Road | Snow Hill to Orange Factory | 0 | 2 | Durham | 0.33 | $2,419,874 |
| 89.2 | Orange Factory Road | Treyburn to Staggsville Connector | 0 | 2 | Durham | 1.54 | $11,292,744 |
| 91.1 | Riddle Rd. Extension | Cornwallis to NC 55 | 0 | 2 | Durham | 1.07 | $7,846,257 |
| 94.1 | Roxboro St South | Summit to E. Lakewood | 2 | 4 | Durham | 1.50 | $11,453,688 |

# DCHC MPO

## *Highway Projects Not Included in 2035 LRTP Transportation Options*

TAC 11/12/08 Attachment 6

| New ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) |
|---|---|---|---|---|---|---|---|
| 95 | Scott King Rd | Grandale Dr to Hopson Rd | 2 | 4 | Durham | 0.95 | $7,254,002 |
| 95.1 | Scott King Rd | Grandale Dr to Fayetteville Rd | 2 | 4 | Durham | 1.90 | $14,508,005 |
| 97.1 | Snow Hill Rd (SR 1631) | Infinity Rd to Old Oxford Ext | 0 | 2 | Durham | 0.45 | $3,299,828 |
| 101 | Stagecoach Rd | Farrington Mill Rd to NC 751 | 2 | 4 | Durham | 1.96 | $16,055,119 |
| 101.1 | Staggville Rd (1615) | SR 1619 to SR 1626 | 0 | 2 | Durham | 1.60 | $11,732,721 |
| 103 | SW Durham Dr. | Farrington Rd (I-40 to Old Chapel Hill Rd) | 2 | 4 | Durham | 0.84 | $6,414,532 |
| 106.1 | T. W. Alexander Dr | Miami Blvd to US 70 | 4 | 6 | Durham | 3.40 | $35,336,227 |
| 107 | T. W. Alexander Dr Ext | US 70 to Carpenter Pond (Durham Portion) | 0 | 4 | Durham | 0.66 | $6,931,576 |
| 115.1 | US 70 HOV/HOT | I-85 to East End Connector | 6 | 8 | Durham | 3.00 | $31,179,024 |
| 115.1 | US 70 HOV/HOT | I-85 to East End Connector | 6 | 8 | Durham | 3.00 | $108,957,000 |
| 122.1 | Woodcroft Pkwy | Barbee Rd to Carpenter-Fletcher Rd. | 2 | 4 | Durham | 0.80 | $6,108,634 |
| 123 | Woodcroft Pkwy Ext | Garrett Rd to Hope Valley Rd | 2 | 4 | Durham | 0.27 | $2,061,664 |
| | | | | | **Total Cost =** | | **$1,732,024,277** |

# MEMORANDUM

**TO**: Transportation Advisory Committee
DCHC MPO

**FROM**: DCHC MPO Lead Planning Agency

**DATE:** November 12, 2008

**SUBJECT:** FY 2011-2017 Transportation Improvement Program – Regional Priority List

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NCDOT is on a two year cycle for the development of the Transportation Improvement Program (TIP). The TIP is the document that lists the transportation projects receiving federal and state funding over the next seven years. The Regional Priority List is the document that communicates the MPO's priorities for the funding of transportation projects in the TIP. NCDOT provided the DCHC MPO a copy of the schedule for the development of the FY 2011-2017 TIP (Attachment 7A) on October 27, 2008. This schedule requests that MPOs provide their Regional Priority Lists to NCDOT by March 28, 2008. This is a three month delay from the original schedule as communicated by NCDOT staff in summer 2008. As a result, the DCHC MPO may want to adjust its schedule for the FY 2011-2017 Metropolitan TIP (Attachment 7B) to allow for more review of the Regional Priority List before approval.

For the development of the Regional Priority List, the DCHC MPO approved the Regional Priority List Ranking Methodology on August 13, 2008 (Attachment 7C) and requested that all local jurisdictions provide a local priority list by October 1, 2008. Attachment 7D is a copy of the local priority lists. Local and MPO staff then applied the Ranking Methodology to the submitted projects. On October 22, 2008, the TCC reviewed a draft Regional Priority List with the application of the Ranking Methodology. Since some data was incomplete at the time of the TCC meeting, the TCC recommended that the TAC release the draft list for public comment subject to review by the TCC TIP Subcommittee. The TCC TIP Subcommittee met on October 31, 2008. Most of the missing data was completed, but there remain some unresolved issues. This memo will describe the unresolved issues, the TCC TIP Subcommittee's recommendations, and the TAC's action.

Attachment 7E is a set of three tables (highway, bicycle/pedestrian, and transit) that list the local priority projects and the application of the Ranking Methodology. This could be released as the draft Regional Priority List for public comment. The MPO has customarily released the results of the Ranking Methodology as the draft Regional Priority List for public comment. The TAC can then reorder the projects based on public comments and factors not included in the Ranking Methodology before adopting the Final Regional Priority List.

## Unresolved Issues and TCC TIP Subcommittee Recommendations

Several overlapping projects were submitted by local governments. The following is a list of the overlapping projects that have inconsistent descriptions. The TCC TIP Subcommittee has made

recommendations on the following projects. Homestead Road, Seawell School Road, and the Franklin/Main/Brewer/Merritt Mill intersection have not been resolved. For the remaining projects, Attachment 7E incorporates the TCC TIP Subcommittee's recommendations as described below.

1. **Homestead Road**
   - Town of Carrboro – Old NC 86 to Seawell School Road – bike lanes, sidewalks, transit facilities
   - Town of Chapel Hill – High School Road to NC 86 – bike lanes, sidewalks, and turn lanes
   - Orange County – Old NC 86 to NC 86 – bike lanes and sidewalks (submitted as a highway project, but no capacity improvements were in the description)
   - TCC TIP Subcommittee Recommendation: The three jurisdictions need to come to agreement upon the provision of turn lanes or other capacity expansion on Homestead Road.

2. **Seawell School Road**
   - Town of Carrboro – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities
   - Town of Chapel Hill – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities, and turn lanes
   - TCC TIP Subcommittee Recommendation: The two jurisdictions need to come to agreement upon the provision of turn lanes on Seawell School Road.

3. **Franklin/Main/Brewer/Merritt Mill Intersection**
   - Town of Carrboro – Improve operation for motorists, pedestrians, bicyclists, and transit
   - Town of Chapel Hill – Safety improvements for pedestrians and bicyclists (one of 15 intersection improvements)
   - TCC TIP Subcommittee Recommendation: The two jurisdictions need to come to agreement upon improvements for motorists and transit and if this should be a stand-alone project or grouped with the other intersection improvements.

4. **Old NC 86**
   - Town of Carrboro – Hillsborough Road to Homestead Road – bike lanes, sidewalks, transit facilities
   - Town of Carrboro – Homestead Road to Eubanks Road – bike lanes, sidewalks, transit facilities
   - Orange County – Hillsborough Road to I-40 – bicycle facilities
   - TCC TIP Subcommittee Recommendation: Split into three projects.
     1) Hillsborough to Homestead – bike lanes, sidewalks, and transit;
     2) Homestead to Eubanks – bike lanes, sidewalks, and transit;
     3) Eubanks to I-40 – bicycle facilities

5. **Eubanks Road**

- Town of Carrboro – Old NC 86 to Rogers Road – bike lanes, sidewalks, transit facilities
- Orange County – Old NC 86 to NC 86 – bike lanes
- TCC TIP Subcommittee Recommendation: Split into two projects.
    1) Old NC 86 to Rogers Road – bike lanes, sidewalks, and transit;
    2) Rogers Road to NC 86 – bike lanes

**6. Mount Carmel Church Road**

- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, transit, and safety improvements
- Orange County – US 15-501 to county line – bike lanes
- TCC TIP Subcommittee Recommendation: Combine into one project with bike lanes, sidewalks, transit, and safety improvements.

**7. Erwin Road**

- Durham County – County line to NC 751 – bike lanes and sidewalks
- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, and safety improvements
- TCC TIP Subcommittee Recommendation: Combine into one project US 15-501 to NC 751 bike lanes and sidewalks.

**8. Ephesus Church Road**

- Durham County – County line to Farrington Road – bike lanes and sidewalks
- Town of Chapel Hill – US 15-501 to Pope Road – bike lanes, sidewalks, and safety improvements
- TCC TIP Subcommittee Recommendation: Combine into one project US 15-501 to Farrington Road bike lanes and sidewalks.

**9. Barbee Chapel Road**

- Durham County – NC 54 to Stagecoach Road – bike lanes and sidewalks
- Town of Chapel Hill – NC 54 to Downing Creek Parkway – bike lanes and sidewalks
- TCC TIP Subcommittee Recommendation: Combine into one project NC 54 to Stagecoach Road bike lanes and sidewalks.

*The TCC TIP Subcommittee did not discuss Estes Drive extension at their meeting. LPA Staff have made the following recommendation for this project. This change is included in Attachment 7E.*

**10. Estes Drive Extension**

- Town of Carrboro – Greensboro Street to Town limits – bike lanes, sidewalks, and transit accommodations – multi-use path from Williams Street to Estes Drive Extension
- Town of Chapel Hill – Town limits to NC 86 – bike lanes and sidewalks

- LPA Staff Recommendation: Combine into one project Greensboro Street to NC 86 bike lanes, sidewalks, and transit with multi-use path from Williams Street to Estes Drive Extension

If project descriptions or limits are changed, the tables in Attachment 7E may need to be updated before they are released for public comment.

**TCC Recommendation:** That the TAC release the Draft Regional Priority List for public comment and schedule a public hearing at the December 10, 2008 TAC meeting.

**TAC Action:** Release the Draft Regional Priority List for public comment and schedule a public hearing at the December 10, 2008 TAC meeting.

Due to the extended deadline for MPO Regional Priority Lists, the TAC may opt to refer the Regional Priority List back to the TCC and revise the MPO schedule for approval of the Regional Priority List.

# TENTATIVE DATES FOR A FINAL 2011–2017 STIP

**JUNE 5, 2008**

- **FINAL 2009-2015 STIP WAS PRESENTED TO BOARD OF TRANSPORTATION**
- **2009-2015 STIP WAS APPROVED BY NCBOT AND RELEASED TO PUBLIC**
- **FINAL 2009-2015 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL**

**SEPTEMBER 30, 2008**

- **RECEIVED LETTER FROM FHWA AND FTA APPROVING THE 2009-2015 STIP**

**JANUARY – FEBRUARY - MARCH 28, 2009**

- **MPO/RPO AND PUBLIC TO PROVIDE PRIORITIZED PROJECT REQUESTS FOR CONSIDERATION IN DRAFT 2011-2017 STIP UPDATE PROCESS**
- **IF PRIORITIZED REQUESTS ARE NOT AVAILABLE FOR DRAFT CONSIDERATION, PLEASE PROVIDE INFORMATION BY FEBRUARY 26, 2010, FOR FINAL 2011-2017 STIP CONSIDERATION**

**FEBRUARY – MARCH – APRIL, 2009**

- **PUBLIC MEETINGS IN EACH HIGHWAY DIVISION TO SOLICIT INPUT FOR CONSIDERATION DURING THE 2011-2017 STIP UPDATE**

**MAY 1, 2009**

- **FPC TO PROVIDE APPROVED STIP BUDGET AND INFLATION FACTORS**

**JUNE – AUGUST, 2009**

- **REVIEW PROPOSED 2011-2017 DRAFT STIP WITH NCBOT MEMBERS AND DIVISION ENGINEERS**

**NOVEMBER 5, 2009**

- **DRAFT 2011-2017 STIP PRESENTED TO THE NCBOT AND PUBLIC FOR REVIEW/COMMENT**
- **DRAFT 2011-2017 STIP PLACED ON PROGRAM DEVELOPMENT BRANCH WEB SITE**
- **2011-2017 MPO/RPO DRAFT DOCUMENTS WILL BE RELEASED TO RESPECTIVE AGENCIES**

**JANUARY – FEBRUARY, 2010**

- **PUBLIC MEETINGS IN EACH OF THE HIGHWAY DIVISIONS TO SOLICIT COMMENTS ON THE DRAFT 2011-2017 STIP RELEASED ON NOVEMBER 5, 2009**

**FEBRUARY – MARCH – APRIL, 2010**

- **REVIEW PROPOSED FINAL 2011-2017 STIP WITH NCBOT MEMBERS AND DIVISION ENGINEERS AND MPO'S**

**JUNE 3, 2010**

- **FINAL 2011-2017 STIP TO BOARD OF TRANSPORTATION FOR APPROVAL**
- **2011-2017 STIP APPROVED BY NCBOT AND RELEASED TO MPO'S/RPO'S AND PUBLIC**
- **FINAL 2011-2017 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL**

## --- SCHEDULES SUBJECT TO CHANGE ---

# Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

## *Development Schedule*

### FY 2011-2017 Metropolitan Transportation Improvement Program

| Due Date | Task |
|---|---|
| July-Aug 2008 | TCC Subcommittee develops Regional Priority List Ranking Methodology |
| 23-July-2008 | TCC recommends Regional Priority List Ranking Methodology |
| **13-Aug-2008** | **TAC approves the Regional Priority List Ranking Methodology** |
| Aug –Sept 2008 | Jurisdictions develop local priority lists |
| 1-Oct-2008 | TCC receives local priority lists from member jurisdictions/agencies with application of the Ranking Methodology |
| October 2008 | Development of the Draft Regional Priority List |
| 22-Oct-2008 | TCC recommends Draft Regional Priority List. |
| **12-Nov-2008** | **TAC releases Draft Regional Priority List for a minimum 21-day public comment period** |
| Nov– Dec 2008 | Local jurisdictions offer comments on the Regional Priority List |
| **10-Dec-2008** | **TAC holds a Public Hearing on Draft Regional Priority List.** |
| 17-Dec-2008 | TCC considers TAC comments, public comments and input from local governments on the Regional Priority List. TCC makes recommendations as needed. |
| **14-Jan-2008** | **TAC approves Final Regional Priority List** |
| 28-Mar-2009 | NCDOT deadline for Regional Priority Lists |
| Feb – April 2009 | NCDOT holds statewide public meetings |
| 5-Nov-2009 | State Board of Transportation (BOT) releases Draft 2011-2017 State Transportation Improvement Program (STIP) |
| **11-Nov-2009** | **TAC releases the Draft 2011-2017 Metropolitan Transportation Improvement Program (MTIP) for a minimum 21-day public comment period.** |
| **9-Dec-2009** | **TAC holds a Public Hearing on the Draft 2011-2017 MTIP.** |
| Jan-Feb 2010 | NCDOT holds statewide public meetings Draft 2011-2017 STIP |
| Feb-April 2010 | One-on-one meetings with NCDOT and MPOs on Draft 2011-2017 STIP |
| 3-June-2010 | State BOT approves the Final 2011-2017 STIP |
| **9-June-2010** | **TAC approves the Final 2011-2017 MTIP** |

# DURHAM-CHAPEL HILL-CARRBORO MPO
# METHODOLOGY FOR RANKING
# METROPOLITAN TRANSPORATION IMPROVEMENT PROGRAM
# PRIORITY PROJECT REQUESTS (FY 2011-2017)

## INTRODUCTION

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). SAFETEA-LU calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

## OBJECTIVE

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

## METHODOLOGY GOALS

- Produce a program of projects (or project priorities) which satisfies MPO, local and state goals, and addresses SAFETEA-LU policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.

- Be simple enough for project-level analysis without requiring unnecessary data collection.

- Be understandable by the general public.

## PROCEDURE FOR RANKING PROJECTS

### 1. Goal Setting For Regional Priority List

Since the Regional Priority List should be a subset of the DCHC MPO Long Range Transportation Plan (LRTP), the goals for the regional priority list are the same as the DCHC MPO goals and objectives in the 2035 LRTP.

### 2. Submission of Local Priority Lists

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The

DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

a. Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?

b. Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?

c. Timing Factor – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

Local jurisdictions may also elect to use the ranking methodology to create their local priority lists but are not required to do so. The TCC will review local priority lists for adherence to these screening criteria before applying the ranking methodology.

Local jurisdictions shall provide the DCHC MPO a list of projects in priority order. The list may be grouped by mode (highway, transit, bicycle and pedestrian), but does not need to be. The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc. Local jurisdictions are also asked to gather information about their projects and apply the ranking methodology by using the input spreadsheet.

**3. Development of the Regional Priority List**

DCHC MPO staff will combine the local priority lists into a regional priority list by mode and complete the application of the ranking methodology. Projects will be listed in order of the points on the draft regional priority list. This draft list will be presented at a TCC meeting. The TCC first examines the consistency in which local jurisdictions have responded to the screening criteria and applied the methodology. If the methodology is not applied consistently, the TCC can agree to change some responses for consistency among all projects. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.

The TAC will release the draft list for public comment and hold a public hearing at a TAC meeting. The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. After review and public comment, the TAC will approve the final Regional Priority List and forward this to NCDOT.

The TCC and TAC may also develop a combined mode comprehensive Regional Priority List. This list would be based on policy priorities, not the ranking methodology because the points are not comparable across different modes.

## APPLICATION OF THE METHODOLOGY

1. There are three separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle and pedestrian; and 3) transit. ITS, TSM, and TDM projects would be included

in whichever mode best fits the specific project. The three ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable.

2. Points are weighted and totaled for each project using the three modal ranking methodologies outlined on the last pages of this document.

3. Projects are listed in order of points except for the transit projects. Transit projects are first sorted by year needed with the earliest year (2011) first and then they are listed in order of points. Projects receiving the same number of points are ordered by the local ranking. If the local ranking is also the same (for example, Orange County-1 vs. Chapel Hill-1), then the project with the most additional local rankings will be ranked higher. If the projects also have the same number of additional local rankings, then the project with the highest additional local ranking will be ranked higher.

**MODAL RANKING METHODOLOGIES IN DETAIL**

**Highway**

All seven point categories are weighted equally. A maximum of four points can be received for each point category.

1. *Travel Demand* - This category awards points to projects based on the level of travel demand. For road projects, travel demand is measured by the volume to capacity (V/C) ratio based on the 2035 socio-economic data on the existing plus committed network. For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used. Projects must have a V/C ratio of at least 0.80 to receive points. All projects with a V/C greater than 0.80 will be divided equally into four quartiles based on V/C ratio. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects reduce congestion system-wide.

   Local jurisdictions are asked to provide the V/C ratio for their local priorities. MPO staff will divide the projects into quartiles and award points.

2. *Safety (Crashes/100 Million Vehicle Miles)* - Safety points are awarded to projects with reported crash rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 crashes per 100 million vehicle miles (or, 330-370 CRASHES/100 MVM). Projects must have a crash rate of at least 300 CRASHES/100 MVM to receive points. All projects with a crash rate of at least 300 ACC/100 MVM will be divided equally into four quartiles based on crash rate. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects improve safety system-wide.

   Local jurisdictions are asked to provide the crash rate for their local priorities using the NCDOT database. MPO staff will divide the projects into quartiles and award points.

3. *Benefits to Other Modes of Transportation or Use of New Technology* – Points are awarded to projects based on how they benefit other modes of transportation and deploy new technology (carpool, transit, bicycle, pedestrian, ITS, and TDM). For example, a road widening that adds

additional travel lanes, bicycle lanes, and sidewalks on a transit route would benefit three other modes.

Local jurisdictions are asked to describe the benefits and apply the ranking methodology.

4. *Environmental Impacts* - Points are awarded based on the impact on wetlands, streams, water supply watersheds, wildlife habitat, parks, and air quality.

   The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on a GIS analysis.

5. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, recreation facilities, historic resources, and cemeteries.

   The MPO will provide local jurisdictions a base map of community resources and 2005 population density by Traffic Analysis Zone. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

6. *Environmental Justice*- Points are awarded based on the impact on low-income and minority populations. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

   The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

7. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

   Local jurisdictions are asked to provide funding status and apply the ranking methodology.

**Bicycle and Pedestrian**

All nine point categories are weighted equally. A maximum of three points can be received for each point category.

1. *Traffic Volume* - This category awards points to projects based on the amount of vehicular traffic on the road that the bicycle and pedestrian facility is provided on. Off-road greenways are based on the parallel or alternate roadways. More points are provided for higher volume facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways. The traffic counts should be taken from the latest Annual Average Daily Traffic (AADT) maps on the NCDOT website.

   Local jurisdictions are asked to provide the AADT and apply the ranking methodology.

2. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best

knowledge of the area and the NCDOT right-of-way database. Extensive research into property deeds is not required.

Local jurisdictions are asked to provide an estimate of right-of-way and apply the ranking methodology.

3. *Travel Demand from Local Land Uses* – This category awards points to projects based on the proximity to schools, colleges, parks, major retail centers, transit routes, and major employment centers. The bicycle and pedestrian project travel demand worksheet will be used to assign interim points for each project. Projects will be divided equally into four quartiles based on the interim points. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

   The interim points are assigned using two different tables for bicycle and pedestrian projects to reflect the different travel times and accessibility of the two modes. The numbers of land uses or amenities within the specified distance for the project are recorded on the worksheet. The worksheet multiplies the number of land uses by the appropriate points and total points are calculated by the worksheet. The land uses considered are schools (public or private elementary, middle, or high schools), colleges and universities, major retail centers (over 100,000 square feet or locally recognized shopping districts – i.e. downtown areas), major employment centers (Traffic Analysis Zones over 1,000 in employment in 2005), and fixed transit routes. If a project includes both bicycle and pedestrian improvements, the travel demand points are added together for a total.

   Local jurisdictions are asked to provide the number of land uses served by the project in the travel demand worksheet. MPO staff will divide the projects into quartiles and award final points.

4. *Local Connectivity to Existing Bicycle and Pedestrian Facilities* - Points are awarded based on if projects connect to existing bicycle and pedestrian facilities. This will reward projects that extend the existing bicycle and pedestrian network. Connections are to be counted by street and greenway centerlines (i.e. if a project connects to a street that has sidewalks on both sides of the street, it is only counted as one connection). Projects will be divided equally into four quartiles based on the number of connections. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

   Local jurisdictions are asked to provide a list of facilities that the project will connect. MPO staff will divide the projects into quartiles and award final points.

5. *Regional Connectivity* – Points are awarded to bicycle based on if the project is a part of the regional routes recognized in the 1992 Regional Bicycle Plan (these routes will be reevaluated as part of the 2035 LRTP process). Projects part of a regional bicycle route that partially exists receive three points. Projects part of a regional bicycle route that does not currently exist receive two points. Projects not part of a regional bicycle route that connect to a regional bicycle route receive one points. Projects that are not part of a regional bicycle route and do not connect to a regional bicycle route receive zero points.

   Points are awarded to pedestrian only projects based on if the project provides a pedestrian connection to regional and local buses. Project limits that include a bus stop for an existing Triangle Transit regional route receive three points. Project limits that include a station area for

a future regional rail receive two points. Project limits that include a bus stop for a local bus route receive one point. Project limits that do not include a bus stop for a transit route receive zero points.

6. *Environmental Impacts* - Points are awarded based on the impact on wetlands, streams, water supply watersheds, and wildlife habitat.

   The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on a GIS analysis.

7. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, and recreation facilities. Since bicycle and pedestrian facilities are perceived as amenities and usually require little right-of-way acquisition, projects that serve more dense neighborhoods and community facilities receive more points.

   The MPO will provide local jurisdictions a base map of community resources and 2005 population density by Traffic Analysis Zone. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

8. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since bicycle and pedestrian facilities are perceived as amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

   The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

9. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

   Local jurisdictions are asked to provide funding status and apply the ranking methodology.

**Transit**

Transit projects are awarded points based on seven categories. A maximum of four points can be received for each point category. The year needed must be provided for each project. Projects will be ordered by year needed and then by points.

1. *Service Type* – This category is designed to award points to projects that are essential to maintaining the current transit service. Service expansion and enhancements receive fewer points.
   Local jurisdictions are asked to categorize projects and apply the ranking methodology.

2. *Annual Ridership* – This category awards points to projects that serve more riders. Ridership is calculated on an annual basis. The method of calculating riders varies by project type:

   Replacement Vehicles = # of vehicles * average annual ridership per vehicle

Operating & Maintenance Expenses = annual system ridership
Expansion Vehicles = model output OR # of vehicles * system minimum standard for annual ridership per vehicle
Fixed Guideway / BRT / Express Bus = model output
Park & Ride Lots = spaces * service days/year
Passenger Amenities = # of stops * average daily boarding per stop * service days/year
ITS = annual ridership on affected vehicles

Local jurisdictions are asked to provide the annual ridership. MPO staff will divide the projects into quartiles and award points.

3. *Regional Connectivity* – Projects receive points based on the number of connections to other transit systems. The transit systems considered are: DATA, Chapel Hill Transit, TTA, Orange Public Transit, and Duke University Transit. These are the fixed route systems in the MPO.

   Local jurisdictions are asked to apply the ranking methodology.

4. *Environmental Impacts* - Points are awarded based on the impact on the natural environment. Since most transit projects use existing roadway facilities and thus do not require construction, projects are assessed based on their relative positive air quality impacts. Transit projects that require construction such as fixed guideway, BRT, and park and ride lots should have points deducted if significant environmental impacts may occur due to construction, including impacts on wetlands, streams, water supply watersheds, and rare species habitats.

   The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on project type and a GIS analysis for construction projects.

5. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, and recreation facilities. Since transit projects are community amenities and usually require little right-of-way acquisition, projects that serve more dense neighborhoods and community facilities receive more points.

   The MPO will provide local jurisdictions a base map of community resources and 2005 population density by Traffic Analysis Zone. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

6. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since transit projects are community amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

   The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

7. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has post year status in the TIP.

   Local jurisdictions are asked to provide funding status and apply the ranking methodology.

**OBSERVATIONS**

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.

- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.

- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).

- The utility of ranking more than 25 projects is minimal due to the availability of project funds.

**HIGHWAY**

| | RANKING CRITERIA (MEASURES) | SCORE (points) | Category Weight |
|---|---|---|---|
| | | | |
| 1 | ***Travel Demand*** | | 1 |
| | **2035 volume to capacity ratio (v/c) on existing or parallel roadway** | | |
| | Traffic Signal System, TDM, ITS Projects | 4 | |
| | First quartile of ranked projects, v/c >0.80 | 4 | |
| | Second quartile of ranked projects, v/c >0.80 | 3 | |
| | Third quartile of ranked projects, v/c >0.80 | 2 | |
| | Fourth quartile of ranked projects, v/c >0.80 | 1 | |
| | v/c <= 0.80 | 0 | |
| | | | |
| 2 | ***Safety*** | | 1 |
| | **Crash rate (accidents/100 million VMT)** | | |
| | Traffic Signal System, TDM, ITS Projects | 4 | |
| | First quartile of ranked projects, Crash Rate >300 accidents/100 million VMT | 4 | |
| | Second quartile of ranked projects, Crash Rate >300 accidents/100 million VMT | 3 | |
| | Third quartile of ranked projects, Crash Rate >300 accidents/100 million VMT | 2 | |
| | Fourth quartile of ranked projects, Crash Rate >300 accidents/100 million VMT | 1 | |
| | Crash Rate <=300 accidents/100 million VMT | 0 | |
| | | | |
| 3 | ***Benefits to Other Modes of Transportation or Deployment of New Technology*** | | 1 |
| | Any 4 or more modes (Carpool, transit, bike, pedestrian, ITS, TDM) | 4 | |
| | Any 3 modes (Carpool, transit, bike, pedestrian, ITS, TDM) | 3 | |
| | Any 2 modes (Carpool, transit, bike, pedestrian, ITS, TDM) | 2 | |
| | Any 1 mode (Carpool, transit, bike, pedestrian, ITS, TDM) | 1 | |
| | No other modes | 0 | |
| | | | |
| 4 | ***Environmental Impacts*** | | 1 |
| | **Based on air quality impacts and GIS analysis including wetlands, stream crossings, rare species habitat, parks, and water supply watersheds. Uses environmental impacts worksheet.** | | |
| | No negative or adverse impacts or positive impact | 4 | |
| | Low negative or adverse impacts | 3 | |
| | Medium negative or adverse impacts | 2 | |
| | Medium-High negative or adverse impacts | 1 | |
| | High negative or adverse impacts | 0 | |
| | | | |
| 5 | ***Community Impacts*** | | 1 |
| | **Based on GIS analysis including population density, schools, parks and recreation, historic resources, and cemeteries. Uses community impacts worksheet.** | | |
| | No negative or adverse impacts or positive impact | 4 | |
| | Low negative or adverse impacts | 3 | |
| | Medium negative or adverse impacts | 2 | |
| | Medium-High negative or adverse impacts | 1 | |
| | High negative or adverse impacts no mitigation | 0 | |
| | | | |
| 6 | ***Environmental Justice Impacts*** | | 1 |
| | **Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.** | | |
| | Positive impact | 4 | |
| | No negative or adverse impacts | 3 | |
| | Low negative or adverse impacts | 2 | |
| | Medium negative or adverse impacts | 1 | |
| | High negative or adverse impacts | 0 | |
| | | | |
| 7 | ***Funding Status in TIP*** | | 1 |
| | Partially funded in current TIP cycle at least 25% of total cost (construction & ROW) | 4 | |
| | Partially funded in current TIP cycle at least 10% of total cost (construction & ROW) | 3 | |
| | Partially funded in current TIP cycle at least 5% of total cost (construction & ROW) | 2 | |
| | Partially funded in post year (construction & ROW) | 1 | |
| | Not programmed in TIP | 0 | |

**BIKE/PED**

| | RANKING CRITERIA (MEASURES) | SCORE (points) | Category Weight |
|---|---|---|---|
| | | | |
| 1 | ***Traffic Count*** | | 1 |
| | **2005 AADT on existing or parallel roadway** | | |
| | 10,000 or greater AADT | 3 | |
| | 2,000 to 10,000 AADT | 2 | |
| | Under 2,000 AADT | 1 | |
| | | | |
| 2 | ***Right-of-Way Availability*** | | 1 |
| | Adequate right-of-way available | 3 | |
| | Some right-of-way available | 2 | |
| | Much right-of-way needed | 1 | |
| | Major barriers to right-of-way acquisition | 0 | |
| | | | |
| 3 | ***Travel Demand from Local Land Uses*** | | 1 |
| | **Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers. Uses bike/ped travel demand worksheet.** | | |
| | First quartile of ranked projects | 3 | |
| | Second quartile of ranked projects | 2 | |
| | Third quartile of ranked projects | 1 | |
| | Fourth quartile of ranked projects | 0 | |
| | | | |
| 4 | ***Local Connectivity to Existing Bicycle and Pedestrian Facilities*** | | 1 |
| | **Based on number of connections to existing bicycle and pedestrian facilities** | | |
| | First quartile of ranked projects | 3 | |
| | Second quartile of ranked projects | 2 | |
| | Third quartile of ranked projects | 1 | |
| | Fourth quartile of ranked projects | 0 | |
| | | | |
| 5 | ***Regional Connectivity*** | | 1 |
| | **Based on recognized regional bicycle routes AND/OR pedestrian connections to transit** | | |
| | Part of regional bicycle route that already partially exists AND/OR pedestrian connection to TT regional route | 3 | |
| | Part of regional bicycle route that does not partially exist AND/OR pedestrian connection to future regional rail | 2 | |
| | Local bicycle route that connects to an existing regional bicycle route AND/OR pedestrian connection to local bus | 1 | |
| | Local bicycle route OR no pedestrian connection to transit | 0 | |
| | | | |
| 6 | ***Safety*** | | 1 |
| | **Based on number of crashes involving pedestrians and bicyclists on existing or parallel roadway.** | | |
| | First quartile of ranked projects | 3 | |
| | Second quartile of ranked projects | 2 | |
| | Third quartile of ranked projects | 1 | |
| | Fourth quartile of ranked projects | 0 | |
| | | | |
| 7 | ***Environmental Impacts*** | | 1 |
| | **Based on GIS analysis including wetlands, stream crossings, rare species habitat, and water supply watershed. Uses environmental impacts worksheet.** | | |
| | High positive impact | 3 | |
| | Medium positive impact | 2 | |
| | Low positive impact | 1 | |
| | Negative impact | 0 | |
| | | | |
| 8 | ***Community Impacts*** | | 1 |
| | **Based on GIS analysis including population density, schools, and parks and recreation facilities. Uses community impacts worksheet.** | | |
| | High positive impact | 3 | |
| | Medium positive impact | 2 | |
| | Low positive impact | 1 | |
| | Negative impact | 0 | |
| | | | |
| 9 | ***Environmental Justice Impacts*** | | 1 |
| | **Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.** | | |
| | High positive impact | 3 | |
| | Medium positive impact | 2 | |
| | Low positive impact | 1 | |
| | Negative impact | 0 | |
| | | | |
| 10 | ***Funding Status in TIP*** | | 1 |
| | Partially funded in current TIP cycle at least 25% of total cost (construction & ROW) | 3 | |
| | Partially funded in current TIP cycle at least 10% of total cost (construction & ROW) | 2 | |
| | Partially funded in post year (construction & ROW) | 1 | |
| | Not programmed in TIP | 0 | |

**TRANSIT**

| | RANKING CRITERIA (MEASURES) | SCORE (points) | Category Weight |
|---|---|---|---|
| | | | |
| 1 | ***Service Type*** | | 1 |
| | Replacement vehicles, operating and maintenance expenses (provides an essential service to maintain the current level of transit service) | 4 | |
| | Expansion vehicles, new fixed guideway, BRT, or express bus, new park and ride lots | 3 | |
| | Enhancements, passenger amenities, ITS | 2 | |
| | | | |
| 2 | ***Ridership*** | | 1 |
| | **Estimated number of new or benefited riders per year** | | |
| | First quartile of ranked projects | 4 | |
| | Second quartile of ranked projects | 3 | |
| | Third quartile of ranked projects | 2 | |
| | Fourth quartile of ranked projects | 1 | |
| | | | |
| 3 | ***Connectivity*** | | 1 |
| | **Connections to fixed route transit systems (CAT, CHT, DATA, Duke, OPT, TT, Wolfline)** | | |
| | Provides 5 or more connections | 4 | |
| | Provides 4 connections | 3 | |
| | Provides 3 connections | 2 | |
| | Provides 2 connections | 1 | |
| | Provides 1 connection | 0 | |
| | | | |
| 4 | ***Environmental Impacts*** | | 1 |
| | **Based on vehicle type, air quality impacts and GIS analysis including wetlands, stream crossings, water supply watersheds, rare species habitat, parks, etc. Uses environmental impacts worksheet.** | | |
| | Very high positive impact | 4 | |
| | High positive impact | 3 | |
| | Medium positive impact | 2 | |
| | Low negative impact | 1 | |
| | High Negative impact | 0 | |
| | | | |
| 5 | ***Community Impacts*** | | 1 |
| | **Based on GIS analysis including population density, schools, and parks and recreation. Uses community impacts worksheet.** | | |
| | High positive impact | 4 | |
| | Medium positive impact | 3 | |
| | Low positive impact | 2 | |
| | Low negative impact | 1 | |
| | High Negative impact | 0 | |
| | | | |
| 6 | ***Environmental Justice Impacts*** | | 1 |
| | **Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.** | | |
| | High positive impact | 4 | |
| | Medium positive impact | 3 | |
| | Low positive impact | 2 | |
| | Neutral | 1 | |
| | Negative impact | 0 | |
| | | | |
| 7 | ***Funding Status in TIP*** | | 1 |
| | Partially funded in current TIP cycle at least 25% of total cost | 4 | |
| | Partially funded in current TIP cycle at least 10% of total cost | 3 | |
| | Partially funded in current TIP cycle at least 5% of total cost | 2 | |
| | Partially funded in post year | 1 | |
| | Not programmed in TIP | 0 | |

**ENVIRONMENTAL IMPACTS WORKSHEET**

**For BikePed Projects:**

| | |
|---|---|
| Stream Crossings | # |
| | + |
| Major Wetland Crossings | # |
| | + |
| Natural Heritage Element Occurances (rare species habitat) within 1000 feet | # |
| | + |
| In critical water supply watershed | 2 |
| In protected water supply watershed | 1 |
| Not in water supply watershed protection | 0 |
| | = Score |

| Score --> | Impact --> | Points |
|---|---|---|
| 0 | High+ | 3 |
| 1-2 | Medium+ | 2 |
| 3 | Low+ | 1 |
| 4+ | Negative | 0 |

**For Transit Projects:**

| | | |
|---|---|---|
| Replacement Vehicle | | |
| Standard fuel vehicle | Medium+ | |
| Lower emission vehicle (specify in project description) | High+ | |
| Expansion Vehicle | | |
| Standard fuel vehicle | High+ | |
| Lower emission vehicle (specify in project description) | Very High+ | |
| Passenger Amenities | High+ | |
| ITS | High+ | |
| Operating & Maintenance Expenses | Low+ | |
| Fixed Guideway / BRT / Express Buses | Very High+ | Lower if significant physical environmental impacts |
| Park & Ride Lot | High+ | Lower if significant physical environmental impacts |

**For Highway Projects:**

| | |
|---|---|
| Stream Crossings | # |
| | + |
| Major Wetland Crossings | # |
| | + |
| Natural Heritage Element Occurances (rare species habitat) within 1000 feet | # |
| | + |
| In critical water supply watershed | 2 |
| In protected water supply watershed | 1 |
| Not in water supply watershed protection | 0 |
| | + |
| Adjacent to park | 1 |
| Not adjacent to park | 0 |
| | + |
| Reduces emissions | -1 |
| Does not reduce emissions | 0 |
| | = Score |

| Score --> | Impact --> | Points |
|---|---|---|
| -1 | Positive | 4 |
| 0 | Low- | 3 |
| 1-2 | Medium- | 2 |
| 3-4 | Medium/High- | 1 |
| 5+ | High- | 0 |

**COMMUNITY IMPACTS WORKSHEET**

**For BikePed Projects**

| | |
|---|---|
| In or adjacent to most dense TAZ | 3 |
| In or adjacent to second most dense TAZ | 2 |
| In or adjacent to third most dense TAZ | 1 |
| In or adjacent to least dense TAZ | 0 |
| | + |
| Directly adjacent to a K-12 school | 2 |
| Not adjacent to a K-12 school | 0 |
| | + |
| Directly adjacent to a park or recreation facility | 1 |
| Not adjacent to a park or recreation facility | 0 |
| | = Score |

| Score --> | Impact --> | Points |
|---|---|---|
| 6 | High+ | 3 |
| 4-5 | Medium+ | 2 |
| 0-3 | Low+ | 1 |
| 0-3 and construction would negatively impact a community resource (church, school, park, historic property) | Negative | 0 |

**For Transit Projects**

| | |
|---|---|
| In or adjacent to most dense TAZ | 3 |
| In or adjacent to second most dense TAZ | 2 |
| In or adjacent to third most dense TAZ | 1 |
| In or adjacent to least dense TAZ | 0 |
| | + |
| Directly adjacent to a K-12 school | 2 |
| Not adjacent to a K-12 school | 0 |
| | + |
| Directly adjacent to a park or recreation facility | 1 |
| Not adjacent to a park or recreation facility | 0 |
| | = Score |

| Score --> | Impact --> | Points |
|---|---|---|
| 6 | High+ | 4 |
| 4-5 | Medium+ | 3 |
| 0-3 | Low+ | 2 |
| 0 and construction would negatively impact a community resource (church, school, park, historic property) | Low- | 1 |
| 0 and construction would negatively impact more than one community resource (church, school, park, historic property) | High- | 0 |

**For Highway Projects**

| | |
|---|---|
| In or adjacent to most dense TAZ | 3 |
| In or adjacent to second most dense TAZ | 2 |
| In or adjacent to third most dense TAZ | 1 |
| In or adjacent to least dense TAZ | 0 |
| | + |
| Directly adjacent to a K-12 school | 2 |
| Not adjacent to a K-12 school | 0 |
| | + |
| Directly adjacent to a park or recreation facility | 1 |
| Not adjacent to a park or recreation facility | 0 |
| | + |
| Directly adjacent to a historic resource | 1 |
| Not adjacent to a historic resource | 0 |
| | + |
| Direcly adjacent to a cemetery | 1 |
| No adjacent to a cemetery | 0 |
| | = Score |

| Score --> | Impact --> | Points |
|---|---|---|
| 0 and the project would positively impact a neighborhood | Positive | 4 |
| 0 | Low- | 3 |
| 1-3 | Medium- | 2 |
| 4-5 | Medium/High- | 1 |
| 6 | High- | 0 |

**ENVIRONMENTAL JUSTICE IMPACTS WORKSHEET**

**For BikePed Projects**

| | | Percent Minority | | | | |
|---|---|---|---|---|---|---|
| | | At or below county average | Up to 10% above county average | 10%-25% above county average | 25%-50% above county average | Over 50% above county average |
| Percent Household Income Below Poverty | At or below county average | Low+ | Low+ | Low+ | Medium+ | Medium+ |
| | Up to 10% above county average | Low+ | Low+ | Medium+ | Medium+ | High+ |
| | 10%-25% above county average | Low+ | Medium+ | Medium+ | High+ | High+ |
| | 25%-50% above county average | Medium+ | Medium+ | High+ | High+ | High+ |
| | Over 50% above county average | Medium+ | High+ | High+ | High+ | High+ |

Negative: If at or below county averages AND construction of the project will have a negative impact on a low-income or minority area

**For Transit Projects**

| | | Percent Minority | | | | |
|---|---|---|---|---|---|---|
| | | At or below county average | Up to 10% above county average | 10%-25% above county average | 25%-50% above county average | Over 50% above county average |
| Percent Household Income Below Poverty | At or below county average | Neutral | Low+ | Low+ | Medium+ | Medium+ |
| | Up to 10% above county average | Low+ | Low+ | Medium+ | Medium+ | High+ |
| | 10%-25% above county average | Low+ | Medium+ | Medium+ | High+ | High+ |
| | 25%-50% above county average | Medium+ | Medium+ | High+ | High+ | High+ |
| | Over 50% above county average | Medium+ | High+ | High+ | High+ | High+ |

Negative: If at or below county averages AND construction of the project will have a negative impact on a low-income or minority area

| | |
|---|---|
| Replacement Vehicle | Use system average |
| Operating & Maintenance Expenses | Use system average |
| Expansion Vehicle | Use area of proposed route or system average for general expansion |
| Fixed Guideway | Use areas around proposed stations |
| Park & Ride Lot | Use system average |
| Passenger Amenities | Use system average |
| ITS | Use area of proposed improvements |

**For Highway Projects**

| | | Percent Minority | | | | |
|---|---|---|---|---|---|---|
| | | At or below county average | Up to 10% above county average | 10%-25% above county average | 25%-50% above county average | Over 50% above county average |
| Percent Household Income Below Poverty | At or below county average | Neutral | Low- | Low- | Medium- | Medium- |
| | Up to 10% above county average | Low- | Low- | Medium- | Medium- | High- |
| | 10%-25% above county average | Low- | Medium- | Medium- | High- | High- |
| | 25%-50% above county average | Medium- | Medium- | High- | High- | High- |
| | Over 50% above county average | Medium- | High- | High- | High- | High- |

Positive: If at or below county averages AND the project will have a positive impact on a low-income or minority area

## BIKE/PED TRAVEL DEMAND WORKSHEET

**Complete both tables for multi-use trails or projects that include both bicycle and pedestrian facilities.**

**For Bicycle Projects**

A project will receive points based on its proximity to the following land uses:

| | | Proximity | | | | |
|---|---|---|---|---|---|---|
| | | # within 1 mile | 2 points per # | # between 1 and 2 miles | 1 point per # | |
| Land Use | Schools | | 0 | | 0 | Total Points |
| | Colleges | | 0 | | 0 | |
| | Parks | | 0 | | 0 | |
| | Major Retail Centers | | 0 | | 0 | |
| | Major Employment Centers | | 0 | | 0 | |
| | Transit Routes | | 0 | | 0 | |
| **Total** | | | 0 | + | 0 | **0** |

**For Pedestrian Projects**

A project will receive points based on its proximity to the following land uses:

| | | Proximity | | | | |
|---|---|---|---|---|---|---|
| | | # within 1/4 mile | 2 points per # | # between 1/4 and 1/2 mile | 1 point per # | |
| Land Use | Schools | | 0 | | 0 | Total Points |
| | Colleges | | 0 | | 0 | |
| | Parks | | 0 | | 0 | |
| | Major Retail Centers | | 0 | | 0 | |
| | Major Employment Centers | | 0 | | 0 | |
| | Transit Routes | | 0 | | 0 | |
| **Total** | | | 0 | + | 0 | **0** |

| | |
|---|---|
| Schools | K-12 public or private school |
| Colleges | Duke, UNC, NCCU, Durham Tech |
| Parks | State or local public park |
| Major Retail Centers | Retail center over 100,000 square feet AND downtown shopping areas |
| Major Employment Centers | TAZ over 1,000 in employment |
| Transit Routes | DATA, CHT, TTA, OPT fixed routes |

CHATHAM COUNTY
NORTH CAROLINA

Established 1771

COUNTY COMMISSIONERS
George Lucier, *Chairman*
Mike Cross, *Vice Chairman*
Patrick Barnes
Carl Thompson
Tom Vanderbeck

COUNTY MANAGER
Charlie Horne

P. O. Box 1809, Pittsboro, NC 27312-1809 • Phone: (919) 542-8200 • Fax: (919) 542-8272

# RESOLUTION IN SUPPORT OF PROJECTS TO BE INCLUDED IN THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2011-2017 FOR PROJECTS IN CHATHAM COUNTY IN THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**Whereas,** the North Carolina Board of Transportation, every two years, develops a Transportation Improvement Program that identifies transportation projects over the next seven years; and

**Whereas,** the North Carolina Board of Transportation requests candidate projects be submitted by local jurisdictions for the 2011-2017 Transportation Improvement Program update; and

**Whereas,** the Transportation Improvement Program provides an opportunity to develop multi-modal facilities and services throughout Chatham County and its' incorporated jurisdictions; and

**Whereas,** Chatham County is as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and works cooperatively to encourage interconnected transportation facilities regionally; and

**Now, Therefore, Be It Resolved** by the Chatham County Board of Commissioners that:

1. The attached list of transportation projects are considered for inclusion into the 2011-2017 Transportation Improvement Program.

2. Transportation projects listed in the 2009-2015 Transportation Improvement Program continue to be supported.

**Respectfully Adopted,** this the 15th day of September, 2008.

George Lucier, Chairman

ATTEST:

Sandra B. Sublett, CMC, Clerk to the Board
Chatham County Board of Commissioners

# CHATHAM COUNTY LIST OF TRANSPORTATION PROJECTS CONSIDERED FOR INCLUSION IN THE 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

Bus Transit Project

1. Establish a bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501.

Highway Projects

1. Safety improvements to Jack Bennett Road (SR 1717), between US 15-501 and Lystra Road (SR 1721), and Lystra Road (SR 1721), between US 15-501 and Farrington Point Road (SR 1008). The improvements include widening shoulders and improving several curves. Jack Bennett Road and Lystra Road between Jack Bennett and Farrington Point Road are identified as Bicycle Routes on the Chatham County Bicycle Map prepared by the NCDOT Division of Bicycle and Pedestrian Transportation.

2. Widen NC 751 from two lanes to four lanes with bicycle lanes from US 64 to the Durham County Line. This project has also been included in the Triangle Area Rural Planning Organization (TARPO) candidate project list.

3. Increase the length of turn lanes at North Chatham Elementary School on Lystra Road (SR 1721).

4. Increase the length of turn lanes at Perry Harrison Elementary School on Hamlets Chapel Road (SR 1525).

5. Develop a roadway/pedestrian/bicycle plan in area generally north of US 64 and east of Jordan Lake in conjunction with the Town of Cary.

6. Increase the elevation of sections of Jeremiah Drive (SR 1762) that are subject to flooding from an unnamed tributary to Overcup Creek.

RESOLUTION #9602

**RESOLUTION TO ENDORSE THE CITY OF DURHAM'S PROJECT PRIORITY LIST FOR THE FY 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, The Durham City Council recognizes the importance of transportation to the economic and social well-being of the community; and

WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for State and Federal funding over the next seven years is prepared biannually (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 TIP; and

WHEREAS, The identification of locally important transportation projects includes both fully funded, partially funded, and unfunded projects in the FY 2009-2015 TIP and additional priority projects to be included in the 2011-2017 TIP; and

WHEREAS, The Durham City Council strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects; and

WHEREAS, The Durham City Council strongly encourages the provision of transit accommodations, bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DURHAM, NORTH CAROLINA THAT:**

1. The Durham City Council endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2011-2017 TIP;

2. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,

3. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded projects in the FY 2009-2015 TIP and maintain funding for the fully funded projects in the FY 2009-2015 TIP.

William V. "Bill" Bell, Mayor

APPROVED BY
CITY COUNCIL
SEP 15 2008

CITY CLERK

Attachment B

# Recommended TIP Project Priority List
# FY 2011-2017
## *City of Durham*

The priority list should include all projects that the City's wants funded in the 2011-2017 TIP. We are listing all projects including projects that are currently fully funded, partially funded, or unfunded. Projects that are fully funded for construction pre-FY 2011 are not listed.

### A. Highway

| Priority | Project Description |
|---|---|
| 1<br><br>Partially funded | **East End Connector (U-0071)** – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: $128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of "loop" funding and STP funding.<br>Funding needed: $33M of construction funding needed in FY 2016 |
| 2<br><br>Fully funded | **Hillandale Rd. (I-85 to Carver St.) (U-3804)** – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: $11.2M, construction scheduled in FY 2010-2011.<br>Funding needed: None |
| 3<br><br>Fully funded | **Alston Ave. (NC 147 to Holloway St.) (U-3308)** – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: $25.9M, construction scheduled in FY 2011-2013.<br>Funding needed: None |
| 4 | **Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $21.1M |
| 5 | **NC 54 (I-40 east to NC 55)** – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $91.5M |

Attachment B

| Priority | Project Description |
|---|---|
| 6 | **US 70 (Lynn Rd. to County Line) (U-4720)** – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.<br><br>Current funding: None<br>Funding needed: $123.1M |
| 7 | **Northern Durham Parkway (U-4721)** (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.<br><br>Current funding: None<br>Funding needed: (A) $34.1M, (B) $106.6M, (C) $7.5M |
| 8 | **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $39.1M |
| 9 | **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $38.1M |
| 10 | **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $7.2M |
| 11 | **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $6.5M |

| Priority | Project Description |
|---|---|
| 12 | **M.L. King, Jr. Pkwy./NC 55 Interchange (U-2405)** – Construct extension to Cornwallis Road including bridge over railroad. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $45M for grade-separated intersection or $30M for at-grade crossing |
| 13 | **Intelligent Transportation System (ITS) Improvements** (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – city-wide. |
| 14 | **Transportation Demand Management (TDM)** programs to reduce travel demand by single-occupancy vehicles |

**B. Bicycle and Pedestrian**

| Priority | Project Description |
|---|---|
| 1 | **Avondale Dr. (Roxboro Rd. to Geer St.)** - pedestrian facilities |
| Fully funded | Current funding: $515,000 from STPDA in FY 2011<br>Funding needed: None |
| 2 | **Fayetteville Rd. (Cornwallis Rd. to Nelson St.)** - pedestrian and bicycle facilities. |
| Fully funded | Current funding: $356,000 from Safe Routes to School Grant in FY 2011<br>Funding needed: None |
| 3 | **Cheek Rd. (Geer St. to Hardee St.)** - pedestrian facilities |
| Fully funded | Current funding: $695,000 from STPDA funding in FY 2011<br>Funding needed: None |
| 4 | **Hillandale Rd. (I-85 to NC 147)** – pedestrian and bicycle facilities. |
| Fully funded | Current funding: $1.32M from STPDA in FY 2008 and 2011<br>Funding needed: Subject to engineering analysis |
| 5 | **Holloway St. (Miami Blvd. to US 70)** – Construct sidewalk.<br><br>Current funding: None, may be included as part of the East End Connector project<br>Total funding needed: $257,000 |
| 6 | **Club Blvd. (Ruffin St. to Geer St.)** - pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $2,978,000 |

Attachment B

| Priority | Project Description |
|---|---|
| 7 | **Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)** - pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $2,069,000 |
| 8 | **Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Business)** - pedestrian and bicycle facilities.<br><br>Current funding: None<br>Funding needed: $4,916,000 |
| 9 | **Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)** – pedestrian and bicycle facilities.<br><br>Current funding: None<br>Funding needed: $2,389,000 |
| 10 | **Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)** - pedestrian and bicycle facilities.<br><br>Current funding: None<br>Funding needed: $3,204,000 |
| 11 | **University Dr. (Garrett Rd. to Hope Valley Rd.)** - pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $1,025,000 |
| 12 | **Sedwick Rd. (Grandale Dr. to Alston Ave.)** – pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $2,187,000 |
| 13 | **Holloway St. (Junction Rd. to Lynn Rd.)** – Construct sidewalk.<br><br>Current funding: None<br>Total funding needed: $736,000 |

**C. Transit**

| Priority | Project Description |
|---|---|
| 1 | DATA preventative maintenance and routine capital items in FY 2011<br><br>Current funding: None<br>Funding needed: $3.50M |

Attachment B

| Priority | Project Description |
|---|---|
| 2 | DATA preventative maintenance and routine capital items in FY 2012<br><br>Current funding: None<br>Funding needed: $3.85M |
| 3 | DATA preventative maintenance and routine capital items in FY 2013<br><br>Current funding: None<br>Funding needed: $4.25M |
| 4 | DATA preventative maintenance and routine capital items in FY 2014<br><br>Current funding: None<br>Funding needed: $4.66M |
| 5 | DATA preventative maintenance and routine capital items in FY 2015<br><br>Current funding: None<br>Funding needed: $5.12M |
| 6 | DATA preventative maintenance and routine capital items in FY 2016<br><br>Current funding: None<br>Funding needed: $5.64M |
| 7 | DATA preventative maintenance and routine capital items in FY 2017<br><br>Current funding: None<br>Funding needed: $6.20M |
| 8 | 30 40' hybrid replacement buses for DATA in 2013<br><br>Current funding: None<br>Funding needed: $24.0M ($800,000/bus) |
| 9 | 7 40' hybrid replacement buses for DATA in 2017<br><br>Current funding: None<br>Funding needed: $8.4M ($1,200,000/bus) |
| 10 | 15 ADA replacement vans for DATA in 2011<br><br>Current funding: None<br>Funding needed: $570,000 ($38,000/van) |
| 11 | 18 ADA replacement vans for DATA in 2016<br><br>Current funding: None<br>Funding needed: $900,000 ($50,000/van) |

Attachment B

| Priority | Project Description |
|---|---|
| 12 | 6 replacement service vehicles for DATA in 2011<br><br>Current funding: None<br>Funding needed: $180,000 ($30,000/vehicle) |
| 13 | 4 replacement service vehicles for DATA in 2012<br><br>Current funding: None<br>Funding needed: $140,000 ($35,000/vehicle) |
| 14 | Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2011<br><br>Current funding: None<br>Funding needed: $500,000 |
| 15 | Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2013<br><br>Current funding: None<br>Funding needed: $750,000 |
| 16 | Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2017<br><br>Current funding: None<br>Funding needed: $1,000,000 |
| 17 | 8 40' hybrid expansion buses for DATA in 2011<br>• 15 minute headways to Duke<br>• Direct route from downtown to Southpoint<br>• Direct route from downtown to Duke hospital<br>• Direct route from downtown to Riverside HS<br>• Direct route from Duke to Southpoint<br><br>Current funding: None<br>Funding needed: $5.76M ($720,000/bus) |
| 18 | 18 40' hybrid expansion buses for DATA in 2012<br>• 15 minute headways on routes 1, 3, 4, 6, 7, and 10<br>• 30 minute headways on route 15<br>• Cross-town routes<br><br>Current funding: None<br>Funding needed: $13.5M ($750,000/bus) |

| Priority | Project Description |
|---|---|
| 19 | 4 40' hybrid expansion buses for DATA in 2013<br>• 15 minute headways on routes 12 and 16<br><br>Current funding: None<br>Funding needed: $3.4M ($850,000/bus) |
| 20 | 2 40' hybrid expansion buses for DATA in 2014<br>• New route on MLK Pkwy, NC 55 to South Square<br><br>Current funding: None<br>Funding needed: $1.8M ($900,000/bus) |
| 21 | 2 40' hybrid expansion buses for DATA in 2015<br>• New route downtown to Butner<br><br>Current funding: None<br>Funding needed: $1.8M ($900,000/bus) |
| 22 | Land acquisition for 2 park-n-ride lots<br>• North Durham/Treyburn area<br>• US 70 east or Parkwood area<br><br>Current funding: None<br>Funding needed: $2.2M |

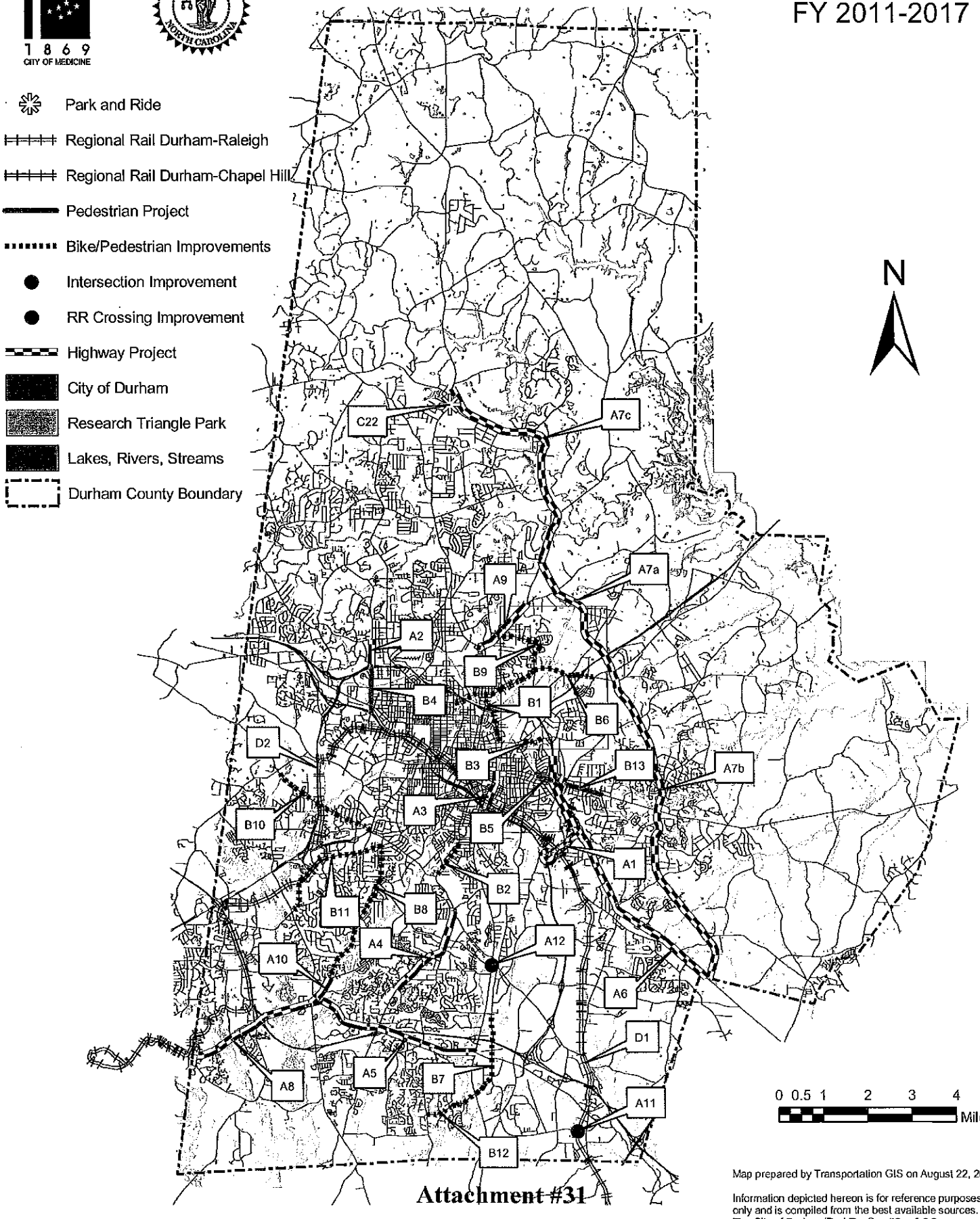
**D. Fixed Guideway**

| Priority | Project Description |
|---|---|
| 1 | Regional Rail Service– Rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh – Construction. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*<br><br>Current funding: None<br>Funding needed: $1,532.7M (Duke Medical Center to Durant Road in north Raleigh) |
| 2 | Regional Rail Service – Rail transit service on US 15-501 corridor from Duke University to Chapel Hill – Alternatives analysis and preliminary engineering and design. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*<br><br>Current funding: $2.0M in FY 2009 and 2010 for alternatives analysis; $2.7M in FY 2015 for preliminary engineering and design<br>Funding needed: Funding and year subject to change dependent upon 2035 LRTP |

DURHAM
1869
CITY OF MEDICINE

# City of Durham TIP Priority List

## FY 2011-2017




Map prepared by Transportation GIS on August 22, 2008.

Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.

**Attachment #31**

# RESOLUTION TO ENDORSE THE DURHAM COUNTY PROJECT PRIORITY LIST FOR THE FY 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, The Board of County Commissioners recognizes the importance of transportation to the economic and social well-being of the community; and

WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for state and federal funding over the next seven years is prepared biannually (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 TIP; and

WHEREAS, The identification of locally important transportation projects includes funded, partially funded and unfunded projects in the FY 2009-2015 TIP and additional priority projects to be included in the 2011-2017 TIP; and

WHEREAS, The Board of County Commissioners strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects; and

WHEREAS, The Board of County Commissioners strongly encourages the provision of bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented; and

WHEREAS, The Board of County Commissioners strongly supports additional funds for transportation improvements, including the identification of additional state funding and new innovative sources of funds such as impact fees, land transfer taxes, and other local option revenue sources.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DURHAM COUNTY, NORTH CAROLINA THAT:**

1. The Board of County Commissioners endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2011-2017 TIP;

2. The Board of County Commissioners urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,

3. The Board of County Commissioners urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded highway projects in the FY 2009-2015 TIP.

Ellen Reckhow, Chair BOCC

Attachment B

# Recommended TIP Project Priority List
# FY 2011-2017
## *Durham County*

The priority list should include all projects that the County wants funded in the 2011-2017 TIP. All projects are listed including projects that are currently fully funded, partially funded, or unfunded. Projects that are fully funded for construction pre-FY 2011 are not listed.

### A. Highway

| Priority | Project Description |
|---|---|
| 1<br><br>Partially funded | **East End Connector (U-0071)** – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: $128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of "loop" funding and STP funding.<br>Funding needed: $33M of construction funding needed in FY 2016 |
| 2<br><br>Fully funded | **Hillandale Rd. (I-85 to Carver St.) (U-3804) –** Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: $11.2M, construction scheduled in FY 2010-2011.<br>Funding needed: None |
| 3<br><br>Fully funded | **Alston Ave. (NC 147 to Holloway St.) (U-3308)** – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: $25.9M, construction scheduled in FY 2011-2013.<br>Funding needed: None |
| 4 | **Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $21.1M |
| 5 | **NC 54 (I-40 east to NC 55)** – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $91.5M |

Attachment B

| Priority | Project Description |
|---|---|
| 6 | **US 70 (Lynn Rd. to County Line) (U-4720)** – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.<br><br>Current funding: None<br>Funding needed: $123.1M |
| 7 | **Northern Durham Parkway (U-4721)** (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.<br><br>Current funding: None<br>Funding needed: (A) $34.1M, (B) $106.6M, (C) $7.5M |
| 8 | **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $39.1M |
| 9 | **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $38.1M |
| 10 | **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $7.2M |
| 11 | **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $6.5M |

Attachment B

| Priority | Project Description |
|---|---|
| 12 | **M.L. King, Jr. Pkwy./NC 55 Interchange (U-2405)** – Construct extension to Cornwallis Road including bridge over railroad. Provide bicycle, pedestrian, and transit facilities as appropriate.<br><br>Current funding: None<br>Funding needed: $45M for grade-separated intersection or $30M for at-grade intersection with NC 55 |
| 13 | **Intelligent Transportation System (ITS) Improvements** (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – city-wide. |
| 14 | **Transportation Demand Management (TDM)** programs to reduce travel demand by single-occupancy vehicles |

**B. Bicycle and Pedestrian**

| Priority | Project Description |
|---|---|
| 1 | **Avondale Dr. (Roxboro Rd. to Geer St.)** - pedestrian facilities |
| Fully funded | Current funding: $515,000 from STPDA in FY 2011<br>Funding needed: None |
| 2 | **Fayetteville Rd. (Cornwallis Rd. to Nelson St.)** - pedestrian and bicycle facilities. |
| Fully funded | Current funding: $356,000 from Safe Routes to School Grant in FY 2011<br>Funding needed: None |
| 3 | **Cheek Rd. (Geer St. to Hardee St.)** - pedestrian facilities |
| Fully funded | Current funding: $695,000 from STPDA funding in FY 2011<br>Funding needed: None |
| 4 | **Hillandale Rd. (I-85 to NC 147)** – pedestrian and bicycle facilities. |
| Fully funded | Current funding: $1.32M from STPDA in FY 2008 and 2011<br>Funding needed: Subject to engineering analysis |
| 5 | **Holloway St. (Miami Blvd. to US 70)** – Construct sidewalk.<br><br>Current funding: None, may be included as part of the East End Connector project<br>Total funding needed: $257,000 |
| 6 | **Club Blvd. (Ruffin St. to Geer St.)** - pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $2,978,000 |

Attachment B

| Priority | Project Description |
|---|---|
| 7 | **Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)** - pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $2,069,000 |
| 8 | **Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Business)** - pedestrian and bicycle facilities.<br><br>Current funding: None<br>Funding needed: $4,916,000 |
| 9 | **Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)** – pedestrian and bicycle facilities.<br><br>Current funding: None<br>Funding needed: $2,389,000 |
| 10 | **Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)** - pedestrian and bicycle facilities.<br><br>Current funding: None<br>Funding needed: $3,204,000 |
| 11 | **University Dr. (Garrett Rd. to Hope Valley Rd.)** - pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $1,025,000 |
| 12 | **Sedwick Rd. (Grandale Dr. to Alston Ave.)** – pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $2,187,000 |
| 13 | **Holloway St. (Junction Rd. to Lynn Rd.)** – Construct sidewalk.<br><br>Current funding: None<br>Total funding needed: $736,000 |
| 14 | **Barbee Chapel Rd. (NC 54 to Stagecoach Rd.)** – pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $1,759,000 |
| 15 | **Erwin Rd. (Orange County Line to NC 751)** – pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $1,942,000 |

| Priority | Project Description |
|---|---|
| 16 | **Ephesus Church Rd. (Orange County Line to Farrington Rd.)** – pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $600,000 |
| 17 | **Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)** – pedestrian and bicycle facilities<br><br>Current funding: None<br>Funding needed: $1,470,000 |

**C. Transit**

| Priority | Project Description |
|---|---|
| 1 | DATA preventative maintenance and routine capital items in FY 2011<br><br>Current funding: None<br>Funding needed: $3.50M |
| 2 | DATA preventative maintenance and routine capital items in FY 2012<br><br>Current funding: None<br>Funding needed: $3.85M |
| 3 | DATA preventative maintenance and routine capital items in FY 2013<br><br>Current funding: None<br>Funding needed: $4.25M |
| 4 | DATA preventative maintenance and routine capital items in FY 2014<br><br>Current funding: None<br>Funding needed: $4.66M |
| 5 | DATA preventative maintenance and routine capital items in FY 2015<br><br>Current funding: None<br>Funding needed: $5.12M |
| 6 | DATA preventative maintenance and routine capital items in FY 2016<br><br>Current funding: None<br>Funding needed: $5.64M |
| 7 | DATA preventative maintenance and routine capital items in FY 2017<br><br>Current funding: None<br>Funding needed: $6.20M |

Attachment B

| Priority | Project Description |
|---|---|
| 8 | 30 40’ hybrid replacement buses for DATA in 2013<br><br>Current funding: None<br>Funding needed: $24.0M ($800,000/bus) |
| 9 | 7 40’ hybrid replacement buses for DATA in 2017<br><br>Current funding: None<br>Funding needed: $8.4M ($1,200,000/bus) |
| 10 | 15 ADA replacement vans for DATA in 2011<br><br>Current funding: None<br>Funding needed: $570,000 ($38,000/van) |
| 11 | 18 ADA replacement vans for DATA in 2016<br><br>Current funding: None<br>Funding needed: $900,000 ($50,000/van) |
| 12 | 6 replacement service vehicles for DATA in 2011<br><br>Current funding: None<br>Funding needed: $180,000 ($30,000/vehicle) |
| 13 | 4 replacement service vehicles for DATA in 2012<br><br>Current funding: None<br>Funding needed: $140,000 ($35,000/vehicle) |
| 14 | Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2011<br><br>Current funding: None<br>Funding needed: $500,000 |
| 15 | Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2013<br><br>Current funding: None<br>Funding needed: $750,000 |
| 16 | Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2017<br><br>Current funding: None<br>Funding needed: $1,000,000 |

| Priority | Project Description |
|---|---|

17 8 40’ hybrid expansion buses for DATA in 2011

- 15 minute headways to Duke
- Direct route from downtown to Southpoint
- Direct route from downtown to Duke hospital
- Direct route from downtown to Riverside HS
- Direct route from Duke to Southpoint

Current funding: None
Funding needed: $5.76M ($720,000/bus)

18 18 40’ hybrid expansion buses for DATA in 2012

- 15 minute headways on routes 1, 3, 4, 6, 7, and 10
- 30 minute headways on route 15
- Cross-town routes

Current funding: None
Funding needed: $13.5M ($750,000/bus)

19 4 40’ hybrid expansion buses for DATA in 2013

- 15 minute headways on routes 12 and 16

Current funding: None
Funding needed: $3.4M ($850,000/bus)

20 2 40’ hybrid expansion buses for DATA in 2014

- New route on MLK Pkwy, NC 55 to South Square

Current funding: None
Funding needed: $1.8M ($900,000/bus)

21 2 40’ hybrid expansion buses for DATA in 2015

- New route downtown to Butner

Current funding: None
Funding needed: $1.8M ($900,000/bus)

22 Land acquisition for 2 park-n-ride lots

- North Durham/Treyburn area
- US 70 east or Parkwood area

Current funding: None
Funding needed: $2.2M

**D. Fixed Guideway**

Attachment B

| **Priority** | **Project Description** |
|---|---|
| 1 | Regional Rail Service– Rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh – Construction. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*<br><br>Current funding: None<br>Funding needed: $1,532.7M (Duke Medical Center to Durant Road in north Raleigh) |
| 2 | Regional Rail Service – Rail transit service on US 15-501 corridor from Duke University to Chapel Hill – Alternatives analysis and preliminary engineering and design. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*<br><br>Current funding: $2.0M in FY 2009 and 2010 for alternatives analysis; $2.7M in FY 2015 for preliminary engineering and design<br>Funding needed: Funding and year subject to change dependent upon 2035 LRTP |

# ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

## A RESOLUTION ENDORSING ORANGE COUNTY'S PRIORITY TRANSPORTATION PROJECTS FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION REGIONAL PRIORITY LIST FOR THE 2011 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the North Carolina Board of Transportation, every two years, prepares a Transportation Improvement Program that identifies transportation projects scheduled for State and Federal funding over the next seven years; and

WHEREAS, the North Carolina Board of Transportation solicits input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 Transportation Improvement Program; and

WHEREAS, Orange County gives priority to identified safety needs on existing roads and bridges, to other transportation projects that encourage alternatives to automobile travel, to projects that minimize adverse impacts on the natural environment and cultural sites, and to those projects that foster economic development in the designated Economic Development Districts; and

WHEREAS, Orange County strongly encourages the North Carolina Department of Transportation (NCDOT) to design all highway projects, where appropriate, to accommodate bicycle and pedestrian traffic to provide alternative means of transportation that may result in reduced automobile traffic and related air and water impacts; and

WHEREAS, Orange County encourages the NCDOT to design all new or replacement bridges with sufficient clearance to allow wildlife to cross safely under them, and to allow pedestrian passage along any existing or planned trail-system connectors;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that:

The Board of County Commissioners endorses the attached list of priority transportation projects to be considered for inclusion in the FY 2011-2017 Metropolitan Transportation Improvement Program.

Upon motion of Commissioner Barnes, seconded by Commissioner Carey, the foregoing resolution was adopted this the 7 day of October, 2008

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 7, 2008, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this 9 day of October, 2008.

Clerk to the Board of Commissioners

# ORANGE COUNTY TRANSPORTATION PRIORITY LIST
# 2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO
# METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

1. TIP Project No. EB-4980, SR 1006 (Orange Grove Road) at Interstate 40: Construct a pedestrian bridge over I-40. Interstate 40 separates two schools, Grady Brown Elementary and Cedar Ridge High School, from residential areas north of the interstate. The schools are within walking and cycling distance from residential areas but bicyclists and pedestrians must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40. The bridge is too narrow to accommodate a pedestrian walkway. Lack of an adequate pedestrian crossing presents an unsafe environment for students to walk to the schools. The "Access Management and Awareness Project and Report for Orange Grove Road" recommends this project. Orange County has received a Safe Routes to School Action Plan Service Award to develop a plan to make walking and bicycling to Grady Brown Elementary School safer and more appealing.

2. Hillsborough Train Station: Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.

3. TIP Project No.R-2825, SR 1009 (South Churton Street) Improvements: Develop congestion management, limited access, aesthetic and capacity improvements including bicycle and pedestrian improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria of the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed by NCDOT in February 2002 recommends a 4-lane divided curb and gutter cross section, with 16-foot median, for the entire corridor from I-40 to the Eno River. Orange County stresses the need to study improvements within the current right-of-way for the segment north of Interstate 85. Improved capacity through widening is not the County's first choice because of significant constraints between Interstate 85 and US 70 Business and the proximity of the historic district north of the project limits. Orange County requests that, where conditions do not prevent the addition of frontage roads, the feasibility study include the addition of frontage roads with limited access from the corridor.

4. SR 1009 (Old NC 86) Bicycle Facilities: Construct bicycle facilities on Old NC 86 from Hillsborough Road in Carrboro to I-40 in Hillsborough. This route along Old NC 86, from Carrboro's Transition Area just north of Eubanks Road (SR 1727) to Rippy Lane (SR 1224), is priority 6 of the primary bicycle routes listed in the Orange County Bicycle Transportation Plan. This project would extend bicycle accommodations requested in TIP Project R-2825 (South Churton Street bicycle lanes from Interstate 40 to the Eno River) to Hillsborough Road in Carrboro and

provide a connection between proposed bicycle facilities in Carrboro along Old Fayetteville Road, Homestead Road and Eubanks Road.

5. SR 1006 (Orange Grove Road) Extension: Extend Orange Grove Road from the east side of Churton Street (SR 1009) to US 70 business. The "EDD Transportation Work Group Recommendations" and the "Access Management and Awareness Project and Report for Orange Grove Road" recommend this project as an alternative access to the US 70 Business/NC 86 corridor to alleviate congestion on Churton Street. This project could also provide access to a potential site for Orange County's priority rail project, AMTRAK service and train station in Hillsborough, although the site for such rail station has not been determined.

6. Tip Project No. U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road): realign intersection and make safety improvements. This project is listed in the 2009 – 2015 TIP as an unfunded project. The Hillsborough Town Board and Orange County Commissioners have endorsed this project in two joint studies that included commissioners from both jurisdictions. The "EDD Transportation Work Group Recommendations" and the "Access Management and Awareness Project and Report for Orange Grove Road" recommend this project for improved traffic flow and safety.

7. U-2805, SR 1777 (Homestead Road) Improvements: Improve Homestead Road from Old NC 86 (SR 1009) to NC 86 to include bicycle lanes and sidewalks in sections of the corridor where those facilities do not exist. There are three schools in the vicinity of Homestead Road: Chapel Hill High School, Smith Middle School and Seawell Elementary School. Many students live within walking distance and cycling distance to Chapel Hill High School and must walk or cycle along Homestead Road, and cross the road daily. Provision of sidewalks is of utmost importance for the safety of students and other pedestrians who use this corridor. Provision of bicycle facilities is, likewise, necessary for the safety of students and others

8. SR 1727 (Eubanks Road) Bicycle Lanes: Construct bicycle lanes on Eubanks Road from Old NC 86 (SR 1009) to NC 86. This project would provide a safer bicycle connection between major routes into Chapel Hill and Carrboro. The project would provide bicycle access to the new Morris Hill Elementary School off Eubanks Road. Increased traffic on Eubanks from the solid waste convenience center and Chapel Hill Public Works Facility and Transportation Facility on Millhouse Road off of Eubanks presents conflicts with bicycle transportation on the facility. This project is in the 2030 DCHC Long Range Transportation Plan, and is also, from Rogers Road to NC 86, in the Chapel Hill Bicycle and Pedestrian Action Plan.

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST**
**2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO**
**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

9. SR 1008 (Mt. Carmel Church Road) bicycle lanes: Construct bicycle lanes on Mt. Carmel Church Road from US 15-501 to the Orange/Chatham County line. This project is a segment of the Mountains to Seas Bicycle Route. Mt. Carmel Church Road, from Chapel Hill's extraterritorial planning jurisdiction (ETJ) to the Orange/Chatham County line is priority 8 of the primary priority bicycle routes on the Orange County Bicycle Transportation Plan. Increased traffic on Mt. Carmel Church has worsened travel conditions in this corridor that has many blind curves, making this popular bicycle route unsafe for bicycling.

10. US 70 Bypass Widening: Widen US 70 Bypass, from the Orange/Durham County line to the I-85-US 70 Connector east of Efland, to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address traffic counts and existing congestion. Orange County requests that this project be identified as a need and included in the 2011-20172 STIP. Two segments of this corridor are of particular interest. The first segment is the one through northern Hillsborough because of the economic development potential of this segment (as referenced in the US 70/Cornelious Street Corridor Strategic Plan) and proximity to C.W. Stanford Middle School and Orange High School. The second segment is the segment through the Eno Economic Development District that includes the interchange of Interstate 85 and US 70, and should be contemporaneous with TIP Project I-0305, Interstate 85 widening from I-40 to the Orange/Durham County line.

11. NC 86 (North of Hillsborough) Improvements: Widen NC 86, from US 70 Bypass north of Hillsborough to Coleman Loop, SR 1332, (Coleman Loop also being the intersection area of the planned connector between NC 86 and NC 57), to four lanes with intersection improvements at US 70 Bypass to include extending the queuing lane for traffic turning east onto US 70 Bypass from northbound Churton Street/NC 86. NC 86 is the major north-south route through Orange County and is designated in North Carolina's Long-Range Statewide Multimodal Transportation Plan as a Strategic Highway Corridor. NC 57 converges into US 86 just north of US 70 Bypass. The segment of NC 86 between NC 57 and US 70 is congested, rendering a high accident location at the intersection of US 70 Bypass at NC 86.

12. NC 86, Bicycle Facilities: Construct bicycle facilities (4-foot paved shoulders) from Chapel Hill (Whitfield Road, SR 1730, SR 1731) to Hillsborough (US 70 Business). This project will extend bicycle facilities on Martin Luther King, Jr. Boulevard (NC86) in Chapel Hill to US 70 Business in Hillsborough. NC 86 from Chapel Hill to Hillsborough is experiencing increasing numbers of bicyclists using this route and there are also two schools along this route, A.L. Stanback Middle School and New Hope Elementary School (just off NC 86 on New Hope Church Road, SR 1723). This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan. This project is included in the Bicycle Program as an incidental need. Orange County requests that bicycle lanes be constructed as an independent project, and, if necessary, programmed in phases.

# TOWN OF CARRBORO

NORTH CAROLINA

The following resolution was introduced by Alderman Lydia Lavelle and duly seconded by Alderman Joal Hall Broun.

A RESOLUTION RECEIVING THE REPORT ON THE 2011-2017
TRANSPORTATION IMPROVEMENT PROGRAM LOCAL PRIORITY LIST
Resolution No. 1212008-09

WHEREAS, the Town of Carrboro participates in the development of the Transportation Improvement Program (TIP) as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Board has reviewed transportation needs in Carrboro and provided recommendations on a local priority list for adoption by the Board of Aldermen.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen have received the report on the local priority list for the 2011-2017 TIP.

BE IT FURTHER RESOLVED that the Carrboro Board of Aldermen refers a local priority list to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, with the following change in the priority:

| | |
|---|---|
| 1 | Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54. |
| 2 | Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86. |
| 3 | Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner's Committee. |
| 4 | Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection. |
| 5 | South Greensboro Street – Add sidewalks on the west sides of the road from Old Pittsboro road to Merritt Mill Road. |
| 6 | Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road. |
| 7 | Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road. |
| 8 | Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road. |
| 9 | Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit. |
| 10 | N. Greensboro corridor from Weaver Street to Shelton - bicycle and pedestrian improvements |
| 11 | Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive. |
| 12 | N. Greensboro/Estes Ext. intersection roundabout |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| | |
|---|---|
| 13 | Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North |
| 14 | NC 54 from James St. to Anderson Park - side path on the northern side to accommodate two-directional bicycle transportation. |

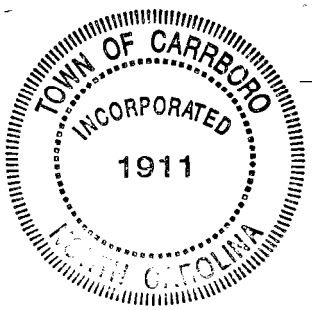
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 16th day of September 2008:

Ayes: Joal Hall Broun, Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, Lydia Lavelle

Noes: None

Absent or Excused: John Herrera

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, North Carolina, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Carrboro Board of Aldermen at its meeting on September 16,2008.




Sarah C. Williamson
Town Clerk

Town of Hillsborough
Since 1754


# Hillsborough TIP Priority List
# 2011-2017

1. **Improvements along South Churton Street (project R-2825):** Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40 consistent with the recommendations in the 2006 Churton Street Corridor Plan. The feasibility study completed in February 2002 recommended a 4-lane divided with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to the Eno River bridge.

2. **Orange Grove Road (SR 1006) extension to US 70 Business:** Construct road extension of Orange Grove Road east to cross (over or under to be determined) NCRR to intersect with US 70 Business. Traffic projections should determine road capacity. Improvements for bicycles and pedestrians are included with this request.

3. **U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road):** Realign intersection and make safety improvements. Both the EDD Transportation Work Group Recommendations and the Access Management and Awareness Project and Report for Orange Grove Road recommend this project for improved traffic flow and safety.

4. **Elizabeth Brady Road extension (project U-3808):** Construct proposed 4-lane boulevard that connect US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002). Special Design consideration should be used in crossing the Eno River and the overall impact of the road on neighboring properties.

5. **In town transit circulator (C-4932):** Partner with Orange Public Transit to provide a fixed-route public transit route within the Hillsborough city limits to reduce congestion during peak hours, provide wider access to intercity routes, and provide mode choice for residents and employees.

6. **Train station/multi-modal center:** Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.

7. **NC 86, Bicycle Lanes:** Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This route is listed as priority 1 of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999.

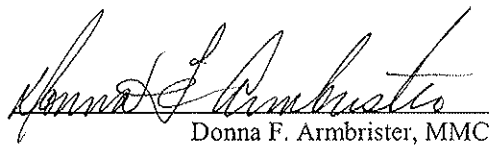
8. **SR 1006, Orange Grove Road, at Interstate 40**: Construct a pedestrian bridge over I-40. Two schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing. the narrow two-lane bridge that carries Orange Grove Road over Interstate 40.

9. **US 70 Bypass widening:** Widen US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address the traffic counts and existing congestion and the western portion will conform with the recommendations in the 2007 US 70/Cornelius Street Plan.

10. **Nash Street Sidewalk**: Construct sidewalk along the west side of Nash Street (SR 1156) from Faucette Mill Road to Dimmocks Mill Road. Construct sidewalk connections to Hillsborough Elementary School along West Union Street and Central Elementary School along Hayes Street.

11. **Western Bypass (project R-3438)** Construct proposed 2-lane facility connecting US 70 with NC 86 North using a portion of Coleman Loop Road (SR 1332) right of way.

The above list was set to a vote at the September 22, 2008 Hillsborough Town Board of Commissioners meeting and received the following vote:
Ayes: 4
Noes: 0
Absent/excused: 1



Donna F. Armbrister, MMC
Town Clerk

**A RESOLUTION APPROVING THE 2011-2017 CHAPEL HILL TRANSPORTATION PRIORITY LIST (2008-10-15/R)**

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has begun the process to develop the 2011-2017 Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee will develop a Regional Transportation Priority List for use in developing the Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has requested local governments develop transportation priority lists for use in preparing the Regional Priority List; and

WHEREAS, the council received comments from the public on the 2011-2017 transportation priorities;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council adopts the following list as the 2011-2017 Transportation Priority List for submission to the Transportation Advisory Committee:

**2011-2017 Chapel Hill Transportation Priority List**

1. *Transit Capital Projects: (FY 2007-2011).*

2. *Martin Luther King Jr. Boulevard/NC 86 Corridor*: I-40 to North Street- Bicycle and pedestrian improvements.

3. *Bolin Creek Greenway*: Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.

4. *Homestead Road:* NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes

5. *Townwide Intersection Improvements:* Safety improvements for pedestrians and bicyclists in 15 locations, as identified in 2006 Townwide pedestrian safety evaluation, and NC54/South Columbia Street, NC54/Fordham Boulevard, and Merritt Mill Road/Brewer Street/Main Street.

6. *Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard:* Construct a pedestrian and bicycle overpass or underpass across Fordham Boulevard in the area between Manning Drive and Old Mason Farm Road

7. ***Morgan Creek Phase II:*** Construct a greenway from the end of Phase I to Carrboro Town line.

8. ***Estes Drive Extension:*** Construct sidewalks and five foot bicycle lanes.

9. *Seawell School Road:* Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.

10. ***Cleland Drive/Burning Tree Drive****:* Construct sidewalks and pedestrian improvements along Cleland Drive and Burning Tree Drive.

11. *Pope Road*: Construct sidewalks and five foot bicycle lanes.

12. *Ephesus Church Road:* Construct sidewalks and five foot bicycle lanes.

13. *Fordham Boulevard:* Construct sidewalk from Ephesus Church Road to Elliott Road

14. *Culbreth Road:* Construct sidewalk from Adam Way to Smith Level Road

15. *Barbee Chapel Road*: NC 54 to Downing Creek Parkway, provide sidewalks and bicycle lanes.

16. *Estes Drive:* NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.

17. *Mount Carmel Church Road*: Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes, sidewalks, transit and safety improvements.

18. ***Bolin Creek Phase IV***: Construct a greenway from Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North

19. *Piney Mountain Road*: Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes and transit accommodations.

20. *Erwin Road:* Construct bicycle lanes, sidewalks and safety improvements, US15-501 to Durham County line.

21. *Old Mason Farm/Finley Golf Course Road*: Construct bicycle lanes and sidewalks.

22. *Fordham Boulevard Corridor*: US 15-501 South to Ephesus Church Road- bicycle and pedestrian Improvements.

23. *NC 54 Corridor*: Fordham Boulevard to Barbee Chapel Road- bicycle and pedestrian Improvements.

24. ***Horace Williams Trail:*** Construct a greenway from Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway)

25. *Bolin Creek/Little Creek Greenway*: Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.

Projects shown in bold type are new.

This the 20th day of October, 2008.

**HIGHWAY PROJECTS**

| | Local Priority | | | | | | 1: Travel Demand | | 2: Safety | | 3: Benefits to Other Modes or Use of New Technology | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | 2035 v/c | Points | Crash Rate | Points | Carpool | Transit | Bicycle | Pedestrian | ITS | TDM | Number of modes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| C-5102 Transportation Demand Management | D | 14 | DC | 14 | 0 | $17,000,000 | other | 4 | other | 4 | Other | Other | Other | Other | Other | Yes | 6 | 4 | Positive | 4 | Positive | 4 | Positive | 4 | 25%+ | 4 | 28 |
| Area Plan in Cooperation with Cary (North of US64, East of Jordan Lake) | CC | 5 | | | 0 | | other | 4 | other | 4 | Other | Other | Other | Other | Other | Yes | 6 | 4 | Positive | 4 | Positive | 4 | Neutral | 3 | Unfunded | 0 | 23 |
| Intelligent Transportation System Improvements | D | 13 | DC | 13 | 0 | | other | 4 | other | 4 | Other | Other | No | No | Other | No | 3 | 3 | Positive | 4 | Low- | 3 | Positive | 4 | Unfunded | 0 | 22 |
| U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks | D | 2 | DC | 2 | 0.6 | $11,191,000 | 0.85 | 1 | 2273.27 | 3 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium- | 2 | Medium- | 2 | Neutral | 3 | 25%+ | 4 | 18 |
| U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks | D | 3 | DC | 3 | 0.9 | $25,916,000 | 1.21 | 3 | 5823.01 | 4 | No | Bus route | Wide Outside Lanes | Sidewalks on both sides | No | No | 3 | 3 | Low- | 3 | High- | 0 | High- | 0 | 25%+ | 4 | 17 |
| U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing | D | 11 | DC | 11 | 0 | $6,500,000 | 1.26 | 3 | 725.63 | 1 | No | Other | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Low- | 3 | Low- | 3 | Neutral | 3 | Post Year | 1 | 17 |
| U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR | D | 12 | DC | 12 | 0 | $30,000,000 | 1.35 | 3 | 13773.84 | 4 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Low- | 3 | Medium- | 2 | Medium- | 1 | Post Year | 1 | 17 |
| TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's) | H | 4 | | | 1.5 | $48,705,000 | 1.38 | 4 | 723.63 | 1 | No | Other | Wide Outside Lanes | Sidewalks on both sides | No | No | 3 | 3 | High- | 0 | Medium/ High- | 1 | Low- | 2 | 25%+ | 4 | 15 |
| U-0071 East End Connector (NC 147 to US 70) new facility | D | 1 | DC | 1 | 2.9 | $161,792,000 | 1.71 | 4 | 8395.94 | 4 | No | Bus route | No | No | No | No | 1 | 1 | Medium/ High- | 1 | High- | 0 | High- | 0 | 25%+ | 4 | 14 |
| Orange Grove Rd Extension to US 70 Business | H | 2 | OC | 2 | 0.28 | $30,000,000 | 1.02 | 2 | 1195.95 | 2 | No | Other | Wide Outside Lanes | Sidewalks on both sides | No | No | 3 | 3 | Low- | 3 | Medium- | 2 | Low- | 2 | Unfunded | 0 | 14 |
| NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks | D | 8 | DC | 8 | 1.6 | $39,100,000 | 2.14 | 4 | 536.82 | 1 | No | Bus route | Wide Outside Lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium/ High- | 1 | Medium- | 2 | Neutral | 3 | Unfunded | 0 | 14 |
| Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks | D | 9 | DC | 9 | 1.5 | $38,100,000 | 1.37 | 4 | 3519.3 | 4 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium- | 2 | Medium/ High- | 1 | High- | 0 | Unfunded | 0 | 14 |
| NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks | D | 10 | DC | 10 | 0.7 | $7,200,000 | 1.05 | 2 | 2516.17 | 4 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium- | 2 | High- | 0 | Neutral | 3 | Unfunded | 0 | 14 |

| | Local Priority | | | | | | 1: Travel Demand | | 2: Safety | | 3: Benefits to Other Modes or Use of New Technology | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | 2035 v/c | Points | Crash Rate | Points | Carpool | Transit | Bicycle | Pedestrian | ITS | TDM | Number of modes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, sidewalks | D | 4 | DC | 4 | 2.4 | $21,100,000 | 1.43 | 4 | 2277.46 | 4 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium- | 2 | High- | 0 | High- | 0 | Unfunded | 0 | 13 |
| NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks | D | 5 | DC | 5 | 5.3 | $91,500,000 | 1.33 | 3 | 1212.05 | 2 | No | Other | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | High- | 0 | Medium- | 2 | Neutral | 3 | Unfunded | 0 | 13 |
| US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway | D | 6 | DC | 6 | 4.1 | $123,100,000 | 1.37 | 4 | 1726.12 | 3 | No | Bus route | No | No | No | No | 1 | 1 | High- | 0 | Medium- | 2 | Neutral | 3 | Unfunded | 0 | 13 |
| TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River) | H | 1 | OC | 1 | 2.5 | $19,260,000 | 1.34 | 3 | 716.47 | 1 | No | Bus route | Wide Outside Lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium/ High- | 1 | Medium- | 2 | Low- | 2 | Unfunded | 0 | 12 |
| Franklin/Merrit Mill/Brewer/Main | C | 1 | | | 0 | $1,000,000 | 1.00 | 2 | 1303.4 | 3 | No | Bus route | No | Sidewalks on both sides | No | No | 2 | 2 | Low- | 3 | Medium- | 2 | High- | 0 | Unfunded | 0 | 12 |
| Estes/Greensboro roundabout | C | 2 | | | 0 | $500,000 | 1.1 | 2 | 1293.96 | 3 | No | No | No | No | No | No | 0 | 0 | Positive | 4 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 12 |
| TIP # U-2805 Homestead Road Improvements (Old NC 86 to NC 86) | OC | 4 | | | 3.34 | $103,000 | 1.26 | 3 | 672.46 | 1 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | Medium- | 2 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 12 |
| U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility | D | 7 | DC | 7 | 16.3 | $148,200,000 | 1.37 | 4 | 2224.62 | 3 | No | Bus route | Bike lanes | Sidewalks on both sides | No | No | 3 | 3 | High- | 0 | Medium/ High- | 1 | High- | 0 | Post Year | 1 | 12 |
| NC 751 (US 64 to Durham County Line) widening | CC | 2 | | | 9.4 | | 1.65 | 4 | 836.04 | 2 | No | No | No | No | No | No | 0 | 0 | High- | 0 | Medium- | 2 | Neutral | 3 | Unfunded | 0 | 11 |
| TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment | H | 3 | OC | 3 | 0.28 | $2,350,000 | 0.28 | 0 | 7652.46 | 4 | No | No | Wide Outside Lanes | Sidewalks on both sides | No | No | 2 | 2 | Medium- | 2 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 11 |
| NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening | OC | 6 | | | 1.61 | | 1.11 | 3 | 812.1 | 2 | No | No | Wide Outside Lanes | No | No | No | 1 | 1 | Medium- | 2 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 11 |
| Homestead Road Improvements (NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes) | CH | 1 | | | 0.8 | $3,100,000 | 1.05 | 2 | 765.95 | 1 | No | Bus route | No | Sidewalks on one side | No | No | 2 | 2 | Medium- | 2 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 10 |

| | Local Priority | | | | | | 1: Travel Demand | | 2: Safety | | 3: Benefits to Other Modes or Use of New Technology | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | 2035 v/c | Points | Crash Rate | Points | Carpool | Transit | Bicycle | Pedestrian | ITS | TDM | Number of modes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Seawell School Road Improvements (Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.) | CH | 2 | | | 1.9 | $3,525,000 | 0.90 | 2 | 2668.3 | 4 | No | Bus route | No | Sidewalks on one side | No | No | 2 | 2 | High- | 0 | Medium/ High- | 1 | Medium- | 1 | Unfunded | 0 | 10 |
| Jack Bennet Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements | CC | 1 | | | 3.2 | | 0.56 | 0 | 2161.07 | 3 | No | No | Wide Outside Lanes | No | No | No | 1 | 1 | High- | 0 | Medium- | 2 | Neutral | 3 | Unfunded | 0 | 9 |
| Piney Mountain Road Improvements (Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes and transit accommodations.) | CH | 3 | | | 1 | $2,442,000 | 0.80 | 1 | 0 | 0 | No | Bus route | No | Sidewalks on one side | No | No | 2 | 2 | Medium- | 2 | Medium- | 2 | Low- | 2 | Unfunded | 0 | 9 |
| TIP # R-3438 Western Bypass (US 70 to NC 86 North) | H | 6 | | | 2.9 | $5,300,000 | 1.11 | 3 | 812.1 | 2 | No | No | Wide Outside Lanes | No | No | No | 1 | 1 | High- | 0 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 9 |
| Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes | CC | 4 | | | 0.2 | | 0.24 | 0 | 1817.94 | 3 | No | No | No | No | No | No | 0 | 0 | Medium- | 2 | Medium- | 2 | Medium- | 1 | Unfunded | 0 | 8 |
| Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements | CC | 1 | | | 4.6 | | 0.52 | 0 | 1232.32 | 2 | No | No | Wide Outside Lanes | No | No | No | 1 | 1 | Medium/ High- | 1 | Medium/ High- | 1 | Low- | 2 | Unfunded | 0 | 7 |
| Lystra Road [SR 1721] (Jack Bennet Rd. [SR1717] to West side of N. Chatham Elementary) increase length of turn lanes | CC | 3 | | | 0.4 | | 0.52 | 0 | 1046.33 | 2 | No | No | No | No | No | No | 0 | 0 | Medium/ High- | 1 | Medium- | 2 | Low- | 2 | Unfunded | 0 | 7 |
| US 70 Bypass Widening (Orange/Durham County Line to I-85/US 70 Connector) | H | 5 | OC | 5 | 10.1 | $47,000,000 | 1.09 | 2 | 1405.19 | 3 | No | No | Wide Outside Lanes | Sidewalks on both sides | No | No | 2 | 2 | High- | 0 | High- | 0 | High- | 0 | Unfunded | 0 | 7 |
| Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control | CC | 6 | | | 0.8 | | 0 | 0 | 0 | 0 | No | No | No | No | No | No | 0 | 0 | High- | 0 | Medium- | 2 | Low- | 2 | Unfunded | 0 | 4 |

| | Local Priority | | | | | | 1: Travel Demand | | 2: Safety | | 3: Benefits to Other Modes or Use of New Technology | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | 2035 v/c | Points | Crash Rate | Points | Carpool | Transit | Bicycle | Pedestrian | ITS | TDM | Number of modes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Key: | C | Carrboro | C | Carrboro | ex. | ex. | # | Leave blank | # | Leave blank | HOV | Bus route | Bike lanes | Sidewalks on both sides | Message Boards | Yes | 0 | 0 | Positive | 4 | Positive | 4 | Positive | 4 | 25%+ | 4 | |
| | CC | Chatham County | CC | Chatham County | 1.1 | $114,000 | Other | 4 | Other | 4 | Tolls | Other | Wide Outside Lanes | Sidewalks on one side | Ramp Meters | No | 1 | 1 | Low- | 3 | Low- | 3 | Neutral | 3 | 10%+ | 3 | |
| | CH | Chapel Hill | CH | Chapel Hill | | | Points to be assigned by | | Points to be assigned by | | Other | No | Other | Other | Electronic Tolls | | 2 | 2 | Medium- | 2 | Medium- | 2 | Low- | 2 | 5%+ | 2 | |
| | D | Durham | D | Durham | | | 0.00 | 0 | 0.0 | 0 | No | | No | No | Other | | 3 | 3 | Medium/ High- | 1 | Medium/ High- | 1 | Medium- | 1 | Post Year | 1 | |
| | DC | Durham County | DC | Durham County | | | 0.80 | 1 | 300.0 | 1 | | | | | No | | 4 | 4 | High- | 0 | High- | 0 | High- | 0 | Unfunded | 0 | |
| | H | Hillsborough | H | Hillsborough | | | 0.88 | 2 | 789.0 | 2 | | | | | | | | | | | | | | | | | |
| | OC | Orange County | OC | Orange County | | | 1.11 | 3 | 1294.0 | 3 | | | | | | | | | | | | | | | | | |
| | TT | Triangle Transit | TT | Triangle Transit | | | 1.36 | 4 | 2275.4 | 4 | | | | | | | | | | | | | | | | | |

**BIKE/PED PROJECTS**

| | | | Local Priority | | | | | | 1: Traffic Count | | 2: Right-of-Way Availability | | 3: Travel Demand from Local Land Uses | | | | 4: Local Connectivity | | 5: Regional Connectivity | | 6: Safety | | 7: Environmental Impacts | | 8: Community Impacts | | 9: Environmental Justice Impacts | | 10: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Pedestrian Facilities | Bicycle Facilities | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | AADT | Points | Availability | Points | Bike Points | Ped Points | Total | Points | Number of Connections | Points | Route Type | Points | Bike and/or Ped Crashes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Martin Luther King Jr. Bouelvard/NC86 Corridor (I-40 to North Street- Bicycle and pedestrian improvements.) | Sidewalks | Bicycle Lanes | CH | 1 | | | 2.5 | $3,945,000 | 30000 | 3 | Adequate | 3 | 198 | 104 | 302 | 3 | 19 | 3 | Part of existing regional bicycle route | 3 | 1 | 2 | High+ | 3 | Medium+ | 2 | High+ | 3 | 25%+ | 3 | 28 |
| Fayetteville Rd. (Cornwallis Rd. to Nelson St.) | Sidewalks | Bicycle Lanes | D | 2 | DC | 2 | 1.1 | $356,000 | 18,000 | 3 | Adequate | 3 | 132 | 43 | 175 | 3 | 20 | 3 | Local route that connects to existing regional bicycle route | 1 | 15 | 3 | Medium+ | 2 | High+ | 3 | High+ | 3 | 25%+ | 3 | 27 |
| Avondale Dr. (Roxboro Rd. to Geer St.) | Sidewalks | Bicycle Lanes | D | 1 | DC | 1 | 1.1 | $515,000 | 17,000 | 3 | Adequate | 3 | 121 | 17 | 138 | 2 | 6 | 3 | Ped connection to local bus | 1 | 8 | 3 | Medium+ | 2 | Low+ | 1 | High+ | 3 | 25%+ | 3 | 24 |
| Ephesus Church Road (US 15-501 to Farrington Road) | Sidewalks | Bicycle Lanes | CH | 9 | DC | 16 | 2.1 | $2,656,000 | 11,000 | 3 | Adequate | 3 | 82 | 40 | 122 | 2 | 7 | 3 | New regional bicycle route | 2 | 2 | 2 | Medium+ | 2 | High+ | 3 | Medium+ | 2 | 10%+ | 2 | 24 |
| University Dr. (Garrett Rd. to Hope Valley Rd.) | Sidewalks | Bicycle Lanes | D | 11 | DC | 11 | 2.9 | $1,025,000 | 18,000 | 3 | Adequate | 3 | 109 | 34 | 143 | 3 | 10 | 3 | Ped connection to existing TT regional route | 3 | 8 | 3 | Low+ | 1 | Medium+ | 2 | High+ | 3 | Unfunded | 0 | 24 |
| Hillandale Rd. (I-85 to NC 147) | Sidewalks | Bicycle Lanes | D | 4 | DC | 4 | 0.9 | $1,320,000 | 18,000 | 3 | Some | 2 | 97 | 49 | 146 | 3 | 4 | 3 | Ped connection to local bus | 1 | 0 | 1 | Medium+ | 2 | Medium+ | 2 | High+ | 3 | 25%+ | 3 | 23 |
| NC54 Corridor, from Fordham Boulevard to Barbee Chapel Road (bicycle and pedestrian Improvements.) | Sidewalks | Bicycle Lanes | CH | 19 | | | 1.2 | $1,550,000 | 48,000 | 3 | Adequate | 3 | 119 | 51 | 170 | 3 | 8 | 3 | Part of existing regional bicycle route | 3 | 4 | 3 | Medium+ | 2 | Medium+ | 2 | Low+ | 1 | Unfunded | 0 | 23 |
| Fordham Boulevard Corridor, from US 15-501 South to Ephesus Church Road (US 15-501 South to Ephesus Church Road- bicycle and pedestrian Improvements.) | Sidewalks | Wide Outside Lanes | CH | 18 | | | 4.0 | $5,147,000 | 40,000 | 3 | Adequate | 3 | 186 | 111 | 297 | 3 | 8 | 3 | Local route that connects to existing regional bicycle route | 1 | 4 | 3 | Medium+ | 2 | Medium+ | 2 | Medium+ | 2 | Unfunded | 0 | 22 |
| 19 Chapel Hill Intersections | Sidewalks | Bicycle Lanes | CH | 3 | | | 0.0 | $1,542,000 | 29000 | 3 | Adequate | 3 | **32** | **23** | 55 | 1 | 4 | 3 | Ped connection to local bus | 1 | 7 | 3 | Medium+ | 2 | Low+ | 1 | Medium+ | 2 | 10%+ | 2 | 21 |
| Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard (Construct a pedestrian and bicycle overpass or underpass across Fordham Boulevard in the area between Manning Drive and Old Mason Farm Road) | Multi-use Path | Multi-use Path | CH | 4 | | | 0.0 | $2,261,000 | 48,000 | 3 | Adequate | 3 | 110 | 39 | 149 | 3 | 1 | 1 | Ped connection to local bus | 1 | 2 | 2 | Medium+ | 2 | High+ | 3 | High+ | 3 | Unfunded | 0 | 21 |
| Club Blvd. (Ruffin St. to Geer St.) | Sidewalks | Bicycle Lanes | D | 6 | DC | 6 | 3.5 | $2,978,000 | 10,000 | 3 | Adequate | 3 | 115 | 20 | 135 | 2 | 5 | 3 | Ped connection to local bus | 1 | 10 | 3 | Negative | 0 | High+ | 3 | High+ | 3 | Unfunded | 0 | 21 |
| Erwin Road (15-501 to NC 751) | Sidewalks | Bicycle Lanes | DC | 15 | CH | 16 | 1.1 | $5,527,000 | 12,000 | 3 | Adequate | 3 | 108 | 31 | 139 | 2 | 9 | 3 | Ped connection to existing TT regional route | 3 | 0 | 1 | Negative | 0 | High+ | 3 | High+ | 3 | Unfunded | 0 | 21 |

| | | | Local Priority | | | | | | 1: Traffic Count | | 2: Right-of-Way Availability | | 3: Travel Demand from Local Land Uses | | | | 4: Local Connectivity | | 5: Regional Connectivity | | 6: Safety | | 7: Environmental Impacts | | 8: Community Impacts | | 9: Environmental Justice Impacts | | 10: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Pedestrian Facilities | Bicycle Facilities | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | AADT | Points | Availability | Points | Bike Points | Ped Points | Total | Points | Number of Connections | Points | Route Type | Points | Bike and/or Ped Crashes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Nash Street (Faucette Mill to Dimmocks Mill) | Sidewalks | No | H | 3 | | | 1.8 | $679,233 | 2250 | 2 | Adequate | 3 | n/a | 15 | 15 | 0 | 4 | 3 | No ped connection to transit | 0 | 2 | 2 | Medium+ | 2 | Medium+ | 2 | High+ | 3 | 25%+ | 3 | 20 |
| Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus) | Sidewalks | Bicycle Lanes | D | 8 | DC | 8 | 3.4 | $4,916,000 | 17,000 | 3 | Adequate | 3 | 90 | 20 | 110 | 2 | 4 | 3 | New regional bicycle route | 2 | 6 | 3 | Low+ | 1 | Low+ | 1 | Medium+ | 2 | Unfunded | 0 | 20 |
| Bolin Creek Greenway (Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.) | Multi-use Path | Multi-use Path | CH | 2 | | | 0.8 | $1,500,000 | 2100 | 2 | Adequate | 3 | 175 | 41 | 216 | 3 | 3 | 2 | Ped connection to existing TT regional route | 3 | 0 | 1 | Low+ | 1 | Low+ | 1 | Low+ | 1 | 10%+ | 2 | 19 |
| Cheek Rd. (Geer St. to Hardee St.) | Sidewalks | No | D | 3 | DC | 3 | 0.5 | $695,000 | 4,100 | 2 | Adequate | 3 | n/a | 6 | 6 | 0 | 1 | 1 | Ped connection to local bus | 1 | 4 | 3 | Low+ | 1 | Medium+ | 2 | High+ | 3 | 25%+ | 3 | 19 |
| Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) | Sidewalks | Bicycle Lanes | D | 9 | DC | 9 | 1.5 | $2,389,000 | 9,100 | 2 | Adequate | 3 | 47 | 12 | 59 | 1 | 1 | 1 | Ped connection to local bus | 1 | 6 | 3 | Medium+ | 2 | High+ | 3 | High+ | 3 | Unfunded | 0 | 19 |
| Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) | Sidewalks | Bicycle Lanes | D | 10 | DC | 10 | 2.6 | $3,204,000 | 4,600 | 2 | Adequate | 3 | 93 | 23 | 116 | 2 | 4 | 3 | New regional bicycle route | 2 | 4 | 3 | Low+ | 1 | Medium+ | 2 | Low+ | 1 | Unfunded | 0 | 19 |
| Estes Drive, from NC86 to Curtis Road (NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.) | Sidewalks | Bicycle Lanes | CH | 13 | | | 0.7 | $421,000 | 15,000 | 3 | Adequate | 3 | 59 | 49 | 108 | 2 | 1 | 1 | Ped connection to existing TT regional route | 3 | 0 | 1 | Medium+ | 2 | High+ | 3 | Low+ | 1 | Unfunded | 0 | 19 |
| Estes Dr. Extension (Greensboro to NC 86) | Sidewalks | Bicycle Lanes | C | 3 | CH | 6 | 2.6 | $2,197,000 | 14000 | 3 | Much Needed | 1 | 90 | 27 | 117 | 2 | 11 | 3 | Local route that connects to existing regional bicycle route | 1 | 3 | 2 | Medium+ | 2 | Medium+ | 2 | Medium+ | 2 | unfunded | 0 | 18 |
| N Greensboro (Weaver to Shelton) sharrows, median, bicycle signal detection, etc. | Sidewalks | Sharrows | C | 8 | | | 0.2 | $200,000 | 14000 | 3 | Some | 2 | 79 | 14 | 93 | 1 | 2 | 2 | Ped connection to local bus | 1 | 4 | 3 | High+ | 3 | Low+ | 1 | Medium+ | 2 | Unfunded | 0 | 18 |
| Fordham Boulevard, from Ephesus Church Road to Elliott Road (Construct sidewalk from Ephesus Church Road to Elliott Road) | Sidewalks | No | CH | 10 | | | 0.3 | $175,000 | 40,000 | 3 | Adequate | 3 | n/a | 42 | 42 | 1 | 2 | 2 | Part of existing regional bicycle route | 3 | 1 | 2 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 18 |
| Mount Carmel Church Road, from US15-501 South to Chatham County Line (Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes, sidewalks, transit and safety improvements.) | Sidewalks | Bicycle Lanes | OC | 4 | CH | 14 | 2.9 | $989,000 | 11000 | 3 | Some | 2 | 133 | 19 | 152 | 3 | 2 | 2 | New regional bicycle route | 2 | 0 | 1 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 17 |
| Morgan Creek Phase II (Construct a greenway from the end of Phase I to Carrboro Town line.) | Multi-use Path | Multi-use Path | CH | 5 | | | 1.0 | | 43000 | 3 | Adequate | 3 | 71 | 53 | 124 | 2 | 3 | 2 | Local route that connects to existing regional bicycle route | 1 | 1 | 2 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 17 |
| Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.) | Sidewalks | Bicycle Lanes | D | 7 | DC | 7 | 1.4 | $2,069,000 | 7,700 | 2 | Adequate | 3 | 73 | 32 | 105 | 2 | 1 | 1 | Part of existing regional bicycle route | 3 | 1 | 2 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 17 |

| | | | Local Priority | | | | | | 1: Traffic Count | | 2: Right-of-Way Availability | | 3: Travel Demand from Local Land Uses | | | | 4: Local Connectivity | | 5: Regional Connectivity | | 6: Safety | | 7: Environmental Impacts | | 8: Community Impacts | | 9: Environmental Justice Impacts | | 10: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Pedestrian Facilities | Bicycle Facilities | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | AADT | Points | Availability | Points | Bike Points | Ped Points | Total | Points | Number of Connections | Points | Route Type | Points | Bike and/or Ped Crashes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| NC 54 Sidepath | Multi-use Path | Multi-use Path | C | 10 | | | 0.8 | $700,000 | 16500 | 3 | Some | 2 | 46 | 10 | 56 | 1 | 1 | 1 | Local route that connects to existing regional bicycle route | 1 | 2 | 2 | Medium+ | 2 | Medium+ | 2 | High+ | 3 | Unfunded | 0 | 17 |
| Culbreth Road (Adam Way to Smith Level) Sidewalk (Construct sidewalk from Adam Way to Smith Level Road) | Sidewalks | No | CH | 11 | | | 0.5 | $165,000 | 4,900 | 2 | Adequate | 3 | n/a | 17 | 17 | 0 | 2 | 2 | Ped connection to local bus | 1 | 0 | 1 | Medium+ | 2 | Medium+ | 2 | Low+ | 1 | 25%+ | 3 | 17 |
| Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) | Sidewalks | Bicycle Lanes | CH | 12 | DC | 14 | 2.2 | $1,759,000 | 12,000 | 3 | Adequate | 3 | 44 | 23 | 67 | 1 | 4 | 3 | Ped connection to existing TT regional route | 3 | 0 | 1 | Low+ | 1 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 17 |
| Bolin Creek Phase IV (Construct a greenway from Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North) | Multi-use Path | Multi-use Path | CH | 15 | | | 1.3 | | 2000 | 2 | Adequate | 3 | 62 | 55 | 117 | 2 | 5 | 3 | Ped connection to local bus | 1 | 0 | 1 | Medium+ | 2 | Medium+ | 2 | Low+ | 1 | Unfunded | 0 | 17 |
| Horace Williams Trail (Construct a greenway from Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway)) | Multi-use Path | Multi-use Path | CH | 20 | | | 1.7 | $370,000 | 3,800 | 2 | Adequate | 3 | 130 | 13 | 143 | 3 | 1 | 1 | Ped connection to future regional rail | 2 | 0 | 1 | Medium+ | 2 | Low+ | 1 | Medium+ | 2 | Unfunded | 0 | 17 |
| Bolin Creek/Little Creek Greenway (Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.) | Multi-use Path | Multi-use Path | CH | 21 | | | 1.3 | $943,000 | 2,100 | 2 | Adequate | 3 | 133 | 26 | 159 | 3 | 2 | 2 | Ped connection to local bus | 1 | 1 | 2 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 17 |
| Old Fayetteville (NC 54 to McDougle School) | Sidewalks | Bicycle Lanes | C | 1 | | | 1.0 | $1,800,000 | 8400 | 2 | Some | 2 | 41 | 17 | 58 | 1 | 1 | 1 | Part of existing regional bicycle route | 3 | 0 | 1 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | 10%+ | 2 | 16 |
| Old NC 86 (Hillsborough to Homestead) | Sidewalks | Bicycle Lanes | OC | 2 | C | 5 | 1.1 | $1,320,000 | 11000 | 3 | Some | 2 | 32 | 5 | 37 | 1 | 2 | 2 | Part of existing regional bicycle route | 3 | 0 | 1 | Medium+ | 2 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 16 |
| Holloway St. (Miami Blvd. to US 70) | Sidewalks | Wide Outside Lanes | D | 5 | DC | 5 | 0.4 | $257,000 | 13,000 | 3 | Much Needed | 1 | n/a | 11 | 11 | 0 | 4 | 3 | Ped connection to local bus | 1 | 2 | 2 | Medium+ | 2 | Low+ | 1 | High+ | 3 | Unfunded | 0 | 16 |
| Seawell (Homestead to Estes) | Sidewalks | Bicycle Lanes | C | 9 | | | 3.8 | $2,303,750 | 4050 | 2 | Adequate | 3 | 96 | 14 | 110 | 2 | 2 | 2 | Local route | 0 | 0 | 1 | Medium+ | 2 | Low+ | 1 | High+ | 3 | Unfunded | 0 | 16 |
| Old Mason Farm/Finley Golf Course Road (Construct bicycle lanes and sidewalks. ) | Sidewalks | Bicycle Lanes | CH | 17 | | | 1.4 | $1,800,000 | 2,200 | 2 | Adequate | 3 | 112 | 46 | 158 | 3 | 1 | 1 | Local route that connects to existing regional bicycle route | 1 | 0 | 1 | Medium+ | 2 | Medium+ | 2 | Low+ | 1 | Unfunded | 0 | 16 |
| Old NC 86 (Homestead to Eubanks) | Sidewalks | Bicycle Lanes | OC | 2 | C | 6 | 3.4 | $4,233,000 | 6700 | 2 | Some | 2 | 20 | 2 | 22 | 0 | 2 | 2 | Part of existing regional bicycle route | 3 | 0 | 1 | High+ | 3 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 15 |
| Homestead (Seawell to Old NC 86) | Sidewalks | Bicycle Lanes | C | 2 | | | 4.7 | $5,505,000 | 6400 | 2 | Some | 2 | 39 | 9 | 48 | 1 | 3 | 2 | New regional bicycle route | 2 | 0 | 1 | Medium+ | 2 | Low+ | 1 | Medium+ | 2 | Unfunded | 0 | 15 |

| | | | Local Priority | | | | | | 1: Traffic Count | | 2: Right-of-Way Availability | | 3: Travel Demand from Local Land Uses | | | | 4: Local Connectivity | | 5: Regional Connectivity | | 6: Safety | | 7: Environmental Impacts | | 8: Community Impacts | | 9: Environmental Justice Impacts | | 10: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Pedestrian Facilities | Bicycle Facilities | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | AADT | Points | Availability | Points | Bike Points | Ped Points | Total | Points | Number of Connections | Points | Route Type | Points | Bike and/or Ped Crashes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) | Sidewalks | Bicycle Lanes | CH | 8 | DC | 17 | 1.1 | $1,470,000 | 4,100 | 2 | Adequate | 3 | 58 | 12 | 70 | 1 | **2** | 2 | Ped connection to local bus | 1 | 0 | 1 | Medium+ | 2 | Medium+ | 2 | Low+ | 1 | Unfunded | 0 | 15 |
| Holloway St. (Junction Rd. to Lynn Rd.) | Sidewalks | Wide Outside Lanes | D | 13 | DC | 13 | 0.7 | $736,000 | 19,000 | 3 | Some | 2 | n/a | 9 | 9 | 0 | 1 | 1 | Ped connection to local bus | 1 | 2 | 2 | Medium+ | 2 | Low+ | 1 | High+ | 3 | Unfunded | 0 | 15 |
| NC 86 Bicycle Lanes | No | Wide Outside Lanes | H | 1 | OC | 5 | 7.1 | $933,340 | 11,000 | 3 | Some | 2 | 18 | 0 | 18 | 0 | 0 | 0 | Part of existing regional bicycle route | 3 | 3 | 2 | Low+ | 1 | Medium+ | 2 | Low+ | 1 | Unfunded | 0 | 14 |
| Eubanks Road Bicycle Lanes (Rogers Rd to NC 86) | No | Bicycle Lanes | OC | 3 | | | 1.7 | $824,000 | 7000 | 2 | Some | 2 | 31 | n/a | 31 | 0 | 1 | 1 | Ped connection to existing TT regional route | 3 | 0 | 1 | High+ | 3 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 14 |
| S Greensboro (Old Pittsboro to Merritt Mill - west side) | Sidewalks | No | C | 4 | | | 0.5 | $247,500 | 12500 | 3 | Much Needed | 1 | n/a | 29 | 29 | 0 | 1 | 1 | Ped connection to local bus | 1 | 0 | 1 | High+ | 3 | Low+ | 1 | High+ | 3 | Unfunded | 0 | 14 |
| Cleland Drive/Burning Tree Drive (Construct sidewalks and pedestrian improvements along Cleland Drive and Burning Tree Drive.) | Sidewalks | No | CH | 7 | | | 1.5 | | 2,100 | 2 | Adequate | 3 | n/a | 50 | 50 | 1 | 2 | 2 | Ped connection to local bus | 1 | 1 | 2 | Low+ | 1 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 14 |
| Orange Grove Road Pedestrian Bridge | Multi-use Path | Multi-use Path | OC | 1 | H | 2 | 0.0 | $1,000,000 | 4600 | 2 | Adequate | 3 | 4 | 1 | 5 | 0 | 0 | 0 | No ped connection to transit | 0 | 0 | 1 | High+ | 3 | High+ | 3 | Low+ | 1 | Unfunded | 0 | 13 |
| Sedwick Rd. (Grandale Dr. to Alston Ave.) | Sidewalks | Bicycle Lanes | D | 12 | DC | 12 | 1.8 | $2,187,000 | 6,600 | 2 | Adequate | 3 | 64 | 14 | 78 | 1 | 3 | 2 | New regional bicycle route | 2 | 0 | 1 | Negative | 0 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 13 |
| Eubanks (Old NC 86 to Rogers Rd) | Sidewalks | Bicycle Lanes | OC | 3 | C | 7 | 1.6 | $1,992,000 | 3200 | 2 | Some | 2 | 17 | 3 | 20 | 0 | 2 | 2 | Local route | 0 | 0 | 1 | High+ | 3 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 12 |
| Old NC 86 Bicycle Facilities (I-40 to Hillsborough Road) | No | Wide Outside Lanes | OC | 2 | | | 5.0 | $1,598,000 | 4500 | 2 | Some | 2 | 20 | n/a | 20 | 0 | 0 | 0 | Part of existing regional bicycle route | 3 | 0 | 1 | Negative | 0 | Low+ | 1 | Low+ | 1 | Unfunded | 0 | 10 |

| | | | Local Priority | | | | | | 1: Traffic Count | | 2: Right-of-Way Availability | | 3: Travel Demand from Local Land Uses | | | | 4: Local Connectivity | | 5: Regional Connectivity | | 6: Safety | | 7: Environmental Impacts | | 8: Community Impacts | | 9: Environmental Justice Impacts | | 10: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name (limits) | Pedestrian Facilities | Bicycle Facilities | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | AADT | Points | Availability | Points | Bike Points | Ped Points | Total | Points | Number of Connections | Points | Route Type | Points | Bike and/or Ped Crashes | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Key: | Sidewalks | Bicycle Lanes | C | Carrboro | C | Carrboro | ex. | ex. | 10,000+ | 3 | Adequate | 3 | # or n/a | # or n/a | | Leave blank | | Leave # blank | Part of existing regional bicycle route | 3 | # | Leave blank | High+ | 3 | High+ | 3 | High+ | 3 | 25%+ | 3 | |
| | No | Wide Outside Lanes | CC | Chatham County | CC | Chatham County | 1.1 | $114,000 | 2,000-10,000 | 2 | Some | 2 | Points to be assigned by quartiles | | | | Points to be assigned by quartiles | | New regional bicycle route | 2 | Points to be assigned by quartiles | | Medium+ | 2 | Medium+ | 2 | Medium+ | 2 | 10%+ | 2 | |
| | Multi-use Path | Sharrows | CH | Chapel Hill | CH | Chapel Hill | | | 0-2,000 | 1 | Much Needed | 1 | | First Quartile | 0 | 0 | 0 | 0 | Local route that connects to existing regional bicycle route | 1 | 0 | 0 | Low+ | 1 | Low+ | 1 | Low+ | 1 | Post Year | 1 | |
| | | Multi-use Path | D | Durham | D | Durham | | | | | Barriers | 0 | | Second Quartile | 35.5 | 1 | 1 | 1 | Local route | 0 | 0 | 1 | Negative | 0 | Negative | 0 | Negative | 0 | Unfunded | 0 | |
| | | No | DC | Durham County | DC | Durham County | | | | | | | | Third Quartile | 99 | 2 | 2 | 2 | Ped connection to existing TT regional route | 3 | 1 | 2 | | | | | | | | |
| | | | H | Hillsborough | H | Hillsborough | | | | | | | | Fourth Quartile | 140 | 3 | 4 | 3 | Ped connection to future regional rail | 2 | 3.25 | 3 | | | | | | | | |
| | | | OC | Orange County | OC | Orange County | | | | | | | | | | | | | Ped connection to local bus | 1 | | | | | | | | | | |
| | | | TT | Triangle Transit | TT | Triangle Transit | | | | | | | | | | | | | No ped connection to transit | 0 | | | | | | | | | | |

**TRANSIT PROJECTS**

| | | | | | | | | 1: Service Type | | 2: Annual Ridership | | 3: Connectivity | | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | Year Needed | Type | Points | Number of Trips/Year | Points | CAT | CHT | DATA | Duke | OPT | TT | Wolf | # of Connections | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Regional Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design | D | 2 | DC | 2 | 21 | $4,700,000 | 2011 | Fixed Guideway / BRT / Express Bus | 3 | 1,326,000 | 3 | no | yes | yes | yes | yes | yes | no | 5 | 4 | Very High+ | 4 | High+ | 4 | High+ | 4 | 25%+ | 4 | 26 |
| Regional Rail Service - Raleigh - RTP - Durham - construction | D | 1 | DC | 1 | 28 | $1,532,700,000 | 2011 | Fixed Guideway / BRT / Express Bus | 3 | 3,068,000 | 3 | yes | no | yes | yes | no | yes | yes | 5 | 4 | Very High+ | 4 | High+ | 4 | High+ | 4 | Unfunded | 0 | 22 |
| CHT Park & Ride Lot Expansion - Land Acquistion and Design - 1000 spaces | CH | 7 | | | n/a | $2,000,000 | 2011 | Park & Ride Lot | 3 | 357,000 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | 25%+ | 4 | 22 |
| CHT 8 Support Vehicles | CH | 4 | | | n/a | $240,000 | 2011 | Replacement Vehicle | 4 | 5,975,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| CHT 8 Support Vehicles | CH | 4 | | | n/a | $247,200 | 2015 | Replacement Vehicle | 4 | 5,975,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| CHT 4 Service Vehicles | CH | 6 | | | n/a | $190,000 | 2011 | Replacement Vehicle | 4 | 5,975,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| CHT 4 Service Vehicles | CH | 6 | | | n/a | $196,000 | 2015 | Replacement Vehicle | 4 | 5,975,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| DATA 30 40' hybrid replacement buses | D | 8 | DC | 8 | n/a | $24,000,000 | 2013 | Replacement Vehicle | 4 | 3,045,584 | 3 | no | no | yes | yes | no | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| DATA 6 replacement service vehicles | D | 12 | DC | 12 | n/a | $180,000 | 2011 | Replacement Vehicle | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| DATA 4 replacement service vehicles | D | 13 | DC | 13 | n/a | $140,000 | 2012 | Replacement Vehicle | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| DATA 18 40' hybrid expansion buses | D | 18 | DC | 18 | n/a | $13,500,000 | 2012 | Expansion Vehicle | 3 | 1,355,603 | 3 | no | no | yes | yes | no | yes | no | 3 | 2 | Very High+ | 4 | High+ | 4 | High+ | 4 | Unfunded | 0 | 20 |
| DATA preventative maintenance and routine capital items | D | 1 | DC | 1 | n/a | $3,500,000 | 2011 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| Fixed Guideway: Carolina North to Carrboro using existing RoW | C | 1 | | | 2.4 | $6,200,000 | 2017 | Fixed Guideway / BRT / Express Bus | 3 | 5,460 | 1 | yes | yes | yes | yes | yes | yes | yes | 7 | 4 | Very High+ | 4 | High+ | 4 | Medium+ | 3 | Unfunded | 0 | 19 |
| DATA preventative maintenance and routine capital items | D | 2 | DC | 2 | n/a | $3,850,000 | 2012 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $2,982,000 | 2011 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $3,190,000 | 2012 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $3,400,000 | 2013 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $3,007,000 | 2014 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |

| | | | | | | | | 1: Service Type | | 2: Annual Ridership | | 3: Connectivity | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | Year Needed | Type | Points | Number of Trips/Year | Points | CAT | CHT | DATA | Duke | OPT | TT | Wolf | # of Connections | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $3,900,000 | 2015 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $4,200,000 | 2016 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT Preventative Maintenance & Routine Capital Items | CH | 2 | | | n/a | $4,500,000 | 2017 | Operating & Maintenance Expenses | 4 | 5,976,874 | 4 | no | yes | no | no | yes | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA preventative maintenance and routine capital items | D | 3 | DC | 3 | n/a | $4,250,000 | 2013 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA preventative maintenance and routine capital items | D | 4 | DC | 4 | n/a | $4,660,000 | 2014 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA preventative maintenance and routine capital items | D | 5 | DC | 5 | n/a | $5,120,000 | 2015 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA preventative maintenance and routine capital items | D | 6 | DC | 6 | n/a | $5,640,000 | 2016 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA preventative maintenance and routine capital items | D | 7 | DC | 7 | n/a | $6,200,000 | 2017 | Operating & Maintenance Expenses | 4 | 5,961,151 | 4 | no | no | yes | yes | no | yes | no | 3 | 2 | Low+ | 1 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 7 40; hybrid replacement buses | D | 9 | DC | 9 | n/a | $8,400,000 | 2017 | Replacement Vehicle | 4 | 710,636 | 2 | no | no | yes | yes | no | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 15 ADA replacement vans | D | 10 | DC | 10 | n/a | $570,000 | 2011 | Replacement Vehicle | 4 | 30,773 | 1 | no | yes | yes | yes | yes | yes | no | 5 | 4 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 18 ADA replacement vans | D | 11 | DC | 11 | n/a | $900,000 | 2016 | Replacement Vehicle | 4 | 36,928 | 1 | no | yes | yes | yes | yes | yes | no | 5 | 4 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 8 40' hybrid expansion buses | D | 17 | DC | 17 | n/a | $5,760,000 | 2011 | Expansion Vehicle | 3 | 602,490 | 2 | no | no | yes | yes | no | yes | no | 3 | 2 | Very High+ | 4 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 4 40' hybrid expansion buses | D | 19 | DC | 19 | n/a | $3,400,000 | 2013 | Expansion Vehicle | 3 | 301,245 | 2 | no | no | yes | yes | no | yes | no | 3 | 2 | Very High+ | 4 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 2 40' hybrid expansion buses | D | 20 | DC | 20 | n/a | $1,800,000 | 2014 | Expansion Vehicle | 3 | 150,623 | 2 | no | no | yes | yes | no | yes | no | 3 | 2 | Very High+ | 4 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| DATA 2 40' hybrid expansion buses | D | 21 | DC | 21 | n/a | $1,800,000 | 2015 | Expansion Vehicle | 3 | 150,623 | 2 | no | no | yes | yes | no | yes | no | 3 | 2 | Very High+ | 4 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT 8 Replacement Buses | CH | 1 | | | n/a | $2,800,000 | 2011 | Replacement Vehicle | 4 | 487,826 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT 9 Replacement Buses | CH | 1 | | | n/a | $3,250,000 | 2012 | Replacement Vehicle | 4 | 548,805 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT 17 Replacement Buses | CH | 1 | | | n/a | $6,300,000 | 2013 | Replacement Vehicle | 4 | 1,036,631 | 3 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 19 |
| CHT 10 Replacement Buses | CH | 1 | | | n/a | $3,900,000 | 2014 | Replacement Vehicle | 4 | 609,783 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT 5 Replacement Vans - EZ | CH | 3 | | | n/a | $384,000 | 2011 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | yes | no | yes | yes | no | 4 | 3 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT 5 Replacement Vans - EZ | CH | 3 | | | n/a | $423,000 | 2013 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | yes | no | yes | yes | no | 4 | 3 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT 5 Replacement Vans - EZ | CH | 3 | | | n/a | $444,000 | 2014 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | yes | no | yes | yes | no | 4 | 3 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |

| | | | | | | | | 1: Service Type | | 2: Annual Ridership | | 3: Connectivity | | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | Year Needed | Type | Points | Number of Trips/Year | Points | CAT | CHT | DATA | Duke | OPT | TT | Wolf | # of Connections | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| CHT 5 Replacement Vans - EZ | CH | 3 | | | n/a | $467,000 | 2015 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | yes | no | yes | yes | no | 4 | 3 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT 5 Replacement Vans - EZ | CH | 3 | | | n/a | $515,000 | 2017 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | yes | no | yes | yes | no | 4 | 3 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT Park & Ride Lot Expansion - Construction - 1000 spaces | CH | 7 | | | n/a | $5,000,000 | 2012 | Park & Ride Lot | 3 | 357,000 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| DATA passenger amenities (30 shelters + 100 benches) | D | 14 | DC | 14 | n/a | $500,000 | 2011 | Passenger Amenities | 2 | 1,419,600 | 3 | no | no | yes | yes | no | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| DATA passenger amenities (15 shelters + 90 benches) | D | 15 | DC | 15 | n/a | $380,000 | 2013 | Passenger Amenities | 2 | 1,146,600 | 3 | no | no | yes | yes | no | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| DATA passenger amenities (25 shelters + 115 benches) | D | 16 | DC | 16 | n/a | $675,000 | 2017 | Passenger Amenities | 2 | 1,528,800 | 3 | no | no | yes | yes | no | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 18 |
| CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501 | CC | 1 | | | 10.8 | $352,712 (annual operating cost) | 2011 | Fixed Guideway / BRT / Express Bus | 3 | 58,000 | 1 | no | yes | no | no | yes | yes | no | 3 | 2 | High+ | 3 | High+ | 4 | High+ | 4 | Unfunded | 0 | 17 |
| CHT 7 Replacement Vans - SR | CH | 4 | | | n/a | $210,000 | 2011 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 17 |
| CHT 7 Replacement Vans - SR | CH | 4 | | | n/a | $217,000 | 2015 | Replacement Vehicle | 4 | 25,132 | 1 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 17 |
| CHT 5 Expansion Buses | CH | 8 | | | n/a | $1,751,000 | 2011 | Expansion Vehicle | 3 | 307,047 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 17 |
| CHT 5 Expansion Buses | CH | 8 | | | n/a | $1,800,000 | 2012 | Expansion Vehicle | 3 | 307,047 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 17 |
| CHT 5 Expansion Buses | CH | 8 | | | n/a | $1,971,000 | 2015 | Expansion Vehicle | 3 | 307,047 | 2 | no | yes | no | no | yes | yes | no | 3 | 2 | Medium+ | 2 | High+ | 4 | High+ | 4 | Unfunded | 0 | 17 |
| Hillsborough In Town Transit Circulator | H | 1 | | | 20.6 | $198,000 | 2011 | Operating & Maintenance Expenses | 4 | 3,380 | 1 | no | no | no | no | yes | yes | no | 2 | 1 | Low+ | 1 | Medium+ | 3 | Neutral | 1 | 25%+ | 4 | 15 |
| DATA land acquisition for 2 100 space park-n-ride lots (Treyburn area and Githens MS area) | D | 22 | DC | 22 | n/a | $2,200,000 | 2013 | Park & Ride Lot | 3 | 72,800 | 1 | no | no | yes | yes | no | yes | no | 3 | 2 | High+ | 3 | Medium+ | 3 | Neutral | 1 | Unfunded | 0 | 13 |
| Hillsborough Train Station/Multi-modal Center | OC | 1 | H | 2 | n/a | $1,500,000 | 2011 | Park & Ride Lot | 3 | 2,600 | 1 | yes | no | yes | no | yes | yes | no | 4 | 3 | High+ | 3 | Low+ | 2 | Neutral | 1 | Unfunded | 0 | 13 |

| | | | | | | | | 1: Service Type | | 2: Annual Ridership | | 3: Connectivity | | | | | | | | | 4: Environmental Impacts | | 5: Community Impacts | | 6: Environmental Justice Impacts | | 7: Funding Status | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Jurisdiction | Local Priority # | Jurisdiction | Local Priority # | Miles (round to nearest tenth of a mile) | Cost (round to nearest $1,000) | Year Needed | Type | Points | Number of Trips/Year | Points | CAT | CHT | DATA | Duke | OPT | TT | Wolf | # of Connections | Points | Impact | Points | Impact | Points | Impact | Points | Percent funded | Points | Total Points |
| Key: | C | Carrboro | C | Carrboro | ex. | ex. | 2011 | Replacement Vehicle | 4 | # vehicles * annual system average passengers per vehicle | Leave blank | yes | yes | yes | yes | yes | yes | yes | 7 | 4 | Very High+ | 4 | High+ | 4 | High+ | 4 | 25%+ | 4 | |
| | CC | Chatham County | CC | Chatham County | 1.1 | $114,000 | 2012 | Operating & Maintenance Expenses | 4 | annual system passengers | model output | no | no | no | no | no | no | no | 6 | 4 | High+ | 3 | Medium+ | 3 | Medium+ | 3 | 10%+ | 3 | |
| | CH | Chapel Hill | CH | Chapel Hill | n/a | | 2013 | Expansion Vehicle | 3 | OR # vehicles * system minimum standard passengers per vehicle | | | | | | | | | 5 | 4 | Medium+ | 2 | Low+ | 2 | Low+ | 2 | 5%+ | 2 | |
| | D | Durham | D | Durham | | | 2014 | Fixed Guideway / BRT / Express Bus | 3 | model output | | | | | | | | | 4 | 3 | Low+ | 1 | Low- | 1 | Neutral | 1 | Post Year | 1 | |
| | DC | Durham County | DC | Durham County | | | 2015 | Park & Ride Lot | 3 | spaces * service days/year | | | | | | | | | 3 | 2 | Negative | 0 | High- | 0 | Negative | 0 | Unfunded | 0 | |
| | H | Hillsborough | H | Hillsborough | | | 2016 | Passenger Amenities | 2 | # stops * average boarding per stop * service days/year | | | | | | | | | 2 | 1 | | | | | | | | |
| | OC | Orange County | OC | Orange County | | | 2017 | ITS | 2 | annual ridership on vehicles affected | | | | | | | | | 1 | 0 | | | | | | | | |
| | TT | Triangle Transit | TT | Triangle Transit | | | | | | Points to be assigned by quartiles | | | | | | | | | | | | | | | | | | |

**RESOLUTION**

**TO APPROVE AMENDMENT #2 TO THE FY 2008-2009 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**November 12, 2008**

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,** A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

**WHEREAS,** The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2008-2009 UPWP as outlined on the attached tables; and

**WHEREAS,** Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2008-2009.

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2008-2009 as described in the attached sheets.**

I, Alice M. Gordon, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Urban Area Transportation Advisory Committee, duly held on the 12th day of November, 2008.

_____
Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____County, North Carolina do hereby certify that Alice M. Gordon personally appeared before me on _____day of_____, 2008 to affix her signature to the foregoing document.

_____
Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

**Durham-Chapel Hill-Carrboro Urban Area**
**FY 2008-2009 Unified Planning Work Program - Amendment #2 (TAC 11/12/08)**
***Funding Source Tables - Detail Revision Tables***

**Town of Chapel Hill**

| | | | STP-DA 133(b)(3)(7) Funds | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | *Original* | | *Proposed* | | | |
| | | | *2008-09 UPWP 4/09/2008 TAC* | | *Amendment #1 Nov. 12, 2008 TAC* | | *Difference (Change)* | |
| | | Task Description | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| | | | | | | | | |
| | | | | | | | | |
| III | D | Incidental Plng/Project Dev | | | | | | |
| | 3 | Special Studies | 0 | 0 | *10,000* | *40,000* | **10,000** | **40,000** |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | Net Change | | | | | **$10,000** | **$40,000** |

**MEMORANDUM**

**To:** Transportation Advisory Committee (TAC)
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** November 12, 2008

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

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This memorandum provides a summary status of tasks for projects in the FY 2008-2009 Unified Planning Work Program.

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

## 2008-09 Unified Planning Work Program (UPWP) – Projects

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

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
- ✓ Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
- ✓ TAC approve Targets – February 2008
- ✓ TAC review Deficiency Analysis – March 2008
- ✓ TAC review Land Use Scenarios – May 2008
- ✓ TAC review LRTP Alternatives – August 2008
- ✓ Public Outreach for Alternative – August-September 2008
- ✓ Public Hearing on the LRTP Alternative –September 10, 2008
- Release of the Preferred Option for Public Comments and Input – October 200.
- Public Hearing on the Preferred Option – October 8, 2008
- Approval of 2035 LRTP to be used for air quality analysis – December 2008
- Air analysis and Inter-Agency Coordination – December 2008 to February 2009
- Release of draft 2036 LRTP Conformity report – March 2009
- TAC approval of LRTP conformity Determination – April 2009

**NC 54/I-40 Corridor/Sub-Area Study**

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time

Request for Proposal notice – October 2008
Proposal due November 2008
Consultant selection November/ December 2008
Council contract approval February/March 2009
Notice to Proceed – February/March 2009

**MPO Parking Survey and Study**

Draft scope of services
Request for Proposal notice – December 2008
Proposal due January 2009
Consultant selection February 2009
Council contract approval March/April 2009
Notice to Proceed – April 2009

**Commercial Vehicle/Freight Survey**

- ✓ Model specification September 2008

Draft scope of services September/October 2008
Request for Proposal notice – December 2008
Proposal due January 2009
Consultant selection February 2009
Council contract approval March/April 2009
Notice to Proceed – April 2009

**GIS/Data Integration and Automation**

- ✓ Phase I in progress
- ✓ Initial Kick of meeting and scan completed
- ✓ Initiation Workshop report completed
- ✓ Draft Requirement Assessment & Application Development Report - October 2008

GIS Warehouse Design & Implementation
Functional TELUDE Development
Development of Common Maps, Models & Reports
TELUDE Implementation, Testing and Evaluation
TELUDE Computing Environment
Deployment, Documentation, Users Guide and Training

**Land-use Model development**

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed
- ✓ Land use data collection completed
- ✓ Development of Model specification Completed



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✓ Model architecture and design completed
Database for UrbanSim model
Phase 1 model development
Demographic and Economic Transition Models
Household and Job Location Choice Models
Development Models
Price Models
Accessibility and TRM Interface
Integration of Model Outputs
Training, documentation, User's manual
Final Presentation

**Non-Motorized Model development**

✓ Phase 1 completed.

Phase 2 underway awaiting the completion of LRTP modeling tasks

- Update and enhancement of Generation Choice Models
- Revision and revalidation of Destination choice models
- Development of improved Model Choice model
- Prepare and implement new TransCad routines to implement new models
- Documentation, User's manual, and training
- Project completion date anticipated in 2010

**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
✓ Request for funding from NCDOT
✓ Draft scope of services and Request for Proposals.
✓ Consultant selection in spring of 2008

- Notice to proceed in October 2008
- Scan of Best practices
- ITS Vision and goals
- Gap Assessment
- Development of ITS Architecture
- Development of ITS Cost Estimates and Cost database
- Development of Maintenance Plan
- Development of IDAS Model
- Integration & Streamlining of ITS with Transportation Planning.
- Strategic Deployment Plan
- Project Management
- Final Reports
- Completion of Project expected in Winter of 2010.

**Farrington Road/Stagecoach Road Corridor Study**



Page 3 of 4

- ✓ This study involved 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
- ✓ Kimley Horn and Associates is the consultant
- ✓ Data collection underway
- ✓ Steering Committee proposed
- ✓ Completion of study expected in January
- ✓ Integration in the 2035 LRTP
- ✓ Draft report complete
- ✓ Presentation at June TAC

**MPO Collector Street Plan**

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ▪ Completion of study and integration with the 2035 LRTP in Spring 2009

**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 30, 2007
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- • Environmental Study expected completion - summer 2008



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## NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 11/1/2008

| County | TIP # | Route | Location Description | Contract Amount | Length | Contractor Name | Resident Engineer | RE Ph. # | Contract Completion | Scheduled Progress | Actual Progress | Estimated Completion |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DURHAM | U-4410DB | HOPSON ROAD | NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE | $ 3,476,305.55 | 0.587 miles | Thompson Contracting, Inc. | Jeff Allen, PE | (919) 733-9499 | 10/1/2008 | 90.0% | 93.7% | 11/15/2008 |
| DURHAM | U-4010 | NC 98 | WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD | $ 3,288,207.30 | 0.369 miles | Triangle Grading and Paving | Cadmus Capehart, PE | (919) 840-0914 | 6/15/2008 | 100.0% | 52.9% | 12/15/2008 |
| DURHAM / WAKE | U-4026A/B R-2904 | 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 | $ 35,467,891.08 | 6.363 miles | C C Mangum Company LLC | Jeff Allen, PE | (919) 733-9499 | 11/1/2009 | 50.7% | 66.4% | 11/1/2009 |
| DURHAM | B-3169 | RIVERMONT ROAD | BRIDGE 158 ON RIVERMONT ROAD (SR-1402) | $ 539,350.81 | 0.067 miles | SMITH-ROWE, INC. | Chad Hinnant | (919) 220-4680 | 11/10/2008 | 82.5% | 88.7% | 11/10/2008 |
| 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 | $ 18,810,912.36 | 1.769 miles | DLB, Inc. | Chad Hinnant | (919) 220-4680 | 8/1/2010 | 23.8% | 21.8% | 8/1/2010 |
| DURHAM / WAKE | B-3528 | LEESVILLE ROAD | BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839) | $ 1,174,705.74 | 0.284 miles | Mountain Creek Contractors, LLC | Cadmus Capehart, PE | (919) 840-0914 | 5/15/2009 | 36.0% | 49.1% | 5/15/2009 |
| DURHAM | B-4109 | PICKETT ROAD | BRIDGE OVER MUD CREEK ON PICKETT ROAD (SR-1303) | $ 1,102,441.20 | 0.078 miles | Kirkman Construction, Inc. | Cadmus Capehart, PE | (919) 840-0914 | 11/21/2008 | 46.6% | 30.8% | 11/21/2008 |
| DURHAM / WAKE | 2008-RESURF | US-70 | WIDENING, RESURF. AND SHLDR RECONSTR. OF US-70 W OF ANGIER AVE TO W OF ANGUS DR | $ 1,889,926.35 | 4.39 miles | Rea Contracting, LLC | Cadmus Capehart, PE | (919) 840-0914 | 10/31/2008 | 39.5% | 11.7% | 11/15/2008 |

## NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 11/1/2008

| County | TIP # | Route | Location Description | Contract Estimate | Length | Contact Engineer | Phone # | Contract Let Date |
|---|---|---|---|---|---|---|---|---|
| DURHAM | U-2055B | NC 55 | CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55 | $ 223,238.50 | | B. UPSHAW | (919) 220-4600 | 12/1/2008 |
| DURHAM | U-2055D | AVONDALE DRIVE | CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE | $ 493,065.78 | | B. UPSHAW | (919) 220-4600 | 3/1/2009 |
| DURHAM | U-3309A | TW ALEXANDER DR | WIDENING FROM CORNWALLIS ROAD TO EAST OF NC-147 | $ 9,900,000.00 | 1.072 miles | J. MOORE | (919) 250-4016 | 8/18/2009 |
| DURHAM | U-4011 | S MIAMI BLVD | WIDENING FROM METHODIST ST TO BETHESDA AVE | $ 3,700,000.00 | 0.7 miles | J. MOORE | (919) 250-4016 | 8/18/2009 |

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 | 36945 | SR 1010 (Franklin St.) @ Mallette St. | Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm | $110,000.00 | **Advertisement pending review of proposal** |
| | | | | | |
| Orange | 41488 | US 15-501 @ SR 1900 (Old Mason Farm Road) | Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900 | $147,500.00 | FA widening began 9/10/08; UNC-CH to install ped heads & crosswalks by M.A. |
| | | | | | |
| Orange | 41593 | Union Street | Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.) | $32,000.00 | Town to include as part of large STP-DA sidewalk contract for Nash St.-Enc. Agreement under review |
| | | | | | |
| Orange | 42037 | SR 1939 (Damascus Ch. Rd.) 0.8 mi. west of SR 1919 (Smith Level Rd.) | Install guardrail at Pipe# 89 | $17,000 | Req. by OWASA; District POC to be compl. by 10/31/08 |
| | | | | | |
| Orange | 42038 | SR 1005 (Greensboro - Chapel Hill Rd.) approx. 1.6 mi. west of SR 1942 (Jones Ferry Rd.) | Install guardrail at Bridge# 85 | $11,000 | Req. by OWASA; **District POC compl. 9/30/08** |
| | | | | | |
| Orange | B-4218 | SR 1730 (Turkey Farm Rd.) | Replace Bridge # 108 over New Hope Creek | $750,000.00 | Dane Const., Inc. **=Pre-const. held 10/22/08** |
| | | | | | |
| Orange | 42170 SS-4907 T 42204.2 42204.1 | SR 1710 (Old NC 10) @ NC 86 | Construct a right turn lane on SR 1710 and install a traffic signal | $215,000 | Design pending survey |
| | | | | | |
| Orange | 42171 SS-4907 U 42205.2 42205.1 | SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road) | Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection | $300,000 | Design pending survey |
| | | | | | |

## *ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO*

| | | | | | |
|---|---|---|---|---|---|
| **Orange** | **42423.3 42423.1 SS - 4907V** | **SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)** | **Realign intersection** | **$165,000** | **Design pending field review and survey** |
| | | | | | |
| Orange | 7CR.10681.14 7CR.20681.14 7C.068081 | 4 sections of NC 54 and ramps and 5 sections of secondary roads | Milling, resurfacing, pavement markings, and shoulder reconstruction | | S.T. Wooten Corp.=**80% complete** |
| | | | | | |
| Orange | SF-4907 B 41699.3 C 41699.1 PE | US 70 (Hillsborough Rd.) and NC 751 near Durham | Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751 | $90,000 C $35,000 PE | Barrett, Irvin & Jordan **began work 10/16/08** for completion by 11/21/08 |
| | | | | | |
| ***NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG LIST*** | | | | | |
| | | | | | |
| **County** | **TIP #** | **Route** | **Location Description** | **TIP Est.** | **Est. Let Date** |
| | | | | | |
| Orange | I-4716 | I-40 | Grind and reseal joints on I-40 from I-85 to Durham Co. ( Scope may be revised) | $1.05 million | Jan. 20, 2009 |
| | | | | | |
| Orange | B-4592 | SR 1561 (Lawrence Rd.) | Replace Bridge # 64 over the Eno River | $1.6 million | Jan. 20, 2009 |
| | | | | | |
| Orange | U-0624 | NC 86 (S. Columbia St.) | Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.) | $4.40 million | July 21, 2009 |
| | | | | | |
| Orange | U-4704 | Chapel Hill-Carrboro | Computerized Traffic Signal System | $5.0 million | April 21, 2009 |

**NCDOT-PTD Community Transit Conference –** The conference was held from October 20 to the 22, at the Sheraton in Raleigh. The theme was good to great. Over 135 people participated in the conference.

**Consultancy for updating Community Transportation System Five Year Plans –** NCDOT has issued a call for proposals for a series of short range studies covering most of 100 counties in North Carolina. One mission is to make the Community Transit Systems a vital part of the Triangle Area transportation system. There will be a large emphasis on collaboration and consolidation. The Triangle Urban and Regional Transit Agencies will be asked to define their relationships with: Johnston County Area Transit, Durham County Access (especially as it relates to DATA), Chatham Transit Network, Orange County Public Transit and Wake Coordinated Transportation System. The goal will be to create more concise short range objectives that can be monitored and evaluated by NCDOT. There needs to be a discussion of how the MPO captures the inputs and outputs of CTS in their planning and reporting documents.

**FTA - New Starts Grant follow-up**
After several conversations with FTA, NCDOT endorsed an extension request until December of 2009 related to the New Starts Grant funds previously appropriated to Triangle Transit. This means that Triangle Transit must deliver a definable mass transit project to FTA by December of 2009. If not, Triangle Transit will need to dispose of the properties purchased under the grant and return the revenues to FTA.

**Triennial Review** - FTA completed the State Management Review in North Carolina on October 3. Two Community Transit Systems were visited as part of the review. FTA cited several deficiencies and NCDOT-PTD has been given 30 days to respond to the compliance issues. Consequently there will be a flurry of requests going out in November that require immediate attention from the properties, i.e. updating DBE practices, Charter reporting, etc.. We appreciate your attention to these matters.

**State Administered Sections 5310, 5316 and Section 5317 Applications**
A call for projects will be issued by December 31, 2008; competitive selection will be conducted between January 1, 2009 and June 30, 2009. All projects must be derived from a locally coordinated human service transportation plan. A big thanks to Triangle Transit for recently facilitating locally coordinated human service transportation plans for the counties in the CAMPO and DCHC planning area.

**Dream big and dream soon**
NCDOT-PTD would like to create a list of potential projections that would meet the likely federal criteria of a new economic stimulus package. NCDOT-PTD needs your information as soon as possible. Based on H. R. 7110 and recent discussions with our Washington DC office, money is likely to be 100% federal (no local match required). Eligible items are likely to be: Capital Projects, Service Expansion, Fare Reductions, Avoidance of Fare or Service Reductions, Avoid Fare Increases, Acquire Clean Fuel Equipment/Facilities, Establish/Expand Commuter Matching Services. Service that you can start right now - if you only had operating funding are good candidates. New facilities would be a hard sell. Please send your requests with a full project description, estimated cost, timetable and contact information to Mike Kozak at NCDOT-PTD.

NCDOT NOVEMBER 2008 BOARD OF TRANSPORTATION **AGENDA** – Transit Items

| | | | |
|---|---|---|---|
| Project No. | **Triangle Transit.** | **5307 funds** | |
| 09-90-X442-00 | The grant provides for replacement of 5 lift equipped buses, expansion of the van program by 2 vehicles, plus State funding for work completed on the Metropolitan Planning Program. The effective date is July 1, 2007. | $1,120,991<br>$128,652<br>$133,483 | Federal<br>State<br>Local |
| 09-95-X27-00 | The grant provides for replacement of 10 buses and expansion of the van program by 16 vehicles. The effective date is July 1, 2006. | $2,978,400<br>$372,300<br>$372,300 | Federal<br>State<br>Local |
| Project No. 09-04-0007-01 | The amendment provides for replacement of 3 buses, one of which will be lift equipped. The effective date is July 1, 2006. | **5309 funds**<br>$740,000 | Federal |
| | **Triangle Transit Grant Total:**<br>**Federal = $4,839,391, State = $593,452, Local = $505,783** | $92,500<br>$92,500 | State<br>Local |

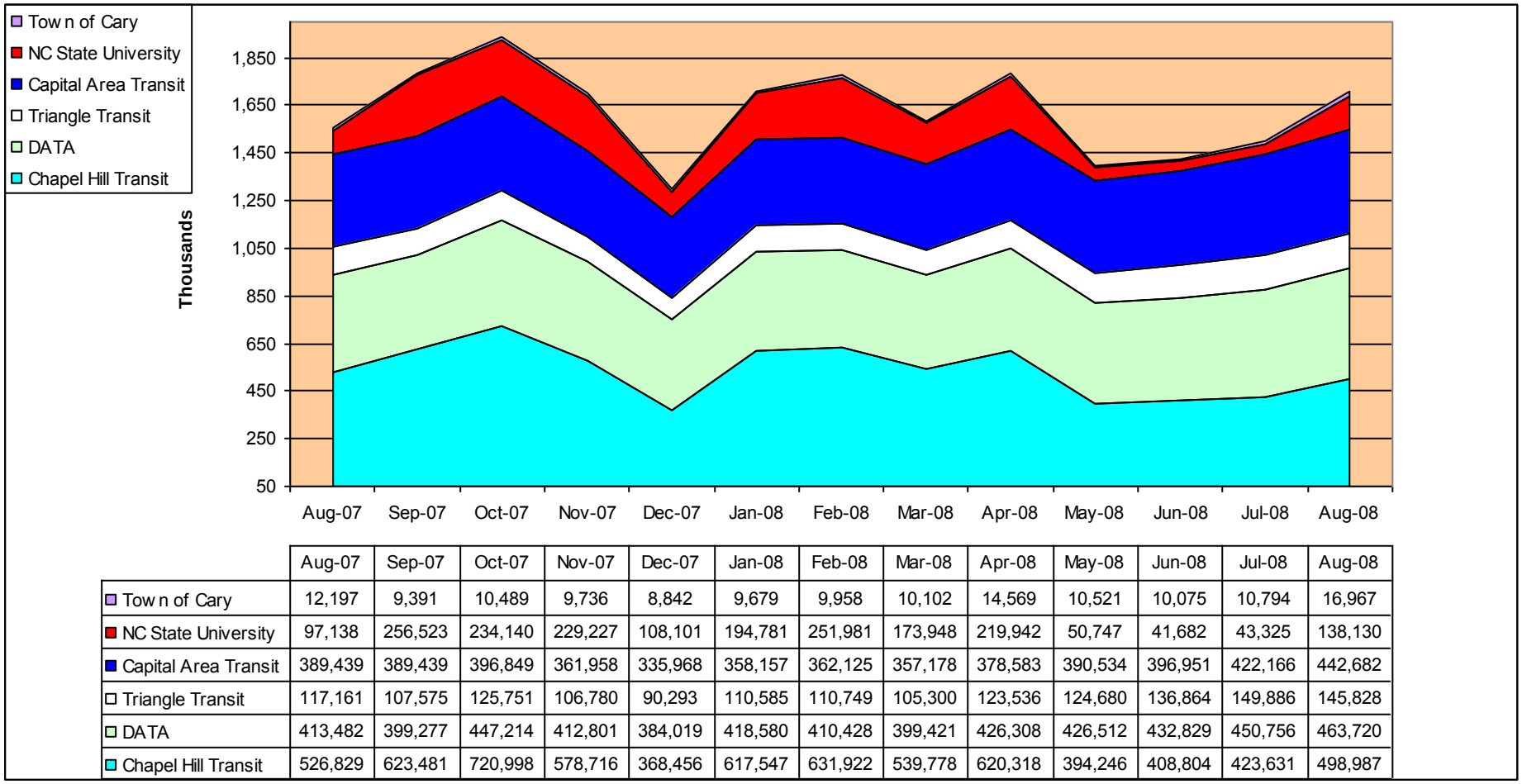
| | | | |
|---|---|---|---|
| Project No. | **Durham Area Transit Authority -DATA** | **5307 funds** | |
| 09-90-X445-00 | The grant provides funding for purchase of one para-transit van and work on the Short Range Transit Plan. The recommended effective date is July 1, 2007. | $483,679<br>$60,459<br>$60,460 | Federal<br>State<br>Local |
| 09-95-X012-01 | The grant provides funding for purchase of an addition hybrid bus to expand the DATA fleet. The effective date is July 1, 2008 | $587,337 | Federal |
| | **DATA Grant Total:**<br>**Federal = $1,071,016, State = $133,876, Local = $133,877** | $73,417<br>$73,417 | State<br>Local |
| Project No. 09-US-046 | **Durham County ACCESS**<br>The State grant provides for the Administrative cost for FY2008-09. The State Capital grant funds are for purchase of three lift equipped vans to replace similar equipment that has met its useful service life. The effective date is July 1, 2008. | **5311 funds**<br>$83,683<br>$14,768<br><br>$105,570<br>$11,730 | Admin.<br>State<br>Local<br>Capital<br>State<br>Local |
| | **Durham County ACCESS Grant Total:**<br>**State = $189,253, Local = $26,498** | | |

| | | | |
|---|---|---|---|
| Project No. | **Capital Area Transit - CAT** | **5309 funds** | |
| 09-03-0081-00 | The grant provides funding for purchase of 2 buses to expand the CAT fleet. The effective date is September 1, 2007. | $579,145<br>$72,393<br>$72,393 | Federal<br>State<br>Local |
| 09-04-0004-00 | The grant provides funding for purchase of 12 buses to expand the CAT fleet and one replacement vehicle. The effective date is June 14, 2006 | $3,404,714<br>$425,589<br>$425,589 | Federal<br>State<br>Local |
| 09-04-0025-00 | The grant funds will be used for FY 2008 Land Acquisition. The effective date is July 1, 2008 | $2,805,600<br>$350,700<br>$350,700 | Federal<br>State<br>Local |
| Project No. 09-95-X019-00 | The grant provides funding for replacement of 13 buses. The Federal share is 83% of the cost and CAT requests a State match of 8%. The effective date is July 1, 2008. | **5307 funds**<br>$3,575,000<br>$344,578<br>$387,651 | CMAQ<br>Federal<br>State<br>Local |

| | | | |
|---|---|---|---|
| 09-JA-001 | The employment based grant will allow CAT to extend the period of time to operate the recently implemented Wake Forest Express service and the Wake circulator route. The funds will also allow Capital Area Transit to initiate a new route to Wake Technical Community College's south campus. The effective date is November 1, 2008.<br>**CAT Grant Total:**<br>**Fed. = $10,630,459, State = $1,518,288, Local = $1,561,361** | **5316 funds**<br>$590,960<br>$266,000<br>$325,028 | <br>Total<br>Federal<br>Local |

| | | | |
|---|---|---|---|
| Project No. 09-90-X436 | **Chapel Hill Transit - CHT**<br>The grant provides funding for work on the Short Range Transit Plan. The effective date is July 1, 2007.<br><br><br>Burlington Express Service Operating funds<br>Effective date is November 1, 2008<br><br>Pittsboro Express Service Operating funds<br>Effective date is November 1, 2008<br><br>**CHT Grant Total:**<br>**Federal = $506,544, State = $12,323, Local = $420,283** | **5307 funds**<br>$88,024<br>$11,003<br>$11,003<br>**5316 funds**<br>$245,768<br>$1,320<br>$236,528<br><br>$172,752<br>$172,752 | <br>Federal<br>State<br>Local<br><br>Federal<br>State<br>Local<br><br>Federal<br>Local |

National Transit Data - monthly ridership (fixed route plus demand responsive) – Where's that $4 gas spike in ridership?




| | Aug-07 | Sep-07 | Oct-07 | Nov-07 | Dec-07 | Jan-08 | Feb-08 | Mar-08 | Apr-08 | May-08 | Jun-08 | Jul-08 | Aug-08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Town of Cary | 12,197 | 9,391 | 10,489 | 9,736 | 8,842 | 9,679 | 9,958 | 10,102 | 14,569 | 10,521 | 10,075 | 10,794 | 16,967 |
| NC State University | 97,138 | 256,523 | 234,140 | 229,227 | 108,101 | 194,781 | 251,981 | 173,948 | 219,942 | 50,747 | 41,682 | 43,325 | 138,130 |
| Capital Area Transit | 389,439 | 389,439 | 396,849 | 361,958 | 335,968 | 358,157 | 362,125 | 357,178 | 378,583 | 390,534 | 396,951 | 422,166 | 442,682 |
| Triangle Transit | 117,161 | 107,575 | 125,751 | 106,780 | 90,293 | 110,585 | 110,749 | 105,300 | 123,536 | 124,680 | 136,864 | 149,886 | 145,828 |
| DATA | 413,482 | 399,277 | 447,214 | 412,801 | 384,019 | 418,580 | 410,428 | 399,421 | 426,308 | 426,512 | 432,829 | 450,756 | 463,720 |
| Chapel Hill Transit | 526,829 | 623,481 | 720,998 | 578,716 | 368,456 | 617,547 | 631,922 | 539,778 | 620,318 | 394,246 | 408,804 | 423,631 | 498,987 |

# U.S. study for road-funding alternatives looks to Triangle

Posted: Oct. 6, 2008
Updated: Oct. 7, 2008

The federal government will begin next month sponsoring a two-year study across the United States, including the Triangle, on how a road usage fee would work as an alternative to the federal gas tax.

Hundreds of drivers in six communities across the nation will be paid to test for 10 months a GPS-based computers in their vehicles that capture the miles driven and gallons of gasoline used.

"There's no change in anything we're asking you to do," said Kevin Leibel, president of Innovation Management, the Chapel-Hill based company conducting the study. "And at the end of the period, you've earned almost $900."

The federal gas tax, currently a little more than 18 cents a gallon, is the primary source of funding for road construction on a national level. The need for alternative funding is a result of more people using fuel-efficient cars and drives buying less gasoline because of higher prices at the gas pumps.

Under a road usage fee, motorists would pay based on the number of miles they drive instead of how much gas they pump, which isn't always used for driving on roads.

"It's really getting rid of a tax and putting into place a much more equitable system of road-use consumption and fairness," Leibel said.

Usage is also different among motorists, he says, pointing to more fuel-efficient vehicles, which get better mileage.

"Somebody who drives a Prius and drives one mile is actually doing exactly the same erosion and damage to the road as someone who drives a Ford Mustang and drives one mile," Leibel said.

Eliminating the gas tax is years away, Leibel says, but he says his company is trying to understand how a road usage fee fits into people's lifestyles, whether they like it and whether they accept the idea.

"We're looking for people who are young. We're looking for people who are old. We're looking for people at full-time jobs, part-time jobs. Students – you name it," Leibel said. "We're looking for all different types of drivers to participate in this study."

The state is also interested in the study and how the technology works.

A road usage fee is one option being discussed by a statewide committee assigned to recommend long-term transportation solutions to the General Assembly, says the committee's chairman, Brad Wilson.

The committee, which is expected to report on all available options by the end of the year, acknowledges a gas tax probably isn't a long-term option for generating revenue for road construction.

"(But there are) lots of questions that have to be asked and answered about the technology, about the enforcement, about what's fair," Wilson said.

Reporter: Bruce Mildwurf
Photographer: Greg Clark
Web Editor: Kelly Gardner

# Carrboro proposes plan for bike lanes

**BY BETH VELLIQUETTE : The Herald-Sun**
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**Oct 15, 2008**

CARRBORO -- The town of Carrboro is developing a Comprehensive Bicycle Transportation Plan and wants to hear what people think of it.

The plan was recently completed by Greenways, Inc., a consulting company in Durham with a grant from the N.C. Dept. of Transportation. It included work from the Carrboro staff, information obtained at public meetings, through surveys and from an 18-member steering committee.

Nearly 400 people responded to online surveys, and 100 people spent time with the consultants talking about what they think the town of Carrboro needs to do to make the town more bike-friendly.

The draft of the plan named the top two priority projects, and they include paving the shoulder on the south side of Smith Level Road at a cost of $228,000 and creating a Wilson Park Greenway that would run from North Greensboro Street to the town limits on Estes Drive at a cost of $175,000.

Other top priorities, which are much less expensive, include putting up "Share the Road" signs on various streets and roads in Carrboro and maintaining and repairing existing bike lanes and symbols.

In addition to the top two priorities, the report prioritizes 46 other stretches of roads that could be improved for bicycle travel. Each project is ranked according to a list of 18 criteria that include such things as whether it's near a school, near a park and how it was ranked in public surveys.

Also included in the pages of the report are photographs of certain areas, for example, north of Estes Drive on North Greensboro Street, where there isn't much room for bicycles, compared with photographs that have been altered to show how the street would look if it was widened to include a bicycle lane.

To read the draft of the plan, go to: http://www.greenways.com/pages/CarrboroBicycleDraftPlan.html.

The time for public comment closes Nov. 7.

Once the public comment period has closed, the staff will work with the consultants to finalize the report and present it to the Board of Aldermen for Adoption.

Adena Messinger, transportation planner for the Town of Carrboro, hopes people will weigh in and either support the plan or voice their concerns.

The plan is designed for bicycle riders who may be beginner riders, children and adults who are not elite cyclists, the "non-Lycra" rider, Mayor Mark Chilton joked.

The Aldermen praised the report and made small suggestions for improvement.

Mayor Mark Chilton suggested that a plan should be developed to provide a safe bicycle route from Chapel Hill and Carrboro to Hillsborough.

# Some on council resist removing bike lanes from project

**By Ray Gronberg : The Herald-Sun**
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**Oct 13, 2008**

DURHAM -- Public Works Department engineers want the City Council to scrap part of Durham's bicycle plan that calls for putting bike lanes on a stretch of Fayetteville Road that's due for a city-funded widening in three years.

The move would save up to $4.5 million and make sure the department doesn't have to rework existing plans for the widening, they say.

But the department's request is running into opposition from the city's Bicycle and Pedestrian Advisory Commission, which wants elected officials to uphold the 2-year-old bike plan.

It favors a design change that would make room for the bike lanes by narrowing the road's new travel lanes by a foot, saving $2.25 million in the process.

At least some council members see it the bike board's way.

The department's interest in saving money, though appreciated, "violates a lot of the kinds of things we're trying to do to make [Durham] more livable," City Councilman Mike Woodard said.

The widening would target the stretch of Fayetteville Road from Woodcroft Parkway north to Buxton Street.

It's the follow-up to a city-funded widening of the road that covered the stretch from Woodcroft Parkway south to N.C. 54. That pavement went in earlier this decade and lacks bike lanes because city policy at the time didn't call for them.

The Woodcroft-to-Buxton widening's estimated cost is $23.1 million -- without bike lanes. Designers completed 90 percent of the blueprints for it while they were laying out the added pavement to the south.

Public Works officials believe installing bike lanes along the Woodcroft-to-Buxton stretch is unnecessary because the American Tobacco Trail parallels Fayetteville Road.

But the administrators who wrote the bike plan, the bike board and the council all agreed in 2006 that the trail and new bike lanes along Fayetteville road would complement each other.

The bike lanes would be more accessible to homes and businesses along Fayetteville and thus be better able to serve commuters, supporters contend.

The tobacco trail, meanwhile, is geared more for recreational uses like jogging, hiking and weekend bikers, they say.

Council members have asked officials for counts of the traffic along the trail.

"We have something that shows the interest [in] and use of those trails, it helps us as we push whatever plans we need to push," Mayor Bill Bell said.

Bell didn't say last week which way he's leaning on the issue. He works at the UDI corporate campus near the intersection of Fayetteville Road and the Martin Luther King Parkway, commuting there up Barbee Road from a neighborhood next to Parkwood.

"I am very familiar with that area," he said.

Woodard said rising fuel prices justify investing in more bike lanes, as they encourage people to commute by bicycle.

The council is scheduled to debate the proposal on Oct. 20.

## Council OKs bike lanes in road plan

**By Ray Gronberg : The Herald-Sun**
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**Oct 21, 2008**

DURHAM -- A unanimous City Council voted Monday night to direct the Public Works Department to plan on including bike lanes in a proposed widening of Fayetteville Road north of Woodcroft Parkway.

The vote turned aside a request from the department's engineers for a waiver of the city's 2-year-old bicycle plan that would allow widening to go forward without the extra pavement.

Monday's decision will add an estimated $2.25 million to the eventual cost of the widening, which will stretch 3.3 miles between Woodcroft Parkway and Buxton Street.

Supporters indicated that they saw the vote as a test of the council's commitment to the bike plan and the sort of design choices the city routinely asks of other agencies.

"We fight for bike trails on almost every state road project that comes along," said Councilman Mike Woodard, who chairs the inter-governmental committee that oversees road projects in Durham, Orange and Chatham counties.

The vote, he added, "shows or I'd say renews our commitments to plans already put in place."

Mayor Bill Bell and other officials, however, pointed out that the city hasn't yet allocated funding to the

widening. That means it might be years before construction gets under way.

Deputy City Manager Ted Voorhees said funding for the project might come from a future bond issue.

Engineers believe the project would cost $23.1 million without bike lanes. They completed 90 percent of the drawings for it at the same time they were preparing a since-completed widening to the south -- long before the bike plan came along.

Durham's Bicycle and Pedestrian Advisory Commission supported adding the bike lanes to the project, arguing that they'd supplement rather than duplicate the nearby American Tobacco Trail.

Councilman Eugene Brown, however, signaled skepticism and asked officials if bike lanes along Fayetteville would be a "trail to nowhere."

The city's bicycle and pedestrian coordinator, Dale McKeel, answered that they'd tie into existing bike lanes along the Martin Luther King Parkway and planned bike lanes along Barbee Road and other side streets.

McKeel also gave the council data from an Oct. 15 count of traffic along the tobacco trail at its intersection with Cook Road.

The Public Works staff saw 291 bikers on the path and 349 pedestrians during the weekday count.

McKeel said traffic is likely higher on weekends and that designers believe such heavy levels of pedestrian traffic could deter bicyclists from using the trail as a commuting route.



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Modified: Oct 10, 2008 02:25 AM

# Commuter line a 141-mile vision

### Study has Triangle in $1 billion system

Jay Price, Staff Writer Comment on this story

DURHAM - A 141-mile commuter rail system stretching from Goldsboro through the Triangle to Greensboro with a spur to Chapel Hill could be built in existing rail corridors for about $1 billion, according to a study released Thursday by the North Carolina Railroad Co.

The passenger trains would operate during morning and evening rush hours and could dovetail with another rail system in the Triangle that's under consideration, company officials said.

The state-owned private company owns a rail corridor running from Morehead City on the coast to Charlotte. It commissioned the 11-month-long study to determine the cost and feasibility of running commuter trains on its tracks along with existing freight and long-distance Amtrak passenger trains. Its consultant looked at a system with 29 stops in seven counties and 13 trains.

The next step, railroad officials said, would be for someone to undertake a ridership study to determine demand for the service.

Plans for passenger rail service in the Triangle suffered a setback in 2006, after Triangle Transit's 11-year effort to build a 28-mile system was halted. Federal officials said the Raleigh-to-Durham system wouldn't have enough riders to justify its $810 million cost.

But higher gas costs have led to more riders on mass transit systems across the country, including Triangle Transit's buses -- which set a ridership record this summer. With the Triangle's population expected to jump sharply by 2020, rail is becoming viable, railroad officials said.

"We think there's enough ridership and interest that one day soon it can be done, and the time is right around the corner," said Bill Kincheloe, chairman of the company's board of directors.

The study examined four potential commuter routes that would overlap in places: Burlington to western Greensboro, Greensboro/Burlington to Raleigh, Goldsboro to Durham via Raleigh and a spur line into Chapel Hill. Under the scenario in the study, there would be four trains in the morning and afternoon rush periods and one mid-day, round-trip train.

Funding for such systems usually comes from a mix of government sources, said Scott Saylor, the company's president. Half typically is paid by the federal government, and state and local governments split the remainder.

Triangle leaders already are pondering a proposal by a citizens' panel for more than $8 billion in mass transit investments by 2035. In May the Special Transit Advisory Commission recommended 56 miles of passenger rail and more buses and street car service.

Former Raleigh Mayor Smedes York, a vice chairman of the Special Transit Advisory Commission, said the two plans could complement each other because the railroad company's plan focuses mainly on an east-west corridor, while a north-south route from northern Wake into downtown Raleigh seemed to be the best choice for the first rail line in the system his group recommended.

"I think the two could be supplemental, and hopefully they would be making a link between Durham and Raleigh before we were ready to do that," he said.

But, added York, "I wouldn't worry about competing for money. It's going to be hard enough to get either of them started, and if we could just get something going with rail it would be terrific."

Most of the cost for the state railroad's plan would be for adding a parallel rail line and building bridges that would handle two sets of rails, Saylor said. Upgraded tracks, signals and stations would cost $658 million, according to the study. Trains and other equipment and facilities would cost another $356 million.

The N.C. Railroad Company's study can be found at www.ncrr.com.

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# Cities resist taking on state roads

By Ray Gronberg : The Herald-Sun
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Oct 28, 2008

DURHAM -- A study commissioned by the General Assembly's leaders appears likely to recommend asking North Carolina's cities to pick up more of the tab for maintaining the state's roads.

Staff members of the Legislature's "21st Century Transportation Committee" are focusing specifically on 5,000 miles of state-maintained roads that lie within city borders but aren't a part of the interstate, U.S. or formal N.C. route systems.

If they get their way, the job of maintaining state-owned streets in Durham such as East Club Boulevard and Cornwallis Road would go to a city government that's acknowledged having trouble keeping up with its own street-paving needs. The city already owns and maintains 659 miles of streets.

Other cities would face the same problem -- and already are lining up against the idea.

The study group's emerging plan "would be a practical and financial disaster for cities," Raleigh City Manager Russell Allen said Monday in an e-mail to officials across the state. "Under no circumstances do cities want the responsibility for these roads, no matter how the proposal is structured.

Allen's e-mail quickly drew I-agree responses from Chapel Hill Town Manager Roger Stancil, Carrboro Town Manager Steve Stewart, Concord City Manager Brian Hiatt, Gastonia City Manager Jim Palenick and Wilson City Manager Grant Goings.

Durham City Manager Tom Bonfield's take isn't much different.

The state would be "giving us roads that in our case are pretty deplorable and saying, 'Now maintain them,'" he said in an interview. "The math doesn't work."

Still, it seems likely the proposal will go to the General Assembly early next year.

It's clear the study group "feels very strongly about the transfer of these miles," said Julie White, executive director of the N.C. Metropolitan Coalition.

The state government now owns and maintains 79,067 miles of paved roads -- more than any other U.S. state save Texas. The total represents 76 percent of all North Carolina road mileage.

State dominance of the highway program here stems from the Depression-era collapse of local-government finances. The General Assembly at that time agreed to take over county road programs.

But the N.C. Department of Transportation doesn't have enough money to maintain all the roads in its portfolio, and wants to focus what it has on the most important arteries.

"One way to do that is reduce the number of roads you're responsible for," said Mark Ahrendsen, Durham's transportation manager.

The General Assembly's Fiscal Research Division, meanwhile, thinks city governments can step up.

Property taxes here, they note, are significantly lower than the U.S. average. Residents of Florida, Georgia, South Carolina, Texas and Virginia all pay more. Property-tax-paid contributions to road maintenance are lower here than the norm.

Study group members are discussing ways to subsidize the transition, but some city managers suspect that's just window-dressing.

If state leaders thought "sufficient maintenance money would be available in the future, I doubt they would be looking for cities to take over the responsibility," Goings said.



## Streetcar system resurrection gains traction

By Ray Gronberg : The Herald-Sun
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Oct 30, 2008

DURHAM -- Neighborhood activists, architects and environmentalists have banded together to push the idea of resurrecting the streetcar system that linked residents to downtown Durham in the early part of the 20th century.

Supporters have been meeting quietly over the past few months and are talking up the idea with officials in the city government, with Duke University and with Triangle Transit.

The next step is to see if there's enough interest to assemble an ad-hoc committee to drum up more backing for the project, said Jeff Ensminger, a southwest Durham resident who's involved in the effort.

Ensminger and another supporter, Old West Durham Neighborhood Association leader John Schelp, said the discussion so far deliberately has avoided settling on specifics such as routes and technology.

"We don't want to get locked down early on [things like] routes," Schelp said. "We want to talk about ideas and get as many people involved as possible."

But the impetus for the discussion is clearly a wish to link downtown more closely with outlying neighborhoods.

One suggestion, for example, is to establish a system that connects Duke University, the Ninth Street and Brightleaf areas, downtown and N.C. Central University.

The most prominent supporter of that idea is Dan Jewell, an architect and member of the Durham Area Designers. He said local leaders have to find a way to beef up transit within the city as they work toward a regional network.

Durham needs "a starter transit system," whether based on streetcars or high-quality bus routes, Jewell said.

It should be "small but highly successful so we can tout that and say, 'It's not like the [current] bus system in Durham, it's something people will ride, and it's going to work and ridership will be greater than expected," Jewell said.

Ensminger added that successful downtown redevelopment efforts such as the American Tobacco project are building the business base for a new transportation network.

"With all that's still going on downtown, it's going to need support infrastructure to get people to and from" the area, he said. "It's an opportunity to build less parking decks. If citizens can ride a trolley to the ballpark instead of driving, that's good for everybody."

Regional transit planners envision the eventual construction of a 56-mile commuter rail system from north Raleigh to the UNC campus in Chapel Hill.

But a study committee earlier this year said local governments should first beef up bus service, and consider setting up special "circulator" services to help people travel between RDU and RTP and get around the core areas of the Triangle's leading cities.

Jewell and the Durham Area Designers were involved in shaping the circulator proposal, which observers say could dovetail with the streetcar effort.

It could "be a way to say that once folks got to one of the Durham stations [of an inter-city] line, they could hop on a local streetcar circulator to take them to different destinations," said Wib Gulley, Triangle Transit's general counsel and a former Durham mayor. "They're actually complementary."

Gulley also noted that streetcars tend to be cheaper to build than heavy inter-city rail projects.

Durham once had an extensive streetcar system that helped spark the development of neighborhoods like those around the Lakewood shopping center. Ensminger believes the system's demise by the middle of the 20th century contributed to some of the struggles those places experienced.

Conversely, "my personal inclination is that if the neighborhoods sprung up around the trolley, then the reinstatement of the trolley would be good for them," he said.



## Mayor: Seek transit tax without voters

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Oct 31, 2008

DURHAM -- Mayor Bill Bell surprised fellow Triangle leaders this week by suggesting that if they ask the state for permission to levy a sales tax to support transit, they also ask for the authority to impose it

without a referendum.

Bell made the proposal Wednesday during a rare joint meeting of the inter-government advisory committees that coordinate transportation planning in the western and eastern halves of the Triangle.

The move clearly got his colleagues' attention, if not necessarily their support. "I thought, 'Bill Bell, radical -- should listen,'" Chapel Hill Town Councilman Ed Harrison said after the meeting.

Bell on Thursday said he spoke up because it's clear the Triangle's long-term transportation problems are so serious local governments have to find a way to avoid political gridlock.

"At some point, when issues are big enough and important enough, elected officials ought to be trusted to carry [them] out," he said. "I've been involved in this thing a long time. If we don't get the transportation issue solved, we're going to have a slow death, in terms of growth. And it doesn't just benefit the region. It benefits the state."

He also said experience in Durham shows that, sometimes, communities benefit by letting elected officials take the lead.

The examples there are the construction of the Durham Bulls Athletic Park and the merger of the former city and county school systems, he said.

The City Council initially put the DBAP to a public vote, but the 1990 referendum went 59-41 percent against issuing bonds for the project. The bond issue's failure stalled downtown redevelopment for several years until elected officials agreed to borrow money for the project in a way that didn't require public approval.

The mayor contends the wisdom of the council's decision is now clear. "If the City Council had not taken it upon themselves to have that ballpark built, you'd have never seen the type of downtown we have now," he said.

Similarly, Bell and other officials pushed through the early 1990s merger of the old city and county school systems without a referendum and despite considerable public opposition.

Talk of a transit tax comes as officials puzzle over long-range plans for a Triangle-wide rail and bus network that supporters believe would cost roughly $8 billion.

The only North Carolina city that's built rail transit, Charlotte, used a half-cent sales-tax surcharge to help pay for it. Voters there twice supported the levy in a referendum.

But Charlotte leaders had to convince voters in only one county to support a transit program. One here would require support in three.

Harrison said Bell's proposal didn't draw any immediate support from Wake leaders.

Durham Transportation Manager Mark Ahrendsen said it sparked "a healthy debate" but no consensus.

Bell also wants local leaders to have the option of calling a referendum, and said that if they institute a tax without a vote by the public, it should have a sunset clause that forces local governments to reconsider the levy after a few years.

# Passenger trains gain favor with public, Congress

By JOAN LOWY, Associated Press Writer Fri Oct 31, 11:49 am ET

WASHINGTON – After half a century as more of a curiosity than a convenience, passenger trains are getting back on track in some parts of the country.

The high cost of energy, coupled with congestion on highways and at airports, is drawing travelers back to trains not only for commuting but also for travel between cities as much as 500 miles apart.

Californians are considering selling billions of dollars worth of bonds to get going on an 800-mile system of bullet trains that could zip along at 200 miles per hour, linking San Francisco and San Diego and the cities in between.

In the Midwest, transportation officials are pushing a plan to connect cities in nine states in a hub-and-spoke system centered in Chicago.

The public is way ahead of policymakers in recognizing trains as an attractive alternative to cars and planes, said Rep. James Oberstar, chairman of the House Transportation and Infrastructure Committee.

"I think we're at a transformational point in intercity passenger rail service," said Oberstar, D-Minn.

Amtrak, the passenger rail service that struggled for years to attract riders, drew a record 28.7 million in the year ending Sept. 30. That is 11 percent more than the year before and the sixth straight year that ridership has increased. Ticket revenue hit a record $1.7 billion, a $200 million increase from a year earlier.

Rail travel is gaining greater favor in Congress, which provides the subsidies needed to keep Amtrak rolling. Lawmakers are trying to find ways to deal with high energy prices, congested and aging roads and bridges, and an air traffic control system that relies largely on World War II-era technology.

Congress passed legislation this month that sets a goal of providing $13 billion over five years to Amtrak; it's a major vote of confidence for the railroad. The measure also encourages development of high-speed rail corridors and contains $2 billion in grants to states to enhance or introduce new service between cities. The money still must be appropriated.

President Bush, an Amtrak critic who has opposed anything more than minimal money for the rail service over the past eight years, signed the bill Oct. 16.

With the economy in crisis and credit tightening, rail supporters acknowledge there is uncertainty in securing all the money, especially when competing with highway and aviation lobbies for any additional transportation dollars.

Congress has "a lot of mouths to feed on the transportation side," said Joe McHugh, Amtrak's vice president for government affairs.

Unlike Europeans, whose cities are connected by passenger rail networks, relatively few Americans travel by rail except in the popular corridor from Washington to Boston, in parts of California, and routes extending from Chicago. Outside the Northeast, ticket fares usually do not cover direct operating costs.

Critics say it is unfair to require people in areas where there is no Amtrak service or infrequent service to subsidize the train travel of people in the few corridors where there is frequent, fast service.

"I do not think you can justify many, perhaps most, of the routes Amtrak is running," Sen. Jeff Sessions, R-Ala., said during Senate debate last month. "Fundamentally, the romantic view that we are going to have some sort of major international rail system does not seem to be realistic."

Still, some states are pushing for more and better passenger train service. In California, voters will decide Tuesday whether to launch the most ambitious rail project undertaken by any state. The ballot measure would authorize nearly $10 billion in bonds to pay for planning and construction.

Proponents say a high-speed rail system could help reduce congestion at California airports, lessen dependence on foreign oil and decrease greenhouse gases. Critics say the state could be forced to raise taxes to pay off the bonds, and the money would be better invested in urban transit systems and highway construction.

In the Midwest, expansion of the passenger rail network is supported by Democratic presidential nominee Barack Obama.

Some cities that would be in the network have passenger train service to Chicago — Obama's hometown — but it is often slow and infrequent. The regional plan calls for using 3,000 miles of existing rail rights of way and introducing modern train cars and engines operating at speeds up to 110 mph.

Obama's transportation plan pledges support for Amtrak and calls for development of high-speed rail networks across the country as a means to conserve energy and boost the economy.

His Republican opponent, John McCain, has been a persistent critic of Amtrak's reliance on subsidies. Obama co-sponsored the recent Amtrak bill; McCain voted against it.

Gov. Ed Rendell, D-Pa., said higher gas prices and concern about dependence on foreign oil have made people more willing to invest in passenger rail.

"There is an appetite for city-to-city rail," Rendell told reporters recently. "Why should we be different than any other country in the world? You go to Europe and you can't get an airplane to a city less than 200 miles away."

nclm League LETTER
NORTH CAROLINA LEAGUE OF MUNICIPALITIES
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# How should we finance roads in North Carolina?

One possible transportation funding solution being bandied about in Raleigh is to transfer responsibility of 5,000 linear miles of state roads inside municipalities to cities and towns.

That may be just one of many recommendations of the 21st Century Transportation Committee. The committee was appointed by the General Assembly last year and is comprised of members of the legislature, board of transportation, the public and two mayors.

The committee was charged before last year's short session to come up with vibrant ideas that didn't require any new revenues.

Among the early recommendations were the elimination of the highway fund transfer (which the General Assembly has begun to do); advocating for gap funding for the turnpikes (also agreed upon by the legislature); recommending a bond for roads (not taken up by the General Assembly); and funding for the Yadkin River Bridge (not taken up).

Now the conversation has shifted to transportation funding which is built on declining revenue sources such as motor fuels tax. Vehicle sales taxes are declining because vehicle sales are down and those selling are less expensive models. People also are using less gas and the state gas tax, which should generate more revenue as prices increase, is now capped.

One possibility for revenue is a vehicle miles traveled tax (VMT). This tax would be a half-cent on every mile driven over the first 2,000 per year, and would be noted at the time of annual vehicle inspection. This tax could raise an estimated $400 million a year. (There are about 8 million personal vehicles in the state, and the average driver drives 12,000 miles per year. Large trucks would be taxed differently and would raise an estimated additional $80 million annually.)

The committee has not addressed how the revenues from the VMT tax would be distributed nor how miles traveled in other states would be accounted for.

The concept of responsibility transfer of the 5,000 miles of state roads was borne out of tight state fiscal conditions. The 5,000 linear miles include state roads within municipal boundaries excluding those designated "NC," "US" or interstates. A list of these roads has not become available as of press time. The lack of a way for cities and towns to pay for these roads raised a red flag about the proposal.

"It is clear that North Carolina's transportation revenue structure is out-dated and is not producing the level of funds necessary to meet the transportation needs of the state or local governments," said Winston-Salem Mayor Allen Joines, who is a member of the committee. "However, simply trying to transfer the responsibility for more roads to local government without providing them with a dedicated source of revenue will place the burden on property owners and not the users of the roads."

Durham Mayor Bill Bell echoed these concerns in a presentation to the committee on behalf of the North Carolina Metropolitan Coalition and the North Carolina League of Municipalities.

"If the General Assembly is going to require the cities to assume new or additional responsibilities for maintaining our road infrastructure, then they should also give the cities the authority for other options, other than property taxes, to raise the additional revenues for the ongoing support and maintenance of the road infrastructure."

Bell went on to point out the current condition of the roads as an impediment.

"Also, an agreed upon initial funding between the General Assembly and cities should also be given to the cities from the state prior to turning those road infrastructures over to the cities. In my opinion, to do any less would be analogous to saddling cities with an unfunded state mandate for road infrastructure."

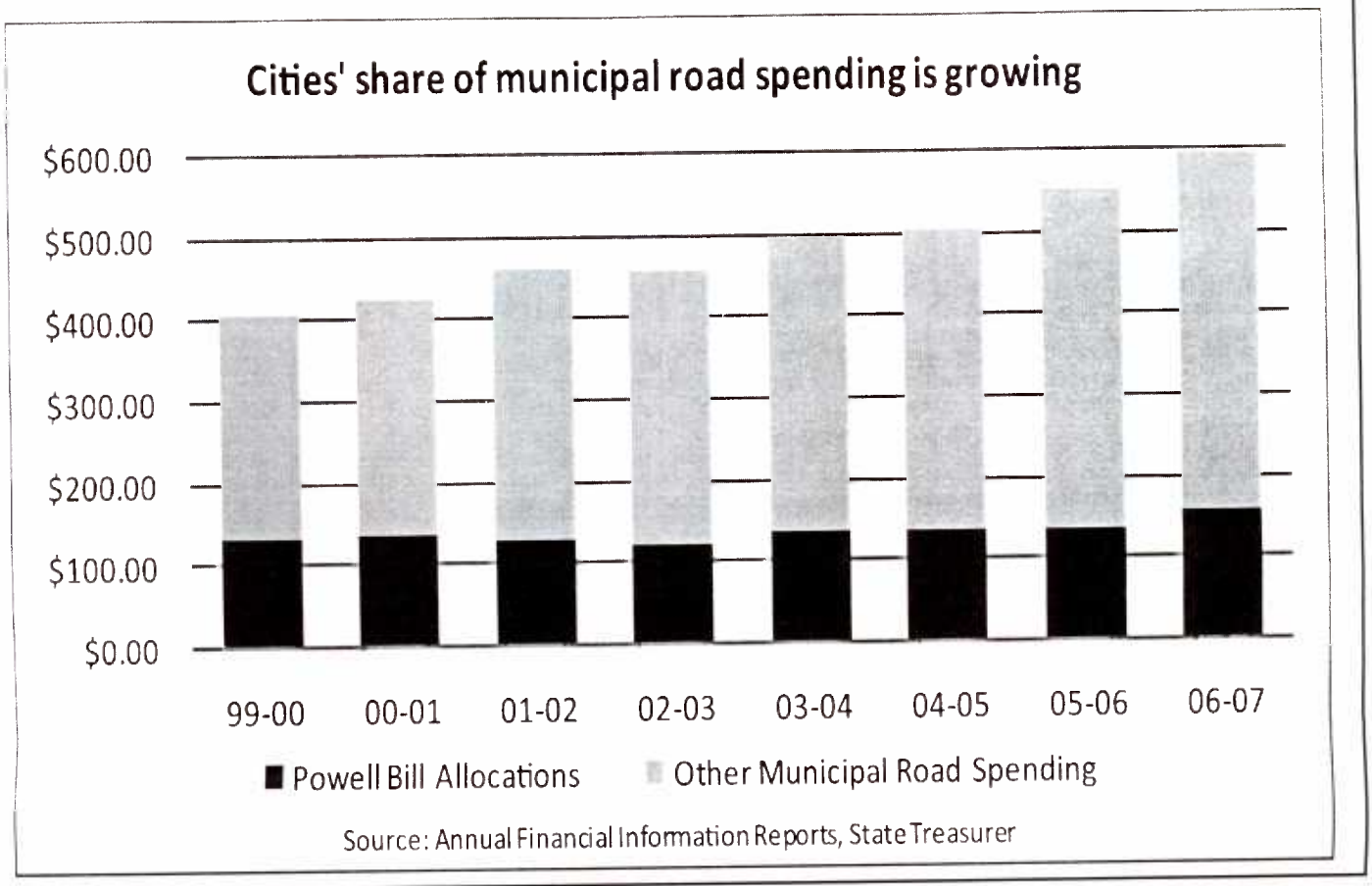
continued on page 2

## MUNICIPAL CALENDAR

**OCTOBER**

| | |
|---|---|
| 7-8 | Funding Environmental improvements in Your Community: Funding Agencies and Grant Writing Basics, NOAA/NERR Auditorium, Pivers Island, Beaufort. For info: www.nccoastaltraining.net |
| 7 | Waste Disposal Tax Workshop, N.C. Rural Center, Raleigh, sponsored by N.C. Division of Waste Management & N.C. Division of Pollution Prevention and Environmental Assistance http://www.p2pays.org/main/Documents/DTWagenda.pdf |
| 9 | Waste Disposal Tax Workshop, Greensboro Coliseum, Greensboro |
| 9-10 | Grant Writing Workshop, North Wilkesboro. For info: grantwritingusa.com |
| 12-14 | N.C. League of Municipalities Annual Conference, Charlotte. 100th Anniversary Celebration. For info: www.nclm.org |
| 21-22 | Coastal Community Planning & Development Training. UNCW's Executive Development Center, TownePlace Suite, Wilmington. For info: www.nccoastaltraining.net. |
| 23 | Waste Disposal Tax Workshop, Charlie Rose Agro-Expo Building, Fayetteville |
| 28 | Waste Disposal Tax Workshop, Pitt County Recreation Complex, Greenville |

**Cities and towns are spending more local funds on transportation.**
For FY 06-07, N.C. cities and towns spent $591 million on roads and highways. Less than a third of that came from Powell Bill funds.




# Financing roads,

***from page 1***

Bell's presentation pressed the idea that the North Carolina way of paying for and providing roads has a history of success. After all, North Carolina was, for many years, the "Good Roads State."

"The State of North Carolina made the decision in the 1920s and again in the '40s to assume responsibility for roads because they wanted a well-connected state; they thought this would move North Carolina out of the mud, and believed that it would further our economic development," said Julie White, director of metropolitan issues for the N.C. Metropolitan Coalition. "You can't dispute that it worked. And to suddenly abandon it because other states do it differently seems to fall short of a good public policy."

# CAREERS

**MANAGEMENT**

**Town Manager** – Canton, pop. 4,103. W. N.C. town 11 miles W. of Asheville. Council-mgr. form of gov't. reporting to mayor & 4 council mbrs., 80 employees w/ $6.8M budget. Superv. & mgmt. of admin., fire, police, rec., streets, water, sewer & sanitation. Quals. include min. of BA/BS degree w/ emphasis in public admin. or related field. Prefer MPA w/direct 5 yrs. exp. as mgr. or asst. mgr. Salary DOQ/E. Submit resume, cover letter & salary history to: Town of Canton, Manager Search, P.O. Box 45, Canton 28716. **Apps. accepted till 11/30/08.**

**Town Manager** – Mt. Gilead, pop. 1,389. Seeking qualified applicant w/ strong leadership skills to manage town's functions. Council-mgr. form of gov't. reporting to mayor & 4 council mbrs., 13 FT employees w/ $1.9M budget. Supervision & mgmt. of admin., police, public works (includes sts., water dist., sewer collection & WWTP), park & rec. Duties incl. budget admin., planning & zoning, subdivision admin. & code enforcement. Min. of BA/BS deg. w/ emphasis in public admin. or related field. Prefer MPA & min. of 3 yrs. of progressively resp. exp. in local gov't. mgmt, is pref'd. & significant consideration will be given to exp. as town mgr. or asst. mgr. Pref. strong verbal & written comm. skills & ability to relate to elected officials, town staff & citizens. Salary DOQ. Competitive benefits pkg. **Open until filled;** however, in order to receive full consideration, a cover letter, resume & letters of reference should be submitted **by 10/17/08** to: Mayor Poplin, Manager Search, P.O. Box 325, Mt Gilead 27306. EOE

**Town Manager** – Plymouth, pop. 3,900. Council-mgr. form of gov't. Reports to mayor & 6 council mbrs. Resps. incl. supervision & mgmt. of 25 employees & mgmt. of $4M budget. Sanitation, water, sewer & streets privatized. Quals. incl. min. of BA/BS degree. Prefer MPA w/ direct exp. in muni. mgmt, grant writing & admin. & general knowledge of public works functions incl. streets, water & sewer. Salary negotiable. Send resume & cover letter to: Town Manager Search c/o Joanne Floyd, town clerk/assistant to town manager, P.O. Box 806, Plymouth 27962. Resumes **accepted until filled.** EOE

**Town Manager** – Sylva, pop. 2,557. Located in Smoky Mtns. of W. N.C. Council-mgr. gov't. w/ mgr. reporting to mayor & 5-mbr. council. Mgr. oversees ops. w/ 24 FT employees & general fund operating budget of $2.2M. Services offered: police, zoning, inspections, code enforcement, public works & parks. Exp. in muni. exp. req'd. w/ pref. given to master's degree in public affairs/admin. or business admin. Should have exp. in budgeting, finance & muni. planning. Recruitment brochure available soon at www.townofsylva.org. Salary negotiable depending on skill & exp. **Open until filled.** Cover letter & resume, incl. salary history to: Mayor Brenda Oliver, Town of Sylva, 83 Allen St., Sylva 28779 or boliver@townofsylva.org.

**Town Administrator** – Williamston, pop. 5,842. Growing, sustainable community seeking qualified applicant to implement policies of 6-mbr. brd. of commissioners. Will execute proactive operational leadership w/ prof.-level dept. mgrs. Annual budget $8-$10M & FT staff of 88. Oversight incl. budget prep./modification & providing mayor & commissioners w/ info. & expertise on delivery of muni. services & status of capital activities. Must offer exp. in growth mgmt., long-range planning, muni. finance & personnel admin. Must also possess excellent interpersonal comm. skills & work equally well w/ governing body, staff & citizenry. Master's degree w/ 5 yrs. exp. pref'd. or related mgmt. exp. in local gov't. or similar public discipline. Salary commensurate w/ exp. & training. Competitive benefits pkg. Submit personal resume & N.C. state app. form to: Administrator, Town of Williamston, P.O. Box 506, Williamston 27892.

**Town Clerk** – North Topsail Beach, pop. 864. Seeking qualified prof. Opp. for right person to assume key admin. position in small, progressive org. focused on service to public & citizens in great coastal enviro. Town incorporated in 1990. Located w/in boundaries of Onslow Co. & contained on Topsail Island. Working enviro. is prof. in context & beach casual in atmosphere. Roughly 500 households w/ permanent residential pop. of 843. In excess of 2,100 housing units located w/in town w/ many being seasonal rentals & investment properties. Town does not operate public utilities. Gov't. structure consists of brd. of 5 alder-

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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515

October 10, 2008

Mr. Mark Ahrendsen
Chair
Technical Coordinating Committee, Transportation Advisory Committee
DCHC Metropolitan Planning Organization
101 City Hall Plaza
Durham, NC 27701-3329

Dear Mr. Ahrendsen:

Knowing of your concerns regarding anticipated shortfalls in the Highway Trust Fund (HTF), I wanted to provide you with a legislative update.

As you know, a federal tax is currently imposed on gasoline at a rate of 18.4 cents per gallon and 24.4 cents per gallon for diesel gasoline. Because fuel tax rates are set as a fixed number of cents per gallon, they lose purchasing power as program costs increase, as has been the pattern for the past 50 years. To deal with this problem, Congress has periodically adjusted fuel tax rates. The federal gas tax was last raised 4.3 cents in 1993.

The revenue associated with this tax comprises 90 percent of the revenue flowing into the HTF, which finances highway construction and safety programs across the country. Were the federal gas tax to be increased at some point in the future, the first demand on the additional revenue would be closing the gap in modernizing our transportation infrastructure – a need exemplified by the I-35 W bridge collapse in Minneapolis last year. The current transportation authorization law, the SAFETEA-LU legislation enacted in 2005, provided $286 billion for transportation and infrastructure – only about 57 percent of what the U.S. Department of Transportation(DOT) has estimated is needed just to keep pace with our transportation infrastructure needs over the next several years.

Complicating matters are U.S. Treasury Department projections of HTF receipts and outlays, which indicate that the account will have a negative balance sometime in FY 2009, effectively rendering the HTF insolvent. The shortfall, originally projected to be $3.2 billion at the end of FY 2009, is expected to grow as Americans drive less and buy less gasoline due to the high price of gasoline. If unaddressed, the American Association of State Highway and Transportation Officials estimates that the shortfall could lead to a $14 billion, or 34 percent, reduction in federal highway investment in FY 2009. It is projected that a 34 percent cut in state and local infrastructure investments would lead to the loss of nearly 380,000 jobs.

H.R. 6532 would restore $8.017 billion in highway-user taxes to the HTF that were transferred from the Trust Fund in 1998. As you may know, in 1998, in response to concerns that the Highway Account's $16.5 billion balance was too large, Congress transferred more than $8

billion from the HTF to the General Fund. I am pleased to report that on July 23, 2008, the House overwhelmingly approved H.R. 6532, with my support, by a vote of 387-37. The Senate approved the bill on September 10, and it was signed into law by President Bush on September 15, 2008.

Opponents of H.R. 6532 argue that this legislation will increase the deficit. However, there were not a wide range of options available to defend against the looming HTF funding gap. As you may know, in his FY 2009 budget, the Bush Administration proposed borrowing $3.2 billion from the federal mass transit account to cover the shortfall in the highway account. This proposal was widely rejected, largely because the transit account, which is also expected to see deficits in the short term, would become obsolete in 2010 if the transfer were to take place. The DOT offered verbal assurances that the balances would be repaid to the transit account, but provided no detail on how or when, and the Congressional Budget Office reported that the budget request would never allow the highway account balances to accumulate in a way that would allow the transit account to be repaid.

Still, H.R. 6532 is clearly only a short-term solution. I expect that a longer-term solution for the way that we fund construction projects will be a significant part of the debate as Congress begins work on the next five-year transportation authorization bill next year.

As you may know, SAFETEA-LU also created a National Surface Transportation Policy and Revenue Study Commission to examine and make recommendations to Congress on the future of highway and transit financing. The Commission report, which was released on January 15, 2008, recommends restructuring federal transportation resources to place an emphasis on public transportation, investment in metropolitan areas, upkeep of existing infrastructure, and intercity rail, as well as a significant increase in transportation infrastructure spending in general. The Commission recommended an investment of $225 billion annually from all sources – both government and private - for the next 50 years to upgrade our existing system to a state of good repair and create a more advanced surface transportation system – we are spending less than 40 percent of this amount today.

Although the Commission proposed a series of new funding mechanisms for transportation initiatives, the panel recommended a 25- to 40-cent increase in the federal gasoline tax to be implemented over the next 5-8 years as a short-term solution to meeting our transportation funding needs – a proposal that is unlikely to pass with gasoline prices at historic highs. Other ideas include additional toll roads, public-private partnerships, congestion pricing, and user fees where drivers pay a tax based on how many miles they drive. For more information on the Commission and its report, please visit http://www.transportationfortomorrow.org/. It may interest you to know that the House Committee on Transportation and Infrastructure held a hearing to discuss the Commission report on January 17, 2008. For more information on this hearing, please visit http://transportation.house.gov/hearings/hearingDetail.aspx?NewsID=405.

As this process move forward, I will appreciate knowing of your views. Again, thank you for contacting me.

Sincerely,