

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

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

**December 8, 2010
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS

- 5. November 10, 2011 TAC Meeting Minutes (9:00-9:05)
(Attachment 5)**

A copy of the November 10, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the November 10, 2010 TAC meeting.

- 6. NC 54/I-40 Corridor Study Public Hearing (9:05-9:50)
(Attachment 6)
Leta Huntsinger, LPA Staff**

The DCHC MPO initiated the NC 54/I-40 Corridor Study to analyze the issues within the NC 54 corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. Current documents are posted on the study website: <http://www.nc54-i40corridorstudy.com/>. A summary of public comments received to date is provided as Attachment 6. The comment period is open through December 10, 2010. Following the close of the public comment period the Technical Steering Committee for the study will meet to discuss an action plan for Phase II analysis. On December 20, 2010 the Durham City Council is expected to take action on a requested contract amendment to cover additional technical analysis beyond the original scope of work.

TAC Action: Receive public comment on the NC 54/I-40 Corridor Study and refer comments to staff.

- 7. Chapel Hill Transit & Orange Public Transportation New Freedom – Cross Town Shuttle Project (9:50-10:05)
(Attachment 7, 7A)
Brian Litchfield, Town of Chapel Hill
Maricia Brown, LPA Staff**

At the October 13th, 2010 TAC meeting the LPA staff presented the quarterly financial and project status updates for the New Freedom (Section 5317) FTA grant program of projects. There is a delay in the progress of the Cross Town Shuttle Project that was awarded \$48,800 in Federal grant funds during the 2008 call-for-projects. Brian Litchfield is the project manager and will be present to address questions and concerns regarding this project. Attachment 7 is the FY2011, 1st Quarter narrative report submitted by Chapel Hill Transit. Attachment 7A is a copy of the application originally submitted for the New Freedom Program grant funding that gives project details.

TAC Action: Receive CHT & OPT Cross Town Shuttle project report.

8. Surface Transportation Program – Direct Apportionment FY 2010 & FY2011 Project Status Update (10:05-10:20)
(Attachment 8)
Maricia Brown, LPA Staff

The TAC approved the STP-DA program of projects for FY 2010 through 2015 at their August 11, 2010 meeting (Attachment 8, page 1). This schedule was developed based on the federal rescission. The federal rescission was restored by the Hiring Incentives to Restore Employment legislation signed in March. Programming for each agency has been broken out to present individual project status updates (Attachment 8, pages 2-5). Staff will review the status of STP-DA projects.

TAC Action: Receive project status updates on STP-DA program of projects.

9. JARC/New Freedom Program 2011 Call For Projects Application Package (10:20-10:35)
(Attachment 9, 9A, 9B, 9C)
Maricia Brown, LPA Staff

The MPO receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom (NF) funds from FTA. JARC is targeted for improving transportation for low income populations and NF is targeted for persons with disabilities. The MPO plans to hold a 2011 Call For Projects.

The MPO's remaining JARC appropriations are \$72,671 from FFY 2009, and \$195,374 from FFY 2010, which totals \$248,500 (*net of administrative cost*). The remaining NF funds are \$10,769 from FFY 2009 and \$87,757 from FFY 2010, which totals \$89,750 (*net of administrative cost*).

The memo in Attachment 9 summarizes the MPO's details regarding the 2011 call for projects. The draft mailing notice is Attachment 9A. The draft application is also included in this agenda item, as Attachment 9B, for approval and release to current and potential applicants. The mailing list has also been attached for review (Attachment 9C). Maricia Brown should be contacted at Maricia.Brown@durhamnc.gov to add any city/county/other local government, non-profit, or private agencies to this list.

TCC Recommendation: Recommend TAC approval and release of the JARC & NF grant program application for solicitation of 2011 projects.

TAC Action: Approve and release the JARC & NF grant program application, mailing notice and identify any potential new applicants that can be added to the mailing list.

**10. Capital Area/DCHC MPO Joint Legislative Agenda (10:35-10:50)
(Attachment 10, 10A)**

Mark Ahrendsen, TCC Chair

There was a consensus at the Joint TAC meeting (September 29, 2010) to update the current Joint Legislative Agenda. The Joint Executive Committee met to discuss and draft an updated Legislative Agenda. A draft Joint MPO Legislative Agenda is provided as Attachment 10.

The Capital Area MPO (CAMPO) TAC reviewed the draft Joint Legislative Agenda at their meeting on 11/17/10 and suggested that “without providing fully adequate funding...” be deleted from item #6 on the Joint Legislative Agenda. The CAMPO TAC is scheduled to adopt this modified Legislative Agenda at their January TAC meeting.

Attachment 10A is a recommended Joint MPO Legislative Agenda from the LPA staff which includes the suggested deletion from the CAMPO TAC and a shortened introduction to permit the Agenda to be presented on a single page.

TAC Action: Discuss and adopt Joint Legislative Agenda

**11. Election of MPO Officers for 2011 (10:50-10:55)
(No Attachment)**

Diane Catotti, Nominating Committee

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. Mark Kleinschmidt and Diane Catotti were appointed to the nominating committee.

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 the City of Durham or Durham County, 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.

Mike Woodard and Lydia Lavelle have served two consecutive terms as TAC Chair and Vice-Chair, respectively, and are therefore not eligible to serve another term in their current office.

TAC Action: Elect a Chair and Vice-Chair for 2011.

12. TCC and TAC Meeting Schedule for 2011 (10:55-11:00)**(Attachment 12)****Mark Ahrendsen, TCC Chair**

The meeting schedule for the upcoming calendar year is adopted at the last TAC meeting of every year. Attachment 12 lists the proposed TAC and TCC meeting schedule for 2011.

TAC Action: Approve the 2011 TAC and TCC meeting schedule.

REPORTS:**13. Report from the TAC Chair (11:00-11:05)****Mike Woodard, TAC Chair**

TAC Action: Receive Report from TAC Chair

14. Report from the TCC Chair (11:05-11:10)**Mark Ahrendsen, TCC Chair**

TAC Action: Receive Report from TCC Chair

15. Report from Staff (11:10-11:15)**(Attachment 15)****Felix Nwoko, LPA Staff****16. NCDOT Report (11:15-11:25)****(Attachment 16)****Wally Bowman, Division 5 – NCDOT****Mike Mills, Division 7 – NCDOT**

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS**17. Recent News Articles and Updates****(Attachment 17)****Adjourn**

Next meeting: January 12, 2011

Dates of Upcoming Transportation-Related Meetings:

12/18/2009, 10:30am TriMAP @ RDU Airport Authority

TAC Directives to Staff

06/11/03 – 12/31/08 (Pending/In Progress/On Going)

01/01/09 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress:</u> TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>Completed:</u> Results—Mobility Fund and Congestion Relief legislation, and NCDOT SPOT program
3/12/08	Provide an update on the state's human services transportation plan	<u>Completed:</u> Plan completed and approved.
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u> NCDOT is currently reviewing the issue including meeting with stakeholders.
1/14/09	Re-order projects and respond to the issues raised by the TAC on the draft FY 2011-2017 TIP Regional Priority List.	<u>Completed:</u> See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	<u>Completed:</u> See Attachment 6 of 2/11/09 TAC Agenda.
2/11/09	Send a letter to the MPO's congressional delegation regarding the urbanized area's 5307 apportionment	<u>Completed:</u> See Attachment 19 of 3/11/09 TAC Agenda.
4/08/09	Send a letter to the MPO's congressional delegation and member jurisdictions regarding S1001/H881	<u>Completed:</u> See Attachment 16 of 5/13/09 TAC Agenda.
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
5/13/09	Send a letter to the Town of Cary and Chatham County regarding trailhead parking areas for the American Tobacco Trail	<u>Completed:</u> See Attachment 15 of 8/12/09 TAC Agenda.
10/14/09	Present to the Durham City Council on the status of the Durham Walks Plan	<u>Completed:</u> Occurred 2/4/2010
10/14/09	Work with NCDOT and Durham City/County Planning to ensure that developers in the Hopson Road project area make contributions to the road improvements	<u>Completed:</u> See Attachment 8 of 4/14/2010 TAC Agenda.

10/14/09	Present to the Orange County BOCC on MAB expansion	<u>Completed:</u> 11/17/2009
11/11/09	Meet with the Secretary of Transportation to discuss the East End Connector and the urban loop prioritization process	<u>Completed:</u> Meeting occurred 1/8/2010
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u> Status provided to TAC, TAC Chair and elected officials on an ongoing basis
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>Completed:</u> Presentation to TAC on 11/10/10.
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed:</u> See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed:</u> See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>In Progress:</u> See 3/10/10 TAC Agenda. Study has been drafted.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector.	<u>Completed:</u> See 5/12/10 TAC Agenda.
8/11/10	Follow-up with UNC-Chapel Hill during public involvement period for NC 54 Corridor Study.	<u>Completed:</u>

43	Patrick Simmons	NCDOT – Rail Division
44	Jill Stark	FHWA
45	Sandra Stepney	NCDOT – Rail Division
46	Mila Vega	Orange County
47	Matt West	Kimley-Horn & Associates, Inc.
48	Paul Worley	NCDOT – Rail Division

49
50 **Voting Member
51 *Alternate or Non-Voting Member
52

53 Mike Woodard, TAC Chair, called the meeting to order at 9:08 a.m. and the Roll Call was
54 conducted.

55 **PRELIMINARIES:**

56 **Adjustments to the Agenda**

57 There will be adjustments to the agenda due because some individuals presenting items have
58 not arrived yet due to a traffic backup. Mike Woodard also reminded everyone about the NCDOT TIP
59 Division meetings immediately following the TAC meeting.

60 **Public Comments**

61 There were no public comments.

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

63 The Directives to Staff are attached for review.

64 **ACTION ITEMS:**

65 **October 13, 2010 TAC Meeting Minutes (Attachment 5)**

66 Alice Gordon stated that lines 129 and 130 should read as follows; “Alice Gordon asked why we
67 are submitting the projects for federal funding in August 2011 which is before the referendum. Greg
68 Northcutt answered that we are submitting the projects before we know the outcome of the
69 referendum because we want to catch the funding cycle from the federal government”; line 244 should
70 read as follows; “The Triangle Transit letter appoint Howard Clement to the DCHC MPO is attached for
71 review.”

72 A motion was made by Lydia Lavelle and seconded by Diane Catotti to approve the October 13,
73 2010 TAC Meeting Minutes with the amendments noted above. The motion carried unanimously.

74 **Durham Traffic Separation Study (No Attachments)**

75 Pat Simmons, Director, Paul Worley and Sandy Stepney, all from the NCDOT Rail Division,
76 provided a Power Point presentation to update members on the Rail Program, as well as, a Traffic
77 Separation Study for Durham.

78 Bill Bell asked based on where you are right now, how long will it be before you start on the
79 study. Paul Worley stated it will probably be a month to forty-five days to develop a scope of work
80 depending on everyone's calendar, plus another thirty to forty-five days of going through the consultant
81 process and that is optimistic.

82 Bill Bell stated he is concerned about discussions that are going on in Raleigh in regards to grade
83 separation but not in Durham. How will the downtown Durham crossings be impacted? Mr. Bell stated
84 that all the crossings are important, but downtown is most important. Mr. Simmons stated that they
85 focus on safety solutions first. The downtown complex has many mode conflicts. Bill Bell asked if
86 NCDOT can focus on downtown first and Mr. Simmons stat they look at the corridor, not a discrete crisis
87 point. Paul Worley stated Ellis Road is also complex. The study will recommend phased solutions, so
88 downtown could have short-term solutions. Bill Bell prefers that the focus be on downtown, even
89 before Ellis Road.

90 Ellen Reckhow stated we need to look at all options available. For example, the DPAC has
91 several parking lots across the tracks, they might need a tunnel. We need to think outside the box.

92 Paul Worley stated the program will be incremental. The Rail Division doesn't come to the
93 process with bias or a cookie cutter approach.

94 Mike Woodard echoed Bill Bell and Ellen Reckhow's comments and he stated downtown
95 Durham is critical to the local economy.

96 **Complete Streets – Update (Attachment 7)**

97 Joey Hopkins, NCDOT Division 5 Engineer provided an introduction for the Complete Streets –
98 Update, along with the attachment. Mr. Hopkins then provided a Power Point presentation on the
99 Complete Streets policy. NCDOT has hired Parsons Brinckerhoff to help with implementing the policy.

100 Ellen Reckhow stated that she thinks of boulevards as having landscape and Joey Hopkins stated
101 that is in consideration as well as sidewalk. Ellen Reckhow stated she hoped they did consider it
102 because it has been shown that home values are more where there is landscaping on the road. Chuck
103 Watts, Jr. stated that will be a local decision.

104 Mark Kleinschmidt stated there is confusion in terms of the street names. Chuck Watts, Jr.
105 stated the local government names the road.

106 Ed Harrison stated he wants a copy of the presentation.

107 Joey Hopkins stated that NCDOT is asking for comments on proposed cross-sections, etc, and
108 design guidelines. Ellen Reckhow stated she hopes NCDOT is looking at cross sections that they will look
109 at extras lanes that interface with bicycle and pedestrian.

110 Lydia Lavelle stated Smith Level Road has benefited by the Complete Streets thinking. Joey
111 Hopkins stated the goal is to have these guidelines to help NCDOT work with the local governments in
112 meeting the local needs and desires.

113 Mike Woodard asked if NCDOT is considering the diversion diamond and Joey Hopkins stated
114 the concept has been discussed.

115 The Complete Streets plan will go out in the next few weeks for public and MPO comment, so
116 give to your citizen groups so they can provide feedback. NCDOT wants as much feedback as possible.

117 **STP-DA Reallocation for I-85 Project (Attachments 8 and 8A)**

118 Maricia Brown provided an introduction for the STP-DA Reallocation for the I-85 Project, along
119 with the attachments.

120 Ms. Brown stated there is no change to the STP-DA total funds. The funds are just being
121 reallocated among project phases.

122 A motion was made by Bill Bell and seconded by Lydia Lavelle to approve a resolution regarding
123 the reallocation of STP-DA funds for the I-85 project. The motion carried unanimously.

124 **FY 2010-2011 Unified Planning Work Program (UPWP)-Amendment #1 (Attachments 9 and 9A)**

125 Maricia Brown provided an introduction for the FY 2010-2011 Unified Planning Work Program
126 (UPWP) – Amendment #1, along with the attachments.

127 A motion was made by Bill Bell and seconded by Eric Hallman to approve Amendment #1 for the
128 FY11 UPWP and adopt the supporting resolution. The motion carried unanimously.

129 **Election of MPO Officers for 2011 (No Attachment)**

130 Mike Woodard stated he asked Mark Kleinschmidt and Diane Catotti to serve as the nominating
131 committee and bring back a report for election of MPO Officers for 2011.

132 **REPORTS:**

133 **Report from the TAC Chair**

134 Mike Woodard stated that Commissioner Kost will not be serving as the Chatham County
135 representative. Mr. Woodard thanked Commissioner Kost for serving on the TAC for the past two years.
136 Chatham County will be assigning a replacement.

137 **Report from Staff (Attachment 12)**

138 The Report from Staff is attached for review.

139 **Report from the TCC Chair**

140 There will be a public hearing on the NC-54 Corridor Study at the next TAC meeting. Work
141 continues on the Alternatives Analysis on the development of the Regional Transit Plan. There will be a
142 Joint MPO legislative agenda provided at the December TAC meeting.

143 **NCDOT Report (Attachment 14)**

144 Mike Mills, NCDOT Division 7 Engineer provided an update on projects. Alice Gordon asked if
145 U-4726GA in Orange County will be complete by June 30, 2011 and Mike Mills stated yes it will be
146 complete. Mr. Mills stated they had some concerns and issues around the bridge; but they have worked
147 that all out. Ms. Gordon asked for notification that the agreement has been signed by NCDOT.

148 Ed Harrison asked about the status of the Computerized Traffic Signal System in Chapel Hill and
149 Mike Mills stated he will have to get back to Mr. Harrison.

150 Ed Harrison asked about Seawell School Road safety improvements. Mike Mills stated there
151 have been a lot of accidents. They are going to look at widening the pavement along with other safety
152 improvements.

153 Joey Hopkins, NCDOT Division 5 Engineer provided an update on projects. The Downtown
154 Durham resurfacing project was complete about six weeks ago; but there are some small repairs that
155 need to be made.

156 Mr. Hopkins stated there will be more projects next year in downtown Durham. They are
157 working with DPAC and the Durham Athletic Park to minimize traffic issues during the construction of
158 those projects. Bill Bell stated the communication really helps. Mr. Hopkins stated it really helped with
159 the City providing a contact that NCDOT can work with to communicate the traffic issues so the public is
160 informed.

161 Ellen Reckhow stated with the repaving on NC-147; there are signs that are leaning that need to
162 be straightened. Mr. Hopkins stated unfortunately there is not a lot of funding for that type of work.

163 Lydia Lavelle stated due to the NC-751 and US 15-501 repaving project, there is traffic backing
164 up at the ramp on each direction. Mark Ahrendsen stated the milling probably removed the loops so
165 the traffic signal isn't functioning correctly. Joey Hopkins will make sure it gets looked at and addressed.

166 Alice Gordon thanked NCDOT for the informational signs showing the road problems.

167 Sally Kost stated the Durham/Chatham sign that was removed as part of the O’Kelly widening
168 project is still lying on the side of the road. Mr. Hopkins will take care of getting it put back up.

169 **INFORMATIONAL ITEMS:**

170 **Recent News Articles and Updates (Attachment 15)**

171 The recent news articles and updates are attached for review.

172 **Durham Planning Commission Letter re: the Draft NC 54/I-40 Corridor Study (Attachment 16)**

173 The Durham Planning Commission Letter re: the Draft NC54/I-40 Corridor Study is attached for
174 review.

175 **Adjournment**

176 There being no further business before the Transportation Advisory Committee, the meeting
177 adjourned at 11:16 a.m.

178

179

Member Organizations

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

TO: Transportation Advisory Committee (TAC)

FROM: Leta F Huntsinger, PE, Technical Services Team Leader
DCHC MPO/City of Durham

DATE: November 29, 2010

SUBJECT: NC 54/I-40 Corridor Study Draft Report Public Comment Summary

The DCHC MPO initiated the NC 54/I-40 Corridor Study to analyze the issues within the NC 54 corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. Current documents are posted on the study website: <http://www.nc54-i40corridorstudy.com/>.

The public review period opened in August 2010 and will continue through December 10, 2010. The Technical Steering Committee overseeing the study will meet for a one-day workshop in January 2011 to review public comment and develop an action plan for addressing public comments, which will likely include additional technical analysis beyond the original scope of work. The Durham City Council will take action on a requested contract amendment to cover this additional analysis at their December 6, 2011 meeting. Depending on the extent of the analysis, we anticipate bringing a final set of recommendations back to the TAC in early summer 2011.

Public comments received to date have highlighted the following broad areas of concern:

- Growth projections are unrealistic and proposed development is too dense and does not fit with the character of existing land development within the corridor. There needs to be an evaluation of the impact that this level of development will have on the Jordan Lake Watershed.
- The superstreet design, intended to create safer and more efficient traffic operations by restricting turn movements at major intersections has generated concerns over restricted access and confusion with the permitted turn movements. There is also concern that this design will encourage neighborhood cut through traffic and impede bus operations.
- A potential structured parking deck in the proposed Leigh Village Station Area development has brought up concerns regarding traffic impacts, visual impacts, and changes to the rural nature of Farrington Road. Alternative locations that keep traffic out of the corridor need to be further explored.

- Reroute the proposed light rail such that it crosses Little Creek with NC 54 rather than creating a new crossing of Little Creek, this will minimize costs and environmental impacts.
- The proposed park and ride facilities in the corridor are not sufficient to handle the anticipated growth in park and ride transit ridership in the future. The cost of providing “remote” park and ride facilities needs to be further investigated both from the standpoint of demand and cost to provide high frequency service.
- The proposed flyover ramps are incompatible with surrounding land use and development.
- Support the collector street concept, but the specifics of these recommendations need to be revisited in order to minimize the impact to neighborhoods and to take advantage of existing intersections.
- Hardscaping and landscaping needs to be addressed to provide a better buffer between NC 54 and existing development along the corridor, especially along the section proposed to be widened to six lanes.
- The public process was dominated by Chapel Hill and the University of North Carolina, the public outreach effort was inadequate, and the proposed recommendations disproportionately affect Durham citizens.
- Innovative solutions, such as a DC style elevated roundabout, need to be explored for the NC 54/Farrington Road intersection and I-40 interchange area. The proposed superstreet recommendation has negative impacts to surrounding landowners and business operators.
- Multi-use bicycle and pedestrian paths should be provided on both sides of NC 54 and along the future transit corridor.
- All grade separate facilities within the corridor should accommodate both bicyclists and pedestrians.
- More needs to be done to address bicycle and pedestrian East – West connectivity and the crossing of NC 54.
- Bicycle and pedestrian facilities should connect areas of high population density to schools and other activity centers.
- The study area needs to be expanded.
- A better evaluation of through traffic and eastbound traffic on NC 54 is needed; there is too much focus on westbound traffic.
- The modal analysis needs to include an evaluation of scooters and what benefit this transportation mode may have on traffic congestion within the corridor.
- The final report needs a greater focus on the cost effectiveness of the recommendations.
- Many of the recommendations seems to be centered on the expectation that light rail transit will come to this corridor; what is the fall back plan if it does not.

Additionally, public comments received to date have noted several favorable components of the plan:

- Improvements are needed for the I-40/NC 54 interchange and these should be implemented as soon as possible.
- Support expanded transit within the corridor, especially regional connectivity via the light rail system

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- Support increased bicycle and pedestrian facilities and the increased connectivity within the corridor
- Support the provision of park and ride facilities outside the corridor
- Support the designation of Eastwood Park as a residential community and residential land use type
- Support the widening of NC 54 to 6-lanes in Durham County to match the existing 6-lane section in Chapel Hill

A detailed summary of public comments received as of November 29, 2010 is attached.

Public Comments – NC 54 Draft Report – November 29, 2010

Comment	Source
Draft NC 54 Study Comments_UNC (attached)	Letter from UNC-CH
I am writing to express my strong disapproval for this project. If the avowed purpose was to improve traffic flow then by your own estimates nothing that is planned helps. The traffic is only worsened by the development. Please do nothing and allow current traffic patterns to slow growth and stop this headlong fall into the awful "Cary Syndrome" of overdevelopment. Please do not continue this destructive plan. "Paradise and put up a parking lot.". Joanie Mitchell was right!	Email to Project Manager
<p>The Study addresses the problems and uncertainties in the corridor with a bold, exciting and innovative vision. I like the transit additions, and the park and ride lots located outside of the corridor, and the new connections made with I-40 including the flyovers, although I may not live long enough to see some of these things. I also like the pedestrian path along NC54. Hopefully the path will reduce the number of insect bites and stings that I get walking along the "pathless" segment of NC54 between Meadowmont and Eastwood Park. The report concedes that traffic is not expected to improve. This is a real bummer but suggests that the report is realistic.</p> <p>Most of all I like the recommendation that Eastwood Park remain residential. I am so happy that the Corridor Study included a land use aspect.</p> <p>I do not recall any such land use considerations, or opportunities to comment on land use during the Collector Street Plan process, in which recommendations were made for two collector streets to be located through Eastwood Park. These streets were inappropriate for a residential area. We successfully averted one collector which was proposed to be located directly through the middle of our neighborhood, but it was relocated to Crossland Drive, at the southwest end of our neighborhood. The other collector street remains at the northeast end of the neighborhood. Ideally both of these collectors would be relocated outside of our neighborhood. Regarding the one at the northeast end, this relocation is now practically impossible since the alternative path is being developed for medical labs for UNC. However, at the other end, rather than use Crossland Drive as a collector, it could be relocated further southwest to the current George King roadbed. Not only would this cause less disturbance to our residential neighborhood, it would facilitate traffic flow across and on the Service Road. Traffic would be improved because there would be no need for a connection between a George King collector and the Service Road. In contrast, connecting Crossland Drive as a collector with NC54 will create two intersections (at NC54 and the Service Road) which are only about 60 feet apart, "and this short intersection spacing is not optimal for safety and efficiency reasons." (Collector Street Plan Memo from LPA to TAC dated 6/14/06,</p>	Email to Project Manager

Attachment 6, page 1)

A second concern arises from the proposed superstreet adjacent to Eastwood Park. It appears that eastbound NC54 traffic (from Chapel Hill) which seeks to go to Leigh Village will have only one place to turn left into Leigh Village. It would turn left onto Crossland Drive. How then would this traffic proceed to locations north of Eastwood Park such as Harrington Bank, Falconbridge Church, and the aforementioned UNC Buildings? From the maps, they would proceed on Crossland Drive to other collector streets in Leigh Village and go around Eastwood Park. However, it appears that **traveling on the Service Road or Celeste Circle would provide a more direct route, and this potential cut-through traffic poses a real potential problem.** Celeste Circle and the Service Road are local streets, not collector streets. The last developer of Leigh Village planned to create dead-ends at the northeast ends of Celeste Circle and the Service Road to prevent such cut-through traffic, and the Corridor Study would benefit from incorporating some kind of effective mechanism to prevent the cut-through traffic described.

A final and major concern has to do with the landscaping/hardscaping between NC54 and Eastwood Park. I brought up this feature some time ago, before the Draft Report became available, and I believe that you said something about a pedestrian path between NC54 and Eastwood Park. The Report does in fact describe this path which is to be located on the Eastwood Park side of NC54. However, the Report appears undecided about the precise location of this pedestrian path. The path is described in one place as being a separate entity, and in another place (p.5-5) it states that "the frontage roads that are Old State Highway 54 (Nelson Highway at Celeste Circle...) could be modified to provide proper support for bicyclists and pedestrians..." It seems that **the preferred scenario should be the latter scenario in which the pedestrian path is actually part of the Service Road (Nelson Highway) because it would provide the most space between Eastwood Park and NC54 for landscaping/hardscaping.** It seems that ideally the landscaping/hardscaping should be as beefy as possible to improve the livability of residences on the Service Road. In relation to the landscaping, there is some agreement in the report, on page 5-6, where it says "Where possible the buffer space should be landscaped to separate the pedestrian environment from the high-speed traffic, increasing pedestrians' comfort and safety." By extension it seems that the report should express concern about the comfort of residents by recommending the maximum possible landscaping/hardscaping between Eastwood Park and NC54.

The three concerns noted above could be addressed in a way that would be mutually reinforcing. By using George King as a Collector (instead of Crossland Drive), then the segment of the Service Road between Crossland Drive and George King could be closed to vehicular traffic and used exclusively as a pedestrian path. (This would improve safety of pedestrians at several locations, especially Crossland.) Considerable landscaping (even full sized trees) could be located between this part of the path and NC54. This arrangement would prevent the cut-through traffic described above. Without the cut-through traffic, the Service Road from Crossland Drive to at least Celeste Circle would remain a little-utilized local street, and could safely accommodate a pedestrian path. With the pedestrian path incorporated as part of

<p>the Service Road, and not a separate entity between the Service Road and NC54, there would be maximal opportunity to landscape/hardscape the area between NC54 and Eastwood Park.</p>	
<p>How can any study make the following statement without any study or research of current traffic flows and project flows on Huntingridge Road? It implies sloppy research and a desire to meet a deadline rather than develop a workable solution.</p> <p><i>"While indirect connections do exist between Huntingridge Road and Falconbridge Road, re-routing traffic through these residential streets may be controversial. Most of the land use within this area is residential; it is not anticipated that the 'cut-through' traffic would drastically intensify, especially since northbound left turns will still be permitted at Farrington Road."</i></p> <p>Traffic flows along the lines of least resistance. Why would anyone turn north at Falconbridge to circle a proposed roundabout and then drive south in the direction they just came from, so they could make a left turn on HWY54, and then drive east and access Farrington Road, when the proposed solution would permit them to drive one more block, turn south at Huntingridge road and drive through a residential neighbor on local streets to cut-through to Farrington Road. Someone is crazy if they don't think drivers are smart enough to figure this out.</p>	<p>Email to Project Manager</p>
<p>My comments are on the bicycling element.</p> <p>Here is a quote from the study:</p> <p><i>"Pedestrians and bicyclists should be accommodated in some fashion along all roads within the study area. An off-road shared-use path is generally preferred for high-speed roads like NC 54."</i></p> <p>Many of the connecting roads within the study are suitable for on-street bicycling because of their slower speeds and should be enhanced to provide a safe facility for on- road bicycling."</p> <p>My comment: In NC, bicyclists are entitled to use of the full lane. The NCDOT Driver's Manual provides the useful guidance,</p> <p><i>"Bicyclists usually ride on the right side of the lane, but are entitled to the use of a full lane."</i></p> <p>So we already are accommodated. Instead of trying to remove bicyclists from the roadway with shoehorned bike lanes, shoulders, and side paths, it would be consistent with state law and far cheaper to facilitate integrating bicyclists better</p>	<p>Email to Project Manager</p>

<p>into the existing roadway. This means bicyclist empowerment and motorist awareness. This can be accomplished with appropriate signs such as the new R4-11 Bicycles MAY USE FULL LANE sign with a plaque saying CHANGE LANES TO PASS.</p> <p>NC 54 is multiple lanes. A purpose of multiple lanes is to enable passing of slower motorists, buses, and bicyclists. If motorists don't like the speed in the right lane, they can change lanes to pass.</p> <p>A warning sign similar to on I-40 west of Winston Salem that says, SLOW MOVING SCHOOL BUSES USE THIS HIGHWAY NEXT 15 MILES would be useful.</p> <p>NC 54 in the area from Meadowmont to UNC is not high speed nor should it be high speed. If bicyclists use the full lane, then that lane is the speed of the bicyclist. Buses actually stop in the right lane. But removing bicyclists from the road via striping or a sidepath ensures motorist high speed. If bicyclists use a full existing 12 foot lane, they have lots of lateral passing clearance. If you squeeze them into a bike lane, you have reduced their space and created closer passing. You have created Right Hook conflicts.</p> <p>If the connecting roads are already "suitable" for bicycling as the quote says, why should they be "enhanced" with debris strewn shoulders "for" bicyclists? What is the legal support for bicyclists who operate on the portion of the road that is not intended for vehicular travel?</p> <p>There is much wrong with what is written in the bicycling section. Essentially, it follows a bicyclist as inferior victim paradigm. For example, there is considerable talk of lack of safety and building separated facilities to improve safety, but it is easy to show that there is no lack of safety, only the perception of a lack of safety. There is talking of "sharing the road." How about bicyclists own the lane? We are already allowed!</p>	
<p>I have a comment and a request please. My comment is that I note with pleasure that the results of the study are to widen Hwy 54 to six lanes. In addition, the study also includes bicycle and pedestrian paths parallel to the Hwy 54 corridor for multimodal transport. Again, a great suggestion. Finally, the interim solution bus transport, or rubber rail, (before LRT) from Leigh Village to Meadowmont Village all parallel Hwy 54 on your charts and diagrams, and cross Little Creek at the Hwy 54 bridge spans that the document recommends must be rebuilt/upgraded.</p> <p>My request would be to examine the cost savings of routing the Light Rail Transit (LRT) easement between the Leigh Village Station and Meadowmont Community rail stations to align with Highway 54 as it crosses Little Creek.</p> <p>As clarification related to this point, the benefit of routing the LRT line between Leigh Village Station and Meadowmont to</p>	<p>Email to Project Manager</p>

<p>cross Little Creek at Highway 54 would be a consolidation of bridge crossings over Little Creek. Rather than building additional, lengthy bridge spans over the Army Corps easement behind Meadowmont for the LRT, work zone consolidation and construction economies could be significant if the LRT line were realigned with the Highway 54 corridor. The transit stations' locations at Leigh Village Station and Meadowmont remain fixed as projected, only the track routing is nudged.</p> <p>There is certainly no financial or environmental benefit to running multiple transport lines across different traverses of Little Creek and the Army Corps of Engineers land, which has been designated as a fragile habitat area. Furthermore, from an engineering perspective, the grade elevation disparity and the bridge span height and length over the current easement will be extremely expensive to navigate. I suspect that the only reason the track easement/alignment is where it is, is historical. Mistakes and oversights in the past are hardly justification for current planning upgrades.</p>	
<p>Re: NC 54 – I/40 Report (to be presented on Oct. 12, 2010)</p> <p>I am writing to express serious concerns about the NC 54-I/40 Corridor Study Report. This report grew out of a series of public meetings held in Chapel Hill, dominated by Chapel Hill and UNC attendees and furthering the agendas of Chapel Hill, the University of North Carolina and a handful of Durham landowners who stand to benefit financially from intense development at the proposed Leigh Village. The Report is based on flawed data, transit mania and totally unrealistic growth projections. For the citizens of Durham, particularly those living in the vicinity of the historic, environmentally sensitive greenbelt known as the Farrington Road corridor, this report has disastrous implications.</p> <ul style="list-style-type: none"> • The intensity of “nodal development” proposed at nonexistent Leigh Village is bizarre: up to 75 dwelling units per acre (15 units per acre more than currently allowed in the zoning ordinance) This kind of density exists nowhere in North Carolina. The expensive consultant from Orlando who wrote this report is envisioning Newark in SW Durham. • UNC has decided that land at the Friday Center is too valuable to continue to be used for a Park-and-Ride lot. So this report proposes relocating the lot...placing a 2000 space parking facility at Leigh Village. Land in Durham is deemed fair game to be paved over while the village of Chapel Hill remains green and pristine. • Highway 54 is to be widened to 6 lanes in Durham only. Once the outskirts of Chapel Hill are reached, NC 54 is to remain 4 lanes, even though the vast majority of cars on the road are headed straight for UNC. Again the double standard. • I-40 has already been widened to 6 lanes in Durham and now 8 lanes are proposed, along with a noisy railroad 	<p>Email to Durham Planning Commission</p>

<p>track: Guess where? In Durham only. From 15-501 onward, I-40 is 4 lanes through Chapel Hill and beyond.</p> <ul style="list-style-type: none"> • Proposed flyover access ramps linking Leigh Village to I-40 (see Figure 6-23 in the Roadway Recommendations Section) are incompatible with the low-density residential neighborhoods of Trenton, Prescott Place and Glenview Park. No I-40 connector should be allowed to impact these established neighborhoods; historic, environmentally sensitive Leigh Farm Park or Markham Memorial Gardens Cemetery. • The report is based on preposterous growth projections called “Scenario Two” (See. Figure 2-4 in the Land Use Recommendations section). It presumes a 5 fold increase in the number of households and almost a 10 fold increase in jobs in Durham County in the next 25 years. These figures double the growth projections computed for the 2035 Long Range Transportation Plan. <p>I urge you to do the right thing for the people of Durham and NOT ENDORSE this report unless the following changes are made:</p> <ol style="list-style-type: none"> 1) Remove any flyover access ramps that would be adjacent to Leigh Farm Park, Trenton Rd. or Markham Memorial Gardens. With the build-out of the connector street system, the widening of I-40 and the addition of a transit line (assuming there is money to build it and ridership to justify it – neither of which is true today) there will be no need for these ramps. 2) Remove the relocation of the Friday Center Park-and-Ride lot from Leigh Village. Ellen Reckhow has suggested an alternate location at 751 and I-40 where a large tract of land is available next to a car dealership. This location would provide easy access to I-40 and ridership from many nearby residents in Woodcroft, Hope Valley Farms, Hope Valley, Trotter Ridge, Marydell, and Southpoint residential developments. Ironically there are comparatively no riders in the immediate vicinity of Leigh Village. 3) Ensure that development densities at proposed Leigh Village conform to the projections made for the 2035 Long Range Transportation Plan and to the definitions of density allowed in the current zoning ordinance 4) Widen NC 54 to 6 lanes all the way to UNC; or leave it at 4 lanes in Durham. Do not allow Chapel Hill to continue to perpetuate the double standard. <p>Thank you for your time and consideration and for your service to Durham as a Planning Commissioner. Feel free to call me if you would like to discuss any of this information or if you would like a tour of the area.</p>	
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<p>Commissioners-</p> <p>The area that is being discussed currently is being treated by planners with little real thought and very little care it seems. The proposed fly-over ramp would be disruptive to established neighborhoods and may even mean destroying some of them. Not to mention the affect on a city park and historical property there.</p> <p>Adding a park and ride would best be situated farther from 54/40 and I agree that the land near the autopark on 751 makes a lot more sense, decreasing the cars that come through the 40/54 exit 273 intersection, if the Friday Center lot is to be discontinued.</p> <p>I had not realized that the growth figures being used for the current proposed plan were so “ambitious”. I agree that another look at what would be a true set of growth figures for the area might be needed. I encourage you to be more assertive of Durham green areas and neighborhoods when it comes to dealing with Chapel Hill planners and their ideas.</p> <p>Please do all you can to preserve the Farrington Rd corridor and keep from adding any off-ramp onto that road.</p> <p>Thank you for your time and efforts.</p>	<p>Email to Durham Planning Commission</p>
<p>Dear Members of the Durham Commission,</p> <p>I am very distressed about the proposed 54/I-40 road changes that are still being considered. Over 1 year ago I attended several meeting (and spoke at one meeting) about these proposed road changes, and here we are today seeing basically the same thing being discussed and seriously being implemented. Did anyone of you listen to us?!</p> <p>Adding any kind off ramp off of I-40 onto and into the Farrington Road residential area is plain WRONG!!! This exit ramp is right at the turn to come to my home!! I am furious that you are even considering putting interstate traffic into residential area! Are you planning on moving whole neighborhoods to make room for this exit? There are 3 large neighborhoods in the immediate proposal site; Prescott Place, Glenview Park and Trenton. Not to mention Markham Garden Cemetery. I am very sure that those families will not be happy to have their family members moved. How insensitive of the planners to think this site would not cause any issues. Did any of the planners actually travel around Farrington Road before making these proposals? School buses that carry children to Creekside Elementary, Githens Middle, and Jordan High schools travel down Farrington Road to get to school and will be impacted by this interstate of ramp. The students of Creekside are less than 1 mile from this proposed site. WRONG!!!</p> <p>The Leigh Farm Park is a beautiful green area that Durham is lucky to have. Why do you want to destroy this area? My</p>	<p>Email to Durham Planning Commission</p>

<p>son attended summer camp there and really enjoyed being outside all day, I am sure that this proposal will impact what educational opportunities the park can offer to our children. The animal rescue will also be affected at Leigh Farm Park. Farrington Road is a beautiful low density area and needs to be developed appropriately not destroyed. Who in Chapel Hill is being inconvenienced? Certainly not the inhabitants of Meadowmont. They get to keep their quiet streets and green areas, according to these plans. I personally don't feel that Durham County needs to be responsible for all f the changes.</p> <p>Speaking of Chapel Hill, where is the burden on their citizens??!! All of the proposed changes do not effect them, all construction is being limited to Durham. Even moving the Friday Center parking lot from its current location to a proposed site along 751. The car dealership on 751 is still in Durham! Chapel Hill must accept changes and construction in their jurisdiction if those changes and road improvement benefits their town. I agree that 54 is busy and heavily traveled, but to make Durham residents and tax payers fully responsible for improvements so that UNC/Chapel Hill traffic (especially on football Saturdays) moves more smoothly is wrong!</p> <p>Durham cannot stand by and be Chapel Hill's poor step-sibling and longer! If Chapel Hill wants improvement into their town they need to except change within their community not leave it to Durham to bear the full load. The proposed changes will forever ruin a special part of Durham County. We will never be able to replace these spaces if you vote for these proposed road changes.</p> <p>Thank you for taking the time to read my letter and the concerns I have stated. I will be following your votes on this issue. I genuinely hope that you stand up for Durham and these proposals not let Chapel Hill reap all of the benefits without making any concessions.</p>	
<p>Dear Commissioners,</p> <p>First I want to thank you for all the time and work you put in for the citizens of Durham County and for our community at large. Your efforts are a major factor in Durham County and City being such a great place to live. I am sincerely grateful for your participation in the planning of our county and proud of the outcomes that have arisen from past efforts. Thank you.</p> <p>Your time is valuable, so I just want to briefly say that I hope you'll pay close attention to the email you've recieved from my neighbor. She has been diligent in her determination to preserve the Farrington Road area of south west Durham County. She stays on top of all the issues and tries to look at things from a well rounded viewpoint. I completely agree with her that the NC54-I/40 Report makes recommendations that are skewed to favor Orange County and Chapel Hill. Apparrantly, it is flawed in assuming more growth than can rationally be expected. It makes no sense at all to widen roads</p>	<p>Email to Durham Planning Commission</p>

<p>in Durham County that lead to UNC, but then create bottle necks by not widening the same roads as they enter Chapel Hill.</p> <p>In planning for the future, even long range planning, it's only prudent to pay heed to the precious assets our county has now, and to plan to preserve them. The Farrington Road area is one of those special areas that is worthy of careful and conservative planning. I beg you to put Durham first in your work and to demand that Chapel Hill accept its share of development as this area grows.</p> <p>Finally, I want to apologize for some of the past inaccuracies and exaggerations that you have had to tolerate from some of my neighbors. I don't know why people feel that throwing alarmist reactions around will help make the case for thoughtful planning and fair development. I hope their baloney won't have any more effect on your conclusions than the malarky that's thrown at you by aggressive developers. I wouldn't want to have to sort through all the junk that you get thrown at you from both sides of every issue. Please focus instead on taking care to plan for rational growth and sensible planning for it.</p>	
<p>Dear Durham Planning Commission,</p> <p>Please find below an e-mail I sent to the Durham County Commissioners in April. The final draft report is even less considerate of the suggestions of the people of Durham than the discussions at that time. We wanted trees/bushes and noise walls and we are getting a density the ordinances never envisioned and do not support. The 75 units to an acre and fly-over ramps should be proposed for Franklin Street so people can walk to work/school (try to make that stick).</p> <p>Road improvements in Orange Co. have been blocked by both Carrboro and Chapel Hill for years-- as a result the pavement, noise, pollution, etc have been pushed into Durham County. Please review the historical proposed routes for I-40 and the Laurel Hill Parkway (these are only examples as there are many others). Yet here we are once again faced with an extremely partisan group of planners and staff working on changes to the infrastructure in Durham to accommodate the people of Chapel Hill and Orange County.</p> <p>At the last NC-54/I-40 Corridor Study workshop, two long time Durham County residents at my table left in disgust over the proposed decimation of Durham County for the service of the people in Chapel Hill. As an example we were told the property around the Friday Center was too valuable to be used as a park and ride and the park and ride locations would be moved to I-40 and NC 751, I-40 and Farrington Rd. (at a new fly over to be placed at Leigh Farm Park) and I-40 and US 15-501. All three locations will be in Durham County. GIVE ME A BREAK. Make no mistake about it, the paving of this part of Durham is important to UNC and Chapel Hill. In attendance at the last work shop was a vice chancellor from UNC. The consultants have also held meetings with UNC hospital administrators and doctors to solicit input to</p>	<p>Email to Durham Planning Commission</p>

<p>justify reaching into Durham as a regional concern.</p> <p>The current committee should be disbanded and replaced by a group made up of Durham officials and those in Durham being impacted -the citizens and tax payers of Durham. It would be far better for the people and businesses of Durham to have a study to address what is happening to them and their quality of life and environment. The planners and consultants that have a Chapel Hill bias should also be removed from work on this study.</p> <p>Orange county has access to I-40 that does not involve or impact the citizens of Durham. Let them build their own exits and infrastructure to service their communities. Why is Durham being asked/forced to make more concessions when Chapel Hill and Orange Co. residents are not being asked to bring anything to the table?</p> <p>Where are the plans to improve access to Chapel Hill via I-40 and Sunrise Road? Where are the plans to improve access to Chapel Hill via I-40 and Erwin Rd? Where are the plans to improve access to Chapel Hill via I-40 and New Hope Church Road? Where are the commuter trains into Carrboro and the proposed Carolina North (the rail lines and right of way already exists)? Why not construct a northwest by-pass around Chapel Hill from Eubanks Rd to Calvander to NC-54 and down to US 15-501? I asked these very questions and was told it was "outside the study area".</p> <p>Please do not let this injustice continue. Pull out of this study and let the people in Orange County make improvements in their own back yards. We are in desperate need of your help as the tables have been stacked against the citizens of Durham County. Thank you for your consideration.</p>	
<p>Dear Commissioners,</p> <p>We would like to express our grave concern regarding the NC 54-I/40 Report.</p> <p>We live in the Trenton neighborhood, in fact directly behind and through the woods to Piedmont Wildlife Center. We enjoy seeing the wildlife and that is why we moved here. It is a joy to see the children from the Piedmont Kid's camps walking through the woods in our backyards, learning and enjoying nature. One of our crucial concerns is the proposed flyover ramp. How will this new "traffic noise" affect the wildlife that is supposed to be protected in the city park land as well as the animals that are being rehabilitated at Piedmont Wildlife Center. Apparently as we understand it the flyover ramp will be adjacent to Leigh Farm Park, which as you of course know is city park land.</p> <p>This ramp will also abut Markham Memorial Gardens where there are on average one to two funeral per week. Many of our soldiers and police officers are laid to rest here. We feel it would be disrespectful to the families to have their loved ones buried here with a view of a huge flyover ramp, not to mention the noise.</p>	<p>Email to Durham Planning Commission</p>

<p>We, of course, living in Trenton neighborhood would be very dismayed to have a flyover ramp so close to our homes. We imagine that the people that would live even closer to the ramp, the residents of Prescott Place and Glenview Park, would be very disturbed.</p> <p>We apologize for this email coming on the day of the meeting. We plan to attend.</p> <p>Thank you so much for your time. We greatly appreciate your listening to our concerns.</p>	
<p>Dear Durham Planning Commission,</p> <p>We are writing to express concerns about the NC 54-I/40 Corridor Study Report. We had hoped to be present tonight but will be unable to attend.</p> <p>We are residents of Trenton Road, living in one of the houses on large lots that were here before I-40 was built. We moved here from California, not because we had to relocate for job or school, but because we loved the balance between a vibrant community and a pleasant place to live. We came from an area dominated by roads and buildings, and we do not want to see southwest Durham become such a place.</p> <p>We are particularly frustrated that this report, like many past plans for growth, purports to address the Durham-Chapel Hill area but pushes all the undesirable development into Durham, sparing Chapel Hill. In this report:</p> <ul style="list-style-type: none"> • Intense development is proposed at a new Leigh Village in southwest Durham -- up to 75 dwelling units per acre, 25% more than currently allowed in the zoning ordinance and more dense than most of the state. • A Park-and-Ride lot is relocated from the Friday Center to this Leigh Village, paving over part of Durham's historic, environmentally sensitive greenbelt known as the Farrington Road corridor. • Highway 54 is to be widened to 6 lanes in Durham only. NC 54 is to remain 4 lanes in Chapel Hill, even though the vast majority of cars on the road are headed to Chapel Hill or beyond. Far from alleviating traffic in Durham, this will lead to tremendous backups as cars reach the bottleneck where the road narrows. This sort of narrowing with heavy traffic has led to an increase in accidents on I-40 near exit 170 (15-501), where an extra lane ends. Durham ends up not only with the extra development, but other undesirable side effects of traffic backups and accidents. • Speaking of I-40, 8 lanes are now proposed, along with a noisy railroad track, but only in Durham. From 15-501 onward, I-40 is to remain 4 lanes through Chapel Hill. 	<p>Email to Durham Planning Commission</p>

<p>In addition to the Durham vs. Chapel Hill issues, we do not see why our established low-density neighborhoods, near Leigh Farm Park, should be sacrificed when there is existing development that could be leveraged. For example, Ellen Reckhow has suggested locating a Park-and-Ride at 751 and I-40 where a large tract of land is available next to a car dealership. This location would provide easy access to I-40 and ridership from many nearby residents in Woodcroft, Hope Valley Farms, Hope Valley, Trotter Ridge, Marydell, and Southpoint residential developments. Meanwhile, southwest Durham already had discussed plans for "collector streets" to improve traffic flow without destroying our neighborhoods.</p> <p>We understand that every community wants to grow, but the level of growth proposed in this report -- a 5 fold increase in the number of households and an almost 10 fold increase in jobs in Durham County in the next 25 years -- is well beyond what has been previous proposed and, in our opinion, more than the community could accommodate without losing the qualities that make it a great place to live. We don't think Durham aspires to be Los Angeles, or even Philadelphia, the city where we were both born, which has plenty of mass transit but is a place people are fleeing from rather than moving to.</p> <p>Please preserve Durham; do not endorse this report without at least insuring that the burden is shared fairly with Chapel Hill, and that development is located to minimize the amount of low-density neighborhood and green space impacted.</p> <p>Thank you for your consideration, and for your time and service to Durham. We know you do this work on top of your other commitments, because of your love for this community, which we share.</p>	
<p>Dear Commissioners,</p> <p>Thanks so much for your careful interest and responses to the NC 54 - I/40 Study Report last evening. It was so good to hear from each one of you at the end of the meeting. Be assured, we're just getting fired up, and you have been enormously helpful already.</p> <p>Given the past few hours to reflect on the meeting and all the great comments and questions, I guess I'm left with two big questions. First, what is the objective of the study? If the purpose is to plan and prepare for improving traffic through two badly congested corridors, then why would the solution be to increase the density of development in the immediate area of concern?</p> <p>Please be assured that we who live in the area of the study are aware that development will happen. It just seems like the lowest possible density would create fewer problems. Traffic problems would be easier to solve. Environmental impact would be minimized. Costs to the taxpayers could be held in check.</p>	<p>Email to Durham Planning Commission</p>

<p>Light rail is a good opportunity for the triangle at large. But light rail does not need super dense development all along its corridor in order to justify the costs. Really, light rail will be like new schools: Whenever a new school is built, developments pop up all around it. Immediately. If and when a light rail system happens, open land around it will be developed as the tracks are being laid. Stations can then be placed where needed. If you build it, they will come.</p> <p>That said, density can be controlled along the way, as the need arises, and with mindful consideration of the surrounding neighborhoods and precious assets. We just feel (as some of you pointed out) that Farrington Road is a precious asset in Durham County. Every day, as I come and go through the FR corridor, I'm thankful that it's still so much like it was when I moved here 16 years ago. I know it has to change, and it will, automatically. But the best way for us to grow into the future is for families to decide in their own times when to release their tracts of land for development, and for planners and elected officials to see that the resulting development is as un-dense as can be justified.</p> <p>Commissioners, I am so grateful for your responses last night, thank you.</p>	
<p>2010-10-12 Letter to County re Farrington Road and NC 54 Intersection (see attached)</p>	<p>Letter to Durham City Council & Planning Commission</p>
<p>I wanted to ask you to consider the Alternative Analysis study benefits of routing the LRT transit line between the Leigh Village and Meadowmont LRT Stations so that it parallels Highway 54 where the track would cross Little Creek. I am NOT asking for a change in either LRT Station location, only the track path between the two stations. The benefit of moving the track routing of the LRT line between Leigh Village Station and Meadowmont Station so that it crosses Little Creek at Highway 54 would be a consolidation of bridge crossings over Little Creek.</p> <p>The Draft NC 54/I-40 Corridor Study calls for Highway 54 to be widened to six lanes, with parallel bicycle and pedestrian crossings over Little Creek.</p> <p>Rather than building additional, lengthy bridge spans over the Army Corps easement behind Meadowmont for the LRT, work zone consolidation and bridge construction economies could be significant if the LRT line were realigned with the Highway 54 corridor. The transit stations locations at Leigh Village Station and Meadowmont remain fixed as projected, only the track routing is nudged.</p> <p>The track routing change also mitigates the environmental impact of a separate LRT Bridge span through the Little Creek Basin. The cost benefits to the engineering, economic and environmental impact are significant.</p>	<p>Email to Councilman Woodard</p>

<p>Dear Mike and Ellen,</p> <p>As TAC representatives from Durham, I wanted to let you know that the Durham Planning Commission unanimously agreed that the NC 54 / I-40 Report (or the UNC 54 Report as Jackie Brown appropriately called it) should go back to the drawing board. That's putting it nicely. There was a substantial turnout of folks from Trenton, Prescott Place, Glenview Park, Falconbridge and other SW Durham neighborhoods and serious concerns were voiced by citizens and commissioners about environmental issues with New Hope Creek and Leigh Farm, proposed density at nonexistent Leigh Village (75 residential units to the acre are proposed), the projected growth numbers utilized by the study (population increasing 5 fold and jobs increasing 10 fold in Durham in the next 25 years), flyover ramps to nowhere and ineffective super streets, notification / participation of Durham residents, costs to Durham (particularly relative to Chapel Hill), denigration of quality of life in lovely SW Durham neighborhoods and desecration of the historic, environmentally sensitive Farrington Corridor, and especially the relocation of the Friday Center Park and Ride. NC 751 "autopark" was proposed as the ideal location for the latter since it would capture traffic BEFORE it gets to the overwhelmed 54 / Farrington / I-40 intersection. (Also suggested were South Square and Renaissance Rd...utilizing existing infrastructure) One does not relieve a pressure point by pouring massively more traffic into the same location. It was noted that the whole plan hinges on Leigh Village and light rail, neither of which might ever materialize. Wendy Jacobs suggested looking at paralleling 54 as the rail corridor; a Durham resident suggested looking at the existing rail right-of-way from the Carolina Inn, past Carolina North, to the Chapel Hill Bus Palace on Eubanks Rd, under I-40 to Duke. The tracks are used to take coal to the UNC cogeneration facility, but UNC has stated it will stop using coal by 2020. Again, look at existing infrastructure.</p> <p>Please take a look at the video of the meeting when you have a chance. Thanks for representing the interests of the people of DURHAM on the TAC. It is clearly time for the Chapel Hill tail to stop wagging the Durham dog.</p>	<p>Email to Councilman Woodard and Commissioner Reckow</p>
<p>Dear Council Member Woodard and Commissioner Reckow,</p> <p>I attended tonight's Durham Planning Commission meeting this evening regarding the NC 54 / I-40 Corridor Study Report.</p> <p>I would greatly appreciate you taking the time to read the comments that I expressed tonight. They are as follows:</p> <p>We would like to express our grave concern regarding the NC 54-I/40 Report.</p> <p>We live in the Trenton neighborhood, in fact directly behind and through the woods to Piedmont Wildlife Center. We enjoy seeing the wildlife and that is why we moved here. It is a joy to see the children from the Piedmont Kid's camps walking through the woods in our backyards, learning and enjoying nature. One of our crucial concerns is the proposed</p>	<p>Email to Councilman Woodard and Commissioner Reckow</p>

<p>flyover ramp. How will this new “traffic noise” affect the wildlife that is supposed to be protected in the city park land as well as the animals that are being rehabilitated at Piedmont Wildlife Center. Apparently as we understand it the flyover ramp will be adjacent to Leigh Farm Park, which as you of course know is city park land.</p> <p>This ramp will also abut Markham Memorial Gardens where there are on average one to two funeral per week. Many of our soldiers and police officers are laid to rest here. We feel it would be disrespectful to the families to have their loved ones buried here with a view of a huge flyover ramp, not to mention the noise.</p> <p>We, of course, living in Trenton neighborhood would be very dismayed to have a flyover ramp so close to our homes. We imagine that the people that would live even closer to the ramp, the residents of Prescott Place and Glenview Park, would be very disturbed.</p> <p>Thank you so much for your time. We greatly appreciate your listening to our concerns!</p>	
<p>Ms. Reckhow and Mr. Woodard,</p> <p>A couple of my neighbors asked me to forward to you a copy of comments I made to the Durham City-County Planning Commission this evening regarding the NC 54 / I-40 Corridor Study Report. Given time constraints for speaking details of various concerns are not provided.</p> <p>I thank you for the consideration of these comments.</p> <p>COMMENTS MADE TO THE DURHAM CITY-COUNTY PLANNING COMMISSION ON OCTOBER 12, 2010:</p> <p>The proposed transportation land use plan for the NC 54 / I-40 corridor has not been publicly discussed within the neighborhood. Hence, I cannot formally talk on the behalf of the HOA. However, I believe my concerns about the proposed transportation improvements for NC54 particularly at the intersection with Farrington Road, the intensity of development near that intersection, as well as the concerns expressed by the previous speaker are shared by many within the Trenton community.</p> <p>From my perspective, the givens are that: (1) the NC 54 Farrington Road intersection is dangerous and needs significant re-engineering to safely improve traffic flow, and (2) land along the Farrington Road corridor will be developed.</p> <p>Unfortunately, I don’t think the NC 54 / I-40 corridor report study satisfactorily addresses those issues:</p> <ul style="list-style-type: none"> • First, I believe the superstreet proposal for the NC 54 Farrington Road intersection greatly facilitates traffic flow 	<p>Email to Councilman Woodard and Commissioner Reckow</p>

<p>for <i>individuals trying to get from I40 to Chapel Hill via NC54</i>, BUT it complicates traffic patterns for everyone else. I do acknowledge that the superstreet concept works well at the Erwin Road Fordham Boulevard intersection. But is the superstreet concept the right answer for a more complex intersection such as we have? It seems to me that one should be able to creatively re-engineer this intersection so that it would benefit both commuters, as well as the residents of the greater NC 54 Farrington Road intersection.</p> <ul style="list-style-type: none"> • Second, I do not fully understand or accept the rationale for the proposed intensity of development within a half mile of the congested NC54 Farrington Road intersection. Independent of the environmental issues caused by such intense development, 75 units per acre, the relocation of the UNC park-ride lot to the area, and fly-over ramps will create lots of traffic, in spite of plans for light rail. A very urban, congested environment will be created. Does Durham really want or need a new downtown created in this area? Do we want to completely obliterate some of the last vestiges of open space in Southwest Durham? <p>I realize a lot of work has gone into the creation of this report; however, I believe there is a need to go back to the drawing board. The recommendations contained in this report are not ready for adoption and implementation. I believe there is a need to more carefully consider the impact of the proposed plan on the residents of southwest Durham, and to think out of the box, meaning the consideration of creative options/alternatives for dealing with UNC / Chapel Hill traffic that are outside of the NC54 / Farrington Road corridors (i.e. on a regional level).</p> <p>I thank you for your time.</p>	
Letter to Chapel Hill Town Council 10-12-10[1] (see attached)	Letter Chapel Hill Town Council
101019-BPAC Letter of NC54 Corridor Study (see attached)	Letter from BPAC
NC54_Comments_revised (see attached)	Comments from Durham Planning Commission
<p>Dear City Council Members,</p> <p>The City Council will be presented with the Draft Report of the NC54/I-40 Corridor Study on November 18, 2010. As a Durham city resident living in the Corridor I wish to point out an immensely favorable aspect of the Report. The Report "recommends that the Celeste Circle neighborhood (i.e., Eastwood Park) remain residential through the 2035 horizon"</p>	Email to Durham City Council

(p. 2-16). Hopefully, the City Council will not only agree with this recommendation but will support efforts to preserve and protect our community, Eastwood Park. We are located alongside NC54 directly across NC54 from the Falconbridge neighborhood. Due to our location, the incorporation of substantial landscaping/hardscaping barriers between Eastwood Park and NC54 will help to protect our neighborhood in the future. We are located between NC54 and the planned Leigh Village, and incorporation of mechanisms to deter cut-through traffic associated with future development will also help to protect our neighborhood. Details of these landscaping and traffic issues are listed below and have been communicated directly with the study but are not included in the Report.

The Report notes that the recommendation regarding Eastwood Park's land use "requires a change in the Durham Comprehensive Plan to change the future land use to single family residential" (p. 2-16). Thus this important land use issue is being considered now because of the Council's actions in the past and hopefully will be considered by the Council in the future.

Partly as a result of our participation, the Draft Report contains the current recommendation for a residential land use for Eastwood Park. We were assisted by the fact that this Study listened to us. Also, this Corridor Study includes a Land Use component while the Collector Street Plan did not. A relevant issue is that the study considers it likely that the development of Leigh Village will be hampered if there is commercial development of Eastwood Park. Importantly, the recommendation for long-term residential land use for Eastwood Park should be retained irrespective of how the Leigh Village area is developed.

In conclusion the Corridor Study exists because updated plans are needed in the area. The Study provides an opportunity to communicate for the first time to the Durham City Council that there is strong interest in preserving and protecting Eastwood Park as a residential area.

Listed below are items related to the Corridor Study and how they may be shaped to preserve and protect the Eastwood Park neighborhood.

A major concern has to do with the landscaping/hardscaping between NC54 and Eastwood Park. Our neighborhood is close to NC54, however, unlike other communities within the Corridor that are as close or closer to the highway than us (Falconbridge, Meadowmont, Glen Lennox), we have no substantial landscaping separating us from the highway. Relevant to this point, the Draft Report recommends the inclusion of a new, rather wide (up to 15 feet wide) pedestrian/bike path alongside NC54 which will extend the existing path which ends at Meadowmont, to Farrington Road near I-40. The path is to be located on our side of NC54. Interestingly, the report appears undecided about the precise location of this path as it passes between Eastwood Park and NC54. The path is described in one place as being a separate entity, and in another place (p. 5-5) it states that "the frontage roads that are Old State Highway 54 (Nelson

Highway at Celeste Circle...) could be modified to provide proper support for bicyclists and pedestrians..." It seems that **the preferred scenario should be the latter scenario in which the pedestrian path is actually part of Nelson Highway (the Service Road) because it would provide the most space between Eastwood Park and NC54 for landscaping/hardscaping.** It seems that ideally the landscaping/hardscaping should be as beefy as possible to improve the livability of residents of the Service Road (Nelson Highway). It is noted that the Draft Report recommends eliminating the short roadway connecting the Service Road with NC54 where the traffic light at Huntingridge Road is located. This is seen as positive since this area of asphalt can be replaced with landscaping/hardscaping. In relation to the landscaping, there is, in a sense, some agreement with the Report, on page 5-6, where it says, with respect to the pedestrian path next to NC54, "Where possible *the buffer space should be landscaped* to separate the pedestrian environment from the high-speed traffic, *increasing pedestrians' comfort and safety.*" By extension it seems that the report should express concern about the *comfort of residents* by recommending the maximum possible landscaping/hardscaping between Eastwood Park and NC54.

A second concern arises from the proposed superstreet adjacent to Eastwood Park. It appears that eastbound NC54 traffic (from Chapel Hill) which seeks to enter Leigh Village in the vicinity of the superstreet will have only one intersection available to turn left into Leigh Village. It would turn left onto the proposed collector street at Crossland Drive (at the southern end of Eastwood Park). How then would this traffic proceed to locations north of Eastwood Park such as Harrington Bank, Falconbridge Church, the Dermatology Clinic/Urgent Care Center, or the UNC Medical School buildings currently under development? From the maps, they would proceed on Crossland drive to other collector streets in Leigh Village and go around Eastwood Park. However, it appears that **traveling on the Service Road (Nelson Highway) or Celeste Circle would provide a more direct route, and this potential cut-through traffic poses a real potential problem.** Celeste Circle and the Service Road were determined in the Collector Street Plan to be local streets, not collector streets. The last developer of Leigh Village planned to create dead-ends at the northern ends of Celeste Circle and the Service Road to prevent such cut-through traffic and this mechanism or another effective mechanism appears to be needed.

A final concern to be addressed here is the collector street that is planned to proceed through Leigh Village to NC54 via Crossland Drive (Collector Street Plan map is on p. 6-18), in the southern end of Eastwood Park. **Rather than use Crossland drive as a collector, it could be relocated further south to the current George King roadbed.** This collector was located in Eastwood Park (in addition to the collector at the north end of the neighborhood) during the Collector Street Plan process during which our future land use was considered commercial. These collectors are inappropriate for a residential area. The function of this collector at Crossland Drive is to serve as an entrance to/exit from Leigh Village for vehicles traveling on NC54. It could serve this function as well located further to the south at George King. Several benefits of routing this collector to an intersection with NC54 at George King Road rather than at Crossland Road follow. It may be helpful to consider these benefits by first noting that during the Collector Street Plan

Meetings, the use of the George King Roadbed as a collector all the way to an intersection with NC54 was popular among residents of the various effected communities; however, a common response was that George King Road went through the Corps of Engineers Land and consequently that could be a problem. (See the attached Memo from the LPA, p.2.) However, as the attached correspondence with the NC DOT indicates, George King Road is on the State's "Right of Way Hold List", and the DOT routinely obtains the necessary permits and makes appropriate mitigations needed for such a paving project. (Currently George King Road is unpaved.) Also, it may be helpful to actually see the lay of the land to appreciate the potential consequences of collector street intersections with NC54 at George King Road versus Crossland Drive. Benefits of an intersection at George King include:

1. The Service Road parallels NC54 and is very close to NC54, about 60 feet away (before widening of NC54). Collector streets proceeding from Leigh Village to NC54 will create high volume intersections with the Service Road and NC54 that are very close to one another, and this short intersection spacing is not optimal for safety and efficiency reasons. (See attached Memo from the LPA to the TAC, p.3.) If George King Road is used as the collector, it will be possible to atrophy the Service Road between Crossland Drive and George King Road. The use of George King thus eliminates the closely spaced intersections and the attendant unsafe, inefficient traffic flow. Also, the segment of the Service Road where vehicular traffic is not allowed could be safely used as a pedestrian path.
2. The elevation of the NC54 road bed is much higher (about ten feet) than both the George King and Crossland Drive road beds sixty feet away. Connections between either George King or Crossland will be either "San-Francisco - like" (trying to see the road through the hood of the car) or, alternatively, the grade of the collector will need to be raised. From a view of the lay of the land, if the collector street road bed is raised, it will be much easier at George King than at Crossland Drive. Crossland Drive has the added complication that the adjacent Service Road roadbed will have to be raised, and the Crossland Drive road bed passes through a residential area with driveway connections to the street which could be impacted.
3. As noted above, NC54 traffic from the direction of Chapel Hill that turns into Leigh Village on Crossland Drive might use the Service Road or Celeste Circle (local streets) to cut through to locations north of Eastwood Park. Use of George King Road as a collector street that intersects directly with NC54 would eliminate the problem of such cut-through traffic. In this scenario, it is anticipated that the current stubout at Crossland Drive would be extended into Leigh Village. Such an extension is consistent with the UDO, and furthermore, could provide a route from the area of Chapel Hill to Eastwood Park via NC54 that would prove too circuitous for cut-through traffic.
4. As noted above, use of George King Road as a collector street will prevent cut-through traffic on the Service Road. Thus the Service Road will remain a calm local street, consistent with its designation in the Collector Street Plan. This will allow for the safest possible situation for use of the Service Road as a pedestrian/bicycle path.

<p>5. As George King Road proceeds away from NC54 through the Corps of Engineers Land, the first property it encounters is the Blackwood property, which is currently woods and is proposed to be part of Leigh Village. The distance between Leigh Village and NC54 is nearly identical whether traversing George King Road or Crossland Drive. Traveling on George King Road as the collector would be more scenic, and would not interfere with kids, dogs, or people using their neighborhood street, Crossland Drive.</p> <p>A concern related to the Crossland Drive/George King Collector Street is Southwest Durham Drive. Southwest Durham Drive was planned to connect with NC54 at the entrance to the Friday Center, where NC54 is nine lanes wide and Meadowmont Lane is six lanes wide. The plan was developed before Meadowmont was constructed and Chapel Hill Planning has confirmed that Meadowmont Lane was properly designed and constructed to serve as the southern end of Southwest Durham Drive. From Meadowmont Lane, Southwest Durham Drive is planned to proceed to connect with 15-501 near New Hope Plaza via parts of George King Drive and Farrington Road. During the Collector Street Plan and the Corridor Study, a vocal minority of Meadowmont residents have been advocating for Southwest Durham Drive to be re-routed so that it connects to NC 54 at Crossland Drive/George King Road. This is ill-advised for several reasons. First, the expansive intersection (nine-lane by six-lane) is already in place at Meadowmont Lane/NC54. Also, the current plan is for the southern end of Southwest Durham Drive to lead to a destination: the Friday Center. If it is re-routed to Crossland Drive/George King Road, then Southwest Durham Drive will end at a T in the area of the Corps of Engineers Land, i.e., a swamp. Finally, the current route of Southwest Durham Drive will decrease congestion by providing Meadowmont residents with an alternative route to Durham which does not include use of NC54, I-40 or 15-501. A major issue identified by the Corridor Study is congestion, and since the current plan for Southwest Durham Drive will reduce congestion, the connection of Meadowmont Lane to Southwest Durham Drive should be a priority.</p>	
<p>Although well intentioned, this study has too many flaws and is slanted to take care of the needs of Chapel Hill citizens and not those of Durham. I cannot believe you are suggesting that Farrington Road traffic be basically denied access to I-40 without having to go down to the turn around proposed. Do you realize how unsafe and long a delay there will be at the turn around from all the traffic coming from the east side of 54 who need to go to the south side of Farrington Road? How about those people coming from Chapel Hill who need to go onto Farrington Road going north. There are no provisions for any turn around on the east side of Highway 54 for a turn around. Farrington Road is a vital link and yet you are basically cutting off a thoroughfare with no thought as to the consequences. You are saying that a light rail stop will be at Leigh Farms and if you are suggesting that those using the light rail will not use Farrington Road as the main entry to 54 or I40 then you are fooling yourself. The study indicates people will not be able to turn left on Farrington to enter onto 40 but must go to the turn around. Do you realize what the backup at the turn-around will be? How about those people trying to get to Farrington Road from 54 so they can get to the light rail system. It appears that the study is making trade offs so that the new system will be less efficient than that which now exists. Have you accounted for the</p>	Email to Project Manager

<p>fact that the UNC Hospital system is putting many of its facilities at the intersection of 54 and I40 and that the study's recommendations will make it more difficult for the hospital clinic's patients to access these facilities, one of the reasons for UNC establishing these clinics in this area. Please do not act in haste. Many of the apparent pre-drawn conclusions have been incorporated into the study without actually considering the good of the people, particularly those from Durham. If these comments need to be forwarded elsewhere, please advise.</p>	
<p>CityCouncil_11-18-10 (attached)</p>	<p>Letter to Durham Council</p>
<p>OrangeUnifiedTransportationBoard_111710 (attached)</p>	<p>Letter to Project Manager</p>

Comments of the Draft NC 54 Study
July, 2010

- Paragraph 1, page 1 gives the impression that UNC growth will be the major contributor to future congestion. Has an analysis been undertaken, using the regional travel forecast model, to confirm that? Traffic counts have actually shown that traffic on the UNC Main Campus roads has generally been decreasing, and the University is committed to reducing over time the proportion of commuters using single occupant vehicles.
- A key element of the traffic solution on NC 54 is the construction of a new or additional I-40 interchange. Without this, the addition or relocation of park-and-ride lots and the access to the park-and-ride lots and Light Rail stations would be constrained. Other than minor short-term improvements, the interchange improvements should be accomplished as early as possible.
- The Friday Center park-and-ride lot combined with the NC 54 lot (which is now a UNC permitted lot) and the Hedrick Office park-and-ride lot combined consists of 1,647 UNC spaces. These three lots are currently over capacity. The projected park-and-ride lot for 2,000 spaces would not be sufficient for the year 2020. The University estimates a need for at least 2,500 spaces. Additional spaces would be needed to accommodate non-UNC park-and-ride users.
- Prior to advancing any investigations into park-and-ride lots at the 751 interchange and at SouthPoint, the cost of serving these with shuttles should be estimated and the allocation of costs among the various contributors be determined. This also applies to all bus routes that are recommended in the study.
- On page 28 there is an incorrect reference to a park-and-ride figure (Figure 15).
- The discussion on Best Practices for Park-and-Ride should also discuss satellite/remote parking which has a different set of requirements and better describes the Friday Center lots. As written it gives the impression that the Friday Center is an inappropriate location. A more comprehensive regional transit system is a pre-requisite for the park-and-ride as described in this section.
- In the Transit chapter, references to UNC as major transit destination should say UNC Main Campus.
- In the same section under Rail on page 46, reference should be made to the current Triangle Transit rail study and ½% sales tax legislation.
- While the Super Street intersection design will help reduce traffic congestion, the restricted turns will inconvenience many of the land uses along corridor. For example, motorist traveling from the west (e.g., Main Campus and wanting to access medical services on the north side of NC 54 near Farrington Road will have to either turn into Crossland Drive (also referred to as George King Road) or travel to the east of the

interchange and make a U-turn. Regardless, it will be important to design the Superstreet designs to provide sufficient turning room for buses and other larger vehicles to be able to make the U-turns. Flyovers at major intersections typically provide an improved level of service, however they are very costly, consume more land, and have visual impacts.

- The turn restrictions at Friday Center Drive associated by the Superstreet design will require exiting buses to first travel east to return Main Campus, Preferably, these restrictions will not be implemented until the bulk of the Friday center park-and-ride has been relocated.
- Pedestrian crossing facilities at Superstreet intersections could require additional signal phase time which would add to traffic congestion. Pedestrians will likely not wait for two signal phases to cross NC 54 as proposed.
- The proposal that the maintenance and repairs for the structured park-and-ride decks be based on who gets the most “benefit” should be clarified.
- Initial references to the University (e.g., page 2) should say the University of North Carolina at Chapel Hill, not just the University of North Carolina.

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October 12, 2010

Dear madams and sirs:

Please be advised that I represent the owners of eight office buildings on three corners of Farrington Rd. and NC Highway 54. My clients, CAI III, LLC, CAI IV, LLC, CAI VI, LLC and LRC, LLC, have watched with concern the development of a road plan which includes modifications of this intersection. It is well known that the I 40/NC 54 interchange has performed poorly for some time. The intersection supports a bank, fast food, shopping center, gas station, hotels, and office buildings including the eight owned by my clients. These office buildings include a number of medical centers, the largest of which is UNC Healthcare.

In evaluating the proposals presented, we have discussed with staff and third parties alternative designs for the intersection. It is my clients' belief that a DC style elevated roundabout would provide a distinctive entrance to Chapel Hill and ready access to all of the businesses. This concept will allow NC 54 to travel under the intersection unfettered. The natural topography, which is 6 to 8 feet above the highway, supports an elevated crossing of Farrington Road over NC 54. The use of exit lanes rising off of 54 to the roundabout will provide for smooth flow of traffic onto Farrington Road.

In the short term, extra right turn lanes and a double left onto Farrington Road will relieve the pressure until the construction of the overpass can be completed. It is my clients' belief that a creative solution of this type will ultimately make this intersection a workable one in spite of the close proximity to I 40. This approach would be far superior to the proposals we have seen that will decimate the local businesses and require many millions of road improvements outside of the intersections being addressed. Thank you for consideration of our point of view.

Sincerely,

/s/ Thomas H. Stark

Meadowmont Community Association
1201 Raleigh Road, Suite 204
Chapel Hill, NC 27517
919-240-4682 Office

November 2010

Chapel Hill Town Council
405 Martin Luther King Blvd.
Chapel Hill, N. C. 27514

Re: Connector Street Plan build out recommendations in the recently completed Draft NC 54/I-40 Corridor Study and consideration of LRT easement Alternative Analysis

Dear Mayor and Council:

Given some new names and faces serving on Town Council and on the Metropolitan Planning Organization (MPO), and considering the resolution passed by Council on December 4, 2006 regarding the above matter, I am writing to you on behalf of the Meadowmont Community Association.

Meadowmont was created as a village community of circuitous streets lined with bicycle lanes and pedestrian friendly walkways. The Chapel Hill Town Council took a strong position following public hearings in 2006 supporting a community statement requesting that any NC 54/I-40 impact on Meadowmont further enhance circuitous routing and safety throughout Meadowmont.

Council recognized that the Meadowmont Community is anchored by Rashkis elementary school at one end of Meadowmont Lane, and The Cedars retirement complex on the other end of the same street. Council also accepted the premise that any collector and connecting street plan include incorporating George King Road as the primary North-South connector of Southwest Durham Parkway **before** connectivity to Meadowmont Lane.

More specifically, Resolution 2006-12-04/R-13 requested the Durham-Chapel Hill-Carrboro Transportation Advisory Committee to direct the Metropolitan Planning Organization to develop connectivity to The George King Connector Street. This was to facilitate North-South traffic flow to Highway 54 as the planned developments to the East of Little Creek and South of Creekside elementary school are built out

As part of the resolution and surrounding discussion, Mayor Foy and the Council at the time stressed the need for appropriate traffic calming devices along Meadowmont Lane as well as ensuring that any connectivity through the Meadowmont Community be circuitous in nature.

Following the recent distribution and review of the draft of the NC 54/I40 corridor study, the Meadowmont Community Association (MCA) Board now solicits the Chapel Hill Town Council's help in addressing the timeframe changes of the Connector Street build out that is proposed. In this study, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has prioritized the CSP build out to be accelerated from the LRTP 2035 timeframe to the 2012 timeframe.

Page two: Meadowmont Community Association

November 2010

The MCA Board specifically requests Council to resolve to:

1. Direct the MPO to review and incorporate all parts of resolution 2006-12-04/R-13 in any and all Collector Street, Connector Street and NC 54/I-40 plans;
2. Maintain Meadowmont Lane as a city street inclusive of only two lanes and an existing 25mph speed limit, rather than allowing control to shift to the NCDOT or other body;
3. Prioritize funds for timely installation of traffic calming devices to protect school zones, elderly crossings, and ingress/egress of the Meadowmont neighborhood prior to the CSP build out; and
4. Direct the DCHC TAC and DCHC MPO to examine the benefits of routing the Light Rail Transit (LRT) easement between the Leigh Village Station and Meadowmont Community rail stations to align with Highway 54 as it crosses Little Creek.
5. We strongly recommend this examination take place **prior** to finalizing the Collector Street Plan or the NC 54/I40 corridor study. This Alternative Analysis work is being done by the Triangle Regional Transit Group. We are not suggesting the transit stations' locations at Leigh Village Station and Meadowmont to be altered, only that the track routing between them be nudged to parallel Highway 54.

The benefit of routing the LRT line between Leigh Village Station and Meadowmont to cross Little Creek at Highway 54 would be a consolidation of bridge crossings over Little Creek. The Draft NC 54/I-40 Corridor Study calls for Highway 54 to be widened to six lanes, with parallel bicycle and pedestrian crossings over Little Creek. Rather than building additional, lengthy bridge spans over the Army Corps easement behind Meadowmont for the LRT, work zone consolidation and construction economies could be significant if the LRT line were realigned with the Highway 54 corridor.

Furthermore, the realignment of the transit easement minimizes the environmental impact on the Little Creek Basin to the North of the impoundment area and insures that existing hiking, running, and biking trails in the Little Creek Basin behind Meadowmont are not disrupted.

In summary, the Meadowmont Community Association requests that the current Council renew its support for the resolution already passed, and that Council amend the resolution to include a thorough analysis of an alternative LRT alignment prior to approving any draft of the NC 54/I40 plan.

Thank you,

James White, President
Meadowmont Community Association
Board of Directors

October 19, 2010

TO: Durham Board of County Commissioners
Durham City Council

FROM: Alan Dippy, Chair, Durham Bicycle and Pedestrian Advisory Commission

Subj: NC54 Corridor Study- Draft Report

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) is keenly interested in improved pedestrian and bicycle mobility within the NC54 corridor between Durham and Chapel Hill and has reviewed the draft report of the corridor study. We are in agreement with the consultants who state that it is crucial to encourage more walking and biking in the corridor in order to minimize single-occupancy vehicle trips and to complement transit use.

One of the key duties of BPAC is to advise governing bodies on matters affecting pedestrian and bicycle transportation. After reviewing the draft report, we believe that there are bicycle/pedestrian elements of the report that should be expanded or improved. Additionally, certain items of the adopted 2001 Durham Trails & Greenways Master Plan (Trails Plan) and the 2006 Durham Comprehensive Bicycle Transportation Plan (Bike Plan) are not incorporated into the report.

We will address these elements in the following sections: Multi-use Paths & Bike Lanes, Connections to the East & West, Crossing NC54.

Multi-Use Paths & Bike Lanes

The report indicates that side paths will facilitate pedestrian and bicycle movement along the NC54 corridor. As stated in the report, it is currently difficult for pedestrians and most cyclists to move between Meadowmont and areas to the east. These facilities will become more important as NC54 is widened to 6 lanes in this section and becomes less accommodating to cyclists. BPAC has the following recommendations concerning multi-use trails and bike lanes:

- Multi-use trails should be provided along both the north and south sides of NC54 within the study area. Ideally these should be 15' wide to accommodate both pedestrians and cyclists. This will improve mobility along the corridor and also facilitate crossing of NC54 (see Crossing NC54 section);
- The Trails Plan calls for a side path along any future transit corridor in this area (Southwest Rail-Trail, page I-20). This side path should be mentioned in the report and depicted in the maps;

- In connection with this, any grade-separated transit crossings (including the one mentioned in the vicinity of Meadowmont) should include a facility that will allow full use by both pedestrians and cyclists.
- Sections 5.4, 5.5 and 7.8 of the Bike Plan recommend the types of on-road bicycle facilities that should be implemented on roads, depending on traffic speed, volume and on-street parking. Please mention these in the report as a guide for existing and planned collector roads in the corridor area.

Connections to the East & West

BPAC have some concerns about how these multi-use trails would connect to destinations and planned facilities east and west of the study area. Below are our concerns and recommended solutions.

Concerns:

- Currently the proposed multi-use trail on the north side of NC54 ends at Farrington, and cyclists/pedestrians would be required to cross both NC54 and Farrington road to access the proposed I-40 side bridge, which is a confusing configuration.
- The report shows a multi-use facility along the south side of a future widened I-40 bridge. It is not clear how this facility would connect to planned pedestrian and trail facilities to the east of I-40.
- There is no specific mention in the report of where bus stops would be placed along NC54 between I-40 and Friday Center Drive.

Recommendations:

- The Bike Plan shows a connection on the north side of NC54 between the Third Fork Creek Trail and the project area. This connection would likely be achieved by installing a side path along NC54 between Biscayne and Leigh Farm Park Road as part of a future widening. This planned facility and existing Third Fork Creek Trail should be mentioned in the report and shown in its maps, as was done with the Bolin and Battle Creek greenways in Chapel Hill. Please refer to Figure 1 below.
- A pedestrian bridge north of the I-40 interchange is mentioned in the report, but we believe there should be a more concrete recommendation, as this will serve as a critical link between the NC54 multi-use trails and the connection to Third Fork Creek Trail. Please refer to Figure 1 below.
- Trails on both sides of I-40 should arc northward to meet this bridge and to avoid the complicated I-40/Farrington interchange [figure 1].
- We would like to see a detailed plan for how pedestrians and bicyclists can safely access the bus stops and how the stops would be made ADA-accessible. Considerations should be made for accessible pathways to the bus stops themselves from nearby sidewalks/multi-use paths, providing safe crossings across NC-54 (most transit passengers board the bus across the street from the stop they alight), and providing safe and comfortable locations for the passenger to wait for and board the vehicles.

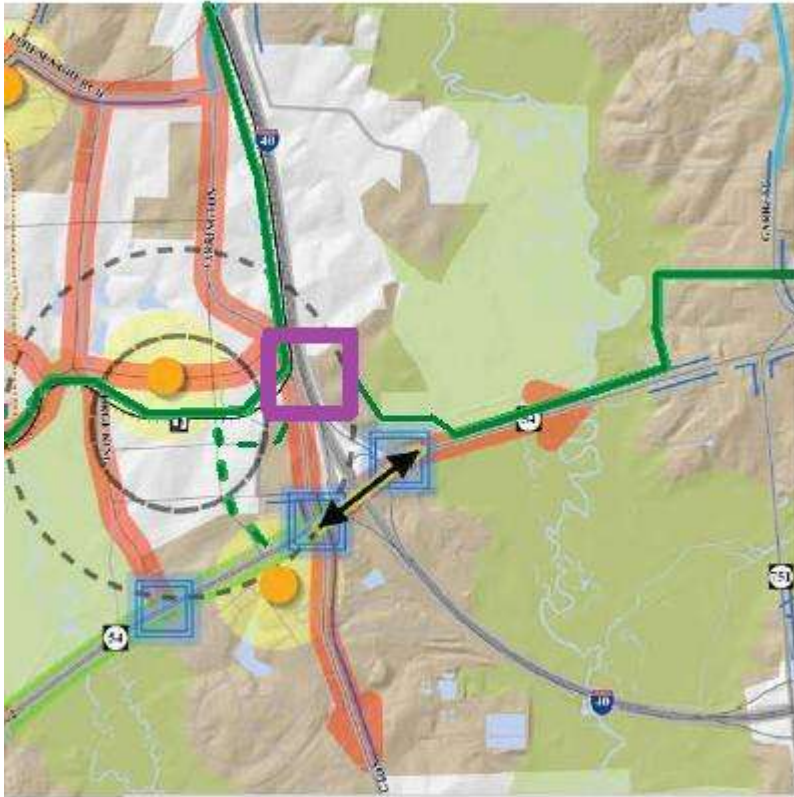


Figure 1

Dark Green lines- Greenways proposed by Trails and Bike Plans
 Purple Box- Approximate location of bicycle/pedestrian bridge

Crossing NC54

As the report states, there are currently only two signalized pedestrian crossings for NC54. Though crossing facilities are mentioned as part of planned widening and superstreets, we believe that these enhancements (as currently shown) will still provide barriers to bicycle/pedestrian crossing. Below are our concerns and recommended solutions.

Concerns:

- Though the primary superstreets shown in the report provide diagonal pedestrian crossing through the facility, this will provide for an awkward crossing for cyclists entering the intersection from side streets. As an example, a cyclist entering the corridor from Friday Center Drive would have to dismount, cross Friday Center Drive, and then walk across the pedestrian way to access Meadowmont. Some cyclists will have the ability to ride in the superstreet along with motor vehicles, but many will elect not to do this.
- The report indicates that pedestrian crossing facilities are less feasible at reverse superstreets, and that pedestrians and cyclists would have to move down to the next pedestrian crossing. It appears that a reverse superstreet is recommended for Barbee Chapel Road, which is slated to have expanded shoulders and sidewalks. How would a cyclist or pedestrian on Barbee Chapel connect to Meadowmont on the other side of NC54?

- Some pedestrians may elect to cross the superstreet outside the approved diagonal pedestrian crossing. Installing traditional crosswalks as a short-term solution, and then replacing them as a mid-term solution would be confusing for pedestrians.

Recommendations:

- We strongly recommend incorporation of grade separated facilities near most of the superstreets, especially those with trip generators on both sides of NC54 (i.e. Barbee Chapel & Falconbridge Roads). Installation of multi-use paths on both sides of NC54 would facilitate access to these crossings.
- Where grade separated facilities cannot be incorporated, an alternate treatment would be to install at-grade crossings at the ‘U-turn bulb’ of some of the superstreets. See figure 2 below.



Figure 2

Blue Line- Location of an at-grade crossing at a ‘U-turn bulb’

Anticipating the future transportation demands on this corridor, the report contains thoughtful and bold proposals for transit and roadway improvements. The report’s proposals for pedestrian and bicycle enhancements should be equally as bold and forward-thinking. We believe that if our recommendations are incorporated into the corridor study, the goals of minimizing single-occupancy vehicle trips and supporting transit use in the corridor will be achieved. Our recommendations will also improve the ability to travel between Durham and Chapel Hill without the use of a motor vehicle.

Please do not hesitate to contact us if you have any questions or concerns about the recommendations of this memo.

cc: Mark Ahrendsen, Director, Durham Department of Transportation
Leta Huntsinger, DCHC MPO
Aaron Cain, Durham City-County Planning Department
Town of Chapel Hill Bicycle & Pedestrian Advisory Board

Planning Commission Written Comments
October 12, 2010
NC 54/I-40 Corridor Study Draft Report

Ms. Beechwood: It is important to remember the regional picture when discussing the future of this corridor and its needs. The entire Metropolitan Planning Area would benefit enormously from light and regional rail transit. And of these, Durham will benefit the most- through its resident commuters, tax base increase and overall economic growth. However, where it is sighted and how it is funded is critical. More work will need to be done to ensure that we get it right, and that Durham residents understand exactly how much of the cost they will bear. It will not be forwarding for Durham to view itself as “us versus them”, or that solutions need be “win-lose”. We are regional partners and cooperative players who are capable of crafting “win-win” solutions.

Leigh Village need not be the only scenario under consideration for a park-and-ride facility. The many criticisms about it suggest the need to cast a wider net to determine our regional park and ride solutions.

Much of the work done by this study is relevant in exploring the future of the corridor. But it detracts from the enormous complexity of robust corridor planning when critical land owners appear to have been left out of the process. This will be important to correct.

Overall, this is a reasonable start at a very challenging endeavor. I anticipate further scenario planning is warranted.

Mr. Brine: Quite frankly, I was very disappointed in the draft report. Much needs to be done to improve it. Some specifics:

1. Even though the Planning Commission meeting was not advertised as a public hearing on the draft report, the Commission did take comments from the citizens who came to the meeting. I was not happy about hearing that Durham citizens had not been well informed about the public workshops and/or did not feel that their concerns had received any real consideration, especially by the consultants. Due to these comments and the many concerns expressed about the study, I supported the Planning Commission recommendation to extend the public comment period past the present 12/10/2010 deadline.
2. If I correctly understood Mr. Cain’s remarks, Durham believes that a development density of 20-50 DU/acre is sufficient to support light rail transit. If this is true, then the proposed density in Durham’s portion of the study area should not exceed this. I think that it would be a mistake for Durham to have different density standards for different transit stations.
3. The report strikes me as being rather “one-sided”. For example, there is extensive discussion and analysis of west-bound traffic coming into the study area and the lack of parking in Chapel Hill and on the UNC campus. In this discussion, UNC is the primary destination. Many of the proposals are aimed at reducing this traffic by parking it in Durham and then using some form of transit to get people the rest of the way.

However, there are destinations outside of the study area which I believe impact traffic within the study area. These are alluded to in the report, but not really analyzed. One of these is Duke (University and Hospital), one of Durham's major employers. Another one is the Research Triangle Park, a major regional employment center. Southpoint Mall (and the commercial areas around it) is still another regional destination. How much traffic comes out of the study area going to these destinations, and what can be done to reduce it? The draft report does not address these questions.

There are two proposed light rail transit stations/nodal development centers south of NC 54 in the study area within Chapel Hill (see Figure 1.2). However, when I asked where the park-and-ride facilities to support these stations/centers were to be located, I was informed that none are planned. (The proposed relocation of the Friday Center park-and-ride is consistent with this.) This is clearly **NOT** regional cooperation. If we are going to have a light rail transit system that ultimately connects us regionally, we cannot shove the Chapel Hill/UNC portion of the parking to another location. Some park-and-ride support is clearly needed for these proposed stations.

4. The proposed flyover over Farrington Road, along with other modifications, are detrimental to the businesses in that area. There must be better alternatives out there.

5. To me a single point diamond interchange (like the one in place at Fayetteville Road and I-40) makes better sense than the proposed improvements. There is a good example of one that carries a high volume of traffic in Greensboro.

6. As someone who has lived 0.4 mile off of NC 54 and driven on it for 35 years, I think that it would be wrong to widen NC 54 to six lanes in the Durham part of study area until the remaining two lane sections between the study area and the Research Triangle Park have been widened to at least four lanes. In Table 4-1 (page 4-10), a Bus Rapid Transit is proposed along NC 54 between Chapel Hill and the NC 751 park-and-ride facility. Without removal of the intervening two lane section of NC 54, this Bus Transit will definitely not be rapid. Furthermore, if NC 54 is widened to six lanes and the two lane section is left in place, the bottleneck for east-bound traffic on NC 54 coming out of the study area will only be exacerbated.

7. To me the construction of a massive park-and-ride facility at Leigh Village (which presently does not even exist) is a massive mistake. The draft report goes to great lengths to establish that traffic coming into the study area is a problem. And what is proposed? *To bring traffic into the study area!* Except now additional ramps and flyovers (estimated cost: \$27,700,000) are needed to get the traffic in. To me this is a waste of money. If traffic coming into the study area is such a problem, then this traffic *needs to be intercepted further out*. This will require some retraining of travel habits.

Additionally, bringing a massive amount of traffic into the proposed Leigh Village area will have a detrimental impact on the established low density residential neighborhoods already there, Creekside Elementary School (and the school bus routes that serve it), the Piedmont Wildlife Center, Markham Memorial Gardens, and the historic Patterson Mill area. I believe that it will also degrade the green space presently there.

While I am aware that our plans presently show a proposed light rail transit station in the Leigh Village area, this station location is certainly not cast in stone. As the alternatives analysis of the UNC to Alston Avenue light rail corridor goes forward, it is possible that a better location will be found. In fact, I believe that the combination of proposed infrastructure costs (as shown in the draft report), the environmental impact, and the public opposition will cause the proposed Leigh Village transit station to be relocated.

It is also possible that light rail transit will not come any time soon, especially if the vote goes against the half-cent tax increase. What is the fallback position if transit does not come? I cannot see development in this area being postponed indefinitely.

8. I agree with the comment made at the October JCCPC meeting that we are not doing enough to take advantage of under-utilized parking spaces at commercial centers. The report mentions only the Southpoint Mall park-and-ride spaces. However, I believe that there are many locations where park-and-ride options are possible. The commercial area along Renaissance Parkway, in particular around the super Target, is one. University Mall, Patterson Place, the old south square area in Durham (especially where the car dealerships used to be located), even Falconbridge are others. Perhaps a few park-and-ride parking decks could be constructed at some of these places in the course of redevelopment. It just makes better sense to me to make use of existing parking wherever possible rather than constructing a new massive facility and additional infrastructure in an undesirable location. I believe that there really needs to be more consideration and evaluation of existing parking locations, both inside and outside of the study area, in the report.

9. I also agree with Commissioner Kimball's comments regarding the disproportionate amount of costs which Durham is being asked to bear relative to Chapel Hill. Furthermore, from the way the draft report reads, it seems that Durham is being asked to make infrastructure improvements that primarily benefit Chapel Hill and UNC. Where is the benefit to Durham? How can Durham recover its investment?

10. Finally, I believe that a park-and-ride facility along NC 751 at the Auto Park site does make sense. It would serve the ever-growing residential area in south Durham. If connected by some bus or shuttle service, it would serve the mall and the surrounding commercial areas. It could be connected to UNC and Chapel Hill (as proposed in the draft report) and to the Research Triangle Park initially by Bus Rapid Transit, and perhaps in the future by light rail between UNC and the Research Triangle Park.

Thank you for your consideration of these comments.

Ms. Jacobs. I have many concerns about the current recommendations of the NC 54/I-40 Corridor Study for which taxpayers have spent more than \$250,000 and which has taken several years to complete. It is not clear that property owners- residents and business owners- in Durham within the study area were properly notified about the input meetings, whether Durham resident concerns were adequately considered and incorporated into the plan and whether the study is equitably balanced toward the interests and needs of Chapel Hill and the University of Chapel Hill and those of Durham County and City.

What is clear from the study recommendations is that a disproportionate cost of the infrastructure improvements (Executive Summary, pages 7-15) would be borne by Durham taxpayers, the greatest impact of proposed land use changes would affect existing Durham residents (Leigh Village) and the entire Farrington Road area would be dramatically transformed by the proposed mixed use Leigh Village development and proposed new 1-40 exit ramp at Farrington Road/Leigh Village. The recommended Super Street solution for the Farrington Road-54 intersection may also not be the best solution for access to existing commercial development on all four corners of this commercial node.

The need to improve traffic and mass transit in the 54/I-40 Corridor must be addressed but must also be adequately balanced with the need to protect existing neighborhoods and quality of life of Durham residents, preservation of our cultural and environmental resources, and the cost to Durham taxpayers.

- **Where did Leigh Village come from?** The focus of the study seems to be predicated on the need to create a high density, high intensity development called Leigh Village that does not currently exist on land that is now mostly undeveloped and forested, adjacent to Army Corp land, surrounded by low density residential development. The driving force for the creation of Leigh Village seems to be the required density needed to justify funding for a light rail transit stop that is currently proposed for this area. It seems to me that what is being proposed for Leigh Village in the plan will only **increase** the congestion in this area by creating it. *The plan should be focused on ways to keep cars out of the 54 Corridor, not a way to bring them into the corridor. Do we know that the proposed transit stop at Leigh Village will ever be built here or whether this is even the ideal location for it?*
- **Where is the thorough traffic analysis?** Why didn't the study carefully examine **where** the cars are coming from into the corridor? Where exactly are people living that are working or going to school in Chapel Hill? And the same for those heading east on 54. We need to focus on good public transit options for these people so they will choose not to drive their cars on 54. From the maps and data on pages 3-10, 3-11, 3-12, 3-13 it appears that many Durham residents living north of 54 near 15-501 and south of 54 near 751 are commuting to Chapel Hill. *Can we provide other transit options for them so that they will choose not drive on 54?*
- **What about innovative, low cost options?** Let's develop our park and ride options. This would be lower cost, use existing infrastructure and help develop areas in Durham that need to be redeveloped. Some of these **are** mentioned in the study (Figure 3-2, page 3-4): 1) Expand use of Southpoint Mall unused parking lot spaces –areas located further from stores often sit empty during the weekday, 2) Southpoint Autopark off of 751: more than 60 acres has already been cleared and prepared for development but are sitting idle. While the location does not provide good visibility for businesses it is perfect for a parking lot or better yet, structured parking which would have less stormwater impact on adjacent New Hope Creek watershed, 3) South Square/ Proposed University Marketplace/ 15-501 and Shannon Road area: Acres of former restaurants and auto dealerships sit empty. *Would commuting residents from surrounding neighborhood use a park and ride opportunity here? Commuters could also benefit surrounding businesses*

and a park and ride option could be an added attraction for the approved University Marketplace residential/mixed use project.

- **Where is the detailed study of existing conditions?** Many of the things routinely a part of the Durham Planning Department reports is missing here: GIS maps that show you exactly what the area actually looks like now, detailed environmental mapping showing topography, creeks, utility easements, flood plains, etc. Information about historic and cultural resources such as Leigh Farm Park, Patterson Mill Country, the Markham Memorial Gardens and the New Hope Creek Corridor Master Plan is also lacking. The maps giving current and future land use designations (pages 2-3 and 2-6) should give complete information about the densities as shown on Durham land use maps: For instance the area of the proposed Leigh Village is currently Medium High Residential (8-20 DU/Acre) on Durham Future Land Use Maps not just Medium High Residential. It would be helpful to have this information for Orange County as well since there may be differences in what designations really mean for each county. The impact of proposed changes can not be properly evaluated if existing conditions are not carefully considered.
- **Where is evaluation of the impact on the Jordan Lake Watershed, existing residential neighborhoods, the still mostly rural Farrington Road?** The proposed Leigh Village development, fly over, parking garage, light rail line and station and other infrastructure improvements are all being proposed between two tributary areas of New Hope Creek. Durham residents could bear the cost of additional clean up to mitigate additional pollutants in Jordan Lake. The creation of the Leigh Village urban center and proposed connection to 40 will bring the impact on traffic, air quality, noise, clear cutting and mass grading of the now forested landscape to the existing residential neighborhoods. There is also no evaluation of the what the traffic and development impact will be on Farrington Road heading north, **away** from 54, toward Chapel Hill Road and Southwest Durham Drive. Winding, historic Farrington road is one of the last remaining roadways in Southwest Durham that still has a rural feel. Is this something that Durham residents value and want to preserve? What about the associated cost to Durham taxpayers of the proposed Leigh Village which is recommended to have residential units up to 75 units per acre and up to 8 stories in its Mixed Use 1 node (page 5, Executive Summary), densities currently not existing or approved elsewhere in Durham. The cost of providing services, schools, parks, etc. for thousands of new Durham residents should also be acknowledged.
- **What about other possible alignments for the proposed Light Rail Line?** The current rail alignment (page 4-11, Figure 4-4) does not seem to make sense in terms of cost, economy of length/infrastructure and impact on existing neighborhoods and the environment. Why not have an alignment as close as possible with 54? Will the Army Corps of Engineers allow a crossing? They discourage even foot trails into their property. Why locate a transit station in an area that is currently completely undeveloped? All of the other proposed transit stations in the 54 corridor are in locations that are currently developed (Meadowmont, East 54, Figure 4-4, page4-11). Why not locate the transit station at the corner of Farrington Road and 54 and have structured parking lots wrapped in commercial that will support the existing commercial development in this area? The report refers to the fact that the proposed transit stop at Glen Lennox (page 2-12) is already unpopular because residents do not want a proposed high density mixed use

transit oriented development in their area and want to preserve the unique character of their neighborhood.

- In Chapel Hill, the plan only proposes the most high density mixed use development (Mixed Use 1) on land hugging the 54 Corridor.** (page 1-2, figure 1-7) The new 54 East mixed use project is along 54 and it makes sense to have high density, mixed use limited to areas along the roadway that do not compromise existing quiet residential neighborhoods. But the study recommends Mixed Use 1 in Durham in the middle of undeveloped land, isolated from 54. While it will be important that the last remaining undeveloped tract in this part of Durham, earmarked as Leigh Village in the study, be developed carefully and hopefully in a master planned way, what is being proposed in the study is inappropriate for this location and far exceeds Durham's Comprehensive Land Use Plan's Future Land Use Map. **A planned, new urbanist development such as Meadowmont or Southern Village or a Conservation Subdivision would be appropriate for this area. Not a new Durham satellite city: Leigh Village.** The scale and densities of what is being proposed (Mixed Use 1 and Mixed Use 2, page 5, Executive Summary) for one of the last large remaining undeveloped tracts in southwest Durham, in a location surrounded by quiet residential neighborhoods and sensitive watersheds, is inappropriate. The current future land use for this area (8-20 DU/acre) *will already allow for much higher land use* than currently exists in most of this area, which is mostly 8 DU/acre or less.
- Why phase out the Friday Center parking area if it is working so well? *Is part of the push for Leigh Village and the structured parking lot there so that UNC will be able to be free of the burden of providing parking/using their land for parking at the Friday Center?*** The report says that 20% of the 54 traffic is absorbed by this parking area (page 3-9). Why not propose that UNC transform this surface lot into a higher capacity structured parking garage (2500 spaces as proposed for Leigh Village) which would hold more than the current 1700 surface lot spaces and free up land for other uses.
- The recommended Bike-Pedestrian (pages 5-1 to 5-15, Bus Transit (pages 4-2 to 4-8) and immediate turn lane improvements should be carefully reviewed as there are many recommendations that are low cost, common sense and would not be difficult to implement or coordinate with ongoing road improvements.**

Mr. Martin: Study needs additional public input and work.

Ms. Mitchell-Allen: With respect to the corridor study, it appears that the study is very one sided as it is heavily focused on the impacts to the UNC/Chapel Hill area. The remedies proposed within the study do not appear to impact Durham in a positive way. In fact the impacts appear to be predominantly negative due to the costs associated with the proposed action plan. I am also concerned that a good number of Durham residents claim that they have not received any notification in regards to the various public hearings/notifications associated with this study.

I believe that more study is needed with respect to where in Durham the traffic is coming from and where it is going to as the traffic is not only going into the UNC/Chapel Hill area. There should be some consideration and research in regards to utilizing current park and ride areas at various commercial facilities where parking is currently under utilized.

Mr. Monds: Development is going to occur, but should be managed and structured in a week thought our process and with the input from the affected constraints. Also, this study appears to reflect the needs and concerns of UNC-CH and Chapel Hill at the expense of Durham and Durham County. The traffic patterns reflected in the study don't appear to reflect traffic going into RTP and Raleigh, only to UNC-CH and Chapel Hill.

Mr. Womack: I feel the study has been made with little concern for the citizens of this area and the whole Durham Citizens with the cost that would be borne by Durham. The park and ride and the high density does not match this neighborhood or the sensitivity to the fragile environment in the area. I also feel the notification and inclusion of Durham residents was a flawed process.

Durham City Council: NC54/I-40 Corridor Study 11-18-10

Good afternoon. I am Chris Selby, I own the home at 138 Celeste Circle in the City of Durham. My neighborhood, Eastwood Park, is called Celeste Circle in the Draft Report. We are located between NC54 and the proposed Leigh Village. I have lived there over 12 years and I'm a relative newcomer to our very established neighborhood.

This Draft Report recommends that our neighborhood remain a residential land use area. This component of the Report is extremely important - because - it will help us towards our goal to amend Durham's Comprehensive Plan, which now includes us in a commercial land use area.

This recommendation, for a residential land use designation for Eastwood Park, is great, and we would like it to be retained in the final report.

Towards our goal to preserve and protect our neighborhood, I feel that other aspects of the report may be improved in the following ways:

First, a substantial landscaping/hardscaping barrier between NC54 and Eastwood Park should be included in the report. Such measures are commonly taken, for example sound barriers were put up in the City when I-85 was upgraded, and similar barriers are currently being erected in Raleigh in conjunction with the upgrading of I-40 and the beltline.

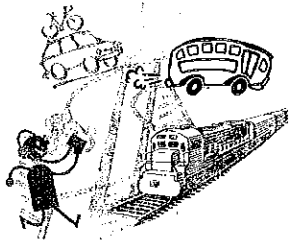
Second, the Report would be improved if mechanisms were described to prevent cut-through traffic in our neighborhood associated with future development.

Third, the Report should relocate the collector street located at the south end of our neighborhood at Crossland Drive to the George King roadbed which is a short distance away. This is a doable option and among the benefits, it would reduce future cut-through traffic in our neighborhood, and it would clearly provide safer and more efficient traffic flow across the Service Road and the proposed bike path which are right next to and which parallel NC54.

Finally, Southwest Durham Drive, which originates in Durham near New Hope Plaza, is planned to terminate at the Friday Center on NC54 in Chapel Hill after passing through Meadowmont. The Chapel Hill City Council will

make its recommendations to the Corridor Study in early December, and they may include a suggestion to deter Southwest Durham Drive away from Meadowmont and through our neighborhood. The current plan to use Meadowmont Lane for Southwest Durham Drive makes much more sense and would reduce congestion in the Corridor. Durham would benefit by recommending to the Study that the path through Meadowmont Lane be given priority.

Details of these issues are spelled out in an email that I sent to the Council last weekend. Many of my neighbors and I would very much appreciate the Council's help to preserve and protect our community. I appreciate this opportunity to address the Council.




Orange Unified Transportation Board

PO Box 8181
Hillsborough, NC 27278

Memorandum

Date: November 17, 2010

To: Leta Huntsinger, PE, CMP
Technical Services Team Leader
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

From: 
Nancy Baker, Chair
Orange Unified Transportation Board (OUTBoard)

Subject: Comments regarding the Draft NC 54/I-40 Corridor Study Report

Thank you for attending the October 20, 2010, meeting of the Orange Unified Transportation Board (OUTBoard) and presenting the Draft NC 54-I-40 Corridor Study Report. OUTBoard members appreciate the time you devoted to discuss issues and answer our questions, and the opportunity to comment on the draft study.

At its meeting on November 17, 2010, the Orange Unified Transportation Board (OUT Board) endorsed the following comments to include in the Compilation of Public Comments for consideration in developing the final report.

- The study does not deal with traffic moving south of Durham (RTP, Raleigh, RDU). Shuttle service to access park and ride lots along the way is not attractive.
- The study should have encompassed a greater area for considering connections from the actual study area to desired destinations; for example, bicycle connections in this corridor to access a greater network of bike/ped facilities to enable bicyclists to get to Carolina North; and

Memo to Leta Huntsinger
November 17, 2010
Page 2

- Recommended bicycle facilities should consider the off peak hours and weekends when bicyclists use those facilities for recreation and have destinations (i.e. west of Chapel Hill, Hillsborough) other than RTP or Durham.
- Bicycle and pedestrian facilities should connect areas having high density population with schools.
- The study should include an origin/destination study of the traffic flow in the corridor. The single largest destination of traffic in the corridor from Chapel Hill is RTP. The study does not deal with that traffic and its impact on existing roads (Barbee Chapel Road, Stagecoach Road) to avoid NC 54 congestion.
- In planning for future transportation facilities, the team should consider the interaction of scooters as an alternative mode. Scooters provide an intermediate mode between bicycles and cars, and are becoming more attractive for shorter trips as gas prices and concerns with carbon emissions increase.
- The study should include an analysis of the cost effectiveness of the recommendations.

Thank you again for the opportunity to comment on this important study and its implications for future transportation plans.

1. Brief Status/Summary:

CHT and Orange County Public Transit (OPT) continue discussions related to the transit services that are needed in Orange County to improve demand response service throughout the County. We are discussing some route concepts and plan to have a final route and schedule developed prior to the end of the next quarter.

2. Accomplishments & resolutions for the month:

None.

3. Deliverables:

N/A

4. Future accomplishment/deliverables with target dates:

None.

5. Active issues & Challenges:

N/A

6. Significant Project changes (dates and/or activities)

N/A

JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING

PART I - TRANSMITTAL

Applicant Data

Legal Name: Town of Chapel Hill, Chapel Hill Transit, Orange County Public Transit

Contact Person: Steve Spade, Transit Director, Al Terry, Mgr Orange County Public Transit

Address: 6900 Millhouse Road

City, State, Zip: Chapel Hill, NC 28516

Telephone: 919-969-4909 Steve Spade

Fax: 919-968-2840 Chapel Hill Transit or 919-969-4909

E-mail: sspade@townofchapelhill.org ; aterry@county.orange.nc.us

Part II Narrative

Project Need/Goals & Objectives

Chapel Hill and Orange County Public Transit provide transportation services for the elderly and disabled population throughout Orange County. Orange County Public Transit provides service in the non urban areas of Orange County while Chapel Hill Transit services focus on the urban area. Orange County has social service clients that utilize service provided by Orange County Public Transit and Chapel Hill Transit EZ Rider operation.

EZ Rider provides demand response service to elderly and handicapped persons residing within Chapel Hill, Carrboro and UNC. Combined, the two systems provide approximately 350 daily rides.

With the recent construction of the Seymour Center on Homestead Road in Chapel Hill, a long term problem has become more evident. Many of the senior citizens that reside in Chapel Hill have difficulty using fixed route services to access services such as the Seymour Center throughout the community. While not fully needing the demand response service provided by EZ Rider, these persons still encounter difficulty using the fixed route system because of the length of travel and the need to transfer. The more frail population is comfortable making a more direct trip. The need for a more direct service has been a regular request at public forums.

As a result, many of these persons find themselves utilizing the EZ Rider service resulting in overcrowded schedules and rising costs. Also, seniors who are using EZ Rider find access more difficult than the fixed route system. Finally, the cost to use the EZ Rider system is a significantly higher cost per trip than the \$1.22 cost to the Town of Chapel Hill for providing a fixed route trip.

Working with the Department of the Aging in Orange County and various public forums, the public demand has been strong for a bus route developed specifically to serve senior citizens needs traveling to areas of their primary destinations.

Project Description

Chapel Hill Transit and Orange County Public Transit propose to develop and operate a feeder route system to connect areas of senior citizen concentrations with high demand locations.

This project requests funding to provide additional planning, production of marketing public information tools and the operation of a special senior citizen shuttle to be operated throughout the Chapel Hill-Carrboro area.

Attached as exhibits 1-7 are maps that show the distribution of elderly persons throughout Carrboro and Chapel Hill. In addition, exhibit 1 shows the high frequency boarding and alighting locations.

Under this program, Chapel Hill Transit and Orange County Public Transit would initiate the following activities collaboratively:

1. Analyze senior citizen residences and major boarding locations and traffic generators
2. Develop and plan a senior citizen route in the community
3. Develop marketing materials and use mobility management training to present options to customers. Mobility management training would be conducted by existing Chapel Hill Transit customer service staff.
4. Operate senior citizen shuttle service

Because the service is being designed to primarily target the elderly population, this project does qualify as meeting a target area of the CPT-HSTP in the following ways:

1. This will constitute a transportation outreach to the elderly community.
2. It will target services to the elderly community.
3. There will be a mobility manager portion to this program that will help people understand their options. Mobility management activities will be conducted by existing staff to support this project.

Project Goals and Objectives

Project Goal: To develop and implement an improved transportation service to provide better mobility to elderly citizens of Carrboro and Chapel Hill.

Objectives:

- Provide an alternative to fixed route transportation for able bodied elderly persons that travel
- To make better use of community resources by providing lower cost trips on a senior shuttle than demand response service
- To effectively use community resources by collaboratively scheduling service between Orange County Public Transit and EZ Rider
- To respond to the community need for transportation alternatives
- Reduce reliance on the single occupancy vehicle

Community Benefit

The introduction of this service will benefit the community in a number of ways.

1. The analysis of elderly travel needs will provide long term benefits for other transportation planning

2. The introduction of this service will improve services for the elderly and low income elderly population in Chapel Hill and Carrboro
3. Regional benefits will be derived by reduced auto emissions
4. Regional benefit from collaborative service planning by making better use of taxpayer resources

Projected Ridership

The project budget projects that the equivalent of eight hours of revenue service will be provided daily by the initial operation of the senior shuttle. Traditionally, paratransit operations generate approximately three to three and a half passengers per hour. Because these services will be operating from high demand locations providing limited fixed route service, it is anticipated that the service would carry approximately ten passengers per hour or an estimated eighty passengers per day. In the current fixed route system the most inefficient fixed routes carry 13 passengers per hour. Because this is a new service providing service to a target population, it assumes that route performance will be comparable to lower performing fixed routes. On an annual basis this would mean that the service would provide approximately 20,400 rides.

Implementation Plan

Chapel Hill and Orange County Public Transit would have the primary responsibility for the design, implementation and operation of the services. The project coordinator from Orange County Public Transit would be Al Terry, Manager of Orange County Public Transit. Steve Spade, Director of Chapel Hill Transit would be the project coordinator for Chapel Hill Transit. Mr. Terry and Mr. Spade would also work collaboratively with Mr. Jerry Passmore, Director of Orange County Department on Aging and Transportation.

It is anticipated that the following schedule will be followed for the development and implementation of services:

- Spring/Summer 2008 – hold public forums and service planning
- June/July – develop route structure and operating procedures
- July/August – develop and provide marketing and schedule information for potential users
- September 1 – begin operation of the senior citizen shuttle

Project Budget (additional detail see Part III Project Budget)

It is anticipated that the service will provide eight revenue hours of service a day, total platform hours of nine hours per day. Cost factors are shown below.

9 hours daily revenue service x \$21.00/hour =	\$189.00
(hourly labor + benefits costs and \$.65/hour administrative cost	

135 daily revenue miles x \$1.00/mile (maintenance consumable cost) = \$135.00
 (estimated operating miles is based on the current system average speed of 15
 miles per hour projected for a 9 hour day.)

Total \$324.00

It is estimated that the annual cost to provide this service for a twelve month period,
 Monday through Friday service is \$82,600.00

Attached as exhibit 8 is a sample route.

Planning activities including public forums, analysis of data, concept development-
 \$ 7500.00

Development of marketing materials and outreach \$7500.00

Total project cost \$97, 600.00

Total annual projected ridership is 20,400 rides per year.

Recommended Fare: Free

Estimated cost per boarded passenger is \$4.78 per ride.

Program Effectiveness and Performance Indicators

The effectiveness of this program will be measured and evaluated by utilizing several
 performance indicators including:

Total Ridership
 Passengers per hour
 Cost per passenger

Service quality will be monitored by utilizing customer satisfaction surveys and
 monitoring of on time performance.

The performance of this service will be monitored monthly and information will be
 provided comparing the performance of the route to the expected standards of \$4.78 cost
 per ride and the following goals:

Total Ridership – 80 passengers per day
 Cost per boarder passenger - \$4.78
 Passengers per hour – 10

Coordination and Program Outreach

The design of this service will be coordinated by Orange County Public Transit and Chapel Hill Transit. The coordination will include analysis of trips in Chapel Hill with Orange County Public Transit and Chapel Hill Transit. Vehicles will be assigned to make trips based on their scheduled availability and there will also be coordination on the scheduling aspects of the service. It is assumed that services will be operated by Chapel Hill Transit. However, Chapel Hill Transit and Orange Public Transit have agreed that as routes and schedules are developed, if Orange Public Transit vehicles can be provided more efficiently, they can be utilized. Routing and scheduling will be done collaboratively and therefore the transit agencies will be able to identify the most cost effective means to assign vehicles to any trips.

Service development will also be coordinated with the Orange County Department of Aging and Transportation, specifically to identify target markets and to coordinate schedules with activities at traffic generators such as the Seymour Center.

Chapel Hill Transit and Orange County will also work with other agencies that serve the elderly, such as elderly housing complexes like Carol Woods and other high demand destinations.

Innovations

There are several innovative aspects to this service being provided.

1. Cooperation – two independent transit providers will work collaboratively to plan and operate services. Operations including scheduling and vehicle assignment will be done collaboratively.
2. Limited fixed route service provided by small vehicles –will provide a more cost effective service than door to door paratransit services, but provide more flexibility and direct travel than normal fixed route services
3. Travel training will be utilized as part of the mobility manager concept in which targeted markets are identified – Orange County Public Transit and Chapel Hill Transit will provide programs on how to access and utilize the service.
4. Coordinated scheduling – by utilizing both Orange Public Transit and Chapel Hill Transit EZ Rider vehicles, the trips will be assigned and scheduled to the most cost effective service provider, thus providing coordinated scheduling and more effective use of community resources.

PART III - PROJECT BUDGET

Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

Please include a certified financial statement from an accountant or bank.

Total Annual Project Budget \$97,600 (operating and capital only)

Capital Federal Share	\$0	_____%
Capital Local Match	\$0	_____%
Operating Federal Share	\$48,800	50%
Operating Local Match	\$48,800	50% Total

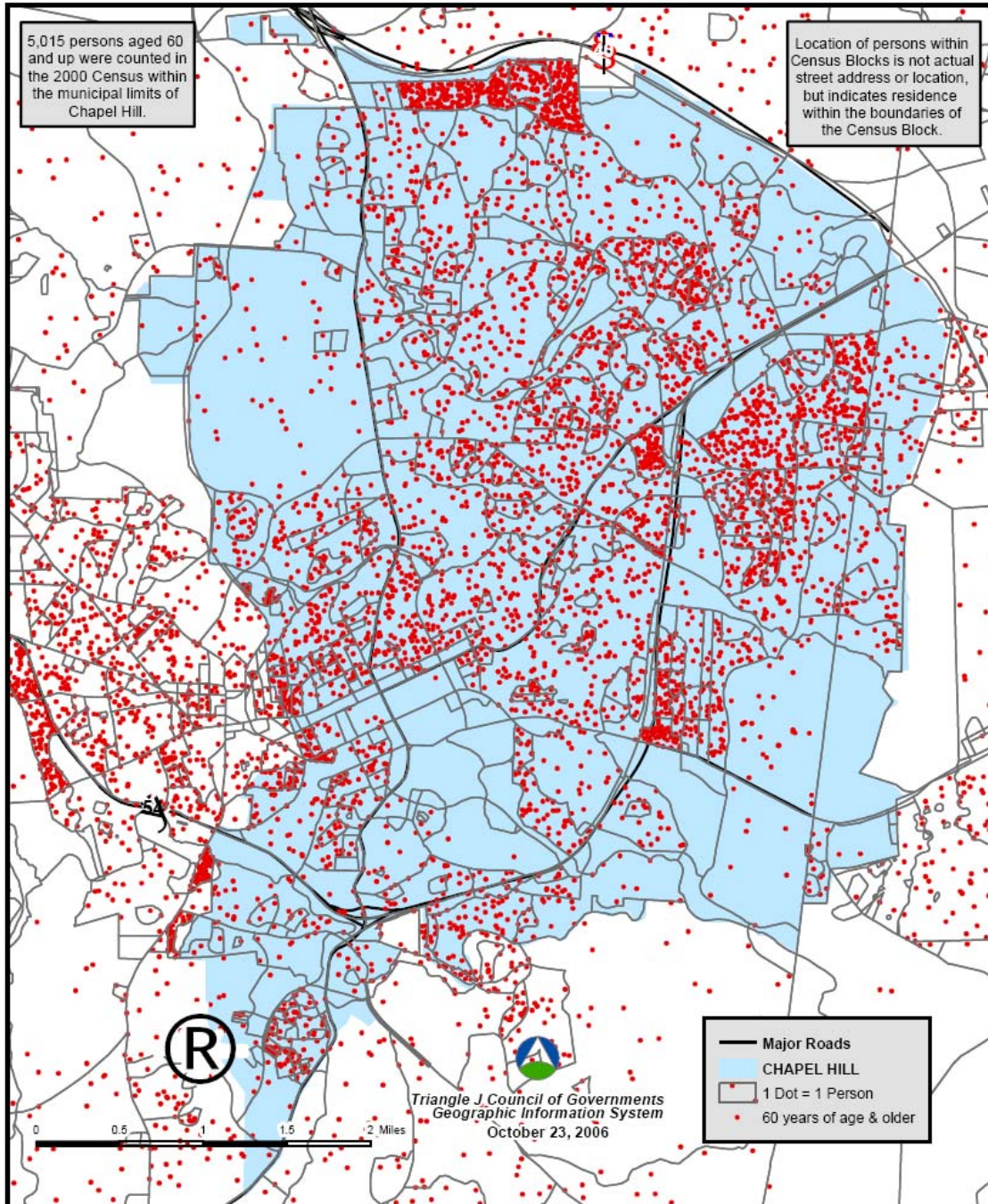
Local Match Funding Source: Funding will be included in the Chapel Hill Transit FY 2008/09 operating budget.

Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from. Financial information must be certified by an accountant or financial institution.

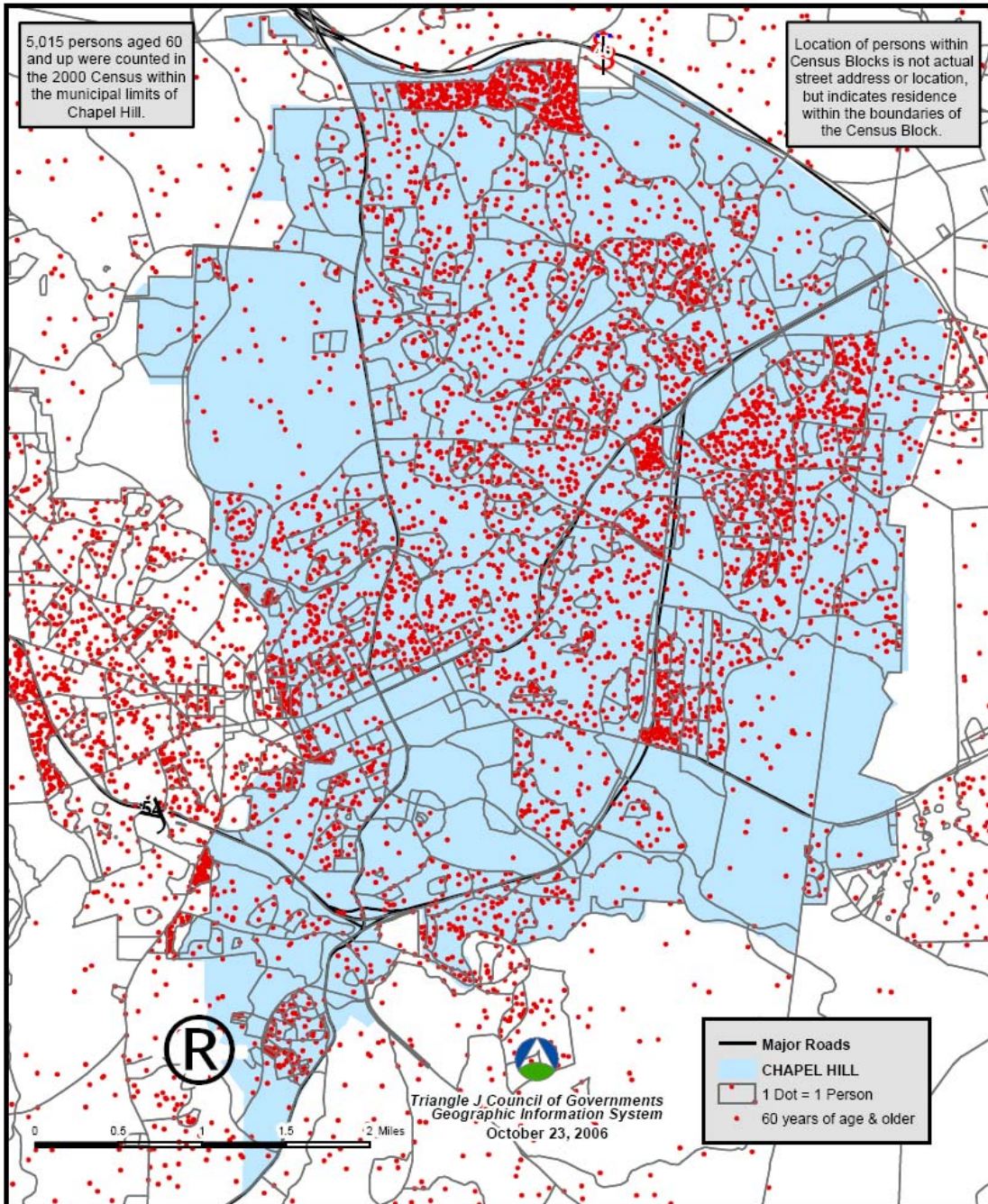
Will there be a commitment of funds beyond the grant period? Yes No

It is assumed that the operating cost for this service will be absorbed in the Chapel Hill Transit operating budget beyond FY 2008/09. In the event that clients of Orange County Public Transit utilize the service, Orange County Public Transit will contract with Chapel Hill Transit to support the service.

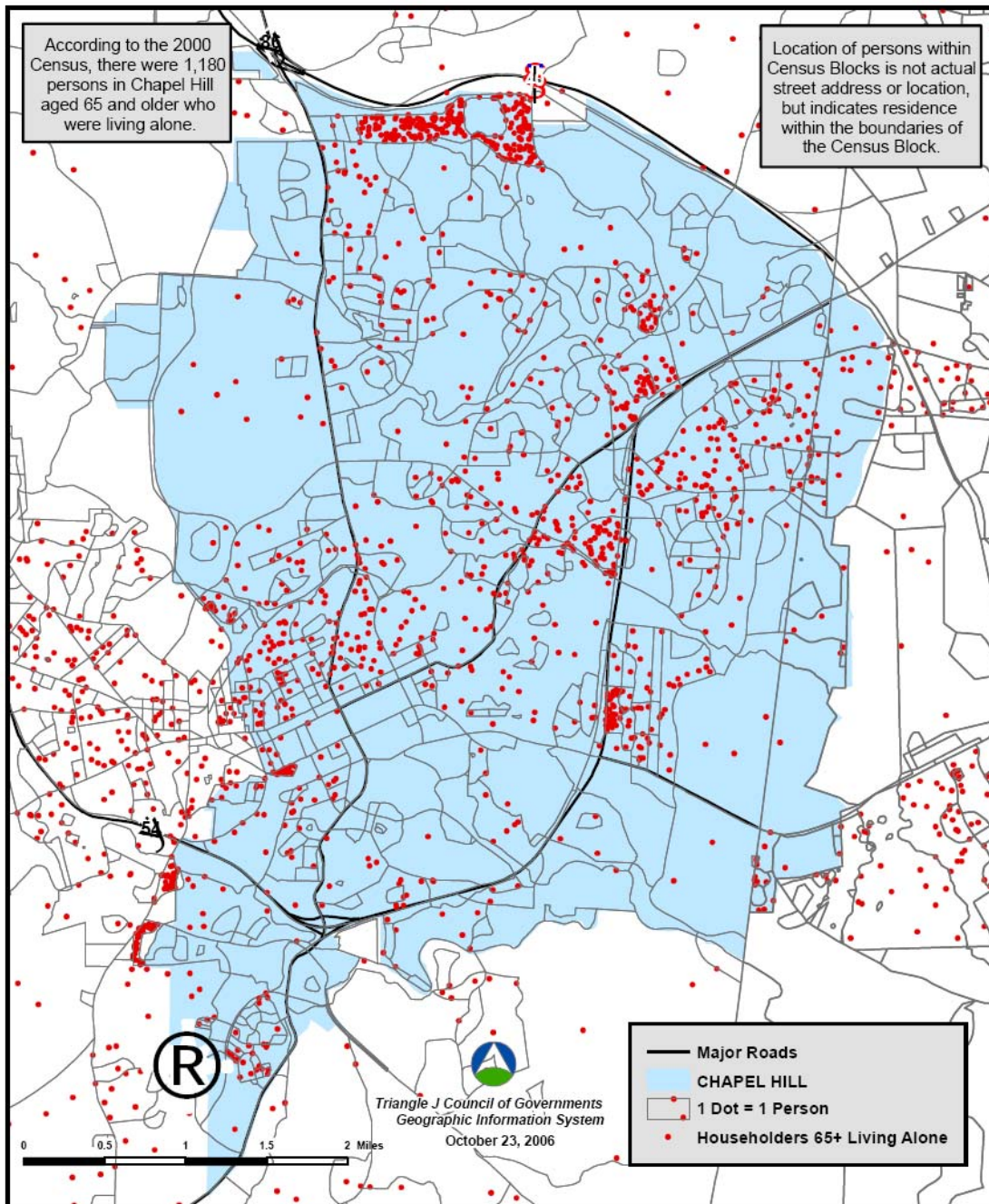
Chapel Hill, NC Census 2000 Blocks Distribution of Persons 60 Years of Age and Older



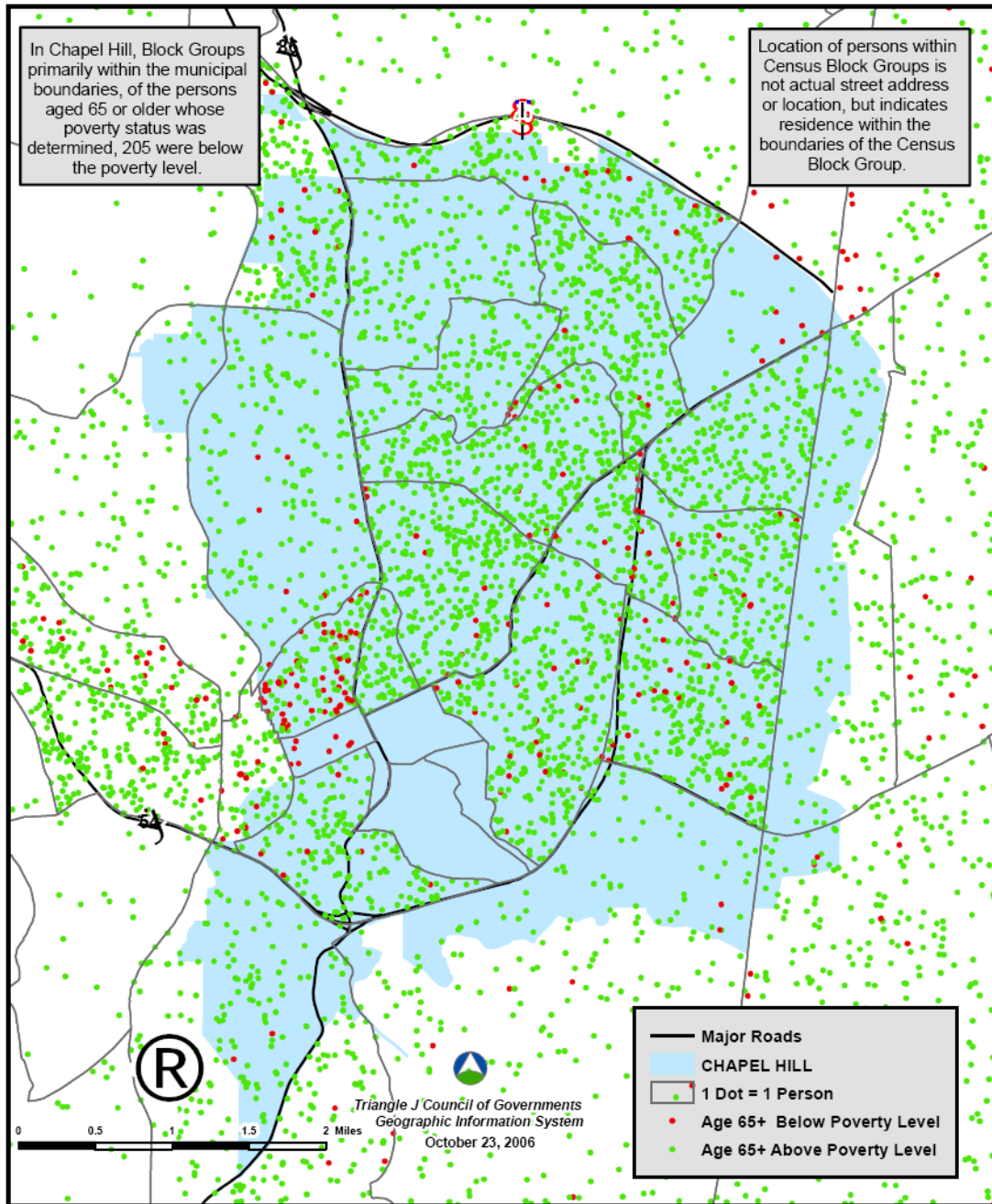
Chapel Hill, NC Census 2000 Blocks Distribution of Persons 60 Years of Age and Older



Chapel Hill, NC Census 2000 Blocks Distribution of Persons 65 Years of Age and Older Living Alone



Chapel Hill, NC Census 2000 Block Groups Population 65 Years And Older For Whom Poverty Status Is Determined

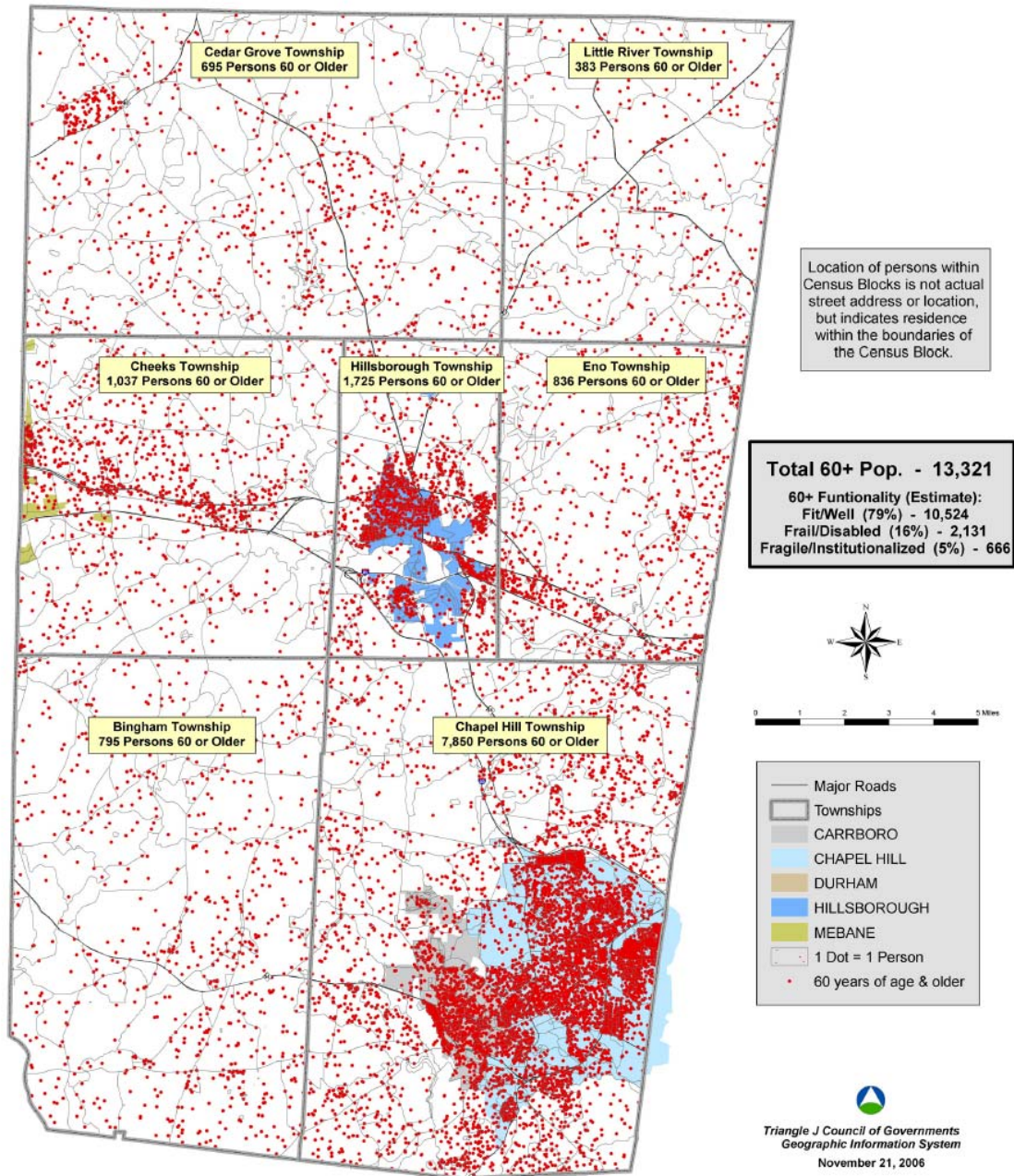


Town of Chapel Hill, NC Census 2000

Population Distribution by Older Age and Gender

	<u>Chapel Hill</u>	<u>% of Town Total</u>
Total	48,715	100.0%
Male	21,961	45.1%
M 45-59	2,968	6.1%
M 55+	2,758	5.7%
M 60+	2,011	4.1%
M 65+	1,521	3.1%
M 75+	675	1.4%
M 85 +	130	0.3%
Female	26,754	54.9%
F 45-59	3,404	7.0%
F 55+	3,827	7.9%
F 60+	3,004	6.2%
F 65+	2,400	4.9%
F 75+	1,349	2.8%
F 85 +	412	0.8%
Total	48,715	100.0%
45-59	6,372	13.1%
55+	6,585	13.5%
60+	5,015	10.3%
65+	3,921	8.0%
75+	2,024	4.2%
85 +	542	1.1%
65+ Live Alone	1,180	30.1%
65+ w/ Disability	1,316	33.6%
65+ Below Poverty	205	5.6%
65+ Minority		
65+ Male/Female Ratio =		1 to 1.578
75+ Male/Female Ratio =		1 to 1.999
85+ Male/Female Ratio =		1 to 3.17

Orange County, NC Census 2000 Blocks Distribution of Persons 60 Years of Age and Older



Orange County Population Projections By Age, Gender, Race 2007-2030

July 2007 Projection

	Total	5-17	55+	60+	65+	75+	85+	95+
Orange	125,436	18,549	23,975	16,441	11,143	5,144	1,538	151
Male	65,128	9,062	13,183	9,272	6,527	3,288	1,119	128
Female	60,308	9,487	10,792	7,169	4,616	1,856	419	23
Non-white	24,183	4,311	3,836	2,683	1,871	813	248	29

July 2010 Projection

Orange	130,719	19,408	27,135	18,916	12,353	5,327	1,631	151
Female	67,550	9,529	14,827	10,536	7,152	3,411	1,213	133
Male	63,169	9,879	12,308	8,380	5,201	1,916	418	18
Non-white	25,290	4,429	4,302	2,992	2,020	833	250	35
% Change from Year 2007	4.2%	4.6%	13.2%	15.1%	10.9%	3.6%	6.0%	0.0%

July 2015 Projection

Orange	138,272	20,109	32,252	23,645	15,809	5,855	1,825	238
Female	71,098	9,834	17,561	13,064	8,933	3,680	1,296	194
Male	67,174	10,275	14,691	10,581	6,876	2,175	529	44
Non-white	26,794	4,463	5,228	3,663	2,421	941	283	44
% Change from Year 2007	10.2%	8.4%	34.5%	43.8%	41.9%	13.8%	18.7%	57.6%

July 2020 Projection

Orange	146,769	21,319	36,897	28,340	20,102	7,187	1,951	244
Female	75,048	10,468	20,031	15,621	11,288	4,427	1,409	210
Male	71,721	10,851	16,866	12,719	8,814	2,760	542	34
Non-white	28,616	4,673	6,136	4,512	3,044	1,092	290	52
% Change from Year 2007	17.0%	14.9%	53.9%	72.4%	80.4%	39.7%	26.9%	61.6%

July 2025 Projection

Orange	153,626	21,559	40,838	32,319	24,122	9,706	2,294	346
Female	78,362	10,546	22,106	17,836	13,578	5,820	1,588	275
Male	75,264	11,013	18,732	14,483	10,544	3,886	706	71
Non-white	30,030	4,792	6,895	5,298	3,747	1,380	360	62
% Change from Year 2007	22.5%	16.2%	70.3%	96.6%	116.5%	88.7%	49.2%	129.1%

July 2030 Projection

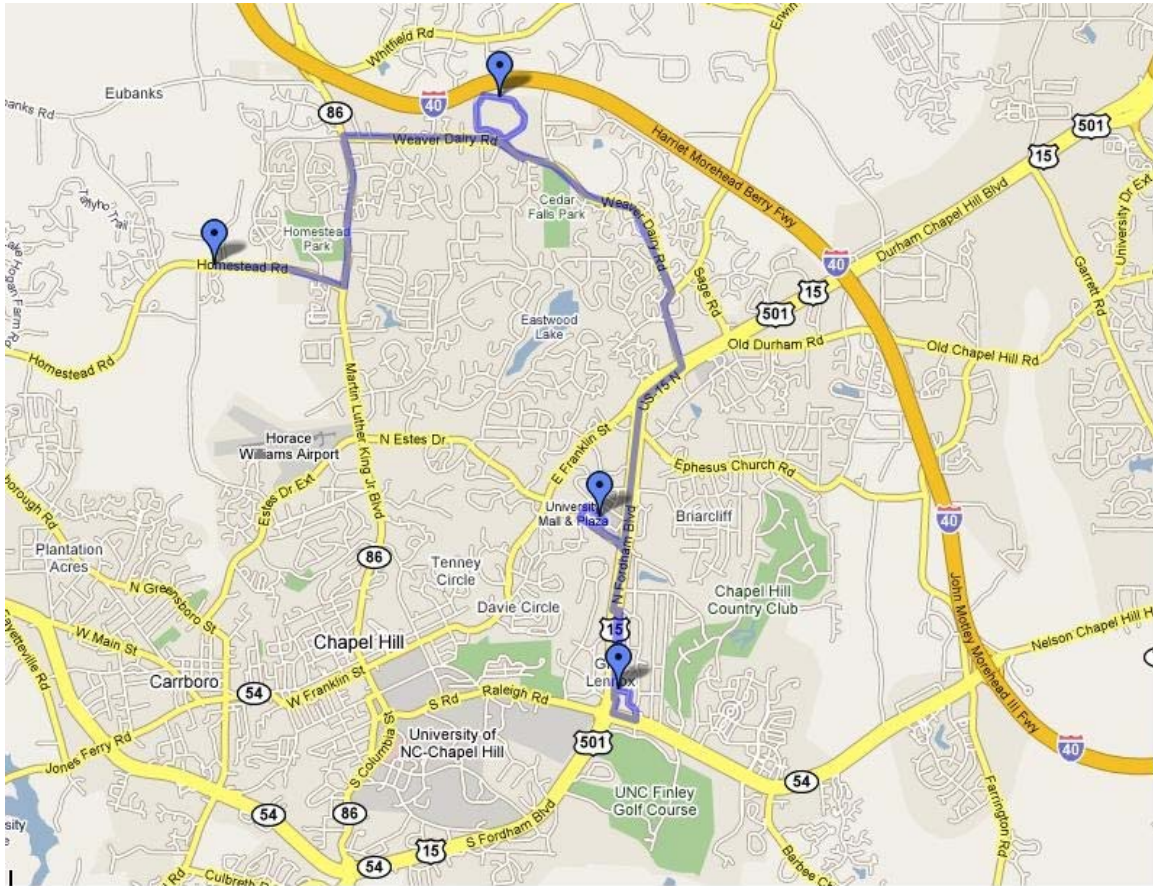
Orange	161,118	22,522	43,811	35,592	27,403	12,589	2,909	318
Female	81,891	11,041	23,629	19,558	15,436	7,575	2,032	270
Male	79,227	11,481	20,182	16,034	11,967	5,014	877	48
Non-white	31,698	5,027	7,549	5,942	4,419	1,758	413	66
% Change from Year 2007	28.4%	21.4%	82.7%	116.5%	145.9%	144.7%	89.1%	110.6%

Source: NC State Data Center

Updated January 25, 2007

Prepared by Jerry Passmore & Yoke Crume

PROPOSED SENIOR ROUTE





**ORANGE COUNTY DEPARTMENT ON AGING
POST OFFICE BOX 8181
600 HIGHWAY 86 NORTH
HILLSBOROUGH, NORTH CAROLINA 27278**

*JERRY M. PASSMORE, DIRECTOR
DIRECT TEL. - 919.245.2009*

WWW.CO.ORANGE.NC.US/AGING

February 27, 2008

Mr. K. Stephen Spade, Director
Chapel Hill Transit
6900 Millhouse Road
Chapel Hill, NC 27516-8175

Dear Steve:

It is my pleasure to support your joint New Freedom funds application with Orange County to establish a Chapel Hill/Carrboro Cross Town Senior Shuttle that would pick up older adults at high density areas and take them directly to high demand community destinations like the Seymour Senior Center.

With the Older population doubling in Chapel Hill by 2020 and living older lives there will continue to be increase demand for transportation services, especially for frail older adults 75+. The current two tier transit design of providing public fixed routes for everyone and para-transit service (E-Z Rider) for the medically infirmed and disabled will not work for this changing demographic. Many older adults between 55 and 105, can not easily use the fixed route service requiring wait times and transfers nor do they qualify for the specialized para-transit service.

With your proposed new three tier transit design it will ensure more seniors, with a wide range of mobility needs, can access city and county community services. The Cross Town Senior Shuttle would potentially reduced or slow down the demand for the Chapel Hill Transit's expensive door to door E-Z Rider service.

The Department on Aging will be glad to assist in this project in anyway possible. We would be happy to organize focus groups of seniors for input on the initial experimental design as well as advertise in our Senior Times newspaper of this new service.

Thank you for being pro-active in responding to the Transit needs of older adults.

Sincerely,

Jerry M. Passmore, Director
cc: Al Terry, OPT Manager

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015	
						Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost
1	Carrboro	U-4726	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$168,684										
2	Carrboro	EL-4994	Bolin Creek Greenway - Carrboro (Homestead to Estes)	\$ 737,500	\$ 590,000			Construction	\$590,000								
3	Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Planning	\$84,000	Construction	\$396,000								
4	Carrboro	U-4726	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700								
5	Carrboro	U-4726	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960	Planning	\$ 65,000	Construction	\$363,960								
6	Carrboro	U-4726	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640						
7	Carrboro	U-4726	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000								
8	Carrboro	U-4726	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000							Construction	\$ 67,000				
1	Chapel Hill	TG-4731	Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332								
2	Chapel Hill	U-4727	Chapel Hill Transit Planning	\$ 951,250	\$ 761,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000								
3	Chapel Hill	U-4727	Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000								
4	Chapel Hill	U-4726	P CH - Culbreth Rd: Cobble Ridge to Rosburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000										
5	Chapel Hill	U-5119	NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000						
6	Chapel Hill	xxxxxx	FCC Radio Communications (Upgrade fleet)	\$ 1,656,250	\$ 1,325,000			Capital	\$ 1,325,000								
7	Chapel Hill	xxxxxx	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000			Construction	\$ 560,000								
8	Chapel Hill	U-4726	IF Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$ 100,000								
9	Chapel Hill	U-4726	F CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000								
10 and 12	Chapel Hill	U-4726	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000						
11	Chapel Hill	U-4727	Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Plan	\$ 24,000								
13	Chapel Hill	U-4726	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000							Construction	\$ 750,000				
	Chapel Hill	TT-5109	Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649			Capital	\$ 44,649								
1	Durham	U-4445	NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000										
2	Durham	E-2921E	American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000										
3	Durham	U-4726	Barbee Rd. (Orindo to Pearisville Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680										
4	Durham	U-4726	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840										
5	Durham	C-4928	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000	Planning	\$ 317,400	Construction	\$930,600								
6	Durham	U-4724	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	\$ 2,395,000	\$ 1,916,000	Planning	\$ 340,500	Construction	\$1,575,500								
?	Durham	U-3804	Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915										
7	Durham	U-4726	O DUR - Carpenter Fletcher RD;Woodcroft- Alston bike impr.	\$ 142,740	\$ 114,192	Planning	\$ 17,129			Construction	\$97,063						
7	Durham	U-4726	O Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,282,976	\$ 1,026,381	Planning	\$ 153,957			Construction	\$872,424						
8	Durham	U-4726	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000						
9	Durham	U-4726	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000			Planning	\$83,400			Construction	\$ 472,600				
10	Durham	U-4726	K DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$ 165,484	\$ 132,387			Planning	\$19,858			Construction	\$ 112,529				
11	Durham	U-4726	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,150,000	\$ 920,000			Planning	\$138,000			Construction	\$ 782,000				
12	Durham	U-4726	G DUR - Holloway St sidewalks	\$ 157,106	\$ 125,685									Construction	\$ 125,685		
	Durham	TT-5110	Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792			Capital	\$78,792								
1	LPA	U-4727	UPWP - staff and routine	\$ 5,176,492	\$ 4,141,193	UPWP/Plan	\$ 432,794	UPWP/Plan	\$ 662,709	UPWP/Plan	\$ 883,959	UPWP/Plan	\$ 699,526	UPWP/Plan	\$ 720,370	UPWP/Plan	\$ 741,836
2	LPA	U-4727	UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000										
2	LPA	U-4727	UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								
2	LPA	U-4727	UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										
2	LPA	U-4727	UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000										
2	LPA	U-4727	UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										
2	LPA	U-4727	UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								
2	LPA	U-4727	UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								
3	LPA	U-4727	UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				
4	LPA	U-4727	UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						
5	LPA	U-4727	UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Plan	\$ 137,163	UPWP/Plan	\$ 300,000				
1	NC DOT	EB-4707	Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$511,200	Construction	\$3,200,000								
	Triangle Transit	TT-4911	Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396			Capital	\$39,396								
				\$ 31,312,237	\$ 25,049,789		\$ 5,233,699		\$11,593,296		\$3,301,249		\$ 3,333,655		\$ 846,055		\$ 741,836

Updated 8/11/2010

**Durham - STP-DA Projects
10.20.10**

DCHC MPO STPDA Funding Table for FY 2010 through 2015 -Durham Projects

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	Phase	Cost
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Project Information	
Agency Planner	Project Manager

Preliminary Engineering Authorization	Scoping Meeting	Procuring Professional Services	Environmental Documentation	Design (PS&E)	Right-of-Way Certification	Construction Authorization	Procuring Construction Services	Final Cost
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2010							
1	Durham	U-4445	NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000
2	Durham	E-2921E	American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000
3	Durham	U-4726	Barbee Rd. (Orindo to Pearsontown Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680
4	Durham	U-4726	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840
?	Durham	U-3804	Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915
5	Durham	C-4928	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 396,750	\$ 317,400	Planning	\$ 317,400
6	Durham	U-4724	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	\$ 425,625	\$ 340,500	Planning	\$ 340,500
7	Durham	U-4726	O RD;Woodcroft- Alston bike impr.	\$ 21,411	\$ 17,129	Planning	\$ 17,129
7	Durham	U-4726	O Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 192,446	\$ 153,957	Planning	\$ 153,957

Ed Venable	Byron Brady
Jeff Lecky	Jeff Lecky
Dale McKeel	TBD
Dale McKeel	TBD
NCDOT	NCDOT
Dale McKeel	TBD
Dale McKeel	TBD
Dale McKeel	TBD
Dale McKeel	TBD

Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	
Complete	Complete	Complete	Complete	Underway	Complete			

2011							
5	Durham	C-4928	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,163,250	\$ 930,600	Construction	\$930,600
6	Durham	U-4724	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	\$ 1,969,375	\$ 1,575,500	Construction	\$1,575,500
9	Durham	U-4726	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 104,250	\$ 83,400	Planning	\$83,400
10	Durham	U-4726	K DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$ 24,823	\$ 19,858	Planning	\$19,858
11	Durham	U-4726	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 172,500	\$ 138,000	Planning	\$138,000
	Durham	TT-5110	Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792	Capital	\$78,792

Dale McKeel	TBD
Dale McKeel	TBD
Dale McKeel	TBD
Dale McKeel	TBD
Dale McKeel	TBD
Felix Nwoko	Transit Agencies

2012							
7	Durham	U-4726	O DUR - Carpenter Fletcher RD;Woodcroft- Alston bike impr.	\$ 121,329	\$ 97,063	Construction	\$97,063
7	Durham	U-4726	O Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,090,530	\$ 872,424	Construction	\$872,424
8	Durham	U-4726	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000	Construction	\$412,000

Dale McKeel	TBD
Dale McKeel	TBD
Dale McKeel	TBD

**Durham - STP-DA Projects
10.20.10**

DCHC MPO STPDA Funding Table for FY 2010 through 2015 -Durham Projects

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	Phase	Cost
2013							
9	Durham	U-4726	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 590,750	\$ 472,600	Construction	\$ 472,600
10	Durham	U-4726	K DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$ 140,661	\$ 112,529	Construction	\$ 112,529
11	Durham	U-4726	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 977,500	\$ 782,000	Construction	\$ 782,000
2014							
12	Durham	U-4726	G DUR - Holloway St sidewalks	\$ 157,106	\$ 125,685	Construction	\$ 125,685
				\$ 10,462,340	\$ 8,369,872		\$ 8,369,872

Project Information		Preliminary Engineering Authorization	Scoping Meeting	Procuring Professional Services	Environmental Documentation	Design (PS&E)	Right-of-Way Certification	Construction Authorization	Procuring Construction Services	Final Cost
Agency Planner	Project Manager									
Dale McKeel	TBD									
Dale McKeel	TBD									
Dale McKeel	TBD									
Dale McKeel	TBD									

Notes:

Durham Transportation has requested cost estimates for the Barbee Road and DATA sidewalks. If additional funds are needed, a modification to the STP-DA table will be requested. Municipal agreements will then be requested from NCDOT.

Durham Transportation has requested a cost estimate on the Avondale Road sidewalk. It is anticipated that a modification will be requested to the STP-DA table to move funds from this project to the Fayetteville Street Safe Routes to School project (which needs additional funds).

Durham Transportation will undertake feasibility studies to refine scope and cost for the Morreene Road, Cornwallis Road, Hillandale Road (south of I-85), Cheek Road, and Carpenter-Fletcher Road projects. Municipal agreements will be requested in November. It is anticipated that on-call services will be used for this work.

**Carrboro - STP-DA Project Status Update
10.20.10**

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Approved August 11, 2010 (Updated)

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		Project Information		Preliminary Engineering Authorization	Scoping Meeting	Procuring Professional Services	Environmental Documentation	Design (PS&E)	Right-of-Way Certification	Construction Authorization	Procuring Construction Services	Final Cost
						Phase	Cost	Agency Planner	Project Manager									
1	Carrboro	U-4726	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$168,684	Jeff Brubaker	Jeff Brubaker	4/29/2010	8/26/2010	in process						
3	Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	\$ 105,000	\$ 84,000	Planning	\$84,000	Jeff Brubaker	Jeff Brubaker	6/4/2008	See notes below.							
5	Carrboro	U-4726	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 81,250	\$ 65,000	Planning	\$ 65,000	Jeff Brubaker	Jeff Brubaker	See notes below.								
2011																		
2	Carrboro	EL-4994	Bolin Creek Greenway - Carrboro (Homestead to Estes)	\$ 737,500	\$ 590,000	Construction	\$590,000	Jeff Brubaker	Jeff Brubaker	See notes below.								
3	Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	\$ 495,000	\$ 396,000	Construction	\$396,000	Jeff Brubaker	Jeff Brubaker									
4	Carrboro	U-4726	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700	Construction	\$214,700	Jeff Brubaker	Jeff Brubaker									
5	Carrboro	U-4726	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 454,950	\$ 363,960	Construction	\$363,960	Jeff Brubaker	Jeff Brubaker									
7	Carrboro	U-4726	Bicycle Loop Detectors	\$ 37,500	\$ 30,000	Construction	\$30,000	Jeff Brubaker	Jeff Brubaker									
2012																		
6	Carrboro	U-4726	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640	Construction	\$46,640											
2013																		
8	Carrboro	U-4726	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000	Construction	\$ 67,000											
				\$2,532,480	\$2,025,984													

Notes

- Conceptual plans completed for both Bolin and Morgan Creek Greenways
- Morgan Creek Greenway: supplemental agreement approved by Carrboro Board of Aldermen 10/5/2010. RFP process for detailed design and flood studies expected to commence by 10/29/2010 under existing preliminary engineering authorization.
- Bolin Creek Greenway: waiting for draft supplemental agreement from NCDOT.
- Rogers Rd. sidewalk: PID sheet will be submitted by 11/2010.

**Chapel Hill - STP-DA Projects
10.20.10**

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Chapel Hill Projects

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010	
						Phase	Cost
2	Chapel Hill	U-4727	Chapel Hill Transit Planning	\$ 485,000	\$ 388,000	UPWP/Planning	\$ 388,000
3	Chapel Hill	U-4727	Intersection & Traffic Study @ RAMS PI	\$ 40,000	\$ 32,000	UPWP/Planning	\$ 32,000
4	Chapel Hill	U-4726	CH - Culbreth Rd: Cobble Ridge to Rossburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000

Project Information	
Agency Planner	Project Manager
Brian Litchfield	Brian Litchfield
David Bonk	David Bonk
Ryan Mickles	David Bonk

Preliminary Engineering Authorization	Scoping Meeting	Procuring Professional Services	Environmental Documentation	Design (PS&E)	Right-of-Way Certification	Construction Authorization	Procuring Construction Services	Final Cost
UPWP FY2010 - PROGRAMMED/COMPLETE								
UPWP FY2010 - PROGRAMMED/COMPLETE								
We are waiting on approval of a water quality permit from State and then will submit project information for NCDOT approval. We hope to be under construction by early Spring								

2011							
11	Chapel Hill	U-4727	Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000	UPWP/Planning	\$ 24,000
2	Chapel Hill	U-4727	Chapel Hill Transit Planning	\$ 466,250	\$ 373,000	UPWP/Planning	\$ 373,000
3	Chapel Hill	U-4727	Intersection & Traffic Study @ RAMS PI	\$ 60,000	\$ 48,000	UPWP/Planning	\$ 48,000
1	Chapel Hill	TG-4731	Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332	Capital	\$ 204,332
6	Chapel Hill	TT-5109	FCC Radio Communications (Upgrade fleet)	\$ 1,656,250	\$ 1,325,000	Capital	\$ 1,325,000
	Chapel Hill	TT-5109	Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649	Capital	\$ 44,649
7	Chapel Hill	xxxxxx	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000	Construction	\$ 560,000
8	Chapel Hill	U-4726	IF Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000	Construction	\$ 100,000
9	Chapel Hill	U-4726	F CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000	Construction	\$ 320,000
10	Chapel Hill	U-4726	NC86/other locations Pedestrian Safety Improvements	\$ 187,500	\$ 150,000	Construction	\$ 150,000

Bill Webster	David Bonk
Brian Litchfield	Brian Litchfield
Dwight Bassett	David Bonk
Brian Litchfield	Brian Litchfield
Brian Litchfield	Brian Litchfield
Brian Litchfield	Brian Litchfield
Bill Webster	David Bonk
Bill Webster	David Bonk
Ryan Mickles	David Bonk
Ryan Mickles	David Bonk

UPWP FY2011 - PROGRAMMED/OBLIGATED								
UPWP FY2011 - PROGRAMMED/OBLIGATED								
UPWP FY2011 - PROGRAMMED/OBLIGATED								
FLEXED TO FTA - GRANT APPLICATION SUBMITTED 10/30/2010								
FLEXED TO FTA - GRANT APPLICATION SUBMITTED 10/30/2010								
FLEXED TO FTA - GRANT APPLICATION SUBMITTED 10/30/2010								

2012							
5	Chapel Hill	U-5119	NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000	Construction	\$ 452,000
12	Chapel Hill	U-4726	NC86/other locations Pedestrian Safety Improvements	\$ 187,500	\$ 150,000	Construction	\$ 150,000

David Bonk/Brian L	David Bonk/Brian Litchfield
Ryan Micles	David Bonk

2013							
13	Chapel Hill	U-4726	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000	Construction	\$ 750,000

Bill Webster	David Bonk
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\$ 6,286,226 \$ 5,028,981 \$ 5,028,981

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 8, 2010

RE: Job Access Reverse Commute and New Freedom 2011 Call for Projects

The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used according to the following limits:

- Up to 80% for capital projects.
- Up to 50% for operating assistance.
- Up to 10% for program administration.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held three Calls for Projects in 2007, 2008, and 2009 for the MPO’s FY 2006- FY 2009 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, 2008 and a portion of FY 2009 funds. The remainder of FY 2009 funds available will be made available for allocation during FY 2011’s Call for Projects.

2011 Call for Projects – Funds Available

The MPO has received appropriations for FYY’s 2006 - 2010. All approved funding have been obligated in FTA’s financial system. The MPO’s remaining JARC appropriations are \$72,671 from FFY 2009, and \$195,374 from FFY 2010. The LPA will be requesting \$19,538 (10%) for administrative cost related to the FFY 2010 grant year. The remainder of \$248,500 will be offered for use in the MPO’s FY 2011 Call-for-projects.

The MPO’s remaining NFP appropriations that have not already been committed to a project are \$10,769 from FFY 2009 and an additional \$87,757 from FFY2010. The LPA will be requesting \$8,776 (10%) for administrative cost related to the FFY 2010 grant year. The remainder of \$89,750 will be offered for use in the MPO’s FY 2011 Call-for-projects.

2011 Call for Projects – Updated Schedule

The LPA recommends the following schedule for the 2011 Call for Projects:

- 12/16/2009 TCC update on 2011 Call for Projects & prior year's project status
- August 2010 FTA released FY 2010 appropriations
- 9/22/2010 TCC received FFY 2010 appropriation & updated schedule for 2011 Call for Projects.
- 10/13/2010 TAC receives updated schedule for 2011 Call for Projects.
- 11/17/2010 TCC will receive 2011 Call-for-Projects application package.
- 12/08/10 TAC approve application package and request LPA staff begins project solicitations.
- 12/10/10 –
2/28/11 Begin Advertising & Solicitation for applications
- 1/19/11 Application Workshop
Time: 10am – noon
Location: Transportation Conference Room, 4th Floor
Durham City Hall
101 City Hall Plaza
Come to hear a brief presentation on the JARC/NF application process, discuss your application with staff, and get your questions answered.
- 2/28/11 Application deadline
- 3/1/11 –
3/31/11 Review Committee reviews and scores proposals
- 3/31/11 –
4/15/11 Review Committee selects CPT-HSTP projects for recommendation to the TCC
- 4/27/2011 TCC action on Review Committee recommendations
- 5/11/2011 TAC action on TCC recommendations & STIP Amendment to add new projects
- 5/31/2011 Funding recipients receive notification
- 6/30/2011 FTA Application Deadline for obligation 2010 program of projects.
- 09/23/2011 FY 2009 funds lapse if not obligated

Program Management Plan

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. The MPO developed a PMP and submitted it to FTA. The PMP was approved by FTA on July 30, 2008. The MPO will submit the new Program of Projects (POP) with the FY 2011 JARC and NFP applications.

Application & Notification of 2011 Call of Projects

A mailing notice will be sent out to current and potential applicants. The draft mailing notice is *attachment A* of this agenda item. The draft application is also included in this agenda item for approval and release to current and potential applicants. The application is *attachment B* of this agenda item. The LPA staff will host a workshop on January 11, 2011 to provide a brief overview of the grant funding programs available through this call for projects. The LPA staff will also be available to answer questions and assist with the application process.



**DCHC MPO
2011 Call for Projects
Job Access Reverse Commute (JARC)
&
New Freedom Funds**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom funds from the Federal Transit Administration (FTA) Section. The JARC grant program is intended to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. According to FTA, the purpose of the New Freedom grant program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA).

Eligible Applicants

JARC and New Freedom is a formula grant program. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators of public transportation services. Please review the Program Management Plan that provides detailed requirements that must be met by all applicants. The Program Management Plan is available on the DCHC MPO website, www.dchcmpo.org.

Eligible Use of Program Funds

JARC and New Freedom program funds are intended to fund innovative and flexible programs that address the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that JARC and New Freedom funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

Eligible Projects

JARC and New Freedom funds may be used for planning, capital or operating costs of providing access to jobs, or for services and facilities that improve mobility for persons with disabilities but not limited to persons who are ADA-certified. Specific project eligibility is detailed in the application under each program's description.

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (w/20 match) for capital projects, and not more than 50 percent (w/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Coordinated Public Transit Human Services Transportation Plan

JARC and New Freedom grant projects must be derived from the DCHC MPO's adopted Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP). The CPT-HSTP includes a recommended list of top tier priority projects. Applications for JARC and New Freedom funds will be scored based on how the application directly addresses these priorities:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process that is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training (specialized instruction on public transportation for individuals with disabilities)

DCHC MPO Call for Projects

The DCHC MPO has approximately **\$338,350** total available through the two programs and is holding a call for projects. The deadline is **February 28, 2011**.

**The application may be downloaded from the DCHC MPO website,
www.dchcmo.org**

**Or the application may be picked up at the Transportation office on the 4th floor of
Durham City Hall (101 City Hall Plaza, Durham, NC).**

There will be a non-mandatory workshop for applicants on Wednesday, January 19, 2011, from 10am to noon in Durham City Hall. Come to hear a brief presentation on the JARC/NF programs and application process, discuss your application with staff, and get your questions answered.

**DCHC MPO JARC/New Freedom Application Workshop
Wednesday, January 19, 2011
10am – noon**

**Transportation Conference Room, 4th Floor
Durham City Hall, 101 City Hall Plaza, Durham, NC 27701**

**** Persons with disabilities will be accommodated. Provisions can be made if notified 48 hours in advance of the meeting. ****

Please mail completed applications and supporting materials to Maricia Brown at the address below by February 28, 2011.

Maricia Brown
DCHC MPO
101 City Hall Plaza
Durham, NC 27701
919-560-4366, ext.36409 (phone)
maricia.brown@durhamnc.gov

GRANT FUNDING APPLICATION

Job Access/Reverse Commute & New Freedom Programs

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) reauthorized federal transportation funding programs through Federal Fiscal Year (FFY) 2010. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

With the passage of SAFETEA-LU, transportation projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be "derived from a locally developed, coordinated public transit - human services transportation plan." Further, the law requires that this plan be "developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public."

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (NFP, Section 5317).

Background on JARC and New Freedom Funds

The Job Access Reverse Commute grant program is intended to fund "the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment." The Durham urbanized area apportionments totaling approximately \$248,500.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). The Durham urbanized area has apportionments of approximately \$89,750.

Eligibility Overview: JARC and New Freedom Funds**Eligible Applicants**

JARC and New Freedom is a formula grant program for member jurisdictions in the Durham, Chapel Hill – Carrboro Metropolitan Planning Organization. Applicants may include state or local government authorities; private and non-profit organizations; and operators of public transportation services including private operators of public transportation services.

Eligible Use of Program Funds:

JARC and New Freedom program funds are intended to fund innovative and flexible programs that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that JARC and New Freedom funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

Eligible Projects:

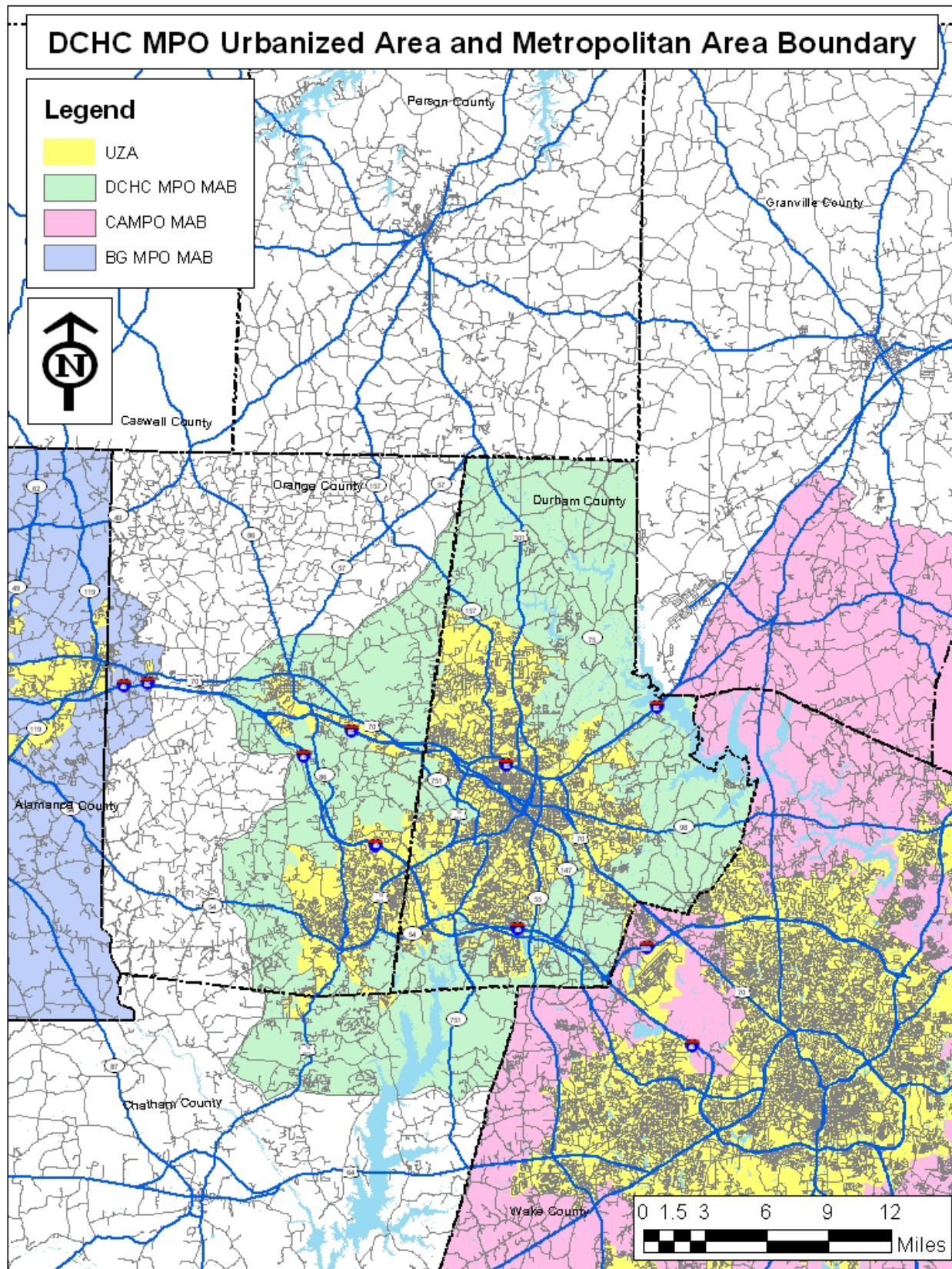
JARC and New Freedom funds may be used for planning, capital or operating costs of providing access to jobs; or services and facilities that improve mobility for persons with disabilities but not limited to persons who are ADA-certified. Specific project eligibility is detailed later in this document under each program's description. As well, FTA circulars providing guidance on applying for JARC and New Freedom funds can be found at:

- JARC: [http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf);
- New Freedom: [http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

The Durham, Chapel Hill, Carrboro Metropolitan Planning Organization (DCHC-MPO) is soliciting projects that have been derived from the DCHC-MPO's adopted Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP). The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population subgroups living in the region. SAFETEA-LU requires that beginning in FFY 2007, projects selected for funding under the JARC and New Freedom programs must be derived from the locally developed CPT-HSTP and address service needs and gaps/barriers. Federal funding of projects through these two programs will be utilized to meet plan goals. A selection criterion will be used to prioritize potential programs and develop a listing of projects. To view the entire CPT- HST Plan, please visit <http://www.dchcmpo.org/dmdocuments/CPT-HSTP%20-%20adopted%202007-03-14.pdf>.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION



DEADLINES FOR APPLICATION SUBMISSION

If your organization has a project that it would like considered for funding under JARC and/or New Freedom please complete the following application and submit it to the address below no later than **Monday, February 28, 2011**. Applications received after that date and time will not be considered. DCHC MPO will accept printed, faxed or electronic applications. DCHC MPO will review and score the applications, and through a process established in its adopted Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP), will select projects for funding. Applications should be submitted to:

Maricia Brown, Grants Administration
& Fiscal Policy Planner
DCHC MPO
101 City Hall Plaza
Durham, NC 27701

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant must comply with all necessary Certifications and Assurances if funding is awarded.

Note: For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply through a competitive process each year for funding.

APPLICATION DUE: February 28, 2011

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I. FUNDING REQUEST – GRANTS TITLE PAGE

PART II. PROJECT NARRATIVE

Please include the following documents:

- (1) Map of Applicant Service Area
- (2) Existing and Proposed Transportation Services
- (3) Project Needs/Goals and Objectives
- (4) Implementation Plan
- (5) Coordination and Program Outreach
- (6) Program Effectiveness

PART III. PROPOSED PROJECT BUDGET

Please include the following document:

- (1) Financial statement certified by an accountant, finance director or financial institution

PROJECT APPLICATION PROCEDURES

This JARC and New Freedom program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, United States Code). Additional FFY 2010 FTA Certifications and Assurances information can be found at: http://www.fta.dot.gov/funding/apply/grants_financing_8830.html

Eligibility Overview: Job Access/Reverse Commuter (JARC)

Eligible agencies:

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:

Section 5316 (Job Access/Reverse Commute or JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, carpool, vans or other transportation services.

Eligible activities:

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-response service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. Further information on eligible activities can be found at: [http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf)

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Reporting Requirements:

Each grant recipient will be required to provide the Designated Recipient (DCHC –MPO) all of the following required reports along with applicable supporting documentation:

1.1. Annual Reporting Requirements

- 1.1.1. Actual or estimated (specify) number of jobs that can be accessed as a result of geographic or temporal coverage of JARC project(s) implemented in the reporting year.
- 1.1.2. Actual or estimated number of riders (as measured by one-way trip) provided as a result of JARC project implementation in the current reporting year.
- 1.1.3. Efforts conducted to procure from Disadvantaged Business Enterprise (DBE) vendors.
- 1.1.4. Vehicle conditions report (If applicable)

1.2. Quarterly Reporting Requirements

- 1.2.1. Project progress report (in a summary narrative format)
- 1.2.2. Local matching sources used (fiscal year approved, budget account)
- 1.2.3. Financial status report
- 1.2.4. Passengers per day
- 1.2.5. Average passenger revenue
- 1.2.6. Net cost per passenger
- 1.2.7. Vehicle miles traveled
- 1.2.8. Number of passenger trips provided
- 1.2.9. Revenue service hours provided

1.3. Additional Reports

- 1.3.1. If additional reporting requirements are deemed necessary, these items will be identified specifically based on guidance by FTA C 9050.1 (JARC).

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Eligibility Overview: New Freedom Funds

Eligible agencies:

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:

Section 5317 is a new formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:

Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing "feeder" services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers. Further information on eligible activities can be found at:

[http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

Reporting Requirements:

Each grant recipient will be required to provide the Designated Recipient (DCHC –MPO) all of the following required reports along with applicable supporting documentation:

- 1.1. Annual Reporting Requirements
 - 1.1.1. Actual or estimated (specify) number of jobs that can be accessed as a result of geographic or temporal coverage of JARC project(s) implemented in the reporting year.
 - 1.1.2. Actual or estimated number of riders (as measured by one-way trip) provided as a result of JARC project implementation in the current reporting year.
 - 1.1.3. Efforts conducted to procure from Disadvantaged Business Enterprise (DBE) vendors.
 - 1.1.4. Vehicle conditions report (If applicable)
- 1.2. Quarterly Reporting Requirements–
 - 1.2.1. Project progress report (in a summary narrative format)
 - 1.2.2. Local matching sources used (fiscal year approved, budget account)
 - 1.2.3. Financial status report
 - 1.2.4. Passengers per day

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

- 1.2.5. Average passenger revenue
- 1.2.6. Net cost per passenger
- 1.2.7. Vehicle miles traveled
- 1.2.8. Number of passenger trips provided
- 1.2.9. Revenue service hours provided

1.3. Additional Reports

- 1.3.1. If additional reporting requirements are deemed necessary, these items will be identified specifically based on guidance by FTA C 9045.1 (NF).

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Project Selection for JARC and New Freedom:

Projects will be awarded through a competitive selection process. Applications will be received by DCHC MPO staff and passed along to a review committee. The review committee will review and score the applications. Representatives of this committee will be familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the review committee will recommend projects for funding to the TCC. TCC will review the projects recommended for funding and make a recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will vote on funding of the recommended projects. The list of approved projects will be published and submitted to the FTA for funding.

Note: All proposals should reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier priority needs are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)

- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

Application and Project Selection Schedule:

- ✓ 12/08/10 TAC approve application package and request LPA staff begins project solicitations.
- ✓ 12/10/10 Begin Advertising & Solicitation for applications
Thru 2/28/11
- ✓ 1/19/11 Application Workshop
Time: 10am – noon
Location: Transportation Conference Room, 4th Floor
Durham City Hall
101 City Hall Plaza
- ✓ **2/28/11 Application deadline**
- ✓ 3/1/11 Review Committee reviews and scores proposals
Thru 3/31/11
- ✓ 3/31/11 Review Committee selects CPT-HSTP projects for recommendation
thru 4/15/11 to the TCC
- ✓ 4/27/2011 TCC action on Review Committee recommendations
- ✓ 5/11/2011 TAC action on TCC recommendations
- ✓ 5/31/2011 Funding recipients receive notification

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for JARC and New Freedom (NF) funding.

- a. *Project Needs/Goals and Objectives (30 points)*: The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan available at www.dchcmpo.org or call 919 560-4366. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and NF grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
- b. *Implementation Plan and Evaluation (20 points)*: For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. *Project Budget (15 points)*: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. *Partnerships and Program Outreach (20 points)*: Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. *Program Effectiveness and Performance Indicators (10 points)*: The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the JARC funds, or persons with disabilities or the elderly for the New Freedom funds). Sponsors should also document the rider amenities, such as bus shelters, sidewalks, benches, etc., provided at specific areas served. While a lack of rider amenities will not disqualify a potential project, preference will be made for projects that provide comfortable, safe, effective service for riders.
- f. *Innovation (5 points)*: The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Project Requirements

The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

Project Evaluation Score sheet

Is the proposed project a non-duplicative service or program?	
Are eligible matching funds identified and available?	
Is the proposed project a new or expanded service or program?	
Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)?	
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	

Each proposal will receive a score from the Project Selection Committee according to following criteria.

Project Evaluation Criteria	Possible Points	Project Score
Project Need/Goals & Objectives		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
Implementation Plan		
What is the quality of the implementation plan?	20	
Project Budget		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)	10	
How financially sustainable is the program/service beyond the grant period?	5	
Partnerships and Outreach		
How effectively are partnerships used in provision of the program/service?	5	
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	
Program Effectiveness and Performance Indicators		
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	
Innovation		
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	

**JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING**

PART I - TRANSMITTAL

Applicant Data

Legal Business Name:

Contact Person:

Project Manager:

Address:

City, State, Zip:

Telephone:

Fax:

E-mail:

PART II - NARRATIVE**Project Need/Goals and Objectives**

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the CPT-HSTP? Describe how the project will mitigate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives?

Implementation Plan

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.

2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

Project Budget

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost-effectiveness.

Coordination and Program Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.

2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

Program Effectiveness and Performance Indicators

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Innovation

1. Describe any proposed use of innovative approaches that will be employed for this project. Discuss what is innovative about the approach and how the innovations could be applied to other services in the region.

JARC_NFP 2010 updated mailing list

TAC 12/8/2010 Attachment 9C

ID	FNAME	LNAME	TITLE	ORG	STREET1	CITY	ST	ZIP	E-MAIL	SOURCE
72	Keith	Cook	Chair	Orange Community Housing	104-C Jones Ferry Road	Carrboro	NC	27510		CH N'Hood
74	Robert	Dowling	Executive Director	Orange Community Housing	104-C Jones Ferry Road	Carrboro	NC	27511		CH N'Hood
97	Director			Durham Housing Authority	P O Box 1726	Durham	NC	27702		Durham Dev.
294	Zulayka	Santiago	Executive Director	El Pueblo, Inc.	4 North Blout St, 2nd Floor	Raleigh	NC	27601	santiago@elpueblo.org	HIP Organizations
298	Myles	Presler		Empowerment Inc.	705 West Rosemary St.	Chapel Hill	NC	27514		CH N'Hood
332	Dennis	Bradshaw	Executive Director	Residential Services Inc.	P O Box 730	Carrboro	NC	27510		CH N'Hood
333	Winnie	Breedon		The Durham Center	414 E. Main St.	Durham	NC	27701		Durham Dev.
335	Bob	Calhoun		Durham County Habitat for Humanity	215 N. Church St.	Durham	NC	27701	bcalhoun@durhamhabit at.org	Durham Dev.
339	Patricia	Clark	President	UNC Hospitals Volunteer Association	101 Manning Drive	Chapel Hill	NC	27514		CH N'Hood
370	Selina	Mack		Durham Community Land Trustees	1401 Morehead Ave.	Durham	NC	27707	dclt@earthlink.net	Durham Dev.
372	Kevin	McDonald		TROSA Housing, Inc	1820 James St.	Durham	NC	27707	kmcdonald@trosainc.org	Durham Dev.
374	Tim	Miles		Orange County Disability Awareness Council	P O Box 843	Carrboro	NC	27510		CH N'Hood
375	Ernie	Mills		Durham Rescue Mission	1201 E. Main St.	Durham	NC	27701	erniemills@mindspring.com	Durham Dev.
376	Chris	Moran	Director	Inter-Faith Council	110 West Main Street	Carrboro	NC	27510		CH N'Hood
377	Ben	Murray	Chair	Residential Services Inc.	P O Box 730	Carrboro	NC	27510		CH N'Hood
395	Pam	Smith	Chair	Inter-Faith Council	110 West Main Street	Carrboro	NC	27510		CH N'Hood
412	Chair			Mental Health Association of Orange County	P O Box 2253	Chapel Hill	NC	27515		CH N'Hood
459	Baldwin H.	Gammage		DATA Trustee	602 Red Carriage Avenue	Durham	NC	27704		DATA Transit Board
470	Rita	Gregory	Secretary	DATA Trustee	1332 New Castle Road, Apt. B-1	Durham	NC	27704		DATA Transit Board
473	Patrick	Hannah	Chair	DATA Trustee	217 Bassett Hall Drive	Durham	NC	27713	hannahllc@msn.com	DATA Transit Board
474	Christopher	Harder		DATA Trustee	4211 Settlement Drive	Durham	NC	27713	hardercc@yahoo.com	DATA Transit Board
528	Sandra Johnson	Quinn		Orange County Bd. Of Transportation	3311 Grady Lane	Durham	NC	27705	fluffy11@netcom.com	Orange County Planning Board
536	Jesus	Sanchez	Vice Chair	DATA Trustee	1322 Seaton Road	Durham	NC	27713	jsanchez@nc.rr.com	DATA Transit Board
545	Carl T.	Snipes		DATA Trustee	3109 Oxford Drive	Durham	NC	27707	snipesct@earthlink.net	DATA Transit Board
555	Eric B.	Tillman		Orange County Bd. Of Transportation	325 NC 86 North	Hillsborough	NC	27278		Orange County Economic Development Commission
559	L. E.	Tuckett		DATA Trustee	2107 Stuart Drive	Durham	NC	27707	letuckett@aol.com	DATA Transit Board
576	Johnsie	Williams		DATA Trustee	2429 Mozelle Street	Durham	NC	27701		DATA Transit Board
577	Michelle	Wilson		DATA Trustee	1300-A South Street	Durham	NC	27707		DATA Transit Board
809	James	Ray		Orange County Bd. Of Transportation	1320 Lawrence Rd.	Hillsborough	NC	27278	jim.ray@occoneechee.com	Eno Twp.

JARC_NFP 2010 updated mailing list

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ID	FNAME	LNAME	TITLE	ORG	STREET1	CITY	ST	ZIP	E-MAIL	SOURCE
962	Lorisa	Seibel	Community Organizer	Durham Affordable Housing Coalition	331 W Main St. Suite 408	Durham	NC	27701	info@dahc.org	
980	Cheryle	Roberts	Housing Manager	Durham Housing Authority	2415 Glebrook Drive	Durham	NC	27704		DHA directory
981	Stanley	McClamb	Housing Manager	Durham Housing Authority	3412 Glasson Street	Durham	NC	27705		DHA directory
982	Tammy	Atkins	Housing Manager	Durham Housing Authority	807 East Main Street	Durham	NC	27701		DHA directory
983	Doris	Spicer	Housing Manager	Durham Housing Authority	1126 Hoover Road	Durham	NC	27703		DHA directory
984	Terrance	Gerald	Housing Manager	Durham Housing Authority	533 East Main Street	Durham	NC	27701		DHA directory
985	Cynthia	Watkins	Housing Manager	Durham Housing Authority	700 S Mangum St	Durham	NC	27701		DHA directory
986	Jean	Bolduc	Director of Corporate Communications	Durham Housing Authority	PO Box 1726 330 E Main St	Durham	NC	27701		DHA Board of Commissioners
987	Jack	Preiss		Durham Housing Authority - Board of Commissioners	2722 McDowell St	Durham	NC	27705	new.directions@huno.com	DHA Board of Commissioners
988	Paige	Farrington		Durham Housing Authority - Board of Commissioners	1826 Attebury Lane	Durham	NC	27712	pfsweets1956@aol.com	DHA Board of Commissioners
989	Thomas	Niemann		Durham Housing Authority - Board of Commissioners	324 Blackwell St, Suite 450	Durham	NC	27701	tomniemann2010@yahoo.com	DHA Board of Commissioners
990	John	Ramsey		Durham Housing Authority - Board of Commissioners	21 Oak Drive	Durham	NC	27707	john.ramsey@synapsetechnology.com	DHA Board of Commissioners
991	George	Quick		Durham Housing Authority - Board of Commissioners	1326 Elmira Avenue	Durham	NC	27707	gquick100@aol.com	DHA Board of Commissioners
992	Isaac	Robinson		Durham Housing Authority - Board of Commissioners	4013 Trotter Ridge Road	Durham	NC	27797	irobinson@ncu.edu	DHA Board of Commissioners
993	RaShanne	Woods		Durham Housing Authority - Board of Commissioners	PO Box 1726 330 E Main St	Durham	NC	27701	rashannewoods@hotmail.com	DHA Board of Commissioners
994	Karen	Lincoln		Orange County Planning Dept.	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
995	Dianne	Reid		Economic Development Dept	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
996	Marsha	Adams		Orange County EMS	1914 New Hope Church Rd	Chapel Hill	NC	27514		Orange Co Transportation Svs Bd
997	Judy	Romanowski		OPC Area Program	100 Europa Drive Site 490	Chapel Hill	NC	27514		Orange Co Transportation Svs Bd
998	Jerry	Passmore	Director	Orange County Dept on Aging	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
999	Nancy	Coston	Director	Orange County Dept of Social Services	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1000	Darryl	Renfroe		Orange County Health Dept.	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1001	Judy	Stroupe		Orange Enterrise	500 Valley Roge Road	Hillsborough	NC	27278		Orange Co Transportation Svs Bd

JARC_NFP 2010 updated mailing list

TAC 12/8/2010 Attachment 9C

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1002	Al	Terry		Orange Public Transportation	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1003	Bob	Jones		Orange Public Transportation	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1004	Kathie	Kearns		Orange County Dept. on Aging	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1005	Serena	Mcperson		Orange Public Transportation	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1006	Cindie	Skinner		Orange Public Transportation	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1007	Lisa	Berkley		Orange County Recreation and Parks	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1008	Gwen	Harvey	Assistant County Manager	Orange County Government	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1009	Alice	Gordon			282 Edgewood Dr	Chapel Hill	NC	27514		Orange Co Transportation Svs Bd
1010	Gayle	Worley			1 S Wilmington St 1550 Mail Service center	Raleigh	NC	27699		Orange Co Transportation Svs Bd
1011	Bill	Matthews		Courier - Dept on Aging	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1012	Barry	Jacobs		Courier - Bd of City Comm	PO Box 8181	Hillsborough	NC	27278		Orange Co Transportation Svs Bd
1013	Patrick	McDonough			PO Box 13787	Research Triangle Park	NC	27709		Orange Co Transportation Svs Bd
1014	Robert	Bush		Wilbur Smith Associates	333 Fayetteville St Mall	Raleigh	NC	27602		Orange Co Transportation Svs Bd
1040	John	Herrera	Board President	Cooperativa Comunitaria Latina de Credito (LCCU)	PO Box 25360	Durham	NC	27702	johnh@self-help.org	HIP Organizations
1054	Luis	Pastor	Executive Director	Latino Community Development Center	201 W Main St, Suite B01	Durham	NC	27701	luis@cooperativalatina.org	HIP Organizations
1055	Ivan	Parra	Executive Director	NC Latino Coalition	1926 Holloway St	Durham	NC	27703	kmparra@aol.com	HIP Organizations
1056			Executive Director	El Vinculo Hispano	105 E Second St	Siler City	NC	27344	director@evhnc.org	HIP Organizations
	Colleen	Blue	Programs Director	El Centro Hispano	201 West Main Street, Ste. 100	Durham	NC	27701	info@elcentronc.org	
	Toby	Barfield	Chapter Executive	American Red Cross - Central NC Chapter		Durham	NC			Durham County Coop.
	Jane	Johnson-Chavis	Executive Director	Arc of Durham County		Durham	NC			Durham County Coop.
	Robin	Baker	Executive Director	Arc of Orange County			NC		rbaker@arcoforange.org	Durham County Coop.
	Darrell	Solomon	Business Services Manager	City of Durham - Office of Economic and Workforce Development	302 E. Pettigrew Street, Ste. 190	Durham	NC	27701	darrell.solomon@durhamnc.gov	City of Durham



DCHC

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

RESEARCH TRIANGLE REGION JOINT MPO TRANSPORTATION FUNDING LEGISLATIVE AGENDA

The population of the Research Triangle region is forecasted to grow by over 1.2 million people over the next twenty-five years, nearly one-third of North Carolina's entire expected growth. To maintain our current levels of mobility and quality of life will require an investment in multi-modal transportation investments far exceeding the currently expected combined totals of local, regional, state, and federal revenue. The current 2035 Long-Range Transportation Plan shared by the Triangle's two Metropolitan Planning Organizations (MPOs) calls for spending \$21.7 Billion in needed transportation improvements while forecasting an expected total of traditional revenue sources of only \$14.5 Billion, leaving a gap of **\$7.2 Billion needed in additional revenue**. Even with all those improvements fully funded, aggregate travel delay due to congested traffic conditions is forecasted to double over today's levels. Without those investments, aggregate delay is expected to increase six-fold, resulting in billions of dollars of wasted time stuck in traffic. Similar situations exist throughout North Carolina, particularly in our metropolitan areas that are our state's economic engines. The Durham-Chapel Hill-Carrboro Urban Area MPO and the N.C Capital Area MPO hereby respectfully request the members of the N.C General Assembly to consider the following recommendations:

- (1) Address our severe transportation funding shortfalls at all levels of public (federal, state, regional, and local) as well as private investments so as to create and/or increase all sources of transportation revenues. Encourage leveraging investments at all levels to increase available funding and accelerate project completion. Begin transition away from the current motor fuels tax towards other forms of user fee based sources (tolls, vehicle miles of travel (VMT) fees, etc.)
- (2) Modernize the current highway distribution funding "equity" formula to address current and future congestion and multi-modal mobility needs, and to remove restrictions on using transportation funds in whatever ways are needed, rather than as restrictively defined in 1989 when the formula was established.
- (3) Continue to create transportation and infrastructure regional and local revenue option authority.
- (4) Complete the process of ending the transfer of Highway Trust Fund Revenue to the North Carolina General Fund, such as through creation of the proposed Mobility Fund, so that all of those revenues and more go to funding transportation improvements.
- (5) Continue to ensure that any toll revenue generated in a region stays in that region.
- (6) Do not transfer responsibility for maintenance of roads from the state to local or county governments without providing fully adequate funding needed to cover those maintenance needs.



The Joint MPO Executive Committee met on Friday, October 22, 2010 to discuss the region's transportation needs and formulate this unified legislative agenda.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopted this legislative agenda on January 12, 2011.

The N.C. Capital Area Metropolitan Planning Organization Transportation Advisory Committee adopted this legislative agenda on January 19, 2011.



DCHC

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

RESEARCH TRIANGLE REGION JOINT MPO TRANSPORTATION FUNDING LEGISLATIVE AGENDA

The population of the Research Triangle region is forecast to grow by over 1.2 million people over the next twenty-five years. Meanwhile, the Triangle's long range transportation plan calls for spending \$21.7 Billion in needed transportation improvements while forecasting an expected total of traditional revenue sources of only \$14.5 Billion, leaving a gap of **\$7.2 Billion needed in additional revenue**. Travel delay is expected to increase six-fold in the Triangle, one of North Carolina's principal economic engines, without these planned transportation investments. The Durham-Chapel Hill-Carrboro Urban Area MPO and the N.C Capital Area MPO hereby respectfully request the members of the N.C General Assembly to consider the following recommendations:

- (1) Address our severe transportation funding shortfalls at all levels of public (federal, state, regional, and local) as well as private investments so as to create and/or increase all sources of transportation revenues. Encourage leveraging investments at all levels to increase available funding and accelerate project completion. Begin transition away from the current motor fuels tax towards other forms of user fee based sources (tolls, vehicle miles of travel (VMT) fees, etc.).
- (2) Modernize the current highway distribution funding "equity" formula to address current and future congestion and multi-modal mobility needs, and to remove restrictions on using transportation funds in whatever ways are needed, rather than as restrictively defined in 1989 when the formula was established.
- (3) Continue to create transportation and infrastructure regional and local revenue option authority.
- (4) Complete the process of ending the transfer of Highway Trust Fund Revenue to the North Carolina General Fund, such as through creation of the proposed Mobility Fund, so that all of those revenues and more go to funding transportation improvements.
- (5) Continue to ensure that any toll revenue generated in a region stays in that region.
- (6) Do not transfer responsibility for maintenance of roads from the state to local or county governments.

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DCHC MPO TAC/TCC Meeting Dates 2011

Durham City Hall, Committee Room

TAC	TCC
<i>12-Jan-11</i>	<i>26-Jan-11</i>
<i>09-Feb-11**</i>	<i>23-Feb-11</i>
<i>09-Mar-11</i>	<i>23-Mar-11</i>
<i>13-Apr-11***</i>	<i>27-Apr-11</i>
<i>11-May-11</i>	<i>25-May-11</i>
<i>8-June-11</i>	<i>22-June-11</i>
<i>No July TAC meeting</i>	<i>27-July-11</i>
<i>10-Aug-11</i>	<i>24-Aug-11</i>
<i>14-Sept-11</i>	<i>28-Sept-11</i>
<i>12-Oct-11</i>	<i>26-Oct-11</i>
<i>09-Nov-11</i>	<i>16-Nov-11*</i>
<i>07-Dec-11</i>	<i>14-Dec-11*</i>

Tentative Joint TAC Meeting Dates (locations TBD)*30-Mar-11**31-Aug-11*

* Rescheduled to avoid a holiday.

** Evening Meeting – MTIP Public Hearing

*** Evening Meeting – Regional Transit Plan

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 8, 2010

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

2010-2011 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – December 2010/January 2011 – Depends on NCDOT Schedule
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

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 January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010

- ✓ Documentation and Final Presentation – June 2010
- Local agency review – ongoing
- Additional study to address issues raised during public comment
- Study completion – December 2011

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- ✓ Database development – ongoing.
- ✓ Phase 2 to commence in July 2011

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC – To commence in July 2011
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 completed
- Sensitivity analysis and testing in progress
- White Paper on non-motorized prioritization tool

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

- Project kick-off in November 2010 – completed
- Data collection
- Build Scenario Planning Tool
- Develop and approve Place Typology – Place Type Palette
- Focus Group Meetings
- Trend Forecasts

- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

Contract Number: C201487	Route: US-15
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3450, U-4009, U-4012
Length: 1.769 miles	Federal Aid Number: BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.	
Contractor Name: DLB, INC DBA DLB INC (OF VA)	
Contract Amount: \$18,810,912.36	Cost Overrun/Underrun: 5.3%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 8/3/2010	Estimated Completion: 10/15/2010
Last Estimate Thru: 9/22/2010	Scheduled Progress: 100%
Last Estimate Paid: 10/4/2010	Actual Progress: 90.67%

Contract Number: C201994	Route: NC-147
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: U-4763B
Length: 4.2 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE	RE Phone Number: (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
Contractor Name: S. T. WOOTEN CORPORATION	
Contract Amount: \$137,446,000.00	Cost Overrun/Underrun:
Availability Date: 9/19/2008	Letting Date: 8/5/2008
Completion Date: 7/1/2011	Work Began: 8/3/2009
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202064	Route: SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3309A
Length: 1.165 miles	Federal Aid Number: STP-2028(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.	
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.	
Contractor Name: THOMPSON CONTRACTING GRADING PAVING & UTILITIES INC	
Contract Amount: \$6,502,648.68	Cost Overrun/Underrun: 2.69%
Availability Date: 2/1/2010	Letting Date: 12/15/2009
Completion Date: 8/15/2011	Work Began: 2/8/2010
Revised Completion Date:	Estimated Completion: 8/15/2011
Last Estimate Thru: 10/31/2010	Scheduled Progress: 30.5%
Last Estimate Paid: 11/8/2010	Actual Progress: 36.49%

Contract Number: C202277	Route: I-40
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-2000AF, R-5164B
Length: 3.56 miles	Federal Aid Number: STM-540(15)
Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499
Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40, AND I-40 FROM NC-147 TO EAST OF I-540.	
Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE .	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$7,577,355.48	Cost Overrun/Underrun: 0.89%
Availability Date: 3/1/2010	Letting Date: 1/19/2010
Completion Date: 12/31/2010	Work Began: 4/1/2010
Revised Completion Date: 1/9/2011	Estimated Completion: 12/31/2010
Last Estimate Thru: 11/7/2010	Scheduled Progress: 89.47%
Last Estimate Paid: 11/17/2010	Actual Progress: 82.75%

Contract Number: C202340	Route: SR-1321
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3804
Length: 1.07 miles	Federal Aid Number: STM-0505(50)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680

<p>Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$4,222,625.78 Cost Overrun/Underrun: Availability Date: 8/30/2010 Letting Date: 7/20/2010 Completion Date: 6/15/2012 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: C202408 Route: US-501 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 18.15 miles Federal Aid Number: Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680 Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD) AND 8 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$2,694,654.51 Cost Overrun/Underrun: 17.44% Availability Date: 10/5/2009 Letting Date: 8/18/2009 Completion Date: 6/11/2010 Work Began: 4/5/2010 Revised Completion Date: Estimated Completion: 10/15/2010 Last Estimate Thru: 9/15/2010 Scheduled Progress: 100% Last Estimate Paid: 9/28/2010 Actual Progress: 99.92%</p>	
<p>Contract Number: C202493 Route: I-85 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164A Length: 9.6 miles Federal Aid Number: STM-085-4(114)171 Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147. Type of Work: MILLING, RESURFACING & MILLED RUMBLE STRIPS. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$6,088,736.11 Cost Overrun/Underrun: 6.37% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 8/4/2010 Revised Completion Date: Estimated Completion: 12/16/2010 Last Estimate Thru: 11/7/2010 Scheduled Progress: 87% Last Estimate Paid: 11/12/2010 Actual Progress: 76%</p>	
<p>Contract Number: C202496 Route: US-15501 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164C Length: 2.9 miles Federal Aid Number: STM-0015(30) Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680 Location Description: 3 SECTIONS OF US-15/501 BUS AND 3 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING & RESURFACING. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$861,556.72 Cost Overrun/Underrun: 9.64% Availability Date: 5/19/2010 Letting Date: 1/19/2010 Completion Date: 9/15/2010 Work Began: 5/19/2010 Revised Completion Date: Estimated Completion: 11/7/2010 Last Estimate Thru: 10/7/2010 Scheduled Progress: 100% Last Estimate Paid: 10/19/2010 Actual Progress: 82.34%</p>	
<p>Contract Number: C202538 Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 22.96 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.</p>	

Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$4,474,348.51 **Cost Overrun/Underrun:** 1.21%
Availability Date: 3/15/2010 **Letting Date:** 1/19/2010
Completion Date: 12/16/2010 **Work Began:** 4/5/2010
Revised Completion Date: **Estimated Completion:** 12/16/2010
Last Estimate Thru: 10/22/2010 **Scheduled Progress:** 76%
Last Estimate Paid: 10/28/2010 **Actual Progress:** 62.06%

Contract Number: C202610 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164D
Length: 6.8 miles **Federal Aid Number:** STM-0147(3)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD).
Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$4,274,880.20 **Cost Overrun/Underrun:**
Availability Date: 3/15/2011 **Letting Date:** 9/21/2010
Completion Date: 11/1/2011 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202613 **Route:** -
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164E
Length: 7.59 miles **Federal Aid Number:** STM-0070(140)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$1,844,694.96 **Cost Overrun/Underrun:**
Availability Date: 3/15/2011 **Letting Date:** 9/21/2010
Completion Date: 9/2/2011 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00031 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-4700AD
Length: 0 miles **Federal Aid Number:** BRNHS-000S(370)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: BRIDGES #160, 163, 144, 138, AND 140 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: SAFFO CONTRACTORS INC
Contract Amount: \$782,555.00 **Cost Overrun/Underrun:** -2.29%
Availability Date: 5/3/2010 **Letting Date:** 3/18/2010
Completion Date: 9/14/2010 **Work Began:** 6/15/2010
Revised Completion Date: **Estimated Completion:** 10/15/2010
Last Estimate Thru: 9/22/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 9/24/2010 **Actual Progress:** 100%

Contract Number: DO00050 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-4700AC
Length: 0 miles **Federal Aid Number:** BRNHS-000S(370)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: BRIDGES #71 ON US-15/501, 191, 192, 177, 180, 173, 175, 164, & 166 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: SAFFO CONTRACTORS INC
Contract Amount: \$792,555.00 **Cost Overrun/Underrun:** -0.76%
Availability Date: 5/3/2010 **Letting Date:** 3/18/2010
Completion Date: 9/14/2010 **Work Began:** 8/5/2010
Revised Completion Date: **Estimated Completion:** 10/22/2010
Last Estimate Thru: 9/22/2010 **Scheduled Progress:** 70%

Last Estimate Paid: 9/24/2010		Actual Progress: 90.78%	
Contract Number: DO00069	Route: NC-147	Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: BK-5102G	Length: 0 miles	Federal Aid Number: BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914	Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.	
Type of Work: BRIDGE PAINTING.			
Contractor Name: S & D INDUSTRIAL PAINTING, INC.			
Contract Amount: \$922,562.15	Cost Overrun/Underrun:	Availability Date:	Letting Date: 8/19/2010
Completion Date:	Work Began:	Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:	Last Estimate Paid:	Actual Progress:
Contract Number: DO00070		Route: NC-147	
Physical Division: 5		County: Durham	
Administrative Division: 5		TIP Number: BK-5102E	
Length: 0 miles		Federal Aid Number: BRZ-1940(2)	
Resident Engineer: Cadmus Capehart, PE		RE Phone Number: (919)840-0914	
Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.			
Type of Work: BRIDGE PAINTING.			
Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC			
Contract Amount: \$1,079,557.80	Cost Overrun/Underrun:	Availability Date:	Letting Date: 8/19/2010
Completion Date:	Work Began:	Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:	Last Estimate Paid:	Actual Progress:
Contract Number: DO00076		Route: -	
Physical Division: 5		County: Durham	
Administrative Division: 5		TIP Number: BK-5102F	
Length: 0 miles		Federal Aid Number: BRSTP-1959(5)	
Resident Engineer: Jeffrey D. Allen, PE		RE Phone Number: (919)733-9499	
Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.			
Type of Work: BRIDGE PAINTING.			
Contractor Name: SAFFO CONTRACTORS INC			
Contract Amount: \$1,138,000.00	Cost Overrun/Underrun:	Availability Date:	Letting Date: 9/2/2010
Completion Date:	Work Began:	Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:	Last Estimate Paid:	Actual Progress:

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

County	WBS #	Route	Location Description	Amount	Status
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern = 75% compl. ; ARRA funds added(\$47,488)- latest inv. for reimbursement approved 10/14/10; pedestrian bridge design under review
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction =100% compl.; M.A. compl. 7/14/10-revised to 9/14/10; Final 10/27/10 ; reimbursement approved 11/1/10
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping =planting compl.; warranty period underway
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	ARRA-Riley Paving, Inc.; work began 6/2/10; 94.89% compl.
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curb and gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving= 100% compl.-final pending
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA-funds flexed to FTA; Buses have been received by Chapel Hill Transit, lease has been signed and buses delivered to Orange Public Transportation
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	ARRA-Atwell Const. Co., Inc., Greenville, NC= 100% compl. - punchlist pending
Orange	U-3306 34913.3.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter, retaining wall	\$13.4 million	Yates Construction Co., Inc. began const. 9/7/10= 6.5% complete

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

Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. = 16.8% compl.-conduit installation underway-aerial pending; cabinets to be installed March 2011
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co.=100% compl. ; M.A. compl. 7/2/10-rev. to 9/2/10; Final 10/27/10; reimbursement #2 approved 11/1/10
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	Combined w/ U-4726 DA	ARRA-Centurion Construction Co; =100% compl.; M.A. compl. 7/2/10-rev. to 9/2/10; Final 10/27/10; reimbursement # 2 & #3 approved
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction =51% compl.- const. of pedestrian bridge & 100' greenway pending ; inv. reimbursed; Suppl. Const. Agree. for bridge approved; Suppl. Agreement to extend compl. date to 6/30/11 sent to Raleigh
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA- Econ International =100% compl.; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursed
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA -Turner Asphalt =100% compl.; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursed

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

Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA-Econ International=100% compl.-M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursed
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$142,613.00	ARRA- Holmes Contracting=100% compl. - Supplemental construction agreement to be paid by Town; Final insp. held 4/30/10; Final 5/27/10; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursed
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.=36.54% compl.; Inv. #2 app. for reimbursement; M.A. compl. 7/24/11-rev. to 9/17/11; Const. Suppl. for drainage app. by JMM
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
			NONE		

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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	ALS of N.C., Inc. avail. 12/1/10 for compl. 6/1/11
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000 (Statewide Contingency)	See U-4726 JA
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	Design by District- F.A. const. to begin after U-4726 IE and M.A. w/ UNC/Town for crosswalks, WCR, & ped heads-FA const. - rev. completion 11/15/10
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement sent to Town for execution 3/9/10-resent 9/30/10; Const. FY '10-'11
Orange	43030	SR 1843 (Seawell School Rd.)	Safety improvements near railroad crossing #736157R (signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	\$45,000	F.A. construction to be co-ordinated w/ 2011 resurfacing; est. compl. 5/30/11
Orange	43114	SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	Install a pedestrian countdown signal and crosswalk	\$20,000	Project to be installed by Traffic Services
Orange	7CR.10681.16 7CR.20681.16	NC 54 from 560' west of Greenwood Dr. to County line and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction	\$3.028 million	S.T. Wooten Corp. = 100% compl.- final punchlist pending
Orange	7CR.10681.22 7CR.20681.22 7.106812 7.206812	US 15 from Morgan Creek Rd. to E. Franklin St. and 3 secondary roads	Widening, milling and resurfacing		S.T. Wooten Corp.-Let 11/16/10 Avail. 4/4/11 Int. compl. Maps 1-5 8/12/11 Map 7 8/19/11 Final 9/5/11

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc.= 88% compl.- reforestation pending ; Ingle & Son Landscaping, Inc. to compl.slope plantings by 12/15/10
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napoleon, Ohio - =100% compl.; Fiinal 11/2/10; observation period for markings underway
Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	\$8.60 million	C.C. Mangum Co., LLC=14.16% compl.; pre-con 6/7/10; Work began 8/9/10 on WB & EB begins Spring 2011; work resumed 10/31/10
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	Barrett, Irvin & Jordan, Contractors, Inc.(DG00048) Avail. 4/15/11 for compl. by 9/1/11
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	Final plans complete; utility relocation and right of way acquisition pending; est. Let date = 6/21/11
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.& Design pending; est. Let =12/20/11; flasher has been installed by separate project
Orange	SR-5000S 40922.1.18 PE	Carrboro Elementary School	Safe Routes to Schools- Education, encouragement, evaluation, and neighborhood outreach	\$12,865	Agreement with Town

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	SS-4907AC 43040.1.1 PE 07-10-727	SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Installation of a left turn lane on Erwin Rd. and a traffic signal	\$10,000	Survey pending
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Durham/ Orange	EB-4707	DURHAM/ CHAPEL HILL (SR 1838/SR 2220) FROM SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY	Bicycle improvements(Bikeway and signals)	\$3.75 million	April 19, 2011
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 16, 2011

On I-40 and 540 Loop: Light at the end of the bottleneck

Submitted by Bruce Sicheloff, News & Observer on 11/02/2010 - 15:46

The end is in sight for two highway projects that will open up the Triangle's worst rush-hour bottlenecks.

Construction is a few weeks ahead of schedule on a \$49 million job to widen a four-lane, six-mile section of Interstate 40 in West Raleigh, between Wade Avenue and U.S. 1/64. Traffic will be shifted starting next week onto two lanes built this year in the wide median, so road crews can move onto the outside lanes and shoulders.

And by late December, the state Department of Transportation says, commuters will start using newly widened exit lanes and ramps on the clogged 540 Outer Loop interchange at I-40 near Research Triangle Park.

The 540 interchange was under-designed in the 1990s as a simple cloverleaf. It became a regular chokepoint for North Raleigh commuters who squeeze into one-lane off-ramps from 540 to I-40.

DOT is wrapping up a \$7.6 million project to add a second exit lane for 540 Loop drivers heading toward RTP on westbound I-40. The improvement also will speed the exit onto eastbound I-40.

"I feel like it will relieve some congestion there during the A.M. peak hour," said Jeffrey Allen, a DOT engineer overseeing the 540 project. It involves a mile-long added lane that starts on 540 west and continues down the off ramp to westbound I-40 and the Page Road exit.

The four-lane section of I-40 in West Raleigh slows rush-hour commuter traffic, and drivers say the worst delays usually come in the afternoon. Work to make it six lanes wide is scheduled for completion by June 30, but DOT engineers say they could be finished in May.

The contractor, S.T. Wooten Corp. of Wilson, was able to speed up the work by installing overhead conveyor belts that move construction material to the highway median. That reduced the need for dump trucks to haul the stuff, and allowed daytime paving without affecting I-40 traffic.

"It was a pretty ingenious way to get material from the outside to the inside, where our construction is," said David Moore, a DOT engineer in charge of the I-40 widening.

After I-40 traffic is moved onto the two inside lanes in each direction, workers will start repairing the outer lane and shoulder. They will build two short sound walls to reduce traffic noise for homes in the Brandywine subdivision near N.C. 54 and along Wayne Street off Jones Franklin Road.

A final pavement layer will be added for all six lanes next spring.

Also this month, DOT is finishing work on a \$2.9 million project to repave and rebuild parts of Glenwood Avenue inside the I-440 Beltline, and a \$3.4 million project to repave I-440 in southeast Raleigh between U.S. 64/264 and the I-40 exit. Both jobs are expected to be finished by the end of December.

Oberstar ousted; House T&I in limbo (PUBLIC WORKS News Service)

By Michael Fielding, PUBLIC WORKS News Service November 3, 2010

It's been called the surprise of the night.

Out of nowhere, Rep. James Oberstar (D-Minn.), the 18-term chairman of the House Transportation and Infrastructure Committee, was edged out of office by 4,000 votes to a political newcomer in the biggest mid-term shift of power in 70 years.

The defeat ends Oberstar's 30-year tenure on the U.S. House Committee on Transportation and Infrastructure, raising renewed concerns about the future of transportation infrastructure.

"Who comes next is the question," Christian Klein, vice president of government affairs for Associated Equipment Distributors,

said of Oberstar's replacement. He posited that Democrats Peter A. DeFazio (Ore.) and Jerry F. Costello (Ill.) may get the nod to replace Oberstar, but he also acknowledged that "it's not an issue people have talked much about because nobody expected him to lose."

American Association of State Highway and Transportation Officials (AASHTO) Executive Director John Horsley said he thinks the Democratic Caucus will elect its senior member – Rep. Nick Rahall (D-West Va.) – who in May 2008 said he would urge President Obama to appoint Oberstar as secretary of transportation. Obama chose Oberstar's former colleague, former Representative Ray LaHood (R-Ill.), for the cabinet job.

Rahall, who chairs the Committee on Natural Resources, is the senior Democrat on the House T&I Committee.

Meanwhile, John Mica (R-Fla.), who has served as the ranking member under the Democratic majority, is expected to be elected to Oberstar's now-former post as chairman once the 112th Congress convenes Jan. 3, 2011. Although the House immediately begins adopting resolutions assigning its members to, the process usually lasts through January and has lasted in recent years into March.

"Mica is highly regarded for the role he's played as ranking member. There's a consistent pattern of bipartisanship in this committee that we hope continues," said Horsley, who called Oberstar "a terrific national leader on all facets of transportation."

In 2009 Oberstar proposed a \$450 billion, six-year federal surface transportation bill in conjunction with the Obama administration's push for an 18-month extension of the existing law. The bill – a 57% increase over the \$286.5 billion bill approved in 2005 – would have set aside \$87 billion in highway trust fund money for transit, would have consolidated the current 108 programs by eliminating or combining 75 of them, and would have established a National Infrastructure Bank.

Few lawmakers expected it to pass. "Power was ceded from committee chairmen to (House Speaker Nancy Pelosi's) office, so transportation infrastructure hasn't been on anyone's agenda," Klein said.

But he is optimistic that the shift in power – and ideology – may move the issue to the forefront.

"The big issue is how to pay for a new bill," Klein added. "They're also going to have to address other issues such as whether the next bill will be designed to expand capacity or maintain the current system, and whether it will improve urban mobility to the disadvantage of rural economic development."

Klein is optimistic about full reauthorization in the next two years rather than more one-year extensions. He expects the Senate Committee on Environment and Public Works to have a renewed focus on transportation with well-regarded conservative and ranking member James Inhofe (R-Okla.) working closely with Chairman Barbara Boxer (D-Calif.), who has recently backed down from her push for climate change legislation.

"If there's anyone on Capitol Hill in the Senate who can build a bridge from Barbara Boxer to some of these new Republicans, I think Jim Inhofe is the guy to do it," Klein said.

The extension of the bill expires Dec. 31, but Horsley, too, is optimistic that a full reauthorization may pass the 112th congress.

“The fact that the president has weighed in twice – on Labor Day and then Columbus Day – is helpful. Rep. Mica has spoken of his desire to move this legislation. Sens. Boxer and Inhoff also have made commitments to move legislation as well, so there’s great interest in a new bill” – particularly because Mica’s home state of Florida remains one of the fastest growing in the nation despite the recession. So any bill under his leadership likely will focus on increasing capacity.

No matter what the committee comes up with in the next two years, lawmakers will still have to figure out where to pull the revenue from. That issue falls under the jurisdiction of the House Ways and Means Committee, currently chaired by Sander Levin (D-Mich.) but likely to be chaired by current ranking member Dave Camp (R-Mich.).

One likely scenario, according to Klein, is that the Senate passes a consensus bill and sends it to the House, where a possible bipartisan coalition will approve it. “The bottom line is that the highway program has had a terrible PR problem (think the ‘bridge to nowhere’),” Klein said. “But Mica is the guy who can turn that around. The Republicans need to restore confidence in the federal highway program. It’s sort of like when we said only Nixon can go to China. Well, only the Republicans can get a highway bill done.”

Setting the pace

Local leaders recruiting traffic ambassadors to make roads safer

By Virginia Bridges, The Durham News Correspondent Published November 6, 2010

When City Councilman Mike Woodard gets into his black Honda Accord, he's not just your average driver.

He is one of several traffic ambassadors across this city who have pledged to obey the speed limit - despite the impatient motorists riding his bumper.

In fact, Woodard was the first to volunteer for the Pace Car Program, a traffic-calming effort in which drivers slap a magnetic sign on the back of their car, a sticker on their windshield, and pledge to respect pedestrians, bicyclists and other motorists.

Retired Durham Police Officer Eric Hester introduced the program at a neighborhood watch work shop about four years ago. Nine months later, about 1,000 people had signed up, he said.

"It was really neat seeing it come together," said Hester, who now works for the Duke University Police Department.

After Hester retired a year later, the program "kind of fell by the wayside," said Durham Police Officer Jackie Bayne. It was hard to measure its results, and money for supplies ran out.

But members of Partners Against Crime District 2, a citizens group that works with the Police Department, weren't ready to let the program fade away.

PAC 2 co-chairs Bill Anderson said Cheryl Shiflett found money for supplies, asked City Manager Tom Bonfield to put Pace Car emblems on city vehicles, and are working to drum up more volunteers. This Monday's monthly PAC 2 meeting will include a discussion about speeding problems in neighborhoods, and Hester will make a presentation on the Pace Car Program.

Anderson and Shiflett say the program is an effective, cheap way to fight speeding. And with a \$20 million streets bond approved Tuesday, Anderson points out that smoother streets could result in drivers bumping up their speed.

Anderson said the Pace Car sticker on his driver's side windshield also reminds him to slow down and be courteous. "I will never forget when I first put on my first Pace Car sticker, and I suddenly realized that I had been driving slightly over the speed limit for years," he said.

The Pace Car Program was conceived about 10 years ago while David Engwicht was working with officials in Boise, Idaho, on alternatives to traditional traffic calming. Engwicht, an Australian who has studied traffic-calming initiatives, was working with residents on experiments to reclaim streets - without city intervention - from growing traffic.

"I was almost lynched at the public meeting by the residents because I dared to argue that they must find ways of taking their street back and not simply blame the city and the highway commission," Engwicht wrote on his Creative Communities Web site.

The discussion evolved into a program in which residents served as traffic-calming escorts across the community by driving the speed limit and being courteous to pedestrians, Engwicht wrote. The program has since been adopted by various cities and other government entities. A February 2008 report prepared by the federal highway administration entitled "A Resident's Guide to Creating Safe and Walkable Communities," recommends the pace car method as a way to help educate and motivate drivers about traffic laws and paying attention to their speeds.

City of Durham spokeswoman Beverly Thompson said officials are working to educate city workers about the program, and place Pace Car magnets on non-emergency city vehicles when they come in for maintenance.

"We think it is a good idea," Thompson said. "There is nothing that could be bad about the program in making sure city organizations or city departments drive the speed limit and follow all the traffic laws. ... We are looking forward to putting the stickers on all of our cars."

Maybe we have too much on our plates

BY BRUCE SICELOFF, NEWS AND OBSERVER - STAFF WRITER

If your car sports one of those distinctive yellow-and-green "Share the Journey" license plates, you're helping a Winston-Salem foundation raise more than \$580,000 each year for one of North Carolina's scenic treasures, the Blue Ridge Parkway.

It's a popular and pretty plate - and so are a few dozen other multicolor specialty license plates sold by the state Division of Motor Vehicles.

Now Mike Robertson, the state motor vehicles commissioner, wants to make these plates less pretty and less colorful.

Law enforcement officers have a hard time reading license numbers on some multicolor plates, Robertson said. So do the traffic cameras used to nab red-light runners and - starting next year - to collect tolls from turnpike drivers.

Robertson told a legislative committee in Raleigh on Tuesday that multicolor plates promoting NASCAR drivers, surfing and assorted natural resources should be redesigned with standard blue numerals on white backgrounds.

"Cameras are going to become a part of life," Robertson said. "These plates are very difficult to read with digital equipment."

He held up alternative, blue-and-white designs for plates that use vivid colors to honor foresters, lighthouses and the Appalachian Trail. His preferred version of the Blue Ridge Parkway plate was distinguishable only by a small image of trees and hills.

"If you use something similar to this, it's easier on the eye," Robertson told legislators. "It's easier on the camera."

But it might be harder on the Blue Ridge Parkway Foundation. The nonprofit group depended on its yellow-and-green plates for more than half of the \$1 million it raised in 2009 to help maintain the federally-owned parkway.

"I think a lot of our contributors purchase that plate because it is beautiful," Carolyn W. Ward, president of the nonprofit foundation, said in an interview. More than 26,000 cars across North Carolina are adorned with Blue Ridge Parkway plates.

"It's unique, and it provides a unique identity for them," Ward said. "I think in this day and age, things that stand out are good. I would hate to see them change it."

The 18-mile Triangle Expressway will be the first toll road in the United States designed without cash collection booths; the first section, in Research Triangle Park, will open to traffic in December 2011.

Video cameras will be used to read license plates and send bills to drivers who don't use electronic dashboard transponders for their toll payments. Standardized white license plates will make the system more accurate and less costly to operate, a turnpike official said.

"We try to have the system be as automated as possible," Andy Lelewski, toll operations director for the N.C. Turnpike Authority, said in an interview. "If there's a license plate we can't read, or we can't identify the state, it gets pushed to manual review [where an employee has to study the photo]. And that costs us money."

Robertson said he will talk with organizations that sponsor the multicolor plates before he makes a formal recommendation for action by the 2011 General Assembly.

Megabus brings service to Durham with three daily Washington, Charlotte trips

Bull City Rising.com, November 16, 2010

There'll soon be another way to get from the Bull City to Charlotte, Washington, and points beyond.

It's not the fastest trip -- that still belongs to the skies -- or even the fastest trip by highway, since Google Maps suggests you'll spend an extra 40 minutes this way.

On the other hand, motoring up to DC by yourself in your Toyota means it's both hands on the wheel, lost time when you might get other work done.

Enter Megabus, the Coach USA bus service that's been one of a number of new entrants into motorcoach service, a once-moribund mode of transport which news reports suggests is gaining travelers even as airlines stagnate amidst a recession.

Megabus features online ticketing, power outlets and free WiFi onboard the buses, and notably tends not to use traditional big-city bus depots with their higher costs to operate. Instead, in places like New York and DC, Megabus and competitors like Greyhound's BoltBus use street pick-up/drop-off sites or private parking lots.

[According to the N&O](#) the service will stop near Durham Station downtown for its trips, which will include three daily roundtrips to Washington (via Richmond) and two to Charlotte.

Megabus doesn't get five-star ratings from all the web sites for their one-level and double-decker fleet, with reports of iffy WiFi and madcap dashes for seats abounding -- and taller travelers like me might be inclined to wait to see if BoltBus makes it here, with leather seats and better legroom.

Still, if you're considering heading to DC and don't want to deal with I-85 and I-95, it may be worth checking out.

Buses will depart Durham for DC three times daily starting mid-December:

- 1:45am, arrives 6:45am
- 11:25am, arrives 4:35pm
- 3:25pm, arrives 8:35pm

For the DC to Durham trip:

- 9:15am, arrives 2:30pm

- 12:45pm, arrives 6:00pm
- 11:00pm, arrives 3:55am

Charlotte-to-Durham departures are 8:00am and 10:30pm daily -- and though the 3 1/2 hour ride compares favorably to the improved Amtrak service in the state, the lack of a midday option could make scheduling challenging. Heading to Charlotte, buses depart Durham at 3:55am, 2:30pm and 6:30pm.

Ohio-Wisconsin "No" signals "Yes" for North Carolina high-speed rail money

Submitted by BruceSiceloff on 11/17/2010 - 12:00

North Carolina was practically shut out when the Federal Railroad Administration handed out \$2.5 billion in high-speed rail money last month, but there's a new light at the end of that tunnel:

"You all are going to be in the high-speed rail business," Ray LaHood, the U.S. transportation secretary, [told a Charlotte audience today](#).

The new governors-elect of Ohio and Wisconsin have said they won't accept a combined \$1.2 billion in federal high speed rail grants. The feds have said the money will be distributed to other states if Ohio and Wisconsin formally reject it.

LaHood indicated that North Carolina would be in line for a share of that money. He didn't say how much, or how soon the decision would be made.

North Carolina and Virginia have been awarded a combined \$691 million so far -- \$623 million last January, and \$68 million in October -- for a 475-mile fast-train route between Charlotte and Washington, D.C.

54/40 corridor study draws complaints

A 2,000-space parking lot is generating the most concern.

THE NEWS AND OBSERVER BY JIM WISE, Staff writer

The public-comment period has several more weeks to go, but the N.C. 54/I-40 Corridor Study is already signed up for a refresher course.

"Let's just say we are hearing enough opposition we are considering a phase-two evaluation," said Leta Huntsinger, transportation engineer with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

The 600-page study, jointly commissioned by Durham and Chapel Hill, lays out a 25-year master plan for transportation improvements and land use between the U.S. 15-501 Bypass (Fordham Boulevard) in Chapel Hill and N.C. 751 in Durham.

"It's a major corridor that has the worst traffic of any coming into town," said Chapel Hill Town Councilman Ed Harrison, who lives within the study area in the Durham County portion of Chapel Hill.

Since the study went out for reaction in August, some of its suggestions for making it better have been criticized. Huntsinger said there are three points of special dissatisfaction: Converting intersections on N.C. 54 to the "superstreet design" that restricts left turns and requires traveling farther to make them

Planning for growth and development at all, rather than planning to keep development down

A \$40-million, 2,000-space parking deck at the proposed Leigh Village development on Farrington Road, near Creekside Elementary School in Durham, meant to serve commuters into Chapel Hill and a light-rail line between Chapel Hill and Durham -- too big, say some respondents, and maybe in the wrong place.

Woodard and Orange County Commissioner Barry Jacobs said the parking deck has generated most of the reaction they have heard about the study.

Besides those, some respondents claim the study doesn't propose enough environmental protection; some Chapel Hill residents have petitioned the Town Council against a proposed bus route in their neighborhood; others have said the study should cover a wider area, addressing traffic that comes out of the 54 corridor as well as that within and through it.

"How we plan the N.C. 54-I-40 corridor for the next 15 years is one of the most important decisions we will make," said Durham City Councilman Mike Woodard.

Currently, most of the corridor gets a failing grade according to the standard scale traffic engineers use. N.C. 54 in the study area currently carries about 45,000 vehicles a day; projections are that in another 10 years it will carry 70,000.

"Seventy thousand is what Capital Boulevard in Raleigh gets," said Woodard, a past chairman of the MPO's transportation committee. "That's one of the choke points in the Triangle."

How Durham and Chapel Hill are going to handle the public's objections while still decongesting the corridor and accommodating growth that's on the way is going to be a major job, Huntsinger said.

"We've still got two or three weeks of public involvement left," she said. After that, the experts will have to convene and figure out "what do we do next? And then find the money."

Hopes were to have a final plan for the town's review and approval before spring. "Phase two evaluation" is going to take another four to six months, Huntsinger said, and then there must be another round of public comment and revision.

"It's our hope that, by addressing these key concerns, next time around we can get majority support," she said.

"I don't look at it as we got it wrong. I feel it's more representative of what a challenging study it's been from the beginning."

In any case, Huntsinger wants to have a plan in place by the time a reviving economy starts raising development pressure on the corridor.

"I think we're seeing signs of that," she said.

Work progressing on adding lanes to I-40

Reporter: [Brian Shrader](#), WRAL TV News Posted: 11-29-10 @ 4:34 p.m.

Crews have finished 88 percent of a project to widen Interstate 40 between Raleigh and Cary from four to six lanes, but the project won't be finished until next summer, according to the state Department of Transportation.

The \$49 million project to expand I-40 between Jones Franklin Road and Harrison Avenue started in June 2009, and DOT engineer David Moore said it is on schedule to be completed by the end of next June.

"It was the last missing bottleneck between the two ends of I-40," Moore said.

Reducing the traffic flow from three lanes to two creates westbound delays every weekday morning and eastbound back-ups during the evening commute.

Crews have finished paving the extra lanes and have shifted to working on drainage improvements on the outside lanes before filling cracks in the existing pavement and resurfacing all lanes, Moore said. In the coming months, they also will work on I-40 bridges over Wade Avenue and U.S. Highway 1 and build sound barrier walls along parts of the interstate, he said.

"We're hoping for an easy winter to help along with that," he said. "It will be worth it come June. We'll have some happy travelers, including myself."

The project also will provide the foundation for eventually expanding I-40 to eight lanes, he said.

Traffic circle at junction proposed

The Herald-Sun By Ray Gronberg Posted 11.30.10 - 11:52 pm

DURHAM — There's no disputing that traffic at the crossroads of N.C. 54, Farrington Road and Interstate 40 is a mess. The real argument is what to do about it.

Administrators and consultants have floated a report that calls for radical changes to the intersection. New lanes, new ramps and so-called "superstreets" would supposedly ease life for through traffic along N.C. 54 for people traveling the interstate and for commuters coming up from Chatham County.

But landowners at the intersection have floated an even more radical idea: Why not convert the thing into a traffic circle?

Their lawyer, Tom Stark, wrote Durham officials last month to put the idea on the table.

"We just thought doing something more creative here would make [it] a lot more appealing interchange and provide better access," Stark said this week. "It's better to bite the bullet and build it now than trying to dribble along and ending up with a mess."

Stark emphasized that his clients, who own buildings at three of the N.C. 54/Farrington intersection's four corners, want to take advantage of the local topography and borrow a design used in Washington, D.C., for a so-called elevated traffic circle.

The idea would be to build the circle over N.C. 54, giving its travelers a passage unfettered by crossing traffic.

The circle itself would handle people coming in from Farrington Road and even I-40. Ramps descending to N.C. 54 would provide for a "smooth flow of traffic," especially onto Farrington, Stark said.

The lawyer — who represents three companies that go by variants of the name CAI Group — acknowledged that designers would have to cope with "a couple of problems," including issues with driveway access close to the intersection.

Company principals intend at some point to hire an engineer to refine the proposal, "but haven't gotten far enough down the road to do that yet," Stark said.

He couldn't point to a specific intersection in Washington equipped with a circle analogous to what state and local governments would have to build here. But a check of aerial photos available via Google confirmed that elevated traffic circles are in fact used in the nation's capital.

One of the most prominent is Thomas Circle, which straddles Massachusetts Avenue about half a mile northwest of the White House. It handles traffic from Vermont Avenue and 14th Street NW, with ramps dropping down to allow vehicles access to and from Massachusetts.

A circle at N.C. 54, Farrington and I-40 would likely have to be bigger, in part so it could accommodate a traffic load that officials estimate think will be in the neighborhood of 70,000 vehicles a day by 2035.

Still, Stark is convinced the idea is worth a look, especially given the alternatives.

The option officials were already considering, as part of the ongoing N.C. 54 Corridor Study, envisions tens of millions of dollars' worth of road improvements anyway.

They would include the addition of a new cloverleaf ramp on the southeast quadrant of the I-40/N.C. 54 interchange, to allow eastbound traffic to move from the interstate to N.C. 54 without being tied up at a light.

And, most spectacularly, engineers suggest building a "flyover" ramp in front of the existing shopping center on the south side of N.C. 54. It would bridge Farrington Road so motorists heading toward RTP and Raleigh can leave N.C. 54 to get on the interstate without having to sit at a light.

Estimates suggest the flyover by itself would cost nearly \$11 million, with the cloverleaf — a short-term need, analysts say — adding another \$1.1 million

That by no means exhausts the list of potential improvements, which would grow if officials encourage the development of a transit station off Farrington Road just to the north. If that happens, engineers think they'd need yet another flyover ramp at the interstate, in Stark's view "a really crazy solution that's a lot more expensive" than what his clients suggest.

Administrators haven't analyzed the traffic-circle proposal in any depth. So far, they're still gathering comment on the corridor study, a process that will climax with a public hearing the morning of Dec. 8.

But it's likely that the study's proposals will change. Along with other ideas suggested by the public, "the option presented by Tom Stark will certainly be something we'll take a look at," Durham Transportation Director Mark Ahrendsen said. "I just don't know what the outcome of that will be at this point."

Highway study: Work takes too long and costs too much

Gathered officials call for more regional coordination.

Regional transportation officials gathered Monday to find new ways to deliver projects as budgets shrink and state government turns to decentralized planning.

The basis of the meeting was a five-month study of the Charlotte region's five transportation planning groups and similar organizations elsewhere. Centralina Council of Governments and the N.C. Department of Transportation paid for the work.

Surveys, focus groups and interviews found widespread frustration that projects take too long to plan and build, often because of financial problems. The state's equity formula for distributing money is "equally inequitable – nobody feels they have enough," quipped Terry Gibson, the N.C. Department of Transportation's state highway administrator.

Among options for the Charlotte region: merging some or all of the functions of the five planning groups, or forming a regional transportation authority. Regional planning suffers now, the study found. Policy-makers in the region rarely meet, it noted, with elected officials on a transportation coordinating group not gathering for the past 18 months.

Working collaboratively could help develop a regional rail system and tackle air pollution, study participants said. But many respondents feared that approach could further bog down projects of local, not regional, interest. Transportation groups elsewhere do regional planning more effectively than those around Charlotte and with less fear of killing local priorities, the study found. The survey questioned seven planning groups elsewhere, including Atlanta and Nashville.

Some regional bodies have struggled, including the Georgia Regional Transportation Authority in Atlanta, which has had transit-dollar problems. Tampa-St. Petersburg, Fla., and Nashville, however, created new, regional transportation agencies while maintaining local planning groups. "You don't need a regional authority to tell you what to do about a local intersection," said Scott Lane of the Louis Berger Group, the consulting firm that did the study.

By Bruce Henderson
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