

**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

**August 10, 2011
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. June 22, 2011 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the June 22, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the June 22, 2011 TAC meeting.

**6. Legislative Update (9:05-9:25)
Attachment 6
Julie White, NC Metropolitan Mayors Coalition**

Julie White from the North Carolina Metropolitan Mayors Coalition will give a presentation on the General Assembly's 2011 session. Attachment 6 is a summary of transportation bills introduced and studies authorized.

TAC Action: Receive update on the North Carolina General Assembly's 2011 session.

**7. Triangle Regional Transit Program – Locally Preferred Alternative (9:25-9:50)
Attachment 7, 7A
Greg Northcutt, Triangle Transit
Andy Henry, LPA Staff**

Triangle Transit continues work on the Alternatives Analysis documents for the fixed-guideway alternatives between Durham and Chapel Hill and between Durham, Raleigh and eastern Wake County. The document has been released for public review and comment. Attachments 7 and 7A are executive summaries of the Durham-Orange and Durham-Wake corridors.

LPA Staff anticipates the following schedule for the Locally Preferred Alternative:

- Triangle Transit completes draft Alternatives Analysis for two corridors – 2nd week of July.
- DCHC MPO releases draft Alternatives Analysis for public review – 2nd week of July.
- Local governments review Alternatives Analysis and provide comments to MPO – July through November 9.
- TCC reviews and comments on draft Alternatives Analysis – July 27.
- TAC reviews and comments on draft Alternatives Analysis – August 10.
- DCHC MPO will hold two public workshops on the Alternatives Analysis – August 29 (Chapel Hill Town Hall) and August 30 (Durham Station)
- TAC conducts public hearing – September 14 (The TAC may elect to schedule this as an evening meeting.)
- TCC recommends Locally Preferred Alternative – October 26.
- TAC reviews and takes action on Locally Preferred Alternative – November 9.

Approval of the LPA is recommended to be delayed until November to allow local governments more time to review and provide comments to the MPO.

TAC Action: Receive update on the draft Alternatives Analysis. Schedule a public hearing on the Alternatives Analysis in September and consider approval in October.

8. Complete Streets Planning and Design Guidelines (9:50-10:05)

Attachment 8 and 8A

Dale McKeel, LPA Staff

The N.C. Department of Transportation adopted a "Complete Streets" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure.

NCDOT has released a partial draft of the Complete Streets Planning and Design Guideline Framework document for review and has requested comments by August 17, 2011. The guidelines are available at www.nccompletestreets.org. The TCC has drafted a resolution supporting NCDOT's efforts to develop and implement Complete Streets planning and design guidelines (Attachment 8). The TCC has also prepared technical comments on the guidelines to be forwarded to the NCDOT Complete Streets Advisory Committee (Attachment 8A).

TCC Recommendation: That the TAC approve the resolution and instruct staff to forward the TCC's technical comments on the Complete Streets guidelines to NCDOT.

TAC Action: Approve the resolution and instruct staff to forward the TCC's technical comments on the Complete Streets guidelines to NCDOT.

9. Closure of Pickett Road (10:05-10:20)

Attachment 9, 9A, 9B, 9C, 9D, 9E

Andy Henry, LPA Staff

The Hollow Rock Access Area Master Plan recommends closing Pickett Road through the park to reduce conflicts between park uses and through vehicle traffic. The Orange County Board of County Commissioners will need to initiate the road closing procedure with the North Carolina Department of Transportation (NCDOT). Given the road closing impacts on Durham citizens, the Durham City/County Planning staff conducted a meeting for residents in the vicinity of Pickett Road, and the Durham City Council and Board of County Commissioners reviewed this issue and adopted a resolution of support for the road closing at their May 2nd and May 9th meetings, respectively. At their March 9th meeting, TAC members asked that this item be presented to the TAC at their April meeting. The TCC reviewed this item and deferred action until several issues were addressed. It was further delayed by full TAC agendas in May and June.

Attachment 9 is a memorandum that discusses the outcome of the public meeting and traffic analysis study, and identifies TCC and other agency issues in the proposed road closing.

Attachments:

- 9A – Vicinity map of road closing
- 9B – Hollow Rock map (excerpt from Master Plan)
- 9C – Traffic Analysis Report
- 9D – Durham City Council and Durham Board of County Commissioners approved resolutions
- 9E – DCHC MPO resolution

TCC Recommendation: That the TAC adopt resolution of support for the closure of Pickett Road.

TAC Action: Adopt resolution of support for the closure of Pickett Road.

10. Transportation Demand Management (TDM) Update (10:20 – 10:40)

Attachment 10 and 10A

Sean Flaherty, TJ COG

Stephanie Loyka, Triangle Transit

Dale McKeel, LPA Staff

In 2006, Triangle Transit brought together the Triangle organizations that were currently working on and/or funding Transportation Demand Management (TDM) projects with the goal of creating a long-term plan for improving TDM efforts. The result was the Triangle Region 7-Year Long Range TDM Plan. This plan called for, among other things, the two Metropolitan Planning Organizations and the NC Department of Transportation to pool their funds and have a competitive call for TDM projects. The DCHC MPO has committed CMAQ funds to this program in previous and current TIPs.

Triangle J COG is charged with staffing this effort on behalf of the funding organizations and has developed a program to coordinate and evaluate regional TDM activities, including efforts by numerous partners to reduce traffic and air pollution by promoting commute alternatives such as mass transit, carpooling, biking, telecommuting, and vanpooling. Sean Flaherty of TJCOG

will provide an update to the TCC on the program. Attachment 10 is a report on the results of the regional TDM program.

In addition, Stephanie Loyka of Triangle Transit will discuss the on-going update of the Durham Commute Trip Reduction Ordinance and the event being planned for this fall to celebrate the first 10 years of the ordinance. Attachment 10A is a report on the Durham Commute Trip Reduction Ordinance.

TAC Action: Receive reports as information

11. FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality Conformity Process (10:40-10:50)

Attachment 11

John Hodges-Copple, TJ COG

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

The DCHC MPO was scheduled to hold a public hearing and approve these three documents in August 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program;
- Amendment #2 to the 2035 Long Range Transportation Plan; and
- corresponding air quality conformity determination.

The MTIP must be coordinated with the State Transportation Improvement Program which was approved by the Board of Transportation in July 2011 (<http://www.ncdot.gov/download/performance/STIP.pdf>). The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, air quality conformity determination reports must be prepared and approved. Attachment 11 is a memo describing these documents.

The TCC recommends having the TAC approve these documents at the September TAC meeting. The approval date is delayed because the initial modeling of the plans did not meet air quality conformity. After adjustments were made to the modeling to improve accuracy, a second run of the modeling resulted in the plans passing. The air quality conformity document was released for public review on August 3, 2011. The MPO's public involvement policy requires that the Air Quality Conformity Report be released for a 30-day public review and comment period and that a public hearing be conducted to receive comments on the amendment and Conformity Report.

The DCHC MPO, Capital Area MPO, and Burlington-Graham MPO are scheduled to approve the documents at their September meetings. After the MPO approvals, the federal agencies must approve the documents. If federal approval does not occur by October 1, 2011, there will be a conformity lapse.

TAC Action: Receive update.

REPORTS:

12. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. Report from Staff

(Attachment 14)

Felix Nwoko, LPA Staff

15. NCDOT Report

(Attachment 15)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

16. Recent News Articles and Updates

(Attachment 16)

Adjourn

Next meeting: September 14, 2011 9am*

***The time of this meeting may change to 7pm at the TAC's discretion due to the public hearing on the Alternatives Analysis.**

Dates of Upcoming Transportation-Related Meetings:

8/23/2011 RTA Solutions Forum, Biogen Idec, 1:30 pm
8/29/2011 DCHC MPO Public Meeting on Alternatives Analysis, Chapel Hill Town Hall, 4-7 pm
8/30/2011 DCHC MPO Public Meeting on Alternatives Analysis, Durham Station, 4-7 pm
9/13-14/2011 NCRR Progress in Motion Rail Forum, Raleigh

You can now follow the DCHC MPO on Twitter www.twitter.com/dchcmpo

TAC Directives to Staff

06/11/03 – 12/31/09 (Pending/In Progress/On Going)

01/01/10 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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
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>Completed</u>
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>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>In Progress</u> : See 8/10/11 TAC Agenda
3/9/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review.	<u>In Progress</u> : See 8/10/11 TAC Agenda
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>In Progress</u>

4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed:</u> See 5/11/11 TAC Agenda.
4/13/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>In Progress</u>

43 Brian Rhodes City of Durham – Transportation
 44 Brad Schulz Triangle Transit
 45 Meg Scully Durham County
 46 Mila Vega Orange County
 47 Patrick Wilson NCDOT – Division 7
 48

49 **Voting Member

50 *Alternate or Non-Voting Member

51

52

PRELIMINARIES:

53 **Adjustments to Agenda**

54 Mark Ahrendsen stated an updated agenda was distributed at the beginning of the meeting,
 55 along with other handouts which will be discussed during the agenda item that refers to them.

56 **Public Comment**

57 Debra Barnes, a resident of Randolph Road spoke regarding the closure of Pickett Road in
 58 Orange County. “As a resident of Randolph Road in Durham, I urge you not to support the closure of
 59 Pickett Road in Orange County. A traffic analysis maintains that Randolph Road can handle an additional
 60 645 cars per day diverted from Pickett Road. I strongly disagree based upon safety issues for the
 61 residents of Randolph Road and some adjoining roads, as well. In the past 15 years, Randolph Road has
 62 absorbed large increases in daily traffic from 3 new large subdivisions plus a 3rd school. The newest of
 63 these schools, located on Pickett Road, has created considerable traffic congestion at the intersection of
 64 Pickett and Randolph at peak times of day. It is already difficult for residents living near this intersection
 65 to enter Randolph Road, using their own driveways. To utilize “level of service” terms, the ease of using
 66 this intersection has perhaps gone from an “A” to an “E” between 1995 and present. Meanwhile, a
 67 traffic signal is already warranted at the other end of Randolph Road near another school. My primary
 68 concern, though, is the negative impact of shifting a large amount of traffic onto Randolph Road,
 69 regardless of the addition of a traffic signal. (1) I’ve mentioned the difficulty for some residents to use
 70 their own drivers at peak times of day (2) Walking, jogging, and biking are already difficult due to traffic

71 (3) Only one side of Randolph Road has mailboxes; residents cross the street to get their mail (4) Traffic
72 calming measures are already needed (5) There is not adequate storage on Randolph to handle any
73 increase in turns. Another important factor would be reduced connectivity between roads in our area.
74 Closure of Pickett Road runs completely counter to the connectivity objectives of Durham's
75 Comprehensive Plan (Ch.8). It is important to note that Pickett Road is the "minor thoroughfare" in our
76 area, not Randolph Road. I do not believe that the extended goals of the Hollow Rock Park Committee
77 warrant closing this thoroughfare. (I maintain, instead, that Randolph Road already absorbs more than
78 its fair share of traffic from Pickett Road, especially since the addition of another school on Pickett
79 Road). As for the "safety" issues cited for closing Pickett Road, I believe that these are exaggerated and
80 certainly no more important than the safety issues for residents of Randolph Road. Furthermore, there
81 are other ways to make Pickett Road safer besides closing it and diverting its traffic onto Randolph. As
82 for Hollow Rock Park, I want to point that the 1991 Open Space Plan called for a Hollow Rock "access
83 area" to a trailhead west of Pickett, with a small parking lot on the west side. As the purchase of some
84 additional land a conservation easement have become available, it seems reasonable to utilize this land
85 in some manner. But the limited uses for this land certainly do not justify closing Pickett Road to
86 through traffic. I maintain that the "Phase I" plan of the Hollow Rock Park Committee more than fulfills
87 the intentions of the Open Space Plan. Beyond that, the park committee could revisit to idea of a
88 pedestrian bridge. The "Phase II" plan goes too far, though, in requesting the closure of Pickett Road.
89 (It would even diminish the use of the pedestrian/bike access from Randolph Road). As for the
90 investments made by various groups in Hollow Rock Park, please remember that the citizens of
91 Randolph Road have made significant investments in their homes and properties, as well, and over the
92 course of many years. Please do not support the closure of Pickett Road. Thanks for your time and
93 consideration in this matter."

94 Mark Ahrendsen stated this matter will be brought to the TAC at the August 2011 meeting.

95

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

97 The Directives to Staff are attached for review.

98

ACTION ITEMS:99 **May 11, 2011 TAC Meeting Minutes (Attachment 5)**

100 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the May 2,
101 2011 TAC Meeting Minutes. The motion carried unanimously.

102 **Triangle Regional Transit Program – Bus and Rail Investment Plan (Attachments 6, 6A, 6B, 6C, 6D, and**
103 **6E)**

104

105 Andy Henry provided an introduction for the Triangle Regional Transit Program – Bus and Rail
106 Investment Plan, along with the attachments.

107 Ellen Reckhow commended staff for setting up the public outreach meetings quickly. There
108 were many comments. A lot of people spoke to the fact that the handout was good, but not compelling.

109 David King provided a PowerPoint Presentation on the Triangle Regional Transit Program – Bus
110 and Rail Investment Plan. Wake County will not have a referendum this fall. In response to a question,
111 Wib Gulley stated the estimate of jobs created is for the project.

112 A motion was made by Mike Woodard and seconded by Mark Kleinschmidt to approve the
113 Durham County Bus and Rail Investment Plan.

114 Alice Gordon stated that the Orange County Board of County Commissioners had discussion of
115 the plan last night and voted to not have a referendum this fall. However, they want to cooperate with
116 Durham County on their plan. Ms. Gordon stated that a yes vote for the Durham County Plan should not
117 be construed as an endorsement of the plan as it affects Orange County.

118 Bernadette Pelissier stated that the Orange County Board of County Commissioners recognizes
119 there will be cost sharing, but they are not endorsing the specifics of the cost sharing.

120 Bill Bell stated the City of Durham supports the plan. If the referendum is successful, City
121 Council recommends that the tax not be implemented by the Board of County Commissioners until the
122 other counties pass the referendum.

123 The motion carried unanimously.

124 **Triangle Regional Transit Program – Locally Preferred Alternative (No attachments)**

125 Andy Henry provided an introduction for the Triangle Regional Transit Program – Locally
126 Preferred Alternative.

127 Mark Kleinschmidt stated it may be challenging to have comments from the Town of Chapel Hill
128 due to their meeting schedule. They are not scheduled to meet again until September 12, 2011. Staff
129 will include the Town of Chapel Hill comments.

130 Greg Northcutt stated the LPA process is operating in parallel with the Financial Plan. The
131 process was started sixteen months ago. There will be a large amount of information on each corridor.
132 They will mail DVDs to 250 people in the region. The public can purchase a DVD from a local company if
133 they cannot access it online.

134 Alice Gordon stated it is a tight schedule, and Ellen Reckhow asked if there is flexibility in the
135 approval schedule. Greg Northcutt stated yes there is flexibility in the approval schedule.

136 Ed Harrison asked if the local jurisdictions will take action on the LPA, and Mark Ahrendsen
137 stated that all will be afforded the opportunity but only the MPO and TTA Board need to approve it.

138 Diane Catotti stated that voting on the LPA before the referendum could cause confusion. Ms.
139 Catotti asked if there would be a TAC meeting the second week of July. Mark Ahrendsen stated there
140 will not be a July meeting and the recommendation is for the TAC to authorize the LPA staff to release
141 the draft Alternatives Analysis when complete.

142 A motion was made by Mike Woodard and seconded by Diane Catotti to authorize the LPA staff
143 to release the draft Alternatives Analysis when completed and consider adjusting the schedule based on
144 the TAC's comments. The motion carried unanimously.

145 **FY 2014-2020 Transportation Improvement Program – Regional Priority List (Attachments 8, 8A, 8B,**
146 **8C, and 8D)**

147
148 Ellen Beckmann provided an introduction for the FY2014-2020 Transportation Improvement
149 Program – Regional Priority List, along with the attachments.

150 Diane Catotti asked about the NC 751 project from Hope Valley Road to NC 54. Mark Ahrendsen
151 stated only the planning part is funded by the City.

152 Ed Harrison stated the SW Durham Drive project is showing as a publicly funded project. The
153 TAC made a decision in the 1990s making SW Durham Drive project privately funded. It is in a sensitive
154 environmental area. Andy Henry stated he thinks it is in the LRTP as a private project. Mark Ahrendsen
155 stated we can hold it and revisit it later.

156 Ed Harrison stated the Ephesus Church Road project is small. A lot of the project could be
157 covered by the Town of Chapel Hill sidewalk construction.

158 Lydia Lavelle stated there are a couple of projects that affect two or three jurisdictions. The
159 number one bicycle priority for the Town of Carrboro is Sewell School Road and the Town of Chapel Hill
160 has a project called Campus to Campus Connector. These are the same project. The other project is
161 Eubanks Road.

162 Alice Gordon suggested indicating what the abbreviations mean on the ranking methodology.

163 Ellen Reckhow asked about the regional connectivity criteria for bicycle and pedestrian projects. Bicycle
164 projects should receive points for being regional and connecting to transit. Pedestrian projects should
165 receive points for connecting to transit.

166 A motion was made by Diane Catotti and seconded by Ellen Reckhow to approve the submission
167 of up to 15 new highway projects, 10 new bicycle projects, 10 new pedestrian projects, and transit
168 projects to NCDOT SPOT, removing the SW Durham Drive project, and to approve the MPO ranking
169 methodology with the amendments to the methodology requested. The motion carried unanimously.

170 **Section 5307 Funding (Attachments 9, 9A, and 9B)**

171 Felix Nwoko provided an introduction for the Section 5307 Funding, along with the attachments.

172 A motion was made by Alice Gordon and seconded by Eric Hallman to endorse sending the letter
173 in Attachment 9A to FTA regarding the distribution of Section 5307 funds. The motion carried
174 unanimously.

175 **Job Access Reverse Commute and New Freedom Program (Attachments 10 and 10A)**

176 Felix Nwoko provided an introduction for Job Access Reverse Commute and New Freedom
177 Program, along with the attachments. The motion carried unanimously.

178 **Ramp Metering Study (Attachment 11)**

179 Felix Nwoko provided an introduction for the Ramp Metering Study, along with the attachment.

180 Diane Catotti suggested adding NC 147 and US 15-501 to the motion.

181 Mark Kleinschmidt stated this needs to be carefully considered as not to create problems
182 elsewhere. Mark Ahrendsen stated funding the study doesn't mean we will advocate for this. This
183 study will study if it is needed to handle future traffic. Joey Hopkins stated there are safety and
184 congestion benefits. However, there will be impacts to side streets and we will need to study to see if it
185 is something we should move forward with.

186 Ellen Reckhow asked how the study will relate to the HOV study that was initiated a while back.

187 Joey Hopkins stated one of CAMPO's projects is to consider HOV/HOT lanes on I-40 from Wade Avenue
188 to the Durham County line. Ellen Reckhow stated any kind of metering will not be popular with the
189 public. Citizens may prefer other options such as HOV and transit. Mark Ahrendsen stated one of the

190 options being considered on I-40 is HOT/HOV lanes which are expensive. Joey Hopkins stated ramp
191 metering is relatively low cost. We could still have bus bypass lanes or HOV bypass lanes with ramp
192 metering.

193 A motion was made by Diane Catotti and seconded by Alice Gordon to endorse the feasibility
194 study, instruct staff to work with NCDOT and CAMPO to develop the study scope including NC 147 and
195 US 15-501, and agree to provide a portion of the \$50,000 funding needed for the study through an
196 internal transfer of PL funds. The motion carried unanimously.

197 **Congestion Management Process (CMP) Procedures and Responsibilities Report (Attachment 12)**

198 Felix Nwoko provided an introduction and update for the Congestion Management Process
199 (CMP) Procedures and Responsibilities Report, along with the attachment.

200 Ellen Reckhow stated that she feels Demand Management is less expensive than dealing with
201 supply. Ms. Reckhow asked how much that will weigh into the strategy. Felix Nwoko stated it is an
202 important element of our strategy.

203 Ellen Reckhow stated Durham County adopted a Travel Demand Management ordinance and
204 Triangle Transit has been implementing it. Will the study help give information to help set a new target,
205 and Mark Ahrendsen stated yes it will.

206 Ellen Reckhow asked if CAMPO/Wake County is doing an ordinance. Felix Nwoko stated CAMPO
207 is doing their own CMP, but staff will coordinate with them. Ellen Reckhow suggested a regional
208 approach for TDM.

209 A motion was made by Diane Catotti and seconded by Ellen Reckhow to approve the CMP
210 Procedures and Responsibilities Report, and authorize to submit for FHWA approval. The motion carried
211 unanimously.

212 **FY2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**
213 **Plan Amendment #2, and Air Quality Conformity Process (No attachments)**

214

215 John Hodges-Copple provided an introduction for the FY2012-2018 Metropolitan Transportation
216 Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality
217 Conformity Process.

218 A motion was made by Diane Catotti and seconded by Ellen Reckhow to approve the release of
219 the Air Quality Conformity Determination Report for public comment and schedule a public hearing at
220 the August 10, 2011 TAC meeting. The motion carried unanimously.

221 **REPORTS:**

222 **Report from the TAC Chair**

223 There was no Report from the TAC Chair.

224 **Report from the TCC Chair**

225 Mark Ahrendsen provided a report to TAC members. Staff will be compiling a summary of
226 legislative action on transportation. There is more funding for maintenance and resurfacing. There are
227 cuts to public transportation. There are impacts to the urban loop program. All urbanized areas are
228 eligible for urban loop funding, and loops aren't specifically designated.

229 Joe Milazzo stated the urban loop program is preserved as a funding source. NCDOT was given
230 authority to decide which projects are eligible and how to prioritize. Diane Catotti asked if it will have
231 an impact on the East End Connector. Mr. Milazzo was assured by Jim Trogden that the East End
232 Connector project will continue to move forward. Mark Ahrendsen stated there is more concern over
233 the impact to other loop projects.

234 **Report from Staff**

235 Felix Nwoko provided an update on projects.

236 **NCDOT Report**

237 Patrick Wilson, NCDOT Division, provided an update on projects. NC 86 is closed north of US 70
238 due to a culvert replacement. The detour route is signed. Alice Gordon stated there is a lot of good
239 news on ARRA projects moving forward.

240 Joey Hopkins, NCDOT Division 5, provided an update on projects. T.W. Alexander Drive project
241 is significantly behind schedule; South Miami widening project has been awarded; Hillandale Road is on
242 schedule; and NC 147 maintenance work should be complete in November. There are more funds
243 available for resurfacing and bridges. They have identified some work tentatively. The first four
244 chapters of the Complete Streets Policy are out for a 60-day comment period. NCDOT hopes to have the
245 final chapters done by the end of the year.

246 Diane Catotti asked Joey Hopkins to check on the I-40 detour signs on Renaissance.

247 **INFORMATIONAL ITEMS**

248 **Recent News Articles and Updates (Attachment 18)**

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

250 **Adjournment**

251 There being no further business before the Transportation Advisory Committee, a motion was
252 made by Alice Gordon and seconded by Diane Catotti to adjourn the meeting. The motion carried
253 unanimously.

2011 Transportation Bill Summaries

SOG Daily Bulletin**H 0225- NC Turnpike Authority Corridor Selection.** Jackson

H 225. NC TURNPIKE AUTHORITY CORRIDOR SELECTION (=S 165). Filed 3/2/11. *TO RESTRICT THE NORTH CAROLINA TURNPIKE AUTHORITY'S SELECTION OF TRANSPORTATION CORRIDORS TO EXISTING PROTECTED CORRIDORS OR CORRIDORS SOUTH OF AN EXISTING PROTECTED CORRIDOR EXCEPT IN THE AREA OF INTERSTATE 40 EAST.*

Identical to S 165, filed 3/1/11.

Intro. by Jackson, Ross, Gill.

H 0229 Monitor Rural Operating Assistance Program Changes. Owens

H 229. RURAL OPERATING ASSISTANCE PROGRAM CHANGES. Filed 3/2/11. *TO ALLOW A REGIONAL PUBLIC TRANSPORTATION AUTHORITY TO APPLY FOR ELDERLY AND DISABLED TRANSPORTATION AND ASSISTANCE FUNDS ON BEHALF OF THE COUNTIES THAT THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY SERVES.*

Amends GS 136-44.27 (North Carolina Elderly and Disabled Transportation Assistance Program) to allow regional public transportation authorities to apply for and receive, upon written agreement with the counties served by the authority, funds that the counties are entitled to receive based on the distribution formula set out in the statute. Make a conforming change.

H 229. RURAL OPERATING ASSISTANCE PROGRAM CHANGES. Filed 3/2/11. House committee substitute makes the following changes to 1st edition. Amends GS 136-44.27(e) to include public transportation authorities with those entities which may use funds distributed by the Department of Transportation (DOT) under the statute in a manner consistent with transportation development plans that have been approved by the DOT and Board of County Commissioners. Rewrites proposed GS 136-144.27(f) to also include a regional public transportation authority created pursuant to Article 25 of GS Chapter 160A (previously limited to Article 26). Allows such public transportation authorities, upon written agreement with the municipalities served by the public transportation authority, to apply for and receive any funds the member municipality or counties are entitled to receive based on the distribution formula set out in the statute. Makes conforming change to the title.

SL 2011-207 (H 229). Rural Operating Assistance Program Changes. *AN ACT TO ALLOW A PUBLIC TRANSPORTATION AUTHORITY OR REGIONAL PUBLIC TRANSPORTATION AUTHORITY TO APPLY FOR ELDERLY AND DISABLED TRANSPORTATION AND ASSISTANCE FUNDS ON BEHALF OF THE COUNTIES THAT THE PUBLIC TRANSPORTATION AUTHORITY OR REGIONAL PUBLIC TRANSPORTATION AUTHORITY SERVES.* Summarized in *Daily Bulletin* 3/2/11 and 6/7/11. Enacted June 23, 2011. Effective June 23, 2011.

H 0399 Monitor Cap Motor Fuel Excise Tax Rate. McElraft

H 399. CAP MOTOR FUEL EXCISE TAX RATE. Filed 3/17/11. *TO PROVIDE A STATUTORY CAP FOR THE MOTOR FUEL EXCISE TAX RATE.*

Amends GS 105-449.80 to set a cap of 15 cents per gallon on the variable wholesale component of the motor fuel excise tax. Effective for taxes imposed on or after July 1, 2011.

Intro. by McElraft, Killian, Hager, Stone. GS 105

H 0422 Monitor Federal Rail Money/Report, Consult, Approve. Killian

H 422. NO HIGH-SPEED RAIL MONEY FROM FEDERAL GOV'T. Filed 3/21/11. *TO PROHIBIT THE DEPARTMENT OF TRANSPORTATION FROM ACCEPTING FEDERAL FUNDS FOR A HIGH-SPEED RAIL PROJECT WITHOUT EXPLICIT AUTHORIZATION FROM THE GENERAL ASSEMBLY, AND TO PROVIDE A PENALTY FOR THE DEPARTMENT OF TRANSPORTATION FOR NONCOMPLIANCE.*

Prohibits the Department of Transportation (DOT) from applying for, accepting, or expending any grant funding from the federal government for a high-speed rail project unless the project has been approved by the General Assembly. Provides that if DOT accepts prohibited funds, the funds are to be deposited into the General Fund for appropriation by the General Assembly. Also requires DOT to pay any penalties, interest, or other charges that result from the prohibited acceptance from the Highway Fund. Effective March 1, 2011.

Intro. by Killian, Frye.

H 422. FEDERAL RAIL MONEY/REPORT, CONSULT, APPROVE. (NEW). Filed 3/21/11. House committee substitute makes the following changes to 1st edition. Deletes all provisions of the 1st edition and replaces it with *AN ACT TO REQUIRE THE DEPARTMENT OF TRANSPORTATION TO REPORT THE ACCEPTANCE OF ALL FEDERAL RAIL*

FUNDS AND TO CONSULT WITH THE GENERAL ASSEMBLY PRIOR TO ACCEPTING FUNDS FOR CERTAIN PROJECTS. Amends GS 136-44.36 to add a new subsection (b) placing certain requirements on the acceptance of federal funds by the NC Department of Transportation (DOT) for rail programs as follows: (1) requires DOT to report to the General Assembly (either the Joint Legislative Commission on Governmental Operations or the Senate and House Transportation Appropriation Subcommittees, depending on whether the General Assembly is in session) certain project details including the amount of federal funds, the amount of any state matching funds, and expected annual maintenance and operational costs to the State for the next 25 years; and (2) requires DOT to consult with the General Assembly (either the Joint Legislative Commission on Governmental Operations or the Senate and House Transportation Appropriation Subcommittees, depending on whether the General Assembly is in session) prior to accepting federal funds if the cost to the State is reasonably expected to exceed \$3 million. If consultation is required, failure of the appropriate committee or committees of the General Assembly to hold a meeting with DOT within 90 days of a written request is deemed a waiver of the consultation requirement. Effective April 1, 2011.

H 422. FEDERAL RAIL MONEY/ REPORT, CONSULT, APPROVE. Filed 3/21/11. House amendment makes the following changes to 2nd edition. Adds new subdivision (3) to GS 136-44.36(b), providing that if the amount of state matching funds required by the federal grant or the amount of future annual maintenance and operational costs of the project are reasonably expected to exceed \$5 million, the Department of Transportation's (Department) acceptance of funds is subject to approval of the project by an act of the General Assembly. If 60 days have passed since consultation or the expiration of the consultation period, then the inaction of the General Assembly, including the lack of a special session, is deemed approval of the project and the Department may accept the funds without an act of the General Assembly.

H 0507 Monitor Withdrawing Public Use Dedication. Owens

H 507. WITHDRAWING PUBLIC USE DEDICATION. Filed 3/29/11. *AUTHORIZING PROPERTY OWNERS ASSOCIATIONS THAT OWN STREETS THAT ARE LOCATED OUTSIDE INCORPORATED MUNICIPALITIES AND THAT HAVE NOT BEEN ACCEPTED FOR MAINTENANCE BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR A PERIOD OF THIRTY YEARS TO FILE, WITH THE APPROVAL OF THE COUNTY COMMISSIONERS, A DECLARATION WITHDRAWING THE DEDICATION TO PUBLIC USE OF SUCH STREETS.*

Adds new GS 136-96.2 to allow a property owner association that owns subdivision streets to file a declaration in the office of the register of deeds withdrawing any purported dedication to public use or withdrawing an offer of dedication to public use of the streets if specified criteria are met. The declaration must be approved by the board of county commissioners of the county in which the streets are located. A board of county commissioners only may give approval to the declaration if it finds that specified circumstances exist. A board of county commissioners may make its consent subject to the following conditions: (1) that the withdrawal of dedication not apply to streets or segments of streets where it would terminate all reasonable legal means of access to any property or where the streets or segments of streets are necessary to connect a public street located outside the subdivision with another public street located outside the subdivision, (2) that no gate or other obstruction be placed across any street or segments of streets unless approved by the board of county commissioners, and (3) that the clerk to the board of commissioners sign the declaration of withdrawal only upon completion of improvements to the covered streets in accordance with a plan submitted by the property owners association that complies with any published street standards required by the county on the date that the subdivision plat was recorded as certified by the county engineer. Specifies that any offer of dedication of the streets is conclusively presumed withdrawn upon the recording of the withdrawal declaration in accordance with the statutory requirements. Provides that the right, title, or interest vested in the property owners association remains subject to the following: (1) public pedestrian access as existed immediately before its closing; and (2) public utility use or facility located on, over, or under the road easement immediately before its closing, until the landowner or any successor pays to the utility involved, and the utility accepts, the reasonable cost of removing and relocating the facility.

Intro. by Owens.

SL 2011-289 (H 507). *Withdrawing Public Use Dedication. AN ACT AUTHORIZING PROPERTY OWNERS ASSOCIATIONS THAT OWN STREETS THAT ARE LOCATED OUTSIDE INCORPORATED MUNICIPALITIES AND THAT HAVE NOT BEEN ACCEPTED FOR MAINTENANCE BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR A PERIOD OF THIRTY YEARS TO FILE, WITH THE APPROVAL OF THE COUNTY COMMISSIONERS, A DECLARATION WITHDRAWING THE DEDICATION TO PUBLIC USE OF SUCH STREETS.* Summarized in *Daily Bulletin* 3/29/11. Enacted June 24, 2011. Effective June 24, 2011.

H 0598 Monitor NC Highway 54 Corridor Study. Murry

H 598. NC HIGHWAY 54 CORRIDOR STUDY. Filed 4/4/11. *TO EXPAND THE NC 54/I-40 CORRIDOR STUDY TO INCLUDE THOSE PORTIONS OF NC HIGHWAY 54 IN WAKE COUNTY PASSING THROUGH CARY AND MORRISVILLE.*

As title indicates. Directs the Department of Transportation to report initial findings to the Legislative Transportation Oversight Committee (Committee) by October 1, 2012, and continue to report annually on May 1 until the study expansion is complete and final recommendations are made to the Committee and the Fiscal Research Division on the master plan and any required legislative changes.

Intro. by Murry.

H 598. NC HIGHWAY 54 CORRIDOR STUDY. Filed 4/4/11. House committee substitute makes the following changes to 1st edition. Changes title to *AN ACT TO STUDY THE NC HIGHWAY 54 CORRIDOR IN WAKE COUNTY FROM NC 540 TO NORTHWEST MAYNARD ROAD*. Directs the Department of Transportation to study NC Highway 54, as title indicates, including roadway widening, intersection improvements, potential road relocation outside railroad right-of-way, and potential railroad grade separations. Makes other technical changes.

H 0635 High Adjust Highway Equity Formula. Murry

H 635. ADJUST HIGHWAY EQUITY FORMULA. Filed 4/5/11. *TO ADJUST THE DISTRIBUTION FORMULA FOR FUNDS EXPENDED ON THE INTRASTATE SYSTEM AND TRANSPORTATION IMPROVEMENT PROGRAM.*

Amends GS 136-17.2A, clarifying that funds expended for Intrastate System projects and state and federal aid funds expended under the Transportation Improvement Program, other than funds listed in new GS 136-17.2A(a1), will be distributed as specified. Enacts new subsection (a1) to list the funds previously included in subsection (a), and to add Surface Transportation Program/Direct Attributable federal funds to the funds exempted from the distribution requirement. Deletes provisions in GS 136-17.2A(b), which directed the Secretary of Transportation (Secretary) to calculate fund distribution based on specified calculations until 90% of the mileage of the Intrastate System projects is completed. Makes a conforming change and directs the Secretary to make calculations under current GS 136-17.2A(c). Effective July 1, 2011.

Intro. by Murry, Killian, Blust, Hilton.

H 0754 High No Powell Bill Money for No Road Miles. Rapp (Rolled into State Budget Bill)

H 754. NO POWELL BILL MONEY FOR NO ROAD MILES. Filed 4/6/11. *TO EXCLUDE MUNICIPALITIES WITH NO ROADS TO MAINTAIN FROM RECEIVING A STATE STREET-AID ALLOCATION; AND TO REDISTRIBUTE FUNDS PREVIOUSLY ALLOCATED TO THOSE MUNICIPALITIES.*

Enacts new GS 136-41.2B to provide that municipalities are not eligible to receive funds under GS 136-41.1 (concerning appropriation of funds to municipalities from the Highway Fund) unless public streets within the municipality's jurisdiction do not form a part of the state highway system. Requires unexpended and unencumbered funds previously allocated to municipalities that are made ineligible to receive funds by this act to be reallocated to eligible municipalities. Effective July 1, 2011.

Intro. by Rapp.

H 0786 Monitor North Carolina Highway Trust Fund Changes. Blust

H 786. NORTH CAROLINA HIGHWAY TRUST FUND CHANGES. Filed 4/6/11. *TO MODIFY THE AUTHORIZATION FOR THE SECRETARY OF TRANSPORTATION TO TRANSFER FUNDS FROM THE HIGHWAY TRUST FUND AND TO PROVIDE A FORMULA FOR TRANSFER OF FUNDS TO MEET NEEDS BASED ON POPULATION OR CONGESTION AND TO REVISE THE HIGHWAY TRUST FUND ALLOCATION FORMULA.*

Amends GS 136-176(b1) to allow the Secretary of Transportation to authorize the transfer of certain funds to projects for congestion mitigation, provided that the transfer is based either on the ratio that the population the county or counties in which the project is located bears to the total state population or the need for reducing congestion on a roadway based on statewide ranking of projects determined through a formula based on vehicle volume, design capacity, and accident rates. Modifies the formula set out in GS 136-17.2A(b) for determining the allocation of highway trust fund money among distribution regions to require that it be based 50% on the vehicle miles driven in that distribution region compared to the total vehicle miles driven in the state and 50% on the need for reducing congestion on a roadway based on statewide ranking of projects. Repeals GS 136-17.2A(c) (setting out a formula for the Secretary of Transportation to determine the tentative percentage share for each distribution region over the next seven years), GS 136-17.2A(d) (directing the Department of Transportation, as nearly as practicable, to expend in a distribution region an amount equal to that region's tentative percentage share of the funds in a fiscal year, and requiring that actual expenditures in a consecutive seven-year period be between 90% and 110% of target amounts to be expended in the region over that time), GS 136-17.2A(f) (requiring the Board of Transportation to consider the highway needs of every county in a distribution region when scheduling highway improvements), and GS 136-17.2A(h) (requiring the Secretary of Transportation to calculate the amount of funds allocated to each division each year, the amount of funds obligated, and the amount the obligations exceeded or were below the allocation).

Intro. by Blust, Hilton.

H 0811 Monitor Assess Transportation Process and Funding. Torbett

H 811. STUDY TRANSPORTATION PROCESS AND FUNDING. Filed 4/6/11. *AUTHORIZING THE JOINT LEGISLATIVE PROGRAM EVALUATION OVERSIGHT COMMITTEE TO DIRECT THE PROGRAM EVALUATION DIVISION TO STUDY THE DEPARTMENT OF TRANSPORTATION'S ROAD CONSTRUCTION PROCESS, INCLUDING MAINTENANCE AND REPAIRS, TO DEVELOP OPERATIONAL PLANS OR PRACTICES THAT WOULD RESULT IN INCREASED OPERATING EFFICIENCY AND COST SAVINGS.*

As title indicates. Requires the study to be included in the 2011-12 Work Plan for the Program Evaluation Division (Division), and provides additional details on the study topics. Directs the Division to submit findings and recommendations to specified entities at a date to be determined.

Intro. by Torbett.

H 811. ASSESS TRANSPORTATION PROCESS AND FUNDING (NEW). Filed 4/6/11. House committee substitute makes the following changes to 1st edition.

Changes the title to *AN ACT TO DIRECT THE PROGRAM EVALUATION DIVISION TO ASSESS THE DEPARTMENT OF TRANSPORTATION'S ROAD CONSTRUCTION PROCESS, INCLUDING MAINTENANCE AND REPAIRS, TO DEVELOP OPERATIONAL PLANS OR PRACTICES THAT WOULD RESULT IN INCREASED OPERATING EFFICIENCY AND COST SAVINGS.* As title indicates (formerly directed the Joint Legislative Program Evaluation Oversight Committee to direct the Program Evaluation Division to perform the study).

S 0107 High Tax of Improved Prop. in Roadway Corridors. Peter S. Brunstetter

S 107. TAX OF IMPROVED PROP. IN ROADWAY CORRIDORS. Filed 2/22/11. *TO REDUCE THE PROPERTY TAX OWED FOR IMPROVED PROPERTY INSIDE CERTAIN ROADWAY CORRIDORS.*

Amends GS 105-277.9 to provide that real property that lies within a transportation corridor marked on an official map filed under the Transportation Corridor Official Map Act (Map Act) is designated a special class of property under the North Carolina Constitution and will be taxable at 20% of the appraised value of the property (rather than 20% of the general tax rate levied on real property by the taxing unit where the property is situated) if two requirements are met, as specified.

Enacts new GS 105-277.9A to provide that real property on which a building or other structure is located and that lies within a transportation corridor marked on an official map filed under the Map Act is designated a special class of property under the North Carolina Constitution and will be taxable at 50% of the appraised value of the property if the property has not been subdivided, as defined in GS 153A-335 (definition for counties) or GS 160A-376 (definition for cities), since it was included in the corridor.

Effective for taxes imposed for taxable years beginning on or after July 1, 2011.

Intro. by Brunstetter, Garrou.

S 107. TAX OF IMPROVED PROP. IN ROADWAY CORRIDORS. Filed 2/22/11. Senate committee substitute makes the following changes to 1st edition. Repeals proposed new GS 105-277.9A (taxation of improved property inside certain roadway corridors) for taxable years beginning on or after July 1, 2021.

SL 2011-30 (S 107). TAX OF IMPROVED PROP. IN ROADWAY CORRIDORS. *AN ACT TO REDUCE THE PROPERTY TAX OWED FOR IMPROVED PROPERTY INSIDE CERTAIN ROADWAY CORRIDORS.* Summarized in *Daily Bulletin* 2/22/11 and 3/22/11. Enacted April 7, 2011. Effective for taxable years beginning on or after July 1, 2011.

S 0214 Monitor Transportation Map Corridors/Condemnation. Thom Goolsby

S 214. TRANSPORTATION MAP CORRIDORS/CONDEMNATION. Filed 3/3/11. *TO LIMIT THE AMOUNT OF TIME LAND MAY BE ENCUMBERED BY A TRANSPORTATION CORRIDOR OFFICIAL MAP BEFORE THE ENTITY ESTABLISHING, ADOPTING, OR AMENDING THE TRANSPORTATION CORRIDOR OFFICIAL MAP IS REQUIRED BY LAW TO PURCHASE THE PROPERTY OR INITIATE CONDEMNATION PROCEEDINGS AGAINST THE PROPERTY.*

Amends GS 136-44.51(b) as the title indicates. Sets the time limit for the real property to be encumbered by a transportation corridor official map (map) at 18 months from the date of the adoption of the map (was, three years from the date of the original submission of the application for a building permit or subdivision plat approval for real property subject to a valid map). Permits the owner of the real property within the transportation corridor to treat the real property as unencumbered if the entity that adopted the transportation corridor official map has not purchased the property or initiated condemnation proceedings on the property within the 18-month time period. Effective December 1, 2011, and applies to all transportation corridor official maps filed on or after that date.

Intro. by Goolsby, Jenkins, Rabon.

S 214. TRANSPORTATION MAP CORRIDORS/CONDEMNATION. Filed 3/3/11. Senate committee substitute rewrites the 1st edition to delete references to condemnation proceedings and instead apply the restriction on length of time real property can be encumbered by a transportation corridor map to include when the property must be released from

encumbrances or purchased (previously applied time limits to either purchase of property or initiation of condemnation proceedings), and makes additional amendments to GS 136-44.51 as follows:

Amends GS 136-44.51(a) to change notification to transportation officials of filing of a transportation corridor official map to within 10 days of a submittal for corridor map determination as provided for in amendments to subsections (b) and (c) of the statute (previously was within 10 days of request for building permit or subdivision approval).

Amends GS 136-44.51(b) to require that application for building permits or subdivision plat approval may not be delayed for more than 3 years (was, 18 months) from date of submittal of application for building permit or subdivision plat approval to the appropriate local jurisdiction (was, from the date of the adoption of the transportation corridor map). Adds new requirement that information included in a submittal for a corridor map determination is limited to the property owner's name, property street address, parcel or tax identification number, vicinity map marking nearby roads and landmarks, parcel sketch showing existing and proposed structures, and proposed property improvement description. If review of the corridor map determination is not complete within 3 years from the date of submittal, the entity that adopted the corridor map will either approve the submittal or initiate property acquisition proceedings; if neither action is taken, the submittal is deemed approved and the property may be treated as being unencumbered and free of any restrictions arising from the corridor map.

Amends GS 136-44.51 to add a new subsection (c) providing that submittals for corridor map determinations will not be construed as applications for a building permit or subdivision plat approval. Makes the provisions of GS 136-44.51 not applicable to valid building permits issued prior to August 7, 1987, or to building permits issued for buildings and structures existing prior to the filing of a transportation corridor map so long as the size of the building and its occupancy code has not changed. Makes conforming changes to the title.

SL 2011-242 (S 214). Transportation Map Corridors/Condemnation. AN ACT TO LIMIT THE AMOUNT OF TIME LAND MAY BE ENCUMBERED BY A TRANSPORTATION CORRIDOR OFFICIAL MAP BEFORE THE ENTITY ESTABLISHING, ADOPTING, OR AMENDING THE TRANSPORTATION CORRIDOR OFFICIAL MAP IS REQUIRED BY LAW TO PURCHASE THE PROPERTY OR RELEASE THE PROPERTY FROM ANY ENCUMBRANCES DUE TO FILING OF THE CORRIDOR MAP. Summarized in *Daily Bulletin* 3/3/11 and 6/8/11. Enacted June 23, 2011. Effective December 1, 2011.

S 0235 High Suspend Motor Fuel Excise Tax With an Offset. Rouzer

S 235. SUSPEND MOTOR FUEL EXCISE TAX WITH AN OFFSET. Filed 3/7/11. TO SUSPEND THE MOTOR FUEL EXCISE TAX WITH AN OFFSET.

As the title indicates. Repeals Part 3 (Tax and Liability) of Article 36C (Gasoline, Diesel, and Blends) of GS Chapter 105. Also repeals the following statutes: 105-123, 105-449.38, 105-449.60(32), 105-449.90(b), 105-449.90(d)(6) and (7), 105-449.106, 105-449.107, and 105-449.136.

Amends GS 150B-2 to make a conforming change. Provides whereas clauses.

Effective July 1, 2011.

Intro. by Rouzer.

S 0281 High Municipal Service District/Streets. Stein

S 281. MUNICIPAL SERVICE DISTRICT/STREETS. Filed 3/9/11. TO AUTHORIZE CITIES TO ESTABLISH A MUNICIPAL SERVICE DISTRICT FOR THE PURPOSE OF CONVERTING PRIVATE RESIDENTIAL STREETS TO PUBLIC STREETS AND TO AUTHORIZE RELATED COMMUNITY ASSOCIATIONS TO TRANSFER PLANNED COMMUNITY PROPERTY TO CITIES.

Amends GS 160A-536 to establish municipal service districts to convert private residential streets, including streets within planned community associations, to public streets under certain conditions, including conveying street-related common elements to the city, accepting conveyance of the streets by the city for perpetual public maintenance, restricting levy of property taxes within the district to not more than 30% of the ad valorem rate in the city, and limiting use of tax proceeds to street improvement-related costs within the service district. Service districts created and taxes levied under this provision must be abolished once all street improvement-related costs have been recovered.

Intro. by Stein.

S 281. MUNICIPAL SERVICE DISTRICT/STREETS. Filed 3/9/11. Senate committee substitute makes the following changes to 1st edition. Deletes all provisions in proposed new GS 160A-536 and replaces them with the following. Authorizes a city to establish a service district to convert private residential streets to public streets if the following conditions are met: (1) the service district tax only is used to pay certain specified costs related to the transfer of ownership of the streets, evaluation of the condition of the streets, and the design and construction costs related to improving the private streets to meet public street standards; (2) the service district tax may not exceed 30% of the ad valorem tax rate in effect in the city in the fiscal year prior to the establishment of the district; (3) no further service district tax may be imposed, and the district must be abolished, after the private streets have been upgraded to meet public street standards and all costs have been recovered. Provides that if the city abandons the streets and associated rights-of-way, the street-related common elements must be returned to the owner's association from which the city acquired them.

Specifies that certain conditions must be met for a city to be able to create a municipal service district to convert private residential streets to public streets, including that the private residential road be nongated; that the city receive a petition signed by at least 60% of the lot owners of the owners' association requesting the service district; that the city agree to accept the converted streets for perpetual public maintenance; and that the city, and county in which the city is located, meet certain threshold population requirements.

SL 2011-72 (S 281). MUNICIPAL SERVICE DISTRICT/STREETS. AN ACT TO AUTHORIZE CITIES TO ESTABLISH A MUNICIPAL SERVICE DISTRICT FOR THE PURPOSE OF CONVERTING PRIVATE RESIDENTIAL STREETS TO PUBLIC STREETS AND TO AUTHORIZE RELATED COMMUNITY ASSOCIATIONS TO TRANSFER PLANNED COMMUNITY PROPERTY TO CITIES. Summarized in *Daily Bulletin* 3/9/11 and 3/29/11. Enacted May 12, 2011. Effective May 12, 2011.

S 0592 Monitor Preserving Value of Property/Paving of Roads. Kinnaird

S 592. PRESERVING VALUE OF PROPERTY/PAVING OF ROADS (=H 620). Filed 4/13/11. TO ALLOW THE DEPARTMENT OF TRANSPORTATION TO MAINTAIN OR PAVE CERTAIN ROADS IN A MANNER CONSISTENT WITH THE ORIGINAL CONSTRUCTION OF THE ROAD TO PRESERVE THE HISTORIC APPEARANCE AND VALUE OF HISTORIC PROPERTIES ADJOINING THE ROAD OR TO PRESERVE HIGH SCENIC VALUE PROPERTIES OR ENHANCE LOW-VOLUME BUSINESS OR AGRIBUSINESS VENTURES.

Identical to H 620, filed 4/5/11.

Intro. by Kinnaird.

S 0601 High Regional Transportation Authorities. Clodfelter

S 601. REGIONAL TRANSPORTATION AUTHORITIES. Filed 4/14/11. TO REORGANIZE THE STATUTES RELATING TO REGIONAL PUBLIC TRANSPORTATION AND TO AUTHORIZE UNITS OF LOCAL GOVERNMENT TO CREATE REGIONAL TRANSPORTATION FUNDING AGREEMENTS AND TO PROVIDE FOR FINANCING.

Enacts new GS Chapter 136A for purposes indicated in title. Permits eligible local governments to constitute a joint agency for the financing, construction, and operation of regional transportation projects pursuant to a Regional Transportation Funding Agreement (RTFA) and defines permissible projects. Permits counties that are parties to an RTFA to levy a ½ percent sales and use tax and a tax of 5 cents per gallon on the retail sale of gasoline and diesel fuel. Requires that any such tax be levied by all counties who are members of the RTFA. Enacts new Article 47 of Chapter 105, Regional Transportation Funding Agreement Sales Tax, governing levy, collection, and distribution of the ½ percent sales and use tax. Recodifies in GS Chapter 136A various provisions of Articles 25, 26, and 27 of Chapter 160A.

Intro. by Clodfelter.

S 0666 High Cap Motor Fuel Tax at Current Rate. Forrester

S 666. CAP MOTOR FUEL TAX AT CURRENT RATE. Filed 4/19/11. TO CAP THE VARIABLE WHOLESALE COMPONENT OF THE MOTOR FUELS TAX RATE. Specifies that the variable wholesale component of the motor fuel excise tax may not exceed \$0.15 per gallon from July 1, 2011, until June 30, 2013. (Under GS 105-449.80, the rate would be set at 7% of the wholesale price as determined by that statute.)

Intro. by Forrester.

S 0691 High Increase DMV Fees/Mobility Fund Revenue. Jenkins

S 691. INCREASE DMV FEES/MOBILITY FUND REVENUE. Filed 4/19/11. TO INCREASE CERTAIN FEES COLLECTED BY THE DIVISION OF MOTOR VEHICLES AND CREDIT THE INCREASED PORTION OF THE FEES TO THE NORTH CAROLINA MOBILITY FUND.

Amends numerous fees in GS Chapter 20 related to motor vehicle usage, with increased amounts of each fee going to North Carolina Mobility Fund. Fees increased include \$1 per year for drivers licenses, \$5 to \$10 for certificate of title, \$25 for one-day service on title applications, and increased fees based on weights of property hauling vehicles. Effective July 1, 2011.

Intro. by Jenkins.

**House Bill 773
Studies Act of 2011**

PART IV. JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE

(page 10)

SECTION 4.5. Federal and Local Funding for Local Mass Transit – The Committee may study issues related to the utilization of federal and local funding sources for local mass transit projects and the elimination of State funding for such projects.

SECTION 4.6. Passenger Rail Fare Subsidy (H.B. 865 – Steen) – The Committee may study whether to eliminate the passenger rail fare subsidy. In its study, the Committee may study the proposed changes found in the First Edition of House Bill 865 of the 2011 Regular Session.

SECTION 4.7. Life Cycle Cost Analysis (Murry) – The Committee shall study when the Department of Transportation shall implement revised policies on life cycle cost analysis, including material cost indexing, open bidding for alternative pavement designs for all TIP projects that exceed five hundred thousand dollars (\$500,000) in pavement costs, and the 30-year design periods and 45-year analysis periods based upon actual historic schedules and costs.

PART XI. JOINT LEGISLATIVE PROGRAM EVALUATION OVERSIGHT COMMITTEE

(page 20)

SECTION 11.5. License Plate Agency Contracts (S.B. 661 – Bingham) – The Committee shall include in the 2011-2012 Work Plan for the Program Evaluation Division of the General Assembly a study and evaluation of the Division of Motor Vehicles' Commission Contract for the Issuance of Plates and Certificates program, authorized in G.S. 20-63(h), to determine the cost-effectiveness and savings that can be effected by changing or maintaining the current operating procedures and to develop any plans or practices that, if implemented, would result in increased operating efficiency of the Division of Motor Vehicles' Commission Contract program.

SECTION 11.8. Transportation Process and Funding (H.B. 811 – Torbett) – The Committee shall direct the Program Evaluation Division to assess the Department of Transportation's road construction processes, from project inception to project completion, including design and engineering, median placement process, and maintenance and repair projects, to determine if any cost savings can be effected by changing current operating procedures, by modifying the purchasing of building materials, including quantity and quality, by evaluating land purchases or condemnations and the laws, rules, and regulations for land acquisition for easements or setbacks, by evaluating the current and future financing factors, associated with transportation projects, by evaluating the selection of transportation projects and vendors for the build process, by evaluating the environmental study process, by evaluating the process for time calculations from project start to finish, including the contracting process, and the development of any other plans or practices that, if implemented, would result in increased operating efficiency of the Department of Transportation's road construction process, including the maintenance and repairs program.

PART XXXV. DEPARTMENT OF TRANSPORTATION TO STUDY DEVELOPMENT OF PAVEMENT DESIGN AND CONSTRUCTION STANDARDS FOR SECONDARY ROADS, LOCAL ROADS, AND MUNICIPAL STREETS (Harrington, Frye)

(page31)

SECTION 35.1. The Department of Transportation shall study the development of pavement design and construction standards specific to secondary roads, local roads, and municipal streets. These standards shall be applicable to both rigid and flexible pavement types.

SECTION 35.2. The Department shall report its findings and recommendations to the Joint Legislative Transportation Oversight Committee no later than March 31, 2012.

PART XLIX. REESTABLISH LEGISLATIVE STUDY COMMISSION ON PUBLIC-PRIVATE PARTNERSHIPS (S.B. 278 – Jenkins)

(page 39)

SECTION 49.1. There is established the Legislative Study Commission on Public-Private Partnerships.

SECTION 49.2. The Commission shall be composed of 16 members, as follows:

- (1) Five members of the Senate, appointed by the President Pro Tempore of the Senate.
- (2) Five members of the House of Representatives, appointed by the Speaker of the House of Representatives.
- (3) Three public members, appointed by the Speaker of the House of Representatives.
- (4) Three public members, appointed by the President Pro Tempore of the Senate.

The Commission shall include, and consult with, the Secretary of Transportation, the North Carolina Turnpike Authority, the State Treasurer, the Local Government Commission, the State Construction Office, the North Carolina Association of County Commissioners, the North Carolina League of Municipalities, and the North Carolina School Boards Association in the course of its deliberations.

Public members shall be residents of the State. Vacancies on the Commission shall be filled by the appointing authority. The President Pro Tempore of the Senate and the Speaker of the House of Representatives each shall designate a cochair, who shall be a member of the General Assembly. A quorum of the Commission shall be 10 members.

The Commission, while in the discharge of its official duties, may exercise all powers provided for under G.S. 120-19 and G.S. 120-19.1 through G.S. 120-19.4. The Commission may meet at any time upon call of the chairs. The Commission may meet in the Legislative Building or the Legislative Office Building. The Commission may contract for professional, clerical, or consultant services as provided by G.S. 120-32.02.

The Legislative Services Commission, through the Legislative Services Officer, shall assign professional staff to assist the Commission in its work. The House of Representatives' and Senate's Directors of Legislative Assistants shall assign clerical staff to the Commission, and the expenses relating to the clerical employees shall be borne by the Commission. Members of the Commission shall receive subsistence and travel expenses at the rates set forth in G.S. 120-3.1, 138-5, or 138-6, as appropriate.

SECTION 49.3. The Commission shall study issues related to Public-Private Partnerships (PPPs), including examination of the appropriate authority for State, regional, and local government units to engage in PPPs for public capital projects through a regulatory framework. As part of its study, the Commission may study infrastructure banks and any other relevant issues it deems appropriate.

SECTION 49.4. The Commission may report its recommendations and legislative proposals to the 2012 Regular Session of the 2011 General Assembly on or before its convening. The Commission shall terminate upon filing its final report or upon the convening 1 of the 2013 General Assembly, whichever is earlier.

PART LIX. REESTABLISH JOINT LEGISLATIVE STUDY COMMISSION ON PUBLIC-PRIVATE PARTNERSHIPS (H.B. 320 – McGee, Ross, McComas, Carney; S.B. 12 278 – Jenkins)

(page 51)

SECTION 59.1. There is established the Legislative Study Commission on 14 Public-Private Partnerships.

SECTION 59.2. The Commission shall be composed of 16 members, as follows:

- (1) Five members of the Senate, appointed by the President Pro Tempore of the Senate.
- (2) Five members of the House of Representatives, appointed by the Speaker of the House of Representatives.
- (3) Three public members, appointed by the Speaker of the House of Representatives.
- (4) Three public members, appointed by the President Pro Tempore of the Senate.

The Commission shall include, and consult with, the Secretary of Transportation, the North Carolina Turnpike Authority, the State Treasurer, the Local Government Commission, the State Construction Office, the North

Carolina Association of County Commissioners, the North Carolina League of Municipalities, and the North Carolina School Boards Association in the course of its deliberations.

Public members shall be residents of the State. Vacancies on the Commission shall be filled by the appointing authority. The President Pro Tempore of the Senate and the Speaker of the House of Representatives each shall designate a cochair, who shall be a member of the General Assembly. A quorum of the Commission shall be 10 members.

The Commission, while in the discharge of its official duties, may exercise all powers provided for under G.S. 120-19 and G.S. 120-19.1 through G.S. 120-19.4. The Commission may meet at any time upon call of the chairs. The Commission may meet in the Legislative Building or the Legislative Office Building. The Commission may contract for professional, clerical, or consultant services as provided by G.S. 120-32.02. The Legislative Services Commission, through the Legislative Services Officer, shall assign professional staff to assist the Commission in its work. The House of Representatives' and Senate's Directors of Legislative Assistants shall assign clerical staff to the Commission, and the expenses relating to the clerical employees shall be borne by the Commission. Members of the Commission shall receive subsistence and travel expenses at the rates set forth in G.S. 120-3.1, 138-5, or 138-6, as appropriate.

SECTION 59.3. The Commission shall study issues related to Public-Private Partnerships (PPPs), including examination of the appropriate authority for State, regional, and local government units to engage in PPPs for public capital projects through a regulatory framework. As part of its study, the Commission may study infrastructure banks and any other relevant issues it deems appropriate.

SECTION 59.4. The Commission may report its recommendations and legislative proposals to the 2012 Regular Session of the 2011 General Assembly on or before its convening. The Commission shall terminate upon filing its report or upon the convening of the 2013 General Assembly, whichever is earlier.

Volume 1: Detailed Definition of Alternatives Technical Report

Durham-Orange County Corridor Alternatives Analysis



Triangle Regional Transit Program
our transit future



JULY 2011

Prepared for: Triangle Transit
Prepared by: URS Team

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Executive Summary

The 2035 Long Range Transportation Plan adopted by the Durham-Chapel Hill-Carrboro and Capital Area Metropolitan Planning Organizations in April 2009 identified corridors for major investments in fixed guideway transit over the next 30 years. Through a Transitional Analysis, the first step in the Alternatives Analysis (AA) process which was begun in March 2010, three priority corridors were selected for further consideration: the Durham-Orange Corridor; the Durham-Wake Corridor and the Wake Corridor. In order to identify the most appropriate initial investment or Locally Preferred Alternative (LPA) for each corridor, a broad range of transit technology and alignment alternatives were examined through the Conceptual Evaluation of Alternatives.

This Detailed Definition of Alternatives Technical Report presents the results of the Conceptual Evaluation of Alternatives and a recommendation for the Locally Preferred Alternative (LPA) which includes the preferred alignment, transit technology and station locations for the Durham-Orange Corridor.

Alternatives Considered

In addition to the No-Build and Transportation System Management (TSM) Alternatives automatically advanced from the conceptual alternatives screening, the transit technologies and alignment options remaining after the conceptual alternatives were combined into three fixed-guideway alternatives for detailed evaluation:

Light Rail Transit (LRT) Alternative This alternative would operate light rail vehicles between University of North Carolina (UNC) Hospitals and east Durham and includes alignment options in UNC Chapel Hill (A1 – UNC Hibbard Drive and A3 – UNC Southern), Meadowmont/Woodmont (C1 – Meadowmont Lane and C2 – George King Road), and South Square (D1 – Westgate Drive and D3 – Shannon Road). A total of 17 station locations are proposed.

Bus Rapid Transit (BRT)-High Alternative This alternative would operate BRT between UNC Hospitals and east Durham, generally following the same alignment as LRT and including the same station locations. The only deviation would occur through downtown Durham to the end-of-line at Alston Avenue in east Durham where the BRT-High option would utilize Pettigrew Street, while the LRT would run in the rail corridor. During the Special Transit Advisory Commission's (STAC) deliberations representatives of CSX Transportation (CSX) and Norfolk Southern Corporation (NS) stated that they would not accept the operation of busway/high occupancy vehicle (HOV) lanes in any railroad corridor in which they operated. North Carolina Railroad (NCR) advised the STAC that they too would not support busway/HOV lanes in the NCR corridor. Existing Pettigrew Street is technically within the 200-foot railroad right-of-way but is currently utilized by vehicular and bus traffic. The BRT-High would operate similar to conventional bus in mixed traffic along Pettigrew Street, but would transition to exclusive running along a new Pettigrew Street connection to be constructed as part of this project between Campus Drive and Duke Street. Should BRT be selected as the Locally Preferred Alternative, the new guideway connection between these intersections would require coordination with the operating railroads and, potentially, further engineering and design analysis.

BRT-Low Alternative A second BRT alternative was developed in consideration of the greater flexibility offered by BRT operations. The BRT-Low Alternative alignment more closely follows existing roadways with less aerial structures and more mixed-traffic segments. The BRT-Low alignment is similar to the BRT-High alignment but would deviate from the BRT-High alignment in the following three segments: Hamilton Road Station to Leigh Village Station (BRT-Low Alternative 1), Gateway

Station to MLK Jr. Parkway Station (BRT-Low Alternative 2), and Shannon Drive to Pickett Road (BRT-Low Alternative 3). A total of 18 station locations are proposed.

Evaluation Results

The alternatives were evaluated based on seven evaluation criteria directly related to the project goals. These criteria were Ridership, Transportation Operations, Expansion Potential, Economic Development Potential, Public and Agency Support, and Environmental Impacts. Table ES-1 summarizes the evaluation results.¹ A discussion of how well the alternatives performed relative to the project goals follows the table.

¹ Public and agency support is excluded from the summary table because of the limited amount of data available for evaluation. See Section 3.2.4 of the Detailed Definition of Alternatives Technical Report for more information.

Table ES-1 Summary of Evaluation Results for LRT, BRT-High, and BRT-Low Alternatives

Goals	Evaluation Criteria (Corresponding Report Section)*	LRT	BRT-High	BRT-Low
Goal 1: Improve mobility through and within the study corridor. Goal 2: Increase transit efficiency and quality of service. Goal 3: Improve transit connections.	Ridership: Daily Project Boardings (Section 3.2.1)	12,000	BRT route: 5,700** Interlined Buses: 11,900 Total: 17,600	BRT route: 4,600** Interlined Buses: 11,700 Total: 16,300
	Ridership: System-wide Trips*** (Section 3.2.1)	140,500-141,600	142,800	141,100
	Transportation Operations: Traffic Impacts (Section 3.2.2)	Low	Low	Moderate
	Transportation Operations: Travel Time (Section 3.2.2)	35 minutes	39 minutes	44 minutes
	Expansion Potential (Section 3.2.3)	No engineering constraints & consistent with regional plans	Could be inconsistent with regional connectivity goals	Could be inconsistent with regional connectivity goals
Goal 4: Support local and regional economic development and planned growth management initiatives	Economic Development Potential (Section 3.2.5)	Demonstrated ability to influence development	Unproven ability to influence development	Unproven ability to influence development
Goal 5: Foster environmental stewardship	Environmental Impacts (Section 3.2.6)	Moderate property acquisitions, high visual impacts, moderate stream/wetland & construction impacts, no air quality impacts	Moderate property acquisitions, visual impacts, stream/wetland & construction impacts, low air quality impacts	High property acquisitions, low visual impacts, low stream/wetland impacts, moderate construction & low air quality impacts
Goal 6: Provide a cost-effective transit investment.	Estimated Cost (2011 \$) – Capital (Section 3.2.7)	\$1.37B	\$960M	\$810M
	Estimated Cost (2011 \$) – O&M Cost (based on offered peak hour capacity of 800 and 1500 pax/hr - Section 3.2.7)	800 pax/hr: \$14M 1500 pax/hr: \$15M	800 pax/hr: \$11M 1500 pax/hr: \$13M	800 pax/hr: \$11M 1500 pax/hr: \$13M

*Evaluation criteria include references to sections of the report where more information can be found. | **Daily boardings for BRT-High and BRT-Low routes without interlined buses could potentially be higher as the model estimated the ridership assuming interlined buses. Interlining refers to the ability of local bus routes to use of the guideway in addition to the exclusive BRT service. The BRT numbers thus do not account for passengers that would transfer from feeder buses to BRT if the feeder buses were not sharing the BRT guideway | ***System-wide trips refer to total transit trips in the three county Triangle Region (Durham, Orange, and Wake Counties).

Based on the information presented in Table ES-1, the BRT-High and BRT-Low Alternatives clearly rate well in their ability to meet Goal 1: Improve mobility through and within the study corridor, Goal 2: Increase transit efficiency and quality of service, and Goal 3: Improve transit connections. In terms of ridership, a significant difference between LRT and BRT is that local bus routes can make use of the guideway in addition to the exclusive bus rapid transit service. This is termed interlining. The interlined buses include not only feeder buses, but also additional bus routes that could make use of portions of the bus guideway (busway). Riders could opt for a one-seat ride along the guideway onboard the feeder buses or could transfer to another route at one of the busway stations, thus potentially double-counting the boardings for BRT where the LRT would only see one boarding. It is not surprising that the sum of the ridership from the interlined bus routes and the BRT exceeds the LRT ridership. When looking at total transit trips in the region, however, this phenomenon is equalized between LRT and the BRT Alternatives. All three alternatives would increase system-wide transit trips in the region by a comparable amount.

The end-to-end travel time for the BRT Alternatives is slightly longer than the LRT Alternative; however, travel time does not seem to be a major differentiator with regard to passenger preference, as ridership on the BRT-High and BRT-Low Alternatives exceeds that of the LRT Alternative, even with a longer travel time. It should be noted that the travel time estimate for the BRT-High and BRT-Low Alternatives assume that the BRT-High Alternative will be permitted to run along the existing and proposed Pettigrew Street, which is within the NCR corridor. If the alignment is not permitted to operate within the rail corridor, alternate alignment options could increase travel times by 3 to 4 minutes. Additionally, while BRT-Low would result in marginally worse traffic impacts than LRT and BRT-High, traffic impacts are also not a major differentiator among the Build Alternatives.

Each of the three alternatives – LRT, BRT-High, and BRT-Low – meets Goal 5: Foster environmental stewardship; however, the use of fossil fuels by buses makes LRT a more sustainable and desirable technology over the long term. And, while each would result in limited impacts to the natural and built environments, environmental impacts have not proven to be a major differentiator between the alternatives.

From a cost perspective, the BRT-High and BRT-Low Alternatives best meet Goal 6: Provide a cost-effective transit investment by providing a lower capital cost investment and O&M costs within the planning horizon for the proposed project. In terms of capital costs, while LRT presents substantially higher costs than BRT, the cost of the LRT Alternative is still within the range of affordability as detailed in the Financial Plan being prepared for Durham, Orange, and Wake Counties. For O&M costs, as noted in Section 3.2.7, decision-makers must also consider that long-term, the O&M costs of the BRT Alternatives will likely escalate higher than those of the LRT Alternative due to the shorter life span of buses compared to trains, operations (driver) costs, and, potentially, fuel costs.

Ultimately the decision of whether BRT or LRT is a cost-effective technology choice will depend largely on ridership. Currently, the BRT Alternatives do have slightly higher forecasted boardings but, as discussed in Section 3.2.7, as peak hourly volumes reach the range more comparable to existing LRT and BRT systems, LRT can meet the increased demand at a lower capital and O&M investment than BRT.

While the BRT Alternatives have demonstrated ability to be competitive regarding most project goals, the LRT Alternative clearly surpasses the BRT Alternatives under Goal 4: Support local and regional economic development and planned growth management initiatives. The LRT Alternative has demonstrated public support and a proven record of producing local and regional economic

development benefits by enhancing and focusing growth within LRT corridors. LRT enhances opportunities for transit oriented development (TOD), and the resulting development can achieve rental rate premiums and higher land values over non-light rail served properties. Impressive levels of development have been constructed along LRT lines in many examples across the nation. As demonstrated by the dollars of investment with LRT corridors such as the Charlotte Blue Line, developers are interested in constructing TOD at LRT stations, as they see the value in the transportation advantage afforded by LRT. Further, in support of planned growth management initiatives, LRT's proven ability to focus growth would, in the long run, have a more substantial impact on mobility because the land use impacts will result in more choices.

Locally Preferred Alternative (LPA) Recommendation

Local and regional stakeholders place a high level of importance on economic development potential and focusing growth within the proposed transit corridor through TOD. LRT has consistently been proven to bolster economic development and focus growth. These potential development dollars are not insignificant. The LRT Alternative alone can fully address the stated Purpose and Need for a fixed-guideway investment in the Durham-Orange Corridor; it can enhance mobility, expand transit options between Durham and Chapel Hill, serve populations with high propensity for transit use, and foster compact development. For these reasons, the project team's recommendation is to carry forward the LRT Alternative as the LPA. The LRT Alternative is recommended for advancement with alignment options A3, C1 and C2, and D3 and the associated station locations for the following reasons:

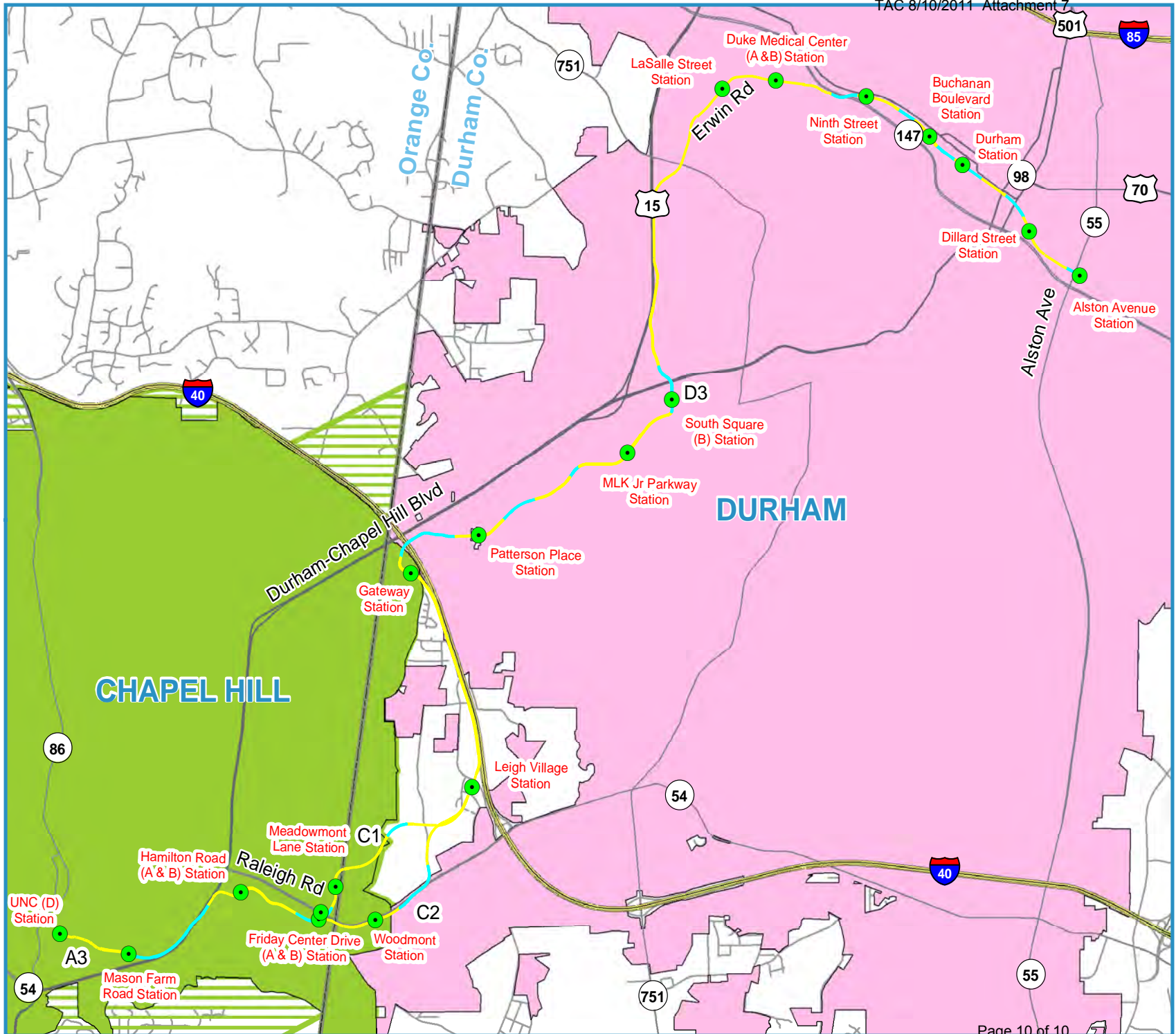
- *Alignment option A3:* As the preferred alignment option, supported by Town of Chapel staff and UNC & UNC Hospitals, this alignment and a future extension of the A3 option would mitigate the constraint of the extended walking distances to existing major employment and student centers.
- *Alignment options C1 and C2:* Alignment option C1 is the preferred alignment because it serves Meadowmont Village, an existing community that was designed to be a TOD. Long-term plans for fixed-guideway service within Meadowmont Village are also evidenced by the dedication of right-of-way, which would result in fewer private property acquisitions for alignment option C1 relative to alignment option C2. In addition, it should be noted that the ridership potential of Woodmont relies on potential development rather than on an existing community as in the case of Meadowmont. Although the alignment option C1 is recommended, the crossing of wetlands and US Army Corps of Engineer (USACE) owned property to the east of Meadowmont Village warrants additional coordination with the USACE and continued dialogue with community stakeholders to fully vet this issue. Therefore, the project team also recommends advancing alignment option C2 through to the Preliminary Engineering (PE)/National Environmental Policy Act (NEPA) phase in order to provide an opportunity for continued study.
- *Alignment option D3:* The potential for development for alignment option D3 and the surrounding land uses is, in the opinion of the project team, a very significant factor for the recommendation of D3 above and beyond the constraints cited in Table 3-24 of the Detailed Evaluation of Alternatives Technical Report.

Figure ES-1 illustrates the recommended LPA.

FIGURE ES-1
DURHAM-ORANGE
LOCALLY PREFERRED
ALTERNATIVE (LRT)

LEGEND

- Aerial Segment
- At-Grade
- Interstate
- US Route
- NC Route
- Railroad
- County Boundary
- Town of Chapel Hill
- Chapel Hill ETJ
- City of Durham
- Conceptual Station



0 0.3 0.6 1.2 Miles

JUNE 2011

Triangle Regional Transit Program

Durham-Orange County Corridor
 Alternatives Analysis

Volume 1: Detailed Definition of Alternatives Technical Report

Durham-Wake County Corridor Alternatives Analysis



Triangle Regional Transit Program
our transit future



JULY 2011

Prepared for: Triangle Transit
Prepared by: URSTeam

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- Appendix A – Station Evaluations
- Appendix B – Construction Impacts

Executive Summary

The 2035 Long Range Transportation Plan adopted by the Durham-Chapel Hill-Carrboro and Capital Area Metropolitan Planning Organizations in April 2009 identified corridors for major investments in fixed guideway transit over the next 30 years. Through a Transitional Analysis, the first step in the Alternatives Analysis (AA) process which was begun in March 2010, three priority corridors were selected for further consideration: the Durham-Orange Corridor; the Durham-Wake Corridor and the Wake Corridor. In order to identify the most appropriate initial investment or Locally Preferred Alternative (LPA) for each corridor, a broad range of transit technology and alignment alternatives were examined through the Conceptual Evaluation of Alternatives.

This Detailed Definition of Alternatives Technical Report presents the results of the Conceptual Evaluation of Alternatives and a recommendation for the Locally Preferred Alternative (LPA) for the Durham-Wake Corridor. The single Build Alternative which emerged from the AA process is Commuter Rail Transit in the Rail Alignment. In addition, the No-Build and the Transportation System Management Alternative (TSM), both of which are required by the Federal Transit Administration (FTA), are automatically recommended for advancement.

Detailed Alternatives The Detailed Alternatives defined in this report includes the No-Build, TSM, and CRT Alternative. A brief summary of each is provided below.

No-Build Alternative The No-Build Alternative includes all highway and transit facilities identified in the fiscally constrained 2035 LRTP, with the exception of the comprehensive system-wide rail transit network.

Transportation System Management (TSM) Alternative The backbone of the TSM Alternative would be a new bus route operating between Hillandale Road and Hillsborough Road near Duke University and US 70 and Greenfield Parkway near Clayton, covering a distance of approximately 37.5 miles and including 12 stops. Buses would operate at 10-minute headways in the peak periods and 20-minute headways in the off-peak periods. Travel time is estimated to be 106 minutes. The high-frequency bus route would closely follow the alignment of the Commuter Rail Transit (CRT) Alternative.

Commuter Rail Transit (CRT) Alternative The CRT Alternative would operate CRT vehicles within the existing North Carolina Railroad Company (NCR) right-of-way from west Durham to Garner, covering a distance of 37 miles. The CRT would operate at 30-minute headways during peak hours and 60-minute headways during off-peak hours. End-to-end travel time is estimated to be 52 minutes. A total of 12 station locations are proposed for the CRT Alternative.

LPA Recommendation The CRT Alternative is recommended to advance as the LPA for further environmental studies and engineering design for the following reasons:

- **CRT is the Most Suitable Technology for the Corridor** CRT is the most suitable technology to serve this corridor's long-distance travel patterns and commuter travel market.
- **CRT Alternative is Consistent with Local Plans and Policies** CRT can support land use planning and local economic development goals and policies. Support for utilizing the rail alignment for regional service has remained at the core of a number of local and regional plans.

Detailed Definition of Alternatives Technical Report

- **CRT Alternative Has Demonstrated Community Support** Comments received during public outreach efforts indicate strong interest in commuter rail for the Durham-Wake Corridor. In addition, it does not conflict with any concerns expressed by the FRA and the railroad companies operating in the NCRR corridor.
- **CRT Alternative Presents Minimal Environmental Impacts** Location of the CRT within the NCRR corridor right-of-way presents the best option for minimizing environmental impacts because it would operate within an active freight rail corridor thereby avoiding the introduction of new or substantial environmental impacts.
- **CRT Alternative Directly Accesses Key Employment Centers** The rail alignment can provide the most direct route to a number of regionally significant employment centers in the Durham-Wake Corridor.
- **CRT Alternative is a Cost-Effective Investment** The ability of CRT to share existing freight tracks in the NCRR corridor minimizes capital cost and, given the focus on providing peak period commuter service, presents a cost-effective investment alternative.
- **CRT Alternative is Competitive with the TSM Alternative** In addition to the reasons cited above, the summary of key performance indicators Table ES-1 demonstrates that the CRT/Rail Alignment Alternative substantially outperforms the TSM Alternative in terms of ridership and travel time. This is significant because the TSM is expected to perform similarly to the Baseline Alternative, which will be developed as a base comparison for the evaluation of the costs and benefits of a fixed-guideway investment by r FTA and local decision-makers.

Table ES-1 Summary of Performance Indicators for TSM and CRT

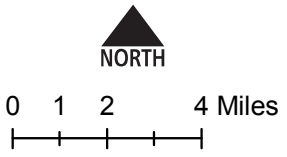
Indicator	TSM	CRT
Daily Boardings	300	6,900
Travel Time	106 minutes	52 minutes
Capital Cost (2011 dollars)	\$50M	\$650M
Annual O&M Cost (2011 dollars)	\$2.4M	\$10.9M

If the CRT Alternative is advanced as the LPA, the Final Definition of Alternatives will focus on conducting a more detailed comparison of the CRT Alternatives against the TSM Alternative.

FIGURE 2-2
DURHAM-WAKE
CRT ALTERNATIVE
ALIGNMENT

LEGEND

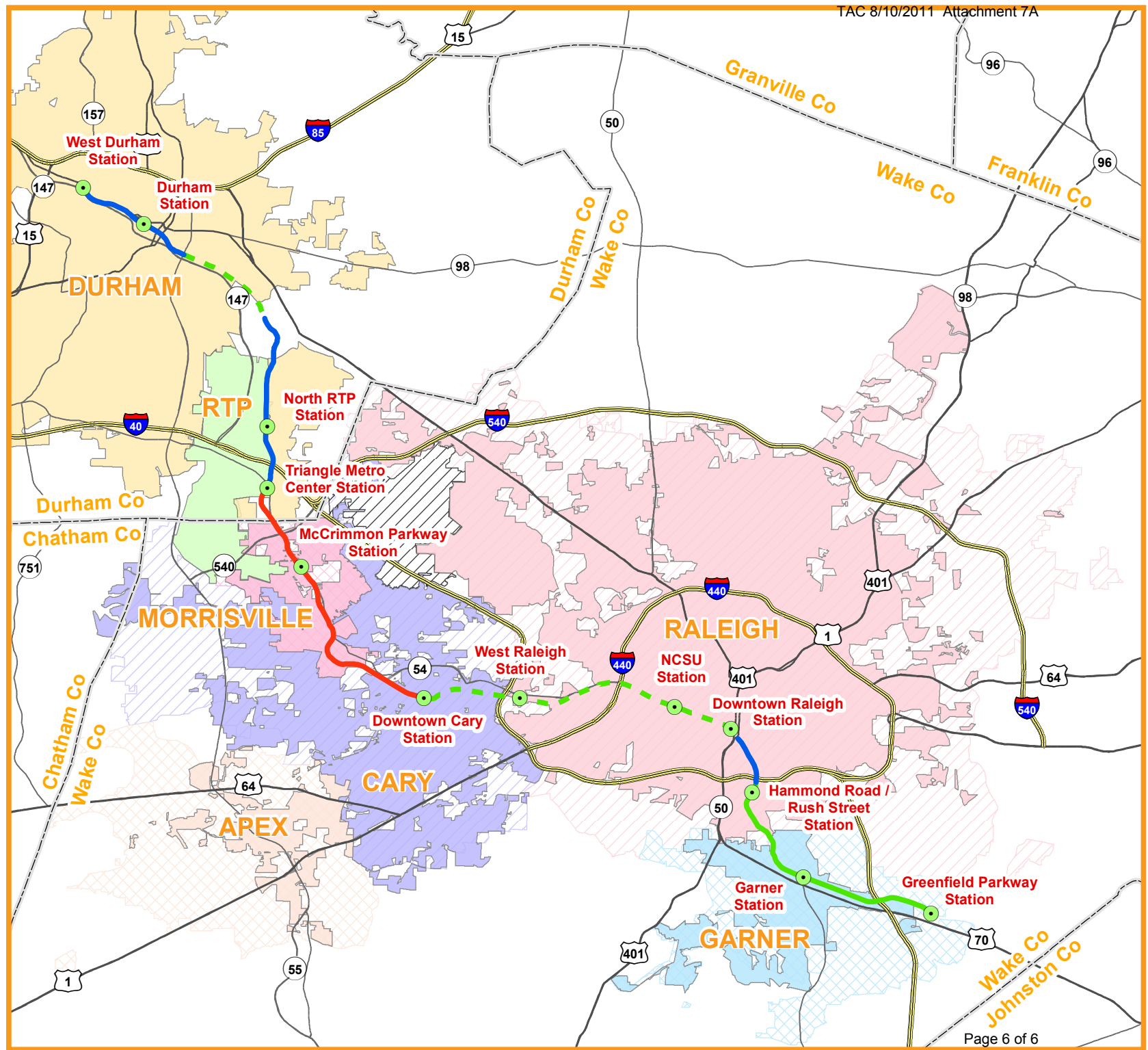
- TTA to Double Track
- NCDOT to Double Track
- Existing Double Track
- Existing Single Track
- Conceptual Station
- Interstate
- US Route
- NC Route
- County Boundary
- Town of Apex
- Town of Cary
- City of Durham
- Town of Garner
- Town of Morrisville
- City of Raleigh
- Research Triangle Park
- Apex ETJ
- Garner ETJ
- Morrisville ETJ
- Raleigh ETJ
- RDU Airport Overlay
- Cary ETJ



JUNE 2011



Durham-Wake County Corridor
 Alternatives Analysis



**RESOLUTION TO SUPPORT THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION'S EFFORTS TO DEVELOP AND IMPLEMENT COMPLETE
STREETS PLANNING AND DESIGN GUIDELINES**

AUGUST 10, 2011

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

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for multi-modal long-range transportation planning and programming; and

WHEREAS, DCHC MPO has adopted a goal to develop a pedestrian and bicycle system that provides a safe alternative means of transportation, allows greater access to public transit, supports recreational opportunities, and includes off-road trails; and

WHEREAS, the N.C. Board of Transportation adopted a Complete Streets Policy in 2009 for implementation by the N.C. Department of Transportation (NCDOT); and

WHEREAS, NCDOT is defining a comprehensive approach to creating complete streets through their long-range planning, project development, and maintenance processes; and

WHEREAS, NCDOT has released for public review a draft of Chapters 1 to 4 of the Complete Streets Planning and Design Guideline Framework; and

WHEREAS, complete streets are crucial components of transportation networks that provide mobility and safety for all users, including motorists, pedestrians, bicyclists, and transit users; and

WHEREAS, complete streets create long-term value for communities and sustainable transportation capacity and mobility; and

WHEREAS, residents and visitors are increasingly seeking transportation choices as they choose where to live, work, and visit; and

WHEREAS, the first part of NCDOT's draft Framework provides for the application of complete streets in a variety of contexts, a variety of street types and flexible designs to accommodate all users, and an open and collaborative process for communities to work with NCDOT to plan and design complete streets.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee (DCHC TAC) expresses its sincere appreciation for NCDOT's efforts to broaden its vision for designing public streets for all users

BE IT FURTHER RESOLVED that DCHC TAC supports the development of NCDOT's emerging guidelines for planning and designing complete streets.

BE IT FURTHER RESOLVED that DCHC TAC encourages NCDOT to continue their implementation efforts so that complete streets will provide for safe and comfortable travel by those who are driving motor vehicles, using transit, riding bicycles, or walking.

BE IT FURTHER RESOLVED that DCHC TAC will continue to work collaboratively with NCDOT to plan, design, and implement complete streets, provided here on this, the 10th day of August, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: August 10, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

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

MEMORANDUM

TO: Jay Bennett, Co-Chair, NCDOT Complete Streets Advisory Committee
Tracy Newsome, Co-Chair, NCDOT Complete Streets Advisory Committee

FROM: Dale McKeel, Bicycle and Pedestrian Coordinator, DCHC MPO

RE: Comments on NCDOT Complete Streets Planning and Design Guideline Framework

DATE: August 2, 2010

The Durham-Chapel Hill-Carrboro Transportation Coordinating Committee has reviewed the preliminary chapters of the NCDOT Complete Streets Planning and Design Guideline Framework and provide the following comments:

p. 8, last paragraph

Regarding the difference between streets and highways, this should not exclude consideration of context-sensitive multimodal facilities on highways, such as multi-use paths and other bike/ped facilities that parallel interstate highways (such as the I-205 Bike Path in Oregon or the Custis Trail along I-66 in Arlington, Virginia).

p. 12, Implementation

This section should also mention that there may be local ordinances and policies that need to be updated to reflect Complete Streets concepts.

p. 14, Chapter 2 - Process

More information should be added to this chapter to discuss the role of MPOs in the project development and design process

p. 18, first paragraph

Perhaps there should be some flexibility in the size and membership of the design team based on the scope and complexity of the project. In a time of austerity and intense focus on costs, the design team approach may be viewed by some as unnecessary and wasteful.

p. 18, “Evaluating Existing and Future Context” section

This part of the project development process should include a strong data collection component. Surveys of nearby residents/businesses – possibly at public scoping meeting or through a mailing – should identify public interest in, and comfort level with, walking/cycling/transit and what may encourage or deter residents/patrons from using these alternative modes. This may result in inclusion of innovative design features that would not have been considered without this public input.

A Road Safety Audit may also be appropriate to mention in this section as a potential way of using a field visit to measure the bike/ped/transit context of an existing street.

pp. 20-21, “Develop Alternatives” section

Visualizations should play a key role in public review of alternatives. Residents and businesses should be able to visualize in 3D what the corridor may look like with multimodal alternatives, and also have the opportunity to see case studies from other cities.

We liked the acknowledgement that given space constraints not all streets can be designed for every user or incorporate all section zones. It would be helpful to elaborate on that, providing more guidance or methodology for prioritizing or weighing different needs. Also, it is not clear how the guidelines would apply to relatively minor projects, such as the addition of a sidewalk to an existing street.

The guidelines also do not address the issue of electric power easements (or other utility easements) along roads and how those work against full implementation of the roadway cross sections, particularly canopy trees along the road. For example, a utility easement can limit the types of trees that can be planted in that easement.

It was noted that the guidelines do not reference the accommodation of some specific road users and situations, such as freight, emergency vehicles, and higher level transit (light rail, bus rapid transit, etc.). Perhaps supplemental guidance could be provided in the future.

p. 21, third paragraph, next to last sentence

Reference is made to resurfacing and bridge projects. More information is needed somewhere in the guide on these project types. For instance, it is sometimes possible to make a street more “complete” through restriping (e.g., road diets, etc.). Since bridges have a life of 75 years or more, it is important that they be designed to accommodate current and future needs of all users. For example, current guidelines sometimes make it difficult to include sidewalks on a bridge if there are not existing sidewalks on the approaches to the bridge.

p. 23, photo

The photo appears to show a bike lane to the right of a right turn lane, which is contrary to bicycle design guidelines. A different photo should be used.

p. 27, Urban Residential

This paragraph should also mention that access points can be limited through the use of alleys. Should there be a reference to NCDOT’s Traditional Neighborhood Design Guidelines somewhere in this guide?

p. 28, “Suburban Area Types” paragraph

Perhaps the discussion should be expanded to discuss the importance of street connectivity and collector level streets in dispersing traffic and reducing the need for multi-lane arterials and wide, complex intersections that are often unsafe and difficult for pedestrians and bicyclists to navigate.

p. 29, "Suburban Corridor" section, 2nd sentence from bottom

It is probably not accurate to say that bicycle and pedestrian facilities are "usually" present on suburban corridors in North Carolina. Perhaps a better word would be "often."

p. 29, "Suburban Residential" section, 1st sentence

Not all suburban residential development is located on the "outermost periphery" of North Carolina cities. Much of the growth in North Carolina cities has occurred since 1945, and there are many inner suburban neighborhoods.

p. 31, Elements of Level of Service section

More information is needed on the methodology for calculating Quality of Service. How do the definitions of Level of Service for walking and bicycling relate to the definitions used in the 2010 Highway Capacity Manual?

Will this document influence or change the Traffic Impact Analysis and mitigation processes? In many areas, but especially in transit-oriented compact neighborhoods, cities are planning for more intense development, but would rather see congestion mitigation through bicycle, pedestrian, and transit improvements, as opposed to roadway expansions. Could complete street recommendations for bike/ped/transit improvements be substituted for roadway mitigation measures? Also, when roadway or intersection modifications are required to mitigate development impacts, will these modifications include improvements that benefit pedestrians, bicyclists, and transit users?

p. 32, Bicycle Quality of Service

It should be noted that there is more information related to bicycle facility design in other documents, such as the AASHTO Guide for the Development of Bicycle Facilities and the MUTCD.

The Advisory Group should consider including cycle tracks as another bicycle facility. These have not yet been enshrined in the AASHTO Bicycle Guide or the MUTCD, but are a central part of the recommendations of the NACTO Urban Bikeway Design Guide: "A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane." (A cycle track in Vancouver, BC, is shown on p. 34 of the Complete Streets document.) Also, other innovative techniques, such as bike boxes could be discussed.

p. 32, Photo of Bicycle Lane

The gutter pan appears to be one-foot. The guidelines should clarify that NCDOT will allow one-foot gutter pans to better accommodate bicyclists.

p. 33, Paved Shoulders

Is NCDOT responsible for keeping paved shoulders free of debris outside of cities?

p. 35, Bulb-Outs / Curb Extensions

It should be noted that curb extensions can have a negative impact on cyclists if poorly designed or located and should not extend into bike lanes or wide outside lanes.

p. 35, Multi-Use Path

The last sentence states that trails should be “properly lit.” However, placing lights on trails is often cost prohibitive.

p. 44, “Suburban” section

“Bicycle lanes are the preferred treatment for accommodating bicyclists on higher volume and higher speed suburban streets.” – Suggest also adding side paths as another possible facility. This may be more suited to those less comfortable riding next to traffic.

p. 46, Discussion of Street Types

Make the integration of Complete Streets into the Comprehensive Transportation Plan (CTP) clearer. The CTP has traditionally centered on functional classifications and street cross-sections. Should this document be updated to reflect the CTP terminology for facility types and functions - freeway, expressway, boulevard, major/minor thoroughfare (as opposed to arterial, collector, and local)?

Also, what role will the local government have in implementation (assigning street-cross sections)? Will street cross sections be designated incrementally or as one coordinated effort at the outset?

p. 48, “Boulevard”

A broader, more inclusive definition of a boulevard may be more appropriate. Motor vehicles may be either at low OR moderate speeds. A boulevard is not necessarily multiple lanes. On-street parking could be provided between bike lane and curb, or in wide outside lane. Examples: Summit Ave., St. Paul, MN; Monument Ave., Richmond, VA; Esplanade Ave., New Orleans, LA.; Commonwealth Ave., Boston, MA. The medians themselves can serve as facilities for pedestrians or transit. St. Charles Ave. in New Orleans also accommodates rail transit in boulevard. On-street parking, bike lane, street trees, building enclosure, and narrow vehicle lane can contribute to traffic-calmed feel. Perhaps this is implied by the difference between urban and suburban boulevard. In this case, a more nuanced description may be advisable.

p. 48 Photo of a Boulevard

The photos shows trees planted between the curb and sidewalk. The document should reference (perhaps in an Appendix) NCDOT’s standards for allowing street trees to be planted between the curb and sidewalk.

p. 49, “Freeway/Expressway”

While recognizing these facilities’ primary function as accommodating motor vehicle traffic, would not foreclose the option for innovative solutions, such as potential multi-use paths in ROW where feasible. Agree interchanges/overpasses/underpasses are critical points that need complete streets elements.

p. 50, “Street Type Selection”

Advisory group should consider appropriateness of other street types such as shared street/*woonerf*, bicycle boulevard, and transit mall. Will these street types be excluded from consideration in central business districts, urban centers, and urban residential?

p. 51, Functional Criteria

Consideration should also be given to mid-block pedestrian crossings. Particularly on multi-lane suburban roadways, signalized intersections may be widely spaced and pedestrians often have little choice but to cross mid-block in order to access transit or services.

p. 67, Urban/Suburban Avenue

Should note on dimensional guidelines reference flexibility to use cycle track instead of bike lane where appropriate? NACTO recommends 5-7' width for bicycle travelway and 3' for buffer between parked cars and cycle track. See: http://nacto.org/wp-content/uploads/2011/05/CycleTrack_Segment_Annotated.jpg.

p. 71, Urban/Suburban Boulevard

Reference earlier comment on boulevard design

p. 81, Multi-use Path

Recommend more flexibility with shoulder material – either gravel, aggregate, or rubberized course to accommodate runners' preferences.

Typos / Editorial Comments:

p. 11, last line on page

Missing comma between design and constuction

p. 17, first paragraph

Appears to be a typo in last sentence: “CTP and CRTP” – should be LRTP

p. 25, next to last sentence

Should this sentence say “urban, suburban, and rural” instead of “urban, suburban, and town?”

p. 26, third sentence from the bottom

There appear to be some missing words in the sentence.

p. 39, “Adequate Connections to Transit” section

Typo – “Clear zones inside shelthers...” (should be shelters).

Thank you for your consideration of these comments. Please let me know if you have questions or need additional information.

August 10, 2011

To: Transportation Coordinating Committee**From:** Lead Planning Agency (LPA)**Subject:** Resolution of Support for the Closing of Pickett Road in Orange County for the Hollow Rock Access Area

Summary

The Hollow Rock Access Area Master Plan recommends closing Pickett Road through the park to reduce conflicts between park uses and through vehicle traffic. The Orange County Board of County Commissioners will need to initiate the road closing procedure with the North Carolina Department of Transportation (NCDOT). Given the road closing impacts on Durham citizens, the Durham City/County Planning staff organized and conducted a meeting for residents in the vicinity of Pickett Road. Approximately 55 people attended, and comments regarding the closing of Pickett Road received at the meeting were mixed. The primary concern of the attendees both in favor and opposed was the need for a traffic signal at the intersection of Randolph and Erwin Roads. City of Durham Transportation subsequently performed a traffic analysis in the area which determined that signal warrants were met at the intersection of Randolph Road and Erwin Road, and Kerley Road and Erwin Road. See attachment 8C.

The Durham City Council and Board of County Commissioners reviewed this issue and adopted a resolution of support for the road closing at their May 2nd and May 9th meetings, respectively. At their March 9th meeting, TAC members asked that this issue be brought to the TAC for discussion and a vote at their April 13th meeting. The TCC reviewed this item at their March 23rd meeting and deferred moving the item until several issues could be answered. Staff from several agencies had a discussion on the proposed road closing on April 8th and the LPA modified the draft resolution to address the TCC issues.

Recommendation

Receive this report and adopt a resolution in support of closing Pickett Road in Orange County, subject to:

1. A traffic signal is installed at the intersection of Erwin Road and Randolph Road, and,
2. Retain public access for bicyclist and pedestrians to use the approximate former roadway alignment of Pickett Road thereby allowing interconnection from the remaining Pickett Road segment and Erwin Road, and,
3. Adequate vehicle turn around facilities be provided at the end of the state maintenance section of Pickett Road; and,
4. There be a process to permit vehicles to travel on Pickett Road between Randolph Road and Erwin Road in the case of an emergency.

Attachments

- 08A – Vicinity map of road closing
- 08B – Hollow Rock map (excerpt from Master Plan)
- 08C – Traffic Analysis Report
- 08C – Durham City Council and Durham Board of County Commissioners approved resolutions.
- 08E – DCHC MPO proposed resolution

Background

The Master Plan for the Hollow Rock Access Area was developed as a partnership between the City of Durham, Durham County, Orange County and the Town of Chapel Hill. The future parkland is bisected by Pickett Road, which the master plan recommended closing in Phase II of the park development to provide better pedestrian connectivity and allow for parking. See attachment 8B, and the following link is a copy of the Hollow Rock Park Master Plan Final Report:

<http://www.rtpnet.org/newhope/preserve/Hollow%20Rock%20Park%20Master%20Plan%20report%20%28Final%209-23-09%29-2.pdf>

The section of Pickett Road to be closed is designated as a minor thoroughfare on the Durham-Chapel Hill-Carrboro Urban Area Thoroughfare Plan. The DCHC MPO will complete a Comprehensive Transportation Plan (CTP) within the next year that will supersede the 1991 Thoroughfare Plan, and staff anticipates that Pickett Road will be designated as a local road, not a thoroughfare in the CTP. The road is currently unpaved west of the Trinity School, and no improvements are proposed or funded. Pickett Road is maintained by NCDOT.

The portion of Pickett Road proposed for closure is entirely within Orange County. In order to close the road, the State Board of Transportation must vote to remove it from the State system, and a street closing petition must be approved by the Orange County Board of Commissioners. While the street closing is not within Durham's jurisdiction, Orange County has requested that the Durham City Council and Durham County Board of Commissioners adopt resolutions of support to be forwarded to Orange County.

In June of 2010, Durham Planning staff organized and conducted a community meeting to receive public input about the potential closure of Pickett Road. The purpose of the meeting was to receive input from Durham County residents, who would be most impacted by the decision even though the road segment proposed to be closed is within Orange County. Approximately 55 people attended. Comments voiced by the attendees at the meeting itself were generally mixed. The most frequent comment from both supporters and opponents was that a traffic light was needed at the intersection of Erwin Road and Randolph Road. The Durham Bicycle and Pedestrian Advisory Commission (BPAC) wrote a letter requesting that the road alignment continue to be open to bicycle and pedestrian access in the event of a closing to vehicle traffic.

In the fall of 2010, the City Transportation Department agreed to perform a traffic analysis at three intersections in the vicinity of Pickett Road (see attachment 8C): Erwin Road at Randolph Road, Erwin Road at Kerley Road, and Pickett Road at Randolph Road. The study concluded the first two intersections already meet signal warrants, regardless whether or not Pickett Road is closed. The intersection of Pickett Road and Randolph Road does not meet signal warrants in either case. Due to insufficient space, traffic signals cannot be placed at both the Erwin/Randolph and the Erwin/Kerley

intersections. Transportation's study recommends that a roundabout be placed at the Erwin/Kerley intersection instead.

The results of this study and the traffic signal warrant information has been forwarded to the North Carolina Department of Transportation (NCDOT). Installation of a traffic signal or roundabout at these intersections would be at the discretion of the NCDOT because the intersections are outside the boundary of the City of Durham and are state maintained.

At the December 2010 Durham-Chapel Hill-Orange Work Group meeting, some members requested crash data for the intersection of Erwin Road and Pickett Road. While raw accident data is available from NCDOT, the City Transportation Department does not currently have resources available to provide analysis for intersection outside of the City's jurisdiction. It should be noted that even if Pickett Road is closed, a driveway to Hollow Rock Park is proposed in the same location.

The TCC reviewed the proposed Pickett Road closing at their March 23rd meeting and had the following issues:

1. Clarity on who receives ownership of ceded right-of-way, and if it is the adjacent property owners, how will bike/ped access be maintained on private property.
2. How will automobiles and maintenance vehicles turn around on the closed end of the Durham side?
3. NCDOT has experienced lots of dumping (refrigerators, trash, etc.) at dead end roads. Who will be responsible for clean up?
4. NCDOT might prefer that part of the Durham County portion be closed and that the gate be located further east in the Durham side to reduce the incidence of dumping, i.e., the closely located houses and school will discourage dumping.
5. The park master plan shows vehicular access to the park from both Erwin and Pickett Road. Will the proposed closing of the road provide / allow for what is shown on the master plan?
6. What portion of the unpaved portion of Pickett is actually being proposed to be closed?
7. There are limited connectivity between Erwin Road and Pickett Road in this area. Can the closing be accomplished in such a way that the unpaved section of Pickett would remain available as an emergency connection (for instance, if a tree fell across Randolph in a hurricane)?

Staff from several agencies had a discussion on the proposed road closing on April 8th and the all the TCC issues appeared to be adequately addressed except that of trash dumping. At this time, an Orange County staff person is retrieving dumped items on an ad hoc basis.

Issues and Analysis

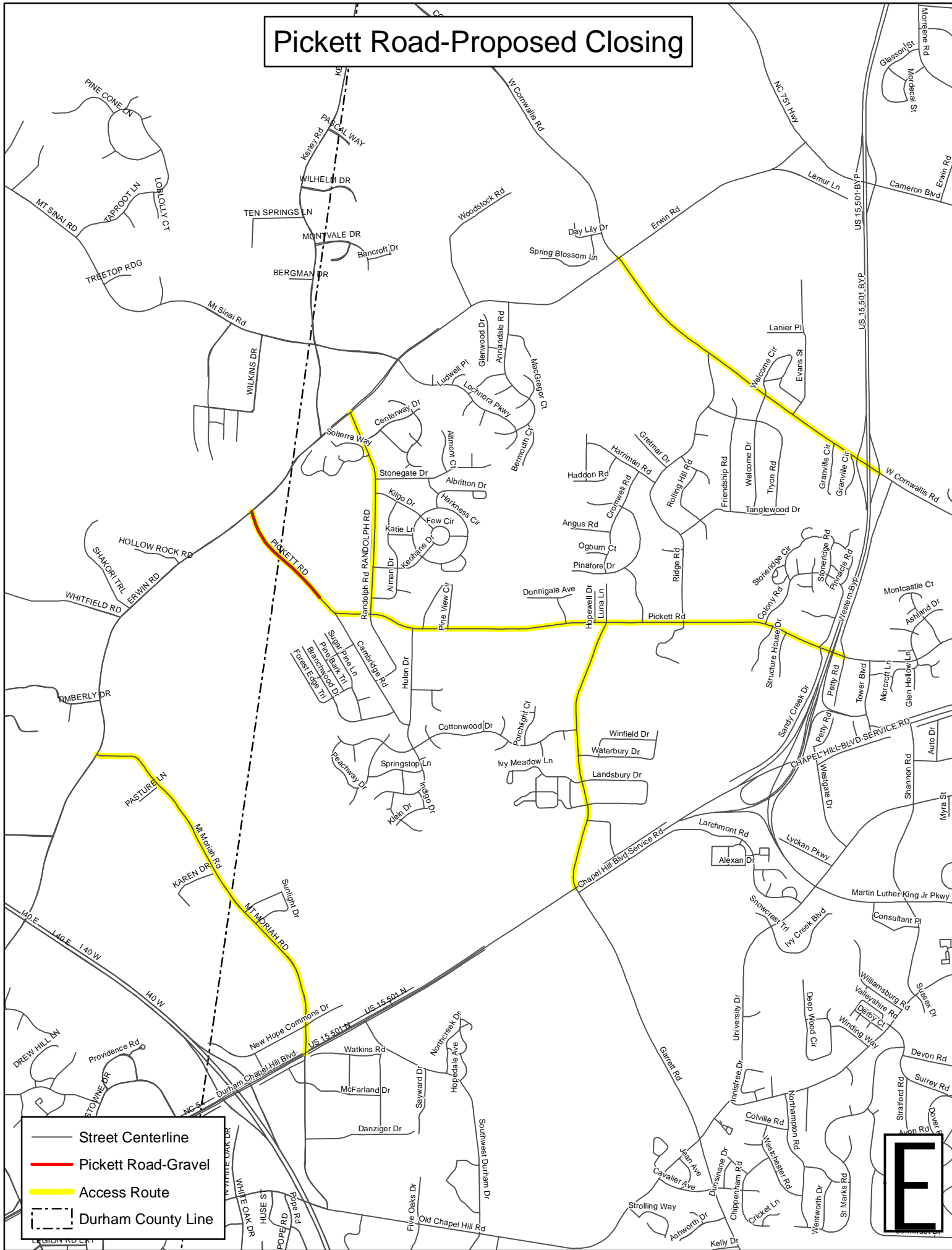
The closing of Pickett Road could have an impact on Durham residents, particularly those who live on Randolph Road. However, leaving the road open could undermine the public and private investment in the Hollow Rock Access Area.

The City of Durham Comprehensive Plan, chapter 8, calls for a "continuous and comprehensible street network" and the unified development ordinance rates new developments on a connectivity ratio. The proposed street closing runs counter to the connectivity objectives of the Plan and ordinance, e.g., south Durham residents will need to drive a longer, more circuitous route to get to the proposed park.

The subject section of Pickett Road had only 645 daily trips in 2009, compared to 3,972 on Randolph Road. It is reasonable to assume that many of the Pickett Road trips would be diverted to Randolph Road, as the closest alternative route. The provision of a traffic signal at the intersection of Randolph Road and Erwin Road would address present circulation and safety problems at that location, and could help alleviate the impacts of the additional traffic. While a roundabout is warranted by current conditions at the intersection of Kerley Road and Erwin Road, that location would be less impacted by the closure of Pickett Road and could be cost prohibitive.

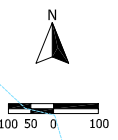
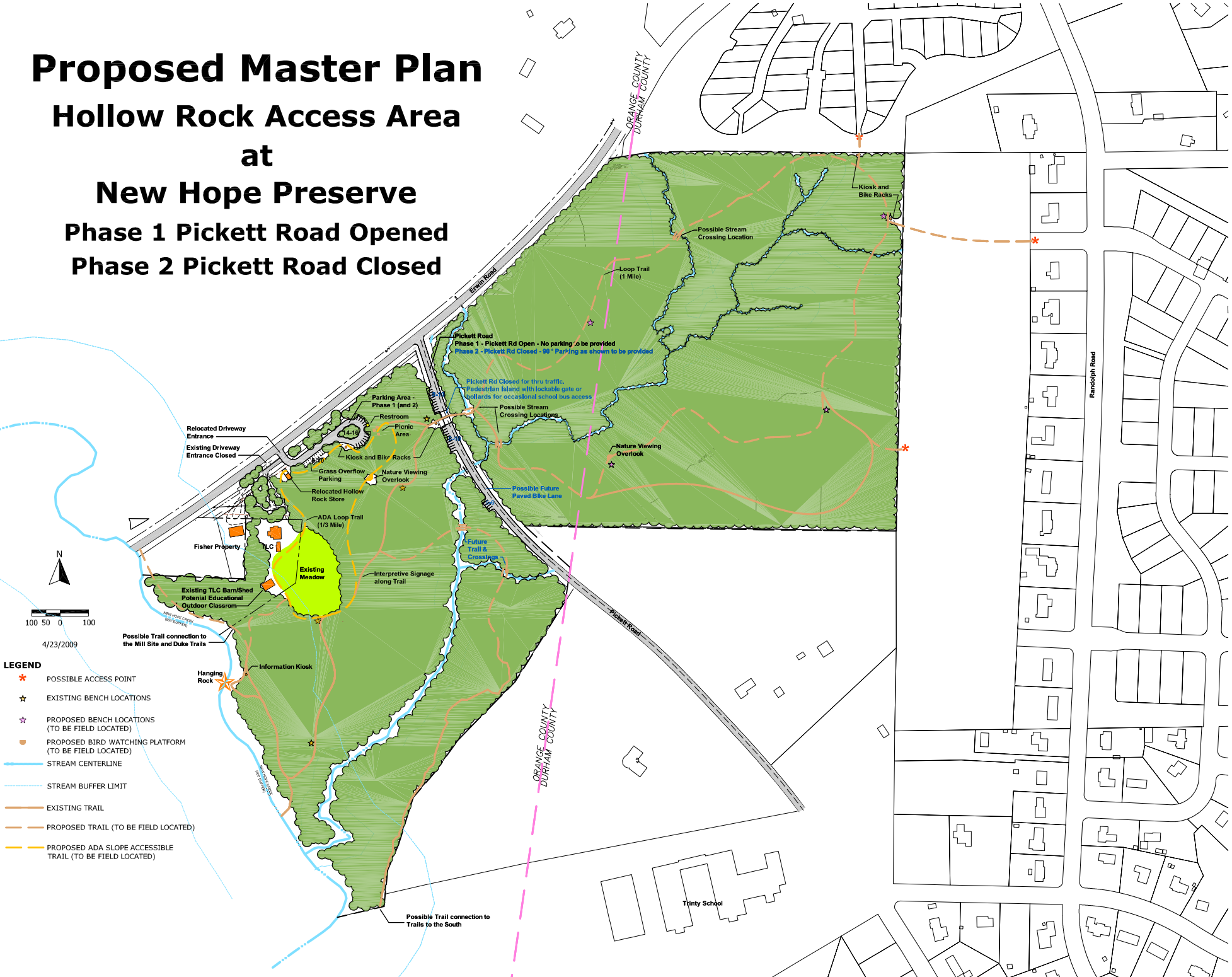
It is understood that the road will be closed by placing a gate across the road on the Orange County section so that no vehicles, except emergency vehicles, will be able to pass through. The MPO and NCDOT will want to ensure that vehicles have an adequate facility for turning around at the end of the state maintained section of the roadway, and that vehicles have pass through access in case of an emergency. In addition, the MPO will want to ensure that bicyclists and pedestrians are able to pass through or around the gate, and use the roadway alignment, to continue using the road alignment for through access. The NCDOT does not own the right-of-way for the unpaved section of Picket Road, and so apparently maintains the road through an implied usage.

Pickett Road-Proposed Closing



Proposed Master Plan Hollow Rock Access Area at New Hope Preserve

Phase 1 Pickett Road Opened
Phase 2 Pickett Road Closed



- LEGEND**
- ★ POSSIBLE ACCESS POINT
 - ☆ EXISTING BENCH LOCATIONS
 - ☆ PROPOSED BENCH LOCATIONS (TO BE FIELD LOCATED)
 - PROPOSED BIRD WATCHING PLATFORM (TO BE FIELD LOCATED)
 - STREAM CENTERLINE
 - STREAM BUFFER LIMIT
 - EXISTING TRAIL
 - PROPOSED TRAIL (TO BE FIELD LOCATED)
 - PROPOSED ADA SLOPE ACCESSIBLE TRAIL (TO BE FIELD LOCATED)

4/23/2009

Possible Trail connection to the Mill Site and Duke Trails

Possible Trail connection to Trails to the South

Trinity School

ORANGE COUNTY
DURHAM COUNTY

ORANGE COUNTY
DURHAM COUNTY

Randolph Road

Pickett Road

Edin Road

Relocated Driveway Entrance
Existing Driveway Entrance Closed

Fisher Property
TLC

Existing TLC Barn/Shop
Potential Educational Outdoor Classroom

Hanging Rock

Information Kiosk

ADA Loop Trail (1/3 Mile)

Relocated Hollow Rock Store

Grass Overflow Parking

Restroom
Picnic Area

Parking Area - Phase 1 (and 2)

Kiosk and Bike Racks

Nature Viewing Overlook

Possible Stream Crossing Locations

Loop Trail (1 Mile)

Possible Stream Crossing Location

Kiosk and Bike Racks

Pickett Road
Phase 1 - Pickett Rd Open - No parking to be provided
Phase 2 - Pickett Rd Closed - 90' Parking as shown to be provided

Pickett Rd Closed for thru traffic.
Pedestrian Island with lockable gate or bollards for occasional school bus access

Possible Future Paved Bike Lane

Future Trail & Crossings

Nature Viewing Overlook

Interpretive Signage along Trail

Possible Trail connection to the Mill Site and Duke Trails

Possible Trail connection to Trails to the South

Traffic Analysis Report

INTRODUCTION:

This report summarizes the findings of existing road conditions and the anticipated impact of the proposed closure of Pickett Road associated with the Hollow Rock Access Area Master Plan (<http://www.co.orange.nc.us/ercd/parks/HollowRockAccessArea.asp>).

The scope of this study is to assess if proper traffic control measures are currently in place on the surrounding roadway network and to determine the impact of the traffic redistribution by the proposed closing of Pickett Road at Erwin Road. It was determined that the following traffic conditions would need to be studied in order to accomplish this objective.

- Existing (2010) traffic conditions
- After (with closure of Pickett Road) traffic conditions

STUDY AREA:

The site (New Hope Preserve) is located on the southeast side of Erwin Road (SR 1306) just south of the intersections of Kerley Road (SR 1304) and Randolph Road (SR 1302). This report focuses on the following intersections:

- 1) Pickett Road (SR 1303) and Randolph Road (SR 1302)
- 2) Erwin Road (SR 1306) and Randolph Road (SR 1302)
- 3) Erwin Road (SR 1306) and Kerley Road (SR 1304)

ANALYSIS PROCEDURE:

Study intersections were analyzed using the Traffic Control Signal Warrants as outlined in the 2003 Manual on Uniform Traffic Control Devices (MUTCD) published by the U.S. Department of Transportation. As outlined in this manual a comprehensive investigation of the physical characteristics of the above referenced intersections, as well as the surrounding road grid network was completed. In addition, we collected the daily traffic volume for one week, collected speed data, and examined the individual accident history reports for the respective intersections.

For evaluation of existing conditions, the highest daily volume for each approach was selected for analysis purposes. For the proposed closing of Pickett Road, traffic counts that were previously collected (2009) at the proposed closure point were factored into the existing conditions.

Existing and proposed conditions were evaluated utilizing the 2006 PC-Warrants for Windows software, published by JAMAR Technologies, Incorporated.

ANALYSIS:**Pickett Road and Randolph Road**

The intersection was analyzed for signalization under existing and proposed conditions (closure of Pickett Road) with the following roadway characteristics. Copies of the signal warrant analysis and accident history report are attached.

Existing Conditions:

- Four-way intersection with a single lane approach for all directions
- Unsignalized with stop sign control on Randolph Road
- Stop ahead sign approaching intersection on Randolph Road (NB)
- Intersection ahead warning sign on Pickett Road approaching Randolph (WB)
- Adjacent land use is residential
- School Zone west of intersection
- Axle Weight Limit of 6.5 tons east of Randolph Road on Pickett Road
- No overhead lighting at the intersection proper
- No sight distance obstructions observed
- Posted speed limit:
 - South of Pickett Road on Randolph Road 25 mph
 - North of Pickett Road on Randolph Road 35 mph
 - Pickett Road 35 mph east and west of Randolph Road

Findings: (Existing Conditions)

No signal warrants were met and no deficiencies were identified from a pavement marking or signing standpoint. The accident history report, for the last five years, revealed three correctable type accidents. There were no correctable accidents reported over the last year. In summary, the intersection does not meet the threshold for crash experience as outlined in the signal warrants.

Findings: (Proposed Conditions)

No signal warrants were met with the proposed closure of Pickett Road.

Erwin Road and Randolph Road

The intersection was analyzed for signalization under existing and proposed conditions (closure of Pickett Road) with the following roadway characteristics. Copies of the signal warrant analysis and accident history report are attached.

Existing Conditions:

- Tee intersection with single lane approach eastbound on Erwin Road
- Two lane approach (1 TH, 1 LT) westbound Erwin Road
- Two lane approach (1 LT, 1 RT) northbound Randolph Road
- Unsignalized with stop sign control on Randolph Road
- Stop ahead sign approaching intersection on Randolph Road (NB)
- Intersection ahead warning sign on Erwin Road (EB) & (WB)
- Adjacent land use is primarily vacant with some residential
- School Zone east of intersection
- No overhead lighting at the intersection proper
- No sight distance obstructions observed
- Posted speed limit:
 - Randolph Road 35 mph
 - Erwin Road 45 mph

Findings: (Existing Conditions)

Signal warrants #1, #2, #3, and #8 were met. No deficiencies were identified from a pavement marking or signing standpoint. The accident history reports, for the last five years, revealed one rear-end type accident. No accident patterns or concerns from a safety standpoint were identified.

Findings: (Proposed Conditions)

Signal warrants #1, #2, #3, and #8 were met. No additional warrants were met with the proposed closure of Pickett Road factored in; however, an additional condition was met under warrant #1. In addition, the number of hours exceeding the thresholds increased under multiple conditions within the individual warrant summaries. The proposed closure of Pickett Road further signifies the need for additional traffic control at this intersection.

Erwin Road and Kerley Road

The intersection was analyzed for signalization under existing and proposed conditions (closure of Pickett Road) with the following roadway characteristics. Copies of the signal warrant analysis and accident history report are attached.

Existing Conditions:

- Tee intersection with single lane approach for all directions
- Unsignalized with stop sign control on Kerley Road
- Stop ahead sign approaching intersection on Kerley Road (SB)
- Intersection ahead warning sign on Erwin Road (WB)
- Adjacent land use is residential and commercial
- School Zone north of intersection
- Overhead street lighting on one corner of the intersection
- No sight distance obstructions observed
- Posted speed limit:
 - Kerley Road 45 mph
 - Erwin Road 45 mph

Findings: (Existing Conditions)

Signal warrants #1, #2, #3, and #8 were met. No deficiencies were identified from a pavement marking or signing standpoint. The accident history reports revealed that there were a total of 6 accidents over the last 5-year period resulting in 2 injuries with total property damage of \$37,600. Of the 6 reported accidents, 2 were of the correctable nature. The severity index was 11.83. There were no correctable accidents reported over the last year. In summary, the intersection does not meet the threshold for crash experience as outlined in the signal warrants.

Findings: (Proposed Conditions)

Signal warrants #1, #2, #3, and #8 were met. No additional warrants were met with the proposed closure of Pickett Road factored in; however, an additional condition was met under warrant #1. In addition, the number of hours exceeding the thresholds increased under multiple conditions within the individual warrant summaries. The proposed closure of Pickett Road further signifies the need for additional traffic control at this intersection.

CONCLUSIONS:

This study revealed the need for additional traffic control at two of the focus intersections. The proposed closure of Pickett Road further solidifies this need.

As noted in this report, currently Warrants #1, #2, #3, and #8 are solidly met at the intersections of Randolph Road/Erwin Road and Kerley Road/Erwin Road. The accident history report did not reveal any existing patterns of concern at either intersection; however, past experience suggests that the crash experience will likely increase when undue delay occurs.

Warrant #3 is the best indicator for undue delay on the minor-street and there are now 5 periods (hours) that are plotting above the minimum threshold for both intersections. This coupled with a posted speed limit of 45 mph on Erwin Road, suggests that there is an increased risk for more severe crashes. We believe appropriate applied traffic control measures can mitigate the potential for such an occurrence. In summary, with 4 significant warrants being met and a potential for severe crashes going forward, we believe there is sufficient justification for immediate action.

The City of Durham recommends signalization at one of the intersections and a roundabout at the other. Signalization is warranted at both intersections, but due to other factors and the unique characteristics of each intersection, signalizing both is not desirable. The main issue, for not signalizing both locations, is the close proximity of the intersections. These two intersections are within 750' of one another. Other determining factors are related to the physical layout of the respective intersections.

The leading factor for selecting Randolph Road and Erwin Road for signalization is for efficiency and operational reasons. Operational reliability will likely translate into a desirable safety performance. Operationally, a signal here will enhance the movement of vehicles due to the spacing with the adjacent existing signal at Lochнора Parkway/Mt. Sinai Road/Erwin Road. The approximate spacing is 1500' and is a desirable distance to maintain vehicular progression for motorists traveling this segment of roadway. Other important factors were carefully evaluated. This intersection is more conducive to adding signalization because of the physical layout. The geometric alignment is advantageous consisting of the classic 90 degree aligned tee intersection with excellent sight lines. Proper channelization, including paved turn lanes are in place and there are no utility conflicts with poles, cabinet, wires, and signal head installations.

The intersection of Kerley Road and Erwin Road is better suited for a roundabout installation. As noted in the MUTCD, signal installation is not the panacea for all traffic problems at intersections. There are other alternatives and in some cases better treatments for addressing the problems associated with signal warrant indicators. One treatment gaining popularity in the United States is the roundabout installation. Unfortunately, the rapid expansion of the use of roundabouts is currently not controlled by any real warrants. However, it has been proven that roundabouts are effective in moving vehicles with decreased delay and greater efficiency than traffic signals in some instances.

Although this intersection does not meet the crash experience warrant for a signal, the severity index is somewhat elevated. Our recommendation for a roundabout is an excellent treatment to

address the high severity indicator. Roundabouts are not only popular for their operational benefits, but are proven to be useful enhancements for traffic calming and safety. A roundabout effectively decreases driving speeds to 30 mph or less and significantly reduces the number of vehicular conflict points. Both characteristics will likely improve the high severity index at this intersection. Another factor supporting a roundabout installation is the close proximity to the intersection of Randolph Road and Erwin Road. While 750' is less than attractive for two adjacent signal installations, this spacing is workable for a roundabout. Lastly, the skewed alignment of Kerley Road with Erwin Road points to a roundabout as a fitting treatment.

RECOMMENDATIONS:

The following are roadway improvements recommended under current conditions:

Pickett Road and Randolph Road

- No improvements are recommended at this intersection

Erwin Road and Randolph Road

- Signal installation is recommended

Erwin Road and Kerley Road

- Roundabout installation is recommended

RESOLUTION #9762

**CITY OF DURHAM
RESOLUTION IN SUPPORT OF THE CLOSURE OF A PORTION OF PICKETT ROAD IN
ORANGE COUNTY**

WHEREAS, the citizens of Durham and Orange Counties have made significant investments in Hollow Rock Park; and

WHEREAS, The Master Plan for the Hollow Rock Access Area of the New Hope Preserve was adopted by the City Council on November 16, 2009; and

WHEREAS, through traffic on Pickett Road may be detrimental to the success of the Park; and

WHEREAS, the current average daily traffic volume on the subject portion of Pickett Road is modest (645 vehicles per day); and

WHEREAS, a traffic analysis performed by the City Transportation Department determined signal warrants are met at the intersections of Erwin Road and Randolph Road and Erwin Road and Kerley Road.

NOW, THEREFORE BE IT RESOLVED, the City Council of the City of Durham supports the permanent closure of Pickett Road in Orange County, from the Durham County line to Erwin Road, provided:

1. A traffic signal is installed at the intersection of Erwin Road and Randolph Road prior to the closure of Pickett Road; and
2. An easement shall be retained providing for public pedestrian and bicycle ingress, egress, and regress.

This being the 2nd day of May.

**APPROVED BY
CITY COUNCIL**

MAY 2 2011

CITY CLERK

D. Ann Gray

**DURHAM COUNTY
RESOLUTION IN SUPPORT OF THE CLOSURE OF A PORTION OF PICKETT ROAD IN
ORANGE COUNTY**

WHEREAS, the citizens of Durham and Orange Counties have made significant investments in Hollow Rock Park; and

WHEREAS, The Master Plan for the Hollow Rock Access Area of the New Hope Preserve was adopted by the Durham County Board of Commissioners on December 14, 2009; and

WHEREAS, through traffic on Pickett Road may be detrimental to the success of the Park; and

WHEREAS, the current average daily traffic volume on the subject portion of Pickett Road is modest (645 vehicles per day); and

WHEREAS, a traffic analysis performed by the City Transportation Department determined signal warrants are met at the intersections of Erwin Road and Randolph Road and Erwin Road and Kerley Road.

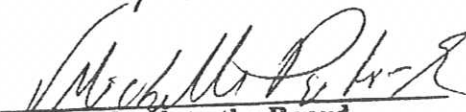
NOW, THEREFORE BE IT RESOLVED, the Durham County Board of Commissioners does support the permanent closure of Pickett Road in Orange County, from the Durham County line to Erwin Road, provided:

1. A traffic signal is installed at the intersection of Erwin Road and Randolph Road prior to the closure of Pickett Road; and
2. An easement shall be retained providing for public pedestrian and bicycle ingress, egress, and regress.

This being the 9th day of May.

**Approved By The
Board of County Commissioners**

May 9, 2011


Clerk to the Board

**DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)
RESOLUTION IN SUPPORT OF THE CLOSURE OF A PORTION OF PICKETT ROAD IN
ORANGE COUNTY**

August 10, 2011

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

WHEREAS, the citizens of Durham and Orange Counties have made significant investments in Hollow Rock Park; and

WHEREAS, The Master Plan for the Hollow Rock Access Area of the New Hope Preserve was adopted by the Durham City Council on November 16, 2009; and

WHEREAS, through traffic on Pickett Road may be detrimental to the success of the Park; and

WHEREAS, the current average daily traffic volume on the subject portion of Pickett Road is only 645 vehicles per day; and

WHEREAS, a traffic analysis performed by the City Transportation Department determined signal warrants are met at the intersections of Erwin Road and Randolph Road and Erwin Road and Kerley Road.

NOW, THEREFORE BE IT RESOLVED, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization does support the permanent closure of Pickett Road in Orange County, in area between the Durham County line and Erwin Road, provided:

1. A traffic signal is installed at the intersection of Erwin Road and Randolph Road, and,
2. Retain public access for bicyclist and pedestrians to use the approximate former roadway alignment of Pickett Road thereby allowing interconnection from the remaining Pickett Road segment and Erwin Road, and,
3. Adequate vehicle turn around facilities be provided at the end of the state maintenance section of Pickett Road; and,
4. There be a process to permit vehicles to travel on Pickett Road between Randolph Road and Erwin Road in the case of an emergency.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: August 10, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Triangle Regional Transportation Demand Management (TDM)

July 27, 2011

Transportation Demand Management (TDM) programs promote alternative commuter transportation options to the single occupant vehicle driven on a traditional 5-day-per-week schedule. These alternatives include carpooling, vanpooling, telecommuting, transit, bicycling, walking and flexible or compressed work schedules.

Over the past few years, an innovative, cooperative and cost-effective TDM program has been developed in the Research Triangle Region by state, regional, local, university and private-sector partners, based on six key fundamentals:

1. A single, coordinated metropolitan-wide partnership with state and MPO joint funding and oversight. The Triangle TDM program is a cooperative effort among the program manager (Triangle J Council of Governments), program sponsors (NCDOT's Public Transportation Division, the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO) and TDM service providers (a variety of local and regional agencies, universities and private sector partners). NCDOT and the two MPOs jointly fund activities and serve on an oversight committee along with FHWA and state Division of Air Quality staff. The Triangle J Council of Governments administers the program on behalf of the project sponsors.
2. A guiding plan with a measurable goal. Activities funded by the partnership are guided by the 7-year Triangle Regional TDM Plan (www.triangletdmplan.com). The plan was developed by a collection of stakeholders and adopted by the Durham-Chapel Hill-Carrboro and NC Capital Area MPOs and the Triangle Transit Authority. The plan has a goal of reducing the growth in commuter VMT by 25% over 7 years compared to the baseline forecast.
3. Clear delineation of services and responsibilities. Activities are divided into four categories: (i) regional services, (ii) local "hot spot" services, (iii) pilot or demonstration services, and (iv) monitoring and evaluation. Regional services -- including an Emergency Ride Home program, single TDM brand and gateway website with on-line rideshare matching, and annual TDM campaign -- are marketed region-wide. Local services are targeted to direct commuter-outreach in the places identified in the regional TDM plan as having the greatest potential for success. Four overall strategies are employed by all service providers:
 - Conduct marketing efforts/activities focused on reducing commute trips as identified in a marketing plan
 - Coordinate activities with local transportation and land use planning efforts
 - Collect and calculate data on VMT reductions related to TDM activities
 - Operate consistent with the program goals regarding making our transportation infrastructure safer, more efficient in moving goods and services, and longer-lasting.

4. An annual competitive call for projects with leveraging of partner resources. Each year, applicants submit proposals to the oversight committee for funding to provide regional services, local services and pilot or demonstration activities. Funding is leveraged through applicant matches that range from 20% to 50% of total project costs. Since FY2008-2009, the first year of the 7-Year Triangle TDM Plan, the Triangle TDM Program has doubled the number of service providers in the region without increasing the program budget. FY2011 service providers include: City of Raleigh, Clean Energy Durham, Duke University, NC Central University, NC State University, The Research Triangle Park through its SmartCommute@rtp project, Town of Chapel Hill / Town of Carrboro, Triangle Transit, University of North Carolina at Chapel Hill and Wake Technical Community College.
5. A results-orientation that tracks and quantifies progress. The Triangle Regional TDM Program has been evaluated by an independent consultant to determine impact results from local and regional TDM service providers. Impact Reports for FY2008-2009 and FY2009-2010 are complete. These reports illustrate success well above the projected outcome and goal set for annual reductions in VMT and emissions as originally established by the 7-Year Triangle TDM Plan. The Triangle J Council of Governments is continuing to improve these efforts through further evaluation and monitoring of programs to maintain an increasing level of success. Additional information and detail on these evaluation reports are provided below.
6. Seamless integration with Long Range Transportation Plan, TIP and related air quality conformity processes. The partnership approach and 7-year plan have enabled NCDOT and the two MPOs to successfully incorporate project descriptions and funding into the 2035 Long-Range Transportation Plan and several iterations of the MTIP and STIP, even under difficult fiscal conditions. And although the partners have not yet used off-model credits for TDM activities in the air quality conformity process, the monitoring and evaluation activities undertaken as part of the program provide a strong quantitative basis for doing so in the future.

Impact Results and Evaluation Methodology

The Triangle Region's TDM program includes both regional and local components, which are designed to work as a package to facilitate commuters' choice of alternative modes. Some of the services can be evaluated independently of the others, but most are inter-related, thus the evaluation approach adjusts the credits for individual services to eliminate double-counting participation, which would otherwise result in over-estimating service benefits.

Note also that not all TDM services available in the region are represented in the calculation. The evaluation does not include impacts for services that are not directly supported by the Triangle J Council of Governments grant funding. Access to other TDM services in the region could play a significant role in influencing mode choice for some commuters. However, evaluation of these services was beyond the scope of this project.

Using the method defined above, independent consultants estimated the travel, air quality, and energy saving impacts of TDM strategies supported through the Triangle J Council of Governments in FY2008-2009 and FY2009-2010. Two levels of impacts were calculated, shown in the tables below as “All Changes” and “Directly Influenced Changes.”

FY 2008-2009 Triangle TDM Program Results

Impact Indicator (Daily measures)	All Changes	Directly Influenced Changes
Placements (new alternative mode users)	16,992	10,263
Daily Vehicle Trips reduced	13,361	8,725
Daily Vehicle Miles Traveled reduced	173,307	110,753
Emissions reduced (daily kilograms)		
– Nitrogen Oxides (NOx)	108	70
– Volatile Organic Compounds (VOC)	148	95
– Carbon Dioxide (greenhouse gases)	74,304	47,839
Energy savings – daily gallons of gasoline saved	6,851	4,411

FY 2009-2010 Triangle TDM Program Results

Impact Indicator (Daily measures)	All Changes	Directly Influenced Changes
Placements (new alternative mode users)	27,431	18,536
Daily Vehicle Trips reduced	16,057	10,465
Daily Vehicle Miles Traveled reduced	213,857	142,437
Emissions reduced (daily kilograms)		
– Nitrogen Oxides (NOx)	135	91
– Volatile Organic Compounds (VOC)	184	124
– Carbon Dioxide (greenhouse gases)	92,369	62,119
Energy savings – daily gallons of gasoline saved	8,517	5,728

The All Changes columns report impacts assuming that all travel changes that occurred following use of Triangle Region TDM program services were motivated or assisted by the services. This likely overstates the true impact somewhat. The second, more conservative estimate included only changes that commuters reported were directly influenced by the TDM service. This estimate almost certainly undercounts the impacts, by excluding mode changes that the commuter reported were motivated by other factors but that were facilitated by the TDM service. For these changes, the service might have played a supporting role. Both the high and conservative levels of impacts are reported, but the “true” impact of the services likely falls somewhere between these two extremes.

For more information regarding this program, please contact Sean Flaherty, Energy & Environment Planner at Triangle J Council of Governments: 919-558-2700 or sflaherty@tjcog.org

Triangle Regional TDM Program Webpage: <http://www.tjcog.dst.nc.us/regplan/transdemand.shtml>

2011 Durham Trip Reduction Ordinance Change Summary

In Process: Revised and Updated Durham County Trip Reduction Ordinance: We hope these changes and updates will streamline the process, show follow-through and illustrate positive results of a successful and manageable program. It will be more user friendly and utilize processes that will be consistent and easy to manage and track year to year.

1. Update premise of ordinance from NC State guidelines based in 1999-2009 for growth in VMT reduction, to reflect both the Durham County GHG emissions reduction goals as well as the 7 year TDM objectives.
2. Update to make consistent wording and verbiage that matches terminology commonly used by outreach coordinators in marketing TDM programs.
3. Remove duplications or moot points/verbiage.
4. Update community goals and baseline
5. New deadlines:
 - a. Single survey cycle : possibly bi-annual survey
 - b. New CTR Deadline - June 30th
 - c. Consideration of bi-annual survey process (next survey Fall 2012 or Spring 2013)
6. Remove multi-jurisdictional advisory board section; doesn't happen anymore (24-120)
7. Update 24-122 – review process for effectiveness of ordinance (doesn't happen now, but will starting with Employer Forum in the fall, 2011)
8. Standardize the process with County officials/staff for compliance.
9. Better define “major employer”, FTE employees, and employer contractor qualification (depending on # contractors at worksite, vs where the contractor is located)
10. Update definitions

Updates on GoTriangle: Explanation of and link to Durham County Ordinance as well as City of Durham Resolution regarding the same on the GoTriangle website under “go-info/for-employers” along with new, online version of revised CTR report.

Other Updates/Changes:

1. New CTR Report
2. New Non-Compliance Letter
 - a. Warning letter 1st time to CEO
 - b. Copy to State Advocate
 - c. 2nd year out of compliance, fine through county
3. New compliance certificate awarded to all who meet all criteria (paper certificate)
4. New companies added to list: potentially 100 companies gt 100 employees in Durham County (in addition to approximately 60 we have on record/contacts for now)

Durham Ordinance Employer Forum – Durham 10 Year Celebration!: planned for September, October timeframe for all ordinance employers to:

1. Report on results of last decade ordinance participation
2. Unveil and explain new ordinance, forms, certificates, compliance process
3. Commend on survey participation
4. Review new CTR report and process

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 10, 2011

Subject: **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality Conformity Process**

The DCHC MPO will be approving three documents by September 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program,
- Amendment #2 to the 2035 Long Range Transportation Plan,
- and corresponding air quality conformity determinations.

The MTIP must be coordinated with the State Transportation Improvement Program which was approved by the Board of Transportation in July 2011. The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, an air quality conformity determination report must be prepared and approved.

A schedule for the three documents is listed below:

- 2/9/2011 For the air quality modeling process, the TAC needs to identify changes to non-exempt projects in the first four years of the MTIP and projects crossing air quality horizon years in the LRTP.
The TAC releases the draft MTIP and LRTP Amendment #2 for public comment.
- 3/1/2011 through 6/17/2011 Air quality modeling, emission analysis, and conformity report preparation.
- 3/9/2011 The TAC holds a public hearing on the draft MTIP and LRTP Amendment #2.
- 6/22/2011 The TAC authorizes the release of the air quality conformity draft for public comment.
- 8/2/2011 Air quality conformity draft released to provide 30-day comment period.
- 9/14/2011 The TAC holds a public hearing on the air quality conformity draft and approves the air quality determination report. TAC approves the final MTIP and LRTP Amendment #2.

10/1/2011 Deadline for federal approval of air quality conformity determination report to avoid a conformity lapse.
 *FHWA staff will try to expedite their approval to avoid a conformity lapse. However, they advise that we should be prepared for the likelihood of a two week lapse.

Draft MTIP

The North Carolina Department of Transportation released the draft FY 2012-2018 State Transportation Improvement Program (STIP) in August 2010. The seven-year STIP is included within the Department's ten-year work program for FY 2011-2020. The DCHC MPO met with NCDOT to discuss the STIP in November 2010. Subsequently, the TCC developed a recommended draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP).

In February, the TAC released the draft MTIP for public comment and held a public hearing at the March meeting. The MPO's public involvement plan establishes a minimum three-week public comment period. An advertisement was posted in the Herald-Sun on February 16, 2011, and a press release was issued on February 28, 2011. Copies are available in the planning departments of all MPO member jurisdictions and in public libraries as well as on www.dchcmo.org.

Final MTIP

The final STIP is posted at <http://www.ncdot.gov/download/performance/STIP.pdf>. This document was approved by the Board of Transportation on July 7, 2011.

The tables below include all projects where either the MPO requested a change to the draft STIP and/or where NCDOT changed the draft STIP. Projects where the MPO did not make any requests and no changes were made are not included in these tables.

Projects in final STIP:

Project	MPO Request	Final STIP	Final MTIP
I-3306 (I-40 widening)	Accelerate widening from US 15-501 to NC 86.	No schedule change – years 1 & 2 of 4 year project funded in FY 2019 & 2020. Overall cost increased.	Match STIP. Note request for first phase in description. Phasing to be determined during environmental study.
I-0305 (I-85 widening)	Include widening of NC 86 from 70A to Old NC 10.	Schedule delayed 2 years. Begins in FY 2019.	Match STIP. Note request for NC 86 widening in description. Inclusion of improvement on y-lines to be determined during environmental study.

R-5164 (resurfacing)	None.	More projects included as breaks. NC 147 and US 15-501 under construction. Main Street added as break to be let with B-3638.	Match STIP.
U-5304 (US 15-501 improvements)	Accelerate.	No change.	Match STIP.
U-5324, was FS-1005C (NC 54 widening I-40 to NC 55)	Add funding.	Added year 1 of R and U funding in FY 2020.	Match STIP.
U-3308 (Alston Avenue widening)	None.	Schedule delayed 1 year. Construction begins FY 2015.	Match STIP.
U-4716 (Hopson Road grade separation, railroad improvements)	None.	Schedule delayed 1 year. Construction begins FY 2013.	Match STIP.
EB-4707 (Old Durham-Chapel Hill Rd. bike/ped)	Add funding.	Schedule delayed 1 year. Construction begins in FY 2012.	Match STIP. Amendments can be made as the estimate is confirmed and funding is identified.
FS-1008B (NC 751 widening US 64 to Durham County)	None. Widening is not in the 2035 LRTP.	Feasibility Study Scheduled	Match STIP.
B-5348 (SR 1005 bridge over Phil's Creek)	None.	Schedule accelerated 1 year.	Match STIP.
B-4943 (SR 1616 bridge over Dial Creek/Lake Michie)	None.	Schedule accelerated 3 years.	Match STIP.
B-5512 (SR 1902 bridge over Lick Creek)	None.	New project added. Construction in FY 2020.	Match STIP.
EB-5514 (University Drive bike/ped)	Project on MPO priority list.	New project added. Construction in FY 2015.	Match STIP.
C-5230 (Durham Traffic Signal Controller Upgrade)	None.	New project added. Uses statewide CMAQ funds.	Match STIP.
W-5318 (NC 86 safety improvements)	None.	Accelerated to ROW in FY 2012 and construction in FY 2013	Match STIP.
P-4405 (Rail crossing safety initiative)	None.	New project added. Uses HSR funds.	Match STIP.
EL-4999 (Acquisition of rail corridors and construction of bike/ped trails in Durham)	None.	Schedule accelerated. Project in progress by Rail Division.	Match STIP.
P-2918 (Rail equipment and capital yard maintenance facility)	None.	Schedule change. Uses HSR funds.	Match STIP.

Projects not in final STIP:

Project	MPO Request	Final STIP	Final MTIP
C-4402 (NC 54 bicycle)	Project programmed by	Deleted. "To be evaluated"	Not included.

facility)	DCHC MPO using CMAQ funds selected for 2006-2012 TIP. Inactive project.	as part of FS-2005C"	Previous CMAQ funds were subject to rescissions. Future CMAQ funding could be considered if needed.
Z-4007B (SR 1927 Brewer Road at NS RR crossing safety improvements)	None.	Deleted. "Construction not authorized"	Not included.
NC 54 widening Fordham Blvd. to I-40	Add project for short-term recommendations of NC 54 Corridor Study.	Not included.	Not included. Amendments can be made to include individual projects recommended by final study.
Fayetteville Road widening	Add project with funding in FY 2016-2018.	Not included.	Include as requested.
Erwin Road modernization	Add project with funding in FY 2016.	Not included.	Include as requested.
Jack Bennett Road modernization	Add project with funding in FY 2016.	Not included.	Include as requested.
Churton Street widening	Add project with funding in FY 2019-2020.	Not included.	Include as requested.
Eno Mountain Road Mayo Street realignment	Add project with funding in FY 2020.	Not included.	Include as requested.
NC 86 widening (north of Hillsborough)	Add project with funding in FY 2020.	Not included.	Include as requested.
Orange Grove Road extension	Add project with funding in FY 2020.	Not included.	Include as requested.
Park and Ride Facilities	Add projects with funding in FY 2016-2020.	Not included.	Include as requested.
Orange Grove Road Pedestrian Bridge	Add project with funding in FY 2016.	Not included.	Include as requested.

Minor corrections:

Project	MPO Request	Final STIP	Final MTIP
CMAQ Projects	Include all MPO projects and approved schedule	Corrections made.	Match STIP.
STPDA Projects	Include all MPO projects and approved schedule	Corrections made.	Match STIP.
New Freedom Grant Projects	Include all MPO projects and funding.	Listed projects are estimates. Amendments to be made as individual projects selected.	Include as one MPO-wide project. Amendments to be made as individual projects selected.
Job Access/Reverse Commute Grant Projects	Include all MPO projects and funding.	Listed projects are estimates. Amendments to be made as individual projects selected.	Include as one MPO-wide project. Amendments to be made as individual projects selected.
Chapel Hill Transit project TE-5202 (Carolina North – Carrboro Fixed Guideway)	Fix project description and operator.	\$6.2M for capital in FY 2017	TE-5202 should be deleted or modified to be a Triangle Transit project from Chapel Hill to

			Durham with funding for PE.
TE-4903 (Durham-RTP-Raleigh Fixed Guideway)	Fix description of funding	\$2.0M for capital in FY 2013	Change funding to PE.

The TAC will also approve an updated the STPDA table that will correspond with the final MTIP.

2035 LRTP Amendment #2

Amendment #2 to the 2035 LRTP corrects the mileage for five projects to match the figures in the STIP/MTIP and changes the air quality horizon year for one project (Carver Street Extension). Additional changes are included to correct the Capital Area MPO's projects. In addition, the modeled network was modified to include a full access interchange at Carr Road as part of the East End Connector project.

Several DCHC MPO projects were coded incorrectly in the modeled network for the 2035 LRTP air quality conformity determination. The air quality conformity determination for the 2012-2018 STIP/MTIP and 2035 LRTP Amendment #2 will correct this error. Since the projects were correctly listed in the 2035 LRTP report, no amendment is needed to correct this modeling error.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 10, 2011

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.

FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects

Town of Carrboro Transportation Study/Main Street Road Diet

- ✓ Consultant selected
- Scope development/contract negotiation underway
- Data Collection to commence in September 2011

Town of Hillsborough Downtown Transportation Study

- ✓ Consultant selected
- Scope development/contract negotiation underway
- Data Collection to commence in September 2011

2040 Long Range Transportation Plan LRTP

- LRTP Schedule/Timeline TAC Approval – August 2011
- Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- 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
- Phase 2 - ongoing
- Study completion – June 2012

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 – underway

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

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 – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- Trend Forecasts
- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

MPO Congestion Management Process CMP

- ✓ CMP Procedure Plan approval – completed
- FHWA Approval of CMP procedure plan – August 2011
- CMP data requirement collection plan – Fall of 2011
- CMP Data collection and monitoring – ongoing
- CMP implementation – ongoing
- State-of Systems Report – December 2012
- Evaluation of effectiveness of CMP projects and funded projects - ongoing

MPO Safety and Security Plan

- Action Plan and schedule to be completed in September 2011

Update of the MPO Public Involvement consistent with Federal Certification Review

- Action Plan and schedule to be completed in September 2011

MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP)y Plan

- Action Plan and schedule to be completed in September 2011

MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan

- Action Plan and schedule under development

MPO Freight Plan and Integration

- Action Plan and schedule to be completed in September 2011

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: 0.4%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 12/15/2010	Estimated Completion: 7/22/2011
Last Estimate Thru: 4/21/2011	Scheduled Progress: 100%
Last Estimate Paid: 4/26/2011	Actual Progress: 99.99%

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: 4.93%
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: 12/30/2011
Last Estimate Thru: 6/30/2011	Scheduled Progress: 97%
Last Estimate Paid: 7/19/2011	Actual Progress: 48.82%

Contract Number: C202164	Route: SR-1959
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-4011
Length: 0.767 miles	Federal Aid Number: STP-1959(3)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).	
Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS.	
Contractor Name: TRIANGLE GRADING & PAVING, INC	
Contract Amount: \$4,666,751.41	Cost Overrun/Underrun:
Availability Date: 6/27/2011	Letting Date: 5/17/2011
Completion Date: 7/13/2012	Work Began: 7/13/2011
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

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>Availability Date: 4/4/2011 Completion Date: 8/26/2011 Revised Completion Date: Last Estimate Thru: 6/30/2011 Last Estimate Paid: 7/13/2011</p>	<p>Letting Date: 2/15/2011 Work Began: 4/4/2011 Estimated Completion: 8/26/2011 Scheduled Progress: 60% Actual Progress: 59.59%</p>
<p>Contract Number: DO00069 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE 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 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102G Federal Aid Number: BRNHS-0147(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00070 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE 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 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102E Federal Aid Number: BRZ-1940(2) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00076 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Jeffrey D. Allen, PE 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 Availability Date: 6/6/2011 Completion Date: 10/18/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: I-40 County: Durham TIP Number: BK-5102F Federal Aid Number: BRSTP-1959(5) RE Phone Number: (919)733-9499 Cost Overrun/Underrun: Letting Date: 9/2/2010 Work Began: 7/21/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	ahead of schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	ahead of schedule	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Rev. compl. 10/15/11	behind schedule	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43030	Safety improvements near railroad crossing #736157R on SR 1843 (Seawell School Rd.)(signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	N/A	8/30/2011	F.A. construction scheduled to be complete by 8/1/11	\$45,000	Small Construction
Orange	43114	Install a pedestrian countdown signal and crosswalk on SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	N/A	8/30/2011	F.A. construction complete	\$20,000	Small Construction
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		County is administering contract; bids opened	\$20,275	CMAQ
Orange	EB-4409 34025.1.1	Installation of Orange County Bike Route Signs	4/5/2011	Rev. compl. 9/10/11	on schedule	\$34,564.50	STP
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	estimated completion 8/12/11	behind schedule	\$8.60 million	TIP (IM)
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	Construction authorization approved	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	Division reviewing Town's revisions	\$50,000 \$108,000	SRTS/STP-DA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	SS-4907 T 42204.2 42204.1 42170	Construct a right turn lane on SR 1710 and install a traffic signal @ NC 86	10/20/2010	9/1/2011	100% complete	\$215,000	Spot Safety-State
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	\$40,878	FA construction pending utility relocation	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Design pending scope revision	\$198,000	Spot Safety-State
Orange	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	11/1/2011	F.A. construction to be coordinated with resurfacing project	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	SFY 2012		Municipal Agreement with Town of Carrboro; Division has reviewed consultant PS&E	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	SFY 2012		Municipal Agreement with Town of Carrboro	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	SFY 2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994)	\$737,500	STPDA
Orange	U-4726 IE	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Municipal Agreement with Town of Chapel Hill; CLOMR pending	\$120,000	STPDA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	11/15/2011		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$700,000	STPDA
	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	6/1/2012	12/31/2012	Consultant design	\$450,000	High Hazard Safety
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
<i>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</i>							
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 inOrange County	Apr. 17, 2012			\$4.0 million	
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	

Transit, political officials convene

The Herald-Sun By Ray Gronberg June 23, 2011

DURHAM -- Triangle Transit's board and the local Transportation Advisory Committee on Wednesday cleared the decks for Durham County Commissioners to decide soon on whether they'll hold a fall referendum on a sales-tax surcharge to pay for new transit routes.

The two groups voted to approve the financing plan for the new bus and rail lines officials hope to open or build with the money the half-percent surcharge would help raise.

Triangle Transit leaders also voted to set up a one-county special tax district for Durham spelling out in legal terms where the surcharge would apply.

The trio of votes were all preliminary steps state law requires before Durham can schedule a referendum or use any of the money it gleens from the surcharge.

Thanks to them, Durham commissioners can debate the issue Monday night "knowing the two agencies with the most jurisdiction [over transit] have looked at this and find it acceptable," said David King, Triangle Transit's general manager.

The plan endorsed Wednesday calls for an expansion of the bus network deployed by King's agency and the Durham Area Transit Authority.

It also envision development of two rail systems, one running mostly at peak hours along existing tracks to link Durham to communities to the east, the other an all-new light-rail system linking Durham to Chapel Hill.

Construction of the light-rail system depends on officials convincing the federal and state governments to pick up 75 percent of its estimated \$1.4 billion construction cost. The peak-hour "commuter rail" service likely could be paid for solely with local funds.

Wednesday's board and committee meetings weren't the only preparatory moves officials made that day for the upcoming County Commissioners vote.

Mayor Bill Bell, Durham County Commissioner Ellen Reckhow and Triangle Transit General Counsel Wib Gulley also traveled to Duke University on Wednesday to meet with three of the school's top executives.

Reckhow said afterward that they briefed Duke Executive Vice President Tallman Trask and other officials on the transit plan and answered questions.

Duke officials are likely to issue a letter endorsing the document soon, she added. The school will stay neutral on the sales surcharge, in part because of its tax-exempt status under state law.

During Wednesday Triangle Transit board meeting Durham City Councilman Howard Clement quizzed King and Reckhow on preparations for the fall campaign. He wanted assurances that advocates of the system had lined up the necessary political support.

"Time to me is of the essence," Clement said. "A vote in November will be here before we know it."

King said he believes key business groups like the Greater Durham Chamber of Commerce and the Regional Transportation Alliance "will both be heavily involved" in the campaign, although the alliance would have preferred a three-county tax vote also including Wake and Oranges counties.

Clement made it clear he also would have preferred a three-county move. But county leaders in both Wake and Orange said they'll wait until 2012 to call referenda of their own.

Orange County Commissioner Alice Gordon told both groups Wednesday that her board wants to cooperate but isn't ready yet to endorse elements of Durham plan that affect their community.

That includes a cost-sharing deal that calls for Orange to pay for a stretch of the light-rail system in the Durham County section of Chapel Hill, she said.

Orange commissioners in agreeing to wait on a referendum in their county said also agreed to hold off on approving their county's transit-expansion plan.

Triangle considers ramp meters

The Herald-Sun By Ray Gronberg June 23,2011

DURHAM -- The Triangle sometime in the not-too-distant could follow the example of cities like Los Angeles and begin using special "ramp meter" traffic signals to control how quickly motorists enter its freeways.

Governments on both sides of the region are poised to join forces with the N.C. Department of Transportation on a \$400,000 engineering study that officials hope will produce an implementation plan for one or more meter projects.

The move comes because DOT engineers see the signal systems as a cheap way to deal with some of the congestion afflicting highways like Interstate 40, at least compared to the cost of buying additional right of way and building new lanes.

At metered ramps they might have to widen the pavement slightly or lengthen the acceleration lanes, "but that's minor in the scheme of things," said Joey Hopkins, deputy division engineer for the DOT office that covers Durham County.

Hopkins was on hand Wednesday to help brief elected officials from Durham and Orange counties who sit on the local Transportation Advisory Committee. The group agreed unanimously to the study.

But members warned DOT to expect opposition from the public.

"Any kind of metering will not be well received by our citizens," Durham County Commissioner Ellen Reckhow said. "The reaction will probably be negative."

At present, the only signals controlling the entrances of the region's freeways are the normal traffic lights intended to keep motorists from crossing in front of and crashing into one another.

Ramp meters are different. Placed at the top or bottom of a ramp, they flash red long enough to force drivers to come to a stop and hold in place for a few seconds. A green follows quickly, releasing them to enter the freeway. The cycle repeats itself for the next car or truck in line.

The idea is to make sure merging vehicles join the traffic flow at regular intervals, rather than in the sort of clumps that can trigger slowdowns and, at peak hours, actual backups.

The devices have been in use in this country since the early 1960s, and are heavily used in at least eight other cities aside from Los Angeles.

Drawbacks to them include the possibility of causing backups on secondary roads as motorists await their turn to merge.

Hopkins noted that engineers have to weigh such problems when they're deciding on meter placements.

"There's clearly safety benefits and congestion benefits from using ramp metering, in the appropriate places," he said. "You don't just put it everywhere."

He added that DOT had toyed with the idea of installing meters on interchange serving Raleigh's Beltline, but opted not to because the one they were looking at likely wouldn't have worked well.

When the agency does install the area's first ramp meters, engineers will "be sure it's implemented in the best place not only from a safety and congestion standpoint, but from a marketing standpoint, to convince people this is good to use," Hopkins said.

Reckhow, however, pointed out that her board had heard earlier in the week from a resident who supported expanding the local transit system as an alternative to using ramp meters and other congestion-busting stopgaps.

"It's just a whole different way of living and driving," she said, recalling her first encounter with ramp meters while she was visiting family in Minneapolis. "The fact that this is on the agenda in my opinion is further evidence of the need for more options for our citizens regarding mobility."

Sales tax votes set for fall ballot

The Herald-Sun By Ray Gronberg June 28,2011

DURHAM -- County Commissioners voted 5-0 on Monday to call referendums this fall on a half-percent local option sales tax for public transit and a quarter-percent sales tax for public education.

The votes ratified a recommendation from County Manager Mike Ruffin and came after the commissioners approved the manager's fiscal 2011-12 budget, which held the county's overall property tax rate steady.

Commissioners Chairman Michael Page indicated that Ruffin's ability to draft a budget that didn't require an increase in the property rate this year influenced Monday's decision about the timing of the transit referendum.

The manager and his staff have warned that rising debt payments associated with the new courthouse and human-services center the county's building downtown will put increasing pressure on Durham County's tax base.

"We didn't want to bring this on next year when [an increased] property tax is likely," Page said.

The quarter-percent for Durham Public Schools and Durham Tech, meanwhile, is driven by state budget cuts and the expiration next year of remaining federal economic-stimulus aid that's supporting teaching jobs in the DPS system.

Officials also believe they have "a window of opportunity," Commissioner Ellen Reckhow said, because the N.C. General Assembly is allowing a statewide 1 percent surcharge to expire next month.

Even if both local-option proposals pass, consumers in Durham will pay a quarter cent less on the dollar than they're paying now for sales tax on major purchases. Food, medicine and gasoline are exempt from the local levies.

The transit levy provoked the most discussion, which led to an agreement by commissioners that even if it passes, they will hold off on actually allowing administrators to start collecting it.

They sided with Durham Mayor Bill Bell's suggestion that they tie the timing of the start of collection to a decision by one of Durham's neighboring counties also passes a transit tax.

That overcame qualms voiced by Commissioners Joe Bowser and Becky Heron, who both felt the proposal would make more sense to voters if it was on the ballot simultaneously in Wake and Orange counties.

The proposed transit system, which proposes a combination of new bus and rail lines, will only work as "a partnership between our three communities," Bowser said.

He added that he worries that a one-county referendum make it look like Durham is "the only piece trying to get into the puzzle."

Wake and Orange officials previously agreed that they wouldn't call transit referenda in their counties this year, preferring to shoot for 2012 in order to give them more time to finish route and system planning.

Heron and Bowser signaled that they weren't completely happy with the state of the transit plan commissioners endorsed before voting to call the referendum. They were skeptical about whether it offers enough to residents in northern Durham County, particularly on the rail front.

The plan calls for express bus service between Rougemont and the Duke Medical Center, supported by new park-and-ride lots along the way, but Bowser and Heron thought planners should also consider using the rail line that runs from central Durham toward Person County.

That would be a new twist in local transit planning, which has long focused on linking Raleigh, Cary, Durham and Chapel Hill along the present N.C. Railroad corridor and a new right of way near U.S. 15-501, Interstate 40 and N.C. 54.

Reckhow agreed that the northern rail route is worth a new look, but insisted that it's reasonable to start serving northern Durham with buses. When it comes to rail, because of the heavy capital costs, "you can't build a whole system at once," she said.

County officials believe the half-percent levy will generate a bit more than \$18 million a year to support transit work, and that the quarter-percent will raise about \$9 million a year for DPS and Durham Tech.

Alternative transportation efforts recognized

The Herald-Sun Orange County News July 18,2011

CHAPEL HILL - Several Go Chapel Hill-Carrboro program participants were recognized on July 8 for outstanding alternative transportation efforts at the The Golden Modes - Annual Triangle Commuter Awards event held by the area Go Triangle Transportation Demand Management Coordination Program.

The transportation initiative recognizes those who contribute to local efforts of keeping the air clean and green while reducing traffic congestion.

The Town of Chapel Hill was recognized for achieving the second-largest percentage of employees (in the 500 to 999 employee category) to participate in the Smart Commute Challenge program and agreeing to use alternative transportation sometime during April or May. The first-place award went to Time Warner Cable. Phil Mason from the Town of Chapel Hill Planning Department was selected as one of the regional award winners for the Smart Commute Challenge. Mason frequently uses alternative transportation to travel to work.

Additional awards include the following:

Golden Spoke - Goes to top cyclists (most miles traveled, most interesting commute, multi-modal) and companies that support cycling (offers facilities, coordinates with local businesses to provide showers, etc).

The 2011 Golden Spoke award goes to a group called Spoke N Revolutions.

"Spoke N Revolutions is a challenging and rewarding exploration program promoting an active, health-conscious lifestyle, while providing a support structure to facilitate personal development at home, school, as well as in the community," the Spoke N Revolutions website says.

This nonprofit organization is integral to the bicycle community both young and old in Chapel Hill and Carrboro and makes a presence in bicycling events throughout the area lending a hand whenever possible in both the planning and implementation process.

Golden Sneaker - Goes to a pedestrian and/or pedestrian-friendly company. This year's Golden Sneaker award goes to Jack Spratt Café on Franklin Street in Chapel Hill. Owners Kyle Heath and Jason Ray make a point of encouraging both employees and customers to walk, bike or use transit to and from the café for morning coffee or evening drinks. Most all of the employees and customers walk to the café.

The business has been involved for several years in a hands-on approach with participation in community alternative transportation events and will be hosting several upcoming green transportation events in the next few months. The owners not only talk the talk, but also walk the walk using the Chapel Hill sidewalks to get to and from work without a vehicle daily.

Golden Ticket - Goes to a champion of transit in the ambassador program, always working with fellow employees to get them on the correct buses, etc. and/or company that offers great transit benefits. The Golden Ticket award for 2011 goes to Ellen Perry of Carrboro.

Perry is a frequent user and champion of the Chapel Hill Transit system. She participates regularly in workshops helping to encourage others to understand how to use Chapel Hill Transit. She offers information to staff on making both the Para Transit and larger Chapel Hill Transit System rider friendly for everyone. Perry never hesitates to help the town when needed and offers new perspectives on understanding how to better communicate information to the community regarding public transit use.

NC conservation trust gets \$2.7M for scenic byways

WRAL.com Posted: 4:01 a.m. Monday, July 18, 2011

RALEIGH, N.C. The Federal Highway Administration's National Scenic Byways Program has awarded \$2.7 million to the Conservation Trust for North Carolina and 10 local land trusts to help with protection of natural, historic, cultural and visual resources along designated scenic byways.

A statement from the Raleigh-based trust says land trusts will use the new funding to build on accomplishments under a 2006 grant, which helped 10 land trusts prepare conservation plans along 25 Scenic Byways in North Carolina.

The 2011 grant will pay to implement elements of those plans, including outreach to landowners regarding conservation efforts. It will also finance new conservation plans.

The projects will help safeguard scenic farms and critical wildlife habitat, as well as strengthen economies on the byways and expand recreational opportunities for local residents and visitors.

Routes lead cyclists on county tour

The Herald Sun By Beth Velliquette July 22, 2011

HILLSBOROUGH -- As one of the last steps in mapping and marking a bicycling guide for Orange County, a sign company has been installing special indicators that mark four routes.

Working with Orange County, the N.C. Department of Transportation developed the routes, three of which link to other routes in neighboring counties and one that takes riders on a perimeter tour around the county.

The signs, which are green and show a bicycle and a number, mark the four routes.

"It's a fairly small sign," said David Hunt, information specialist for Orange County. "They're popping up all over the place."

The signs correspond to a map, Bicycling Orange County, that the state and the county began distributing last year. The routes were developed with the help of local bicyclists, who responded to requests by the county to get together and discuss the roads that might be part of the four routes.

Route 1 is an 83-mile perimeter route that starts at Carr Mill Mall in Carrboro and takes the rider on a tour of the rural areas of Orange County past dairy farms, pastures and hayfields. It heads first to Mebane, then northeast to the upper corner of the county, drops south into Chapel Hill, through the UNC campus and then back to Carrboro via the Libba Cotton Bikeway.

Route 2 is a 17-mile segment of the 700-mile Mountains-to-Sea Bicycle Route, and it cuts across the southwestern corner of Orange County, starting at the Alamance County line on the old Greensboro Highway and heading into Carrboro on Jones Ferry Road. From there it cuts south on Smith Level Road, east on Culbreth Road and out Mt. Carmel Church Road to the Chatham County line.

Route 3 is a 25-mile tour that cuts east and west across Orange County from Mebane, through Efland and downtown Hillsborough, then northwest on New Sharon Church Road to Guess Road, where it dips south into Durham County.

Route 4 is a north-south route that runs from the very northwest corner of Orange County through downtown Hillsborough, then south on Orange Grove Road and Dodson's Crossroads to White Cross and south into Chatham County.

After the local cyclists working with the Orange County Planning Department came up with the routes that they thought were the safest and easiest to ride, the plans were sent to the N.C. Department of Transportation, said Karen Lincoln, a planner with the county who worked on the project.

"N.C. DOT staff rode every one of them, and decided, according to their standards, if they met their criteria," Lincoln said.

The document includes a map of the county showing the four routes, as well as individual maps of Hillsborough, Efland, Mebane and Chapel Hill and Carrboro that show details of the routes. It also includes descriptions of points of interest along the routes.

The maps are so popular that they can't keep enough of them in the store, said Tamara Sanders, manager of The Clean Machine, a bike shop in Carrboro.

"That's why I had to label this one, 'Shop Copy' so we could have it as a reference," she said.

The routes on the map are color coded, and sections that are high-traffic areas are specially marked, which Sanders liked.

"They definitely did a good job of pointing out the high-traffic areas," Sanders said.

Although the map has pictures of wrenches to indicate where bicycle shops are located, Sanders wished the map included the phone numbers of bike shops so if someone breaks down on the road they'd be able to call for help.

The map includes parks and convenience stores where cyclists can stop to rest or get a snack, as well as places of interest.

"It's great for people coming into town," she said. "We have rental bikes so they know where they're going."

Maps were placed at Orange County government offices including the Link Government Services Center, West Campus Office (Planning Department), Central Parks and Recreation Center, all in Hillsborough, and the Southern Human Services Center in Chapel Hill.

The maps are also available at the Hillsborough Planning Department, Carrboro Town Hall, Chapel Hill Planning Department and area visitors' centers. Business locations including Maple View Farms Ice Cream, the Clean Machine Bicycle Shop in Carrboro and Performance Cycle in Chapel Hill when they can keep them in stock.

To see the map online go to:

http://www.co.orange.nc.us/planning/PDFs/transportation/Bicycle%20Brochure/OrangeCoMap_FINALforWeb.pdf

Mileage-based fees not an easy sell

American City and County June 15, 2011 3:10 PM By Jennifer Grzeskowiak

While state DOTs see potential in the idea, convincing the public and lawmakers has not been easy

With hybrid and electric cars becoming more popular, states are looking at ways to make up for the lost gas tax revenue that finances highway work, including using new technology to track drivers' mileage and charge fees accordingly. However, officials trying to implement the concept have faced challenges, both technical and in gaining public support.

Public acceptance of mileage-based fees is sometimes hard to come by, says Jim Whitty, manager of the Oregon Department of Transportation's Office of Innovative Partnerships and Alternative Funding. "We can't propose something just because we think it's wonderful," Whitty says. "The public won't necessarily go along with it."

When the Oregon Road User Fee Task Force conducted a mileage-based pilot program in 2006, it found that drivers were particularly concerned about privacy issues, such as location tracking by the transponders that recorded their mileage. The electronic devices in 285 participating vehicles transmitted the mileage data to wireless readers installed at selected service stations. "The public doesn't believe the tracking can be private, so we have to take this as a given," Whitty says.

He says one solution to that problem is not mandating GPS as a tracking method, but allowing drivers to choose between technologies, including odometer readings. Simpler methods, such as the odometer readings, however, are not able to track when or where the miles are traveled — information some states want to use to calculate fees.

The lack of support from the public has led to a lack of support in legislatures, says Ginger Goodin, senior research engineer for the Texas Transportation Institute. This year, for instance, Texas Rep. Linda Harper-Brown introduced HB 1669, which would create a two-year pilot usage fee program for electric cars in Texas. Goodin says the bill is unlikely to pass.

Also, states looking to implement mileage-based fees will have to create an administration system to enroll drivers, bill them, address any issues, enforce compliance and much more. While many pilot programs and studies have focused on technology, the Rockville, Md.-based I-95 Corridor Coalition — a partnership of transportation agencies stretching from Florida to Maine — released a report in November 2010 specifically addressing the administrative and legal issues involved in a mileage-based user fee system.

Administration costs are likely to be a considerable concern, according to the I-95 Corridor Coalition report. Based on bids solicited for a similar project in the Netherlands, the report says that \$51 per vehicle annually in administrative costs, "provides a

starting point for estimates that might have relevance in the U.S." That figure could be as low as \$30, though, based on the complexity of the system.

As states move forward with the concept, they are helping each other address the myriad issues. Goodin says representatives from interested states have been participating in conference calls every few months. In June, the Texas Transportation Institute, University of Minnesota and the Center for Transportation Studies hosted the third annual Mileage Based User Fee Symposium to bring industry representatives together and share what they have learned through pilot projects and research.

Seeing a mileage-based fee in action may be what it takes ultimately to spur acceptance. "ODOT could develop a system that's acceptable," Whitty says. "But until it's in operation, it's hard to make the sale to the public. Everyone wants to know how it's going to work."

Across Europe, Irking Drivers Is Urban Policy

NY Times.com By Elisabeth Rosenthal Published: June 26, 2011

ZURICH — While American cities are synchronizing green lights to improve traffic flow and offering apps to help drivers find parking, many European cities are doing the opposite: creating environments openly hostile to cars. The methods vary, but the mission is clear — to make car use expensive and just plain miserable enough to tilt drivers toward more environmentally friendly modes of transportation.

Cities including Vienna to Munich and Copenhagen have closed vast swaths of streets to car traffic. Barcelona and Paris have had car lanes eroded by popular bike-sharing programs. Drivers in London and Stockholm pay hefty congestion charges just for entering the heart of the city. And over the past two years, dozens of German cities have joined a national network of "environmental zones" where only cars with low carbon dioxide emissions may enter.

Likeminded cities welcome new shopping malls and apartment buildings but severely restrict the allowable number of parking spaces. On-street parking is vanishing. In recent years, even former car capitals like Munich have evolved into "walkers' paradises," said Lee Schipper, a senior research engineer at Stanford University who specializes in sustainable transportation.

"In the United States, there has been much more of a tendency to adapt cities to accommodate driving," said Peder Jensen, head of the Energy and Transport Group at the European Environment Agency. "Here there has been more movement to make cities more livable for people, to get cities relatively free of cars."

To that end, the municipal Traffic Planning Department here in Zurich has been working overtime in recent years to torment drivers. Closely spaced red lights have been added on roads into town, causing delays and angst for commuters. Pedestrian underpasses that once allowed traffic to flow freely across major intersections have been removed. Operators in the city's ever expanding tram system can turn traffic lights in their favor as they approach, forcing cars to halt.

Around Löwenplatz, one of Zurich's busiest squares, cars are now banned on many blocks. Where permitted, their speed is limited to a snail's pace so that crosswalks and crossing signs can be removed entirely, giving people on foot the right to cross anywhere they like at any time.

As he stood watching a few cars inch through a mass of bicycles and pedestrians, the city's chief traffic planner, Andy Fellmann, smiled. "Driving is a stop-and-go experience," he said. "That's what we like! Our goal is to reconquer public space for pedestrians, not to make it easy for drivers."

While some American cities — notably San Francisco, which has "pedestrianized" parts of Market Street — have made similar efforts, they are still the exception in the United States, where it has been difficult to get people to imagine a life where cars are not entrenched, Dr. Schipper said.

Europe's cities generally have stronger incentives to act. Built for the most part before the advent of cars, their narrow roads are poor at handling heavy traffic. Public transportation is generally better in Europe than in the United States, and gas often costs over \$8 a gallon, contributing to driving costs that are two to three times greater per mile than in the United States, Dr. Schipper said.

What is more, European Union countries probably cannot meet a commitment under the Kyoto Protocol to reduce their carbon dioxide emissions unless they curb driving. The United States never ratified that pact.

Globally, emissions from transportation continue a relentless rise, with half of them coming from personal cars. Yet an important impulse behind Europe's traffic reforms will be familiar to mayors in Los Angeles and Vienna alike: to make cities more inviting, with cleaner air and less traffic.

Michael Kodransky, global research manager at the Institute for Transportation and Development Policy in New York, which works with cities to reduce transport emissions, said that Europe was previously "on the same trajectory as the United States, with more people wanting to own more cars." But in the past decade, there had been "a conscious shift in thinking, and firm policy," he said. And it is having an effect.

After two decades of car ownership, Hans Von Matt, 52, who works in the insurance industry, sold his vehicle and now gets around Zurich by tram or bicycle, using a car-sharing service for trips out of the city. Carless households have increased from 40 to 45 percent in the last decade, and car owners use their vehicles less, city statistics show.

This article has been revised to reflect the following correction:

Correction: July 7, 2011

An article on June 27 about efforts to reduce traffic in European cities, using information from a transportation researcher, misstated the number of parking spaces for cars at Sihl City, a new shopping mall in Zurich, relative to the number at Atlantic Mall in Brooklyn. Sihl City has 850 spaces and Atlantic Mall has 625; Sihl City does not have half as many as Atlantic Mall. The article also misspelled, in some copies, the name of one of the busiest squares in Zurich where cars are banned on some blocks. It is Löwenplatz, not Lovenplatz.

Toll road construction ahead of schedule

WRAL.com By Bruce Mildwurf Posted: July 29

North Carolina is months away from opening its first toll road.

Project engineers with the North Carolina Turnpike Authority say the nearly \$1 billion project is ahead of schedule and under-budget, in part, because of the dry summer. Crews have not had to deal with weather delays.

The 3.5-mile stretch of N.C. Highway 540 through Research Triangle Park, from Interstate 40 and N.C. Highway 147 to N.C. Highway 540, will open by the end of the year.

Crews have been working 22 hours a day, six days a week, mostly during daylight hours. Concrete paving takes place at night.

"It's just too hot during the day to place concrete," said Jason Peterson, a project manager with the North Carolina Turnpike Authority. "It doesn't react as well. The final product is not as good as if it's cooler."

With three lanes in each direction, nearly half of the project is paved.

The cashless electronic toll sites are also going up. There will be no need to stop or slow down. Antennas will recognize whether drivers have a prepaid transponder on their windshield. Cameras are there as a backup.

"The cameras take a picture of your license plate, front and back, and then we use DMV records to access your vehicle and send you a bill in the mail," Peterson said.

The cost with a transponder will be 15 cents per mile and 24 cents per mile, if the camera is needed.

Whether or not they use it, some drivers say having the toll road makes sense.

"Every pro comes with a con," driver Mike Cline said. "The con is price, the pro is getting to work quicker."

The 12.5-mile second phase from N.C. Highway 55 near Morrisville to N.C. 55 near Holly Springs will be ready by the end of next year.

It's still unclear whether the state will begin tolling the existing portion of N.C. 540 later this year or sometime next year.