



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

2035 Long Range Transportation Plan

Public Comments on Options

(Compilation as of December 3, 2008)

Direct Questions and Comments to:

Andy Henry
City of Durham -- Transportation Division
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Durham, NC 27701
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www.dchcmpo.org

2035 LRTP Options – Public Comments

Introduction

The public comments have been compiled in this document in their original form. This document is a compilation of comments via email, public workshops on poster board and comment forms, as well as local governments. This document is organized in the following order:

1. Summary of all public comments
2. Local government comments
3. Citizen comments provided at the public hearing
4. Citizen and local organization comments sent to staff by email and phone
5. Citizen comments provided at public workshops

Public Comments Summary

This document is a summary of the public comments that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has received during the public commenting period for the 2035 LRTP Options. This list is intended to highlight the most significant and common comments.

Main Points

- MPO-wide support for bicycle facilities.
- MPO-wide support for bus service improvements – in particular reduced headways and express routes.
- MPO-wide support for the light rail transit option.
- MPO-wide support for building multi-modal facilities.
- Carrboro and Orange County support extending light rail to Carrboro.
- Carrboro and Orange County support commuter rail in addition to the light rail.
- Chapel Hill and many citizens expressed opposition to the I-40 Farrington Road interchange. One citizen was in favor of the interchange.
- Chapel Hill and citizens expressed opposition to the Mason Farm Road realignment.
- Citizens supported improving transportation options for the elderly and disabled.
- Citizens preferred connecting Southwest Durham Drive to George King Road before Southwest Durham Drive is connected to Meadowmont Lane.
- Chatham County residents expressed support for transit connections to Chapel Hill and RTP and for road widening to address growth.

Additional Points

- Carrboro does not support any road widening except for transit and bicycle accommodations.
- Orange County supports including private transportation providers more in the process.
- Orange County supports concentrating congestion relief efforts at “hotspots” not general road widening.
- Chapel Hill opposes widening Fordham Boulevard and US 15-501.
- The Regional Transportation Alliance supports addressing congestion on I-40 and the Special Transit Advisory Commission’s transit recommendations.
- Citizens expressed concern over publicity of the public hearing.
- A business-owner expressed opposition to limiting access at NC 54 and Farrington Road.
- A citizen expressed a concern that the socio-economic projections in the Fayetteville Street corridor were too low and that as a result the plan would not accommodate the growth in this corridor.
- A citizen expressed concern over the intersection of Roxboro Road / Latta Road / Infinity Road.
- A citizen wants a new interchange at Sparger Road and I-85.
- A citizen wants Northern Durham Parkway to be built as 4-lanes.
- A citizen expressed support for wide outside lanes and accommodations for cyclists on public transit.

- A citizen expressed support for improving bus service in the short-term to build ridership for rail when it is eventually built.
- Citizens expressed support for local revenue sources including the sales tax, vehicle fees, vehicle miles traveled taxes, and tax increment financing in a special tax district near rail lines.



TOWN OF CARRBORO
NORTH CAROLINA

The following resolution was introduced by Alderman Dan Coleman and duly seconded by Alderman Lydia Lavelle.

**A RESOLUTION PROVIDING COMMENTS ON THE
2035 LONG RANGE TRANSPORTATION PLAN *TRANSPORTATION OPTIONS*
Resolution No. 50/2008-09**

WHEREAS, the Town of Carrboro participates in the development of the 2035 Long Range Transportation Plan as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Board, Planning Board, and Environmental Advisory Board have reviewed the *Options* report and provided comments for consideration by the Board of Aldermen.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen refer the following comments on the *2035 Long Range Transportation Plan: Transportation Options* to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

1. Support light rail from downtown Durham to UNC-Chapel Hill and extend light rail from UNC-Chapel Hill to downtown Carrboro.
2. Support commuter rail service on the North Carolina Railroad corridor.
3. Restrict all highway expansion funding to lanes and facilities for express buses and bicycle improvements. Target freed up funding in support of public transit options.
4. Improved bus headways and local bus service
5. Improved bicycle facilities

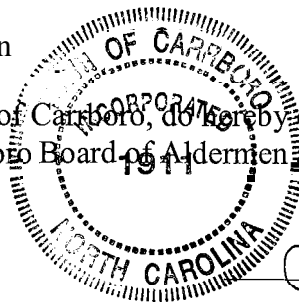
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 2nd day of December 2008:

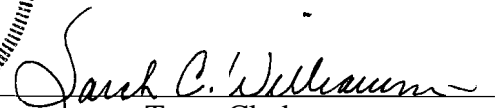
Ayes: Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, Lydia Lavelle

Noes: None

Absent or Excused: John Herrera, Joal Hall Broun

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Carrboro Board of Aldermen at its meeting on December 2, 2008.




Town Clerk

**Town of Carrboro
Environmental Advisory Board**



RECOMMENDATION
November 20, 2008



MEMORANDUM

Date: November 20, 2008
To: Board of Aldermen, Planning Board, DCHC MPO
From: Environmental Advisory Board (EAB)
Through: Randy Dodd, Environmental Planner
Copy: Adena Messinger, Transportation Planner
Patricia McGuire, Planning Administrator
Subject: Long Range Transportation Plan

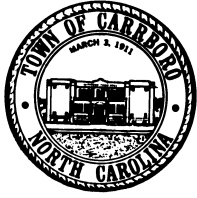
The EAB recommends that the DCHC MPO consider the urgency and challenges associated with Peak Oil and Climate Change and related necessary and inevitable changes in transportation paradigms in finalizing the Long Range Transportation Plan and in drafting future plans. New fundamental evaluation criteria will be required. The EAB believes that these realities radically alter the long range transportation planning perspective and approaches taken to develop plans. The EAB recognizes adopting this perspective will take time. In light of the above and in recognition of the immediate task at hand, the EAB does provide these specific recommendations.

- (1) The EAB prioritizes bicycle and commuter rail as transportation modes
- (2) The EAB only supports road widening to accommodate bicycles and not for motor vehicles

VOTE: AYES (4); Bob Taylor; Jennifer Winston; Andreas Hay; Dana Stidham; NOES (0);
ABSENT (2) Lynn Weller, Tom Mullen

Bob Taylor, Chair





TOWN OF CARRBORO

Planning Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

NOVEMBER 20, 2008

2035 Long Range Transportation Plan (LRTP): Options

The Planning Board recommends that the Board of Aldermen offer the following comments to the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO):

1. Support light rail from downtown Durham to UNC (Chapel Hill) and extend light rail from UNC to downtown Carrboro and Carolina North.
2. Support commuter rail service on the North Carolina Railroad corridor.
3. Confine all highway expansion funding to lanes and facilities for express buses and bicycle improvements.

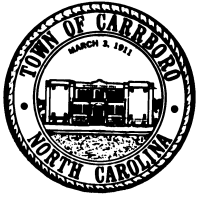
Motion: Clinton; Second: Barton.

VOTE: AYES (8) Barton, Carnahan, Clinton, Cook, Fritz, Poulton, Seils, Warner; NOES: (0);
ABSENT/EXCUSED: (2) Bell, Paulsen; ABSTENTIONS: (0)

November 24, 2008

(Signed)

(Date)



TOWN OF CARRBORO

Transportation Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

NOVEMBER 20, 2008

2035 Long Range Transportation Plan (LRTP): Options

Daniel Amoni moved and seconded by Heidi Perry that the Board of Aldermen consider the following in offering their comments to the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO):

That the Transportation Advisory Board supports the following elements of the 2035 LRTP:

- HOV/HOT lanes
- Light rail extending into Carrboro (not currently shown on any of the transit maps)
- Improved transit access to Durham
- Improved bus headways and local bus service
- Improved bicycle facilities

VOTE: AYES: (6) Heidi Perry, Charlie Hileman, Dave Deming, Katie Schwing, Daniel Amoni, Austin Brown; NOES: (0);

ABSENT/EXCUSED: (0); ABSTENTIONS: (0)

(Signed)

11/20/08

(Date)

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION TO PROVIDE COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE REGARDING OPTIONS FOR DEVELOPING THE DRAFT 2035 LONG-RANGE TRANSPORTATION PLAN

WHEREAS, Orange County has participated in regional transportation planning as a member of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO); and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee is preparing a Long-Range Transportation Plan, and has released the Options for developing the Preferred Option for the Draft DCHC 2035 Long-Range Transportation Plan (LRTP) for public comment; and

WHEREAS, Orange County seeks ample opportunities to review and comment on regional transportation plans and policies; and

WHEREAS, the Orange Unified Transportation Board has submitted comments regarding the Preferred Option for the Draft 2035 LRTP; and

WHEREAS, the Orange County Board of Commissioners has submitted comments regarding the Alternatives Analysis for the 2035 LRTP and has reviewed the Options for the Preferred Option for the Draft 2035 LRTP;

NOW, THEREFORE BE IT RESOLVED the Orange County Board of Commissioners recommends to the Transportation Advisory Committee that the 2035 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Long Range Transportation Plan give priority to projects that encourage alternatives to automobile travel, avoid adverse impacts on the natural environment and cultural sites, and foster economic development in designated economic development districts.

BE IT FURTHER RESOLVED the Orange County Board of Commissioners recommends that the following approaches be considered in the Draft 2035 Long Range Transportation Plan:

- Support rail transportation including commuter rail service between Burlington and Raleigh that would serve Orange County, as well as light rail to serve the Triangle area;
- Consider extending light rail proposed from Durham to the University of North Carolina at Chapel Hill westerly to Carrboro to connect to potential north-south commuter rail that would extend northeasterly from Carrboro to University Station along the rail spur that intersects (at University Station) potential regional east-west commuter rail;
- Support enhanced local bus and express bus service with shorter delays;
- Ensure good connectivity of services that feed larger transit systems;
- Include private transportation providers in the process, especially with respect to provision of services to transportation terminals and areas on fringe of service routes;

- Concentrate limited resources for multi-modal facilities and not just expanding highway capacity; and
- Invest in engineering solutions for roadway “hotspots” and intersection improvements instead of overall roadway widening.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing resolution was adopted this the _____ day of _____, 2008.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on September 16, 2008, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this _____ day of _____, 2008

Clerk to the Board of Commissioners

**A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO
TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON
THE 2035 LONG RANGE TRANSPORTATION PLAN PREFERRED ALTERNATIVES
(2008-11-10/R-8)**

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has released the analysis of the 2035 Long Range Transportation Plan Preferred Alternatives, and;

WHEREAS, the Transportation Advisory Committee has requested public comment on the 2035 Preferred Alternatives, and:

WHEREAS, the Town of Chapel Hill has reviewed the 2035 Preferred Alternatives.

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

- That Alternative R3 be used as the transit network for the 2035 Long Range Transportation Plan.
- That if fiscal limitations result in only partial implementation of the proposed light rail corridor between Chapel Hill and Raleigh that Alternatives R3A or R3B be included in the 2035 Plan.
- That the Highway element of the 2035 Plan remove the following projects.
 - Fordham Boulevard: NC54 to US 15-501 South, widen to 6 lanes.
 - US 15-501: I-40 to Franklin Street, widen to 6 lanes.
 - Mason Farm Road Realignment.
 - Proposed Farrington Road/I-40 Interchange.

This the 10th day of November, 2008.

Revised 11-11-2008 sjk

Compilation of Public Comments Provided at the November 12, 2008 Public Hearing

Tammy Carter, a resident of 4207 Taylor Hall Place, spoke regarding the Plan. Ms. Carter stated if the interchange at Farrington Road and I-40 is added that will be seven exits in nine miles. This interchange would be within one-tenth of a mile from Ephesus Church Road which takes you directly to Creekside Elementary. The interchange would be less than four-tenths of a mile from Creekside Elementary. I-40 is already backed up and she feels it would only complicate things because there would be people trying to get off I-40 and people trying to get on I-40.

Karima Das, a resident of 4209 Taylor Hall Place, spoke regarding the Plan. Ms. Das spoke regarding the publicity of the public hearing. She stated that only two people in the Trenton neighborhood knew about the meeting. Prescott Place, Glenview Park, Creekside Elementary School, and the Piedmont Wildlife Center were not informed by any official notice. This seems very unfair when such a large decision is going to be made that will have such a large impact.

Jim Herndon, a resident of 105 Yale Lane, spoke regarding the Plan. Mr. Herndon is also a resident of the Trenton Homeowners Association which would be impacted by an interchange at I-40 and Farrington Road. As president of the homeowners association, he has tried to communicate to the neighborhood what was going on. Over the weekend, Mr. Herndon spoke with the president of the Prescott Place neighborhood. His reaction was he thought the issue was dead and was surprised to hear it was still an issue. Mr. Herndon expressed a concern that some of the neighborhoods still aren't being notified.

Daily Derr spoke on behalf of Topps Petroleum in regards to the Plan. They own the Shell convenience store/gas station at Farrington Road and NC 54. At one time NCDOT was talking about limiting some of the access at that intersection and we want to encourage the intersection to remain open as it is now for traffic in all directions. It would have a significant impact on the access to the convenience store if it was limited where you could not cross NC 54. The residents also spoke about the fire trucks as well. We want to restate our position that we would like it to remain as it is now. Bill Wicker, the Vice President of Topps Petroleum is also in attendance; but did not have anything to add.

Eric Teagarden, a resident of 710 Meadowmont Lane, spoke regarding the Plan. He would like staff to use George King Road as a connector to NC 54. There is a school on Meadowmont Lane, a retirement community which connects on Meadowmont Lane, and a quiet pedestrian community. The Meadowmont community has no problem with connectivity or fixed guideway but would ask that you consider having the first connectivity of Southwest Durham Parkway stay on the east side of the Corps lands, use George King Road to connect NC 54 and then consider later on building a bridge over the wetlands. Again, his focus is use George King Road for the initial connectivity for NC 54.

See additional comments submitted in writing on the following sheets.

DEBBIE MCCARTHY

From: "DEBBIE MCCARTHY" <augustineproject@msn.com>
To: <andrew.henry@durham.gov>
Cc: <jbyrne94@gmail.com>; <ellenm@marykay.com>; "David and Debbie McCarthy" <augustineproject@msn.com>; <mkellen@mindspring.com>; "Kim Aitken" <kim.roitman@alumni.duke.edu>; "Jackie Alford" <jalford@stth.com>; "Lemuel and Harriet Allen" <harrietalen1@verizon.net>; "Cia Barbash" <ciab@nc.rr.com>; "Nancy Bartolome" <nancy.bartolome@hotmail.com>; "Jorge Bartolome Sr" <jorgebartolome@aol.com>; "Cornelius Battle" <cbattle15@nc.rr.com>; "David Bell" <ncdave@gmail.com>; "Tara Bell" <tarabelden@hotmail.com>; "Susan Branion" <sbranion@yahoo.com>; "Dorinda Brews" <dorindabrews@mindspring.com>; "Marshall Burkes" <MarshallBurkes@msn.com>; "Tami Carter" <tcarter27@earthlink.net>; "Enzo Cellini" <ecellini@nc.rr.com>; "Hayley A. Cepeda" <jazzerhay@gmail.com>; "Jackie Crayton" <j_yellott@hotmail.com>; "Joe Crayton" <joeccray@yahoo.com>; "Karima Das" <das3141@nc.rr.com>; "Russ and Lora Deans" <rdeans@earthlink.net>; "Lynn Dikolli" <ldikolli@gmail.com>; "Steven and Cynthia Drysdale" <stevendrysdale@cs.com>; "Mary Elkins" <marymelkins@nc.rr.com>; <gabriela_miklos@yahoo.com>; "Charlotte Gilbert" <gilbe009@mc.duke.edu>; "Andy Hamberg" <andy.hamberg@mac.com>; "Julie Hamberg" <julie_hamberg@mac.com>; "Allison Hart" <aphart@unch.unc.edu>; "James Herndon" <james.herndon@duke.edu>; "James E Herndon" <hernd001@mc.duke.edu>; "Eric and Rebecca Horowitz Orendorff" <rebecca1999eric@yahoo.com>; "Terry Jeffries" <terryjeffries@msn.com>; "Mike Kelly" <mkelly@lvbrands.com>; "Cherreka Kiel" <ckiel@eliterealtygrp.com>; "Warren Lieuallen" <lieuallen@yahoo.com>; "Colleen Lieuallen" <colleen.lieuallen@gmail.com>; "Lauren Mangili" <lmangili@email.unc.edu>; "Mike Mangili" <jellymann@aol.com>; "David and Lisa Marconi" <dmarconi2000@yahoo.com>; "Diane McElroy" <uncwho@earthlink.net>; "Mauro Milchteim" <milchteim@nc.rr.com>; "Nixie Miller" <mmiller54@nc.rr.com>; <mjeffries@duaa.duke.edu>; "Bill and Felicia Mundy" <wmundy@nc.rr.com>; "Darla Phillips" <darlaphillips@nc.rr.com>; "Bill Pitts" <bill_pitts@unc.edu>; "Kerrie Powell" <kerrie_powell@mindspring.com>; "Ram and Kasturi Puranam" <puranam07@hotmail.com>; "Kyle Richardson" <kyle.m.richardson@gmail.com>; "Roger Rohweder" <rogerrohwer@yahoo.com>; "Lynne Rohweder" <lynnerohweder@yahoo.com>; "James and June Sansom" <bellacat@nc.rr.com>; "Viviree Scotton" <vscotton@verizon.net>; "Duncan Smith" <duncan@epnet.com>; "Juli Spring" <juli.spring@gmail.com>; "De Washington" <dewash@us.ibm.com>; "Suzi Waters" <sww@email.unc.edu>; "Derek Wildman" <wildman1@rocketmail.com>; "Tricia Wildman" <triciawildman@yahoo.com>; "Xiao Xiao" <xxiao@email.unc.edu>; "Leah Yeager" <yeager_leah@hotmail.com>
Sent: Monday, September 08, 2008 10:01 AM
Subject: Farrington - I-40 Interchange

Dear Mr. Henry,

With respect to the 2035 Transportation Plan, I am writing on behalf of the Farrington HARP and Trenton Rd. homeowners associations to express our strong opposition to the widening of Farrington Rd. (between I-40 and Old Chapel Hill Rd.) and to a proposed interchange at Farrington Rd. and I-40. This "deathstar" proposal was a bad idea when it was introduced in the 1980's; it is even more inappropriate today. Among our objections are the following:

1) Farrington Rd. remains a low density residential greenbelt with 5 sites on the Durham Inventory of Cultural and Natural Resources. The adjacent New Hope Creek Corridor is anchored by historic and environmentally sensitive Leigh Farm Park, preserved by a public private coalition including the Jr. League, Preservation NC, Durham Parks and Rec, Triangle Land Conservancy, DUTAG, DOST, Historic Preservation of Durham and others. It now hosts the Piedmont Wildlife Center, SEEDS, a spring bluegrass festival and popular camps (summer and after school) for school aged children. This resource is a gem in Southwest Durham that should be protected and nurtured, not drowned in asphalt and traffic noise.

9/9/2008

- 2) The abysmal traffic conditions at Farrington and NC 54 would only be exacerbated by adding lanes to Farrington and funneling more cars to that destination. Allowing an additional connection with I-40 between 54 and 15-501 (two hot spots of congestion) is poor planning indeed. So is the notion of expanding lanes on one portion of Farrington while leaving the rest two lanes. ALL of Farrington should remain 2 lanes. It is one neighborhood. Let's be consistent.
- 3) Federal Highway guidelines stipulate that interchanges on interstate highways must be 2 miles apart...this interchange violates that standard completely by proposing 3 interchanges in 2 miles. Also interstates are intended to carry INTER-STATE travelers, not local drivers.
- 4) The land along Farrington at I-40 has been fully developed into Prescott Place and Glenview Park neighborhoods. The building of an interchange there is not possible without razing many of these new homes. Obviously the map draw-ers do not visit the actual locations to see what havoc their circles would wreak "on the ground."
- 5) The deathstar had two original sources: Michael Waldroup, who is turning the vast acreage between Old Chapel Hill Rd and 15-501 (Patterson Place) into asphalt, and the town of Chapel Hill who pushed their outer belt loop, the Laurel Hill Parkway, from Sage Rd. to Pope Rd to Farrington Rd. in an ever eastward progression over the past 25 years. While Chapel Hill simply says no to roads, remaining green and pristine, the traffic, pollution, noise and congestion of Chapel Hill drivers and the intense development that accompanies major thoroughfares flows into Southwest Durham. Durham needs to take a page from Chapel Hill's playbook and say "NO!" to the ruination of Farrington Rd.
- 6) If any road is 4 laned, it should be Old Chapel Hill Rd, which along with Watkins Rd., Mt. Moriah and 15-501, circumscribes the bastion of overdevelopment known as Patterson Place. Let the traffic it engenders stay within those confines...do not invite it down Farrington Rd. by adding lanes ACROSS Old Chapel Hill Rd.
- 7) Traffic projections and models should be reevaluated in light of \$4/ gallon gasoline. Car use will likely fall in the future, not rise astronomically as the 2035 Plan assumes.
- 8) A transit station was once listed on the planning maps near Farrington and I-40. Concerns about Creekside School and inappropriate densities in a low residential area wisely led to its removal. With its removal, the adjacent land use should be RETURNED to low density...and the notion of an interchange put to rest once and for all.
- 9) The deathstar on a transportation map would serve as a bulls-eye for intense development..."activity centers" spring up wherever interchanges with interstates occur. According to Durham's own planning documents, such activity centers should be at least a mile apart...violated here...and they certainly do not belong in areas of low density residential land use.
- 10) To alleviate congestion at Farrington and 54, pave and expand George Kind Rd. and build the connector to Meadowmont Parkway...it SHOULD link with Pope Rd, but if Farrington is the choice, stick with a two lane proposal throughout.

Thank you for taking these issues into consideration. I would appreciate your providing this information to Durham's elected officials who currently serve on the TAC.

Sincerely,
Debbie McCarthy
President, Farrington HARP

9/9/2008

Outline Public Forum :Long Range Transportation Plan in the Triangle
Nov. 12,2008

Hillary Honig Ensminger
705 Shepherd St.
Durham ,NC 27701
919-599-3503

I have been using public transportation in and around the Triangle since 1980 due to a degenerative eye condition which makes me unable to drive. That was 28years ago I can say with confidence that I have a lot of first hand knowledge about the system, its history and insight as to what needs to be done to make the system work effectively .

So much has changed since 1980 that the initial plans drafted to manage transportation in the Triangle are in many ways obsolete or outdated . As a result the needs of the people ,the environment and the economy are not being met .

What the populous wants is a viable and accessible unified Triangle wide transportation system that works effectively affordably and efficiently . A system which will provide the rider with a vastly needed wholistic and modern approach beyond that of the outmoded commuter .

Expensive feasibility studies are helpful but they are academic and pedantic . Just ask the people , the students , the ridership and they can tell you exactly how they want their tax dollars spent ,what changes need to be made and exactly what the problems are .

The time is NOW for us to ask for subsidies for the latest most environmentally correct and efficient and comprehensive public transportation system .

Our new Presidential Administration are strong advocates of the development of environment and public transportation .

We need :

1A unified rail system that runs 7days a week and 24 hours a day . Cutting back o off peak hours.

Option 4 comes closest .. but needs to be reviewed to see if obsolete ... technologywise.

2 The system needs to service the entire Triangle and include the Airport .

3 There needs to be a unification of the governing Boards ...not many but one.The propriotory approach needs to go out the window and the needs of the people need to come first.

4 The Decision making bodies need to include at least 50percent representation from the general public and at least 25percent must be regular full time users.

5A committee to oversee the environment , and review the latest technologies.



Hillary Honig Ensminger

RE: MASON FARM ROAD REALIGNMENT (ID 58)
2035 LONG RANGE TRANSPORTATION PLAN – PREFERRED OPTION
11/12/2008

1. The Mason Farm Road Realignment (ID 58) is a proposed \$23M+ roadway plan that would widen Mason Farm Road between US15-501 and S. Columbia Street.
2. A major provision of this plan is the diversion onto Mason Farm Road of an estimated 13,200 vehicles per day entering and leaving the UNC campus at the intersection of Manning Drive and US15-501 by the year 2035 (FS-0307A).
3. The reduction of vehicular traffic along that part of Manning Drive would reduce campus traffic congestion and traffic hazards to residents in student dormitories on that roadway.
4. In doing so, it would shift those same problems to the eastern end of Mason Farm Road, along which more than 150 children under the age of 10 live in UNC family housing or attend three preschools on Mason Farm Road.
5. It would also wedge the Mason Farm – Whitehead Circle neighborhood between two four-lane roadways (US15-501 and the widened Mason Farm Road).
6. Furthermore, the recommended superstreet intersection at Mason Farm Road and US15-501 (Alternative 2 of FS-0307A) would be rated LOS F during the P.M. Peak, even if US15-501 were widened to 6 lanes from its current 4 lanes.
7. By adding a signalized superstreet intersection where no signal now exists, the plan would also exacerbate the already significant delays in thru traffic along US15-501 caused by signals at and north of Manning Drive during the A.M. and P.M. Peak periods.
8. Altogether, these changes represent an effort to alleviate on-campus traffic problems by creating even greater problems for its near neighbors.
9. I question the wisdom and expense of this proposed roadway plan, when UNC is unwilling, but not unable, to manage its traffic problems on its own property.

David L. McIlwain
8 Gooseneck Road
Chapel Hill, NC 27514

Denise Hester Comments

2035 Long Range Transportation Plan Public Hearing ▪ Nov. 12, 2008

Good evening, my name is Denise Hester and I live at 3526 Abercromby Drive in Durham. I am here representing the Fayetteville Street Planning Group (FSPG). The FSPG routinely reviews various plans affecting the residents and businesses throughout the Fayetteville Street corridor and its surrounding neighborhoods. A review of the long-range plan along with the underlying growth projections for population, employment, households and university beds, has yielded several concerns.

- Very little growth is shown in the transportation plan's numbers in the section of Fayetteville Street from NC 147 to Cornwallis Road -- despite the approval of or announcement of several massive new redevelopment projects by local and state governments. These include Heritage Square, Rolling Hills, Southside, Fayette Place and the NCCU Master Plan. There is something wrong when the potential traffic from these massive developments hardly triggers any additional traffic in your forecasting models. Prudent planning would keep unbridled growth from overtaking an area that we feel lacks the capacity to shoulder the load. The proliferation of all these plans along Fayetteville Street is cause for concern because the cumulative effects have not yet been quantified -- so that community residents and business owners understand if our neighborhood streets, turn lanes, intersections, highway access roads, street lights can handle the increased traffic and other impacts -- and at what cost to taxpayers. We want to know why the load from these redevelopments are not reflected in your projections.
- One example. NCCU's master plan has projected an increase in its student enrollment from approx. 8,000 students to 13,500 students over the next decade -- but your plan only projects an increase of 424 beds through 2035 (288 in the main campus traffic analysis zone + 136 on the west campus traffic analysis zone) -- where the bed population is defined as "university students in dormitories". One student = one bed. Other projections suffer from this same inconsistency.
- It would be once again tragic that these cumulative impacts, if underestimated or never calculated, could create severe negative impacts on the surrounding communities. We are interested in knowing whether these redevelopment projects are on-hold, delayed in some manner or non-existent and how these projections were derived.
- Our community also requests traffic and environmental impact analyses be completed on the entire area (census tracts 12.01, 12.02, 13.01, 13.03, 13.04 and 14) before any other projects or rezonings are approved along Alston Avenue, Fayetteville Street or S. Roxboro Street. Prudent planning would require that capacity be determined long before the actual growth became a reality -- or people, businesses and communities may be put in jeopardy from adverse impacts.
- We have concerns about the proposed "road diet" on Fayetteville Street south of Burlington Avenue. We would like to see the right-of-way used to allow on-street parking on the west side of Fayetteville Street to support the neighborhood business districts in our community. We question the road-diet's only supporting bike lanes when the additional on-street parking would support business growth and the hiring of more local people -- providing a greater economic stimulus to our community. We feel the need for jobs and economic growth in this particular community far outweighs than the need for bike lanes.
- And finally, we'd like to see greater coordination between local and state transportation people -- particularly on the proposed streetscape for Fayetteville Street. We have yet to have one NCDOT administrator at any of our meetings and these meetings have been going on for at least a year. Besides that, the NCCU master plan is in direct conflict with the streetscape in several locations -- but no one is providing any sort of written evaluation in a coherent format that we feel the public is entitled to. We don't want a repeat of the roundabout surprise from 2006 where citizens were the last to know.

Added

November 15th
September 10th, 2008

Dear Durham – Chapel Hill – Carboro Metropolitan Planning Organization
Transportation Advisory Committee Members,

I am here to inquire about the reasoning for the continued consideration of an interchange at I-40 and Farrington Road as part of the preferred option for the 2035 Long Range Transportation Plans.

Such an interchange has me concerned for a few reasons:

Environmentally:

- It will jeopardize the environmentally sensitive New Hope Creek Federal Wetlands.

Socially:

- This interchange will be located very close to Creekside Elementary School and Githens Middle School. Such an interchange would put our children at risk. This risk is unnecessary and avoidable. *Senior Citizen Community and*
↳ Seniors

Historically:

- Markham Memorial Gardens Cemetery is located at the proposed site for this interchange. Currently, it is nestled among trees, not a congested interchange. To place a highway interchange adjacent to this resting place, I think is disrespectful.
- During these current historic times and presidential elections, to build an interchange this close to the historic Leigh Farm Park has me very concerned. These lands are a tie to the history of plantation farming, emancipation, and the Civil War. It already has exits 273, 273A, and 273B to gain access to this historic park. It does not need another interchange to threaten its preservation.

Lastly, I am concerned that any plan that includes an interchange at I-40 and Farrington Road will draw critical appraisal by environmental groups, civil rights groups, and child advocates. When this proposal gets this type of scrutiny I am concerned about what conclusion would be drawn about the priorities of this committee, our community, and our use of over \$26 million of federal funds.

Are there no better options? What is this committee goal with an interchange of I-40 at Farrington?

Thank you for hearing my concerns and addressing my questions,

Eric Horowitz

Compilation of Public Comments Sent by Phone or Email

[Comment #1]

From: todd.patton@kodak.com
Sent: Friday, October 03, 2008 3:49 PM
To: Henry, Andrew
Subject: 2035 LRTP Comments

I would like to make three suggestions regarding the 2035 Long Range Transportation Plan.

- The intersection of Roxboro Street (US 501) with Latta Road / Infinity Road operates poorly due to heavy traffic, especially at rush hour. Although I recognize that widening this entire stretch of US 501 is in the LRTP and is very expensive, I encourage you to consider making intersection improvements at this one location a separate, higher priority project. The 5-lane road north and south of the intersection is adequate, but this intersection badly needs additional turn lanes and improved signals so that this entire stretch of road would work more efficiently.

- Hillsborough Road (US 70 Business) is a choke point in western Durham, funneling traffic between the Durham Freeway, US 15-501 and northwest Durham. I would like to suggest adding an interchange at I-85 and Sparger Road, which would allow traffic from northwest Durham direct freeway access to both NC 147 and US 15-501, relieving some traffic from crowded Hillsborough Road. The grade separation and Sparger Road bridge already exist, making the design and engineering fairly straightforward.

-I would like to see many more bicycle projects given a higher priority in the LRTP, especially on narrow 2-lane roads where the speed limit is 35 or 45 mph. The speed differential between cars and bicycles, combined with narrow (formerly rural) 2-lane roads, is a real safety hazard and discourages people from using bicycles.

Thank you for considering my comments.

Sincerely,

Todd Patton
4512 Bracada Dr
Durham, NC 27705
919-382-2464

[Comment #2]

From: Clarence Rogers [cj_rogers_2000@yahoo.com]
Sent: Wednesday, October 15, 2008 4:45 PM
To: Henry, Andrew
Subject: Preferred Option of the 2035 DCHC Plan

As a resident in northern Durham I feel that the Northern Durham Parkway in is full length, from US 70 in the south to US 501 Roxboro Road in the north, should be four lanes. According to the Preferred

option the stretch for Old Oxford Highway to US 501 is to be two lanes on a four lane right of way. When you factor in inflation, it will be more expensive to build the highway with two lanes, the come back at some future date to add the other two lanes. So why not just build all four lanes whenever it is first constructed

[Comment #3]

From: Bill Freeman [bfreeman@meadowmont.com]
Sent: Wednesday, October 29, 2008 12:21 PM
To: Henry, Andrew
Subject: FW: 2035 LRTP

Andrew, I forgot to mention that I live on Springdale Way off Meadowmont Lane in SW Durham. My input is as a resident impacted by the extension and as a real estate broker with a personal and professional interest.

Andrew, thank you for the opportunity to provide input. Overall I believe the plan is OK and I like the various mass transit and bike options. On the road plan, for all the reasons discussed and presented by taxpayers at the meetings on the connector streets, I would prefer the Meadowmont Lane to I-40 portion of the SW Durham Drive extension planned for completion between 2018 and 2025 be rerouted down George King Road to 54. I also believe that continually including Meadowmont Lane connectivity to a new interchange on I-40 in the LRTP creates unnecessary tension and hurts property values along and near the proposed extension, especially the property on and just off Meadowmont Lane in the Durham part of Meadowmont. At this time it looks like the proposed extension has hurt home values by 10 – 25%, with many lots in that area sitting vacant for the last 2 years and, because of the propose connection, little or no interest for building. It is my personal belief that given the fiscal crisis the US will face during this period that the very low cost/ benefit ratio will prevent this extension from occurring. I recommend the extension be dropped or rerouted down George King.

Bill Freeman
Broker /Owner
Freeman Realty Group, LLC
1201 Raleigh Road, Suite 209
Chapel Hill, NC 27517
cell: 919-951-9661
office: 919-338-0788
fax: 919-338-8171
www.billfreemanrealtor.com

[Comment #4]

From: Dave Anna [da@buildwithresolute.com]
Sent: Wednesday, October 29, 2008 5:08 PM
To: Henry, Andrew
Subject: RE: Public Input for draft Regional Long Range Transportation Plan

Andrew –

I made an honest attempt to review this by going to the referenced website, but I got overwhelmed and lost...

Please be reminded that I own 20 acres on the west side of George King Road, south of the Blenheim Woods subdivision and Reg Moore's property. I have tracked developments related to the Southwest Durham Drive connector in the past. Is there anything I should be aware of now with regards to the DRLRTP ? If you can direct me to specific places on the website or other websites, I will be happy to go look and read for myself.

Thanks.

Dave Anna

RESOLUTE

Resolute Building Company

P.O. Box 3656, Chapel Hill, NC 27515

Ph.: 919.933.1000 Fax: 919.493.3333

[Comment #5]

From: Rebecca Board [becca@cyberlily.com]
Sent: Wednesday, October 29, 2008 1:18 PM
To: Henry, Andrew
Subject: Re: Public Input for draft Regional Long Range Transportation Plan

Thank you so much for taking the time to answer my questions on the phone. Please add me to your mailing list for any corridor studies in the Hwy 54 area, or anything else that you think might affect Downing Creek. I'll let my neighborhood know about the MPO Workshops so hopefully you will see some of us then.

Rebecca Board,
property manager and member of the board
for the Downing Creek Community Association

[Comment #6]

From: annprospero@gmail.com on behalf of Ann Prospero [ann67p@gmail.com]
Sent: Sunday, November 02, 2008 11:23 AM
To: Henry, Andrew
Subject: Transit planning comment

Mr. Henry,

I wish to comment how necessary it is to plan carefully for the disabled, including plenty of parking spaces, ramps, and elevators. As for me, it is extremely difficult for me to walk and if I travel alone I'm dependent on my walker. Steps and long distances are blockages to accessible spaces for me.

Sincerely,

Ann Prospero

--

Ann Prospero
919-489-8087
919-824-5175 cell
annprospero@gmail.com
Prospero's Kitchen
www.prosperokitchen.typepad.com

[Comment #7]

From: Peter Hollis [houndsnest@gmail.com]
Sent: Monday, November 10, 2008 8:36 AM
To: Henry, Andrew
Subject: Bikes as Transportation in Orange

Dear Mr. Henry,

Adrian Hands of the NC Tarwheels, a local bicycle club has aptly made cyclists case for road improvements and funding to encourage bikes as transportation. I heartily agree with Adrian. Thanks for your attention to these issues.

Peter Hollis
Hillsborough, NC

To Reiterate:

Road Widening

Widening roadways to add lanes, especially beyond two in each direction, is a "more of the same" approach that is proving ineffective.

I do support widening outside LANES to reduce friction between motorized and bicycle traffic. The NCDOT standard for a wide outside lane as a bicycle facility is 14 feet.

Funding

A half-cent sales tax seems to have worked well to build up Charlotte's transit system, including light rail.

Bicycle Plan

On the on-road bicycle route map, some of the important intra-city connections to CAMPO cities seem to be lacking:

* O'Kelly Chp Rd needs to be recognized as a regional (orange) route all the way from 751 to 55. Currently there is a gap between the American Tobacco Trail and 751.

O'Kelly Chp Rd is a key regional road for travelling between Chapel Hill/Carrboro and Morrisville/Cary/Raleigh.

* Mt Carmel, Farrington Fill and Farrington should be designated all the way south to the DCHCMPO border at Jordan Lake

* Culbreth and Mt Carmel should be recognized as a regional (orange) route, as they are part of a NC-DOT designated cross-state bicycle route.

* Chin Page Rd needs to be recognized as a regional (orange) route, as it connects Durham and RTP to the RDU airport.

Suggested Policy Improvements

1. Fixed guideway plans need to commit to bicycles on-board all trains at all times, including peak hours, as does Charlotte's new commuter rail.

2. The bus system needs to find ways to accommodate more bikes on-board. e.g.: triple bike racks, bike racks front and rear (like in San Luis Obispo, Calif.), bikes in the wheelchair space, etc..

3. Construction needs to be started on the Old CH / Old Durham Rd improvements between Chapel Hill and Durham

4. Currently, the best route from Chapel Hill to Raleigh is 54, Barbee CH, Farington, Stagecoach, 751, O'Kelly, 55, Carpenter Firestation, Davis, Morrisville Pkwy, 54. Most of this is inside DCHCMPO jurisdiction and needs improvement. Especially, the left turn from 751 southbound on to O'Kelly CHP Rd where poor visibility poses a problem for all users, not just cyclists.

5. A ban on raised medians should be instituted on roads with less than two travel lanes in each direction as raised medians create unsafe and congested conditions by putting the squeeze on motorists attempting to overtake cyclists

6. Cary's policy of asymmetrically restriping all multilane roads to create wider curb lanes is a very low cost and effective way to decrease motorists/cyclist friction and should be adopted regionally.

The NCDOT standard for a wide outside lane as a bicycle facility is 14 feet. The Town of Cary will apply this standard to all new thoroughfares. (For example, NW Cary Parkway from Evans Road to High House Road is a designated bicycle route with a 14' wide outside lane.) For existing thoroughfares, the Town will begin restriping outside lanes of multi-lane roads (at least two lanes in each direction) to create a 13-foot outside lane and an 11-foot inside line. This will create additional width for bicycles

7. RDU airport access for bicycles needs improvement

8. Amtrak/DOT's roll-on unboxed bike program should be expanded to include the Carolinian train (Charlotte-NYC, via Durham, Richmond and DC) and adding a spare bike rack-equipped combine car.

9. The "Zip Car" program should be expanded to include citizens who are not associated with UNC. In addition to encouraging economizing of car trips, car sharing dramatically relieves demand for increased land devoted to car parking.

10. DATA and TTA bus systems need to be modernized to add mobile web and kiosk GPS tracking & etc as is currently available on Chapel Hill Transit & Wolfline. This does not have to be done through NextBus--the Wolfline implementation demonstrates that it can be done with local talent.

11. TTA's GoTriangle trip planner needs to add "bicycling" option (currently just "walking") and better identification of bus stop locations (Google/Yahoo/Mapquest maps integration)

[Comment #8]

RE: MASON FARM ROAD REALIGNMENT (ID 58)
2035 LONG RANGE TRANSPORTATION PLAN – PREFERRED OPTION
11/12/2008

1. The Mason Farm Road Realignment (ID 58) is a proposed \$23M+ roadway plan that would widen Mason Farm Road between US15-501 and S. Columbia Street.
2. A major provision of this plan is the diversion onto Mason Farm Road of an estimated 13,200 vehicles per day entering and leaving the UNC campus at the intersection of Manning Drive and US15-501 by the year 2035 (FS-0307A).
3. The reduction of vehicular traffic along that part of Manning Drive would reduce campus traffic congestion and traffic hazards to residents in student dormitories on that roadway.
4. In doing so, it would shift those same problems to the eastern end of Mason Farm Road, along which more than 150 children under the age of 10 live in UNC family housing or attend three preschools on Mason Farm Road.
5. It would also wedge the Mason Farm – Whitehead Circle neighborhood between two four-lane roadways (US15-501 and the widened Mason Farm Road).
6. Furthermore, the recommended superstreet intersection at Mason Farm Road and US15-501 (Alternative 2 of FS-0307A) would be rated LOS F during the P.M. Peak, even if US15-501 were widened to 6 lanes from its current 4 lanes.
7. By adding a signalized superstreet intersection where no signal now exists, the plan would also exacerbate the already significant delays in thru traffic along US15-501 caused by signals at and north of Manning Drive during the A.M. and P.M. Peak periods.
8. Altogether, these changes represent an effort to alleviate on-campus traffic problems by creating even greater problems for its near neighbors.
9. I question the wisdom and expense of this proposed roadway plan, when UNC is unwilling, but not unable, to manage its traffic problems on its own property.

David L. McIlwain
8 Gooseneck Road
Chapel Hill, NC 27514

[Comment #9]

From: Kerrie Powell [kerrie_powell@mindspring.com]
Sent: Wednesday, November 12, 2008 11:10 AM
To: Henry, Andrew
Subject: Opposition to Interchange at I-40 and Farrington Road

Dear Mr. Henry,

Though unable to attend tonight's public hearing, my husband and I would like to express that we are strongly opposed to the proposed interchange at Farrington Road and I-40. When I attended the initial hearing held in September a great many people both through writing and in person expressed their concern with this proposed exit. The committee as well expressed their strong opposition to this proposal. This being said I am unclear how a proposal with such strong opposition from the public and from elected officials from multiple towns, cities and counties could become part of the preferred option transportation plan. I find it necessary, therefore, to reiterate the objections expressed during that meeting. They are as follows:

1. Federal highway guidelines state that interchanges on interstate highways must be 2 miles apart. Creating one at Farrington Road would mean that there would be 3 interchanges within 2 miles. The proposed exit would therefore, violate federal law.
2. Farrington Road is zoned as a low density residential greenbelt and is home to five sites on the Durham Inventory of Cultural and Natural Resources. Creating a interchange here would, therefore, violate the zoning ordinances.
3. Durham planning documents state that activity centers should be at least a mile apart. Adding an interchange at Farrington Road would create an additional activity center less than a mile from the one at 54 and Farrington Road. The proposed exit, therefore, violates Durham public policy.
4. The creation of the additional interchange in this low density area would create dangerous congestion for the numerous residents in the area and for the children attending both public and private schools in the immediate vicinity. This proposed interchange would be within feet of a large cemetery, within yards of the newly constructed Creekside elementary school and within a couple of miles of Githens Middle School. The addition of this exit would, therefore, create adverse and possibly perilous situations for the residents of Durham and Chapel Hill and their children.

I appreciate your time and attention to this urgent and important matter.

Sincerely,
Kerrie and Richard Powell

[Comment #10]

From: Warren Lieuallen [lieuallen@yahoo.com]
Sent: Thursday, November 13, 2008 11:55 AM
To: Henry, Andrew
Subject: New Interchange at I-40 and Farrington Road

My name is Warren Lieuallen, and I live in the very vocal Trenton neighborhood off of Trenton Road. Lately there has been a flurry of activity concerning a proposed interchange at I-40 and Farrington Road.

I would like to add my support for this interchange. I commute on I-40 every work day, and this interchange would simplify my life and ease the congestion at Farrington and 54. Our neighborhood is at least 1/2 mile away from I-40, and those who argue about increased noise or safety concerns are over-reacting, in my opinion.

So, in tallying the votes against this plan, please know that the opposition is NOT unanimous!

Warren Lieuallen
4203 Taylor Hall Place
Chapel Hill, NC 27517

[Comment #11]

From: gmdlmcilwain [gmdlmcilwain@bellsouth.net]
Sent: Friday, November 14, 2008 12:12 PM
To: Henry, Andrew
Cc: Edward C. Harrison; dbonk@townofchapelhill.org; Kevin Foy; billstrom@nc.rr.com
Subject: Project #108 - 2035 LRTP

Dear Mr. Henry,

I have discovered that highway project #108 of the 2035 LRTP Transportation Options (TAC 11/12/08, Attachment 6) discussed at last Wednesday night's DCHC TAC public hearing differs from the project I addressed at that meeting.

Project #108 is entitled "UNC Access to the Bypass," described as Manning Dr to 54/15-501 Bypass, is 0.54 miles long, priced at \$13.9M, and is to be State/Fed funded.

At Wednesday's public hearing and in my email message to you earlier that day, I addressed project #58, described in the 2035 LRTP - Preferred Options (Attachment 5, TCC 10/22/08). That is the document the Chapel Hill Town Council considered at its business meeting on Nov. 10, 2008. Project #58 is entitled "Mason Farm Road Realignment," is 0.63 miles long, priced at \$23.26M, and is to be privately funded. This project matches that described in Feasibility Study 0307A.

Would you kindly provide me with a more complete description of the exact location of Project #108 (UNC Access to the Bypass) and its relationship, if any, to Project #58 above?

If Project #108 is a version of the Mason Farm Road Realignment project, then my comments to the TAC at Wednesday night's public hearing are also germane to Project #108.

Thanks very much.

David L. McIlwain

8 Gooseneck Road
Chapel Hill, NC 27514

[Comment #12]

From: Mitchell Virchick [mvirch@bellsouth.net]
Sent: Friday, November 14, 2008 7:51 PM
To: Henry, Andrew
Subject: DCHC Public Comment

Dear Mr. Henry,

I received the DCHC newsletter in today's mail, and am excited about the regional metro planning organization—I didn't even know this group existed, and yet I have been wondering lately why there wasn't one, so the newsletter couldn't arrived at a more timely moment, were it not for the fact that it came 2 days *after* the public hearing.

The extensive system of planned bike routes & trails shown in the newsletter is significant in that it implies a real commitment to non-motorized "green" transportation. Obviously, your organization must develop some strategies for meeting your objectives over time, and to prioritize the development of some parts of the system over others. Ideally, you'd like to get the most "bang for the buck" wherever you can.

I would like to know what this organization thinks about proposing a short (approx. ½ mile) bike lane system connecting the Stancell Drive/Downing Creek Parkway intersection with the George King Rd./Nelson Hwy intersection further east along NC 54. I believe this type of "low-hanging fruit" would not only be far less expensive to develop, but would also provide a badly needed avenue for commuting bicyclists to be able to reach the office parks which currently exist on all 4 corners of NC 54 and I-40. Logistically, it requires conveying bicycle traffic across either the existing NC 54 bridge that traverses the intervening wetlands—or would require a separate bicycle/pedestrian bridge to segregate motorized traffic from bicycles. The office parks in this area employ thousands of workers, many of whom commute from Chapel Hill & Carrboro.

I had assumed that one of the reasons such a bike lane system might not be developed would be Durham's lack of motivation in assisting Chapel Hill bike commuters into Durham County—hence my excitement about finding out about your organization.

Please let me know if there is someone I could speak to further about this.

Thanks,

Mitchell Virchick
Carrboro
mvirch@bellsouth.net

[Comment #13]

From: Milazzo II, Joe [mailto:Joe@letsgetmoving.org]
Sent: Thursday, November 20, 2008 12:06 AM
To: Ahrendsden, Mark; ahenry@durhamnc.gov
Cc: jim.captain@csfb.com; Kirsten Weeks (kiweeks); fred.burchett@kimley-horn.com
Subject: RTA comments on LRTP -- summary

Mark and Andy,

Good seeing you both on Wednesday!

The Regional Transportation Alliance would like to offer comments for consideration in the Long Range Transportation Plan:

*** Support for study of both near-term and longer-term solutions for I-40**

- Electronic version of letter from our chair, Jim Captain **attached** to this message
- Hardcopy of letter will be provided to Mark Ahrendsden for MPO records

*** Support for Special Transit Advisory Commission (STAC) vision for transit**

- Remarks provided at April 2008 joint MPO meeting
- RTA position on STAC vision has not changed since April 2008 and we ask that those remarks be considered as comments for the LRTP

- Electronic version of RTA support for STAC vision is available here:

<http://www.letsgetmoving.org/pdfs/STAC.statement.pdf>

Please reply or call with any questions. Thank you for the opportunity to comment on the Long-Range Transportation Plan!

Take care,
Joe

cc Alliance chair Jim Captain, Alliance policy chair Kirsten Weeks, Alliance multimodal chair Fred Burchett

Joe Milazzo II, PE
Executive Director

Regional Transportation Alliance
800 South Salisbury Street
Raleigh, NC 27601

Direct: 919.664-7065
Main: 919.664-7062
Fax: 919.664-7097
joe@letsgetmoving.org
www.letsgetmoving.org

November 19, 2008

Dear: **Chairman Joe Bryan, Capital Area MPO**
Chairman Alice Gordon, Durham-Chapel Hill-Carrboro MPO
Secretary Lyndo Tippett, NC Department of Transportation

We all know that Interstate 40 is our "Main Street" in that it directly connects Chapel Hill, Durham, Research Triangle Park, RDU Airport, Cary, and Raleigh, along with several other communities. With the projections for growth in this market exceeding one million people over the next few decades, it is clear that additional capacity for this corridor will be required in order to avoid gridlock on the highway link that ties the region together.

We understand that a managed lane study of I-40 was completed a few years ago. We encourage the region's transportation partners to initiate a follow-up study of I-40 and parallel / reliever routes (e.g., US 70, TW Alexander Drive, NC 54) between Durham and Raleigh with a focus on near-term relief, as well as potentially longer-term "ultimate" solutions for the corridor. In light of the region's ongoing focus on multimodal transportation options, the study should also consider opportunities to support the region's efforts to implement the Special Transit Advisory Commission vision of enhanced transit for our region.

The downturn in the economy has bought us some time, but the growth in jobs and traffic will return and the problem of congestion will not resolve itself. Attention now to solutions for I-40 will pay dividends for years to come by helping to ensure effective highway travel between our largest communities and to Research Triangle Park, "the reason for the region".

Of course, the Alliance stands ready to assist your shared efforts to keep the Triangle moving. Thank you for your consideration of this request.

Let's get moving!



Jim Captain
2009 Chair, Regional Transportation Alliance

cc NCDOT Area Board members Ken Spaulding and Nina Szlosberg
NCDOT Division Engineer Wally Bowman
MPO Directors Mark Ahrendsen and Ed Johnson
RTA Executive Director Joe Milazzo II

Regional Transportation Alliance
Statement on final Special Transit Advisory Commission (STAC) regional transit vision
Friday, April 25, 2008

The Regional Transportation Alliance supports the overall three-pronged STAC regional transit vision consisting of the following prioritized sequence of investments:

1. **Enhanced regional and local bus service**, including express bus corridors – must precede other, more capital-intensive investments to provide visible improvements in our regional transit system, build transit ridership, and grow public support for transit across the region;
2. **Several subregional transit circulators**, serving Chapel Hill, Cary, Durham, Raleigh, and the RTP-RDU area – all initially bus, with some becoming light rail/trolley – must be next in sequence to create focused segments where enhanced land use and mobility options are possible; and
3. **A 56-mile regional rail system** touching Chapel Hill, Downtown Durham, RTP, Downtown Cary, Downtown Raleigh, and North Raleigh – perhaps preceded by commuter rail, with potential commuter rail extensions to outlying areas – will complete the future regional transit vision.

The Alliance recognizes that a robust local funding source is essential for realizing our region's transit vision, and the Alliance supports the STAC's recommendations of a substantial local option funding source (½-cent sales tax or equivalent) as a primary funding mechanism, with State funding complementing the local share.

The Alliance believes the following two principles are critical for establishing and consolidating support for the prioritized sequence of regional transit investments described above:

- **New governance model and public accountability required for support and success.**
 - Governance remains our biggest concern because the specifics of how the program will be managed are essential to gaining voter approval for the vision throughout the region
 - The overall package of projects – including the proposed local funding source(s), the associated financial plan, the breakdowns by transit mode, and local vs. regional splits – must be authorized by individual boards of county commissioners and approved by a vote of the people in participating counties
 - Implementation of the regional transit vision, including spending and prioritization decisions within an overall framework outlined by the authorizing counties, should be overseen by a regional board of trustees comprised entirely of local elected officials that represent the various taxpayer bases across the region
- **Detailed study of technology, project sequencing, land use integration and pedestrian-bicycle connectivity options to maximize the quality of life return on our investments.**
 - A variety of bus technology options should be considered to minimize energy consumption and environmental impacts while providing an attractive, state-of-the-art flexible route transit experience befitting our high tech region
 - While the circulators can begin using bus technology, the region should examine light rail/trolley options for each corridor, given the potential land use and ridership benefits
 - The region should evaluate potential short-term commuter rail options to and through the Triangle that may emerge from the ongoing NC Railroad study
 - The region should initiate a more detailed study of regional rail propulsion options for the regional rail corridor, given the inherent tradeoffs among costs, safety, flexibility, grade separation viability and environmental impact
 - All major capital investment studies must include up-to-date ridership and cost-effectiveness data that inform the selection of investment priorities
 - The region should examine and pursue opportunities to improve pedestrian-bicycle connectivity to the various elements of the regional transit vision
 - Local governments should seek opportunities to encourage and harmonize transit-supportive land use policies for property adjacent to future rail and trolley stations

The Alliance urges that the necessary governance changes and detailed studies be initiated as soon as possible in order to speed the realization of the region's transit future.

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

LET THERE BE TRAINS: Bring Rail Transit to Orange County and Durham!

Dear Mr. Andy Henry,

I support light rail transit between Orange County and Durham. Of the several alternatives presented in the 2035 Long Range Transportation Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the light rail transit option – as shown in the “fixed guideway” scenario – provides the most opportunities for the region. Here’s why:

1. Light rail was recommended as the best transit investment possible for linking Carolina North, Carrboro, downtown Chapel Hill, and downtown Durham by the Special Transit Advisory Commission. This is the most heavily traveled corridor in the MPO, connecting residents to job locations, medical care and cultural institutions and providing access to shopping opportunities in between.
2. Light rail is superior to bus rapid transit because it has a proven track record of influencing land use and shaping growth. This is because rail transit provides a sense of permanency that is attractive to developers. In our own state, Charlotte will realize more than \$1.86 billion in private-sector investments in the light rail corridor by 2011, including restaurants, housing, and office space. (*Raleigh News and Observer, Jan 26, 2008*)
3. Rail transit generally achieves better operating cost efficiencies and savings than buses because they are less labor intensive to operate. As passenger demand increases, more cars can be added without needing additional operational staff.
4. Light rail is powered by electricity, which reduces our dependence on foreign oil and can be powered by renewables such as solar or wind. Electric light rail would free us from the rising costs of diesel fuel as well.
5. People like rail transit! Ridership projections for the first year of the Charlotte LYNX system projected 9,100 weekday trips. In June, the LYNX blue line averaged over 16,000 weekday trips!

Here are some other reasons why I support light rail transit in Orange County and Durham:

Let there be trains between Orange County and Durham!

Name: Frederic W. Schroeder Jr.
Address: 604 Emory Dr.
Chapel Hill NC 27517

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

LET THERE BE TRAINS: Bring Rail Transit to Orange County and Durham!

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5. People like rail transit! Ridership projections for the first year of the Charlotte LYNX system projected 9,100 weekday trips. In June, the LYNX blue line averaged over 16,000 weekday trips!

Here are some other reasons why I support light rail transit in Orange County and Durham:

Let there be trains between Orange County and Durham!

Name:

Suzanne B Schroeder

Address:

604 Emory Drive
Chapel Hill NC 27517

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

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LET THERE BE TRAINS: Bring Rail Transit to Orange County and Durham!

Dear Mr. Andy Henry,

I support light rail transit between Orange County and Durham. Of the several alternatives presented in the 2035 Long Range Transportation Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the light rail transit option – as shown in the “fixed guideway” scenario – provides the most opportunities for the region. Here’s why:

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Let there be trains between Orange County and Durham!

Name: Edward Kudwing
Address: 1026 Highland Woods Rd
Chapel Hill, NC 27517

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Let there be trains between Orange County and Durham!

Name:

Helen A. Ludwig

Address:

1026 Highland Woods Road
Chapel Hill NC 27517

September 19, 2008

Andy Henry
City of Durham -- Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Here are some other reasons why I support light rail transit in Orange County and Durham:

And convenient links to RDU from Durham, Chapel Hill, and Raleigh should be an essential element of a light rail system.

Let there be trains between Orange County and Durham!

Name:

Karl Peterson

Address:

2719 Joyel Perry Road

Chapel Hill, NC 27516

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Here are some other reasons why I support light rail transit in Orange County and Durham:

Light rail is the fair thing to provide. We agree with all the reasons stated above. At a time we reached out to young and old, the disabled, all economic groups, we are behind the times. There are folks among us who have no way to get to the store, medical appts, etc. Light rail is the civilized solution to provide

Let there be trains between Orange County and Durham!

Name:

Bryna Pilgze / Robert A. Gilson

Address:

204 Collinson Drive
Chapel Hill, N.C. 27514

Compilation of Public Comments Provided at Public Workshops

October 28, 2008 Workshop in Durham – Northern HS

Comments received include:

1. Support for transit and bicycling.

October 30, 2008 Workshop in Durham – Jordan HS

Comments received include:

1. Opposition to the I-40 Farrington Road interchange.
2. Support for light rail transit, bicycling, and pedestrian modes.

November 13, 2008 Workshop in Chatham County

Comments received include:

1. Support for transit from Pittsboro to Chapel Hill.
2. Support for road widening projects.
3. ATT in Chatham does not show up on the bike map (need to include ATT and other off road bike projects in Chatham).
4. Coordination with RPO to show continuity of other proposed projects out the MPO MAB
5. Support for the Light Rail option
6. Strong support of the transit from Chatham to Chapel Hill and RTP
7. LRTP should reflect local bus from Pittsboro to Chapel Hill scheduled to commence early next year
8. Strong support of all proposed roadway widening in the preferred option – needed badly to address growth

November 25, 2008 Workshop in Hillsborough

Comments received include:

1. Support for increasing walkability in Hillsborough.

December 2, 2008 Workshop in Chapel Hill

Comments received include:

1. Support for expanding the bus system in addition to rail service. The bus system should be expanded first to build ridership for rail when it is eventually built similar to what Charlotte has done.
2. Concern over the connection of Southwest Durham Drive to Meadowmont Lane. The connection to George King Road should be completed first.
3. Support for light rail transit and commuter rail transit. Suggest using decorative vehicles for trains.

December 3, 2008 Workshop in Durham – Main Library

Comments received include:

1. General support for the plan.
2. Support for light rail transit, including the need for a local revenue source. Prefer using a vehicle miles traveled tax and tax increment financing in a special tax district along the rail line. Also prefer a transit route along the NCR corridor to Hillsborough and Chapel Hill instead of 15-501 to Chapel Hill.
3. Support prioritizing bike routes that connect neighborhoods to Duke.