

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION TO PROVIDE COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE REGARDING THE ALTERNATIVES ANALYSIS OF THE 2040 METROPOLITAN TRANSPORTATION PLAN AND COMPREHENSIVE 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 has released the Alternatives Analysis of the Metropolitan Transportation Plan (MTP) and the Comprehensive Transportation Plan (CTP) 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 Alternatives Analysis for the CTP and 2040 MTP;

NOW, THEREFORE BE IT RESOLVED that the Orange County Board of Commissioners recommends to the Transportation Advisory Committee that the 2040 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Metropolitan Transportation Plan and Comprehensive Transportation Plan give priority to projects that promote alternatives modes of transportation, minimize impacts on the environment and foster economic development

BE IT FURTHER RESOLVED that the Orange County Board of Commissioners recommends that the 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan include/note/suggest/encourage the following:

- A focus on building a sustainable, economical and workable system that builds upon itself with capital investments to lay the groundwork for future innovation.
- The consideration of the larger effects of this plan and that there will be great economic benefits to some elements such as the public transportation projects.
- Inclusion of provisions for staggering implementation of services such that bus ridership can help build future rail ridership once the rail project is completed.
- Ongoing coordination between municipalities within the county and with other jurisdictions in the region on all elements of the regional efforts.
- Choosing a Preferred Option that provides a comprehensive multi-modal system which operates efficiently in the long term and provides the most significant economic, environmental, and societal benefits to the County and the region.

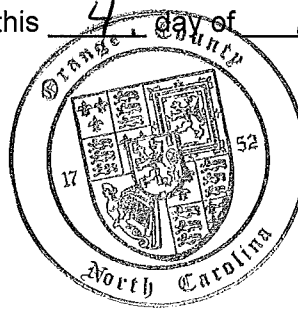
- Reviewing the population and employment projections in collaboration with the municipalities within the Metropolitan Planning Area and,
- Clarifying the maps in the Olan by using colors that provide more contrast.

Upon motion of Commissioner Gardner, seconded by Commissioner Frisbie, the foregoing resolution was adopted this the 2 day of October, 2012.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 2, 2012, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

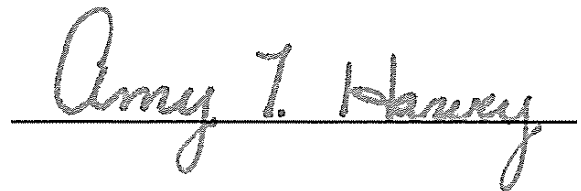
WITNESS my hand and the seal of said County, this 4 day of October, 2012

Donna Baker
Clerk to the Board of Commissioners



I, Amy T. Harvey, Acting Town Clerk of the Town of Chapel Hill, North Carolina, hereby certify that the attached is a true and correct copy of (2012-11-19/R-10) adopted by the Chapel Hill Town Council on November 19, 2012.

This the 20th day of November, 2012.

A handwritten signature in cursive script that reads "Amy T. Harvey". The signature is written in black ink and is positioned above a solid horizontal line.

**Amy T. Harvey
Acting Town Clerk**



A RESOLUTION TO ENDORSE THE PREFERRED OPTION OF THE DRAFT 2040 METROPOLITAN TRANSPORTATION PLAN (2012-11-19/R-10)

WHEREAS; the Town of Chapel Hill is a member of the Durham-Chapel Hill-Carrboro Metropolitan Transportation Organization; and

WHEREAS, federal regulations require the preparation of Metropolitan Transportation Plans by the Metropolitan Planning Organization every four years; and

WHEREAS, the Council, Public, and Town Advisory boards have reviewed of the draft 2040 Metropolitan Transportation Plan, the Alternatives Analysis and the Preferred Option.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council recommends to the Durham Chapel Hill Metropolitan Planning Organization that the Preferred Option and its included projects be adopted as the Final 2040 Metropolitan Transportation Plan.

BE IT FURTHER RESOLVED that the Council recommends that the following comments be incorporated into the Final 2040 Metropolitan Transportation Plan

- Implementation of the Martin Luther King Jr. Blvd Bus Rapid Transit project should be accelerated.
- Improvements to the NC54/I-40 Interchange are critical to reducing congestion along NC54 and should be undertaken as soon as possible.
- We believe there will be significant community concern over the widening of Fordham Blvd, between NC54 and US 15-501 South, and the implementation of super street design along Fordham Blvd/US 15-501 between NC54 and I-40. Successful implementation of these projects will require extensive community outreach.
- The proposed feasibility study for US 15-501/Fordham Blvd, between I-40 and US 15-501 South, should be completed as soon as possible.

This the 19th day of November, 2012.

2040 METROPOLITAN TRANSPORTATION PLAN ALTERNATIVES ANALYSIS

This agenda item allowed the Board an opportunity to provide additional comments on the 2040 Metropolitan Transportation Plan (MTP) Alternatives Analysis.

Jeff Brubaker, the Town's Transportation Planner, made the presentation to the Board.

MOTION WAS MADE BY ALDERMAN GIST AND SECONDED BY ALDERMAN SLADE THAT THE MODEL IS NOT OK AND DOES NOT TAKE INTO ACCOUNT THE DESIRE FOR CHANGE IN TRANSPORTATION HABITS. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY ALDERMAN COLEMAN AND SECONDED BY ALDERMAN HAVEN-O'DONNELL TO CONVEY TO THE MPO THAT THE PLAN AS DRAFTED DOES NOT TAKE INTO ACCOUNT THE RISING FUEL COSTS AND THE IMMEDIATE NECESSITY TO PRIORITIZE ALTERNATIVE FORMS OF TRANSPORTATION AND LAND USE PLANNING THAT WILL SUPPORT THEM. VOTE: AFFIRMATIVE ALL.

The following resolution was introduced by Alderman Coleman and seconded by Alderman Haven-O'Donnell:

A RESOLUTION PROVIDING COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION ON THE 2040 METROPOLITAN
TRANSPORTATION PLAN
Resolution No. 12/12-13

WHEREAS, the Town of Carrboro participates closely in regional transportation planning as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO);

WHEREAS, DCHC-MPO has developed an Alternatives Analysis to evaluate the effectiveness of regional transportation improvements as part of the development of its 2040 Metropolitan Transportation Plan;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that:

1. The model is not OK and does not take into account the desire for change in transportation habits; and,
2. The plan as drafted does not take into account the rising fuel costs and the immediate necessity to prioritize alternative forms of transportation and land use planning that will support them.

The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 2nd day of October 2012:

Ayes: Dan Coleman, Sammy Slade, Lydia Lavelle, Mark Chilton, Michelle Johnson, Jacquelyn Gist, Rande Haven-O'Donnell

Noes: None

Absent or Excused: None

Planning Board Comments Regarding the MPO 2040 Transportation Plan
Unanimously adopted 10/16/2012

1. The population projections are simply projections, not fact. The Planning Board has real questions about those projections.
2. In any case, the 2020 Comprehensive Plan should be the real driver of our vision of development and the 2040 Transportation Plan should be used to support that vision. We are just beginning the Small Area Plan process for the Focus Areas of our future growth. It is premature to assume that they will all or even mostly be intense transit oriented development to support light rail.
3. A flexible, more frequent and extensive bus service along with safe bike lanes and sidewalks might meet the needs of more commuters (both workers and students) than the light rail and could be less costly per rider. An evaluation of this type of scenario is needed.
4. There is a need to address the increasing density downtown with effective transportation solutions, for example greater circulation of buses and trolleys.
5. The MPO's study showing Travel Time from Chapel Hill to Activity Centers by different scenarios shows there is little difference between scenarios, except in the travel time to Raleigh. When traveling from Chapel Hill to RTP, Hillsborough, Durham, in 2040 there is a difference of about 3 to 6 minutes from the existing commute time across all scenarios. This is a very small change in commute time given the level of public investment, and indicates there's very little performance difference between the scenarios. Given the % of trips that will still be by automobile, the very low % ridership by transit, and the level of congestion remaining, it appears we are not meeting our goals and have not developed the right scenario for adoption.
6. Increasing travel lanes along Fordham Blvd. from 4 to 6 lanes, unless the additional 2 lanes are exclusively for rapid transit, would be short sighted and counter to our transit goals. When the Blvd. was widened from 2 to 4 lanes, within a couple of years it was at capacity. The same will be true if we widen it to 6 lanes. We need to focus more on demand management at the University, Hospital, St. Thomas Moore, etc. and more on transit options. Widening to 6 lanes will also bisect the community, making it increasingly dangerous for people living in Morgan Creek/Kings Mill to walk or bike to campus.
7. The Town should advocate for effective noise abatement.
8. The Town should evaluate the adequacy of standards in the rural buffer in protecting its farmland and rural character.
9. The Planning Board is concerned that it did not have the financial data along with the scenario evaluation.
10. The Planning Board does not support any of the Scenarios in the MPO's 2040 Transportation Plan. We would support developing a more realistic scenario that meets our transportation performance goals once the Focus Group Area Plans have been developed. In developing an option, we need to consider cost-effectiveness of the different options, new home-workplace trends, and also other community values such as environmental protection, serving a broad range of the workforce and students (e.g. those also trying to get to the new community college in Hillsborough and Durham Tech). In considering the cost-effectiveness of different options, the costs and benefits of ecosystem services should also be considered. There's more work to be done.