

**TRANSPORTATION ADVISORY COMMITTEE  
MAY 19, 2010  
MINUTES**

The Transportation Advisory Committee met on Wednesday, May 19, 2010 at 4:00 p.m. at the Professional Building, 127 W. Hargett Street, Suite 800, Raleigh, NC with the following present:

**Members**

Vivian Jones, Vice-Chair  
Harold Broadwell  
John Byrne  
R. H. Ellington  
Hubert Gooch  
Tony Gurley  
Jackie Holcombe  
Russell Killen  
Charles Meeker  
Darryl Moss  
Cat Redd  
Julie Robison  
Dick Sears  
Emma Stewart  
Nina Szlosberg-Landis  
Gus Tulloss  
Keith Weatherly  
Ronnie Williams

**Representing**

Wake Forest  
Wendell  
Fuquay-Varina  
Angier  
Granville County  
Wake County  
Morrisville  
Knightdale  
Raleigh  
Creedmoor  
Youngsville  
Cary  
Holly Springs  
Louisburg  
NCDOT  
NCDOT  
Apex  
Garner

**Staff**

Ed Johnson  
Richard Epps  
Robert McCain  
Shelby Powell  
Kyle Ward  
Brandon Watson  
Diane Wilson  
Kenneth Withrow

**Representing**

CAMPO Director  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff

**Others**

Juliet Andes  
Kim Coley  
Rupal Desai  
Michael Franklin  
John Hodges-Copple

**Representing**

Cary  
Cary Resident  
NCDOT  
Cary Resident  
TJCOG

Darren Jackson  
Liz Johnson  
Chip Russell  
Peter Trencansky  
Barbara Vaughn

State Representative  
Morrisville  
TCC Vice Chair  
URS  
Cary Resident/Save 64

The meeting was called to order by Vice-Chair Jones. The following items were discussed with discussion and actions taken as shown:

#### **PUBLIC COMMENTS - NONE RECEIVED**

Vice-Chair Jones announced this was an opportunity for comments from those in attendance. No one asked to be heard.

#### **MINUTES - APRIL 21, 2010 - APPROVED**

Minutes of the April 21, 2010 meeting were provided in the agenda packets. Mr. Meeker moved approval of the minutes as presented. His motion was seconded by Mr. Ellington, unanimously passed. Vice-Chair Jones ruled the motion adopted.

#### **PUBLIC HEARINGS**

#### **CONGESTION MANAGEMENT PROCESS - PUBLIC HEARING HELD - HEARING LEFT OPEN UNTIL JUNE 16, 2010 TAC MEETING**

The Congestion Management Process was explained and reviewed. This is a method of safe and effective management and operation of new and existing transportation facilities using demand and operational management strategies. Examples of demand management include alternative work schedules, telecommuting, alternate modes of transportation and congestion/value pricing, etc. Operational management strategies include traffic engineering, intersection improvements, intelligent transportation systems, signal systems, etc. Members received in the document a toolbox of strategies noted as Appendix A. The process is required to be developed and implemented as an integral part of the planning process in Transportation Management Areas. The agenda noted a subcommittee was established to draft a congestion management process document. A copy of the report was provided in the April 21, 2010 agenda packet and is online. The public review and comment period was opened on April 26 and closes on May 26 with a public hearing to receive comments scheduled for this meeting. Final action will be requested on this item at the June 16, 2010 meeting.

Vice-Chair Jones declared the hearing open.

No one asked to be heard.

Vice-Chair Jones indicated the hearing would remain open until the June 16, 2010 TAC meeting.

**US 64 CORRIDOR STUDY DRAFT FINAL REPORT - PUBLIC HEARING HELD - HEARING LEFT OPEN UNTIL JUNE 16, 2010 TAC MEETING**

The US 64 corridor has been identified in the State's Strategic Highway Corridors initiative. The purpose of the initiative was reviewed. It was noted this is part of an ongoing effort to enhance transportation, economic development and environmental stewardship throughout North Carolina. A study of this corridor from the US 64/US 64 Business split on the east side of Pittsboro to the US 1/US 64 interchange in Cary is being conducted as a joint effort between NCDOT, CAMPO, the Towns of Apex, Cary and Pittsboro and Wake and Chatham Counties. The US 64 Design Team has been meeting over the past eight months to finalize short and long-term highway design plans for the US 64 Corridor. One of the major conclusions reached with area stakeholders was that the segment of US 64 between the US 1/US 64 interchange and the NC 540 Turnpike would not be constructed as a freeway facility. In addition, interchange conversions at the Laura Duncan Road and Lake Pine Drive have also been a part of the Study. Members received a copy of the Executive Summary of the US 64 Corridor Study Draft Final Report in their packets. The full report is available online. The TAC released the report for a 45 day public review and comment period beginning May 1 and closing on June 16, 2010 and scheduled a public hearing to receive comments to be held at today's TAC meeting. The TAC is not being asked to take action on this item at this time.

Peter Trencansky, representing the consultant firm URS, presented the TAC with an overview of the Executive Summary for this project. He reviewed the history of the project noting three newsletters were sent out and two workshops held on this project. He indicated there had been a lot of local interest in this project and 2500 had signed opposition petitions. He noted originally there was concern there had not been enough public involvement. As a result, a community meeting was held in July, two meetings were held with stakeholders and several small group meetings were also held. He noted 250 concerned citizens attended the meeting held at Green Hope High School. He reviewed the stakeholders group composed of 23 members. Mr. Trencansky reviewed information provided at the all day meeting held October 22, 2009, changes made as a result of input received, etc. He then reviewed what the original proposal looked like versus the revised design. He spoke to a project in Carmel, Indiana where a road similar to US 64 was converted to an expressway with no stopping for through traffic. That road was cut below

ground and maintained the elevation of the cross street. He noted there was desire from the community to incorporate something like this for Lake Pine and Laura Duncan. Critical intersections along the corridor and how they are proposed to be handled were reviewed. He spoke to the concern from residents to maintain the safety of pedestrians at Apex High School and the strong desire from the community to have lower speed limits between Laura Duncan Road and US 1. Following review of the proposal, Mr. Trencansky thanked David Wasserman, NCDOT, for his work on this plan. He indicated he did not know if everyone was happy with the proposal but felt there is mutual understanding of issues being considered.

Vice-Chair Jones declared the hearing open.

Barbara Vaughan, made the following statement:

"The following statements should be incorporated into the Executive Summary, and into appropriate sections of the plan:

1. It is recommended that 540 be designated as the **64 BY-PASS** from the interchange at US 64/NC540 to the interchange at NC 540/US 1 (insert in S.1.1). If there is a legal reason that cannot be recommended, that should be stated and the specific reference should be made in the document.
2. It is recommended that the current US 64 in Cary/Apex have its name changed as soon as possible to **Business 64/Tryon Boulevard**. (Insert in S.1.1, right after recommending that 540 be a BY-PASS).
3. It is recommended that Section 3.3 **Short-Term Solution** be changed by adding an "s" and labeling it **Short-Term Solutions**. The following statement made in Chapter 3 under Short Term Solution is not accurate and should be deleted.
  - 3.3.1.2 Superstreet: *"The Superstreet emerged as the preferred concept for treating intersections along the corridor...."*

The stakeholders **DID NOT** reach consensus regarding the use of superstreets and it did not emerge as the preferred concept. Adequate research regarding the effectiveness, cost and safety of the super street concept has not occurred. The corridor study team *may have* determined for the purposes of this draft that the super street emerged as the preferred concept. However, the community does not support this statement and the cost is prohibitive, **\$19 million +**, after you delete \$3.6 million for Lake Pine. The proposed development of super streets should not be suggested as the preferred concept, at this point in time. It is just one of the possible solutions.

4. It is recommended that traffic patterns and traffic flow, as appropriate for a boulevard, along the current US 64, need to be re-evaluated by NCDOT approximately 1-2 years after 540 is open to traffic from US 64 to US 1. (Added comment - This is not clearly stated in the plan.)
5. Specific recommendations related to Laura Duncan and Lake Pine intersections should be made in the appropriate 5 year NCDOT plans.

The current US 64 in Cary and Apex should be By-Passed and plans should be developed by NCDOT, in conjunction with the appropriate local and regional traffic entities, as appropriate, for preserving the mobility and safety of the local residents, not for through traffic.

While the term By-Pass is NEVER used in the Draft Plan, the CST does recommend on Page 128 that NCDOT Pursue the signing of 64 along NC 540. Based on the description, it is clear that the Study Team was recommending a By-Pass, even though it is not highlighted. The US 64 Corridor Study report should make it clear, in the Executive Summary that it is being recommended that 540, which is already planned for construction, should serve as the **64 BY-PASS** and that the current US 64 should become Business 64 immediately, reflecting what the road currently is and should continue to be in the future.

Numerous residents, along with all of our elected officials, have recommended repeatedly, that US 64 running through Cary and Apex is really a local Main Street/Boulevard. The road should be renamed ASAP to Tryon Boulevard/Business 64 and should be recognized as such. The US 64 Corridor should by-pass Cary and Apex. If US 64 road designation has to be utilized, it should be changed to Business 64 and the road should continue to serve as the towns' main street; now and on a long term basis.

The communities of Cary and Apex should be preserved and protected on a long term basis and their main street/boulevard **should never be turned into an expressway/freeway** for local or through traffic, either on a short term or long term basis.

Page 128 of the Draft states that a speed study be conducted along US 64 from Kelly Ridge Road to US 1. Is it really necessary that DOT spend more funds conducting a speed study when it is already clear that US 64 runs past residential areas, businesses and a high school and has its share of accidents. As it is now, with a speed limit of 55 MPH, numerous drivers already drive close to 65 mph and with the residential development, high school and businesses, this road is simply not safe. This road should be re-named to Tryon Boulevard/64 Business. The only cost is for new signs that will require speed reductions. Millions of dollars do not need to be spent to create what will clearly become more traffic hazards for the future and will change the entire

feel of the Apex/Cary community. US 64 should not be compared to Capital Blvd - it is simply not an accurate comparison.

The CST has recognized that additional study is needed once 540 is operational. Therefore it is inappropriate to make ANY RECOMMENDATIONS regarding any proposed changes in 64 until after 540 has been opened, operating approximately 1-2 years and properly evaluated.

The term LOS is not defined anywhere in the study. For a boulevard/main street, it is not appropriate to utilize LOS for only one or two hours a day to recommend millions of dollars of funds be allocated to improve traffic flow might decrease waiting time at traffic lights for approximately two hours a day. **Why would you spend millions of dollars to improve traffic flow that might be helpful for only TWO out of 24 hours?**

The US 64 Corridor Study, May 5, 2010, was not made available to the Public on May 1, 2010 for the 45 day public comment period. Therefore, TAC should not take any action regarding the plan prior to June 18, 2010."

Michael Franklin introduced himself as "Safety Dad". He noted he lives 300' from US 64 and was pleased to see the recommendation for Cary and Apex and there will be no low compression breaking which will reduce the noise level. He recognized this is a business corridor and trucks have to be accommodated and emphasized signage could be of assistance. He indicated if 64 could be widened and the speed limit reduced for the high school in Apex and send the traffic to 540, the problem may take care of itself. He stated it is a dangerous situation with the crossing at Shepherd's Vineyard and there is no signal there resulting in several accidents. He emphasized this crossing should be included in the plan. He stated there are other ways for people in Shepherd's Vineyard to get to the highway system noting they could go to the stop light ½ block away. He reiterated this is a dangerous situation.

Kim Coley indicated she is a mother and uses US 64 3-5 times a day noting she transports her children to school, the library, swim practice, church, etc. She stated she is a resident of McGregor West. She urged that her family be considered and not make this a super street and would like it lowered. She noted in two years her child will be attending Apex High School and asked that the "Mommies" be considered.

Vice-Chair Jones indicated the hearing would remain open until the June 16 TAC meeting.

Mr. Meeker requested staff analysis of major points made during the hearing, particularly on the by-pass idea. He further questioned if that piece of 540 be tolled.

Mr. Weatherly indicated he would agree with Ms. Vaughan that there is no need to rush to adopt a plan until I-540 is constructed.

Mr. Johnson referred to the US 1 study that resulted in continuing the planning process noting the idea here is once we have a plan that everyone feels is the right plan, it should be kept up to date and reinforced and a process is needed for changes. He encouraged everyone involved to enter into this process. Mr. Johnson spoke to the need to avoid this plan sitting on a shelf noting several years and several hundred thousand dollars was spent to get this plan. He spoke to the difference in views noting people living there feel this is their main transportation street. This was built as a by-pass and the neighborhoods came after the road was built. Mr. Johnson further explained it is not the intent to have something adopted that local governments involved do not support. He spoke to the need to get this study completed. Mr. Johnson stressed the report needs to be finalized but was not sure it can be done in 2 months and staff is prepared to take as much time as needed. In response to questioning from Ms. Robison, Mr. Johnson indicated some form of affirmation is needed from governments involved. Cary and Apex will be the principle parties in Wake County and the same thing is true for Pittsboro in Chatham County. He indicated we are interested in having our member governments express some level of support or lack of affirmation. Mr. Meeker stated it would be good if there are preferences provided by Cary and Apex so those preferences can be considered by CAMPO at the time.

#### END OF PUBLIC HEARINGS

#### POLICY AND PROCEDURES GUIDEBOOK DEVELOPMENT - CONTRACT WITH ITRE APPROVED

Shelby Powell reviewed this item noting in January 2010, the TCC created a Subcommittee to develop a recommendation for the creation of a Policy and Procedures Guidebook for CAMPO. The Subcommittee began meeting in February 2010 and developed a draft scope of work for the project. In late February, CAMPO staff and Subcommittee Chair Ray Boylston met with ITRE to discuss the project and capabilities of ITRE related to this type of work. Members received in their packets a copy of the resulting proposed Scope of Work. The project was budgeted in FY 2010-2011 UPWP at \$150,000. The ITRE proposal is for \$58,895 and will take approximately 9 months to complete. The project will include the compilation and documentation of existing CAMPO policies related to project funding, selection and prioritizations; a recommendation for technology improvements that could improve efficiencies of the organization; and the development of a glossy-print executive summary document. At their May 6, 2010 meeting, the TCC discuss this item and

recommended approval of a contract with ITRE for completion of a Policy and Procedures Guidebook for the MPO.

Mr. Meeker moved approval of a contract with ITRE for the completion of a Policy and Procedures Guidebook for the MPO. His motion was seconded by Mr. Killen, unanimously passed. Vice-Chair Jones ruled the motion adopted.

#### **STP-DA BICYCLE/PEDESTRIAN/TRANSIT PROJECT SUBMITTALS - PROJECT LIST ENDORSED**

Mr. Withrow reviewed this item and explained CAMPO issued a "Call" for bicycle, pedestrian and transit projects following its January 7, 2010 Retreat. The call was to solicit projects to be funded using the STP-DA Bicycle/Pedestrian/Transit allocation authorized by the TAC in 2006 and intended to use all funds authorized between 2006 and 2010. The Call closed April 14, 2010. Members received a list of projects submitted indicating the matching funds required as outlined in the allocation guidelines. Mr. Withrow explained CAMPO's Bicycle and Pedestrian Stakeholders Group reviewed the list of projects during their April 27 meeting and approved the list pending any additional recommendations from the TCC Bicycle/Pedestrian/Transit Subcommittee. The project list was discussed at the May 6 TCC meeting and a recommendation of endorsement of the list of projects submitted was forwarded. Mr. Meeker questioned if these projects would be under contract by September 30, 2010 so they will not be subject to rescission. It was noted these projects would be under contract by the September 30 date. Ms. Szlosberg-Landis questioned how the TAC will be informed the projects are moving forward and be sure there is no lapse. Mr. Lukasina indicated staff will be able to come back and advise the TAC if a project is on track. He noted staff is working on the FY 2011 schedule which has been discussed at the TCC level. There will be an update in December as to whether municipal agreements are in place, etc. He explained this list is for FY 2011 funding and projects would have until September 30, 2011 to have authorizations from FHWA.

A vote on the motion was taken and unanimously passed. Vice-Chair Jones ruled the motion adopted.

#### **STP-DA/LOCALLY ADMINISTERED PROJECTS PROGRAM UPDATE - FY 2010 PROJECTS ENDORSED - UPDATE RECEIVED ON FY 2011 PROJECTS**

##### **FY 2010 Projects**

Mr. Lukasina reviewed this item noting the TAC approved the FY 2010 STP-DA Investment Scenario at the April 21 meeting. Several project update have taken place since approval and the list was being presented as an update for further TAC consideration. The remainder of the list has been forwarded to

the NC Board of Transportation for TIP concurrence to allow those projects to move forward to obligate the funding. Members received Attachment 8A in their agenda packets containing the FY 2010 STP-DA Investment Scenario as modified. Mr. Lukasina reviewed the list modifications that occurred since the last meeting. There were 2 main changes. The first related to Laura Duncan Road/US 64 Interchange Design which was recommended to be removed from the list for lack of a sponsoring agency. The second change related to bridge replacement in Johnston County on Prichard Road and Shotwell Road. NCDOT Division 4 requested that funds for Prichard Road be added to Shotwell Road improvements to include widening approaches to the bridge.

Mr. Johnson referred to the Lower Neuse River Greenway project - Mingo Creek Greenway. A key element of this project is the bridge over Neuse River that will be built as part of Raleigh's project. The ability of the Knightdale Mingo Creek Greenway is being secured by Raleigh's project which was agreed upon this morning. He indicated this should be added and is part of a multi-phased plan. The description should be amended by adding the project goes from Skycrest Drive to Anderson Pointe Park.

Mr. Killen moved endorsement of the listing with amendments as outlined. His motion was seconded by Mr. Meeker. A vote on the motion was taken and unanimously passed. Vice-Chair Jones ruled the motion adopted.

#### FY 2011 Projects

Mr. Lukasina reported the TAC directed MPO staff to move forward the development of a list of projects that could be used to obligate FY 2011 STP-DA funds. The initial projects list has been created with unprogrammed FY 10 STP-DA project requests. Staff has issued a follow up call for projects that closed May 7, 2010. The projects are currently under review by staff. The TCC formed a working group to review and prioritize FY 2011 projects and expects to bring forth a recommendation at the June TCC/TAC meetings for obligation of FY 2011 STP-DA funds. Mr. Lukasina explained for FY 2011 projects there is more time to incorporate effectiveness criteria for all modes of transportation. Mr. Johnson noted there is also the issue about having regional benefits and will be coming up with concepts on how we might be able to do that.

The update was received as information.

#### **MPO ORGANIZATIONAL REVIEW COMMITTEE - RECOMMENDATIONS APPROVED - BY LAWS TO BE BROUGHT BACK TO THE TAC FOR REVIEW**

Vice-Chair Jones reviewed this item noting at the TAC's direction, an Organizational Review Committee, which she chaired, was formed and tasked with review of the Center for Urban Transportation Research (CUTR) study performed in 2003 and various items presented by TAC members. The

committee met several times to review all items assigned. A copy of recommendations and comments were outlined in Attachment 9A included in the agenda packets. Ms. Jones noted, in reviewing the study previously done, that many of the recommendations were already fulfilled. Ms. Jones reviewed recommendations included in the report (see Attachment 9A) in detail.

Mr. Meeker moved that the report be accepted and that stall be directed to make changes to the by laws and bring them to the TAC. His motion was seconded by Mr. Broadwell, unanimously passed. Vice-Chair Jones ruled the motion adopted.

Mr. Weatherly suggested considering that the TAC designee by the Mayor or his designee or County Commission chair or his designee. Ms. Jones explained the subcommittee discussed this and looked at the legalities of the MPO system and noted we might not be allowed to specifically designate it had to be the mayor but could recommend it be the mayor and county commission chair.

#### **TIGER II GRANT ANNOUNCEMENT - INFORMATION RECEIVED**

Ms. Wilson reviewed this item noting the US Department of Transportation has been authorized to award \$600 million in TIGER II Discretionary Grants. This appropriation is similar, but not identical to the appropriation for the TIGER Discretionary Grant, (Transportation Investment Generating Economic Recovery) program authorized and implemented under ARRA. Members received an attachment containing information relating to this item. Ms. Wilson explained TIGER II emphasis is in longer term economic development type grants. Grants can be for no less than \$10 million and no more than \$200 million. Ms. Wilson reviewed the schedule and pointed out this just came out 10-12 days ago and all information had not been received but would be available by June 15.

This report was received as information.

#### **NCDOT REPORTS - RECEIVED**

Bobby Lewis, Division 4, referred to the Shotwell Road project which is now complete and functioning well with a good level of service. He referred to SR 1010 (NC 42) noting this project has been let but construction has not started. Mr. Lewis referred to the dual left turn lanes on eastbound I-40 ramps which has been completed and working well.

Wally Bowman, Division 5, reported bids were taken on Timber Drive Extension the previous day. Bids were 12% under the engineer's assessment. DA funds are being used on this project. Mr. Bowman indicated the Wake Forest By Pass will be dedicated the next day which is slightly early. The project will be

finished by the end of June or the 1<sup>st</sup> of July. He reported Division 5 stimulus projects are moving along. He referred to the repaving of Glenwood Avenue noting part of the road was built many years ago using river rock and extensive repair is needed delaying this portion of the project.

Ms. Szlosberg-Landis indicated DOT will be releasing the draft TIP in June and this is the first year they have gone through the strategic planning process. She noted a lot of input was received from the MPO, RPO, the public, etc. She indicated the Loop process will be released soon.

Mr. Johnson reported he received an email today that the one-on-one meeting between the TAC and NCDOT will be held shortly after the TIP is released. He noted DOT was advised that staff would like to have 2-3 months to look at the TIP and have 1-2 TCC/TAC meetings and meet with DOT in August or September. He felt DOT would be amenable to that. He stated he is looking forward to seeing the outcome of the new procedure used for the TIP.

#### **ADJOURNMENT**

There being no further business, upon motion of Mr. Broadwell, seconded by Mr. Meeker, unanimously passed, the meeting was adjourned at 5:30 p.m.

Respectfully submitted,

Brenda Hunt