

**TRANSPORTATION ADVISORY COMMITTEE
MINUTES
AUGUST 18, 2004**

The Transportation Advisory Committee met on Wednesday, August 18, 2004 at 4:00 p.m. in the Council Chamber of the Raleigh Municipal Building with the following present:

MEMBERS

Chairman Bryan, presiding
Sam Bridges
John Byrne
Bill Conley
Jan Faulkner
Ann Franklin
Vivian Jones
Nancy Kelly
Charles Meeker
Nels Roseland
Nina Szlosberg
Dick Sears
Keith Weatherly

REPRESENTING

Wake County
Garner
Fuquay-Varina
Wendell
Morrisville
TTA
Wake Forest
Rolesville
Raleigh
Cary
NCDOT
Holly Springs
Apex

STAFF

George Chapman
Ed Johnson
Kenneth Withrow

REPRESENTING

TCC Chair
CAMPO
CAMPO

Chairman Bryan called the meeting to order. The following items were discussed with actions taken as shown:

AGENDA ADJUSTMENTS – AGENDA APPROVED AS PRESENTED

Chairman Bryan asked for any changes to the agenda. No changes were requested. Chairman Bryan indicated the agenda would stand as presented.

PUBLIC COMMENTS – RECEIVED

Chairman Bryan announced this would be an opportunity for comments by those in attendance.

Anthony Florines, Wakefield Subdivision resident, indicated survey work has begun for widening of Falls of Neuse Road north of the existing bridge to north of Falls Dam. He questioned the logic of spending money to widen a road that will not help congestion and felt the funds would be better spent towards installing a new bridge. He explained there

would end up being two wide roads with a bridge creating a bottleneck. He urged looking at how funds for this widening could be redirected towards solving the real problem in that area – the narrow bridge. Mr. Chapman pointed out the location of the dam on Falls Lake and the current Falls of Neuse Corridor. Mr. Johnson referred to Priority Item 10 of the MTIP involving a new bridge location project resulting in a new bridge ¼ mile further downstream. Mr. Meeker indicated this is top priority for construction even though much of this road is not in the City of Raleigh.

Tom McCue, Wakefield Subdivision resident, indicated the narrow bridge on Falls of Neuse Road is very dangerous in terms of traffic. He explained dump trucks go through this area and it appears they are ready to turn over. He emphasized someone will die there if something is not done to widen the bridge. He reiterated the bridge is very narrow, unsafe and sometimes there are also pedestrians on the bridge. He noted there are always potholes on the bridge and there is no room to negotiate around them. He spoke to the danger in having this narrow bridge in front of the schools noting there are over 3,000 students in the Wakefield Schools and commuting traffic in front of those schools added to the issues. He noted the problem is not just Wakefield's, it involves everyone living in that quadrant of the City.

Bill Sholby, Wakefield Subdivision resident, indicated tradeoffs have to be made every day because you can't do everything; and there are certain criteria that must be reviewed in assisting decision-making. He stated safety and well being of children should remain the number one priority. He emphasized there are 40 busses crossing a small wooden 2-lane bridge built in the 1940s and the danger is compounded by the curves leading to it. He noted more than 4000 students cross this bridge every day.

Glenda Tart, Wakefield Subdivision resident, read a letter dated June 29, 2004 to Lyndo Tippet. She indicated on the morning of 10/18/03 her vehicle was hit head on by a construction truck speeding down the hill toward them; noting that her van was destroyed. She stated it had taken her two years to recover. She indicated her 11 year old daughter was also injured. She emphasized the road is a bus route and the main entry and exit to a burgeoning area. She urged that this kind of accident not be allowed to occur again.

Patty Hillary, Wakefield Subdivision resident, indicated a high school student was recently hit at this location and accidents are occurring daily. She reported she parked herself on the dam on 12/1/03 from 5:30 – 8:30 a.m. and counted cars. She reported 3,645 cars crossed the Falls of Neuse bridge. She stated there have been mornings when the bridge was closed due to ice and created a backup of cars to I-540. She noted she lives three houses off Falls of Neuse and the traffic roar begins at 5:00 a.m. She presented a letter written by the Wakefield Middle School principal to Lyndo Tippet. She stated safety problems have increased for students due to increased traffic and the volume of speeding cars has created a number of dangerous incidents for people who cross the street. The letter indicated for the safety of the students a new project should be created that would include the construction of a connecting bridge which would have

tremendous impact on this area and provide an alternate route for people now using Wakefield Pines Drive. She urged making student safety a goal and priority.

Nancy Allen, Wakefield Subdivision resident, indicated when she moved to this area a new bridge was promised and that has not happened. She read a letter addressed to Lyndo Tippet from the Wakefield High School Principal that indicated he had been principal for four years and had witnessed the problem; and noted this problem would only increase. He spoke to various traffic problems that occur from 7:00 – 9:00 a.m. and 3:20 – 4:45 p.m. He reported the City of Raleigh has done studies indicating the bridge will always be a problem. Ms. Allen noted her son was nearly killed on the road coming down the hill leading to the bridge when a dump truck lost control.

Mr. Johnson explained the situation is complicated but part of the problem involves the school layout that was not what the City recommended. Rather than having an internal loop road through the campus for all three schools, they chose to install nine driveways on these major thoroughfares and have no connectivity. He noted all access to the schools is external which conflicts with other vehicles. He indicated Wakefield Pines has a lot of traffic and is used as a cut through from Wake Forest to Raleigh and the proposed new road would take that traffic off Wakefield Pines. He explained when we talked about revising the Thoroughfare Plan for Wake Forest, Falls of Neuse was taken off the Thoroughfare Plan and the State said it would be needed and should be left a major thoroughfare. He stated if it is to remain on the Thoroughfare Plan, the bridge should be replaced. The idea of not repairing the bridge and fast tracking this project would involve ending up with a bridge that fails and have a closed road. He stated this is already in the top 10 priority and the question is should it be higher than that. He explained that question is for the TAC to consider as other projects are considered. He indicated this is a good project but it is a question of competing against other good projects.

Mayor Meeker indicated between the traffic volume, the speed and the bridge, this is a hazard and should have been repaired a long time ago. He stated he mentioned before the City of Raleigh is paying some of the money and would speed it up for the next bond issue. He indicated this body should consider how high it should be on the list and it needs to be done before there are more serious accidents. Mr. Johnson indicated the cost of the project is \$17.5 million and there is a question of where the funds come from noting the Wake Forest Bypass is the top priority in this area.

Chairman Bryan thanked those in attendance for coming to the meeting noting it is nice to see the public become involved. He noted the comments had been well received and this is a very high priority project. He indicated at the September 15 TAC meeting, the TAC would be voting on a priority list noting this project is currently number 10. He noted there is strong support from the City of Raleigh. He requested copies of the letters for inclusion in the record.

Mr. Johnson indicated the previous comments should be included in the public hearing comments for the TIP.

ACTION ITEMS

MINUTES – JUNE 16, 2004 – APPROVED AS PRESENTED

Committee members had received copies of the June 16, 2004 Minutes in their agenda packets. Mayor Meeker moved approval of the minutes as presented. His motion was seconded by Ms. Jones, unanimously passed. Chairman Bryan ruled the motion adopted.

NCDOT REPORT – COMPREHENSIVE TRANSPORTATION PLAN – APPROVED

The CAMPO Thoroughfare Plan was last updated in 1997. Since that time, several member agencies have proposed revisions to that long-range roadway system “vision” plan that have not yet been brought forward for TAC approval. The TCC received a presentation at their previous meeting from NCDOT Transportation Planning Division staff (Scott Walston and Sarah Smith) on the status of NCDOT’s current process of transitioning away from thoroughfare plans to multi-modal comprehensive transportation plans. After discussion, the TCC voted unanimously to recommend that the TAC, in lieu of amending the CAMPO Thoroughfare Plan to incorporate the requested changes, instead authorize developing NCDOT’s recommended multi-modal Comprehensive Transportation Plan for the MPO; with the Roadway System element being developed first to supersede the CAMPO Thoroughfare Plan as soon as practicable.

Scott Walston, NCDOT, introduced Sarah Smith. Ms. Smith reviewed the Comprehensive Transportation Plan which replaces the Thoroughfare Plans, is not fiscally constrained and is the basis for air quality conformity analysis. For MPOs, this must be adopted by the MPO TAC and the NCDOT Board of Transportation. She reviewed the multimodal category that includes highway, public transportation and rail, bicycle and pedestrian. She reviewed highway categories including freeways, expressways, boulevard and other major thoroughfares and minor thoroughfares. Ms. Smith reviewed freeway facilities using I-40, I-95, etc. as examples; expressway facilities using US 117 north of I-40, etc., as examples; boulevard facilities including US 1 in Raleigh, etc., as examples; and major/minor thoroughfares using NC 86 north of Hillsborough, etc., as examples. She reviewed the Public Transportation and Rail Map. Ms. Smith then reviewed the benefits of the Comprehensive Transportation Plan to MPOs that included common long range vision for facilities between NCDOT, MPOs and local governments; improved community buy-in; more reliable project delivery; better transportation planning process; stronger ties to local priorities; improved planning process partnership; improved emphasis on integrating all modes; more informed public; customer-friendly documentation; better integration of land use with transportation planning and better project information for programming and project development.

Mr. Walston reviewed the Long-Range Transportation Plan that is federally mandated; fiscally constrained portion of the Comprehensive Transportation Plan; updated every three years in non-attainment areas for air quality; must have at least a 20 year planning horizon and must be adopted by the MPO TAC. Mr. Walston then reviewed the relationship between a Comprehensive Transportation Plan and the Long-Range Transportation Plan using a chart available at the meeting.

In response to questions, Mr. Chapman explained the TIP is the most limited amount of money actually available within a 7-10 year period and is a nesting of levels of planning. What we have had in the past was two lower levels with long range vision of thoroughfare only plan going out in the 25-40 year period which has not addressed the developing multi-modal systems. He stated there has not been integration of different modes between long-range and short-range. Ms. Szlosberg indicated this was legislatively mandated noting now the TIP has all the necessary layers and is a better snapshot of what the problem might look like rather than just a thoroughfare plan. Ms. Franklin indicated the level of development is really uneven. She questioned the relationship of the maps presented to projected land use noting she did not know when this comes into the process.

Following discussion, Mr. Meeker moved approval of the TCC recommendation to initiate the process of implementing the changeover from thoroughfare plan to multi-modal comprehensive transportation plan. His motion was seconded by Mr. Byrne, unanimously passed. Chairman Bryan ruled the motion adopted.

2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE – PUBLIC HEARING – HEARING HELD OPEN UNTIL SEPTEMBER MEETING

A first draft of the 2030 update of the adopted 2025 LRTP was presented at the joint MPOs' TAC meeting on June 30, 2004. The current version of this draft was provided to members. Working closely with the DCHC MPO and NCDOT staff, work has proceeded on developing future year networks and travel forecasts based on the recently updated 2030 socio-economic data forecasts. Project scopes and cost estimates have been updated and refined and recommended completion dates have been adjusted from 2005, 2015 and 2025 to 2010, 2020 and 2030 to remain consistent with current forecasts of available revenue. Three public information workshops were held on August 10-12, 2004 and the TAC has authorized holding a public hearing at this meeting to receive comments. Final adjustments to the LRTP will be made prior to consideration of approval by the TCC and TAC at their September meetings. Several issues related to the transit element of the LRTP merit continued discussion; such as the I-40 HOV/HOT proposal, the EasTrans commuter rail proposal, the CORE transit loop concept and a recommended long-range transit vision study endorsed by the TAC to work with TTA and NCDOT to develop a fundable regional transit master plan. Mr. Withrow provided a Powerpoint presentation to further explain the item that included goals and objectives, 2002 household units versus current household units, employment data and how the population has spread from this county into adjoining counties. Mr. Chapman explained

this information represents land use policies adopted by the local governments in this region. Mr. Withrow reviewed a map of the 2002 traffic volumes versus today's volumes. He reviewed on the map road projects that are to be completed by 2010, 2020 and 2030, bicycle projects, etc. Mr. Johnson reviewed the proposed corridor study in the Wake Forest Area, the EasTrans study and pointed out the US 401 and Western Wake corridor. Mr. Chapman stated the transit map shows certain kinds of bus service on facilities, i.e., the Outer Loop, etc., and if they are looked at beyond that would involve something that will have to be examined further. Freight issues were discussed. Costs versus revenues for highway projects were discussed.

Chairman Bryan declared the hearing open.

Helen Tart indicated she has been involved in transit in Raleigh and the Triangle for several years. She indicated the plan includes excellent goals. She stated she had listened to problems at Wakefield earlier in the meeting. She referred to Goal 1, Objective D relating to the substantial need for highway construction and indicated there has been constant highway construction for years. She spoke to the desire to include traffic signal prioritization for transit busses. She hoped the projects proposed will accomplish the goals and objectives but it is hard to imagine how. She felt focusing funds on transit would be a better way to accomplish the goals and objectives.

Slade McCalip, NCSU, provided a handout relating to the need for a pedestrian underpass under Western Boulevard in the vicinity of NCSU. He indicated the purpose for the underpass is twofold – to provide a grade-separated connection for bicycles and pedestrians is required between the Main and Centennial Campuses as the full build out occurs providing a safe and efficient means of crossing Western Boulevard which is projected to see increased traffic volumes as Hillsborough Street is reduced in capacity. Second, the underpass will improve the vehicle turning movement operations of the current intersection of Western Boulevard with Morrill Drive and Avent Ferry Road. He reviewed the need and justification for this project including bicycle and pedestrian trips are at conflict with vehicular traffic now with bicycle and pedestrian trips projected to increase by over 4,000 pedestrians per day as the College of Engineering moves to Centennial Campus in 2005 and the academic square footage on Centennial Campus increases by over 250,000 square feet by 2010. Vehicular traffic is projected to increase on Western Boulevard due to reduction in vehicular capacity of Hillsborough Street and to regional growth. No improvements are programmed for the next 5-10 years. Mr. McCalip then spoke to a main campus drive interchange with I-440 located between Gorman Street and Lake Wheeler Road interchanges consisting of .5 miles with a connector road of .2 miles with an estimated cost of \$19,779,000. He reviewed the purpose and need. He explained a direct connection to I-40 is required for the Centennial Campus as the full build out occurs, providing a safe and efficient means of accessing the Centennial Campus as the full build out occurs, providing a safe and efficient means of accessing the interstate system. The interchange will improve the operations of the adjacent I-40 interchanges at Lake Wheeler Road and Gorman Street. The roadway section between the proposed I-40 interchange and Main Campus Drive should be

designated as a major thoroughfare. He reviewed the project need and justification noting the existing interchanges and local street system in the corridor can neither provide the necessary access nor be improved to satisfactorily accommodate the design year traffic demands while at the same time providing the access intended by the new interchange. The project has been through public hearings, is in an adopted land use master plan and the CAMPO transportation plan, no new right-of-way is needed and environmental impacts are expected to be at the EA/FONSI level. Mr. McCalip referred to a third project relating to hybrid electric transit bus for Wolfline to be used as an NCSU bus. Estimated cost is \$490,000. He indicated several research entities at the university are in a position to evaluate the operation of the transit bus for use throughout the state. He indicated currently there are no transit agencies in North Carolina operating hybrid electric transit buses, yet several agencies around the country in air quality non-attainment areas have implemented them to help bring their areas into compliance. He reviewed the benefits of this type of bus and noted experience in this area is needed.

Phil Bisassi indicated he works for the N. C. State Energy Office. He urged support of the projects presented by Mr. McCalip which would improve fuel efficiency, air quality, etc. He referred to Wolfline noting the FTA, which funds public transportation systems, pays 80% of conventional busses and for alternate fuel busses they pay 90% of the cost of the vehicle. He noted this region is a non-attainment area and encouraged the TAC to consider this project. He indicated there could be state-wide positive benefits.

Mr. Johnson indicated the public hearing should remain open until the next meeting and comments made would also be included in the TIP hearing as well.

Mr. Weatherly indicated the issue in the LRTP that would have substantial negative impact to Apex and Cary involves the conversion of US 64 to freeway status from US 1 to Cary to the west. He referred to the portion in Apex from US 64 to US 1 to the future interchange with 540 does not warrant freeway designation noting it is on their plan as an expressway. He stated the mobility of traffic will be accomplished coming west on US 64 and move to US 1. Mr. Weatherly moved the freeway designation from US 64 from US 1 to the future interchange with I-540. His motion was seconded by Mr. Roseland.

Mr. Roseland indicated there is a lot of commercial businesses on that section of the US 64 corridor and must weigh the benefits and limiting access to that business corridor could be detrimental to both towns. Mr. Chapman explained action on any items should be made at the September meeting noting this item is on the agenda today for the hearing. Mr. Johnson indicated NCDOT has a major strategic corridor study going on and what comes out of that study will have more specificity. Mr. Weatherly indicated the US 64/49 corridor study is not completed and understood the staff at the TCC level has recommended against this. He questioned if the draft could be adjusted and bring that amended draft up for final ratification in September. Mr. Chapman responded that the draft can be amended.

Mr. Weatherly moved that the draft be amended to remove the designation of the upgrade to freeway on the portion of US 64 from US 64 interchange in Cary to the future I-540 interchange. His motion was seconded by Mr. Roseland, unanimously passed. Chairman Bryan ruled the motion adopted. It was noted this segment of US 64 is 5-6 miles long.

FY 2006-2012 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PRIORITY PROJECTS – PUBLIC HEARING

Mr. Withrow explained this item noting on May 21, 2004 CAMPO staff received the FY 2006-2012 MTIP priority project requests from the MPO's member agencies and the Committee had been provided a summary of all submittals. NCDOT has recently indicated that due to the continuing delay by Congress on reauthorizing federal transportation funding, NCDOT has revised its TIP update schedule and now expects to release the draft FY 2006-2012 State TIP on December 2, 2004 with final adoption occurring in May or June, 2005 timeframe. In order to have the latest MTIP submittals evaluated, prioritized and submitted to NCDOT in time to receive meaningful consideration, it is necessary to accelerate completion of this process by two months in order to submit them to the NCDOT before the end of September. This accelerated schedule now coincides with the update of the LRTP; therefore, the LRTP and TIP updates public review processes have been consolidated to be carried out in tandem as indicated in the previous agenda item. The first draft FY 2006-2012 MTIP Project Priority List was provided that is consistent with the previous FY 2004-2010 version with the updated roadway system priority list approved by the TAC on November 19, 2003. Updated year 2010, 2020 and 2030 networks and related traffic forecasts, needed to calculate roadway user benefits, are scheduled to be available by August 17, 2004. Once completed, the project priority rankings will be available for review and consideration by the TCC MTIP subcommittee and by the TCC and TAC at their respective September meetings.

Mr. Withrow referred to a project of significant interest (Falls of Neuse Road) which is a \$17.4 million project. The 2004-2010 plan listed it as priority #8 and the 2006-2012 plan listed it as priority #10. He noted the bike/ped elements are currently under review.

Chairman Bryan declared the hearing open.

It was noted the Wakefield residents' comments made earlier in the meeting related to this hearing. Chairman Bryan requested additional information in the packet for September relating to the Falls of Neuse Bridge and any potential alternates. Ms. Jones noted if that portion of the bridge on Falls of Neuse is to remain open, the bridge needs to be repaired.

It was noted the hearing would remain open until the next meeting in September

**ISSUES RELATED TO PROPOSED EXPANSION OF THE CAPITAL AREA
MPO – UPDATE RECEIVED**

Mr. Johnson indicated the FHWA staff has indicated that the expansion of the MPO, to include the 2000 census-designated expanded core Raleigh urbanized area around Youngsville, as well as areas of Franklin County, Granville County and Johnston County currently authorized or being considered, needs to be officially approved by the TAC action prior to the 2004 LRTP air quality conformity determination. FHWA has also indicated that the 2030 LRTP report needs to be addressed relating to the current status of transportation plans in any such new areas. Mr. Johnson provided a status report and presented a map of population densities of surrounding counties. He noted we have previously committed to invite Franklin County to join. Granville County also desired to be invited to join. The TCC discussed boundary issues to define the edge of urban areas where it currently exists and voted to declare the entire county urban. He pointed out areas on the map that should be included according to census tracts. He suggested at the next meeting that a recommendation be brought forward for a boundary expansion that staff would hope would be approved. He then pointed out the portions of Johnston and Harnett counties that should also be considered. He indicated the next step is to invite these areas to join and they can refuse. He noted the question is do we desire them. He explained the need to take in whole census tracts. Mr. Roseland indicated quorums have been hard to obtain at these meetings and this would involve 6-7 additional members. Mr. Chapman indicated once it is decided whether or not to invite them, any modifications to operations to accommodate that will have to be determined. Chairman Bryan indicated everyone in our air shed should be invited to join that we expect to be urban in the next 40 years and this is an effort to accomplish that.

Mr. Johnson then provided a draft Memorandum of Agreement between DCHC and CAMPO that included margin notes of items that should be considered. He noted DCHC has put on the table how they want to proceed on a merger and invited members to review the document. He indicated he would like to schedule a meeting as soon as possible in order to review this document and then meet with our counterparts to determine if it is the desire to adopt this agreement. He reviewed items of concern include the chairs and vice chairs, votes, quorum rules, etc. He indicated he would contact members by email when a meeting date is set.

**STATUS REPORT ON AIR QUALITY – 8-HOUR OZONE NAAQS REGIONAL
CONFORMITY DETERMINATION – RECEIVED AS INFORMATION**

Mr. Johnson provided this update. On April 15, 2004, the USEPA designated the areas of the US determined to be in non-attainment of the eight-hour national ambient air quality standard (NAAQS) for ozone. In the Triangle region, all of Wake, Durham, Orange, Person, Granville, Franklin and Johnston counties and the northeast portion of Chatham County, including Pittsboro, were so designated. This area contains the jurisdictions of two MPOs and three RPOs so coordination of the air quality conformity

Transportation Advisory Committee
August 18, 2004

determination that must be approved by June 15, 2005 for the region is paramount. TJCOG (John Hodges-Copple) is coordinating this united effort.

The report was received as information.

ADJOURNMENT

There being no further business, the meeting adjourned at 6:05 p.m.

Respectfully submitted,

Brenda Hunt