

A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO
TRANSPORTATION ADVISORY COMMITTEE WITH A RECOMMENDATION ON
THE 2025 REGIONAL TRANSPORTATION PLAN

Resolution No. 42/2002-03

WHEREAS, the Town of Carrboro has participated in regional transportation planning as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization since the mid-1980s; and,

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee is preparing a 2025 Regional Transportation Plan; and,

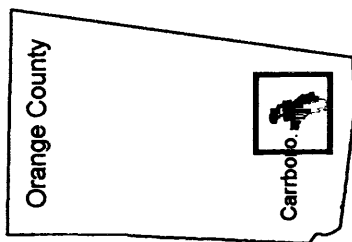
WHEREAS, the Carrboro Board of Aldermen seeks ample opportunities to review and comment on regional transportation plans and policies; and

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen recommend to the Transportation Advisory Committee that the 2025 Regional Transportation Plan should include:

1. Transit improvements should be implemented prior to pursuing roadway expansions.
2. Corrections should be made to the transit model network to more accurately reflect local and fixed guideway transit impacts.
3. A proposed high-capacity transit route currently runs from US 15-501/Franklin Street from I-40 to the Carrboro Town limits. This route should be extended into Carrboro down Main Street, through downtown Carrboro, Jones Ferry Road and NC 54 Bypass to Carrboro Plaza.
4. Projects from the Town of Carrboro's connector roads plan should be added to the regional road network. These additions include the Seawell Connector, the connector between Lake Hogan Farm Road and Homestead Road, and the extensions of Pathway Drive, Tripp Farm Road, and Lake Hogan Farm Road.

This is the 15th day of October in the year 2002.

Text Street Names
Connector Roads
Connector Road
Thoroughfare
Streets
Streams
Water Bodies
Boundaries
Carborto
Carborto Extra-T
Carborto Transiti
Carborto Transiti
Chapel Hill
Chapel Hill Plann
Orange County--



3600	0	3600 Feet
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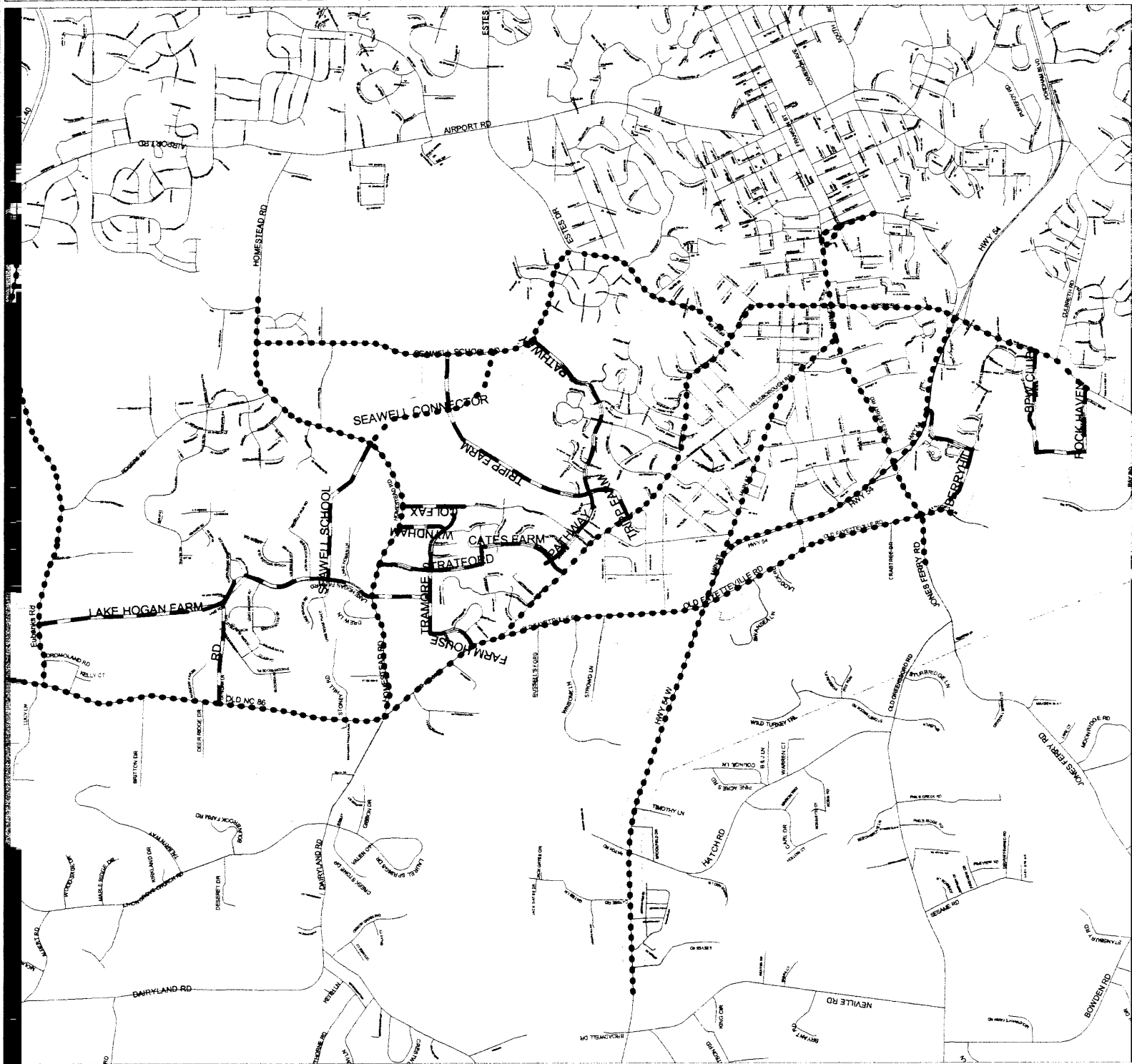
NC State Plane Coordinate System (NAD83)



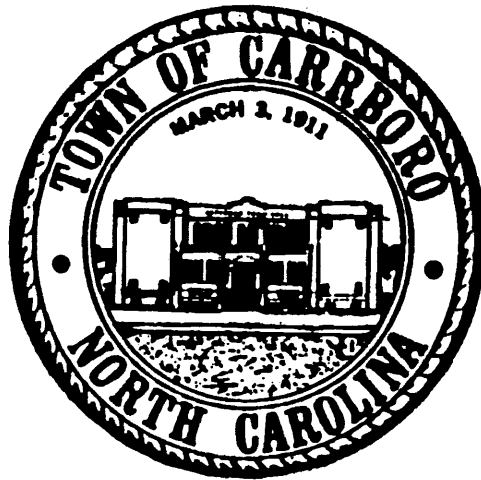
TOWN OF CARRBORO
301 W. Main St.
Carrboro, NC 27510

8 October 2002
Ruth Henton, Planning Department
918-7328

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY



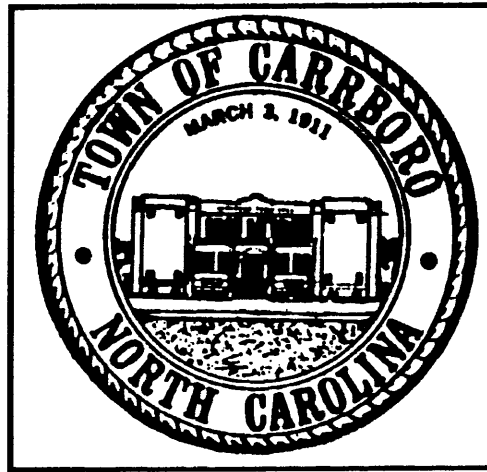
TOWN OF CARRBORO



CONNECTOR ROADS POLICY

Adopted: MARCH 18, 1986

By: TOWN OF CARRBORO BOARD OF ALDERMEN



JAMES V. PORTO, JR., Mayor

Carrboro Board of Aldermen

DOUG ANDERSON

TOM GURGANUS

JOHN BOONE

ZONA NORWOOD

HILLIARD CALDWELL

JUDITH WEGNER

OVERVIEW

BACKGROUND

In 1986, when the Connector Roads Policy was conceived, Carrboro was just beginning to develop toward the north. The Connector Roads Policy was adopted by the Board of Aldermen as a guide to aid in the construction and maintenance of a sound traffic plan for the town. As stated in the introduction of the plan, the success of Carrboro's growth as a town is "ultimately dependent upon the effectiveness and continued efficiency of its transportation system".

The Connector Roads Policy was designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. The Policy's purpose was to ensure that old and new developments and businesses in the town would be connected to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grows. The roads included on the Connector Roads Plan were intended to provide a backbone for a more intricate grid of smaller connector roads.

THE CHARGE

In the fall of 1996, the Board of Aldermen asked the Transportation Advisory Board to review the Connector Roads Policy to see if it still served the town's needs. The TAB noted during its discussion that the town's failure to connect some of the designated roads prevented the Plan from achieving its full potential. However, the TAB maintains its belief that a Connector Road Policy is a vital part of the town's planning initiative.

THE RESPONSE

Because the Transportation Advisory Board recognized that there had been confusion over the interpretation of the Connector Roads Policy and its guidelines, the TAB modified and abbreviated the wording to state the purpose of the Connector Roads Policy in a single paragraph. The TAB eliminated and changed some of the wording for the sake of clarification. The TAB included in the Policy's purpose not only road classifications which connect arterials, but all new roads (minor, local, subcollector, and collector) which are built for new developments. The roads included on the original Connector Roads Plan were (and will remain) intended to provide the backbone for a more intricate public roadwork system that would incorporate all classifications of roads, all of which work together to connect the town and its communities.

I. INTRODUCTION

In 1986, the Connector Roads Policy was conceived and adopted by the Town of Carrboro to aid the town in planning the construction and maintenance of a sound traffic plan for the town. The success of Carrboro's growth as a town is ultimately dependent upon the effectiveness and continued efficiency of its transportation system. Additionally, Carrboro's transportation system, like any public facility, must keep pace with the increased demands that new development places upon it. Roadway systems must be regularly re-evaluated and upgraded to meet future demands.

II. STATEMENT OF PURPOSE

The purpose of the Connector Roads Policy is to ensure that old and new developments and businesses in our town connect to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grew. It indicates a commitment by the town to work toward this connectivity. The roads shown on the Connector Roads Plan are intended to provide a backbone for a more intricate grid of smaller connector roads. The Connector Roads Policy is designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. As Carrboro's boundaries for development expand, additional areas and "backbone" collector roads will need to be added to these maps to ensure that all of Carrboro connects in ways that are both safe and efficient.

III. CONNECTOR ROADS PLAN

The Connector Roads Plan proposes to meet the demands from full development of the northern development area by construction of a series of connector roads that will link this area with the arterial system to the north and to Estes Drive in the east. The construction of a connector road that parallels Hillsborough Road and North Greensboro Street, and providing access with Estes Drive is vitally important to reduce further congestion on Greensboro Street and the Town Center. Connector roads should also eliminate the disruption of residential neighborhoods to the south of areas under development. Connector roads would also be planned to extend north, permitting access to Homestead Road and to the I-40 interchanges.

The connector roads system in the southern development will provide access to the Laurel Hill Parkway thoroughfare which will loop the Bypass, beginning at Jones Ferry Road and connecting with NC 54 and eventually I-40. Because of the development that has already taken place in this area, the two connectors that are central to the overall system, Berryhill Drive and Rock Haven Road, have been approved for construction. In addition, portions of the Laurel Hill Parkway have also been approved for construction.

IV. DESIGN AND CONSTRUCTION STANDARDS

The Design Standards for connector roads should follow the Land Use Ordinance's guidelines, based on the individual road's classification, and its potential for traffic of all varieties in the future as well as when a development is presented to the board.

AMENDMENT DATA SHEET

**Map: Southern Connector Roads Plan - Board-Approved
April 02, 1991**

**Map: Connector Road Plan Northwest Section - Board-
Approved February 25, 1992**

**Map: Connector Road Plan Concept - Board-Approved
February 08, 1994**

Text & Map Amendments - Board-Approved August 19, 1997



10/3/02

Mayor Nelson & Board of Aldermen:

I'd like to comment on two items in the DCHC 2025 Recommended Plan.

I. High Capacity Transit Services.

The 2025 Recommended Plan includes "High Capacity Services...along US 15-501/Franklin St from I-40 to the Carrboro Town Limits." The Sierra Club Transportation Campaign, in a letter of recommendations drafted after a workshop on the 2025 Plan, urged that those services extend into and through Carrboro (an endorsement of item #3 in the resolution you are considering). There is a lot of density along Fayetteville Rd that could also be served by this corridor. (Dale McKeel has a copy of the Sierra letter.)

II. The 2025 Plan proposes 3 additional fixed guideway systems, including one "from the UNC campus through downtown Carrboro to the Horace Williams property." This guideway follows the route of the Norfolk Southern Railroad's "J" Line. The "J" Line continues northward to University Station where it joins the North Carolina Railroad, the state-owned east-west alignment that runs from Charlotte to Morehead City.

I urge you to request DCHC include the entire length of the "J" Line in the 2025 Plan as a fixed guideway corridor that would include parts of the NCR. This corridor would provide both local and regional service. In addition to connecting the two UNC campuses, it would provide service east to Durham and west to Hillsborough, Efland, Mebane, and Burlington (using NCR). Users could connect to Amtrak intercity service in Burlington or Durham. Eventually connection to interstate high-speed rail service would be available at Charlotte and Raleigh.

The advantages of this corridor for our community and for the region are numerous.

The economic benefit is that, as a rule, transit investments return at least \$3 for every \$1 spent within the first 5 to 7 years (source: TTA) and can return as much as \$6 for every \$1 spent in that period (source: Nina Szlosberg, CCNC). The NCR passes through two of Orange County's Economic Development Districts and so the "J" Line guideway would provide transit between those zones and several communities within and beyond Orange County. Having a station in downtown Carrboro would be a boon to our effort to increase the commercial tax base.

The great advantage of fixed guideways over highways is that they concentrate development and support the kind of compact communities citizens of Carrboro and of the County have expressed support for in the SOCF Task Force Report and Carrboro's Facilitated Small Area Plan. The effect of having this guideway would be that the kind of economic development we'd like to engender would take place with far less environmental impact than automobile-oriented development would produce.

It seems thrifty to make use of existing infrastructure, instead of having to either condemn new right-of-way or further burden the existing road system.

At one time TTA considered the "J" line as part of its proposed commuter system. The alignment did not provide a timely trip to RTP and was discarded from Phase One consideration. But if one goal we might have is to decentralize employment into municipalities throughout the region, then the travel time from Carrboro to RTP would be less important, while trips to places of employment or residence within or near Orange County along the "J" Line and NCRR would be fairly brief.

The long-range plans UNC has for the North Campus would certainly provide an "anchor" for this guideway. Having the guideway extend north would seem to offer more residential opportunities for future employees in addition to important connections to state-wide and interstate rail passenger networks that are now being planned.

Recent events around the globe remind us that our access to oil is not as certain as we might like, and supplies are not endless, in any event. While new technologies may eventually help our nation reduce its need for oil, they will not be widely available anytime soon, nor should the possibility of their availability serve as an excuse to continue current land-use patterns that have many other negative effects. If this full guideway is not included in the 2025 Plan, it will be more difficult to bring it into being once the Plan is adopted. To me it makes the most sense to study it now in the model at least and find out whether it could pass the "fiscal constraint" test.

James Carnahan

Dale McKeel

From: James Carnahan [jcarnahan@mindspring.com]
Sent: Tuesday, October 01, 2002 9:19 PM
To: Dale McKeel
Subject: Sierra comments on DCHC2025

Dale - here's the letter we sent back in August. It makes reference to the steering committee's intention of making more comments later, but I fear that may not happen as the 9/21 Forum was viewed by most folks as our wrap-up event...

At our workshop on the Tier 3 alternatives many expressed interest in the UNC to Horace Williams fixed guideway being extended up to the NCRR along - if not on - the current rail line. For reasons I am at a loss to explain this interest did not make it into our preliminary letter to DCHC.

The text below was endorsed by all three Triangle Region Sierra Groups.

James

>
>Triangle Sierra Club Groups' Letter to DCHC MPO Regarding 2025
>Transportation Plan.
>
>On June 13th the three Sierra Club groups in the Triangle held a forum
>to discuss the transportation options being considered in Tier 3 of the
>DCHC MPO. We would like to thank David Bonk for his presentation of
>the Tier 2 results and the Tier 3 alternatives.

>At this time, we would like to share preliminary comments. Once the
>Tier 3 results are available, we will have more detailed comments.
>
>*In general, participants in the forum preferred alternatives with more
>transit and fewer roads.
>
>*The Franklin St and NC 86 transportation corridors in Alternative C,
>while potentially a great idea, need not necessarily be rail guideways
>of any sort but could instead be busways. We should use the delay in
>the DCHC process to better define this particular vision. Any east-west
>corridor through Chapel Hill should extend into and through Carrboro.
>
>*We oppose NCDOT's plans for the NE/NW Loop in Durham, shown in
>Alternative D. We strongly support the efforts of elected officials in
Durham >to find better alternatives for transportation around Northern Durham.
>
>*We should be very concerned that the model shows that current land use
>does not support intensive transit. We should take these results as a
>warning that we need to move faster toward a pattern of growth
>fostering greater density around transit and lower density elsewhere in
>order to discourage sprawl.
>
>*We appreciate the progressive assumptions on bicycle facilities, TDM
>and transit. We hope that these assumptions are merely a lower bound
>on how much we move away from Single Occupant Vehicles.
>
>In conclusion, it was recently announced that in the period from 1990
>to 2000, the Triangle had the largest increase in commuting time in the
>country. We hope the kind of planning represented in the DCHC MPO
>>process
will mean that Triangle commuting improves in the future.

(end)

Triangle Transit Authority – Proposed Routes



Phase I – Durham to Raleigh (solid line)

Phase II – Durham to Chapel Hill / Airport Connection (dashed line)